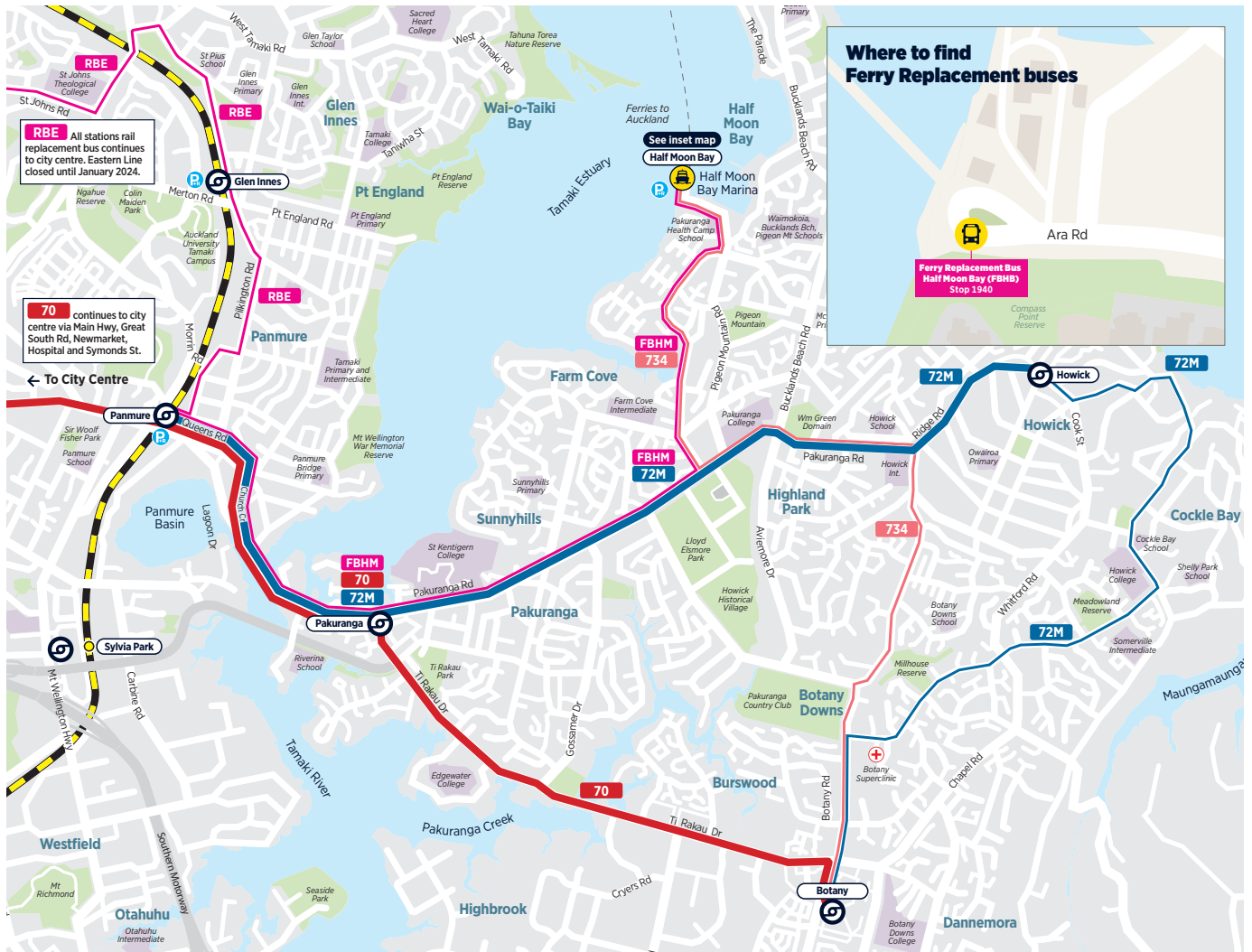




TABLE TALK

Rail and Tram News	Page 2
Bus and Coach News	Page 6
Ferry and Ship News	Page 14
About Table Talk	Page 16



RAIL & TRAM NEWS

NATIONAL



Fed govt shelves rail project funding

The federal government has revealed that it will save around \$7 billion by cancelling funding for dozens transport projects across the country in an effort which it says will also ease pressure on inflation. Federal transport minister Catherine King said the government would continue to work with the states to deliver improvements.

The adjustment follows a review that found many of the 274 projects in the pipeline lacked merit and had high risk of cost increases and/or delays. It said "A number of projects were allocated a commitment of Australian government funding too early in their planning process and before detailed planning and credible design & costing were undertaken. There are projects that do not demonstrate merit, lack any national strategic rationale and do not meet the Australian government's national investment priorities."

The rail-related projects on the list include:

- NSW: Tuggerah-Wyong Faster Rail Upgrade
- NSW: Narrabri Inland Port
- NSW & QLD: Various commuter car parks
- VIC: Geelong Fast Rail
- VIC: Frankston-Baxter Rail Upgrade
- VIC: Faster Rail Corridor Investigations

This does not necessarily mean the projects will be cancelled outright, as many projects are jointly-funded between different levels of government, however it makes the task more difficult to fill the funding gaps due to the debt pressures already being felt by the states, particularly after heightened pandemic-era spending.

The remainder of the total 50 projects were essentially road projects. **ABC NEWS, THE GUARDIAN**

Inland Rail progress

The line between Moree and North Star in regional New South Wales reopened on 27 October after a 2.5 year closure for Inland Rail project works, including an upgrade of six level crossings.

This follows the reopening of the line between Moree and Narrabri in November 2022. **RAIL EXPRESS**

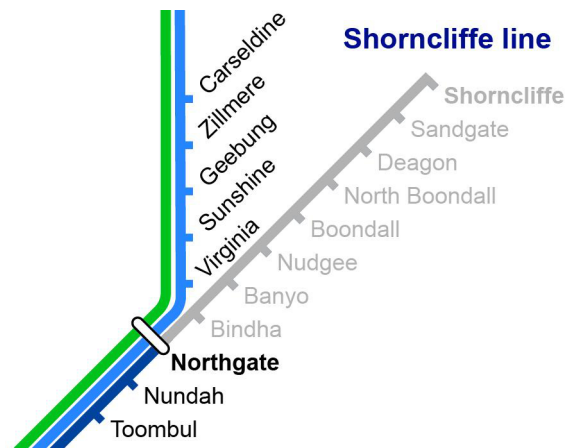
QUEENSLAND



Cross River Rail: Shorncliffe closure

From Monday 13 through to Thursday 23 November, trains did not operate on the Shorncliffe line between Northgate and Shorncliffe for ETCS technology testing.

A replacement bus was instead provided between Northgate and Shorncliffe, with **R348** stopping at all stations and **R347** running express. **TRANSLINK**



NEW SOUTH WALES



Bathurst Bullet: Wednesday adjustments

With a longer consist trial in effect for the Indian Pacific (34 carriages plus locomotives), the Sydney operation has recently changed.

Arriving Wednesday mornings from Perth, the Indian arrives at Clyde Up Yard to be split into three smaller consists (10, 12 and 12 carriages) to depart in roughly 15 minute increments bound for Central Terminal. The reverse occurs in the afternoon for the trip back to Perth.

As a result of the change, from Wednesday 15 November until at least the end of March 2024, there are associated changes to some Bathurst Bullet services. These trips align Wednesday times with those of other weekdays, which will provide some passengers with improved journey time. An exception to this is the second Lithgow to Bathurst trip in the morning, which will now operate around 25 minutes earlier on Wednesdays than it does on other weekdays.

The tables on the next page show the trip changes.

On Wednesday 15 November, an additional replacement bus service was advertised through incident notifications to operate 06:04 ex Lithgow to Bathurst, at or after 17:34 ex Lithgow towards Bathurst and at or after 19:25 ex Bathurst towards Lithgow due to the earlier departure times. Also listed to receive this treatment was the 07:35 Bathurst towards Lithgow despite no time changes.

Due to the earlier running, the connecting NSW TrainLink coach (CLK597) now departs Bathurst for Orange at 19:10 instead of 20:00. *With PAUL BROWN, TRANSPORT FOR NSW, SYDNEY TRAINS*

	SWTT	Updated	SWTT	Updated
Bathurst	07:35	07:35	20:32	19:25
Tarana	08:07	08:07	21:04	19:57
Rydal	08:23	08:23	21:20	20:13
Lithgow	08:42	08:42	21:39	20:32
Mt Victoria	09:10	09:10	-	-
Katoomba	09:29	09:27	-	-
Springwood	10:18d	09:59d	-	-
Penrith	10:44d	10:28d	-	-
Westmead	11:15d	10:52d	-	-
Parramatta	11:19d	10:56d	-	-
Central (i)	11:46	11:19	-	-

	SWTT	Updated	SWTT	Updated
Central (i)	-	-	15:57	15:05
Parramatta	-	-	16:19u	15:27u
Westmead	-	-	16:21u	15:29u
Penrith	-	-	16:47u	15:55u
Springwood	-	-	17:11u	16:19u
Katoomba	-	-	17:47	16:52
Mt Victoria	-	-	18:03	17:08
Lithgow	06:04	05:38	18:29	17:34
Rydal	06:24	05:57	18:49	17:54
Tarana	06:52	06:13	19:05	18:14
Bathurst	07:25	06:46	19:39	18:47

d - set down only, u - pick up only.

