



Proposed changes to bus routes in the inner west and south (Region 6)



We invite you to comment on the proposed changes to the bus network.

Chinese and Arabic translations of this brochure are available on our website. Go to: www.sydneybuses.info

我們的網站備有這份小冊子的中文和阿拉伯文翻譯。請登入 www.sydneybuses.info。

الترجمة الصينية والعربية لهذه النشرة موجودة على موقعنا على شبكة الإنترنت. اذهب إلى: www.sydneybuses.info



Sydney Buses
Safe, Clean & Convenient

The NSW government is responding to the changing face of residential areas, business districts and commercial centres by improving transport links, simplifying networks, providing more direct services and creating greater travel opportunities for the community.

The inner west and south (Region 6) bus network is complicated and we are proposing to update the existing routes with changes that will strengthen the network and are designed to be simple and easy to understand.

We are proposing an update of the bus network for the inner west and south (Region 6). The changes are designed to provide a more efficient and simple to understand bus network that would provide:

- More direct routes;
- Faster travel times; and
- Increased choice of destinations for customers.

Changes to the network would include the introduction of new routes, redirection of existing routes and withdrawal of some routes. The proposed bus network map for the inner west and south (Region 6) is shown on the other side of this brochure.

There are a number of changes proposed across the bus network and these have been grouped in the following categories to clearly identify what is happening in your local area:

- Sydney CBD focused bus services;
- Balmain, Birchgrove and Glebe bus services;
- Cross Regional bus services;
- Strathfield bus services;
- Homebush Bay bus services;
- Mortlake, Breakfast Point, Concord, Cabarita, Abbotsford and Chiswick bus services;
- Rockdale, Kogarah and Miranda bus services; and
- The Metrobus network.

Your comments on the proposal to change the bus network are welcome. Submissions will be received until **Friday 9 October 2009**.

BENEFITS



The main benefits to the community of the proposed changes will be:

- Improved and faster links to the Sydney CBD;
- New and more direct cross regional services;
- Simpler route structure to improve public understanding of the network;
- More efficient and reliable bus network capable of meeting future demand growth;
- Full-time services between Mortlake/ Breakfast Point and Sydney CBD;
- Improved ferry links at Cabarita and Sydney Olympic Park Wharf; and
- Accessible to the majority of the community.



TG09371 STAS CR6



131500.com.au
Transport Info
Information for people on the move



Sydney CBD focused bus services

Altered Route 412 services would no longer operate via the Northcote Street diversion at Clemton Park. Services would operate directly via Bexley Road to and from Campsie. An extended Route 445 to Campsie would replace Route 412 along Canterbury Road, Orissa Street and Fletcher Street.

Route 435 would be renumbered as Routes 437 and 438 services where appropriate.

Route L40 would no longer operate under this proposal. Alternative services are available on Route 440 (Rozelle), Route L39 (Haberfield), Route 437 and Route 438 (Leichhardt).

Balmain, Birchgrove and Glebe bus services

Route 432 and Route 434 would be replaced by additional services on Route 431 (Glebe Point), Route 433 (Balmain), Route 441 (Birchgrove) and Route 442 (Balmain).

The Metrobus network

Route 30 – will be a PrePay service between Mosman and Enmore via the Sydney CBD. From the Sydney CBD Route 30 will operate along King Street, Newtown and Enmore Road to Enmore.

Existing school special services in the area will be assessed during the planning process and individual schools will be consulted on any proposed changes.

Strathfield bus services

Route 407 would no longer operate under this proposal. New services would be available on altered Route 408 service.

Altered Route 408. Route 408 and Route 407 would be merged into one common Route 408 service to operate between Flemington and Burwood via Homebush West and Strathfield with daytime extension to Rookwood Cemetery.

Homebush Bay bus services

Altered Route 401 would be replaced between Sydney Olympic Park Wharf and Sydney Olympic Park Station by **new Route 526.** Route 401 would continue to operate between Lidcombe and Olympic Park Station.

