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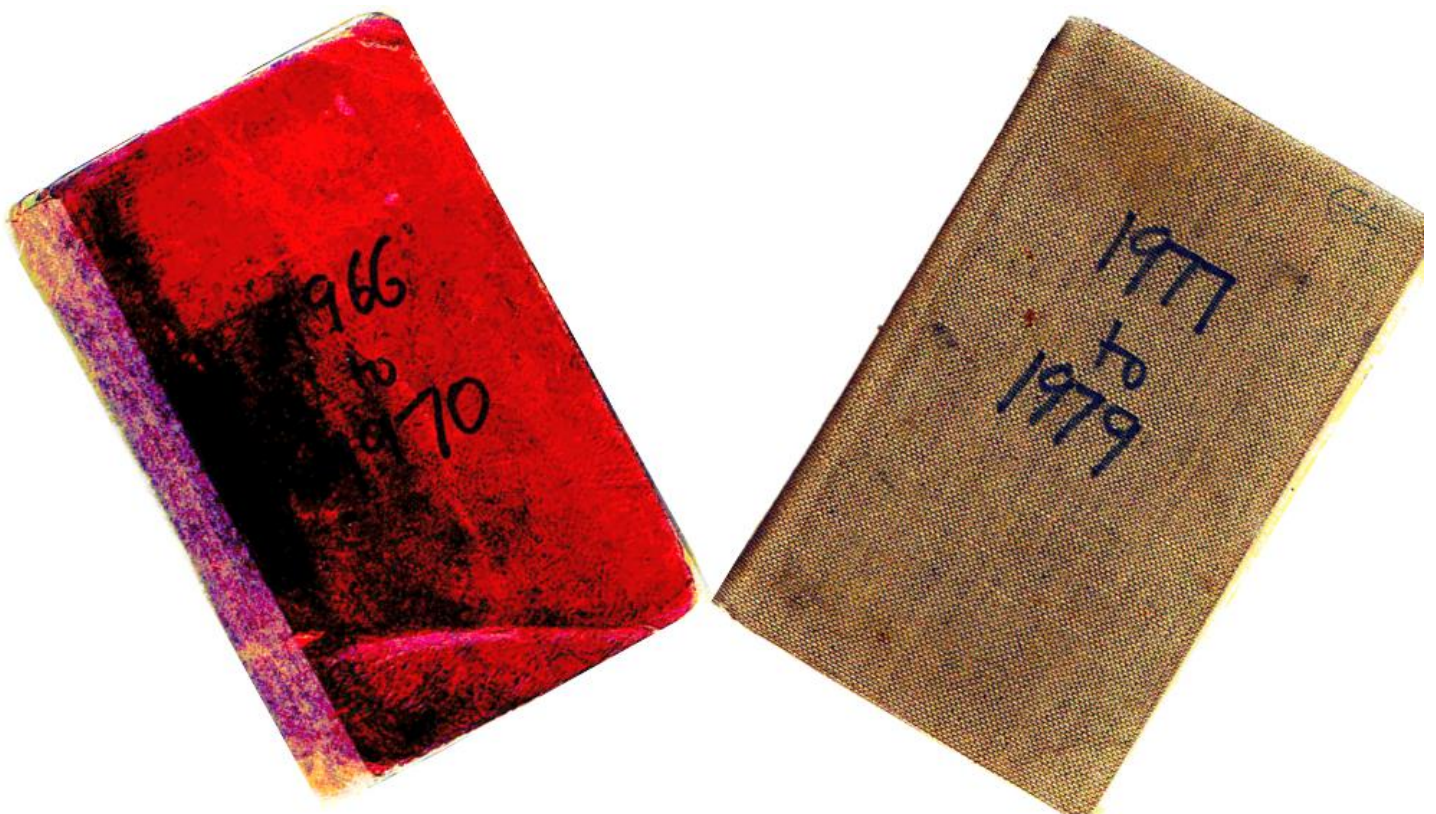
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—Contents—

GEOFF LAMBERT	IT ALL STARTED IN THE <u>LANDLADY'S SHED</u>	3
CHRIS PANDILOVSKI	SYDNEY BUSES PRE- AND POST- <u>PANDEMIC</u>	4
HILAIRE FRASER	A <u>NETWORK</u> IN A TIMETABLE	11



It all started in the Landlady's shed

GEOFF LAMBERT *warms up for Iceland*

I GREW UP (if I can be said to have ever done so) in Maddingley, a “suburb” of Bacchus Marsh, on the Melbourne to Adelaide railway. Like all the neighbourhood boys and girls, I was fascinated by the trains (admittedly few) that trundled past the end of our street. My father encouraged this by building me a train set and by giving me “train books” for gifts at Christmas and birthdays. With friends, I would hang around and muck about at the local railway station. This was just a “kids thing”.

At High School, we could see the almost daily steam-hauled ballast trains that were being used to construct Bank Box Crossing Loop, further up the line. In 1964, some of us had to attend High School at Sunshine, because Bacchus Marsh was too small to run to a High School with a “Form 6”—we called it “Matriculation”. I wrote about this in the [June 2017](#) issue of *The Times*, under the title “*Travelling with Ted*”.

It was not until 1964, when I began tertiary education at Melbourne University that I discovered that there was such a thing as a “Railway Enthusiast”. It seemed to me then — and it still seems to me now — to be an extremely odd obsession. But I was hooked.

I joined the Association of Railway Enthusiasts (recently deceased) and took to travelling on its steam train excursions. It was on my first trip—to Shelbourne— that I discovered people scribbling furiously into their notebooks, a running commentary on the trip. This was something Victor Isaacs was later to describe as “a niche interest of a niche interest of a niche interest”.

There are quite a few deprecatory terms for these people, whose main interest in keeping such records was locomotive performance. Several of

the British railway enthusiast magazines carried regular columns of what the authors (O.S.Nock, for instance) thought to be “interesting” performances—almost invariably of steam locomotives, of course.

In the same year, I think, the dog and I discovered in the wreckage of Rowsley Station, a mysterious mouldy and water-logged book, the cover of which proclaimed itself to be a “Working Timetable”. I had never heard of such a thing. Once again, I was hooked.

