



AUSTRALIAN TIMETABLE ASSOCIATION

# TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

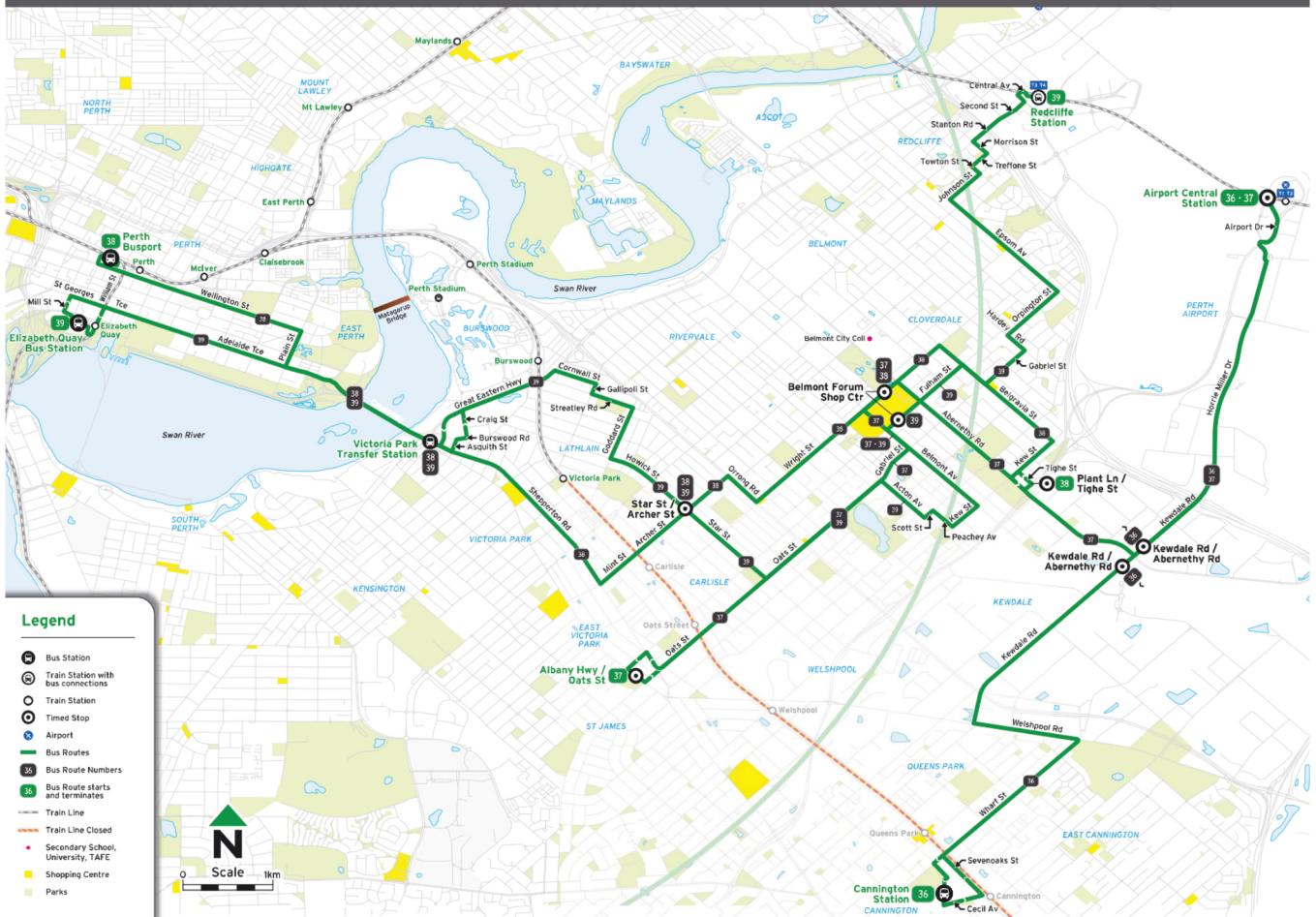
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Route 38, 39, 284 Map



# RAIL & TRAM NEWS

## NEW SOUTH WALES



### Sydney: Revised SWTT

Sydney's next routine Standard Working Timetable (SWTT) update will come into effect on Sunday 19 November. Designated version 12.0, the update includes minor internal operational changes including adjustments to accommodate infrastructure limits at Penrith and the resumption of regular use of crossovers at Campsie and Erskineville. **TRANSPORT FOR NSW**

### Hunter line: Temporary alterations

Temporary timetable alterations are currently in place for the Hunter line on weekdays.

Following an initial assessment, Transport for NSW (TfNSW) has initiated repairs to the Tarro rail overbridge (some images below, courtesy TfNSW), including restrictions on the weight of vehicles using the four-lane bridge.



Since around Wednesday **11 October**, selected peak-hour express services operating between Telarah and Newcastle Interchange and vice versa have been stopping at all stations to alleviate what Transport for NSW described "a significant increase" in patronage. A total of 12 services are affected by the change - adding five extra stops and extra end-to-end travel time of 10-12 mins.

The alterations were initially done 'live', with consequent planned alterations through Sydney Trains General Telegram and ARTC Train Alteration Advice effective from Monday 16 October.

Effective from Monday **23 October**, an additional two trips per weekday have been added to provide an express service between Telarah and Newcastle Interchange in the peak direction of travel to alleviate impacts on passengers who would normally travel on the express services. These two trips are serviced by the extra two-car J set

railcar which is usually reserved for maintenance.

The two new trips run as follows:

- From Maitland (07:01 for Mon 23/10; 06:55 all subsequent weekdays) stopping at Victoria Street, Metford, Thornton, Beresfield, Warabrook, Waratah then Newcastle Interchange (arriving 07:42 for 23/10; 07:35 all subsequent weekdays);
- From Newcastle Interchange (16:22) stopping at Waratah, Warabrook, Beresfield, Thornton, Metford, Victoria St then Maitland (arriving 16:53).

**TfNSW, SYDNEY TRAINS, AUSTRALIAN RAIL TRACK CORPORATION**

HUN to Newcastle Interchange			
Formed by V719 HUN to Telarah >		Unknown	8:17am On time
HUN Hunter Line morning and evening peak express services makin... >		Unknown	8:20am On time
Telarah Station	7:56am On time	Unknown	8:24am On time
Maitland Station	7:59am 1m late	Warabrook Station	8:27am 7m late
Unknown	8:01am On time	Lift at Warabrook Station not available between the concourse and platforms 1/... >	
Unknown	8:04am On time	Waratah Station	8:30am 7m late
Victoria Street Station	8:06am 3m late	Hamilton Station	8:34am 7m late
Metford Station	8:09am 3m late	Newcastle Interchange Station	8:35am 4m late
Thornton Station	8:12am 3m late	Forms V727 HUN to Telarah >	
Beresfield Station	8:15am 3m late		

*One altered weekday trip (also showing a system bug). Trip times shown were from after the trip had been completed (Paul Brown/NextThere).*

## VICTORIA



### Yarra Trams: Service changes

Correcting last month's article, the correct date for implementation of these changes is Monday 30 October, according to a PTV announcement.