New Route 526 would operate between Sydney Olympic Park Wharf and Burwood via Newington, Olympic Park Station and Strathfield.

Mortlake, Breakfast Point, Cabarita, Concord, Abbotsford and Chiswick bus services

Route 436 would no longer operate under this proposal. Alternate services would be available on Route 415 (Five Dock to Chiswick), Route 437 (Sydney CBD to Five Dock via Leichhardt, Haberfield and Rodd Point) and Route 504 (CBD to Chiswick via Victoria Rd).

New Route 439 would operate between Mortlake and Sydney CBD via Breakfast Point, Concord, Five Dock, Leichhardt and Parramatta Road.

Route 462 would be replaced by a modified Route 466 service.

Route 463 would be partly replaced by a modified Route 466.

Altered Route 464 would become a **peak hour only service** operating between Mortlake and Ashfield. The altered Route 464 would operate via Brays and Majors Bay Roads rather than via Frederick and Brewer Streets, Cabarita.

Altered Route 466 would be extended from Cabarita Wharf to Mortlake via Breakfast Point to provide residents of Breakfast Point and customers who currently use Routes 462, 463 and 464 with a full-time service to Burwood.

Route 502 would be altered to operate via Burwood Road, Gipps Street and Bayview Road, Canada Bay.

Route L03 would no longer operate under this proposal. Alternate services would be available on new Route 439 (Mortlake to Sydney CBD) and Route 502 (Bayview Park to Sydney CBD).

TRAVEL FASTER · CHEAPER · EASIER

PREPAY

Buying your ticket from the bus driver slows down the service and delays travel for everyone. Most people who ride Sydney Buses buy a TravelTen or TravelPass ticket from a ticket reseller before they travel. This saves them money and speeds the bus service for everyone.



Rockdale, Kogarah and Miranda bus services

Route 422 would be extended to Kogarah via West Botany Street, Bryant Street and the Princes Highway.

Route 425 would be replaced by alternate services on the extended Route 422 (Rockdale to Tempe) and the new Route 418 (Tempe to Dulwich Hill).

Route 474 would be converted to a school special route.

Route 475 would no longer operate under this proposal. Alternate services are available on Route 479 (Kyeemagh to Rockdale), Routes 476 and 477 (Rockdale Plaza) and would be available on the extended Route 422 along West Botany and Bryant Streets.

Altered Route 478 would no longer divert via the Taren Point loop.



Email Alerts

Keep up-to-date with free email alerts

If you would like to receive free email alerts notifying you of service changes, events and promotions, please register at www.alerts.sydneybuses.info.

Cross Regional bus services

Route 409 would no longer operate under this proposal. Alternate services would be available on the new Route 418 (Hurlstone Park to Burwood via Ashfield and Croydon), the extended Route 415 (Burwood to Five Dock) and the new Route 491 (Ashfield to Five Dock).

Route 411 would no longer operate under this proposal. Alternate services would be available on a number of other Sydney Buses and private bus company services.

Route 415 would be extended from Burwood to Chiswick via Five Dock.

New Route 418 would operate between Tempe and Burwood via Marrickville, Hurlstone Park, Ashfield and Croydon. This new route would combine the majority of the existing Route 409 and Route 425 services.

Altered Route 445 would no longer operate via the light rail diversion at Lilyfield and would instead travel directly along Balmain Road and Norton Street. Route 445 would also be **extended to Campsie** from Canterbury via Canterbury Road, Orissa Street and Beamish Street.

Route 471 would be replaced by new Route 473 (Rockdale to Earlwood) and new Route 491 (Earlwood to Ashfield).

Route 472 would no longer operate under this proposal. Alternate services would be available on new Route 491 (Five Dock to Bexley North) and Route 400 (Bexley North to Rockdale).

New Route 473 would operate between Rockdale and Campsie via Arncliffe, Turrella, Bardwell Park and Earlwood.

