



SYDNEY BUS ROUTES

Routes with prefix “M” – Metrobus services

**Routes 10, 20, 30, 40,
M10, M20, M30, M40, M41, M50, M52, M54, M60, M61, M90-M92**

Histories of “Metrobus” services (both Government & private) in the metropolitan area of Sydney, New South Wales, Australia. Those in the first group were cross-city routes, but some others later ran on selected inter-suburban routes. All routes commenced between 2008 & 2011.

A work in progress. Corrections and comments welcome – robkit.henderson@bigpond.com

Hard copy timetables were not issued for some of the earlier introduced Metrobus routes. In those cases, timetable details have been sourced elsewhere. In the Timetable Summaries, details are shown for Mondays to Fridays, Saturdays & Sundays. Details for Sundays also apply to Public Holidays.

The first four routes (10, 20, 30 & 40) were so numbered until 31 October 2010, when they were given the prefix “M”. All other Metrobus routes had the prefix “M” from inception. The prefix “M” was progressively removed from 2019 onwards & routes renumbered, reserving the title “Metro” & the initial “M” for the new driverless trains introduced in that year.

Routes originally ran to *standard Metrobus hours of service*, namely at least 6.30am-8.30pm daily, with *standard Metrobus average daytime frequencies* being M-F 15 (more frequent in peak hours), Sat & Sun 20. However, the hours of service and/or frequency of some routes were subsequently improved.

(■) denotes this route or this version of the route no longer operative.

Summary of Metrobus routes

10	Kingsford-City-Leichhardt
20	Mascot-City-Gore Hill
30	Spit Jun-City-Sydenham
40	Bondi Jun-City-Chatswood
M10	Maroubra Jn-City-Leichhardt
M20	Botany-City-Gore Hill

M30	Taronga Zoo-City-Sydenham
M40	Bondi Jun-City-Chatswood
M41	Hurstville-Macquarie Park
M50	Coogee-City-Drummoyne
M52	City-West Ryde-Parramatta
M54	Parramatta-Macquarie Park

M60	Parramatta-Hornsby
M61	City-Castle Hill
M90	Liverpool-Burwood
M91	Parramatta-Hurstville
M92	Parramatta-Sutherland

Route 10

Route M10

MAROUBRA JUNCTION – CITY – LEICHHARDT (various termini)■

Timeline

12 October 2008:

- 10 Kingsford – City – Leichhardt Marketplace commenced by State Transit Authority of NSW.
- Ran at standard Metrobus hours of service & average daytime frequencies
- Kingsford (later Maroubra Junction) – City shared with 390-399. City – Leichhardt shared with 438, 440 & 461.
- First Metrobus route.
- Part of Contract Region 6.

8 December 2008: Curtailed to run Kingsford – City – Leichhardt Town Hall

26 October 2009: Extended to run Maroubra Junction – City – Leichhardt Town Hall.

31 October 2010: Renumbered M10.

14 November 2010: Extended to run Maroubra Junction – City – Leichhardt (William St).

1 July 2018: Transferred to Transit Systems West Pty Ltd, trading as Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

25 October 2020: Ceased as part of a review of Contract Region 6 services:

- City (Railway Square) – Leichhardt replaced by additional frequency on 440.
- Service between City & Maroubra Junction continued to be provided by routes in the 390-399 range, as well as light rail line L3.

Streets

From 12 October 2008

Kingsford – City – Leichhardt Marketplace

From Kingsford (Anzac Pde at Five Ways) via Anzac Pde (**Kensington, Moore Park**), Flinders St, Oxford St (**Darlinghurst**), Liverpool St, Elizabeth St, Park St (**City**), George St, Railway Sq, Broadway, Parramatta Rd, Norton St, Marion St to Leichhardt Marketplace.

From Leichhardt Marketplace (Marion St) via reverse route to Park St, then Castlereagh St, Bathurst St, Elizabeth St, then reverse route to Kingsford.

Kingsford – City – Leichhardt Town Hall

Alteration

From 28 December 2008: Ex Kingsford curtailed to terminate at Leichhardt Town Hall. Reverse on return.

Maroubra Junction – City – Leichhardt Town Hall

Alteration

From 28 December 2008: Extended from Kingsford via Anzac Pde to Maroubra Junction. Reverse on return.

Maroubra Junction – City – Leichhardt (William St)

Alterations

- *From 14 November 2010:* Ex Maroubra Junction from Parramatta Rd via Norton St, William St to Leichhardt Depot. Reverse on return.
- *From 4 October 2015 (commencement date of new CBD bus network):* Ex Leichhardt from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Liverpool St, Oxford St. Ex Maroubra Junction from Liverpool St via Elizabeth St, Hay St, Pitt St, Railway Sq.
- *From 9 February 2020:* Ex Maroubra Junction from Elizabeth St via Eddy Av, Rawson Pl, George St, Railway Sq. Unaltered on return.

Timetable Summary

October 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Maroubra Junction-City-Leichhardt (William St)	55	M-F	Maroubra Jun	6.33am	William St	8.23pm	15*	
		Sat		7.32am		7.59pm	20	
		Sun		7.36am		7.42pm	20	

* More frequent in peak hours.