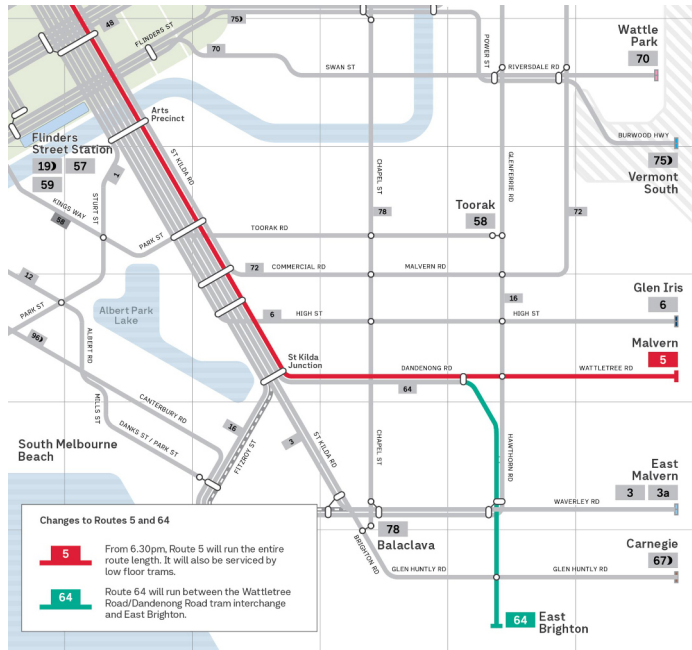
The map after this article has been provided by Public Transport Victoria showing changes with routes 5 and 64. PTV says that new printed copies of these route timetables can be ordered by call their general information phone number.

The impacted routes are 1, 3, 5, 6, 11, 12, 16, 35, 58, 64, 67, 72, 78, 86, and 109.

The changes reflect patronage changes since the pandemic and an "increase in evening travel when people return to the city for hospitality and entertainment".

PTV also says that route 3a is replaced by **16**,

Malvern-supplied **route 5** will now operate the full route post-18:30 to enable provision of accessible trams along Dandenong Road while Glenhuntly-supplied **route 64** has its trips truncated post-18:30, and the removal of anti-clockwise tourist/heritage **route 35** services aims to reduce tram congestion around the city at peak times (trips to now run every 12 instead of 15 mins but now also cease an hour earlier at 5pm seven days a week). *With RICHARD TALBOT, PUBLIC TRANSPORT VICTORIA*



## V/Line: Updated NSP

V/Line will implement a revised Network Service Plan which takes effect on Sunday 19 November.

Changes include faster services along the Echuca corridor, newer trains for selected Bacchus Marsh services, and changes to internal trip numbering in preparation for future additional Gippsland Line services (upon the completion of the line upgrade). Some trains will arrive/depart Southern Cross (SX) from different platforms.

On weekdays, an additional 3VL short-working trip departs Castlemaine at 07:20 operating to Bendigo with a stop at Kangaroo Flat. The 08:08 Bacchus Marsh-SX, 16:41 SX-Melton and 17:33 Melton-Bacchus Marsh trips are converted from Loco+6 cars to 6VL. The 20:25 SX-Epsom trip instead terminates at Eaglehawk, while the 21:07 SX-Eaglehawk trip instead terminates at Epsom. The 22:37 Epsom-Bendigo trip now commences at the later time of 23:20.

PTV says that Echuca passengers benefit from savings of up to seven minutes per trip due to an increase in track speed between Goornong and Echuca from 80 to 100 kilometres per hour, while the new Bendigo short-working on weekday mornings (serviced by a new empty-working out of Bendigo Car Sidings) aims to reduce crowding on the morning's first trip from SX to Bendigo.

The circular will be available in the December Distribution List. *RICHARD TALBOT, LEN REGAN, V/LINE, PTV*

## SOUTH AUSTRALIA



### Hybrid-powered train enters service

Adelaide Metro has now introduced a newly converted hybrid-diesel powered train into service. The train is expected to make less noise and use up to 20 per cent less fuel as it runs trips along the Outer Harbor, Grange and Belair lines.

A special external green wrapping has been added around the passenger windows to help passengers to distinguish the train. Transport Minister Tom Koutsantonis said passengers would benefit from a reduction in fumes and noise while the train is idling between trips. *RICHARD TALBOT, RAIL EXPRESS*

## NEW ZEALAND



### Extra Hamilton-Auckland services coming

The Hamilton-Auckland train will have a third return service added onto the timetable on Thursdays and Fridays, while a second return service will also operate on Saturdays starting from Thursday 8 February next year.

Waikato Regional Council and KiwiRail recently announced the improvements to the Te Huia service which cater for demand. Waikato councillor Angela Strange said that Te Huia has been either meeting or exceeding patronage targets on weekdays, while the extra Saturday trips will increase flexibility for passengers in an effort to encourage more demand. *ANDREW JAMES, WAIKATO REGIONAL COUNCIL*

## INTERNATIONAL

### UK: HS2 Manchester scrapped

The British government has officially announced that HS2 to Manchester has been scrapped from the infrastructure pipeline, saving the government £36 billion, although the money will be used for other projects such as Network North.

In early October, Britain's prime minister, Rishi Sunak, announced the scrapping of the

Birmingham - Manchester section of the HS2 high-speed line. During his speech at the Conservative Party conference in Manchester, Sunak said that HS2 had experienced cost overruns and that the original plan to extend the line to Manchester no longer made economic sense.

According to the Prime Minister's Office, every £1 spent on HS2 was originally forecast to deliver £2.30 in taxpayer benefits. Despite revising the scope of the project, including scrapping the proposed eastern leg to Leeds, the benefits could fall to as low as £0.80 for every £1 spent. It says the original cost-to-benefit ratio for HS2 was underpinned by assumptions "which are no longer valid" courtesy of the pandemic's impact on travel patterns, also pointing out that "the majority of public transport journeys continue to be taken by bus", amounting to 3 billion a year.

In response to earlier reports that the government would indeed scrap this section, the Railway Industry Association (RIA), which represents Britain's rail supply sector, pointed to Department for Transport (DfT) data showing that passenger numbers are now significantly higher than when HS2 was originally approved in 2012.

HS2 currently accounts for over one-third of the government's total transport investment, which it says is preventing it from "spending on people's genuine priorities and doing little to improve the journeys that people make the most."

The government says HS2 phase one will be completed - with significant construction already underway, cutting journey times from Birmingham to central London from around 80 minutes to 49 minutes. There will be stations at Old Oak Common and Birmingham Interchange, and branches to central Birmingham and Handsacre, near Lichfield, where HS2 trains for Manchester, Liverpool and Scotland will join the existing West Coast Main Line (WCML).

Sunak said that work on HS2's Euston terminus would be handed over to the new Euston Development Zone. At the same time, it expects the rebuilding programme "to unlock growth potential for London and deliver thousands of additional homes at Euston."

Expressing the industry's disappointment at the scrapping, RIA chief executive Darren Caplan said the government needs to safeguard the full HS2 route "for future generations", rebuild trust with the railway industry lost with multiple project cancellations such as the eastern HS2 leg to Leeds before it and the postponement of work between Old Oak Common and Euston.

A High Speed Rail Group spokesperson said while inflation had played a significant part in the British economy in general, particularly around construction, "the principal cause of any real-term cost increases lies in the chopping and changing of the project's scope. As any project manager will tell you, the cheapest way to deliver is against a fixed scope without constant changes."