New Route 490 would operate between Hurstville and Drummoyne via Campsie and Burwood. This new route would provide a faster and more direct link between Burwood and Hurstville.

New Route 491 would operate between Five Dock and Hurstville via Ashfield and Earlwood.

Route 494 would no longer operate under this proposal. Alternate services would be available on Route 492 (Rockdale to Campsie) and the new Route 491 (Bexley North).

Route 499 would no longer operate under this proposal. Alternate services would be available on **new Route 491** (Hurstville to Earlwood), **new Route 473** (Earlwood to Campsie) and **new Route 490** (Campsie to Drummoyne), and existing Route 492.



Who are we?

We are the State Transit Authority, which runs Sydney Buses. We operate under contract to the NSW Government to provide bus services for the inner west and south (Region 6), which covers the area described in the brochure.

The Ministry of Transport, on behalf of the NSW Government, manages our contract and worked closely with the State Transit Authority in developing this proposal.

Why are we reviewing the bus network?

As a result of the recommendations from the NSW Government's Review of Bus Services, a major review of bus services is being carried out.

The review of bus services is important to ensure local people are connected with local places and with other bus routes and/or modes of transport so that you can travel out of your local area.

What do you need to consider about this proposal to change the bus network?

We encourage you to carefully review the proposed new bus network shown on the map on the other side of this brochure. You are asked to comment on any part of the proposal that may affect you.

Why is it important for you to comment on the proposal?

It is important for you to have your say during this consultation period. We need to know what you think about the proposal, what your concerns are and what suggestions you might like to submit. Your comments will be carefully considered before any decisions are made.

How do we design bus services?

We are dedicated public transport providers and we design our services so that they are direct and simple to understand.

When designing bus services we review travel patterns, emerging trends, information on journeys to work and land use developments so that we have a clear understanding of what is happening within the area.

Why haven't we provided timetables for this proposal?

There is substantial work involved in preparing new timetables for many routes all at the same time. As the proposals in this brochure are still subject to change following community consultation, it is not practical to do this detailed work before the bus routes have been finalised.

We have given an indication of frequency on the bus routes in this brochure, but the timetables will not be prepared until we have a final bus network.

What is a frequency guide?

The frequency guide included in this brochure gives an indication of the envisaged level of service to be provided in the final network. Timetables will be developed following approval to implement any changes to the bus network.

Why don't we use mini or midi buses?

The use of mini or midi buses on our bus routes limits our ability to:

- Provide wheelchair accessible services,
- Be flexible with the rostering of buses i.e. a midi bus used on a service with a small number of customers cannot then continue onto a school service or a well patronised service,
- Pick up changing numbers of passengers on a day-to-day basis and risk leaving passengers behind,
- Accommodate future patronage growth.

We are aware that some customers think that it is cheaper to run mini or midi buses and therefore more cost efficient, but they still need to be maintained to the same high standard, still use fuel/gas and still require a driver (60% of the total cost to run the bus).


What happens next?

We will carefully consider all of the submissions received and use this information to review our proposal. When we have finalised the new network we will advise the community.

CONSULTATION PROCESS



The chart below shows the proposed timeline for the consultation process:

Develop proposal to update bus network	July/August 2008	
Brochure to local community and invitation to comment	Week commencing 6 September 2009	 We are here
Community comment period close	9 October 2009	
Collate data from community comments	October/November 2009	

HOW TO COMMENT ON THE PROPOSAL



Your comments are welcome and will be taken into consideration before a decision is made on the bus routes and services.

Please forward your comments by:

- completing the attached survey and returning it to:

State Transit Authority
Region 6
Reply Paid 2132
Strawberry Hills NSW 2010
(no stamp required)

- writing to the address above,
- visiting our website **www.sydneybuses.info** and completing the survey online, or
- contacting 131 500.

Comments are to be submitted by **Friday, 9 October 2009**.