Route 20

Route M20

BOTANY – CITY – GORE HILL

Timeline

26 October 2009:

- 20 Mascot – City – Gore Hill commenced by State Transit Authority of NSW.
- Ran at standard Metrobus hours of service & average daytime frequencies.
- Part of Botany – City shared with 309 & 310. City – Gore Hill shared with 252 & 254.
- **Part of Contract Region 6.**

27 February 2011: Extended to run Botany (Bay St) – City – Gore Hill.

31 October 2010: Renumbered M20.

12 February 2017: Hours of service increased by running additional early morning (weekdays) & night (Monday-Sunday) services City (Wynyard) – Zetland.

1 July 2018: Transferred to Transit Systems West Pty Ltd, trading as Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

9 February 2020:

- Curtailed to run Mascot – City – Gore Hill. 309 continued to run Mascot – Botany.
- Renumbered 320, as part of process of removing alphabetical prefixes from route numbers.

Streets

Mascot – City – Gore Hill

From 26 October 2009

From Mascot (Botany Rd at King St) via Botany Rd, Epsom Rd, Joynton Av (**Zetland**), O’Dea Av, Bourke St, Phillip St, Elizabeth St, Redfern St, Chalmers St, Elizabeth St, Park St (**City**), Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Campbell St to Reserve Rd (Gore Hill).

From Gore Hill (Campbell St at Reserve Rd) via Reserve Rd, Carlotta St, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Druitt St, Park St, Castlereagh St, Bathurst St, Elizabeth St, Phillip St, then reverse route to Mascot.

Botany – City – Gore Hill

Alteration

From 27 February 2011: Extended from Mascot via Botany Rd to Bay St (Botany). Reverse on return.

From 1 July 2018

From Botany (Botany Rd at Bay St) via Botany Rd, Epsom Rd (**Rosebery**), Joynton Av, Bourke St (**Zetland**), Phillip St, Elizabeth St, Redfern St (**Redfern**), Chalmers St, Elizabeth St, Park St (**City**), Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Pacific Hwy, Blue St (**North Sydney**), Miller St, Pacific Hwy (**Crows Nest, St Leonards**), Campbell St to Reserve Rd (Gore Hill).

From Gore Hill (Campbell St at Reserve Rd) via Reserve Rd, Carlotta St, Pacific Hwy, Berry St, Miller St, Pacific Hwy, Arthur St, Mount St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Druitt St, Park St, Castlereagh St, Bathurst St, Elizabeth St, Phillip St, then reverse route to Botany.

Timetable Summary

October 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Mascot-City-Gore Hill	58	M-F	Gore Hill	6.28am	Gore Hill	8.13pm	15*	
		Sat	Mascot	7.33am		7.41pm	20	
		Sun		7.35am		7.35pm	20	

* More frequent in peak hours.

12 February 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Botany-City-Gore Hill	64BG 24YZ	M-F	Zetland	5.08amY	Gore Hill	8.13pmB	A	
			Botany	6.27amG	Wynyard	12.23amZ		
		Sat		7.30amG	Gore Hill	7.35pmB	C	
					Wynyard	1.34amZ		
		Sun		7.30amG	Gore Hill	7.35pmB	C	
					Wynyard	11.00pmZ		

* More frequent in peak hours.

A – Early morning & night, City (Wynyard)-Zetland. Day, Botany-Gore Hill 15*.

B – To Botany.

BG – Botany-Gore Hill.

C – Day, Botany-Gore Hill 20. Night, City (Wynyard)-Zetland.

G – To Gore Hill.

Y – To City (Wynyard).

YZ – City (Wynyard)-Zetland.

Z – To Zetland.

Route 30

Route M30

TARONGA ZOO – SPIT JUNCTION – CITY – SYDENHAM

Timeline

28 March 2010:

- 30 Spit Junction – City – Sydenham commenced by State Transit Authority of NSW.
- Ran at standard Metrobus hours of service & average daytime frequencies.
- Spit Junction (later Taronga Zoo) – City shared with 247. City – Newtown area shared with routes in the 422-428 range.
- Part of Contract Region 6.

31 October 2010: Renumbered M30.

26 November 2017: Extended to run Taronga Zoo – City – Sydenham, replacing 247 in daylight hours.

1 July 2018: Transferred to Transit Systems West Pty Ltd, trading as Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

9 February 2020: Renumbered 430, as part of process of removing alphabetical prefixes from route numbers.

Streets

Spit Junction – City – Sydenham

From 28 March 2010

From Spit Junction (Spit Rd at Military Rd) via Military Rd (**Cremorne Junction, Neutral Bay Junction**), Falcon St, Warringah Fwy, Bradfield Hwy [Sydney Harbour Bridge], York St, Druitt St (**City**), George St, Railway Sq, Broadway, City Rd, King St (**Newtown**), Enmore Rd (**Enmore**), Marrickville Rd, Buckley St, Sydenham Rd, Railway Pde to Sydenham Station.

From Sydenham (Railway Pde at Station) via Marrickville Rd, then reverse route to Druitt St, then Clarence St, Bradfield Hwy [Sydney Harbour Bridge], then reverse route to Spit Junction.

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Ex Spit Junction from York St via Park St, Castlereagh St, Hay St, Pitt St, Railway Sq. Ex Sydenham from Railway Sq via Pitt St, Eddy Av, Elizabeth St, Park St, Druitt St, Clarence St.

Taronga Zoo – City – Sydenham

Alteration

From 26 November 2017: Extended from Spit Junction via Military Rd (**Mosman Junction**), Bradleys Head Rd to Taronga Zoo (top gates). Reverse on return.

