

**Minister for Transport; Housing**

Our Reference: 30-15571

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

Dear Mr Ellis

Thank you for your letter of 16 February 2011 with attached Petition No 100 regarding the changes to the Route 19 bus service.

Prior to implementing these changes, for some time, Transperth had received requests from residents living along the Route 19 bus service for access to the Dog Swamp Shopping Centre. For many of these residents, the Dog Swamp Shopping Centre was beyond walking distance and difficult to access by public transport. From a network perspective, terminating the Route 19 bus service at Flinders Square/Dog Swamp significantly improves the viability of this bus route and also aids in the integration of the service by allowing access, via a short walk, to the Wanneroo Road bus services.

Community consultation is taken very seriously by Transperth, however the degree of consultation undertaken depends on the likely impact of the change. As you may appreciate, Transperth makes many changes to its bus services, large and small, almost every week. These changes are only implemented when it is firmly understood that the change will provide an overall benefit to the community. Prior to making the change to the Route 19 bus service, Transperth examined passenger usage at all stops that were to be removed and also pedestrian access to the revised bus services. As a result, the new bus route featured the installation of additional bus stops in Blythe Avenue to assist patrons to access the service. It is Transperth's aim to provide a bus route to within 400 metres of 90% of residents living in Perth's built up areas and this criterion is met for the residents of the Raymond Street loop.

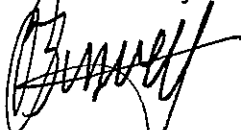
It is appreciated that some Yokine residents are required to walk further to access the bus service, but others now have less distance to walk. The Route 19 bus service previously operated in a one way loop around the Raymond Street terminus. This meant that several of the stops around the loop could only be used in one direction which was a major disadvantage. The new bus terminus loop around the Flinders Square/Dog Swamp shopping centre is also shorter than the previous loop around the Raymond Street terminus, providing a further benefit to passengers.

The option to relocate the terminus to Hayes Avenue, so that buses would continue to loop around Thurlow Avenue, Raymond Street and Hayes Avenue was considered by Transperth. However, the Blythe Avenue route offered a more appropriate journey due to it being more direct and its greater capacity to service more residents, particularly from the multi unit dwellings featured throughout this area.

While demographics are always considered when determining public transport routes, they are not the only factor. It is incumbent on public transport users that they require a reasonable degree of mobility to access services, whether walking or using a mobility aid (e.g. walking to and from the bus stops, crossing roads etc). In this respect, it is acknowledged that a typical shopping centre visit, for example, would entail several hundred metres of moving across car parks, up and down supermarket aisles etc. For those residents who may have difficulties accessing public transport services, the Taxi Users Subsidy Scheme (TUSS) is available for this purpose. For those persons who have the mobility to use public transport, Transperth considers that the Route 19 bus service change was the best outcome for the vast majority of passengers, and still believes this to be the case.

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

Yours sincerely



Troy Buswell MLA
MINISTER FOR TRANSPORT; HOUSING

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