A total of 17 services per day are using the system being slowly tested then rolled out as part of the Metro Tunnel project rollout. This follows years of testing away from regular passenger service.

When the Metro Tunnel opens in 2025, trains on the new Cranbourne/Pakenham to Sunbury Line will use a mix of HCS and conventional signalling, and will exclusively use the new signalling system when travelling through the Metro Tunnel and its five new stations. **RAIL EXPRESS**

Line closures and replacement services

ATA's Ross Morrison notes his recent experience with a load of trackwork over the weekend of 18/19 November.

On Friday evening 17 November and across 18/19 November weekend, buses replaced trains:

- Frankston line between Parliament & Mordialloc;
 - Werribee between North Melbourne & Werribee;
 - Williamstown between North Melbourne & Williamstown;
 - Upfield between North Melbourne & Upfield;
 - Cranbourne between Parliament & Caulfield;
 - Pakenham between Parliament & Caulfield; and
 - Sandringham between Parliament & Sandringham.
- Trains on the Lilydale, Belgrave, Glen Waverley, Craigieburn and Sunbury lines do not run through the City Loop.

If that's not enough, after 8.30pm Sunday November 19, buses replaced trains between Caulfield and Dandenong.

Unfortunately, passenger information provided was a shambles. Most of the posters gave no reason why the replacement buses were operating. The Frankston line poster, however, did. The replacement buses were running because of level crossing works at Parkdale. Why the buses had to operate all the way from Parliament well, who knows...

The bus replacement information on the Metro Trains, PTV and Victoria Big Build was not consistent. For example, the PTV website made no mention of stopping-all-stations between Caulfield and Moorabbin. Express bus symbols were shown but didn't indicate where they were actually running.

On the poster for Sunday evening for buses between Caulfield and Dandenong was this gem:

"...Cranbourne and Pakenham line passengers travelling beyond Caulfield should catch a Glen Waverley Line service to Darling for a number of express services operating between Caulfield and Dandenong..."

Also, from 9pm each night from Monday Nov 20 to Thursday Nov 23, trains on the Lilydale, Belgrave, Glen Waverley, Upfield, Craigieburn and Sunbury lines do not run through the City

The view from Parramatta Light Rail Maintenance Centre (source: PLR Connect).



Melbourne: High Capacity Signalling

Rail Express reports that High Capacity Signalling (HCS) is has now entered regular use for selected trains operating along parts of the Cranbourne/Pakenham line.

Although there was no passenger information released before the weekend, buses replaced trains between Caulfield and Westall on Saturday Nov 18 and until 8.30pm on Sunday Nov 19 when buses ran between Caulfield and Dandenong.

Despite being a "last-minute decision", an ample number of buses were surprisingly and suddenly found. Did the lack of publicity have anything to do with the Mulgrave by-election on the Saturday???

The Craigieburn and Sunbury trains that didn't run through the City Loop, didn't run from Flinders Street. They started and terminated at Southern Cross. *ROSS MORRISON*

Big Build works continue

Pakenham/Cranbourne lines:

- Buses Caulfield & Dandenong after 8.45pm each night from Monday November 20 until Wednesday November 22
- Buses Caulfield and Westall after 8.45pm on Thursday November 23
- Buses Caulfield and Westall after 8.30pm Friday November 24 until 8.30pm Sunday November 26
- Buses Westall to Pakenham and Cranbourne after 9.30pm Sunday November 26 until last service Tuesday November 28
- Buses Dandenong to Pakenham/Cranbourne first service Wednesday November 29 to 1am Saturday December 2
- Buses Dandenong to Pakenham from 1am Saturday December 2 to last service Dec 10

Hurstbridge line

- Buses Heidelberg and Hurstbridge from 8.30pm Friday December 1 until 5.30am Sunday December 3
- Buses Clifton Hill and Hurstbridge from 5.30am until last service on Sunday Dec 3
- Buses between Heidelberg and Hurstbridge resume on Monday December 4 until last service Sunday December 10
- Buses Heidelberg and Greensborough from first service Monday December 11 until last service Monday December 18

Frankston line

- Buses Parliament and Moorabbin over the weekend of 2/3 December
- Buses South Yarra and Moorabbin after 8.30pm on both Tuesday 5 and Wednesday 6 December
- Buses South Yarra and Caulfield after 8.30pm Thursday December 7
- Buses Caulfield and Mordialloc after 8.30pm each night from Sunday December 10 to

Wednesday December 13

- Buses Moorabbin to Frankston from 8.30pm Friday Dec 15 until last service Sunday Dec 17 and again from 8pm Monday Dec 18 until 11pm Wednesday Dec 20

Upfield line

- Buses replace trains between North Melbourne and Upfield after 8.30pm Thursday Dec 7.

ROSS MORRISON

V/Line: Real-time data

The state government announced that real-time data for V/Line services is now available through Google Maps, Apple Maps and AnyTrip. *vc GOVT*

INTERNATIONAL

Canada: VIA pushes for right-of-way

VIA Rail Canada's president and chief executive Mario Péroquin says the federal government should move towards giving VIA's services right-of-way over freight traffic, which would align Canada with the United States, where Amtrak passenger trains have priority. Péroquin says this would "reduce trip disruptions" prompted by Canada's two main freight railways (CN and Canadian Pacific Kansas City) whose tracks VIA runs its services on.

"Now, we have no class, no prioritisation. There was talk about putting rules in place prioritising passenger rail trains. I would love that, together with a bill of rights for passengers similar to what we see in the airline industry, as imperfect maybe as it is. All we can commit right now without those rules is that we'll get people where they want to go - eventually" said Péroquin, who took over as President and CEO of VIA Rail in June.

According to a Canadian Press report, in the quarter ending June this year, VIA Rail saw 62 per cent of its trains arrive on time, marking an improvement from 53 per cent a year earlier.

Freight Management Association of Canada (FMA) President John Corey said giving VIA Rail right-of-way over the country's two Class I rail operators would "further pressure an already strained supply chain, as would a (passenger) rights charter. Prioritising passenger rail service over freight rail service would be the tail wagging the dog. Freight railways, their customers and Canadians in general would be subsidising the few people using the passenger rail system."

Also according to The Canadian Press report, under a passenger bill of rights, Péroquin said, the two rail owners "could well be the ones to pay up in the event of a VIA Rail trip disruption (if it stems from their actions) further

incentivising smooth operations along the line.”

But it could also cost VIA Rail, which “already contends with cash problems,” reporting operating losses in its second quarter of \$CA120 million before government funding hit. VIA has not made an annual profit since 2017, according to the report.

Péloquin said “that’s the case for passenger rail companies globally, many of which are government-owned, publicly subsidised or part of a diversified business.” He framed VIA Rail as a “public utility serving far-flung populations,” stating that “it is an essential need in a lot of locations.”

Despite that, The Canadian Press reports that trip times have lengthened - “Two decades ago, riders could board an express train in Montreal’s downtown Central Station and arrive at Toronto’s Union Station about four hours after departure, now the trip typically takes about five hours (assuming no delays hamper the journey) despite roughly \$300 million in federal investments along the Montreal-Toronto corridor since 2009”, said Head of On Track Consulting Greg Gormick.

According to The Canadian Press report, “the slowdown owes partly to the ramp-up in traffic and upgrades along Metrolinx commuter rail lines in the Greater Toronto Area, as well as CN lines, on which VIA Rail largely runs.” Only 3 per cent of the track VIA Rail uses is owned by the Crown, Péloquin said. To ensure timely train access and trip frequency, VIA Rail must negotiate scheduling deals with track owners such as CN, said Péloquin.

“We have to go to Metrolinx and then we have to go to CN Rail and say, ‘Can we please have a time slot to run an additional passenger train on your corridor, on your right of way?’ And then they may say yes or no,” Péloquin said.

Marc Brazeau, CEO of the Railway Association of Canada (RAC), which represents CN and CPKC, said any legislation changing right-of-way priority needs “to be balanced against the importance of efficient freight operations.”

“Canadians already expect on-time service and high standards,” said Transport Minister Pablo Rodriguez spokesperson Laura Scaffidi, who “highlighted the federal project for a new, faster passenger railway set to stretch from Toronto to Quebec City - a high-frequency rail line currently slated to launch in the mid-2030s,” according to the report.

The full article is available through the following link for digital readers. **RAILWAY AGE**

Sweden: MTR cut loose

Swedish capital Stockholm’s Greater Stockholm Local Transport (SL) agency has signed a minimum two-year emergency operating contract with national operator SJ to take over Pendeltåg commuter services as well as fleet maintenance and station management from MTR commencing from Sunday 3 March 2024.

