

INQUIRY INTO PRIVATISATION OF BUS SERVICES

Name: Mr Harrison Lo

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Bus privatisation response and suggestions

Background: This proposal is to response to the inquiry into bus privatisation lodged by Ms Abigail Boyd to outline the impacts on routes and my suggestions on the bus services. Privatizing/outsourcing bus services should lead to better transport services and passenger facilities including bus stop upgrading and next stop announcement system.

Problem: Loss of direct service unreasonably

Some bus routes which the demand is high have been cancelled without viable alternatives. The process is non-transparent which community consultations were not exist.

Case 1: Cancel 393/395

Problems:

- No direct service between Maroubra and Central Station
- One of the alternatives is to taking light rail and change bus at Juniors Kingsford, vice versa. Passengers ends up spending 5-10 minutes before the changes

Case 2: Cancel L94/394

Problem:

- No whole-day direct service between Little Bay/La Perouse and City CBD
- It makes no sense to take Light Rail to Juniors Kingsford and change 390x, vice versa, especially travelling to the Eastern part of the City (eg: Martin Place, Museum Station)
- The transport demand in La Perouse will increase in the future because the government is proposing to set up ferry service to serve La Perouse and Kunrell which will attract extra tourists.

Suggestion on bus route changes and passenger facilities(Term A,F)

Bus route changes

- Community consultations should be undertaken before any changes including bus routes diversion, cancellation and reducing service hours.
- The reasons of bus route changes should be outlined in the consultation documents including the usage of the route and the number of passengers that will be affected

Next Stop Announcement system(Photo A)

The government should require the bus operator to maintain this system by making use of the existing facilities such as GPS and the screen on some buses. Setting up this system is

simple which requires the bus operator to connect the information in the GPS to the screen on the bus. The most expensive part is GPS which has been installed for the Estimated Time of Arrival service.

Advantage:

- Convenient to passengers who are not familiar with the routes especially tourists, newcomers such as international students and foreign labours.
- Convenient to those who are blind as it does not require drivers to remind them to get off the bus.

BUS STOPPING

Next stop

Time: 15:09

Collaroy

5 min

Travelling to

Mona Vale

18 min

NO STANDING ON
UPPER DECK



Photo A

Bus stop facility

- Some of them are underutilised without the stop sign especially in rural area(Photo b)
- Difficult for passengers to find the stop especially those who are unfamiliar with the routes
- Low existence of bus routes which some residents do not know the existence of some bus routes.
- Suggestion: The stop sign should be placed at each stop with the route's numbers. (Photo C)



photo B



Photo C

On-demand service

- Should be expanded to some areas/routes with unstable/low transport demand which is inefficient to place a frequent and regular local bus route within 30 minutes per departure.
- Should be placed in the community with low and sparse population linking the residential area and main local hub
- Route suggestions:
 - connecting Lane Cove West to Chatswood and Macquarie Park
 - Marsfield to Eastwood and Epping