

**Submission to the Senate Standing Committee on Rural and Regional
Affairs**

**Inquiry into the investment of Commonwealth and State funds in
public passenger transport infrastructure and services**

Submission by: Perth AM Radio 6PR

Morning Talkback

Hosted by Presenter Simon Beaumont and Producer Graham Mason

Monday 23 April, 2009.

The following submission contains a transcript of live radio talkback on the topic of public transport in Perth as well as emails from listeners submitted to the program.

Listeners were told that their comments - both emails and those that were broadcast - would be sent to the Inquiry as a submission from 6PR.

Tables 1 and 2 summarise issues raised by callers and those who emails the station. Scroll down for the full transcript and copies of the emails.

Table 1.

Caller name	Caller suburb	Issue
Elaine	Lockridge	Lack of daytime bus services
Tom	Landsdale	Lack of/indirectness of daytime services in Perth northern suburbs; passengers not giving up priority seating
Rachel	Hamilton Hill	Insufficient evening peak hour services (extra train provision stops too early)
Carolyn	Coolbellup	Insufficient commuter-hour feeder services to Murdoch Train Station on Perth-Mandurah Line
Dee	Hillarys	Need for a Perth northern suburbs bus 'circle route'
Jeanette	Mundijong	Need for passenger train service using existing freight line through Serpentine/Mundijong area SE of Perth
Monique	Rockingham	Need for public transport link between Rockingham and Mandurah south of Perth and Armadale, SE of Perth. Currently have to travel into city and out again.

Table 2.

Email author	Suburb	Issue
Bev	Whitfords (Perth northern suburb)	Works in Malaga. Costs her too much and is time-consuming/draining to use public transport to get to work.
Peter	South Perth	Fairly happy but suggests improvements in ferry and bus services into the city.
Mike	Mt Pleasant	Parking at train stations full by 10am. Feeder bus services to train station only run once an hour.
Maxine	Balga	Works in Wangara. To get to work, must take three buses and leave by 6.15am to arrive by 8.35am. Compared to 11 mins by car.
Tony Morgan	Works in Jandakot	Inadequate feeder services from Murdoch Train Station. The fact he cannot take his bike onto trains at certain times.
Graham Le	(Moved from Melbourne to Perth)	Late/cancelled/infrequent bus and train services. PTA's website, plus SmartRider card not user-friendly.

TRANSCRIPT STARTS:

Simon Beaumont(SB): **Elaine**, G'day.

Elaine: Well, we don't live in an outer suburb, at **Lockridge**. But we have a bus service – well, there is a bus service, 337, Ellenbrook to Bassendean Station.

SB: Yep.

Elaine: And it goes via Beachborough and Lockridge, up Maud Street, but the last morning bus is 8:23am in the morning, then there is no return from Bassendean Station until 3.30pm.

SB: Wow.

Elaine: Nothing on a weekday. Now we have got Caversham Caravan Park. Now I have been on my high horse about this for a while. I have written to the Minister of Transport because I feel that Ellenbrook 336, which goes to Morley, could let us have at least two buses in the morning because they have a bus every half hour that goes nowhere near us and many residents there told me they want a bus service to

Bassendean Station. Now with being ignored, I know that we're private home owners and we don't belong to any big (??inaudible) and I feel that this is where it is going wrong. We are being ignored. Now we pensioners get this free service and the fares are going to go up and it's bad for us pensioners that have got no bus services.

SB: Yep, fair enough. So the 337 in your area, which is pretty much out of action between 8.30 and 3.30 each day, you would like to see more regular service in there. All right, no worries. Elaine, good luck with that and we've got you on tape now. We'll forward that to the submission and hopefully there'll be some more funding forthcoming or at least there might be someone even listening today. That sounds like a State responsibility, actually. Thankyou for calling. **Tom, for Landsdale, G'day.**

Tom: Good morning Simon.

SB: Thanks Tom.