I did not travel daily to Melbourne University, but boarded in Westgarth St Northcote in the house of a lady (Hettie Zenner), who was the widow of a long-time VR Stationmaster, Percy Zenner. Percy is in the book “[Rigg of The Railways](#)”. Percy’s last posting was to Dennis Station, just up the street from his home.

When Mrs Zenner heard of the incurable contagion I had contracted, she advised me to “look in the back shed—there’s some of Percy’s railway stuff in there.”

Indeed there was. I found:

- A 1928 Book of Signals;
- A 1928 General Appendix;
- A 1936 General Appendix;
- Percy’s Q&A notebook of the questions he was liable to be asked at his stationmaster’s exam and;
- A small notebook owned by somebody who was to be—or thought they were to be—the Executor of the “Deceased Estate” of one H.Martin, whose estate seemed to be worth £24-0-0. The fly-leaf note said the notebook was started on 25 September 1899. Whatever ... that was all there was to the book.

Ah ha! This was just what I wanted—both in its provenance and its convenient size to start my own logbook. And, so it became ... covering the years 1966 to 1970.

Subsequent volumes extended the practice until well into the 21st Century, at which time I was finally able to shake off the disease.

This included the period mid-1974 to late 1976 when both my wife Judy and I had 3-year visas to do post-docs in New York. Judy worked at the Roche Institute of Molecular Biology and, towards the end of 1976, was recruited by Roche in Dee Why in Sydney to work at their Institute of Marine Pharmacology. It seemed too good to miss. I didn’t have anything comparable on the horizon, so I decided to remain in New York until my visa expired.

We decided that, first, Judy and I would do a rail-based tour of Great Britain and the Continent, more or less via:

- London
- Oxford
- Swansea
- Inverness
- Harwich
- Amsterdam
- Munster
- Wurzburg
- Vienna
- Venice
- Bern
- Paris
- London.

By train, of course ... but I didn’t keep a log-book.

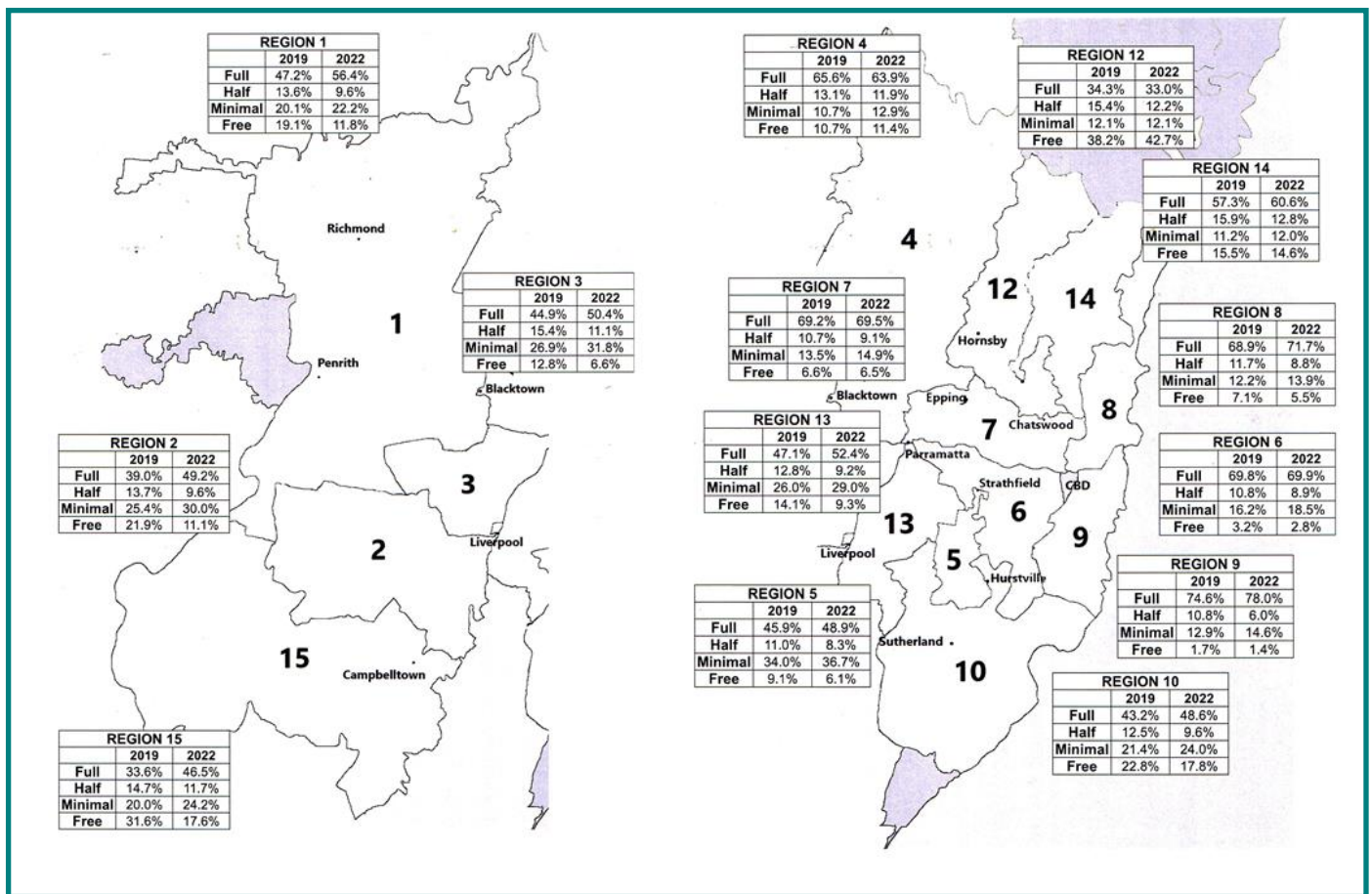
After London, I returned to NYC and Judy flew to Sydney and set up a flat in Manly.