The £36 billion unspent on HS2 Manchester will, in part, instead be spent on a number of projects across the country, including Network North, which is intended to drive better connectivity across the north and Midlands of England through faster journey times, increased capacity

and more frequent & reliable services.

The government says that over 4 million people in cities in northern England cannot currently reach their city centre by public transport within 30 minutes, which is detrimental to productivity and economic growth. Rail accounts for only 8 per cent of total distance travelled and 2 per cent of all journeys, it points out.

A total of £19.8bn will be reinvested in northern England, including bus and road projects. Rail spending will include £2bn for a new station at Bradford and a new connection to Manchester, and £3bn for electrification of the Manchester-Sheffield, Sheffield-Leeds, Sheffield-Hull and Hull-Leeds routes. Nearly £4bn in additional funding will be provided for local transport in the six city regions of northern England, and £2.5bn has been allocated to deliver a new mass transit system in West Yorkshire. The government also promises "landmark investments" in reopening railway lines and new stations. On top, a further £12bn will be invested to improve connections between Manchester and Liverpool, including Northern Powerhouse Rail as previously planned.

In the Midlands, a total of £9.6bn will be reinvested. This will include £1.75bn to fully fund the Midlands Rail Hub programme centred on Birmingham, connecting 50 stations and over 7 million people while doubling capacity and frequency. Over £1bn of additional extra local transport funding is promised for the West Midlands City Region, and new stations and railway reopening projects such as the Ivanhoe Line from Leicester to Coalville and Burton-on-Trent.

The remainder of England and Wales will receive £6.5bn in new funding for improvements in southwest England, remodelling Ely Junction north of Cambridge to increase freight capacity between the Midlands and the Port of Felixstowe, and £1bn for electrification from Crewe to Chester and Holyhead. *INT'L RAIL JOURNAL (2)*

## UK: Edinburgh Trams project review

BBC News reports a public inquiry into the Edinburgh Trams project has concluded that a five-year delay in finishing the project with £400m in blowouts was caused by a "litany of failures".



A sign for the project dated around 2010 (BBC News).

Opening in 2014 with a 14-kilometre route from the airport to the city centre, the inquiry put blame on the design company Tie along with the City of Edinburgh.

The inquiry itself has received questions after nearly a decade, it was costlier than the Chilcot Inquiry into the Iraq War, to which the Chair, Lord Hardie, pointed to over three million documents reviewed, while also claiming the cost had reduced by one-third from using existing public resources not replaced. But, "poor management and abdication of responsibility on a large scale have had a significant and lasting impact on the lives and livelihoods of Edinburgh residents, and the reputation of the city." according to Lord Hardie.

Key points of failure include:

- Tie's departure from the procurement strategy.
- Delay with design production due to poor performance from Parsons Brinckerhof.
- Tie underestimated many costs and took too many risks.
- The "lost opportunity" of oversight when the Scottish government withdrew the involvement in the project of Transport Scotland officials which led to the removal of safeguards.

This was a project that former project head David Mackay had called "hell on wheels" when he quit in 2010, referring to the complexity.

In better news, BBC News also reports that an extension which was dropped from the initial project was later built and indeed has recently opened on-time and on-budget. **BBC NEWS (2)**

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**ENDS**

## BUS & COACH NEWS

### QUEENSLAND



#### Brisbane: 335's minor alteration

Access to Chermiside Shopping Centre has changed for route **335** passengers due to construction. Some Gympie Road stops are no longer being served by 335 services due to construction, with

access to buses instead available from the stops on Hamilton Road. **TRANSLINK**

### NEW SOUTH WALES



#### Sydney: Proposed Rapid Bus Network

While the state government's Bus Industry Taskforce continues in the background, a white paper was released in late October.

The document articulates the existing role as well as the potential of on-street transit in Greater Sydney.

It says that while 6 million live within 800 metres of a bus stop, only one-quarter of that numbers is the same distance from a railway station, signifying the importance of on-street transit in the future success of the city.

Amongst the ideas floated from the document is a mapped network of rapid bus routes (see next page).

The routes are a mix of existing, modified and greenfield route services, integrating significant transport assets coming online over the next decade, with particular attention on the Western Sydney International Airport at Badgerly's Creek.

Many of the features of this network show some resemblance to the previous Metrobus network which was designed and implemented by the previous Labor state government between 2008 and 2011, including a dedicated red fleet, distinctive bus stops and 'turn up and go' services.

ATA Member Hilaire Fraser has provided the following overview of the proposed rapid bus network's 39 routes below. The reference to current routes gives an approximate comparison in some cases.

- City-Bondi Jct-Bondi Beach-Nth Bondi (currently 333)
- Bondi Jct-Randwick-Kingsford-Maroubra Jct-La Perouse (390X)
- Rozelle-Sydney Uni-Green Sq-Randwick-Coogee (370)
- Coogee-Maroubra Jct-Sydney Airport-Mascot Stn-Sydenham (350)
- Kingsford-Rosebery-Mascot Station-Sydenham (358)
  
- Kingsford-Eastgardens-Matraville-La Perouse (392)
- Nth Sydney-City-Surry Hills-Zetland-Rosebery-Mascot (320)
- City-Mascot-Botany-Matraville-La Perouse (309)
- City-Newtown-Wolli Ck-Rockdale-Miranda (422)
- City-Dulwich Hill-Canterbury (426)

- City-Leichhardt-Burwood (461X)
- City-Drummoyne-Ryde-West Ryde-Parramatta (500X)
- City-North Sydney-Frenchs Forest (270)
- City-Neutral Bay-Brookvale (B1)
- Chatswood-Frenchs Forest-Dee Why (160X)

- Chatswood-Hunters Hill-Drummoyne-Burwood (530)
- Macquarie Park-Gordon-Terrey Hills (197)
- Macquarie Park-Ryde-Rhodes-Burwood-Campsie-Kingsgrove-Hurstville (458 & 490)
- Macquarie Park-Eastwood-Parramatta (545)
- Macquarie Park-M2-Winston Hills-Seven Hills-Blacktown (611)

- Rhodes-Sydney Olympic Park-Wiley Park-Beverly Hills-Hurstville (new)
- Parramatta-Carlingford-Epping (550)
- Parramatta-Baulkham Hills-Castle Hill (600)
- Parramatta-Westmead-Winston Hills-Bella Vista-Rouse Hill (665)
- Parramatta-Prairiewood-Bonnyrigg-Liverpool (T80)