Tom: I moved up to Landsdale from Balga about last May and I have to go into the cardiac gym – I have to go into the cardiac gym and I've had hospital twice a week. I used to go twice a week. I had to cancel it because of the lack of public transport from where I'm living. It comes every hour, every hour-and-a-half and it goes to Whitfords Station only where I have to jump on a train at Whitfords Station and make my way into the city. It takes twice as long and twice as long waiting on a bus. And also – which I can't get back from the cardiac gym once I have been there through public transport – and also, if you get on a train, which I did one morning and I got an angina attack. You would think someone would get off the priority seats to give me a seat. They were all (inaudible) and ignored me and I actually had to sit on the floor.

SB: Yeah, okay. Tom, I am sorry to hear about that, mate. I think that particular, that later one, that's happening a lot, isn't it? We talked on the program last week. **Rachel** from Hammy Hill (**Hamilton Hill**), good morning.

Rachel: Hi.

SB: How are you?

Rachel: I'm very good, thankyou Simon.

SB: Now you want to make some remarks which we can forward on your behalf to this Senate inquiry on public transport. What do you want to talk about?

Rachel: Yeah, look, my comment is about the peak services that are provided in the evening for commuters, particularly from the city, that's me. The fact that they pretty much finish by about 5.45, which means that if you are busy at work, you have to rush out the door at 5.30 or spend the next 20 minutes on transport. And I think they should extend it to about 6, 6.30, maybe even 7 o'clock.

SB: Rachel, are these trains and bus express services, are they?

Rachel: Yes, absolutely. The trains in particular, but then the buses that connect up to them, too.

SB: So your case is what, the Perth-Fremantle line?

Rachel: Yep.

SB: And you think it should continue after 5.45?

Rachel: Yes, I think the last express is 5.45 and soon after that every train is only running every half hour and it's just too long and it just slows down your whole journey from work, which means that there is an emphasis on rushing out the door at 5.30 for those peak services which means you don't get work finished, so you can't stop and have a drink or do your shopping on your way home.

SB: Where does it normally stop in your case?

Rachel: When does it stop?

SB: Where does it stop?

Rachel: Well, I catch the Fremantle line and then on to Hammy Hill using a bus.

SB: So straight down to Fremantle for you, you still need that. All right, Rachel, thank you for calling today. That will be forwarded, that's in the submission. Caroline, from **Coolbellup**, how are you?

Carolyn: Hi Simon, it's **Carolyn**, actually,

SB: Carolyn, sorry about that.

Carolyn: That's okay. We, my husband and I, would like to catch the train, the Murdoch train to the city because I start work at 7 o'clock. But our first feeder bus doesn't start until quarter past six. All of the surrounding areas like Samson, Kardinya, their first buses are around 5, half-past 5.

SB: Okay.

Carolyn: The 513 is shocking and in the afternoon, half the time it never turns up for the train.

SB: So you can't get on that 6.15 and get to the city in time?

Carolyn: No. I start work at 7. I am actually totally blind so my speed of walking is not as fast as a sighted person. I've got a guide dog and I toilet my dog on the way and things like that so the first train I can actually get is about twenty to 7. So the time I get to the Esplanade Station, to get down to – I work in the law chambers down Hay Street side, probably about a 10, 15-minute walk – so by the time you get the train in, that 10 minutes, I am late for work.

SB: Carolyn, we get a lot of calls about the Murdoch Station. It's very popular and you think that could be organised. A feeder bus service could be put on a little bit earlier. Thank you for your call, Carolyn.

Carolyn: Thank you.

SB: Cheers. There you go. I knew we would get a couple of those. **Chris** from Vic Park (**Victoria Park**), hello.

Chris: Hi, Simon. So, I live in Vic Park so it's pretty good services here to the city overall but there are some things that have probably irked me for a long time about the system in Perth. Just evening buses, I just don't think the frequency is overall really good enough. I mean, I literally live a 10-minute drive from work but you know, after about 6 o'clock, if I was catching the bus, you know, it's once an hour so I mean it's not really much incentive and I actually finish just after one leaves and you know, it's almost an hour wait.