Pendeltåg services operate across lines 40, 41,

42X, 43, 43X, 44 and 48 covering Stockholm and surrounding towns with 247 kilometres of track and 54 stations with average patronage of 100 million annual trips.

SL says that since late 2022 there have been “serious problems” while MTR has also had difficulty earning sufficient fare revenue to deliver the reliable services expected, and has neglected the fleet. On its part, MTR says a shortage of local drivers and maintenance issues have caused serious disruption contributing to a greatly reduced and unreliable range of services with cancelled, irregular and delayed departures, however it has been working hard to improve the financial situation of the business, which it confirmed had been operating at a loss.

MTR was awarded a 10-year contract commencing on 11 December 2016, however *International Rail Journal* reports that MTR is now being cut loose almost three years early due to poor performance with fees totalling 580 million Swedish Krona (\$AU84.5m) to be paid by MTR which will cover settlement of existing outstanding operational issues and exit fees covering additional costs incurred to transition to the ‘emergency contract’.

SJ’s chief executive officer Monica Lingegard said “The commuter train service is an important artery on which many residents in the Stockholm region are dependent. It is an operation that we know well because we have previously run the commuter train service for many years. Together with infrastructure manager Trafikverket in the Stockholm region, we will do our utmost to deliver a well-functioning and reliable service over time. This work will take time, but we are starting now and are prepared to work hard.”

MTR continues to operate Metro services in Stockholm and faster rail between Stockholm and Gothenburg. **INTERNATIONAL RAIL JOURNAL**

France: Operators facing competition

Ile-de-France’s public transport services are being progressively opened to ‘competition’ as required under European Union rules.

In October, Ile-de-France-Mobilites (IDF Mobilites) awarded a new operating contract for Paris lines T4, T11 and part of Line P to the Stretto consortium (Keolis-SNCF Voyageurs) to commence from March 2025 for seven years. The consortium beat RATP and Transdev to the contract. SNCF Transilien is the current operator.

The contract covers the operation of tram-train line T4, which runs from Bondy to Aulnay-sous-Bois and Hôpital de Montfermeil, and line T11 from Epinay-sur-Seine to Le Bourget. It also includes the branch of Line P from Esbly to Crécy-la-Chapelle which is operated with tram-train rolling stock

In 2021, the contract area generated 70,000 passenger trips a day with 900 train services serving 32 stations.

IDF Mobilites intends to have all areas of the entire Transilien suburban network openly contracted by 2033. **INT’L RAIL JOURNAL, RAILWAY GAZETTE**

France: Bedbugs?

There have been online reports that there is a bedbug infestation taking France by storm, with many calls regarding the issue sighted on board public transport services.

France's Transport Minister Clement Beaune however has stressed that there is no resurgence of bedbugs, ahead of the Paris Olympics next year, saying that people should not "fall into psychosis or anxiety". He also said that 37 reports to SNCF and another dozen to RATP had been checked recently, with none proven.

Beaune said "There ... may be cases in the coming weeks or in the coming months, as there are in all major cities and major metropolis. It is not a phenomenon that arose now." *POLITICO*

ENDS

BUS & COACH NEWS

NORTHERN TERRITORY



CDC gains new school contract

CDC has gained a five-year contract to operate four newly-established school routes across the Tennant Creek/Barkly region to commence from 30 January. *CDC NORTHERN TERRITORY*

QUEENSLAND



Brisbane: Temporary extra trips for 169

Translink provided some extra trips along route **169** on Saturday 11 and 18 November to provide extra capacity for students undertaking examinations at University of Queensland.

The extra trips departed Eight Mile Plains at 07:30 and departed UQ Lakes at 07:45, 08:15, 08:45 and 09:15. *TRANSLINK*

Townsville: Reliability

ABC News reports on reliability issues for Townsville bus services. Kinetic currently operates the city's buses across 16 routes, with another route servicing Magnetic Island, under contract to state transport agency Translink.

Delays impacting buses as well as taxi shortages are leaving Townsville residents without a car at a disadvantage, with one workplace reportedly resorting to driving staff to/from shifts at work.

Locals report in the article that sometimes buses are early or do not show up at all, while 20 complaints had been submitted to Translink on reliability between July and September this year.

Kinetic said that it had been impacted by driver shortages, although the majority of its 3,400 services per week were running.

It's a problem for workers, but also for hundreds of students at James Cook University's Townsville campus, many of whom are from overseas.

"Townsville is very spread out," local employment specialist Clayton Cook said.

Data from the Regional Australia Institute (RAI) shows 27,000 people moved into Townsville between 2016 and 2021, while the city has continued to see strong post-pandemic growth. A further 500 defence personnel are due to move into the city over the next five years, adding to pressure on local services. *ABC NEWS*

NEW SOUTH WALES



Sydney: Western R1 adjustments

New timetables are in effect across Busways region 1 effective from Monday 20 November across both route and school services.

In announcing the changes, Transport for NSW said both customer feedback and a review of patronage led to the changes, with Busways saying that changes are designed to improve service reliability. *TRANSPORT FOR NSW, BUSWAYS*

Sydney: Inner West R6 adjustments

Effective from Sunday 10 December, some Transit Systems region 6 commuter and school services run to a revised timetable. Transport for NSW says the adjustments aim to improve reliability and better reflect customer demand.

Route **389** will have additional trips during weekday intrapeak to provide a 10-minute service frequency, and additional late evening trips to provide a 20-min frequency.

During the weekday intrapeak period, some route **431** trips have been converted into route

433 services which now deliver an average service frequency of every 20 and 10 mins respectively. Some timing adjustments also affect selected peak and off-peak trips on both routes. An extra Saturday late night trip added post-midnight.

Route **438X** has some timing adjustments delivering a bus at least every 10 mins during weekday intrapeak. Daily evening frequency also improved with extra services to provide a bus every 20 mins (previously every 30 mins).

Route **442** has improved weekend service frequencies - every 15 mins early morning and in the evening, and every 10 minutes Sunday daytime. Also has some weekday time changes.

Route **470** has improved early morning and evening frequency with a bus every 20 mins (prev. every 30m).

Some **503** and **504X** trips are converted into **504** trips, with weekday 504 services operating every 10 mins for longer.

Some trip times on routes **348, 358, 428, 437, 440, 441, 445, 461X, 461N, 464, 466, 469, 502** and **530** have also been adjusted.
TRANSPORT FOR NSW

Sydney: Region 9 and 10 concerns

Bayside Council has outlined its concerns to the Bus Industry Taskforce regarding the state of the region 10 network.

Along with changes to Eastern Suburbs bus services from the integration of the network with the South-east light rail line, it pinpointed recently unreliability and poorer service with routes such as 446 and 947 now operated by new entrant U-Go Mobility.

"A reduced timetable is currently in place with 12 per cent of trips removed in a bid to improve reliability of remaining services and to prioritise school runs. U-Go Mobility have advised in August 2023, they required 70 extra drivers to fulfil services across their contracted area. With 40 drivers having recently signed contracts and commenced driving training in September, work conditions to attract and retain additional drivers should be a key focus for the Taskforce.

The council has requested more 'real-time' detail of service frequency and express routes through a designated platform, and that consultation begin on the 'bus rapid transit' routes.

The submission states that transfer amenities at interchange hubs should be improved, while "The bus network adjustments undertaken as part of the 2021 South East Sydney service contract changes were presumed to provide a streamlined journey time with hassle-free interchange. However, the network changes induced responses from our community that they added considerable time to their journeys, with some expressing they no longer use public transport or were forced to change employment as a result."

The council also requested that the state government take over funding for bus stop infrastructure - "The provision of bus stop

infrastructure such as benches, shelters, hardstands, paths and accessible 'Tactile Ground Surface Indicators' (TGSIs) is currently the responsibility of local councils to fund and deliver. Council believes that this basic infrastructure responsibilities should be borne by the State Government and implemented as part of the strategic, standardised application to service delivery for bus transport." *ST GEORGE LEADER*

Central Coast: Route adjustment

Busways advises that route **79** had its route adjusted in Wadalba from Monday 24 April 2023 "to improve on time running". The change sees four stops along the Pacific Highway skipped, with two new bus stops installed along Fairmont Boulevard to support the change. A number of local school services were also affected. *BUSWAYS*

Albury/Wodonga: Draft Transport Strategy

Albury and Wodonga councils released their draft Integrated Transport Strategy in October which includes the aim of encouraging greater patronage across the local bus network.

With only 1 per cent of residents currently using public transport, the councils aim to increase this to 3.9 per cent by 2033. Meanwhile, 93 per cent of households own at least one private vehicle.

Amongst issues identified for the area are inconsistent ticketing and concession schemes between New South Wales and Victoria, lack of services catering for new growth areas, and longer travel times for bus travel when compared to private vehicle.