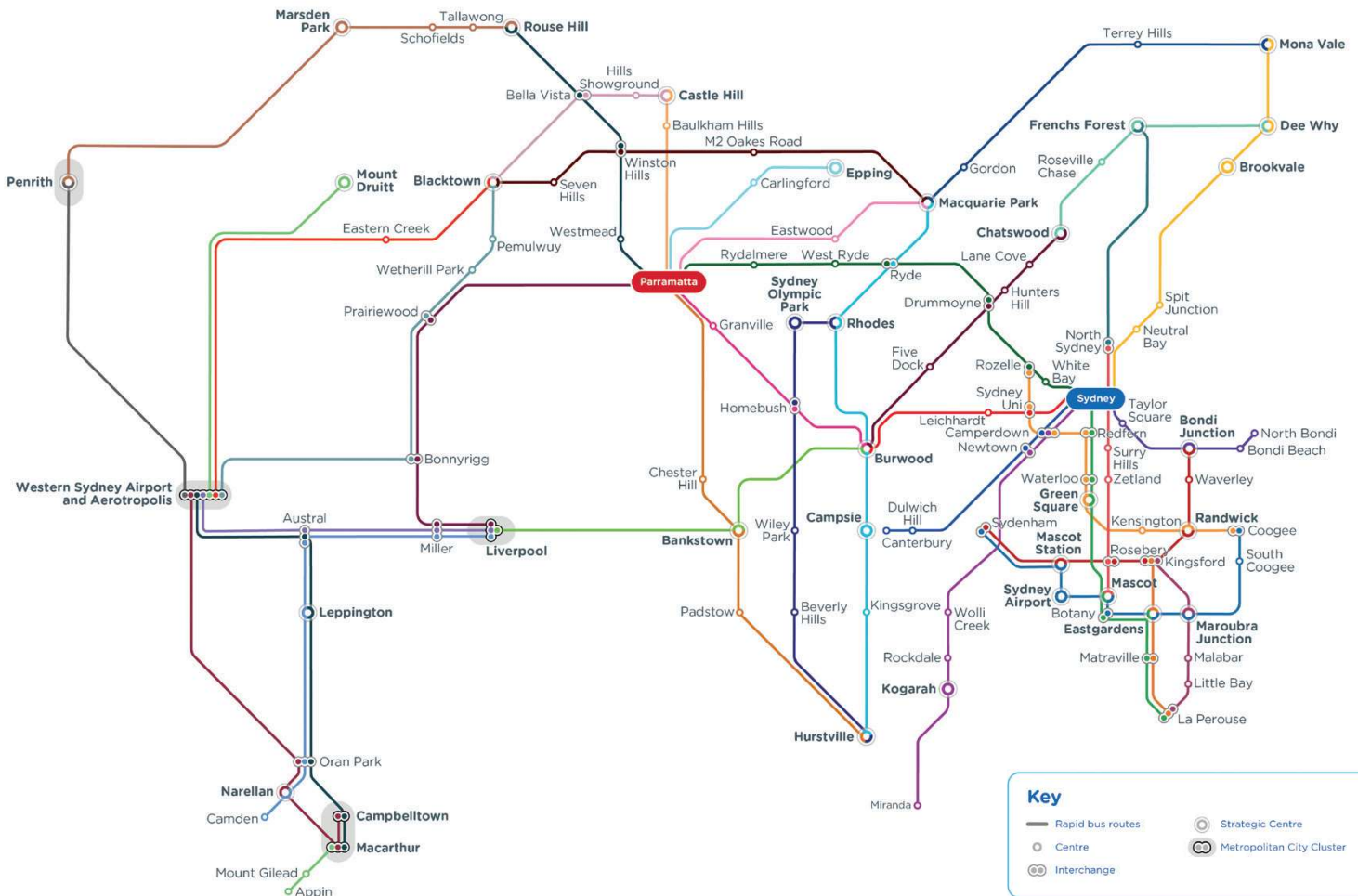
- Castle Hill-Hills Showground-Bella Vista-Blacktown (715)
- Rouse Hill-Tallawong-Schofields-Marsden Park

- Park (748)
- Penrith-Marsden Park (new)
- Parramatta-Chester Hill-Bankstown-Padstow-Hurstville (M91)
- Burwood-Bankstown-Liverpool (M90)

- Liverpool-Austral-Leppington-Oran park-Narellan-Camden (855 & 841)
- Macarthur-Appin (887)
- Western Sydney Airport-Prairiewood-Blacktown (new)
- Western Sydney Airport-Eastern Ck-Blacktown (new)
- Western Sydney Airport-Mt Drutt (new)

- Western Sydney Airport-Penrith (new)
- Western Sydney Airport-Liverpool (new)
- Western Sydney Airport-Leppington-Campbelltown-Macarthur (new)
- Western Sydney Airport-Narellan-Macarthur-Campbelltown (new)

The last two groups of routes are significant as they show a plan for long-awaited rapid bus routes which have been promised to be up and running when WSI opens, but a lack of state government funding had recently raised concerns if such services would eventuate in time. **With HILAIRE FRASER, NSW GOVERNMENT**



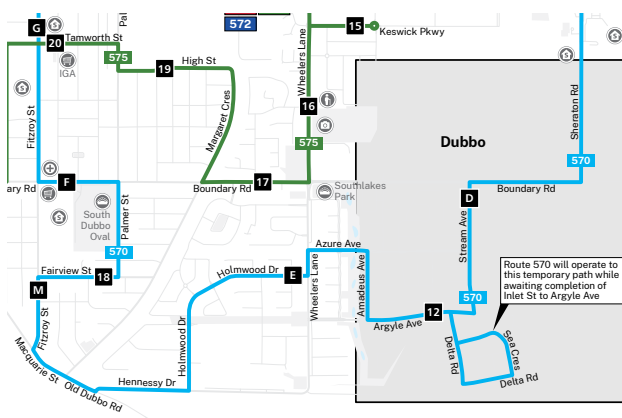
## Dubbo: Revised network

A revised bus network came into effect across Dubbo on Monday 16 October. The revision forms part of Transport for NSW's (TfNSW) *16 Regional Cities Services Improvement Program*.

TfNSW says benefits include a simpler and easier-to-understand network with more direct trips to Dubbo Base Hospital (DBH), enhanced network coverage on Sundays/Public Holidays, and additional trips across the week.

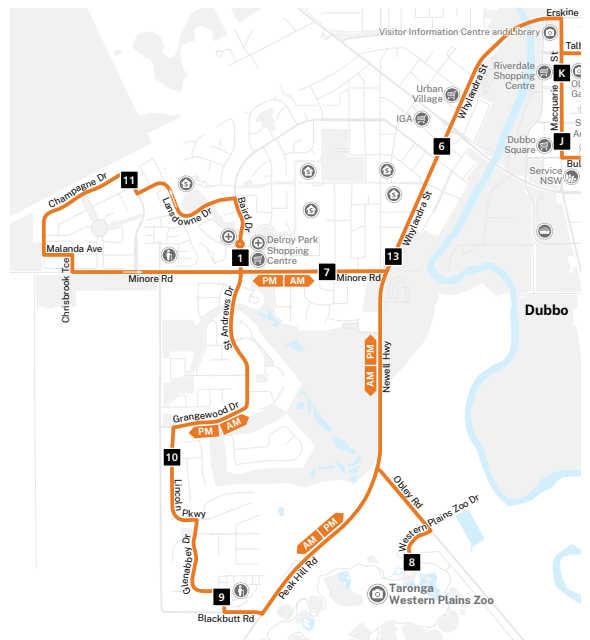
Dubbo Buslines operates urban services between Orana Mall and Dubbo CBD, unless stated otherwise below. Each route's key changes include:

- **570 (via Southlakes and Fitzroy Street):** Extends to improve coverage for Southlakes growth area (highlighted on map below) with a temporary path in place near Argyle Avenue until the completion of roadworks. Runs along a new north-south bus corridor on Fitzroy St. Additional peak services.



