

Submission
No 183

INQUIRY INTO PRIVATISATION OF BUS SERVICES

Name: Name suppressed
Date Received: 31 March 2022

Partially
Confidential

Dear Sir/Madam,

Privatisation of public service utilities, especially transport utilities, never works out successfully in the end. It might look good on paper but when corporate greed comes into play, the service part of public service disappears with results such as several bus/train lines cut completely, reduced number of departures, reduced bus stops/stations, reduced maintenance and increased problems.

In the recent changes to the Eastern Suburbs buses, the much trumpeted so called improved interchange between bus and light rail is a disgrace. In my case, bus 375 has replaced 376/377 as feeder bus to the light rail terminus in Randwick. As it stands now there is no interchange at all between 375 and light rail. 375 goes past the terminus several hundred meters without stopping. If there was a tram waiting at the terminus when the 375 went past it has usually departed by the time one has walked back to the terminus. To make matters worse it is impossible to see the tram departure time from the 375 bus as the tram departure sign is located much too far in from the street. The absolute minimum improvement is to add a bus stop at the terminus (Junction Avoca St & High St or at High Cross Park opposite).

Therefore I am asking you to not privatise the bus services in the Eastern Suburbs as well as implementing required improvements.

Privatisation is certainly not a vote winner at the next election.

Best Regards