

Submission
No 359

INQUIRY INTO PRIVATISATION OF BUS SERVICES

Name: Name suppressed

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Partially
Confidential

It's clear that the purpose of this transportation restructure was to push more people onto the light rail, and I say "mission accomplished"...but at what cost to commuters?

I work on George St close to Circular Quay. To get home, I used to have the option of an express bus from Spring St, a convenient 4 minute walk from the office. Now, I either have to walk 10 minutes to Martin Place, or take the tram which is a closer stop but a longer trip all up due to the slow speed at which it travels. Even if I do walk the longer distance, what used to be an express bus is now basically the same as any other due to the route. Also, I really can't understand why eastern suburbs buses have been switched back to Castlereagh St where they used to run 20 years ago, and inner west buses onto Elizabeth St. This just impacts twice as many people for what seems like a pointless change.

Another example of how the changes have negatively impacted me is from my trip into the city yesterday for a 9am dentist appointment on Macquarie St. From Randwick I took the wrong bus (373 as opposed to 373x - the difference used to be much more obvious when the express was X73). If the new 373 didn't terminate at Museum on the fringe of the CBD where hardly anyone needs to go, I could have ridden to Martin Place and walked from there to still be more or less on time. Instead I took an Uber from Oxford St, which with traffic in the rain, cost me \$15 and got me there 20 min late.

What does TfNSW actually think people wanting to access the CBD beyond Museum are supposed to do? It was bad enough when the stop outside David Jones was removed - why make it harder to get to the busiest part of the city? The inner west buses still stop at the Sheraton and continue towards the Quay - why do we get the short straw in the east? No one who lives there really sees the tram as a viable commuting option. It's built to service visitors to the area, not locals.

I just find the way this has been done so disrespectful to the travelling public. Public service should serve the public, not be run like a corporation for maximum "efficiency", making it a more attractive offering for a privatisation deal. Sydney keeps getting sold off piecemeal to the highest bidder and it's a disgrace.