When it came time to return to Sydney at the end of April 1977, I decided to do it “the long way round”—via Iceland, Luxembourg, Germany, The Netherlands, London, Bombay, Perth and Melbourne.

The story of THAT trip, accompanied by the log-book entries, timetables, track plans and many curious things it involved [Bill Bryson, Bombay, Bananas, Beheadings, Buses, Bubonic plague, Blueberry vodka, Brothels, Bahnhofs, Bad places, plate tectonics and Pilots strikes], will begin in the November issue of “*The Times*”.

Sydney's buses patronage, pre- and post-Pandemic

CHRIS PANDILOVSKI



THIS IS THE SECOND ARTICLE to look at Sydney public transport patronage, passenger fare recovery profiles and changes of these between pre-pandemic and post-pandemic, where there have been definite shifts.

Part One found that Greater Sydney's average bus patronage profile included a significantly larger proportion of Minimal-Fare users (Seniors/Pensioners) - which we learnt now make roughly one-in-five bus users - the highest proportion of any transport mode.

Following from this, this article digs into the metropolitan Sydney bus regions to ascertain the changes with passenger profiles within the city.

Once again, 2019 and 2022 data has been used to enable comparison between pre-pandemic and post-pandemic patronage. However, unlike the first article, the outer metropolitan regions including Illawarra, Blue

Mountains and the Central Coast have been excluded aside. This article also provides information which may add to — or subtract from — stereotypical views of particular parts of the city. Unlike the first article, Part Two also has the benefit of 12 months worth of data for both years.

This article also provides a time capsule of the current standing of each bus region's passenger profile, with numerous regions being consolidated during 2022-2023. That process reduced the number of Sydney regions from 11 down to 10.

Sydney Metropolitan Bus Region fare groups

The map above shows the 14 bus regions as at December 2022. The greyed areas represent parts of the Outer Metropolitan areas excluded from this article.

The fare recovery profiles remain unchanged from article one –

passengers are grouped by the theoretical fare level received for their trips: Full, Half, Minimal and Free groups. An overview of each group is provided below (also see the Important Information section on page 10):

- **Full fare passengers** refers to passengers who pay the regular full fare for their trip/journey whether through the Opal card or contactless banking card. Full fares can be paid through Adult Opal card, contactless banking cards, single trip tickets, Day Pass (basically used by non-profit organisations and schools), Single Bus Tickets sections 1-3 (yes, there continue to be minimal sales of these tickets – combined weekly sales are no more than double-digits), and On Demand services. It should be noted that not all Full trips generate a full-fare, due to various travel benefits available on the Opal system, including daily and weekly travel caps.

- **Half-fare passengers** refers to child and concession passengers that generally only pay half of the full fare for their trip/journey. Half-fares can be paid with a Concession Opal card, Child/youth Opal card, Child/youth single trip ticket, Child/youth single bus tickets 1-3, and Child/youth Day Pass (as per the adult version in dot point 1), however School cards have not been included here, because travel is fare-free under the state government's School Student Transport Scheme. This scheme provides free travel between home and school for eligible child students, valid during particular time periods on school days. Therefore, Student cards are allocated to the Free group, while any other travel by these passengers should be covered by the Child/youth Opal card included in the Half-fare category.

- **Minimal-Fare passengers** refers to senior/pensioner fare passengers. Their travel is capped at \$2.50 each day regardless of the length or number of trips. They are available to part-time or retired people who are aged over 60 as well as selected Centrelink welfare recipients.

Free-fare passengers refers to passengers who validly do not pay a fare for their trip/journey. Free fares include Free Travel Opal cards, Employee Opal cards, and School Opal cards (as previously explained in dot point 2).

AVERAGE MONTHLY PATRONAGE

The table at right provides the average monthly trips made per region pre- and post-pandemic.

All regions are down significantly on pre-pandemic numbers, although regions 5 (Roselands), 8 (Northern Beaches) and 14 (Belrose) have lost less of their total passenger numbers. Region 9 (Eastern Suburbs) is on the other side, having lost more of their total passengers, as a proportion of their total patronage, than any other region, although it should be noted that the bus network changes which integrated the CBD South-East Light Rail line will have contributed to this additional decline.

	2019	2022	change
Region 01 Busways	1,162,000	677,000	-42%
Region 02 Interline	370,000	206,000	-44%
Region 03 Transit Systems	1,107,000	604,000	-45%
Region 04 CDC Hillsbus	2,062,000	1,108,000	-46%
Region 05 Punchbowl	346,000	232,000	-33%
Region 06 Transit Systems	5,034,000	2,777,000	-45%
Region 07 STA / Busways	2,870,000	1,621,000	-44%
Region 08 STA / KDNB	2,594,000	1,633,000	-37%
Region 09 STA / TJH	5,697,000	2,930,000	-49%
Region 10 Transdev	725,000	428,000	-41%
Region 12 Transdev	334,000	191,000	-43%
Region 13 Transdev	770,000	447,000	-42%
Region 14 CDC Forest	471,000	298,000	-37%
Region 15 Busabout	322,000	174,000	-46%
ALL SYD	23,862,000	13,325,000	-44%

Average monthly trips for the respective calendar year. Numbers rounded to the nearest thousand. All calculations of these numbers are generated from raw data provided by Transport for NSW. Multiple company names denote that the region operator has changed hands at some point between 2019 and 2022.

