

Our Ref: 01031456

Mrs Charlotte Feldman
darlingpointsoc@hotmail.com

Dear Mrs Feldman

Thank you for your correspondence to the Minister for Transport and Roads about the reinstatement of route 327 bus services. As you may appreciate, the Minister receives thousands of items of correspondence each year. Transport for NSW is therefore responding to you directly.

I note your comments and appreciate your reasons for writing.

Although Transport for NSW tries to meet the travel preferences of all customers, it is not always possible. I am advised there are no plans to reinstate route 327 bus services. Route 328 bus services operate through Darling Point and provide a service to Edgecliff Station and Bondi Junction where customers may connect with other services on the public transport network.

I also note your comments about the privatisation of bus services. Transport for NSW is delivering the best and most innovative outcomes for customers by revamping the bus network and addressing two key issues – congestion and the environment.

In the last six years, bus patronage has grown by 50 per cent, with customers saying they want more buses, increased frequencies and more local services, such as on-demand transport. Transport for NSW has paid close attention to what customers want and is responding as a matter of urgency.

Over the next three years, the world's leading public transport operators, Australian and international, will be invited to bid for 13 of Sydney's bus contract regions. This will include the three remaining regions operated by State Transit. A competitive tender will enable the government to reinvest more into delivering better services to customers.

As part of the reform, Transport for NSW will also engage with the private sector to transform Sydney's ageing diesel buses to a modern, zero-emissions bus fleet. Electrifying the bus fleet will deliver huge benefits to the community in terms of the environment, health and operational costs.

The NSW Government will continue to own State Transit buses and other assets, such as depots, as well as set timetables and regulate strict safety standards. The Independent Pricing and Review Tribunal (IPART) will regulate Opal fares. Further, the majority of award staff will be offered jobs with the new operator(s), with a two-year employment guarantee.

You may be assured that Transport for NSW will continue working hard to improve and modernise the public transport network, providing the best solutions and services for customers in a rapidly expanding city.

Thank you for taking the time to write to the Minister.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Terry McSweeney', with a long horizontal flourish extending to the right.

15/04/2020

Terry McSweeney
Principal Manager
Ministerial Correspondence