SB: So more frequent buses, even to inner suburb like Vic Park. Would there be many people on it. Chris? Would many people use it?

Chris: I think if they – well, this is the thing. Yeah, I have contacted the PTA (Public Transport Authority) before about frequency of buses and times it and the response I got was about it not being enough demand but if they put them out there, well, then people would be inclined to use it – and especially on weekends, I think, especially Sundays. I just don't think people really feel inclined to use public transport and it has irked me for a long time that the whole system pretty much goes to sleep after about 7 o'clock on a Sunday.

SB: The supply is not there. Yeah, all right, Chris, thank you very much for your call today. I am sure the PTA, and you know, Transperth, everybody who looks after these things, try to put buses where they can but is it a situation of 'if you build it, they will come'? If the weekend bus and public transport systems are better would it be better used? Lots of people in the city yesterday, I know it was a beautiful day but there are

heaps of people and the parking is jam-packed right from early in the morning, well before the shops open. I just wonder if more people would use public transport if it was there, particularly to get into the city. **Dee is in Hillarys.** Hi, Dee.

Dee: Hi. My question is why can't we have a circle route in the northern suburbs? The one, the 99 and the 98, is a brilliant service. That goes to UWA (University of Western Australia), it goes to Charles Gardiner (Hospital), it goes to Fremantle, it comes to Murdoch, all the way through. If we had something similar that took in the university at Joondalup, the health campus, coming around to – there is a lot of the marinas as Mindarie, at Hillarys and so on – and connected like a figure of eight to the Innaloo one you'd get all the eastern, western, northern, southern suburbs not having to wait for feeder services. Because to get to Innaloo for me now, it's a train and a bus, or rather a bus to the train station.

SB: So where would you consider people would like to travel around on this circle route, say on a weekend or during the day, Dee? Where would this figure of eight take in?

Dee: Well, I think if it was possible to connect it to Innaloo because that gives you that figure of eight that can take you to Fremantle. So, Innaloo to say, Scarborough, to...

SB: Did you say Hillarys, Joondalup?

Dee: Yeah, Hillarys, Joondalup. Mindarie, I don't know, if it goes out that way. You know, just a few of the centres that actually will then connect through all the suburbs so you could jump off the circle route at any stage at the bus stop and connect in to a bus or wherever you might need to end up, or railway station and go from there. But they run every 10 minutes, which is a lot kinder than every hour.

SB: Yeah, I have been on that one there in the western suburbs. Dee, thank you for your call today, we'll make sure that's submitted. Tony has sent us one via by email today, simon@6pr.com.au and Tony makes a point about Greenwood and Murdoch and wanting to have some improvement there. Tony, we will forward that on your behalf. Thank you for sending that in today. Appreciate that. **Jeanette**, g'dday.

Jeanette: Hi, look, I come from a really outer suburb such as **Mundijong**, out past Byford in between Serpentine and in this area we have had an explosion of development right through, even as far as Keysbrook and we have a train line that goes right through the middle of it, which is only freight. It wouldn't take much of a leap because half of the infrastructure is there to be able to bring the service that comes up to Armadale, terminates there – it used to actually go to Byford. Why they can't bring that rail service up to at least Mundijong, where you would get lot of people coming in, you wouldn't get the congestion, the parking problems in Armadale, and a lot of people have only three buses in the morning and three buses in the afternoon which cuts off about 10 to six.

SB: So Jeanette, is it my imagination or does the train that goes to Bunbury through Australind, is it called the Australind?

Jeanette: Yeah, the Australind.

SB: Yeah, that goes through there, doesn't it?

Jeanette: Yeah, you can catch that but it comes at such an odd time it's not good for anybody who goes to work. It's not good for the kids at school and it's very expensive.

SB: Where does it stop?

Jeanette: It stops at any stop but you have to pre-book all those stops. It won't stop automatically at Mundijong.

