

INQUIRY INTO PRIVATISATION OF BUS SERVICES

Name: Name suppressed
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Partially
Confidential

Submission to Inquiry on Privatisation of Bus Services in Sydney Eastern Suburbs

Date: 26/3/2022

This submission addresses one of the specific terms of reference in the inquiry, to allow individuals to express their views on the impacts of the changes to bus services in Division Nine of Sydney's Eastern Suburbs.

Key Issues

In December 2021, a significant change to bus services in Sydney Eastern Suburbs Division Nine was implemented. I would like to comment specifically on how these changes have affected me.

I live in Maroubra, and have lived here for twenty three years. As a regular and frequent user of public transport options in the division, my experience of the recently revised services has been very positive.

Before the changes were implemented in December last year, I struggled with various long standing deficiencies of the Eastern Suburbs public transport network, including...

- Infrequent and inadequate bus services to my area
- Lack of integration of disparate bus services
- Lack of integration of bus services with the new light rail service
- A need to change buses at the poorly designed, and inadequate Maroubra Junction Anzac Parade stop (outside Greener Grocer)
- Highly variable trip durations due to bus services using congested roads at peak hour

Evidence

Since the changes were implemented in December 2021, all of these issues above have been eliminated, or addressed to a large degree.

I am thrilled with the improvements to our local public transport services for the following reasons...

- I no longer need to look up bus timetables due to the higher frequency of services on my route, with buses every few minutes.
- All bus services passing my local bus stop now integrate with Kingsford Juniors Light Rail, making it easier to change services and minimise walking, and eliminating the need to cross busy roads.
- Trip durations are much more predictable, even at peak hour, since the various bus and light rail services use dedicated transit ways to avoid traffic congestion
- I no longer need to change buses at Maroubra Junction's poor bus stop because I can now change services at Kingsford Juniors, which is so much easier.

Case Studies

Some specific examples of my various journeys should help to highlight how the changes to the bus network has transformed travel for me, and for local residents.

Example 1 – Maroubra (Murray St) to City South (QVB)

Walk to Murray St bus stop, there is a bus every 4 – 8 mins, so, no need to look up timetables or wait very long. Catch bus to Kingsford Juniors, step off the bus and onto the Light rail on the same platform, with short wait times for light rail. A very quiet, comfortable, and smooth trip on the Light rail service to QVB, with a very predictable trip duration.

Coming back home in the opposite direction, the experience is just as good, with a simple change at Juniors, short wait times, minimal walking, predictable trip durations.

Example 2 – Maroubra (Murray St) to City North (Martin Place)

Walk to Murray St bus stop, wait for a 394X, every 8 – 10 mins, so a predicable and acceptable wait time. Catch bus to Martin Place. Since the 394X uses the Light Rail bus corridor, it avoids traffic congestion around Kingsford, Kensington, and Moore Park, and allows a fast, predictable journey into the city. Alight at Martin Place for easy access to City North.

In the reverse direction, the experience is just as good.

Example 3 – Maroubra (Murray St) to Bondi Junction

Walk to Murray St bus stop, catch a 390X, short wait times of about 4 – 8 mins, alight at Bondi Junction. This is a big improvement to the services prior to December.

Example 4 – Circular Quay to Maroubra (Murray St) at night

As a user of entertainment services in the Circular Quay area, specifically events at the Opera House, I used to struggle to return home after the event in the evenings because the bus services were very infrequent at that time of the evening, and often terminated at Maroubra Junction, leaving me stranded too far from home to walk safely at night. The alternative was to take a taxi from Circular quay, which was expensive and difficult as it required a long walk up the road from the Opera House to a very busy taxi queue with long wait times.

Since the bus changes in December, I can now take the Light Rail from Circular Quay to Juniors and change on the same platform to a bus that will take me all the way to my Murray St bus stop since buses no longer terminate at Maroubra Junction.

Recommendations

I am thrilled with the improvements to the public transport in my area since the December 2021 changes were implemented for all of the reasons stated above.

I would encourage the committee looking into the impacts of the bus changes to consider submissions such as mine, that describe the positive benefits of the bus changes to our area.

I ask that the committee retain the December 2021 changes to the bus services as is, in the knowledge that bus services have improved considerably in our area as a direct result of these changes.

I offer to provide any further detail that you may need to substantiate these claims, or to clarify any points raised.