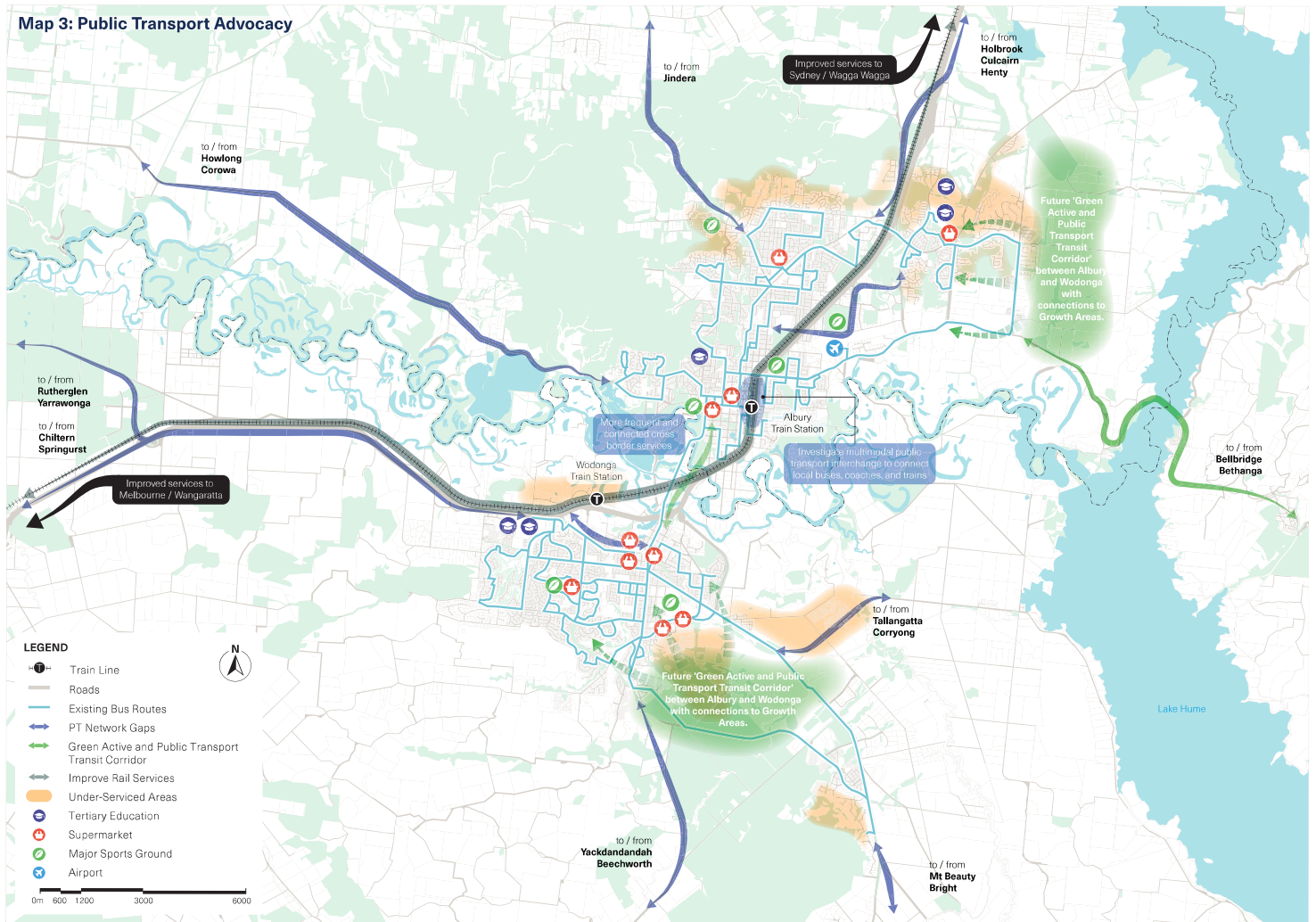
The MOVE Action Plan includes investigation of a new multi-modal public transport interchange at Albury railway station, consider relocation of Wodonga bus interchange to better meet user needs, commence a program of gradual bus stop infrastructure renewal improving accessibility, investigate feasibility of a Council-funded bus for mobility between the two cities, and improve digital wayfinding.

Advocacy actions include lobbying one or both state governments for better bus services to Albury Airport, a joint Albury/Wodonga network review including alignment of the bus/train links at Wodonga and Albury stations, and improved services to Wagga Wagga, Melbourne & Sydney.

The Strategy also identifies the need to build safe crossings across the Murray River and the Hume Highway as well as improving unfriendly pedestrian networks in order to encourage improved active transport.

The Strategy also identifies the need to investigate a northwest road freight network link and a gap analysis for existing freight routes and infrastructure.

The map on the next page shows coverage of the existing bus network and identifies public transport network gaps. *CITY OF ALBURY COUNCIL*



Melbourne: Route 538 improvements

Public Transport Victoria (PTV) advises that from Sunday 17 December, buses on route **538** will commence operating directly along Camp Road in Broadmeadows rather than going via Camp Rd then Holberry, Walsh, Graham and Widford Sts.

From Saturday 23 December, an extra six trips will operate on Saturday afternoons.

PTV will issue an updated timetable effective from 17 December. **PUBLIC TRANSPORT VICTORIA**

Route 631: Incoming route alteration

Updating this item from the April edition of *Table Talk* (p. 13), PTV has now announced that these changes will commence on Sunday 3 December.

While **631's** route (Southland-Waverly Gardens SC) is adjusted from Old Dandenong Road to Clayton Road, route 821 (Southland-Clayton via

Heatherton) is simultaneously withdrawn with extra services on 631 to deliver improved service levels on during the peak periods and extended operating hours on Sundays.

Trips will run every 30 minutes in weekday off-peak periods, every 40 minutes on Saturdays and hourly on Sundays.

PTV says that the changes also “respond to peak pressure demands in areas such as Clayton, Notting Hill and Mulgrave”. **PTV**

Tarneit adjustments

From Sunday 19 November, eight bus routes with stops on the northern side of Tarneit railway station commenced using the new Tarneit Bus Interchange, located on the southern side of the station. Routes affected are **150, 151, 152, 160, 167, 170, 180 and 182.**

The northern side bus bays will continue to be used for V/Line replacement, Tarneit FlexiRide and Skybus services.

For passengers wishing to alight at the northbound Derrimut Road stop for Tarneit Central Shopping Centre, a temporary stop is instead provided on Leakes Road. PTV says that the northbound Derrimut Road stop has closed pending evaluation and remedy of a safety issue. **PTV**

SOUTH AUSTRALIA



Adelaide: Free travel day

The state government provided a free day of travel for commuters on Friday 13 October across buses, trains and trams after an issue led to some passengers being overcharged for their fares, while others were undercharged.

At 02:00 on Sunday 1 October, South Australians moved their clocks forward by an hour, however the clocks on new 'tap and pay' bus ticket validators on board the city's buses did not move in line with this. Nine News reports that O-Bahn, rail and tram users were not impacted by the error.

Nine News reported that 650 people were impacted by being charged the peak rate when tapping on between 09:00 and 10:00 across several days that week.

The transport department was first made aware of the issue on Tuesday (3 Oct). A software update had fixed the issue on 450 machines by Friday 7 October, with another 60 pending.

State premier Peter Malinauskas said "There have been a number of machines that have had to be updated and that has had to be done through a manual process which has been quite labor intensive this is something that is unfortunate but the work is due to be completed this evening [7 Oct]".

Overcharged passengers were also able to contact Adelaide Metro for a refund. *NINE NEWS ADELAIDE (2)*

Provincial city and Regional tendering

The state's transport department is in the process of tendering the next batch of 'provincial city' and 'regional' bus operator contracts.

In the second half of 2022, the first phase of contract tendering consisted of 14 contracts for a minimum eight-year period from 1 October 2023. The awarded contracts are:

- Eyre Flinders (Premier Stateliner)
- Tatiara (BusBiz)
- Port Augusta/Far North (Des's)
- Mid North (Yorke Peninsula [YP])
- Yorke (YP)
- Kangaroo Island (YP)
- South East (Premier Stateliner)
- Riverland (Premier Stateliner)
- Barossa (LinkSA)
- Fleurieu (LinkSA)

- Northern Adelaide Hills (LinkSA)
- Mount Gambier (LinkSA)
- Port Lincoln School (Tunarama), and
- Port Lincoln On Demand (YP)

The contracts go so far as to contain route lefts/rights, timetable schedule and route map for each route as well as the applicable fares schedule for the services. The Barossa contract, held by Keolis Downer subsidiary LinkSA, also contains provision for the Keoride On Demand service. It specifies the operating days & hours and includes a service area map.

LinkSA said that it will improve connections to other transport modes and increase the public transport offer for Fleurieu, new services will be added to link Adelaide and Goolwa/Victor Harbor with the Kangaroo Island ferry, and two services will be added to connect Adelaide, Goolwa and Victor Harbour through the middle of the day.

The second tender phase is now underway, consisting of five contracts, with tender submissions open until late January. These contracts cover Murray Mallee, Port Pirie, Spencer Gulf, Whyalla, and the Eastern Riverland.

Four contracts are intended to commence from 1 November next year, while a fifth will not commence until 1 January 2027.