SB: So you're saying you put a commuter train on that line, because that is the line you are talking about, isn't it?

Jeanette: Yeah, yeah. I mean, there may be some silly scheduling problems I don't know if they do. There are probably too many freight trains going through there. But most of the freight trains go through at night and basically, it wouldn't take too much to electrify that line at least to Byford, if not Mundijong and then you would actually alleviate a lot of congestion in Armadale itself and you wouldn't have to put extra buses on.

SB: All right, Jeanette, thank you for calling today that's in the mix. We'll forward all of these to the Senate inquiry. They are in Perth today. They are meeting as we speak. We'll take more on this and then any emails we'll send through as well. Good morning, **Monique**.

Monique: I currently live in **Rockingham** and like, we've got family that live along Tonkin Highway which we use the Armadale line to go visiting, which if we do, we have to go all the way into Perth and then come all the way back out along the Armadale line.

SB: Right.

Monique: And at the moment you could have a link because even Tonkin Highway and the Freeway are even linked by Thomas Road. Just possibly have.. There's nothing to get you that way and it's just such a long way if you just want to go visit.

SB: So you would like to see a bus link go through there?

Monique: Well, something. It would certainly get used because everyone that's on the Armadale line even to get to Mandurah has got to go all the way to the city first and come all the way back out. You are backtracking yourself to get somewhere.

SB: Yeah, okay. Thanks for calling in, Monique, appreciate that. So Monique thinks that there could be some bus services that you take you from the eastern suburbs right through to the train lines, somehow to get you down to Mandurah.

TRANSCRIPT ENDS

EMAILS SENT TO THE PROGRAM:

From: WA Office [mailto:wa@wellcross.com.au]

Sent: Mon 23/03/2009 10:01 AM

To: Simon R. Beaumont

Subject: Public transport

I live near the Whitfords train line but work in Malaga. If I was to catch a bus instead of driving to Malaga I would need to be on a bus at 7.10am to get to Mirrabooka bus station by 8am because the buses run through school routes then no bus actually runs through Malaga. So I have to catch a taxi into Malaga. The closest bus runs to Alexander Dr Beach road corner then I would need to walk 15mins into Malaga and that bus leaves Mirrabooka at 8.35am and since I start work at 8.30am I would be late. It cost \$\$\$ more to use public transport since I need to use a taxi and it is physically and mentally draining.

Regards, Bev

From: peterg10@amnet.net.au [mailto:peterg10@amnet.net.au]

Sent: Mon 23/03/2009 10:15 AM

To: Simon R. Beaumont
Subject: Public Transport

Hi Simon,

I assume you will be passing this on to the Greens?
I live in South Perth and catch the Ferry or Bus to the city daily.

I'm fairly happy with the service in my area, however a couple of improvements:

- 1) Extend ferry service to Coode Street Jetty, possibly provide a shuttle bus from each jetty down some main roads at least? This would possibly reduce the amount of buses going into the city.
- 2) The buses I catch in and out of the city go via the Causeway up St Georges Terrace. From the Causeway on, there are several if not in the 10's of bus services using this route. In my opinion all buses should stop just before the Causeway and light rail should be used. This would remove the hundreds of buses that drive along St Georges Terrace daily, not too mention the reduction in pollution etc.

Regards,

Peter

From: Michael Johnson [mailto:mjohnson@gosnells.wa.gov.au]
Sent: Mon 23/03/2009 9:43 AM
To: Simon R. Beaumont
Subject: Train stations and bus services

Simon

On a day off from work I often go into town to shop and enjoy a lunch with my oldest son. However finding parking at Bullcreek station at 10am is impossible as all the bays are full.

Catching a bus feeder service is good at that time of the morning, however catching a bus home after being in town results in a wait of close to an hour if you do not get your timing right resulting in a 25 minute walk home. The circle route 500 after 12pm runs ONCE per hour.

