

**Submission
No 97**

**THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST
SECTOR**

Name: Mr David Bunt

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SUBMISSION TO

Legislative Council General Purpose Standing Committee No.4

TRANSPORT NEEDS OF SYDNEY'S NORTH WEST SECTOR

From DAVID BUNT

BACKGROUND – DAVID BUNT

- Resident Castle Hill 42 years
- Bus Driver 1975-2001: Harris Park Transport; Parrmatta Bus Co; Glenorie Bus Co.
- Road Operations Supervisor, Glenorie Bus Company
- Manager, Hopkinsons Bus Company, Smithfield
- Radio Room Operations Supervisor, Hillsbus

INTRODUCTION

While there needs to be a long-term vision and strategy for the overall transport needs of the North West Sector, there is also an urgent need to address the immediate problems facing commuters and motorists, particularly bus passengers using the Hills to the City services. The constant problems at the stops from Baulkham Hills Junction and on to the M2 are not being adequately being addressed at a fast enough rate, discouraging commuters, and detracting from a service that has taken, literally hundreds of cars off the road.

The medium term (the next 5 years) and the longer term solutions will require different solutions. This submission addresses the short and medium term.

THE SHORT TERM

1. The Hills to City Bus Service

The major complaints appear to be overcrowding during the peak period 7am-9am, and the inability of the Operator to be able to respond to demand because of Government Red Tape. While the Government's Bus Reform agenda has been partially implemented, the completion of the overall plan has been delayed, and while the first part of the plan has delivered new services and bus fleets, the response to demand has been made very slow due to the approval process implemented, as part of the plan, by the Ministry of Transport.

There appears to be a two-fold problem:

- All buses start their journey before Baulkham Hills Junction
- Late running buses are not replaced in the system putting pressure on following services

Proposed Solution:

- Allow Hillsbus to have 6 standby buses in reserve at Baulkham Hills Junction between 6am and 9am. Buses to be used as "head offs" when overcrowding occurs, or as a substitute service from Baulkham Hills Junction in the event of a late running service. A similar arrangement be in place at Queen Victoria Building in the City from 4pm – 6pm
- Hillsbus to provide a Road Supervisor with the authority to dispatch the standby services as required based on the "on the scene" assessment
- Hillsbus to update 2 way radio system so all buses are on the same frequency
- Hillsbus to centralise Radio Room operations for Area 4 depots

THE MEDIUM TERM (1-5 years)

1. Olympic-Style Transport Authority

- To set all priorities to ensure bus transport has best access to Sydney's roads
- Authority to override RTA, Local Councils after due process fails -responsible directly to Minister for Transport
- Set up bus lanes on ALL major roads to ensure entire journey is fastest possible
- Establish major bus interchanges at CASTLE HILL, PARRAMATTA, BLACKTOWN, OLYMPIC PARK (for cross-city routes)
- Establish cross-city routes along the current "special events routes" with any necessary alterations. Routes and timetables to be integrated for easy travel
- Investigate subsidising Public Transport through levy on licences and/or car registrations.
- Work towards services every 10 minutes on ALL major routes.

A handwritten signature in black ink, appearing to be 'David ...', located below the list of bullet points.