Timetable Summary

October 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Spit Junction-City-Sydenham	54	M-F	Sydenham	6.33am	Spit Junction	8.20pm	15*	
		Sat		7.38am		7.39pm	20	
		Sun		7.38am		7.37pm	20	

* More frequent in peak hours.

29 January 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Taronga Zoo-City-Sydenham	64	M-F	Sydenham	6.31am	Taronga Zoo	8.17pm	15*	
		Sat		7.30am		7.32pm	20	
		Sun		7.30am		7.35pm	20	

* More frequent in peak hours.

Route 40

Route M40

BONDI JUNCTION – CITY – CHATSWOOD

Timeline

18 July 2010:

- 40 commenced by State Transit Authority of NSW.
- Ran at standard Metrobus hours of service & average daytime frequencies.
- Bondi Junction – City shared with 333, 378 (440 from 4 October 2015) & 380. City – Chatswood shared with 272 & 273.
- Part of Contract Region 7.

31 October 2010: Renumbered M40.

28 April 2019: Renumbered 340, as part of process of removing alphabetical prefixes from route numbers.

Streets

From 18 July 2010

From Bondi Junction (Interchange) via Newland St, Oxford St (**Paddington, Darlunghurst**), Liverpool St, Elizabeth St, Park St (**City**), Druitt St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Willoughby Rd (**Naremburn, Willoughby**), Mowbray Rd, Penshurst St, Victoria Av, Anderson St, Help St, Orchard Rd to Chatswood Interchange.

From Chatswood (Interchange) via Endeavour St, Anderson St, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, Park St, Castlereagh St, Bathurst St, Elizabeth St, then reverse route to Bondi Junction.

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Ex Bondi Junction from Oxford St via College St, Park St. Reverse on return.

Timetable Summary

October 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Bondi Junction-City-Chatswood		M-F	Chatswood	6.38am	Bondi Junction	8.07pm	15*	
		Sat		7.34am		7.43pm	20	
		Sun		7.39pm		7.47pm	20	

* More frequent in peak hours.

Route M41

HURSTVILLE – BURWOOD – MACQUARIE PARK (Waterloo Rd)■

(Although this route serves parts of Macquarie Park, the Waterloo Rd terminus is in Marsfield.)

(“Concord Hospital” is used to denote the hospital variously known as Yaralla Military Hospital, Concord Military Hospital or 113th Australian General Hospital during World War II & in the immediate post-war era, then Repatriation General Hospital (until 1993) & Concord Repatriation General Hospital (since 1993).)

Timeline

19 December 2010:

- Commenced by State Transit Authority of NSW.
- Ran at standard Metrobus hours of service & average daytime frequencies.
- Burwood – Macquarie Park shared with 459.
- Part of Contract Region 6.

20 November 2016: Hours of service Burwood – Macquarie Park (Waterloo Rd) increased to run until midnight.

1 July 2018: Transferred to Transit Systems West Pty Ltd, trading as Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

28 April 2019: Renumbered 410 as part of process of removing alphabetical prefixes from route numbers.

Streets

From 19 December 2010

From Hurstville (Forest Rd at station) via Park Rd, Queens Rd, Croydon Rd, Stoney Creek Rd, Preddys Rd, New Illawarra Rd, Bexley Rd (**Bexley North, Clemton Park**), Beamish St (**Campsie**), Seventh Av, Burwood Rd (**Burwood**), Crane St, Majors Bay Rd (**Concord**), Wellbank St, Concord Rd (**Concord West**), Hospital Rd to **Concord Hospital**, then Hospital Rd, Concord Rd (**Rhodes**), Ryde Bridge, Church St, Victoria Rd, Church St, Blaxland Rd (**Ryde**), Devlin St, Lane Cove Rd (**North Ryde**), Waterloo Rd, Herring Rd (**Macquarie Centre**), Talavera Rd, Culloden Rd, Waterloo Rd to Trafalgar Pl (Macquarie Park).

From Macquarie Park (Waterloo Rd) (at Trafalgar Pl) via reverse route to Devlin St, then Church St, then reverse route to Bexley Rd, then Barnsbury Gr, then New Illawarra Rd, then reverse route to Queens Rd, then Forest Rd to Hurstville Station.

Alteration

From 11 April 2011 (*opening of Hurstville Interchange*): Approached Hurstville from Queens Rd via Dora St to Interchange. Return from Hurstville Interchange via Forest Rd, Park Rd.

Timetable Summary

19 December 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Macquarie Park (Waterloo Rd)	Fr Hurst 36B 82M	M-F	Burwood	5.24amM	Hurstville	6.53pmM	A	
			Hurstville	6.10amM	Waterloo Rd	8.27pmB		
		Sat	Burwood	6.39amM		6.35pmH	C	
			Hurstville	7.29amM	Hurstville	8.09pmM		
		Sun	Burwood	6.39amM	Waterloo Rd	6.35pmH	C	
			Hurstville	7.29amM	Hurstville	8.09pmM		

* More frequent in peak hours.

A – Early morning & evening, Hurstville-Burwood & Burwood-Macquarie Park (Waterloo Rd). Day, Hurstville-Macquarie Park (Waterloo Rd) 15*.

B – To Burwood.

C – Early morning & evening, Hurstville-Burwood & Burwood-Macquarie Park (Waterloo Rd). Day, Hurstville-Macquarie Park (Waterloo Rd) 20.

H – To Hurstville.

M – To Macquarie Park (Waterloo Rd).