The state government says that the new contracts will maintain existing service provision, while providing data showing that the provincial city and regional operators reported a combined 912,000 trips made by passengers across 2022/23 financial year. *ADELAIDE METRO, SA GOVT, ABC MAGAZINE*

WESTERN AUSTRALIA



Perth: Further improvements for 930

Transperth advises that due to high demand, route **930** (Elizabeth Quay-Thornlie) has additional trips scheduled on weekdays from Monday 27 November.

Six new trips operate from Thornlie railway station (05:52, 06:28, 07:03, 07:31, 08:18 and 09:10) and five new trips from Elizabeth Quay bus station (07:35 & 08:35 as short-workings to Carousel Shopping Centre, and 14:54, 15:58 and 16:12 full-length).

Transperth says that the timetable will not be updated until 28 January 2024, while mobile applications and journey planner will show these trips from Monday 4 December. *TRANSPERTH*



New bus services for West and Northwest Auckland

Connecting west to the rest

From Sunday 12 November 2023

To find out more, scan the code or search West Bus




Auckland: Northwest network changes

The new northwest Auckland network changes commenced on Sunday 12 November as part of what Auckland Transport (AT) calls the most significant improvements to West and Northwest bus services since the launch of the existing network back in 2017.

Proposals for these changes were recorded in April and reported in *Table Talk*.

ATA's Hilaire Fraser details the final network:

New **WX1 City Centre to Westgate Express** via Northwestern Motorway will provide a ten-minute day service every day.

At Te Atatu Interchange, feeder route for WX1 is **13 Henderson-Te Atatu Peninsula**, the renumbered 131 replaces 132 & 132X City Centre-Te Atatu Peninsula and 133 & 133X City Centre-Henderson. **135 Henderson-Te Atatu Peninsula via Edmonton Rd** replaces 134 City Centre-Henderson via Edmonton Rd. 195 City Centre-New Lynn now serves Williamson Ave between Karangahape Rd and Grey Lynn shops in lieu of discontinued 134. 132 City Centre-Te Atatu Peninsula continues only as a peak period service.

At Lincoln Interchange, **11T City Centre-Westgate via Triangle Rd** replaces 110 City Centre-Westgate and 14T Lincoln to Westgate, **11W City Centre-Westgate via Waimumu Rd** replaces 110 City Centre-Westgate and 14W Lincoln to Westgate. **14 Lincoln-Henderson** replaces 14T & 14W Lincoln to Henderson. **145 Lincoln-Henderson via Western Heights** replaces 141 & 142 Western Heights loop services. **149 Ranui-New Lynn** replaces 146 Ranui to Lincoln and 138 Te Atatu to New Lynn via Rosebank Rd. **148 Ranui-Lincoln** operates evenings and weekends when 149 does not operate. Nearby new **147 Henderson-Waitakere** now operates via Larnoch Rd in lieu of discontinued 146 via Universal Drive. **143 Henderson-Ranui via Sturges Rd** continues unchanged. **120 Henderson-Constellation Stn** via Don Buck Drive is unchanged. 129 City Centre-Westgate via Don Buck Drive has been discontinued.

At Westgate Interchange 125X City Centre-Helensville has been discontinued. **111 Westgate-Royal Heights, 112 & 114 Westgate-Hobsonville Point**, new **116 Westgate- West Hills** loop service, **122 Westgate-Huapai North**, new **123 Westgate-Huapai Triangle, 125 Westgate-Helensville and 126 Westgate-Albany Stn** now serve NorthWest shopping centre. **128 Helensville-Hibiscus Coast Interchange** continues unchanged.

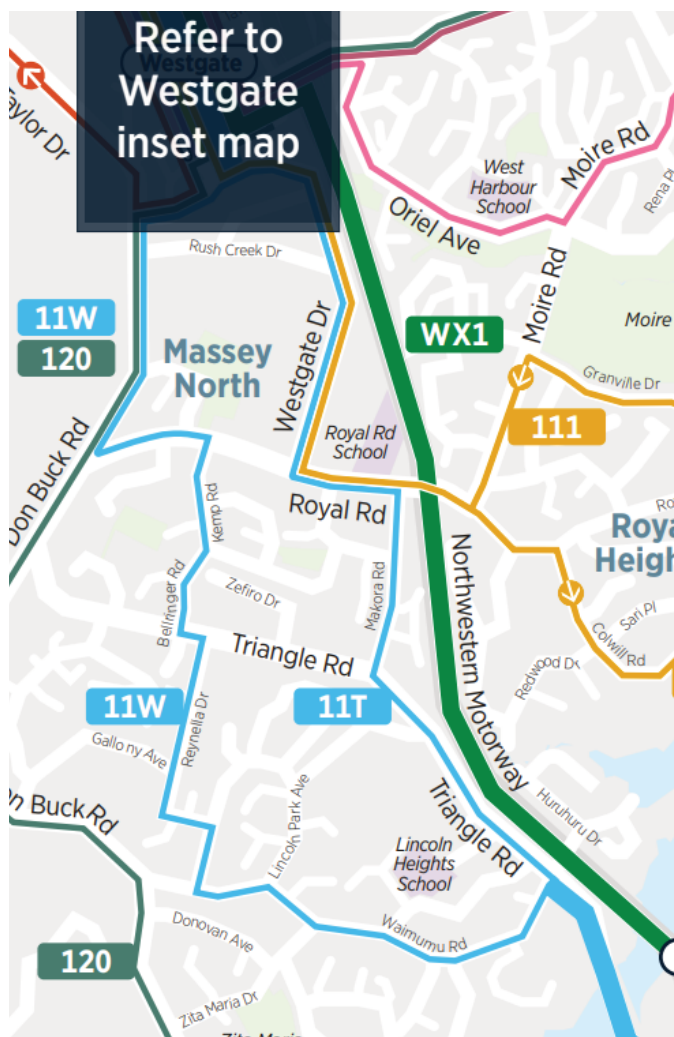
In the renumbering of 110 to 11T and 11W, and 131 to 13, 11T & 11W combined, and 13 are identified as two-digit frequent services.



Modelled on the pre-existing NX1 and NX2 North Shore services, AT says that **WX1** services are timetabled to operate between 05:00 (06:00 weekends) and midnight daily. It provides for a varied trip time depending on the time of the day, with a trip from Westgate to Britomart to take 50 (peak), 42 (mid-day) or 35 minutes (late evening).

New routes **11T** and **11W** both run every 20 minutes during peak periods, with half-hourly service outside this. Trips run from 05:30 to 23:30 daily between Lincoln Road and the City Centre.

Additionally, 11T overnight services operate on early Saturday and Sunday mornings from the City Centre (leaving at 00:35, 01:35 and 02:35).



The difference between the two routes is in the route between Lincoln and Westgate (map above), with 11T running via Massey North and 11W via Massey West.

Routes **13** and **14** are both classed as 'frequent service' routes, **120** has extra trips between Westgate and Constellation station during peak periods and evenings, **122** has extra trips, and **125** has extra trips to deliver a trip every half-hour during peak periods, hourly mid-day, and services running later into the evening. AT also says that the combination of 122, 123 and 125 now delivers four buses per hour (bph) during peak periods, 3bph mid-day and 2bph on weekends.

"The new WX1 and 11 routes will combine to provide buses between Westgate, Lincoln Road, Te Atatū and the City Centre in both directions every six minutes from 7am to 7pm, seven days a week. Local trips to hubs like Henderson will also be much easier, with more buses more often. The network will be based around not just commuters heading into the city, but also around people travelling across West Auckland. For example, you will soon be able to take a bus to Westgate, departing every 5-10 minutes, at all times of day, seven days a week."

*AT executive general manager of public transport,
Stacey Van Der Putten*

Routes 110, 125X, 129, 132X, 133, 133X, and 134 have been withdrawn.

AT hosted five community drop-in sessions between 28 October and 5 November.

Auckland Transport says that under these changes twice as many people will be within walking distance from a 'frequent' bus service.

With report by HILAIRE FRASER, source AUCKLAND TRANSPORT

Auckland: Bus patronage patterns

While Auckland Transport (AT) says 90 per cent of patronage has returned to Auckland's bus network post-pandemic, a detailed view tells a different story.

Stuff Online's Todd Niall reports that weekday bus travel into the city centre remains down 36 per cent compared to 2019.

The sharpest daily falls on the bus network have been on Mondays and Fridays (down 23 and 19 per cent respectively), while the most busiest day is now Wednesday (itself down 13 per cent on pre-pandemic).

AT's Richard Harrison says people are also travelling at different times of the day - "There's a shift in the evening peak where it is now higher, earlier - people are going home earlier, more in the 4pm-4.30pm period than 5pm-6.30pm".

Detailed data gathered by the electronic ticketing system shows a 25 per cent drop in people travelling on Mondays and Fridays between 08:00 and 09:00. The 17:15 evening peak on Mondays is down the most at 28 per cent.

There is a widening decline in use by those who previously travelled 12-20 days per month, with a rise in the number of people now travelling only 1-8 days per month.

