

Questions and comments from the Woollahra Access Committee for the Ministry of Transport:

- When passengers alight to and from the Sydney Buses most drivers are still not leaving enough time for a safe egress.
- Edgecliff train station and Bus terminal still don't have disabled access. When will a lift be installed for people to access the train station instead of an escalator? When will a lift be installed for people to access the Bus terminal as they have to use the stairs, or leave the building and go outside and along the steep hill to access the bus terminal?
- When people are going home late at night most of the major bus stops are not well lit. Will Sydney Buses look at lighting for these bus stops in the future?
- At present there appears to be a large number of bus routes (327, 200, 386, 324) that now operate on an hourly basis outside of peak hour times. This has led to many people with a disability unable to meet appointments, as if they miss the bus they have to wait a full hour before the next one. Changing bus frequencies has also meant that people are unable to access community centres such as Woollahra Seniors Centre & Miroma.
- When accessing public transport in Woollahra, it is quite easy to access transport from Watson's Bay to the City but it is still quite difficult to access transport across the Municipality.
- The 386 Route from Bondi Junction to Dover Heights bus stop on New South Head Road and Dudley Street has now changed. The bus no longer stops outside the shopping centre (COLES) but further up the hill. Could the bus stop be moved back outside of Coles?
- In the Woollahra Municipality all ferry wharfs still have access by stairs only. When will the wharfs be upgraded to include ramp access?
- Does the Vaucluse bus route have fewer buses outside of peak hour than it did last year? Will bus frequencies change across the Municipality with the new review?