When are they actually going to provide for more parking or better bus services servicing train stations?
Cheers

Mike, Mt Pleasant

From: Maxine Meredith [mailto:mmeredith@delstratearthmoving.com.au]
Sent: Mon 23/03/2009 9:37 AM
To: Simon R. Beaumont
Subject: buses

I live in Balga and work in Wangara
If I use public transport and leave home at 6.15 I get to work at 8.35 –3 buses - its 11 minutes away by car!!!
Cheers
Maxine

From: Tony Morgan [mailto:tony.morgan@mapsurvey.com.au]
Sent: Mon 23/03/2009 9:21 AM
To: Simon R. Beaumont
Subject: Public Transport

Simon,

Public transport is usually my first transport choice.

I have caught buses and trains for the last 20 or so years for work and for personal use on weekends.

My company recently moved from South Perth which I accessed from Kingsley by train and bus (good reliable service), to a new industrial area near Jandakot Airport on Hope Road.

I can get a fast efficient train from Greenwood to Murdoch, but the connecting buses to near Hope Road start about 9am and finish about 3 which makes it impossible to do my 8 hour day + a lunch break. I am having to ride a bicycle the 5+km to work and am snookered into the times that bikes are allowed on the trains. So far although dark, the weather has been good, but I'm not looking forward to winter. The times that bikes are allowed on trains means my day consists of a mad dash from Murdoch at 6:30am, a 20 minute lunch break (I would like longer) and a mad dash back before the 3:45 bike cut off time at Murdoch. No time in the morning for a shower to freshen up so have to work in riding gear.

Don't know how much longer I can take this. Don't want to leave this job that I wanted, but may have no choice.

Tony Morgan

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Email: tony.morgan@mapsurvey.com.au

From: Graham_Le [mailto:grahamle@bigpond.com.au]

Sent: Mon 23/03/2009 9:18 AM

To: Simon R. Beaumont

Subject: PUBLIC TRANSPORT some problems !

Hi Simon

Please can you ask/comment about these statements:

INTERGRATED system

Transperth CLAIMS that the trains and buses are integrated, however the buses do NOT wait for the trains when they are a few minutes late (which often happens). This then requires a wait of up to half an hour to wait for the next bus !!!!!!!!!!!!!

On speaking to the bus driver, they say that they "get into trouble, if they do not keep to their (bus) schedule" !

LATE

Many of the services are OFTEN late, which then means that we WILL be late for appointments i.e. dentists, next bus etc.

This requires us to HAVE to take a much earlier service , up to an hour earlier !
On speaking to the bus driver, they say that it is virtually IMPOSSIBLE to meet the “too tight” schedule required ! i.e. Bus 220, is 90% late and very often up to 20 minutes late !

Late night shopping

Why are there no extra services on Thursday night shopping ? Services on Thursday night are the same schedule as any other week day. i.e. the ONLY bus that services Albany Hwy (220) finishes at 7PM, when Carousel (Albany Hwy) closes at 9PM
??????????????

Trains cancelled

I have often been waiting for train (Welshpool), when the train did not stop !
When asking why the train did not stop (more than once), I was informed (by Transperth) that the trains will “skip” out some stations if they are behind schedule !
The next trains were half an hour laterer, WHAT ABOUT MY SCHEDULE ?

CAT buses

WHY are the times DISPLAYED at the stops NORMALLY wrong/not working
???????

Using very BASIC technology available nowadays there is NO reason for this problem.

Transperth website

This website is very OFTEN not working and often gives incorrect information !
NO REPLY to any comments done via their website

SmartRider should be caller StupidRider

MANY problems with costings.

i.e. When a bus driver has not “registered” their system correctly, we get charged a default fair of about \$8, HOWEVER “if you notice, you can phone them (on hold forever), they will reverse the overcharge”. – yeah, I have nothing else to do, PLUS the cost of a long duration mobile call!

These are only SOME of the problems experienced with Transperth.

Get RELIABILITY in PERTH - get a CAR !

Thanks

Graham

P.S. I moved to Perth from Melbourne and the public transport went 10 years
BACKWARD

ENDS