23 March 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Hurstville-Macquarie Park (Waterloo Rd)	Fr Hurst 36B 82M	M-F	Burwood	5.17amM	Hurstville	8.50pmM	A	
			Waterloo Rd	6.08amH	Waterloo Rd	12.24amB		
		Sat	Burwood	6.39amM	Hurstville	7.54pmM	C	
			Hurstville	7.31amH	Waterloo Rd	12.24amB		
		Sun	Burwood	6.39amM	Hurstville	7.54pmM	C	
			Hurstville	7.29amM	Waterloo Rd	12.24amB		

* More frequent in peak hours.

A – Early morning, Hurstville-Burwood & Burwood-Macquarie Park (Waterloo Rd). Day, Hurstville-Macquarie Park (Waterloo Rd) 15*. Night, Burwood-Macquarie Park (Waterloo Rd).

B – To Burwood.

C – Early morning, Hurstville-Burwood & Burwood-Macquarie Park (Waterloo Rd). Day, Hurstville-Macquarie Park (Waterloo Rd) 20. Night, Burwood-Macquarie Park (Waterloo Rd).

H – To Hurstville.

M – To Macquarie Park (Waterloo Rd).

Route M50

COOGEE – CITY – DRUMMOYNE (Westbourne St)■

Timeline

31 October 2010:

- Commenced by State Transit Authority of NSW.
- Ran at standard Metrobus hours of service & average daytime frequencies.
- Coogee – City shared with 372 & 373. City – Drummoyne shared with routes in the 500-506 range plus 515 & 518.
- Part of Contract Region 6.

1 July 2018: Transferred to Transit Systems West Pty Ltd, trading as Transit Systems, as a result of competitive tendering for privatisation of Contract Region 6.

25 October 2020: Ceased as part of a review of Contract Region 6 services:

- City – Drummoyne replaced by new 503 in peak hours & at other times by various existing 500-series routes.
- Service between City & Randwick/Coogee continued to be provided by 372-374, 376 & 377, as well as light rail line L2.

Streets

From 31 October 2010

From Coogee (Arden St at beach) via Arden St, Havelock Av, Carr St, Dudley St, St Pauls St, Perouse Rd, Cuthill St, Avoca St, High St (**Randwick**), Anzac Pde (**Kensington**), Cleveland St, Chalmers St, Elizabeth St, Park St (**City**), Druitt St, Western Distributor, Victoria Rd (**Rozelle**), Lyons Rd, Bayswater St to Westbourne St (Drummoyne).

From Drummoyne (Westbourne St) (in Bayswater St) via Westbourne St, Marlborough St, Lyons Rd, then reverse route to Park St, then Castlereagh St, Bathurst St, Elizabeth St, Cleveland St, Anzac Pde, High St, Belmore Rd, Perouse Rd, then reverse route to Coogee.

Alteration

From March 2017 (due to light rail construction work in Randwick): Ex Coogee from Avoca St via Belmore Rd, Alison Rd, Anzac Pde. Return from Anzac Pde via Alison Rd, Belmore Rd, Perouse Rd.

Timetable Summary

23 March 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Coogee-City-Drummoyne (Westbourne St)	52	M-F	Coogee	6.25am	Coogee	8.19pm	15*	
		Sat		7.35am	Drummoyne	7.35pm	20	
		Sun		7.35am		7.35pm	20	

* More frequent in peak hours.

Route M52

CITY (Circular Quay) – WEST RYDE – PARRAMATTA via Victoria Rd■

Timeline

8 August 2010:

- Renumbered from L20 (all trips) & 520 (trips during Metrobus hours).
- Ran at standard Metrobus hours of service & average daytime frequencies.
- Supplemented by 520.
- Operated by State Transit Authority of NSW.
- **Part of Contract Region 7.**

6 May 2018: Hours of service increased at night to run to midnight (Monday-Sunday).

24 January 2021:

- Ceased as part of general review of Contract Region 7 routes & as part of process of removing alphabetical prefixes from route numbers.
- Replaced by new all-day frequent route 500X City (Park St) – West Ryde & extended 501, now City (Pitt St, Central Railway) – West Ryde – Parramatta.

Streets

From 8 August 2010

From City (Circular Quay) (Alfred St at Loftus St) via Alfred St, George St, Druitt St, Western Distributor, Anzac Bridge, Victoria Rd (**Rozelle**, **Drummoyne**, **Gladesville**), Blaxland Rd (**Ryde**), Devlin St, Victoria Rd (**Ermington**, **Rydalmere**), Wilde Av, Smith St, Station St, bus tunnel to Parramatta Interchange.

From Parramatta (Interchange) via reverse route to Victoria Rd (east of West Ryde), then Bowden St, Parkes St, Blaxland Rd, then reverse route to George St, then Bridge St, Loftus St to Circular Quay (City)

Alteration

From 4 October 2015 (commencement of light rail construction in George St/new CBD bus network): Approached City from Western Distributor via Druitt St, Elizabeth St, Phillip St to Circular Quay. Return from Alfred St near Young St via Young St, Bridge St, Phillip St, Elizabeth St, St James Rd, Prince Albert Rd, College St, Park St.

Timetable Summary

October 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Ryde-Parramatta	Fr C Quay 41R 77P	M-F	Parramatta	5.30amC	Parramatta	8.15pmC	A	
					Circular Quay	9.20pmR		
		Sat		6.33amC		7.45pmP	B	
					Parramatta	8.53pmR		
		Sun	Circular Quay	7.25amP	Circular Quay	7.25pmP 8.45pmR	B	

* More frequent in peak hours.