- **571 (via Eastridge and DBH):** Extended coverage for North Dubbo Industrial Area and Dubbo Private Hospital. Improved weekday evening service.
- **572 (Orana Mall-West Dubbo via DBH and Dubbo CBD):** Extended to Orana Mall. Now runs every 30 minutes in the weekday intrapeak period. Improved weekday evening service.
- **573 (Orana Mall-West Dubbo via Dubbo CBD and Taronga Western Plains Zoo):** Extends to Orana Mall. Extended coverage of Grangewood and Delroy Park. In West Dubbo, services operate clockwise in the morning and anti-clockwise in the afternoon to prioritise journey times for peak passenger flow between the zoo and the city centre (see map below). Additional weekday peak services during school holidays.
- **575 (via Keswick and Tamworth Street):** Extends to increase coverage in Keswick growth area. Improved weekday evening service. There is a temporary route in place along part of Wheelers Lane until the completion of the Keswick Parkway extension in 2025.

Each route now also operates seven days a week. Most routes now also have a special early morning service to DBH, or to Dubbo CBD to interchange for a service to DBH for hospital workers.



Route 573 provides quicker travel between Dubbo and the zoo.

Service lists are provided on two documents: a combined three-page PDF timetable with all routes and no map (provided separately) and individual one-pagers for each route with timetabled services and route map. These documents follow the same formatting as other Buslines Group operations. The timetable provides linked trips between routes 571 and 575 as most of their trips into Dubbo CBD stay in service - running outbound as the other route.

The route 574 has been withdrawn, however, selected school-time trips will continue to operate as dedicated school services. Despite this, the public can continue use these services, if there is excess capacity. Parts of the route now instead covered by routes 556 (see below), 570 and 571.

As part of these changes, new bus stops are being constructed to cover new services as well as existing routes with significant lengths without bus infrastructure with the support of Dubbo Regional Council. Where existing infrastructure is not available nearby, TfNSW advises that passengers can 'hail and ride' where safe.

Ogden's Coaches operates two regional routes in the area. Changes to these two routes are as follows:

- **555 (Narromine-Dubbo):** Altered route through Dubbo urban area via the railway station and Aldi supermarket, and minor trip time changes.
- **556 (Wellington-Dubbo):** Also serves Wongarabon in lieu of withdrawn route 574. Altered route through Dubbo urban area via the railway station and Aldi. Some trip time changes.

TfNSW says that some adjustments have also been made to school buses to provide the resources for the revised network, but remain within service planning guidelines. TfNSW says that consultation on how the Dubbo community used buses occurred last year, and informed this set of changes.

Existing fares remain the same, with all-day unlimited travel for adults priced at \$5 and for concession fares at \$2.50 within the Dubbo urban area. On Dubbo Buslines buses, contactless fare payment is also available.

LiveBetter operates an On Demand return service between Tottenham and Dubbo on Wednesdays.  
**HILAIRE FRASER, TRANSPORT FOR NSW, BUSLINES GROUP**

## Coffs Harbour: Revised network

A revised urban bus network came into effect in Coffs Harbour on Monday 30 October as part of Transport for NSW's (TfNSW) *16 Regional Cities Services Improvement Program*.

TfNSW says benefits include over 200 extra bus trips per week including extra daytime services on key routes, 30-minute frequencies on weekdays along key corridors, improved connections and more services on weekends and public holidays. Some routes have been renumbered.

- **351** (*Bowraville-Macksville via Rodeo Drive*): An additional weekday trip which connects with 360 for travel to Coffs Hbr.
- **352** (*Bowraville-Macksville via Wilson Road*): An additional weekday trip which connects with 360 for travel to Coffs Hbr.
- **356** (*Scotts Head-Macksville via Grassy Head*): Minor timetable changes.
- **357** (*Repton-Bellingen via Mylestom*): Minor timetable changes.
- **358** (*Macksville-Bellingen via Nambucca Heads & Urunga*): Minor timetable changes.
- **359** (*Urunga-Bonville via Repton & Mylestom*): Minor timetable changes.
- **360** (*Macksville-Coffs Hbr CBD via Urunga and Toormina*): Minor timetable changes and a change of route south of the CBD to continue on the Pacific Highway instead of using Thompsons Road.
- New route **360X** (*Macksville-Coffs Hbr CBD via Nambucca Heads*): Converted from previous school bus trips S245 and S307 with two trips per weekday.
- **361** (*Bellingen-Coffs Hbr CBD*): Minor timetable changes.
- **365** (*Park Beach Plaza-Coffs Hbr CBD via Park Beach*): Improved service frequency with resources redirected from 362, 363 and 370. A bus every 30 minutes weekdays 08:00-18:00.
- **366** (*Park Beach Plaza-Coffs Hbr CBD via Frances Street*): Additional weekend/public holiday services.
- **367** (*Park Beach Plaza-Coffs Hbr Health Campus via CBD*): Route extended from the CBD to the Health Campus via Thompsons Road. Additional weekend/public holiday services.
- **368** (*Park Beach Plaza-Coffs Hbr CBD via*

*Pearce Drive*): Improved weekday frequency.

- New route **390** (*Sawtell-Park Beach Plaza via Toormina Gardens*): More frequent and direct services than the routes it replaces. Route extends to Boambee East on weekends/PHs.
- New route **391** (*Toormina Road-Park Beach Plaza*): More frequent and direct services than the routes it replaces.
- New weekday route **392** (*Bonville-Coffs Hbr CBD via Airport*): Improved access and service level for Coffs Harbour Airport.
- New route **393** (*Toormina Gardens-Woolgoolga/Grafton*): Replaces previous 363 and 372. On weekends, some coverage instead provided by 390.
- New **394** (*Toormina Gardens-Boambee*): Renumbered from previous 371 with minor timetable changes.

The **Woopi Connect On Demand** service also now has extended area of service of its zone 1 to include Sandy Beach and Emerald Beach, longer operating hours on Saturdays, and now also operates on Sundays and public holidays.

Withdrawn routes include 362, 364, 369 and 370, with coverage now picked up by 367 (for 369) and 365 (for 370 - The Jetty and Park Beach) as well as new routes 390, 391 and 392. For 369 and 370, coverage of parts of those routes has also been picked up by 393.

While two Busways school trips (S245 and S307) have been converted into new public route **360X**, another four Forest school services also lose regular access to a seat-belted bus as part of a rearrangement of fleet for the revised network.

TfNSW's new network map shows services from both Busways and Forest, while Forest's new nine-page timetable booklet includes its own renumbered routes as well as Busways' 365 on its network map.

CDC Regional Australia chief executive Tony Hopkins said that the company now has an extra 22 full-time driver positions on the books at Forest Coach Lines to cover their new routes 390-394 (other routes listed above are contracted to Busways). **HILAIRE FRASER, TfNSW, CDC NSW**

## Bathurst 1000: Extra services

Buslines Group operated extra buses around Bathurst for the Supercars Bathurst 1000 held on Mount Panorama racetrack on selected days over the period Thursday 5-Sunday 8 October. These extra routes were:

- **525 THU-SUN**  
*Kelso & Bathurst CBD-Panorama Ave Bus Stop*
- **526 THU-SAT**  
*South Bathurst to West Bathurst Town Loop*
- **528 THU-SAT**  
*West Bathurst to South Bathurst Town Loop*



- **771 THU-SUN**

*CBD-Mt Panorama*

- **772 THU-SUN**

*Kelso & CBD-Mt Panorama*

- **773 FRI-SUN**

*Motel Connections-Mt Panorama*

- **775 FRI N & SAT N** - Skyline Night Shuttle

*Mt Panorama-CBD*

The numbers for afternoon/evening return services were notated with the letter R (e.g. 771R).