SYDNEY REGION PROFILES

The map on page 4 Tables on page 6 provide the proportion of trips made by each patronage group per Sydney region. The information provides evidence of any changes in each region's fare recovery profile. Each region's profile contributes to the overall average profile (column one - 'all regions combined'). Percentages

Average monthly trips by selected card type and region – 2022 v 2019																	
#	School students				Seniors/Pensioners				Concession				All trips by region (mill)		#		
	2019		2022		2019		2022		2019		2022		2019	2022			
1	1	216k	4	122k	6	816k	6	514k	9	420k	6	169k	9	5.7	9	2.93	1
2	4	215k	7	97k	9	735k	9	429k	6	362k	9	112k	6	5.03	6	2.78	2
3	7	174k	12	81k	7	386k	7	241k	7	163k	7	80k	7	2.87	8	1.63	3
4	8	166k	8	79k	8	318k	8	228k	4	152k	4	74k	8	2.59	7	1.62	4
5	10	163k	1	77k	3	297k	3	192k	8	107k	8	55k	4	2.06	4	1.11	5
6	3	138k	10	74k	1	234k	1	150k	3	87k	3	37k	1	1.16	1	0.68	6
7	6	130k	6	59k	4	220k	4	143k	1	67k	1	29k	3	1.11	3	0.6	7
8	12	127k	14	43k	13	200k	13	129k	13	49k	13	22k	13	0.77	13	0.45	8
9	13	106k	13	40k	10	155k	10	103k	10	36k	10	16k	10	0.72	10	0.43	9
10	15	100k	3	38k	5	117k	5	85k	14	26k	14	14k	14	0.47	14	0.3	10
11	2	79k	15	29k	2	94k	2	62k	2	22k	5	10k	2	0.37	5	0.23	11
12	14	73k	9	25k	15	64k	15	42k	5	18k	2	9k	5	0.35	2	0.21	12
13	9	70k	2	22k	14	53k	14	36k	15	18k	15	8k	12	0.33	12	0.19	13
14	5	30k	5	13k	12	40k	12	23k	12	16k	12	7k	15	0.32	15	0.17	14

* School students make up around 95% of Free group trips. * Snr/Pns make up 100% of Minimal group trips. * Concession holders make up roughly 55% of Half trips.

ALL 14 REGIONS COMBINED		
	2019	2022
Full	64.50%	66.80%
Half	11.80%	8.90%
Minimal	15.60%	17.80%
Free	8.00%	6.50%

within the tables may not add up to exactly 100 per cent, due to rounding.

FARE GROUPS

Sydney's combined total bus patronage has fallen by 44 per cent compared to pre-pandemic, with 13.3 million monthly trips now made on Sydney's metropolitan bus network. As the total pie of each region must equal to 100 per cent, there is some interplay between the four groups despite the significant drop in total patronage seen post-pandemic.

Full group users now average 67 per cent of the city's total bus patronage, up from 64.5 per cent pre-pandemic. With a range of between 33 and 78 per cent across the individual regions, there is a significant variance seen between different areas of the city. The tables provide that the higher proportions of the group are recorded in the inner ring of four previously government-operated regions including the centres of Manly, Chatswood, Strathfield and Bondi Junction. The lowest proportions of this group are found in regions 2, 5, 10 and 15 – each at under 50 per cent, and therefore the majority of passenger trips in these four regions are made with a discounted fare.

Half group users now average 9 per cent of the city's total bus patronage. This is effectively down 25 per cent

Sydney region changes by fare group – 2022 v 2019									
#	Full	Half	Minimal	Free	#		#		
1	4	-47.7	9	-71.3	12	-43	2	-71.8	1
2	9	-46.2	2	-60.9	9	-41.7	3	-71.7	2
3	12	-45.1	3	-60.7	7	-37.6	15	-70	3
4	6	-44.7	1	-58.9	6	-36.9	1	-64	4
5	7	-43.3	13	-58.1	1	-35.7	13	-61.6	5
6	3	-38.7	15	-57.1	13	-35.3	9	-58.7	6
7	13	-35.4	12	-54.8	3	-35.3	5	-55.1	7
8	8	-34.5	10	-54.8	4	-35.1	10	-54.1	8
9	10	-33.7	6	-54.7	15	-35	6	-53.1	9
10	14	-33.2	8	-52.5	2	-34.1	8	-51.2	10
11	1	-30.4	7	-51.9	10	-33.8	7	-44.2	11
12	2	-29.7	4	-51.1	14	-32.6	4	-43.1	12
13	5	-28.4	5	-49.3	8	-28.4	14	-40.8	13
14	15	-25.3	14	-49.1	5	-27.5	12	-36.2	14

* Numbers provide the percentage change of average monthly 2022 v average monthly 2019.

from pre-pandemic. Sydney's regions vary between 33 and 78 per cent of their trips generated by this demographic. All regions have experienced a drop in their proportion of Half group users from pre-pandemic, probably in part contributed by a slower return to face-to-face learning in tertiary institutions. The largest percentage point drop was experienced in region 9, followed closely by regions 3, 2 and 1. The **above table of concession regions by trips made**, which shows minimal movement with the rankings post-pandemic, supports the notion that that while numbers have dropped across the board, the range of these movements should be smaller.

Minimal group users now average nearly 18 per cent of the city's total bus patronage, up from 15.6 per cent pre-pandemic. The **above rankings of senior/pensioner regions by trips made** show that all regions in the city have maintained their places post-pandemic, meaning that the patronage drops should be quite similar across

the regions. In practice, the range of falls for the regions by trips made fell by between 27.5 and 43 per cent on pre-pandemic.

Free group users now average 6.5 per cent of the city's total bus patronage, which is down from 8 per cent pre-pandemic. Around 95 per cent of all Free trips are made by school students.

REGION BY REGION

Region 1 (includes Blacktown & Penrith) is mid-range for total passenger trips in Sydney. Post-pandemic, region 1 has increased its proportion of the Full Fare group by almost 10 percentage points, the third largest increase in the city. However this would not necessarily equate to an increase in fare recovery because, on raw numbers, Full group trips are down by 30 per cent.

The material drop in the Half Fare group users resulted from a 57 per cent fall in child & concession trips.

Traditionally, region 1 has had one of the largest proportions of Free Travel group passengers on its services, however this is no longer the case as a result of a 65 per cent drop in school student patronage. In 2019, region 1 was ranked first for total school student trips but in 2022 it had dropped to fifth.

Region 1 is also one of three regions where On Demand services contribute to its total numbers, with The Ponds service averaging 11,000 monthly trips in 2022 - contributing 3 per cent of the region's total Full Fare group trips each month. Patronage on The Ponds service has grown each year since 2019, with trips in 2022 up 140 per cent on 2019.

