

## INQUIRY INTO PRIVATISATION OF BUS SERVICES

**Name:** Name suppressed  
**Date Received:** 28 March 2022

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Partially  
Confidential

Let me give you a case study in the effects of the fragmentation of bus routes that is currently underway in Sydney. The 430 bus route, previously the M30, provided an excellent service for people travelling from Taronga Zoo (Mosman) to Sydenham in the inner west. In particular, it was the only single service that allowed for people to go directly to Central Station, the UTS, Sydney University and the RPA Hospital and Medical precinct.

On 20 December 2020, this service was quietly disbanded. Now, in order to go to Central from this area, we are forced to either take two buses, one to the city, then walk 10 minutes uphill to a stop on Castlereagh Street to find the other bus that goes to Central and the inner west. Or, if someone can't do the 10 minute uphill walk, think the elderly, people with children and prams, people in wheelchairs, users of walking frames, etc, then the option is three forms of transport. Get off the route 100 bus at Wynyard or Town Hall, walk one block to the tram, get off the tram at Haymarket, walk to the bus exchange outside Central station on George Street. Or take the train from Wynyard to Central, if that's the destination.

I have a walking disability and go to the RPA Medical precinct regularly, from Cremorne. Now that I have to make multiple changes of transport to travel a total distance of about 10 km to the RPA precinct, I drive, incurring the cost of the Bridge toll and parking, as well as the broader cost to the community or more pollution from a single person vehicle, traffic congestion, etc.

I thought that bus services were meant to keep cars off the road by providing transport that takes people to where they actually need to go.

Fragmenting previously useful bus routes seems like madness. The community expects bus services that go where we need to go, not services that are so fragmented they make travel more difficult.

There is considerable concern locally about the loss of this route, as posts in the Facebook pages of the local group show. I live in the Premier's seat and have contacted her on two occasions. The reply I received was that there are more route 100 buses than there were 430 buses before. That is absolutely no use to me. More services that don't go where people need them is double speak.

I, and other community members in this area, believe that these changes have been made to accommodate the needs of private bus operators, who want confined, short routes. There can be no other explanation for the increasing fragmentation of Sydney bus routes, which are now forcing people back into their cars.