Mr Harrison said that AT was looking at how to bring patronage back to 100 million trips per year - "To recover to pre-Covid levels of 100 million annual boardings we need to attract new users, win back people who haven't returned because of disruptions, and encourage more use from current customers," Mr Harrison said.

Larger slumps for train and ferry travel are harder to define due to impacts from ferry crew shortages and ongoing disruption to the rail network caused by large-scale maintenance.

It is not all doom and gloom for AT, with numbers as they used to be in the off-peak, especially going "cross-town", shopping or for leisure, and among gold card users who travel free after 09:00.

Meanwhile, bus trips on Saturdays and Sundays are actually higher now than pre-pandemic, which AT considers to be leisure trips.

By February this year, while AT had reduced peak services on 24 routes, it had added some off-peak services and started two new "frequent" routes.

A benefit of this is that it should reduce the need for drivers to work split-shifts, to some extent spreading services more evenly through the day, enabling more drivers to work continuous shifts.

Hours of operation and frequencies

Frequencies are a guide only. Please see timetables for scheduled departure times.

Mon - Fri morning peak frequencies generally apply 07:00-09:00

Mon - Fri daytime frequencies generally apply before 19:30

Mon - Fri afternoon peak frequencies generally apply 16:00-18:00

Evening frequencies generally apply after 19:30

Sat - Sun daytime frequencies generally apply before 19:30

Please see timetables for first and last buses on Sat and Sun

ROUTE	DIRECTION	MONDAY TO FRIDAY						SATURDAY AND SUNDAY					ADDITIONAL INFORMATION
		SPAN		FREQUENCY				SPAN			FREQUENCY		
		First bus	Last bus	Morning peak	Daytime	Afternoon peak	Evening	First bus	Last bus	Sunday if different	Daytime	Evening	
11T	To City Centre	5:29	22:48	20	30			5:45	23:15	-	30		Every 30 minutes 05:29 to 06:29 weekdays.
	To Northwest Centre	5:37	23:37	30		20	30	6:07	23:37	-	30		late-night Fri/Sat and Sat/Sun trips starting 00:35, 01:35, 02:35.
11W	To City Centre	5:08	22:59	20	30			5:56	23:26	-	30		Every 30 minutes 05:08 to 06:33 weekdays.
	To Northwest Centre	5:52	23:52	30		20	30	5:52	23:52	-	30		
13	Henderson, Te Atatū Peninsula loop, Henderson	5:00	0:15	8	10	8	15	5:30	0:15	-	10	15	
14	To New Lynn	5:07	23:43	15			30	5:40	23:43	-	15	30	
	To Lincoln Bus Interchange	5:20	0:10	15			30	6:00	0:10	-	15	30	
18	To City Centre	5:00	23:15	6	12	12	15	5:30	23:15	First bus 06:00 Last bus 22:45	12	15	Every 15 minutes 05:00 to 06:15 weekdays.
	To New Lynn	5:45	0:00	12			15	6:10	0:00	First bus 06:40 Last bus 23:30	12	15	late-night Fri/Sat and Sat/Sun trips starting 01:00, 02:00, 03:00 and these trips extend to Henderson.
111	To Northwest Centre	5:35	22:35	30				6:05	22:05	-	60		
112	To Northwest Centre	6:00	23:02	30				6:30	23:02	-	30		
	To Hobsonville Point Wharf	5:30	22:30	30				6:00	22:30	-	30		
114	To Northwest Centre	5:52	20:22	40	60	40	-	7:20	21:32	-	60	-	There is a 2 hour gap prior before the last trip of the day on weekends.
	To Hobsonville Point Wharf	5:46	19:46	40	60	40	-	7:56	20:56	-	60	-	There is a 2 hour gap prior before the last trip of the day on weekends.
116	To Northwest Centre	6:05	21:05	30				6:35	20:35	-	60		
120	To Constellation Station, North Shore	5:15	22:00	30			60	6:30	22:00	First bus 07:00 Last bus 22:00	30	60	Morning and afternoon peak-hour frequency from Westgate to Constellation Station is 15min. Monday to Saturday there is 23:00 bus from Henderson to Westgate. On schooldays 4 morning-peak buses extend to Akoranga Station.
	To Westgate, Henderson	5:45	22:00	30			60	6:15	22:00	First trip 06:45 Last bus 22:00	30	60	Afternoon peak-hour frequency from Constellation Station to Westgate is 15min. Monday to Friday there is a 22:30 bus from Constellation Station to Westgate. On schooldays 3 afternoon peak buses start from Akoranga Station.
122	To Westgate	6:09	20:09	60			-	6:59	18:59	-	120	-	
	To Huapai North	6:40	20:40	60			-	8:30	20:30	-	120	-	
123	To Westgate	5:49	19:49	60			-	7:59	19:59	-	120	-	
	To Huapai Triangle	6:20	20:20	60			-	7:30	19:30	-	120	-	
125	To Westgate	5:00	19:30	30	60	30	-	6:00	20:00	-	60	-	
	To Helensville	6:00	20:30	30	60	30	-	7:00	21:00	-	60	-	

ROUTE	DIRECTION	MONDAY TO FRIDAY						SATURDAY AND SUNDAY					ADDITIONAL INFORMATION
		SPAN		FREQUENCY				SPAN			FREQUENCY		
		First bus	Last bus	Morning peak	Daytime	Afternoon peak	Evening	First bus	Last bus	Sunday if different	Daytime	Evening	
126	To Westgate	6:00	20:00	60			-	6:00	19:00	-	60	-	There is a 05:20 trip from Riverhead to Albany Station on weekdays.
	To Albany Station	6:00	19:00	60			-	6:00	18:00	-	60	-	
132	To City Centre	6:40	8:10	30		-		-	-	-	-		
	To Te Atatū Peninsula	16:15	17:45	-		30	-	-	-	-	-		
135	To Henderson	5:40	23:34	15	30	15	30	6:04	23:34	-	30		
	To Te Atatū Peninsula (Totara Rd)	5:10	23:35	15	30	15	30	6:10	23:35	-	30		
143	To Henderson	6:15	22:17	30			60	6:40	22:10	-	30	60	
	To Rānui (Pooks Rd)	5:55	21:55	30			60	6:20	21:50	-	30	60	
145	To Henderson	5:20	22:50	30			-	6:00	22:50	-	30		
	To Lincoln Bus Interchange	5:45	23:45	30			-	6:15	23:15	-	30		
147	To Henderson	5:50	22:20	30			-	6:00	22:00	-	30		
	To Waitakere Township	6:10	23:55	30			-	6:00	23:45	-	30		
148	To Lincoln Bus Interchange	19:50	22:50	-		30	-	6:20	23:00	-	40		
	To Rānui Town Centre	20:05	23:05	-		30	-	6:00	22:40	-	40		
149	To Rosebank, Avondale, New Lynn	5:10	19:20	20	30	20	-	-	-	-	-		
	To Rānui Town Centre	5:20	19:20	20	30	20	-	-	-	-	-		
195	To City Centre	5:15	22:15	15 to 20	30	30	60	6:15	22:15	First bus 07:15 Last bus 21:15	30	60	Every 30 minutes from 05:15 to 06:15 on weekdays
	To New Lynn	6:25	23:25	30	30	20 to 30	60	7:25	23:25	First bus 07:25 Last bus 22:25	30	60	
209	To City Centre	6:35	8:20	15	-			-	-	-	-		Every 30 minutes from 06:35 to 07:05.
	To Titirangi Village	15:00	18:10	-		30	-	-	-	-	-		40 minute frequency between 15:00 to 15:40.
Wx1	To City Centre	5:00	23:30	10			15	6:00	23:30	-	10	15	Every 30 minutes 05:00 to 06:00 and every 15 minutes 06:00 to 07:00 on weekdays; every 15 minutes from 06:00 to 08:00 on weekends.
	To Northwest Centre	6:00	0:00	10			15	6:00	0:00	-	10	15	Every 15 minutes from 06:00 to 07:00 on weekdays; every 15 minutes 06:00 to 08:00 on weekends.

AT says it is working on a strategy that could involve some fare changes to boost lower-patronised times of the day or week, making existing services more reliable (a key customer demand) and improving how the workforce is looked after, particularly with the bus driver shortages.

Mr Harrison said the changed pattern of use on the bus network had not necessarily settled into a "new normal" so big changes wouldn't be made based on how the system is being used today. **STUFF.CO.NZ**

Kinetic rebrand

Kinetic is continuing its rebranding exercise. While most of its Australian operations now operate as Kinetic, the same will occur across most of its New Zealand operations.

NZ Bus and **Go Bus** will rebrand to Kinetic over the coming twelve months, with the exception of Go Bus' regional operations which will maintain their existing brand under partnership with the Ministry of Education. **ABC MAGAZINE**

Waiheke Island adjustments

Since Sunday 22 October, timetable adjustments have been made to routes 501, 502 and 503, which Auckland Transport says will deliver more reliable services and improved connections to ferry services.

