



Survey briefing

Community consultation on the privatisation of Region 9 buses

General Overview

In November 2020, the Our Transport campaign launched a community consultation survey for Sydney residents affected by the privatisation of bus operations in Regions 7, 8 and 9.

Respondents were informed that the results would be provided to local MPs to spur a transparent community consultation process around potential changes to bus stops and services arising from privatisation.

While the survey did not ask specific age and demographic questions, the survey did explore frequency of travel, how this may have changed due to the COVID-19 pandemic, and the type of public transport used by constituents.

The survey received a total of 617 unique responses from Region 9. This brief contains the findings from this segment of respondents.

Please note that due to rounding, responses may not always total 100%.

Key findings

- **Residents in Region 9 rely heavily on public buses.** 95% said buses are their primary mode of public transport, while 94% use the bus as least once a week.
- **Conveniently located bus stops are extremely important to commuters in Region 9.** When asked the importance of having a bus stop close to both their home and destination, respondents gave an average importance rating of 88, 1 being not important at all and 100 being extremely important.
- **A vast majority of residents are concerned that privatisation will negatively impact bus services.** 94% agreed that privatisation will lead to routes and services being cut.
- **The community is concerned about the flow-on effects of privatisation.** 88% of respondents agree that bus privatisation will lead to the privatisation of other services.
- **The community has been excluded from the decision-making process.** 88% of respondents feel they have not been consulted or informed about changes to their local buses.



Survey findings: Region 8

1. Commuter behaviour

95% of respondents indicated the bus was their primary form of transport.

2. Frequency of Travel

- How often did you travel by bus prior to the COVID-19 pandemic?
 - 44% More than once per day
 - 39% Several times a week
 - 11% Once per week
 - 5% Once or twice per month
 - 1% Less than once per month

This means 94% of respondents used the bus at least once a week.

3. Impact of COVID-19

Participants were also asked to identify how the COVID-19 had impacted their travel. 28% said not at all, 43% somewhat, 29% extremely.

4. Reasons for travel

Respondents were asked to identify how they used the bus and could select as many options as they liked.

- 50% of respondents used the bus to travel to school or work
- 65% of respondents to socialise
- 56% to travel to medical appointments
- 57% to visit friends and family
- 43% to travel to other forms of transport (e.g. airport)
- 20% to travel to sport or sporting events
- 50% to shop for groceries

5. Convenience of bus services

Respondents were asked their position on a series of statements about bus privatisation. Responses were measured on a sliding scale of 1 to 100, 1 being not important at all and 100 being extremely important.

- *When commuting how important is that your bus is on time?*
 - Average score: 81



- *How important is it that you don't have to change buses to reach your destination?*
 - Average score 87
- *How important is that there is a bus stop close to home and your destination?*
 - Average Score 93

6. Privatisation of bus services

Participants were then given a series of statements on bus privatisation and asked to rate their agreement, to rate on scale from Strongly Agree to Strongly Disagree.

The statements and results are outlined below.

- *Privatisation of buses in my community will lead to routes and stops being cut.*
 - 80% Strongly Agree
 - 14% Agree
 - 0.5% Neither Agree or Disagree
 - 0.3% Disagree
 - 6% Strongly Disagree
- *Privatisation will lead to other services being privatised.*
 - 62% Strongly Agree
 - 26% Agree
 - 0.4% Neither Agree or Disagree
 - 0.3% Disagree
 - 3% Strongly Disagree
- *I have not been consulted or informed about changes to buses in my community.*
 - 62% Strongly Agree
 - 26% Agree
 - 6% Neither Agree or Disagree
 - 0.3% Disagree
 - 0.3% Strongly Disagree

7. Routes and bus stops

Respondents were invited to give an open response outlining the routes and bus stops they would like to see protected.



There were over 1,000 individual entries from participants which list a range of bus routes. The routes most frequently identified in Region 9 were:

- 302
- 313
- 314
- 316
- 317
- 333
- 339
- 353
- 370
- 372
- 373
- 376
- 377
- 379
- 393
- 394
- 395
- 397
- 399
- L94

The return of the M10 and M50 was also requested repeatedly in the survey. Another comment was reversing changes to the 320, which now stops at Mascot and no longer goes to Botany.

Selected comments:

- *Bus stops along Gardeners Rd East Gardens, All stops to be retained on city routes from Maroubra.*
- *Leave them all alone!*
- *Reinstate the M50*
- *Its very disappointing to see M50 bus no longer operating. It was stopped without any proper consultation with the public. The bus route was ideal to go to Darling Harbour, Drummoyne from eastern suburbs (Randwick, Coogee) without having to change buses. I hope they restore it and decide against the privatisation of public transport.*
- *Protect Frequent Buses from Bondi to Bondi Junction.*
- *From Bronte to Bondi Junction and back.*
- *Anzac Parade and Bunnerong Rd.*



- *Clovelly Rd*
- *We are elderly and cannot walk long distances.*
- *All stops and all routes should never had close in the first place. They are there because a reason. As it would make everyone life easier.*
- *Bus stops cnr. Arden & Carr St., Coogee, bus stops outside and opposite road Royal Randwick Shopping Centre, Belmore rd. Randwick, bus stop at The Spot, Randwick, close to pow hospital, bus stop cnr. Anzac pde. And Oxford st. Taylor's Square, closest to St. Vincent's hospital. A bus stop close to cnr. Elizabeth st and Market St. city for shopping.*