Region 2 (Liverpool & Ingleburn) is one of the smallest regions by passenger numbers. It is also one of only three regions to have experienced a significant increase in the proportion of Full Fare group passengers – up by just over 10 percentage points. Region 2 has dropped in the rankings of total passengers by one spot – swapped places with region 5 – as a result of a sharper patronage fall since 2019.

Traditionally, region 2 has had among the largest proportion of the Minimal-Fare group passengers, and with a relatively benign 34 per cent drop in trips by this group, they have increased their share further to now make up precisely 3-in-10 passengers.

Region 2 also traditionally has had a significant proportion of Free Fare group patronage on its buses (fourth highest in 2019 by proportion of the region total). However, a 72 per cent

decline in trips by school students has effectively halved this group of travellers to 11 per cent (seventh highest in 2022). Region 2 was also one of only three regions to drop in Student numbers compared to 2021 (the others were 3 and 15 — all, coincidentally, around the same area of Sydney).

The operation of region 2 will transfer from Interline to Transit Systems in October 2023, simultaneously merging with region 15. This will result in an operation with approximately 400,000 monthly post-pandemic bus trips.

Region 3 (Merrylands & Bonnyrigg) has had a 45 per cent fall in total passengers post-pandemic. Trends have been similar to region 2, which borders region 3 on its southern boundary.

Minimal-Fare group users now make up nearly 32 per cent of the regions' total trip count, almost double the Sydney average (and the second highest in the city – only Region 5 is higher).

Region 4 (Westmead & Castle Hill) is the fifth largest region in the city by passenger count, and it was the largest of the traditionally private-operated regions. It has one of the smallest proportions of Minimal-Fare travellers, and by raw passengers numbers it is ranked ninth. By proportion of passengers, this region has a very similar profile to region 14, located two regions to its east. The region between them (12) has a significant proportion of student

travellers, which breaks the similarities between the three.

The number of Half Fare group trips made across region 4 is down 51 per cent on pre-pandemic, evenly split between child and concession cardholders.

Region 4 also has the third lowest proportion of Minimal-Fare group passengers, at just 12.9 per cent, possibly signifying a younger population base compared to other areas.

Region 5 (Roselands) is amongst the smallest regions by area and passenger trips in Sydney. Total trips made are also only down by 33 per cent on pre-pandemic - the smallest fall of all the regions.

It is the region with the largest proportion of Minimal-Fare group passengers within its borders, making up almost 4-in-10 trips. However, the small size of the region in total trips makes its contribution to the Greater Sydney Bus mode's heavier proportion of Minimal-Fare group users is — well— “minimal”.

Region 5's fare recovery profile closely resembles that of region 2.

The operation of region 5 was merged into region 10 in July 2023 under a contract that has commenced with U-Go Mobility. The combined operation is due to deliver a combined 650,000 monthly post-pandemic bus trips.

Region 6 (Newtown & Strathfield) is one of the recently privatised operations and is also the second largest region with nearly 2.8 million monthly trips. In 2022, all except the Free Travel group rebounded to be steady on total trips as against the 2020 calendar year (the Free group remains behind - down 19 per cent). Compared with 2019's numbers

REGION 1		
	2019	2022
Full	47.2%	56.4%
Half	13.6%	9.6%
Minimal	20.1%	22.2%
Free	19.1%	11.8%

REGION 3		
	2019	2022
Full	44.9%	50.4%
Half	15.4%	11.1%
Minimal	26.9%	31.8%
Free	12.8%	6.6%

REGION 2		
	2019	2022
Full	39.0%	49.2%
Half	13.7%	9.6%
Minimal	25.4%	30.0%
Free	21.9%	11.1%

REGION 4		
	2019	2022
Full	65.6%	63.9%
Half	13.1%	11.9%
Minimal	10.7%	12.9%
Free	10.7%	11.4%

REGION 5		
	2019	2022
Full	45.9%	48.9%
Half	11.0%	8.3%
Minimal	34.0%	36.7%
Free	9.1%	6.1%

REGION 6		
	2019	2022
Full	69.8%	69.9%
Half	10.8%	8.9%
Minimal	16.2%	18.5%
Free	3.2%	2.8%

REGION 7		
	2019	2022
Full	69.2%	69.5%
Half	10.7%	9.1%
Minimal	13.5%	14.9%
Free	6.6%	6.5%

REGION 8		
	2019	2022
Full	68.9%	71.7%
Half	11.7%	8.8%
Minimal	12.2%	13.9%
Free	7.1%	5.5%

REGION 9		
	2019	2022
Full	74.6%	78.0%
Half	10.8%	6.0%
Minimal	12.9%	14.6%
Free	1.7%	1.4%

REGION 10		
	2019	2022
Full	43.2%	48.6%
Half	12.5%	9.6%
Minimal	21.4%	24.0%
Free	22.8%	17.8%

REGION 12		
	2019	2022
Full	34.3%	33.0%
Half	15.4%	12.2%
Minimal	12.1%	12.1%
Free	38.2%	42.7%

however, all four groups are down between 37 and 55 per cent.

This region is also one of only four whose proportion of Full-fare users is greater than the Sydney average, the others also being former State Transit operations, regions 7, 8 and 9; it is these four regions that form an inner city ring around Sydney CBD.

Region 6 also has the second lowest proportion of Free Fare group users (after the Eastern Suburbs' region 9) at just 2.8 per cent of trips which is a pattern that continues from pre-pandemic. Out of this free group, region 6's employee card patronage is the highest out of all of Sydney with almost 14,000 recorded trips in 2022. Despite this, it is still 46 per cent down on 2019. Region 9 remains second on this metric.

Region 7 (St Leonards & Eastwood) has a similar profile to region 6, except for a larger proportion of Free Fare group users within its boundaries and a lower proportion of Minimal users to make up the 100 per cent. Region 7 has also dropped an extra 300,000 monthly bus users post-pandemic to now be steady with region 8 (northern beaches), with around two-thirds of this number from the Full Fare group and another one-sixth from the Minimal-Fare group.