On the weekend of 7/8 October, one AM trip also operated each from Orange and Lithgow to arrive in Bathurst at 08:30 and 08:45 respectively, with a return trip back to both cities due to depart 45 minutes after the completion of the day's last race. **BUSLINES GROUP**

## Sydney: Ghost buses

*The Sydney Morning Herald* reports that the state government has been hunting down ghost buses - scheduled services cancelled hours before they are due, but still appear to be operating on the live timetable. A link to their full article is available at the end of this condensed and updated article.

The state's Transport Minister says that 1-in-10 buses across Greater Sydney is a ghost bus. For example, in Keolis Downer's northern beaches region, there were 26,424 trip cancellations between January and March this year, according to data tabled in state parliament.

Most Greater Sydney buses are equipped with a tracking device, part of the city's PTIPS (Public Transport Information and Priority System) solution, which Transport for NSW has been using since 2007. Reports suggest that the system has become so rundown over the years that significant amounts of data are now not being transmitted. Some of these tracking devices use 3G mobile technology, which is being turned off next year.

The state government's Bus Industry Taskforce Report into the state of the bus network says the system has had "minimal investment" since it was last upgraded in 2015. It said "the technology has become end-of-life, operating on a degraded capacity. For example, it is unable to manage headways and service disruptions, which undermines accurate passenger information."

The bus operators use the same data in reporting their performance to the state's transport agency - including how many trips have been delayed or cancelled.

When the system was first trialled in 2007, the state's now-former roads agency, RTA (Roads and Traffic Authority) used the PTIPS technology to align traffic lights with bus locations, in an attempt to align buses with green traffic signals at intersections - however this plan was eventually ditched.

The state government allocated \$15.8 million in the recent budget to upgrade the technology, with

the state's Transport Minister, Jo Hayden saying "This investment will make sure that phenomenon of a ghost bus is ended... it'll mean that more people feel confident to catch public transport", while also blaming the former Coalition state government for lack of investment since 2015.

But the investment comes with a warning: a more accurate reporting system potentially means more reports of cancelled buses, and the only way to stop cancellations is by plugging the industry's bus driver shortage.

In October, Transport for NSW confirmed that it had now implemented technological upgrades to provide more reliable real-time information to passengers.

*Source supplied by - JOHN CLIFTON*

*Source - SYDNEY MORNING HERALD*



## Melbourne: Chadstone S/C weekend shuttles

Since Saturday 30 September and until Sunday 28 January 2024, an additional shuttle bus has been running on weekends and public holidays between Oakleigh railway station and Chadstone Shopping Centre with trips every 14 minutes to deliver a combined daytime frequency of a bus every 10 minutes to the shopping centre between 08:00 and 22:00 on Saturdays and 09:00 and 20:00 on Sundays. On Tuesday 26 December, buses will run every five minutes, while some other Saturdays and Sundays will also operate at an improved frequency and extended operating hours including for Black Friday sales, the lead-up to Christmas, and Boxing Day sales. PTV says that routes 625, 742, 800, 802, 804, 862, 900 and 903 also regularly run between Oakleigh and Chadstone S/C daily.

From Saturday 11 November until Monday 1 January 2024, a second shuttle service will operate between Burwood and Chadstone S/C via Holmsglen station. These trips will be numbered route 903, embedded as short-workings within the timetable to boost frequency 08:00-22:00 Saturdays and 09:00 and 20:00 Sundays. PTV says that this initiative delivers a service frequency of every 10-15 minutes along the Warrigal Road corridor.

PTV says that the extra buses have been funded by Chadstone Shopping Centre. **PUBLIC TRANSPORT VICTORIA**

## Yarra Valley bus changes

The timetable change for routes 684-687, as covered in the June 2023 edition (pages 11-12), will come into effect on Sunday 26 November. The improved route 685 has an additional 66 trips each week with the capacity provided by the discontinuation of routes 686 and 687. **PTV**

# WESTERN AUSTRALIA



## Perth: New routes

From Monday 20 November, new weekday route **272** (Kalamunda bus station-Kalamunda Community Centre) will commence as a three-month trial. It replaces existing *route 283 extensions* which have been withdrawn.

Two trips per direction operate, aligning with session times at the community centre. Transperth says that continuation of this service will be dependent on strong and consistent patronage.

Also commencing on the same day are another seven new routes, which replace trains along most of the **Armadale/Thornlie train line** which close for Metronet works.

These replacement bus routes are:

- **36** (Cannington-Airport Central via Kewdale Road, weekdays): Trips every 24 mins (peak) and hourly (off-peak).
- **51** (Cannington-Perth Busport via Orrong Road): Trips every 10 mins (peak), 15 mins (off-peak) and 30 mins (weekends).
- **221** (Armadale-Perth Busport via Albany Highway, limited stops): Trips every 5 mins (peak), 10 mins (off-peak) and 15 mins (weekends).
- **230** (Thornlie-Perth Busport via Albany Hwy, peak-hour trips, l/stops): Trips every 15 mins in the peak-direction of travel.
- **529** (Armadale-Cockburn Central via Armadale Road): Trips every 10 mins (peak), 15 mins weekday off-peak and 30 mins weekends.
- **907** (Armadale-Perth City via Cannington, l/stops): Trips every 3-7 mins (peak) and every 10 mins at other times.
- **908** (Cannington-Victoria Park, l/stops): Trips every 15 minutes during the day to link with trains out of Victoria Park.

### TRANSPERTH

## Perth: Service adjustments

A total of 61 bus routes have their timetables revised, effective from Monday 20 November.

These are routes 25, 34, 37, 38, 39, 72, 75, 100, 201, 202, 203, 204, 205, 206, 207, 208, 210, 211, 212, 219, 220, 228, 229, 231, 232, 233, 240, 241, 243, 244, 245, 250, 251, 252, 253, 254, 279, 280, 282, 283, 285, 291, 506, 507, 508, 509, 515, 516, 517, 518, 519, 520, 523, 527, 530, 531, 536, 537, 930, 940, 998, and 999.

