

INQUIRY INTO PRIVATISATION OF BUS SERVICES

Name: Name suppressed

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Partially
Confidential

I live at the bottom of a hill, I am 63 years of age and live with increasingly severe arthritis that makes walking distances or standing very painful. The recent bus changes have meant that I can no longer use public transport to travel from my home in Randwick to Circular Quay unless I walk up a very steep hill to the light rail stop at Randwick, at least a 12 minute climb. I could of course walk half way up the hill to catch the 370 bus then get off at Randwick and walk from the bus stop to the light rail. Then of course do the whole thing in reverse, always hoping the light rail doesn't break down because then I have another walk to find a bus stop with a bus going somewhere near my destination. I used to be able to do a flat 5minute walk to catch the 374 which took me all the way to Circular Quay passing through Central Railway Station on the way. Unfortunately this bus only goes to Central now and once again I have to get off this bus at Central and then wait for the light rail which goes down George street. Also now the buses are being funnelled down an already congested Cleveland Street. The 374 used to go down Forveaux Street. The 373 bus, which is our only access to the Darlinghurst/St Vincents hospital area now stops at Museum, again...WHY? Another bus change to access the city.

If I want to travel home from the city at night, no matter what form of public transport I use I am now forced to get off at some point on my homeward journey and stand in the dark, at night, a woman alone and wait for a connection. We are told the CBD needs visitors back again to bolster business lost during Covid but the Public Bus system from Coogee/Randwick makes it too difficult. There is no bus going from Coogee to Circular Quay! There is no direct form of public transport from Coogee to Circular Quay

Before these recent changes the buses in the East were fine. They covered the areas you needed go without having to change buses, stops were well spaced and the frequency was usually adequate. This is certainly no longer the case. Obviously planners for the new bus routes looked at flat maps and didn't take the topography of an area into consideration. The buses in this area no longer do the public a service.