

BUS EXPRESS

News and views from life in the bus lane



Edition No. 75 • May 2016

RTBU NSW Tram and Bus Division

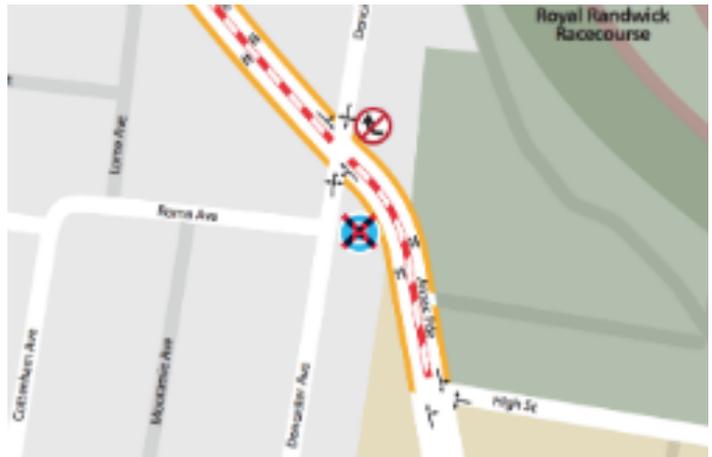


Delays as light rail construction ramps up on Anzac Parade

It's about to get even worse on the roads of Kensington as construction begins on the south east light rail.

Construction will take place between Todman Avenue and High Street, and will include the permanent removal of the centre lane in both directions and conversion of the two dedicated bus lanes to 24-hour general traffic lanes.

Work in this area also requires the removal of the city bound bus stop on Anzac Parade outside of Caltex (between Doncaster Avenue and High Street), with alternate stops located a short distance to both the north and the south.



Bus services to the University of NSW's Kensington campus are among the busiest in Sydney, and these changes will make what is already a congested area even worse for drivers.

With the removal of dedicated lanes, bus operators now face added delays on their routes, and many of these changes will not just be for the two years of construction, but will be permanent.

Hell 90 tamed

While the situation is still not perfect, the most violent bus route in the state, the L90, has seen a massive decrease in attacks on drivers following ongoing pressure from the union calling for action from the government.



During the height of the violence in 2014, there was an assault every third day on the route – while last year there were only 38 reported attacks.

The union has been fighting for greater security and protections for drivers, and the government has finally caved to the pressure and taken action.

Thanks to the union, the route now sees uniformed and covert officers patrol buses, and buses are pulled over in key locations like Dee Why by patrol cars and drivers given direct access to contact police.

This is a major win for drivers and the community.



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Division marches tall on May Day

Sydney's 2016 May Day March showcased the diversity and strength of our movement.



This year marks 125 years since Australia's first May Day March held in 1891 by striking shearers at Barcardine in Queensland.

May Day remembers the battles that our movement has already fought, and the mateship, camaraderie and the determination to build the freedom and rights we enjoy today.

While we have fought for and won so much as a movement, we can't forget the ongoing struggles that we still face today.

With an election on July 2, the worker's struggle continues and it is more important than ever that we stand together against attacks on working conditions and working people.



*Divisional Secretary Chris Preston
Divisional President David Woollams*



Vice President Brett Peters
Know your Rights

Section 12. Permanent Part-Time Bus Operator

12.1 A permanent Part-time Bus Operator is a Bus Operator who:

- (i) works less than full-time hours of 38 per week; and
- (ii) has reasonably predicted hours of work; and
- (iii) receives on a pro rata basis, the equivalent pay and conditions of full-time employees of the same classification.

12.9 All time worked in excess of the hours as mutually arranged will be overtime and paid for at the rate prescribed in this Award.

Newcastle Council rejects light rail route

Newcastle City Council has stood up for community and good sense by voting to reject the State Government's planned light rail route, instead suggesting that the route should run down Hunter Street along with vehicle traffic.



This puts the Council at odds with the State Government who want to turn Hunter Street into a light rail and pedestrian mall.

Transport Minister Andrew Constance has also announced the five firms that the government had shortlisted to build the light rail.

A separate operation contract for the ongoing running of the combined Transport for Newcastle.

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