- **501** (Kennedy Point Terminal-Matiatia Terminal) has two new trips on weekdays departing 07:30 and 08:00 ex Kennedy Point, while the 19:15 weekend trip ex Matiatia has been withdrawn.
- **502** (Rocky Bay-Matiatia Terminal) has some trip time adjustments, while the weekday 09:15 trip ex Rocky Bay has been withdrawn.
- **503** (Matiatia Terminal-Oneroa Village) now resumes running seven days a week, with special summer trips running until late April to improve public transport capacity along the route.

Other Island routes and school services also have adjusted trip times for some trips. **AUCKLAND TRANSPORT**

ENDS

FERRY & SHIP NEWS

NEW SOUTH WALES



Sydney: Kamay ferry plan shelved

The state government confirmed in Budget Estimates in October that the ferry service planned to operate between La Perouse and Kurnell has been shelved indefinitely.

While the project to build two new wharves, now planned to be completed in 2024, has been done at a cost to government of over four times the initial estimate (\$78 million), the government has confirmed that the key benefits from the project upon opening will be for community boating and fishing.

Transport for NSW Coordinator General Howard Collins said that a ferry service could still pop up down the track. **NSW GOVERNMENT**

NEW ZEALAND



Auckland: Waiheke Island competition

Effective Monday 13 November, a new Auckland-Waiheke Island operator commenced operating commuter trips in competition with the existing Fullers360 service.

1News reports the new operator intends to provide competition to grab market share from Fullers, which has staffing constraints impacting the numbers of sailings that it can operate while it had also increased its fares by up to 19 per cent from July (*Table Talk*, August 2023, p. 13) raising the ire of Island locals.

The new competitor service is operated by Island Direct, which is providing nine trips per direction daily (six on Tuesdays, with three return intrapeak trips missing to allow for maintenance). It is a booked service. In the week before its launch, company co-owner David Todd said "We have got bookings coming in all the time, so we are pretty excited".

On the new competition, Fullers360 chief executive officer Mike Horne said "There's plenty to go around for everyone and I think this summer is going to be exceptionally good".

Fullers' ferry timetable provides for at least 18 *direct* sailings per direction daily and a longer span of operating hours. Further sailings operate via Devonport/Ragito and during Summer months.

Auckland Transport's PDF timetable was updated from this date to provide the scheduled sailings for both operators (see next page). **1NEWS, AUCKLAND TRANSPORT**

ENDS

Bonus Gap Filler item

Arriva sold to private equity

British-based transport operator Arriva has been sold by German transport giant Deutsche Bahn to an American private equity firm, I Squared, for around \$AU2.7 billion.

Arriva operates trains and buses in ten countries.

Deutsche Bahn, which has its own service issues back in Germany, plans to use the cash to reduce its own heavy debt load.

The deal follows the equity player's 2022 rejected move for First Group. **THE GUARDIAN**



Downtown Ferry Terminal to Waiheke Island

	Waiheke WalkUp (Hop) Service	Waiheke Reserve Services	
	Fullers	Fullers	Island Direct
	Pier 11 Downtown Ferry Terminal	Pier 14 Downtown Ferry Terminal	Pier 13 Downtown Ferry Terminal
Monday to Friday	06:00	-	06:00
	06:45	-	-
	07:15	-	-
	07:45	-	07:30
	07:45	-	-
	08:15	-	-
	09:00 d	09:00 **	-
	-	-	09:15 mwtf
	10:00	-	-
	11:00 d	11:00 **	-
	-	-	11:15 mwtf
	12:00	-	-
	13:00 d	-	13:00 mwtf
	14:00	-	-
	15:00 d	-	-
	15:30	-	15:30
	16:00	-	-
	16:30	-	-
	17:00	-	-
	17:30	-	17:30
18:00	-	-	
-	-	19:00	
19:15	-	-	
20:45	-	20:45	
22:15	-	-	
23:45	-	-	

Direct sailing travel time is approximately 40 minutes
 d = Ferry travels via Devonport - travel time approximately 50 minutes
 mwtf = Mon,Wed,Thu,Fri service only

** Waiheke Reserve sailings start on 3 November Friday to Sunday, From 1 December, Monday to Sunday, From 12 February, Wednesday to Sunday, From 1 April to 28 April, Friday to Sunday.

Auckland to Waiheke Island return tickets do not include a stopover at Devonport. If you disembark the vessel at Devonport, an additional fare will apply for travel back to Auckland

To book Reserve Services for Fullers or Island Direct:
 Island Direct - www.islanddirect.co.nz | Fullers - www.fullers.co.nz/waiheke-reserve

Downtown Ferry Terminal to Waiheke Island

	Waiheke WalkUp (Hop) Service	Waiheke Reserve Services	
	Fullers	Fullers	Island Direct
	Pier 11 Downtown Ferry Terminal	Pier 14 Downtown Ferry Terminal	Pier 13 Downtown Ferry Terminal
Saturday	06:00	-	-
	07:00	-	06:30
	08:00	-	08:00
	09:00 d	-	-
	09:30	-	09:45
	10:00	-	-
	10:30	09:00 **	-
	11:00 d	-	-
	11:30	-	11:45
	12:00	11:00 **	-
	13:00d	-	13:30
	14:00	-	-
	14:30	-	-
	15:00 d	-	-
	15:30	-	-
	16:00	-	16:00
	16:30	-	-
	17:00 d	-	-
	17:30	-	-
	18:00	-	18:00
18:30	-	-	
19:15	-	19:30	
20:45	-	21:15	
22:15	-	-	
23:45 so	-	-	
-	-	-	

Direct sailing travel time is approximately 40 minutes
 d = Ferry travels via Devonport - travel time approximately 50 minutes
 so = Saturday Only

** Waiheke Reserve sailings start on 3 November Friday to Sunday, From 1 December, Monday to Sunday, From 12 February, Wednesday to Sunday, From 1 April to 28 April, Friday to Sunday.

Auckland to Waiheke Island return tickets do not include a stopover at Devonport. If you disembark the vessel at Devonport, an additional fare will apply for travel back to Auckland

To book Reserve Services for Fullers or Island Direct:
 Island Direct - www.islanddirect.co.nz | Fullers - www.fullers.co.nz/waiheke-reserve

Downtown Ferry Terminal to Waiheke Island

	Waiheke WalkUp (Hop) Service	Waiheke Reserve Services	
	Fullers	Fullers	Island Direct
	Pier 11 Downtown Ferry Terminal	Pier 14 Downtown Ferry Terminal	Pier 13 Downtown Ferry Terminal
Sunday and Public Holidays	07:00	-	-
	08:00	-	06:30
	09:00 d	-	08:00
	09:30	-	-
	10:00	-	09:45
	10:30	-	-
	11:00 d	09:00 **	-
	11:30	-	11:45
	12:00	-	-
	13:00 d	11:00 **	13:30
	14:00	-	-
	14:30	-	-
	15:00 d	-	-
	15:30	-	-
	16:00	-	16:00
	16:30	-	-
	17:00 d	-	-
	17:30	-	-
	18:00	-	18:00
	18:30	-	-
19:15	-	19:30	
20:45	-	21:15	
22:15	-	-	
-	-	-	
-	-	-	

Direct sailing travel time is approximately 40 minutes
 d = Ferry travels via Devonport - travel time approximately 50 minutes

** Waiheke Reserve sailings start on 3 November Friday to Sunday, From 1 December, Monday to Sunday, From 12 February, Wednesday to Sunday, From 1 April to 28 April, Friday to Sunday.

Auckland to Waiheke Island return tickets do not include a stopover at Devonport. If you disembark the vessel at Devonport, an additional fare will apply for travel back to Auckland

To book Reserve Services for Fullers or Island Direct:
 Island Direct - www.islanddirect.co.nz | Fullers - www.fullers.co.nz/waiheke-reserve

Waiheke Island to Downtown Ferry Terminal

	Waiheke WalkUp (Hop) Service	Waiheke Reserve Services	
	Fullers	Fullers	Island Direct
	Pier 2 Matiatia Fullers Ferry Terminal	Pier 3 Matiatia Ferry Terminal	Pier 3 Matiatia Ferry Terminal
Monday to Friday	06:00	-	06:45
	07:00	-	-
	07:30	-	-
	08:00	-	08:15
	08:30	-	-
	09:00	-	-
	10:00 d	-	10:15 mwtf
	11:00	-	-
	12:00 r d	-	12:15 mwtf
	13:00	-	13:45 mwtf
	14:00 r d	-	-
	15:00	-	-
	16:00 d	16:00 **	16:30
	16:30	-	-
	17:00	-	-
	17:30	-	-
	18:00	18:00 **	18:15
	18:30	-	-
	19:00	-	19:45
	20:00	-	-
21:30	-	21:45	
23:00	-	-	
00:30	-	-	
-	-	-	
-	-	-	

Direct sailing travel time is approximately 40 minutes
 d = Ferry travels via Devonport - travel time approximately 50 minutes
 r d = Ferry travels Rangitoto to pick only and then sailing via Devonport. Travel time is approximately 55 minutes
 mwtf = Mon,Wed,Thu,Fri service only

** Waiheke Reserve sailings start on 3 November Friday to Sunday, From 1 December, Monday to Sunday, From 12 February, Wednesday to Sunday, From 1 April to 28 April, Friday to Sunday.

