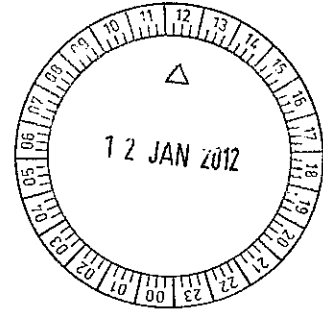




## Minister for Transport; Housing; Emergency Services

Our Reference: 30-23837

Hon Brian Ellis MLC  
Chair  
Standing Committee on Environment and Public Affairs  
Parliament House  
PERTH WA 6000



Dear Mr Ellis

Thank you for your letter of 1 December 2011 with attached Petition No 141 regarding better bus services in Ellenbrook.

Ellenbrook residents have indicated to Transperth that their first priority is for a strong public transport connection from Ellenbrook to Morley, the second strongest priority being to connect Ellenbrook to the train at Bassendean in the peak period for residents wishing to access the Perth CBD. The third priority is to provide access to Midland. Transperth acknowledges that there are some Ellenbrook residents who would benefit from an improved direct bus service to Midland, but this needs to be balanced against the other travel demands and priorities for bus improvements over the wider metropolitan area.

It is acknowledged that some passengers would prefer not to transfer between services, however this is an integral part of Perth's public transport network, and is common to public transport systems throughout Australia.

As a result of consultations and comments received, Transperth bus services in Ellenbrook were significantly improved in October 2010 providing an all-day service to Bassendean Train Station and Morley Bus Station, as well as a significant increase in service frequency. Furthermore, in July 2011, Transperth implemented an additional bus feeder service, Route 337, connecting the suburb of Aveyley with the Ellenbrook Town Centre.

While it is acknowledged that there is demand for direct travel to Midland from Ellenbrook, this demand is still relatively small in comparison to demand for travel to Morley and the Perth CBD. Providing a regular direct service to Midland within existing resources would necessitate a significant reduction in the frequency of the current service to the Bassendean Train Station; this proposal would considerably detract from the attractiveness of the current service.

Alternatively, the introduction of such a service through additional funding has significant cost implications, particularly when considering the low patronage potential due to the high proportion of the route operating through low density semi-rural areas between Ellenbrook and Midland.

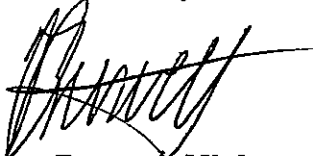
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The provision of the public transport system requires considerable Government subsidy and the planning of bus routes invariably involves making informed decisions on the best way to use taxpayers' dollars. Given that this source of funding is finite, Transperth must operate its services in a way that provides the greatest benefit to the community as a whole. For this reason a regular direct bus service from Ellenbrook to Midland remains a low priority in the context of a service development project.

The Government's draft 20 Year Public Transport Plan, which is currently being reviewed following three months of community/stakeholder consultation, identifies a bus rapid transit system between Ellenbrook and Bassendean Station as a Stage 1 (by 2020) project. Concept planning for this system, including consideration for a transit interchange facility within the Ellenbrook town centre that will provide greater local access opportunities for the community, is currently being progressed by the Department of Transport. This system will provide improvements in both journey time and priority for public transport, with efficient access to Morley and transport at Bassendean train station for journeys to Midland and the central city.

Thank you for taking the time to raise this matter with me.

Yours sincerely



**Troy Buswell MLA**

**MINISTER FOR TRANSPORT; HOUSING; EMERGENCY SERVICES**

1 1 JAN 2012

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