A – Day, City (Circular Quay)-Parramatta 15*. Night, from City (Circular Quay) to Ryde.

B – Day, City (Circular Quay)-Parramatta 20. Night, from City (Circular Quay) to Ryde.

C – To City (Circular Quay).

P – To Parramatta.

R – To Ryde.

6 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
City (Circular Quay)- Ryde-Parramatta	77	M-F	Parramatta	4.32am	Circular Quay	11.47pm	A	
		Sat		6.03am		11.42pm	20	
		Sun		6.52am		11.42pm	20	

A – Morning peak hour, City (Circular Quay)-Parramatta, plus short-workings from Ryde to City (Circular Quay).

Day & afternoon peak hour, City (Circular Quay)-Parramatta 15*.

Route M54

PARRAMATTA – EPPING – MACQUARIE PARK Station ■

Timeline

10 October 2010:

- Renumbered from 548.
- Ran at standard Metrobus hours of service & average daytime frequencies.
- Compared with 548, extended from Epping to Macquarie Park.
- Operated by State Transit Authority of NSW.
- Part of Contract Region 7.

6 May 2018: Hours of service increased to 24 hours-a-day (Monday-Sunday) – continuous service.

28 April 2019: Renumbered 550 as part of process of removing alphabetical prefixes from route numbers.

Streets

From 10 October 2010

From Parramatta (Interchange) via bus tunnel, Station St, Smith St, Macquarie St, Church St, Pennant Hills Rd (North Parramatta, Carlingford), Carlingford Rd, Pennant Pde, Willoughby St, Ryde St, Boronia Av, Midson Rd, Carlingford Rd, Beecroft Rd (**Epping**), Epping Rd, Balaclava Rd, University Av (**Macquarie University**), Waterloo Rd, Herring Rd, **Macquarie Centre** bus terminal, Waterloo Rd to Macquarie Park Station.

From Macquarie Park (Waterloo Rd at Station) via reverse route to Carlingford Rd, then Rawson St, Bridge St, Kent St, Boronia Av, then reverse route to Church St, then George St, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

Alteration

By 24 January 2015: Ex Parramatta Interchange from Smith St via Wilde St, Victoria Rd, Church St. Reverse on return.

Timetable Summary

October 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping-Macquarie Park Station	51	M-F	Parramatta	5.27am	Parramatta	9.16pm	15*	
		Sat		6.01am		7.46pm	20	
		Sun		7.26am	Macq Park Stn	7.33pm	20	

* More frequent in peak hours.

6 May 2018

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Epping-Macquarie Park Station	51	M-F	Macq Park Stn	4.02am	Parramatta	3.03am	15*	A
		Sat		4.01am		3.03am	20	A
		Sun		4.01am		3.03am	20	A

* More frequent in peak hours.

A – Service continuous Monday-Sunday.

Route M60

PARRAMATTA – CASTLE HILL – CHERRYBROOK – HORNSBY

Timeline

7 March 2011:

- Commenced by Hillsbus (ComfortDelGro Cabcharge).
- Ran at standard Metrobus hours of service & average daytime frequencies, replacing Parramatta – Castle Hill trips on 600 during “Metrobus” hours (approx 6.30am to 8.30pm).
- Shared route from Parramatta to various points along Church St/Windsor Rd/Old Northern Rd as far as Castle Hill with 601, 603, 604 & 606.
- Outside Metrobus hours, trips on the same route between Parramatta & Castle Hill continued to display 600.
- 600 also continued to be used for limited peak hour service, Parramatta – Castle Hill – Cherrybrook – West Pennant Hills.
- Pennant Hills – Hornsby shared with 632 until 17 June 2013.
- Part of Contract Region 4.

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

26 November 2017: Trips on 600 entirely between Parramatta & Castle Hill renumbered M60 (route unaltered).

26 May 2019: Renumbered 600 as part of process of removing alphabetical prefixes from route numbers.

Streets

From 7 March 2011

From Parramatta (new Interchange) via bus tunnel, Station St, Smith St, Macquarie St, Church St (**North Parramatta**), Windsor Rd (**Northmead, Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd (**Castle Hill**), McMullen Av, Old Northern Rd, Castle Hill Rd, County Dr, Shepherds Dr, Macquarie Dr (**Cherrybrook**), Francis Greenway Dr, Boundary Rd, Pennant Hills Rd, Railway St to **Pennant Hills Station**, then Pennant Hills Rd (**Thornleigh, Normanhurst**), Pacific Hwy, Coronation St to Hornsby Interchange.

From Hornsby (Interchange) via Pacific Hwy, then reverse route to Castle Hill Rd, then Old Northern Rd, Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd, Windsor Rd, Church St, George St, Smith St, Station St, bus tunnel, Argyle St to Parramatta Interchange.

Alterations

- From 24 January 2015:** From Parramatta (Interchange) via bus tunnel, Station St, Smith St, Wilde Av, Victoria Rd, Church St. Reverse on return.
- From 3 February 2019:** Ex Parramatta from Crane Rd via Castle Hill Interchange, Old Northern Rd. Reverse on return.

Timetable Summary

7 March 2011

Parramatta – Castle Hill routes

600, M60

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
M60: Parramatta-Castle Hill-Hornsby	80	M-F	Parramatta	5.30am	Hornsby	7.55pm	15*	A
		Sat		7.28am		6.50pm	20	A
		Sun		7.28am		6.50pm	20	A
600: Parramatta-Castle Hill†	Fr P'matta 36C 72W	M-F	Castle Hill	5.15am	Parramatta	12.10am	B	
		Sat		6.15am		12.10am	D	
		Sun				10.10pm	E	

* More frequent in peak hours.