Auckland to Waiheke Island return tickets do not include a stopover at Devonport. If you disembark the vessel at Devonport, an additional fare will apply for travel back to Auckland

To book Reserve Services for Fullers or Island Direct:
 Island Direct - www.islanddirect.co.nz | Fullers - www.fullers.co.nz/waiheke-reserve

Waiheke Island to Downtown Ferry Terminal

	Waiheke WalkUp (Hop) Service	Waiheke Reserve Services	
	Fullers	Fullers	Island Direct
	Pier 2 Matiatia Fullers Ferry Terminal	Pier 3 Matiatia Ferry Terminal	Pier 3 Matiatia Ferry Terminal
Saturday	07:00	-	07:15
	08:00	-	08:45
	09:00	-	-
	10:00 d	-	-
	10:30	-	10:45
	11:00	-	-
	11:30	-	-
	12:00 r d	-	-
	12:30	-	12:45
	13:00	-	-
	14:00 r d	-	14:15
	15:00	-	-
	15:30	16:00 **	-
	16:00 d	-	-
	16:30	-	-
	17:00	-	17:00
	17:30	18:00 **	-
	18:00 d	-	-
	18:30	-	18:45
	19:00	-	-
19:30	-	-	
20:00	-	20:15	
21:30	-	22:15	
23:00	-	-	
00:30 so	-	-	
-	-	-	

Direct sailing travel time is approximately 40 minutes
 d = Ferry travels via Devonport - travel time approximately 50 minutes
 r d = Ferry travels Rangitoto to pick only and then sailing via Devonport. Travel time is approximately 55 minutes
 so = Saturday Only

** Waiheke Reserve sailings start on 3 November Friday to Sunday, From 1 December, Monday to Sunday, From 12 February, Wednesday to Sunday, From 1 April to 28 April, Friday to Sunday.

Auckland to Waiheke Island return tickets do not include a stopover at Devonport. If you disembark the vessel at Devonport, an additional fare will apply for travel back to Auckland

To book Reserve Services for Fullers or Island Direct:
 Island Direct - www.islanddirect.co.nz | Fullers - www.fullers.co.nz/waiheke-reserve

Waiheke Island to Downtown Ferry Terminal

	Waiheke WalkUp (Hop) Service	Waiheke Reserve Services	
	Fullers	Fullers	Island Direct
	Pier 2 Matiatia Fullers Ferry Terminal	Pier 3 Matiatia Ferry Terminal	Pier 3 Matiatia Ferry Terminal
Sunday and Public Holidays	08:00	-	07:15
	09:00	-	08:45
	10:00 d	-	-
	10:30	-	-
	11:00	-	10:45
	12:00 r d	-	-
	12:30	-	-
	13:00	-	-
	14:00 r d	-	12:45
	15:00	-	-
	15:30	-	14:15
	16:00 d	-	-
	16:30	16:00 **	-
	17:00	-	-
	17:30	-	-
	18:00 d	-	17:00
	18:30	18:00 **	-
	19:00	-	-
	19:30	-	18:45
	20:00	-	-
21:30	-	-	
23:00	-	20:15	
-	-	22:15	
-	-	-	
-	-	-	

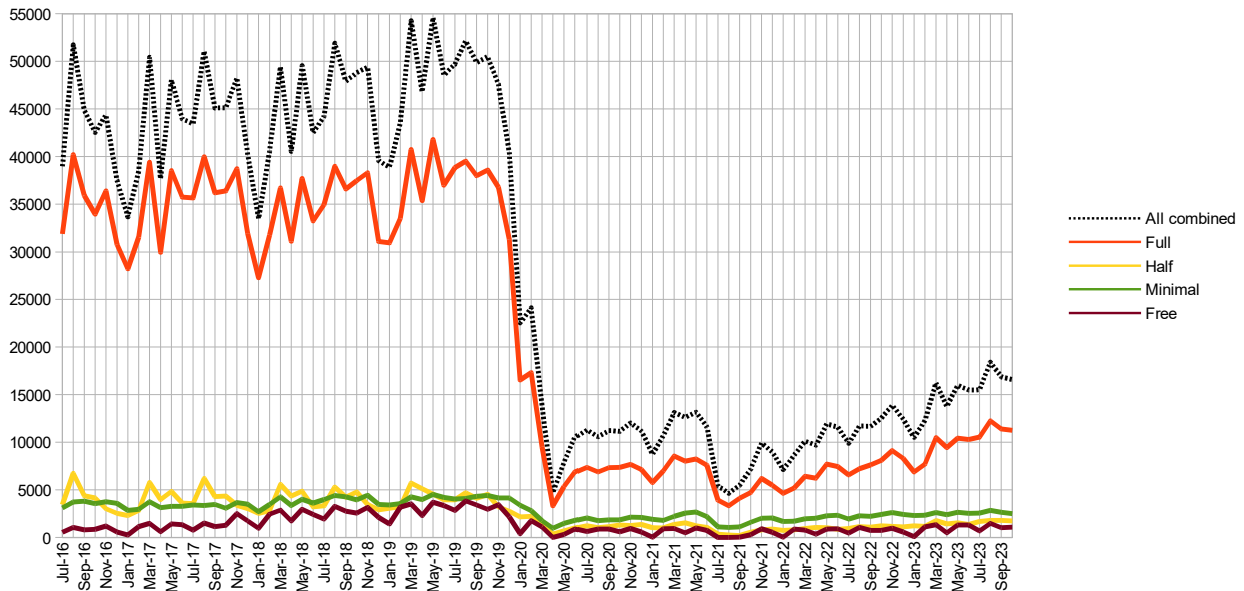
Direct sailing travel time is approximately 40 minutes
 d = Ferry travels via Devonport - travel time approximately 50 minutes
 r d = Ferry travels Rangitoto to pick only and then sailing via Devonport. Travel time is approximately 55 minutes

** Waiheke Reserve sailings start on 3 November Friday to Sunday, From 1 December, Monday to Sunday, From 12 February, Wednesday to Sunday, From 1 April to 28 April, Friday to Sunday.

Auckland to Waiheke Island return tickets do not include a stopover at Devonport. If you disembark the vessel at Devonport, an additional fare will apply for travel back to Auckland

To book Reserve Services for Fullers or Island Direct:
 Island Direct - www.islanddirect.co.nz | Fullers - www.fullers.co.nz/waiheke-reserve

Sydney: T6 Carlingford / Route 535 Patronage



See ATA's *The Times* (October 2023, pages 3-4) for definitions of the patronage categories.

The above table shows patronage numbers for Sydney's T6 Carlingford line until January 2020. Since January 2020, patronage figures provided are for replacement bus route 535. Route 535 is expected to be withdrawn when Parramatta Light Rail (PLR) stage one commences operation next year. PLR is expected to provide a peak of eight trams per hour (07:00 to 19:00 weekdays).

Front Cover: A map of Auckland ferry and ferry replacement bus routes (courtesy Auckland Transport).

About Table Talk

Print ISSN 1038-3697, Online ISSN 2209-718X.

Table Talk is a monthly publication produced by the Australian Timetable Association Inc. (ATA) (Registration No. A0043673H) as a journal of record covering timetable and other transport-related news. The ATA also publishes **The Times** covering timetable history and analysis. ABN 74248483468.

All times listed in **Table Talk** are in 24-hour time, unless stated otherwise. Any commentary or letters provided by individuals within **Table Talk** are not to be taken as a representation of the views of the Australian Timetable Association, its Committee or its Editor(s). Original material that appears within **Table Talk** may be reproduced in other publications with an acknowledgement. Members of the ATA often contribute items for consideration in **Table Talk** for which kind acknowledgement is made, however, articles (news articles more so than commentary) may be rewritten for space, grammar, style and/or contextual reasons by the Editor. Contributions are invited and welcome - please send these to the appropriate Editor.

Membership of the ATA includes a monthly mailout containing issues of *The Times*, *Table Talk*, the ATA Distribution List, and Auction catalogues. Our full annual membership fees are \$72 (includes monthly post mailout) and \$66 (includes monthly electronic mailout). Our Student membership rate is \$36. For membership enquiries, please visit us online at www.timetable.org.au or otherwise contact our interim Membership Officer, Chris Pandilovski, at membership@timetable.org.au.

Back issues of **Table Talk** are available on our website two months after print publication.

Editor for Rail, Tram, Air and Ferry & Ship: Chris Pandilovski, tabletalk@timetable.org.au.

Editor for Bus: Steven Haby, busnews@timetable.org.au.

Production and Mailout: Steven Haby, David Hennell, Geoff Mann, Richard May, Katie Moss, Len Regan, Richard Talbot.

Proofreaders: Agnes Boskovitz, David Cranney, Geoff Hassall.

Table Talk is a production of the Australian Timetable Association