Routes with added trips, mostly early morning:

Route	Days	Trips added
38	Weekdays	05:04, 17:00 and 17:31 ex Plant Lane/ Tighe Street due to Carlisle station closure.
100	Weekdays	Extra AM trip from Canning Bridge station to Cannington station.
203	Weekdays	Extra AM short-working loop trip between Cannington station and East Cannington.
204	Weekdays	Extra AM trip from Livingston Marketplace to Maddington station.
205	Weekdays	Extra AM trip from Livingston Marketplace to Maddington station.
206	Daily	Extra short-working trips between Cannington and Thornlie stations.
	Weekdays	Extra AM trip from Livingston Marketplace to Thornlie station.
208	Weekdays	Extra AM trip from Murdoch station to Cannington station.
211	Weekdays	Extra AM trip from Gosnells station to Thornlie station.
212	Weekdays	Extra AM trip from Batman/Warton Rds to Thornlie station.
220	Sun-Fri	Some extra trips.
228	Weekdays	Extra AM trip from Gosnells station to Thornlie stn via Maddington stn.
229	Weekdays	Extra AM trip from Kenwick/Stafford Rds to Maddington Central.
231	Weekdays	Extra AM trip from Chamberlain St/ Southern River Rd to Gosnells stn.
232	Weekdays	Extra AM trip from Verna/Corfield Sts to Gosnells station.
233	Weekdays	Extra AM trip from Nicholson Rd/ Greywacke Ent to Gosnells station.
243	Weekdays	Extra AM trip from Seville Drive/ Armadale Rd to Kelmscott station.
244	Weekdays	Extra AM trip from Seville Drive/ Armadale Rd to Kelmscott station.
245	Weekdays	Extra AM trip from Seville Drive/ Armadale Rd to Kelmscott station.
250	Weekdays	Extra AM loop trip between Armadale station and Brookdale.
254	Weekdays	Extra AM trip from Byford Town Centre to Armadale station.
280	Weekdays	Extra AM trip from Hartfield Park to Cannington station.
507	Weekdays	Extra AM trip from Southlands Shopping Centre to Cannington stn.
509	Weekdays	Extra AM trip from Bull Creek station to Cannington stn.
523	Weekdays	Extra trips to improve PM peak frequency.
530	Weekdays	Two extra trips from Lake Coogee to arrive Fremantle station 05:12 & 05:42.
	Saturdays	23:37 ex Fremantle station.
531	Saturdays	Extra AM short-working trip from Lake Coogee to Cockburn Central station.

Additionally, with the closure of Carlisle and Oats St stations, route **39** has a doubling of intrapeak (now every 15 mins), late evening (every 30 mins) and weekend trips (every 15 mins). In the peak-running direction, peak trips have nearly doubled to now run an average every 7.5 mins including extension of current AM peak short-workings to now run the full route from Redcliffe station.

Route **930** also has an increase in service frequency throughout the week, with a bus every

4 minutes during peak periods, every 10 mins during off-peak and every 15 mins on weekends.

Routes with adjusted routes are:

- **30 & 31**: Now run via Milligan Street in the CBD instead of William Street.
- **37 & 285**: Minor extension to East Victoria Park due to the closure of Oats Street station.
- **34, 72, 100, 177, 201, 202, 203, 208, 229, 280, 507, 508 & 509**: Minor alteration to reflect temporary relocation of Cannington station.
- **206**: Permanent route change to operate via Albany Highway and Cecil Avenue instead of Grose Ave and Carousal Road, plus a temporary change to accommodate the relocation of Cannington station.
- **279, 281 & 283**: Minor stop changes in Lesmurdie.
- **282 & 283**: Permanent route change to now run via Oats St instead of Somerset St in East Victoria Park. 283's Kalamunda route extensions have been replaced by new trial route 272.
- **531**: The weekday trip arriving 08:30 at Cockburn Central no longer deviates via Phoenix Shopping Centre due to poor patronage.

Routes with withdrawn trips:

- **520**: 05:40 and 06:40 weekdays ex Hamilton Hill Hall. 531 is an alternative for affected passengers.
- **527**: 08:29 weekdays ex Cockburn Central and 22:28 Saturdays ex Aubin Grove station.
- **940**: Reduction in peak frequency to a bus every 6 minutes.

Selected buses routes will also depart from different bus stands at Victoria Park Transfer Station, and Gosnells, Armadale, Kelmscott & Cockburn Central railway stations.

The revised timetables were made available on the Transperth website in October. **TRANSPERTH**

## NEW ZEALAND



### Wellington: Route 149 commences

From Monday 9 October, Metlink commenced running new peak-period route **149**, which the agency said now connects Harbour View and Tirohanga residents with the wider public transport network, including trains on the Hutt Valley & Melling rail lines.

Mid-next year, the route will be impacted by the temporary closure of Melling station as part of

construction for a new station. **HILAIRE FRASER, METLINK**

## INTERNATIONAL

### UK: Manchester's new Bee Network



In September, Go Ahead Group commenced operating the first Bee Network "franchise" of what will become an enlarged multi-modal transport brand used by Transport for Greater Manchester (TfGM) covering buses, trams, trains as well as walking, cycling and other "wheeling".

TfGM says that bus services are coming under 'local control' for the first time in almost 40 years as it invests in the model of controlling services and fares but franchising out operational contract regions to private operators. The cost of the plan has been estimated at about £135m of taxpayer funds, with £15m to £22m annually in direct startup costs including buying up bus depots, aside from the £13m a year allocated to capping fares for passengers.

Mayor Andy Burnham argues that franchising can nonetheless prove efficient – particularly as bus companies have until now been able to cherry-pick lucrative routes, while demanding heavy subsidies from routes that councils have put out to tender – "The deregulated model – it just hands power to the private vested interests. The evidence so far is that franchises per mile are coming out less than tendered services under the old deregulated system. So it's cheaper."

Services across Bolton, Wigan and parts of Bury, Salford and Manchester are now part of the Bee Network, under the first two large contracts worth \$720 million in income for Go-Ahead Group (which consist of 55 routes and over 300 buses) plus nine small contract areas. TfGM has also revised timetables with some extra bus services on selected routes during weekday daytime and on weekends, while some routes now also operate for more hours of the day.

Beating eight other private operators, Go Ahead chief executive Christian Schreyer said "Operating public transport in busy urban areas

is Go-Ahead’s speciality. We believe bus travel is going to get more popular over the years ahead as cities around the world grapple with twin challenges of congestion and pollution. We’re pleased to be working with TfGM to deliver Manchester’s vision for the future of local transport.”

Other transport authorities are watching to see how his franchising experiment unfolds, with Liverpool and West Yorkshire potentially following suit, after Tyne and Wear’s efforts were fought down a decade ago.

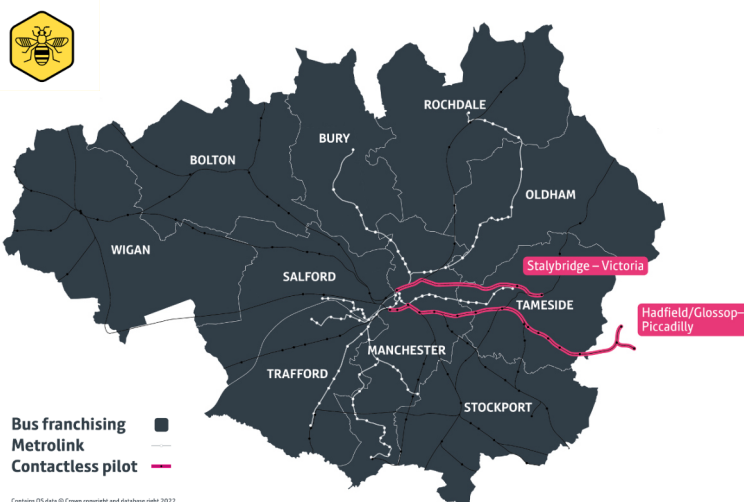
One of the most bitterly opposed companies, Stagecoach – which last year was in the high court trying to block Manchester’s plans – will run most of the city region’s north-east routes from 2024, after winning the three large contracts totalling 87 routes and 349 buses in the second tranche of awards. They run for five years with two one-year extension options. Another three small contracts went to other operators.