† Selected peak hour trips extended to West Pennant Hills.

A – Plus short-working/s after last trip shown.

B – Early morning before 8.00am & night after 8.30pm (before & after M60 operating hours). Selected peak hour trips extended to West Pennant Hills (morning from West Pennant Hills, afternoon from Parramatta).

C – To Castle Hill.

D – Early morning before 8.00am & night after 8.30pm (before & after M60 operating hours).

E – Night after 8.30pm (after M60 operating hours).

W – To West Pennant Hills.

26 November 2017

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
M60: Parramatta-Castle Hill-Hornsby	Fr Pmatta 34C 56N 73H	M-F	Parramatta	5.30amH	Hornsby	10.31pmP	A	
					Parramatta	12.10amC		
		Sat	Castle Hill	5.45amP	Hornsby	10.20pmP	B	
			Hornsby	7.30amP	Parramatta	3.20amC		
		Sun	Castle Hill	6.22amP	Hornsby	10.20pmP	D	
			Hornsby	7.30amP	Parramatta	11.38pmN		

* More frequent in peak hours.

A – Early morning, from Castle Hill to Parramatta. Day, Parramatta-Hornsby 15*. Later night, Parramatta-Pennant Hills. Later again, Parramatta-Castle Hill. Plus short-working/s before first trip shown. Extra trips Friday night, Parramatta-Castle Hill.

B – Early morning, from Castle Hill to Parramatta. Day, Parramatta-Hornsby 20. Later night, Parramatta-Pennant Hills. Later again, Parramatta-Castle Hill.

C – To Castle Hill.

D – Early morning, from Castle Hill to Parramatta. Day, Parramatta-Hornsby 20. Later night, Parramatta-Pennant Hills.

H – To Hornsby.

N – To Pennant Hills.

P – To Parramatta.

Route M61

CITY (various termini) – CASTLE HILL via Lane Cove Tunnel & M2 Hills Motorway

Timeline

20 December 2010:

- City (Railway Sq) – Castle Hill commenced as part of a Government pre-election programme of “high frequency” Metrobus routes, using buses in a distinctive red livery (for a period), running to a standard timetable.
- 610/610X timetable rearranged such that City (Railway Sq) – Castle Hill trips on 610 & 610X during “Metrobus” hours (approx 6am to 8pm), which complied with the standard Metrobus hours of service & average daytime frequencies, were renumbered M61.
- These trips were rerouted via Lane Cove Tunnel (where not already doing so).
- Trips on the same route additional to the standard Metro timetable and those outside the standard Metrobus hours of service displayed 610X.
- M61 shared City (Railway Sq) – Castle Hill service with 610 (City (Railway Sq) – Rouse Hill Town Centre via Epping Rd, Lane Cove) & 610X (City (Railway Sq) – Rouse Hill Town Centre via Lane Cove Tunnel).
- As a result of the introduction of M61, 619 curtailed to run Macquarie Park – Castle Hill.
- Operated by Hillsbus (ComfortDelGro Cabcharge).
- **Part of Contract Region 4.**

4 October 2015: City terminus altered to Queen Victoria Building as a result of light rail construction in George St, City/new CBD bus network.

19 February 2017: 610X trips entirely between City (Queen Victoria Building) & Castle Hill renumbered M61 (route unchanged, as M61 & 610X were identical between these points).

April 2017: ComfortDelGro Cabcharge rebranded as ComfortDelGro Corporation, following withdrawal of Cabcharge from the joint venture in February 2017.

26 May 2019: All trips reverted to 610X, as part of process of removing alphabetical prefixes from route numbers.

Streets

City (Railway Square) – Castle Hill

From 20 December 2010

From City (Railway Square) (Pitt St) via Pitt St, Rawson Pl, George St, Market St, Clarence St, Bradfield Hwy [Sydney Harbour Bridge], Warringah Fwy, Gore Hill Fwy, Lane Cove Tunnel, M2 Hills Motorway, Windsor Rd (**Baulkham Hills**), Old Northern Rd, Castle Hill Ring Road [Cecil Av, Terminus St], Crane Rd, Old Castle Hill Rd to Castle Towers shops (Castle Hill).

From Castle Hill (Interchange) via Crane Rd, Castle Hill Ring Road [Terminus St, Cecil Av], Old Northern Rd, then reverse route to Bradfield Hwy [Sydney Harbour Bridge], then York St, Druitt St, George St to Railway Square (City).

Alteration

From 21 May 2012: To depart Railway Square (Lee St) via George St. Unaltered arriving Railway Square.

City (Queen Victoria Building) – Castle Hill

Alterations

- **From 4 October 2015** (as a result of light rail construction in George St, City/new CBD bus network): Approached City from Bradfield Hwy [Sydney Harbour Bridge] via York St to north of Market St. Return from York St at Queen Victoria Building via Druitt St, Clarence St.
- **From 3 February 2019** (opening of complete Castle Hill Interchange): Approached Castle Hill from Crane Rd to Castle Hill Interchange. Reverse on return.

