

## INQUIRY INTO PRIVATISATION OF BUS SERVICES

**Name:** Name suppressed  
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Partially  
Confidential

Privatisation of Sydney buses is a bad thing. Every time a government service is privatised to an operator who wants to make a profit the public misses out. The provider wants to make a profit so therefore cuts services in both frequency and quality as well as wages whilst employing CEO's that are paid huge salaries far in excess to public servants.

We have had multiple examples of this from privatised private providers who have not maintained infrastructure leading to breakdowns which govt then have to pay to fix, the infamous costly jobnetwork that does little to get disadvantaged people into jobs whilst costing more to run than the previous govt employment service that also provided a free labour market exchange, in Melbourne privatised trains miss train stops leaving commuters stranded and at risk of job losses as they can't guarantee to arrive at work on time. And the recently privatised inner west buses service have lead to reduced bus stops, scrapped bus routes and unreliable services.

I come from the Eastern Suburbs whose bus routes are about to be privatised. The failed light rail and bus cuts that have already surrounded this has split bus routes, cut out bus stops and lengthened commutes with users now needing to catch 2-3 buses instead of 1. Then in January services were cut further excused by transport workers having to take time off work due to contracting COVID or isolating due to being a close contact. This was because the govt rushed into dropping restrictions at a time the corona virus first made an appearance in November 2021 rather than hitting the pause button. Initially this was for 2 months but now the cuts (on top of the Nov changes) are indefinite. I can hardly see a privatised bus service reinstating pre January bus frequencies.

Public transport needs to be reliable and meet the public's needs. Otherwise more individuals will drive cramming yet more cars on already jammed roads making it difficult for people to travel and adds yet more pollution. With petrol becoming so expensive and households struggling isn't it better for those households to use public transport and even do without a car? The premier has also made it clear that they want workers back in the CBD areas of Sydney so they are spending money in those areas. Yet these areas do not have parking and thus workers have to catch public transport. If the worker drives they spend so much in petrol and tolls and parking costs they are unable to afford to spend in those areas anyhow.

I work at Parramatta and have found that an hour and 15 min commute has blown out to well over an hour and a half. Before I would catch a bus to central and then a train. Now I need to catch a bus to Randwick, tram to central (which breaks down sometimes leaving me unable to get to work) then a train to Parramatta. I worry that my commute and ability to attend my workplace reliably will be even more compromised when services are privatised next week.

Please do not privatise public transport for the following reasons:

- \*A portion of the money govts pay out to these companies go into CEO's and perhaps shareholder pockets rather than on services
- \*Commuters rely on public transport to get to work
- \*CBD workers need to be able to get to work

\*CBD workers can't afford to spend money at CBD businesses if all their money is taken up with petrol parking and other driving costs whilst being able to use reliable public transport means they can spend money in CBD areas.

\*Public transport is much cheaper than driving and maintaining a car. For struggling households not having to drive can make a huge difference

\*Being able to travel and get to places keeps communities connected. Sometimes people have to move away from their community to access affordable housing and thus good reliable public transport can assist them to keep in contact with their community

\*Public transport is there to meet the needs of the public not private business profits

Once a bus driver explained that public bus departments really do their research before introducing new routes to ensure they are the most appropriate route serving the needs of the community, as they don't want to have to remove them. A private bus operator would not even consider introducing new routes and would be quick to remove them.

Kind regards