Region 8 (Northern Beaches) has slid into third position on the table of total trips, with 1.63 million monthly trips in 2022, just ahead of region 7 which has had a larger drop in

patronage. It is the second year in a row that region 8 had more trips than region 7.

Region 8 generates the second largest proportion of Full-fare users in Sydney, with 71.7 per cent of its patronage theoretically paying a full-fare. This region has experienced a 51 per cent drop in Free Fare group users, compared to pre-pandemic, due to a 53 per cent drop in school student numbers.

Region 9 (Eastern Suburbs) is the largest passenger trip generator in the city with 3 million average monthly trips in 2022, which in itself is down 49 per cent on pre-pandemic – this was the largest drop of any region. It should be noted that the introduction of the L2 and L3 Light Rail has probably permanently removed a portion of this region's patronage which averaged 5.5-6 million monthly trips between 2017 and 2019, and has been under 3 million since 2020, although a good slice of this would also be attributed to COVID-19 restrictions.

In 2022, Half-Fare group users in this region were down 71 per cent on 2019, with a 73 per cent fall in concession passengers. It has ceded its number one spot on the list of largest concession trip generators, now placed a comfortable second.

Region 10 (Sutherland Shire) is ranked ninth for total trips in the city.

Its profile includes 1-in-10 trips made by Half Fare group users, and almost 1-in-4 trips made by Minimal-Fare group users. Services in region 10 generated fewer passenger trips in 2022 than they did in the first year of the pandemic (2020), with most of the difference attributed to a reduction in trips by school students.

Compared to 2019, Full and Minimal-Fare group users are both down 34 per cent, while Free and Half Fare group users are down by 54 and 55 per cent respectively.

In July 2023, region 10 was combined with smaller region 5 as part of a new operating contract being delivered by new Australian entrant U-Go Mobility.

Region 12 (Hornsby & Gordon) has by far the largest proportion of Free Fare group users, with just under 43 per cent of all of its passengers in that category. This is directly attributed to a very significant school student patronage. Its school student patronage has also rebounded more strongly than other regions post-pandemic with the lowest decrease in numbers on this metric in the city – down a relatively tame 36 per cent. Its ranking on this metric has also risen from eighth to third place - incredible for a region placed eleventh in total passenger trips. A table of the city's pre- and post-pandemic school student trips is provided above.

REGION 13		
	2019	2022
Full	47.1%	52.4%
Half	12.8%	9.2%
Minimal	26.0%	29.0%
Free	14.1%	9.3%

Region 12's services also have the lowest proportion of Full-fare Group users in the city – standing now at just 33 per cent, which is half the city average. Regions 12 and 4 have been the only ones to register a drop in the proportion of Full group users using its services from pre-pandemic.

Subsequent to the end of the year, May this year saw the operation of region 12 transferred from Transdev to CDC NSW. It now forms part of an enlarged region 14 averaging nearly 500,000 monthly bus trips.

Region 13 (Lidcombe & Chester Hill) continues to be ranked eighth in total trips post-pandemic, ninth for concession trips and, despite a 54 per cent drop, it has only dropped by one place on the rankings for total school student trips – and is now placed sixth.

Region 13 is ranked fourth for the proportion of its services used by the Minimal-Fare group, with 29 per cent in 2022.

The operation of region 13 transferred from Transdev to Transit Systems in August, forming part of an enlarged region 3 with a bulked-up operation set to deliver over 1 million monthly trips.

Region 14 (Chatswood & Belrose) has largely maintained its pre-pandemic user profile with the biggest change in its Half Fare group users, which has mirrored a city-wide three percentage drop in this category. Despite a 41 per cent fall in school student users, its ranking on total school student trips has risen to eighth place (from twelfth pre-pandemic).

Whilst region 14 is ranked tenth for total trips, it continues to be ranked thirteenth for total Minimal-Fare group trips, potentially suggesting a more

REGION 14		
	2019	2022
Full	57.3%	60.6%
Half	15.9%	12.8%
Minimal	11.2%	12.0%
Free	15.5%	14.6%

well-off group of residents.

Region 15 (Campbelltown & Camden) continues to be the smallest patronage generator in Sydney, with just under 174,000 monthly trips registered in 2022, down 46 per cent on pre-pandemic numbers and also down 16 per cent on 2020, meaning that this region has some catching up to do.

Region 15 is last in total passengers, is ranked 13 out of 14 for concession users, 12th for Minimal-Fare group users and has also now dropped to 11th for school student patronage.

Region 15 has increased the proportion of Full group users by the largest amount in the city compared to pre-pandemic, with 46.5 per cent of trips in the region now attributed to that group. Whereas this region was dead last (14th) pre-pandemic on this metric (theoretically meaning a reduced farebox recovery compared to other regions), post-pandemic it has swapped places with region 12, which has by far the largest proportion of trips made by school students on its services (43 per cent).

School student trips in region 15 are 71 per cent down on pre-pandemic, with the same level of falls seen with fellow south-west Sydney regions 2 and 3. The proportion of Free group users in region 15 has also nearly halved (now down to 14.6 per cent).

Looking pre-pandemic, in 2019, region 15 fell marginally from its 2018 total patronage (down 0.35 per cent), a result only also achieved that year by region 9 (down 0.01 per cent – just 408 trips short from its 2018 total).

DATA GAPS

Ticket validation behaviour

Transport for NSW acknowledges that School Opal card numbers “may be underreported” due to inconsistent

REGION 15		
	2019	2022
Full	33.6%	46.5%
Half	14.7%	11.7%
Minimal	20.0%	24.2%
Free	31.6%	17.6%

validation behaviour, but, because the proportion of this has not been quantified, the material impact this may have on the above information cannot be determined. It is my opinion that the under-representation would be material, based on personal experience with at least the rail and bus modes. The impact of this under-reporting on the above tables would be that the proportion of Free group patronage is actually larger than what has been shown in the tables, and by extension, total patronage aboard route services is higher than the average monthly numbers reported herein.

Free patronage is also under-represented because some disabled passengers who use Free Opal cards are not required to tap on and off, or even to have an Opal card at all.