Timetable Summary

See 610

Route M90

LIVERPOOL – BANKSTOWN – STRATHFIELD – BURWOOD

Timeline

6 December 2010:

- Renumbered from 900 as part of a Government pre-election programme of “high frequency” Metrobus routes.
- Ran in excess of standard Metrobus hours of service, but with standard Metrobus average daytime frequencies.
- First privately operated route to be classified as a Metrobus service.
- Operated by Veolia Transport.
- Part of Contract Region 13.

1 July 2013: Operator’s name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 consolidated as Contract Region 3.
- Transferred to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3, as successful tenderer for bus services in consolidated Contract Region 3.

21 June 2026:

- Part of route from Strathfield to Burwood curtailed to run only in off-peak & daytime weekends.
- Compared with the standard Metrobus hours of service & frequency, the time span of operation continued, but weekday frequency was modified from 15 to 20 minutes.

Streets

From 6 December 2010

From Liverpool (Interchange) via College St, Elizabeth St, Bigge St, Campbell St, George St, Scott St, Newbridge Rd, Milperra Rd (**Milperra**), Ashford Av, Bullecourt Av (**University of Western Sydney, Bankstown campus**), Horsley Rd, Amour St, Marigold St, Milperra Rd, Canterbury Rd, Chapel St, Macauley Av, Restwell St, South Tce (**Bankstown**), bus lane over railway bridge, North Tce, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, Chapel Rd, Hume Hwy, Boronia Rd, Noble Rd, Cardigan Rd, Waterloo Rd, Hume Hwy, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Morwick St, Railway Pde, Burwood Rd, Victoria St East to Burwood Westfield.

From Burwood (Burwood Rd at Westfield) via Burwood Rd, Railway Pde, Morwick St, The Boulevarde, Redmyre Rd, Raw Sq, Albert Rd (**Strathfield**), Churchill Av, Raw Sq, Redmyre Rd, The Boulevarde, Hume Hwy, then reverse route to Rickard Rd, then Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce (**Bankstown**), Restwell St, Macauley Av, Chapel Rd, then reverse route to Newbridge Rd, then Bigge St, Elizabeth St, George St, Moore St to Liverpool Interchange.

Timetable Summary

6 December 2010

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bankstown-Strathfield-Burwood	Fr Liv 21M 83S 94B	M-F	Milperra	4.56amL	Burwood	8.10pmL	A	
			Liverpool	5.10amS 6.00amB	Strathfield	10.52pmK		
		Sat		6.20amS 7.15amB	Burwood	7.30pmL	C	
					Strathfield	10.57pmK		
		Sun		7.55amB	Burwood	7.30pmL	C	
					Liverpool	8.52pmM		

* More frequent in peak hours.

A – Early morning & night, various short-workings. Day, Liverpool-Burwood 15*.

B – To Burwood.

C – Day, Liverpool-Burwood 20. Night, various short-workings. Plus short-working/s before first trip shown.

K – To Bankstown.

L – To Liverpool.

M – To Milperra.

S – To Strathfield.

21 June 2026

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Liverpool-Bankstown-Strathfield-Burwood	91BL 48SK	M-F	Bankstown	4.30amS	Burwood	4.00pmL	A	
			Liverpool	8.01amB	Strathfield	10.42pmL 11.12pmK		
		Sat	Bankstown	4.30amS	Burwood	6.02pmL	C	
			Liverpool	8.21amB	Strathfield	10.42pmL		
		Sun	Bankstown	5.30amS	Burwood	6.02pmL	C	
			Liverpool	8.21amB	Strathfield	9.42pmL		

A – Early morning, short-workings Bankstown to Strathfield & Bankstown to Liverpool. Day, Liverpool-Burwood 20. Afternoon peak hour, additional short-workings, Strathfield-Bankstown. Night, Liverpool-Strathfield.

B – To Burwood.

BL – Burwood to Liverpool.

C – Early morning, short-workings Bankstown to Strathfield. Day, Liverpool-Burwood 20. Night, Liverpool-Strathfield.

K – To Bankstown.

L – To Liverpool.

S – To Strathfield.

SK – Strathfield to Bankstown.

Route M91

PARRAMATTA – CHESTER HILL – BANKSTOWN – PADSTOW – HURSTVILLE

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

7 February 2011:

- 910 & 948 amalgamated and renumbered M91, as part of a Government pre-election programme of “high frequency” Metrobus routes, using buses in a distinctive red livery, running to a standard timetable.
- Ran at standard Metrobus hours of service, but with an expanded time span on Friday night/Saturday morning & Saturday night/Sunday morning, as services at those times were provided under the Government-sponsored Hassle Free Nights Programme, which were continued from 910. They had ceased by 2019.
- Operated by Veolia Transport.
- Part of Contract Region 13.

1 July 2013: Operator’s name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

6 August 2023:

- Contract Regions 3 & 13 consolidated as Contract Region 3.
- Transferred to Transit Systems NSW Pty Ltd, when Contract Regions 3 & 13 consolidated as Contract Region 3, as successful tenderer for bus services in consolidated Contract Region 3.