Lee Wasnidge, Managing Director of Stagecoach Manchester, said “We are looking forward to working in partnership with the Mayor, Greater Manchester Combined Authority and Transport for Greater Manchester to implement planned improvements for customers on the Bee Network. Our shared goal is to deliver outstanding service, create a more sustainable future, develop stronger communities, and build a brighter future for our region.”

On 24 March next year, tranche two bus services with five contract areas covering Oldham, Rochdale and other parts of Bury, Salford and northern Manchester will join the Bee Network. The third and final tranche of eight contracts covering Stockport, Tameside, Trafford and remaining parts of Manchester and Salford join on 5 January 2025.

The agency also plans to commence a contactless ticketing trial on trains running between Staybridge and Manchester Victoria, and between Glossop and Manchester Piccadilly in 2025. The agency also plans to integrate local rail services to the Bee brand in 2030. *TRANSPORT FOR GREATER MANCHESTER, ABC MAGAZINE, THE GUARDIAN*

## ENDS



# FERRY & SHIP NEWS

## NEW SOUTH WALES



### Palm Beach: Normal services resume

Transport for NSW (TfNSW) announced the resumption of ferry services to Ettalong and Wagstaffe from Monday 16 October.

Recent dredging of the Ettalong Channel has been successful, with 29,300 cubic metres of sand removed, says TfNSW, enabling to resumption of regular service to these wharves. As a result, the free temporary shuttle bus has been withdrawn.

TfNSW further advises that the normal timetable has had some timing adjustments to ensure continued reliability as well as “enhanced services” between Ettalong and Wagstaffe. *PAUL BROWN, TRANSPORT FOR NSW*

## ENDS

# AIR NEWS

## DOMESTIC



### SYD flight path redesign

*Samchui.com* reports that some flight paths around Sydney Airport have been redesigned after a near miss (as low as 500 feet difference vertically) involving two Qantas planes in August 2019.

Despite finding the risk of a collision being low, the Australian Transport Safety Bureau (ATSB) investigation found that the incident was the

culmination of a series of events that, individually, would only be minor concerns, but collectively resulted in a serious incident.

Air Services Australia and Qantas say they have both implemented measures as a result of the incident, including altering the 'missed approach' procedure for Runway 34 and inserted relevant examples into controller training.

The full article and link to documentation is available through the following link. [SAMCHUI.COM](http://SAMCHUI.COM), ATSB



Actual paths on the night with white lines showing space between the aircraft at particular points in time (source: ATSB).

## From Canberra to Sydney Harbour

*The Canberra Times* reports that seaplane promotional trips are underway - flying between Sydney's Rose Bay and Canberra's Lake Burley Griffin.

Sydney Seaplanes is expected to commence public service by the end of the calendar year. The company has a licence to operate two daily flights between 09:30 and 16:30. Initial trials were conducted back in March.

Founder and managing director Aaron Shaw said "It's an hour flight. There's no airport hassle. It's beautiful. We are creating one of the world's great commuter services here."

Source supplied by - AGNES BOSKOVITZ

Source - THE CANBERRA TIMES

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## ENDS

## ODD SPOT

### NSW: The \$2k cab ride

We all know that, occasionally, trains can run late. But last week my \$120 train ticket ended up costing NSW TrainLink over two-thousand dollars because the train left half an hour early.

My town of Harden-Murrumburrah (population 2,000) is nearly halfway along the XPT train line between Sydney and Melbourne. I was heading to Melbourne and figuring that I could be semi-productive, save a few emissions and drop the big-city traffic stress, I decided to catch the train.

I was early to the train station to begin with, given my recently developed over-50s anxiety about arriving on time.

My husband dropped me off 20 minutes before the 12:48 train, a time outside the usual schedule. But I was reassured when I heard the platform announcement of the train arriving on time. Things were going to plan.

Shortly after the train *didn't* arrive, I got a call from the railway man. And are you sitting at the Harden railway station waiting for a train? Why yes, I said.

He was sorry to inform me that the train had gone half an hour earlier than the ticketed time. How could that be? I checked the website and there were no alterations. It was an amended timetable, he told me.

I looked at the other passenger waiting with me. She was on the phone, still blissfully unaware of our mutual predicament.

The railway man was apologetic and very helpful. Perhaps you could catch the train to Sydney (after waiting another two hours) and then fly from Sydney to Melbourne? My calculations told me I would be lucky to make the last flight. Or maybe a taxi to Wagga (two hours away) and then squeak on to the 4.30pm flight to Melbourne? Cutting it too fine to get there in time, I said.

Three phone calls later, he found us a cab in Cootamundra, 40 minutes away. He suggested we would take the cab all-the-way. Are you sure? That seems a bit mad? Yes, and he was sure. Given the inconvenience, the cab could even take me to my destination. I had to give NSW TrainLink full points for honouring the travel ticket, even if I felt uneasy about the solution as a taxpayer. It was like being caught in a rip. You get pulled along before you have time to think it through.

Meanwhile, my companion was going to Wodonga, about three hours down the line. So we settled into a surreal journey. The cabby chatted away about life in our part of the world, what we did, what he did and why we were going to our various destinations. It was the first time he had driven someone to Melbourne.

Once we dropped off the other passenger at a suburban Wodonga street, we belted down the highway and I wondered how often this happens. And what the financial state of the rail service was if it could roll with these costs, even though

I was pathetically grateful.

I can assure fellow taxpayers that there were no leisurely coffee stops on the meter, though there was one toilet break. And by the time we rolled into Melbourne – six-and-a-half hours, 600 kilometres later and about an hour after the train would have arrived – the meter clocked off. The final toll: \$2,096.32.

On enquiring, NSW TrainLink's acting chief operating officer, Jasmin Streimer, said the Southern XPT had run early due to an operational error, also saying that "when unplanned disruptions to train services arise, we rely on a number of transport options, including other NSW TrainLink trains and coaches, as well as buses, taxis and flights. The choice of mode depends on the circumstances. It is unusual for passengers to be transported for long journeys by taxi such as from Harden to Melbourne."

I had visions of a fleet of taxis running down the highway for all passengers along the XPT line that missed the early train, but Streimer assured me the issue was "identified and

rectified so that the train ran to schedule through all remaining stations".

But last week as my return journey approached I did not sleep well. I found myself at Melbourne's Southern Cross station a full hour early, with coffee in hand, watching over the regional train platform number one like a cockatoo.

To my great relief, we left on time. So I will absolutely take the train again, though I will be there even earlier this time.

The alternative is driving to Canberra to wait for a highly overpriced plane trip, boosted by the informal politicians' levy out of our capital city.

For example, if I had taken the plane for last week's trip, I would have had to pay \$800, which is way over the top - oh wait, maybe that is not so expensive after all.

Source supplied by - GEOFF LAMBERT

Source - THE GUARDIAN

**Front Cover:** A map of Perth's revised bus routes 36-39 - see article on pages 11-12'. Note the heading for the map 'Route 38, 39, 284 Map' (source Transperth).

## About Table Talk

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