Fare avoidance

The author believes that single trip ticket numbers (both Adult and Child/youth) are under-represented because not necessarily all purchasers tap these at Opal readers, which is required for it to be considered “valid” for travel. The majority of railway stations do not have ticket gates, although these are generally smaller locations with lower daily patronage. The setup of ticket gates at railway stations in 2022 has also been materially impacted by industrial action. The data provided within this article is based on tap on and off of tickets, rather than ticket sales, so it is unclear what variance there is between single trip ticket sales and the taps on & off of these in practice.

With the old magnetic ticketing system, there was some fare underpayment with some passengers minimising what they paid by purchasing child tickets instead of adult tickets, however whilst it is unclear if this behaviour continues with single trip tickets these days, it is believed the impact would not be

material in large part because single trip tickets are priced at a higher fare to reloadable Opal cards. Further however, nothing is known by the author as to any illegitimate use of Child Opal cards for travel, as opposed to Adult Opal cards, both of which are freely available from Opal retailers without eligibility criteria needing to be met.

Integrated ticketing arrangements

Total patronage numbers are also underrepresented due to the existence of integrated ticketing arrangements with some special events, which means that people travelling for certain events do not need to tap on or off provided they have their event ticket in their possession. This means that this patronage cannot be included in the patronage data as there is no electronic validation of travel.

Industrial action impacts

2022 total data has been impacted by industrial action, particularly with two free-fare periods, where no Opal taps were required.

Further insights

Readers may have additional insights into the numbers provided in this article. However, it is clear there have been some significant shifts in public transport demand not just as a whole, but within particular travel groups due to the pandemic, with post-pandemic travel now on an altered course, and the question will be how authorities alter normal operations to take these changes into account to managing expenditure and service delivery.

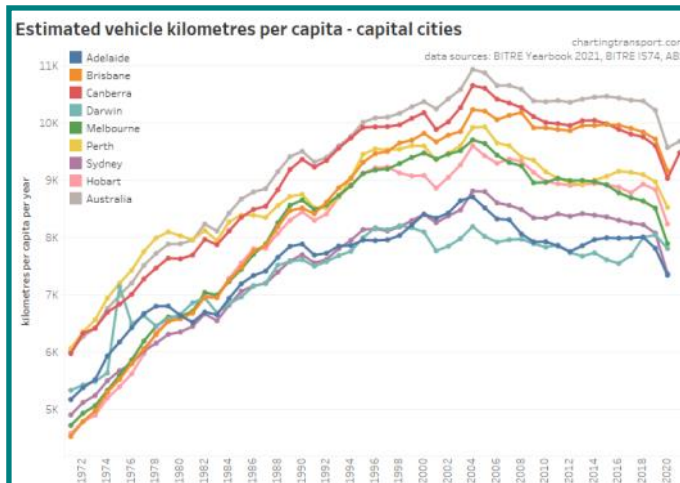
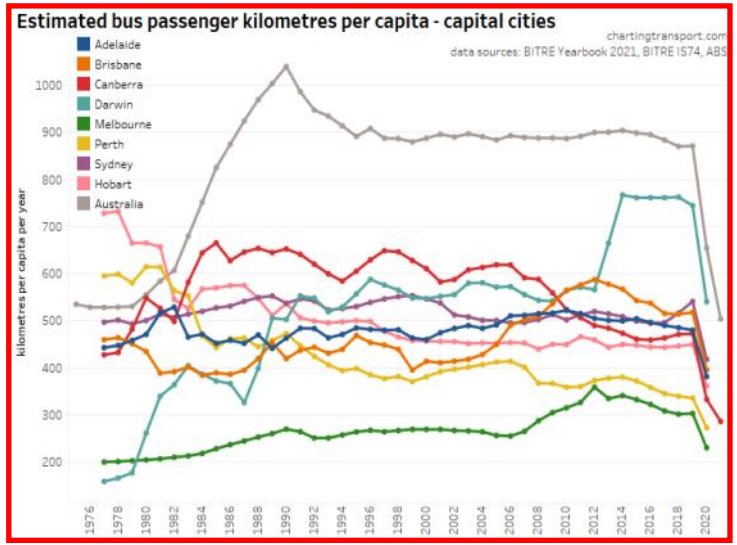
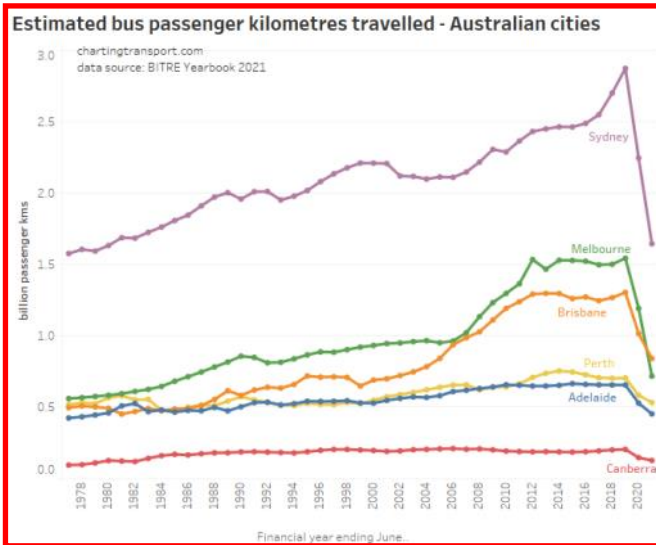
IMPORTANT INFORMATION

This article compares 2019 data (the last full-year prior to the pandemic impacts) to 2022. 2022 is the first full working year without any pandemic-induced social lockdowns, while

restrictions and recommendations have eased greatly into what I anticipate will become regarded as the first proper post-pandemic year, where we can finally see how the pandemic has not just temporarily altered, but in many ways, has permanently reset mobility across the city. Data from 2022 onwards will therefore resume being relevant to governments in supporting targeted investment, resourcing, service provision and future projects.

While one might think that modes with a higher proportion of full-fare paying passengers on their services should have better cost recovery, this may not be the case if the particular modes' cost base is higher.