21 June 2026: Split into two routes & renumbered as part of process renumbered as part of process of removing alphabetical prefixes from route numbers:

910 Parramatta – Chester Hill – Bankstown (remained in Contract Region 3).

950 Bankstown – Padstow – Hurstville (transferred to Contract Region 10, operator U-Go Mobility Pty Ltd).

Streets

From 7 February 2011

From Parramatta (Interchange) via Church St, Woodville Rd, Halsall St, Milson St, Railway Pde, **Granville** Interchange, Railway Pde, South St, William St, Blaxcell St (**South Granville**), Rawson Rd, Campbell Hill Rd, Virgil Av, Priam St, Waldron Rd (**Chester Hill**), Chester Hill Rd, Proctor Pde, Buist St, Rose St, McMahon St, Church Rd, Hume Hwy (**Yagoona**), Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce (**Bankstown**), Restwell St, Macauley Av, Stacey St, Fairford Rd, Watson Rd, Cahors Rd, Memorial Dr, Howard Rd (**Padstow**), Faraday Rd, Alma Rd, Chamberlain Rd, Clancy St, Henry Lawson Dr, Hall Cr, Dilke Rd, Henry Lawson Dr, Forest Rd, George St, Cambridge St, Forest Rd to Hurstville station.

From Hurstville (Cross St at Westfield) via Crofts Av, Hurstville Interchange*, Forest Rd, McMahon St, Dora St, Queens Rd, Forest Rd, Cambridge St, George St, Henry Lawson Dr, Hall Cr, Dilke Rd, Henry Lawson Dr, Clancy St, then reverse route to Restwell St, then South Tce (**Bankstown**), bus lane over railway bridge, North Tce, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, then reverse route to Chester Hill Rd, then Waldron Rd (**Chester Hill**), Campbell Hill Rd, then reverse route to South St, then Mary St, **Granville** Interchange, Railway Pde, Bold St, Parramatta Rd, Church St to Parramatta Interchange.

(* This list reflects the route after Hurstville Interchange was opened on 11 April 2011. Small variations in the vicinity of Hurstville Interchange would have applied before that date.)

Timetable Summary

7 February 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bankstown-Hurstville	97	M-F	Parramatta	5.25am	Hurstville	9.30pm	15*	A
		Sat		6.40am		7.35pm	20	B
		Sun		6.40am		7.35pm	20	B

* More frequent in peak hours.

A – Plus short-working/s after last trip shown.

B – Plus short-working/s before first trip & after last trip shown.

Route M92

PARRAMATTA – LIDCOMBE – BANKSTOWN – PADSTOW – SUTHERLAND via University of Sydney Cumberland campus■

(Bankstown Square [shopping centre] was rebranded Bankstown Centro in 2003, then Bankstown Central in 2013.)

Timeline

14 March 2011:

- Commenced as part of a Government pre-election programme of “high frequency” Metrobus routes, using buses in a distinctive red livery, running to a standard timetable.
- Shared Lidcombe – University of Sydney, Cumberland campus with 915 (all day weekdays till early 2013, then peak hours only).
- Ran in excess of standard Metrobus hours of service, but with standard Metrobus average daytime frequencies.
- Shared most of Bankstown – Padstow – Sutherland with 962.
- Operated by Veolia Transport.
- Part of Contract Region 10.

1 July 2013: Operator’s name changed to Transdev following the merger of Transdev & Veolia Transport on 3 March 2011.

1 July 2023: Transferred to U-Go Mobility Pty Ltd (a joint venture of UGL (United Goninan Ltd) & the Go-Ahead Group), as successful tenderer for bus services in Contract Region 10, coincident with consolidation of Contract Regions 5 & 10 as Contract Region 10.

24 September 2023: Split into two routes to improve issues relating to driver shortages & renumbered as part of process of removing alphabetical prefixes from route numbers.

920 Parramatta – Bankstown (transferred to Transit Systems West Pty Ltd, trading as Transit Systems & transferred to Contract Region 3).

960 Bankstown – Sutherland (continued to be run by U-Go Mobility & remained in Contract Region 10).

Streets

From 14 March 2011

From Parramatta (Interchange, Argyle St) via bus tunnel, Station St, Parkes St, Hassall St, James Ruse Dr (**Rosehill**), Parramatta Rd, John St, Church St (**Lidcombe**), railway bridge, Railway St, East St (**University of Sydney, Cumberland campus**), Weeroona Rd, Joseph St, Rookwood Rd, Chapel Rd, Rickard Rd, Jacobs St, Bankstown Square bus terminal, The Mall, The Appian Way, North Tce, bus lane over railway bridge, South Tce (**Bankstown**), Restwell St, Macauley Av, Chapel Rd, Gibson Av, Cahors Rd, Memorial Dr, Howard Rd (**Padstow**),

Ryan Rd, Davies Rd, Alfords Point Rd, Old Illawarra Rd, Menai Rd (**Menai**), Akuna Av, Menai Bypass, River Rd, Linden St, Leonay Av, Jannali Av, East Pde to Sutherland station.

From Sutherland (East Pde at station) via Adelong St, Linden St, then reverse route to Restwell St, then South Tce (**Bankstown**), bus lane over railway bridge, North Tce, Fetherstone St, The Mall, Jacobs St, Bankstown Square bus terminal, Jacobs St, Rickard Rd, then reverse route to Parramatta Interchange.

Alteration

From May 2014 (*opening of new Sutherland Interchange*): Approached Sutherland from East Pde to (new) Sutherland Interchange. From (new) Sutherland Interchange via Adelong St.

Timetable Summary

14 March 2011

Destinations	Off-peak trip time	Day	First trip		Last trip		Av day freq/No of trips	Notes
			From	Time	From	Time		
Parramatta-Bankstown-Sutherland	105	M-F	Parramatta	6.00am	Parramatta	8.00pm	15*	A
		Sat		7.30am		7.30pm	20	A
		Sun		7.30am		7.30pm	20	A

* More frequent in peak hours.

A – Plus short-working/s before first trip & after last trip shown.