Additionally, it must be noted that not all recorded trips generate a fare due to daily/weekly fare caps and Opal travel benefits.



A Network in a Timetable

HILAIRE FRASER

OFTEN, IN A PRINTED OR PDF timetable one can come across a whole network of related transport routes. These routes may serve a common corridor or area. Such a timetable provides the intellectual challenge of unravelling the network. Accompanying this article is the Translink timetable for routes P129, 130, N130, 131, 132, 136, P137 and 138, showing cover page, route map and the timetables themselves. These services are operated by the Brisbane City Council.

130 Stretton to City (BUZ)

130, black on the route map, is the core service in this timetable. Being a BUZ (Bus Upgrade Zone) service, 130 operates at least every fifteen minutes

seven days a week. Looking at page 5 of the Monday to Friday timetable accompanying this article it can be seen 130 operates as frequently as every 5 minutes in the peak. 130 has its city terminus at the Queen St Bus Station and is an extension of the 501 City-Algester Cityxpress service introduced forty years ago. P129 Parkinson to City (pre-paid fare rocket), green on the route map, and P137 Sunnybank Hills to City (pre-paid fare rocket), light blue on the route map, are peak period variations of the 130, operating direct via the Captain Cook Bridge rather than South Brisbane. Both routes have a city terminus at the Riverside Centre, Creek St. P129 operates inwards in the am peak, P137 operates in both the am

and pm peak. The “P” pre-paid prefix is now outdated as “Single paper tickets can only be purchased from a station fare machine. They cannot be purchased on-board a bus or ferry in Brisbane, Logan, Ipswich, Redlands, Moreton Bay, Gold Coast or Sunshine Coast networks. N130 Fortitude Valley to Stretton (Nightlink), light green and black on route map, operates from the entertainment area of Fortitude Valley via the CBD and South Brisbane, outwards only, early on Saturday and Sunday mornings.

132 Parkinson to Garden City

132, blue on the route map, runs hourly between 8.55am and 4.10pm Mondays to Friday to provide a service via Hellowell Rd, Sunnybank Hills West. 131 Parkinson to City

Ticketing information

Ticket type	Where to buy tickets
	Selected go card agents and on the Translink website
	Translink bus operators ^A
	Queensland Rail selected stations
	Translink fare machines
Translink go card A smart card that stores value for travel on Translink services.	✓
Translink single[#] One-way ticket to reach your destination (not return). Final transfers must be made within two hours of ticket issue.	✓

Proof of concession entitlement must be presented upon request or full fare will be charged. Please visit translink.com.au for more information including where to buy a go card, or call Translink on 13 12 30.

^A - Top up an existing go card only. * - Excludes Transport for Brisbane.
[#] - Top up an existing go card at all fare machines with adult go cards also available for purchase from selected fare machines at busway stations and bus interchanges.
[#] - Further conditions apply for single tickets. Passengers travelling through 4 zones or more will have their final transfer time extended a further 90 minutes in addition to the two hours.

**Track your bus
in real-time with our
MyTranslink app.**



Also available for train, ferry and tram.

Timetable information

How to read this timetable

1. Use the route map to find the two timing points your stop is located between.
2. Find these points on the timetable. Your bus is scheduled to arrive between the times shown for these points. For example, if your bus stop is between timing points A and B on the map, then the bus is scheduled to arrive between the times listed for A and B.

Please note the times shown are approximate. We advise customers to be at their bus stop at least five minutes before the scheduled departure time.

Travel tips

1. Pre-plan your trip at **MyTranslink** app, translink.com.au or call **13 12 30**.
2. Top up your go card or have the correct fare ready before boarding. If you have a concession card, have it ready to show the driver.
3. Read the number on the approaching bus to check if it is the one you want.
4. Raise your hand so the driver knows to stop.
5. On the bus find your seat quickly. If you need to stand, hold onto a handle.
6. Ring the bell to let the driver know to stop at the next stop for you to get off. Stay seated until the bus stops and touch off with your go card as you get off.
7. Wait for the bus to move away and check the road is clear before crossing the road.

Route descriptions

- 131 Parkinson to City (Rocket)** servicing Parkinson, Algester, Sunnybank Hills and City. Operates Mon to Fri only.
- 132 Parkinson to Garden City** servicing Parkinson, Algester, Sunnybank Hills and Garden City. Operates Mon to Fri only.
- 136 Calamvale to Spring Hill** servicing Calamvale, Algester, Sunnybank Hills, Garden City, City and Spring Hill. Operates Mon to Fri only.
- P137 Sunnybank Hills to City (pre-paid fare rocket)** servicing Sunnybank Hills, Sunnybank and City. Operates Mon to Fri only.
- 138 Calamvale to City via Gateway Mwy (Rocket)** servicing Calamvale, Garden City and City. Operates Mon to Fri only.

Due to unforeseen circumstances, details on this timetable may change.

Download the MyTranslink app for the most relevant bus, train, ferry and tram information in the palm of your hand.



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translink

P129, 130, N130,
131, 132, 136,
P137, 138

P129 Parkinson to City (pre-paid fare rocket)

130 Stretton to City (BUZ)

N130 Fortitude Valley to Stretton (NightLink)

131 Parkinson to City (Rocket)

132 Parkinson to Garden City

136 Calamvale to Spring Hill

P137 Sunnybank Hills to City (pre-paid fare rocket)

138 Calamvale to City via Gateway Mwy (Rocket)

Effective from 15 August 2022

Route descriptions

- P129 Parkinson to City (pre-paid fare rocket)** servicing Parkinson, Algester, Sunnybank Hills and City. Operates Mon to Fri only.
- 130 Stretton to City (BUZ)** servicing Stretton, Drewvale, Parkinson, Algester, Sunnybank Hills and City. Operates 7 days.
- N130 Fortitude Valley to Stretton (NightLink)** servicing Fortitude Valley, City, Algester, Sunnybank Hills, Parkinson, Drewvale and Stretton. Operates Sat & Sun only.

See inside panel for 131, 132, 136, P137 and 138 route descriptions.



Dedicated to a better Brisbane





Routes

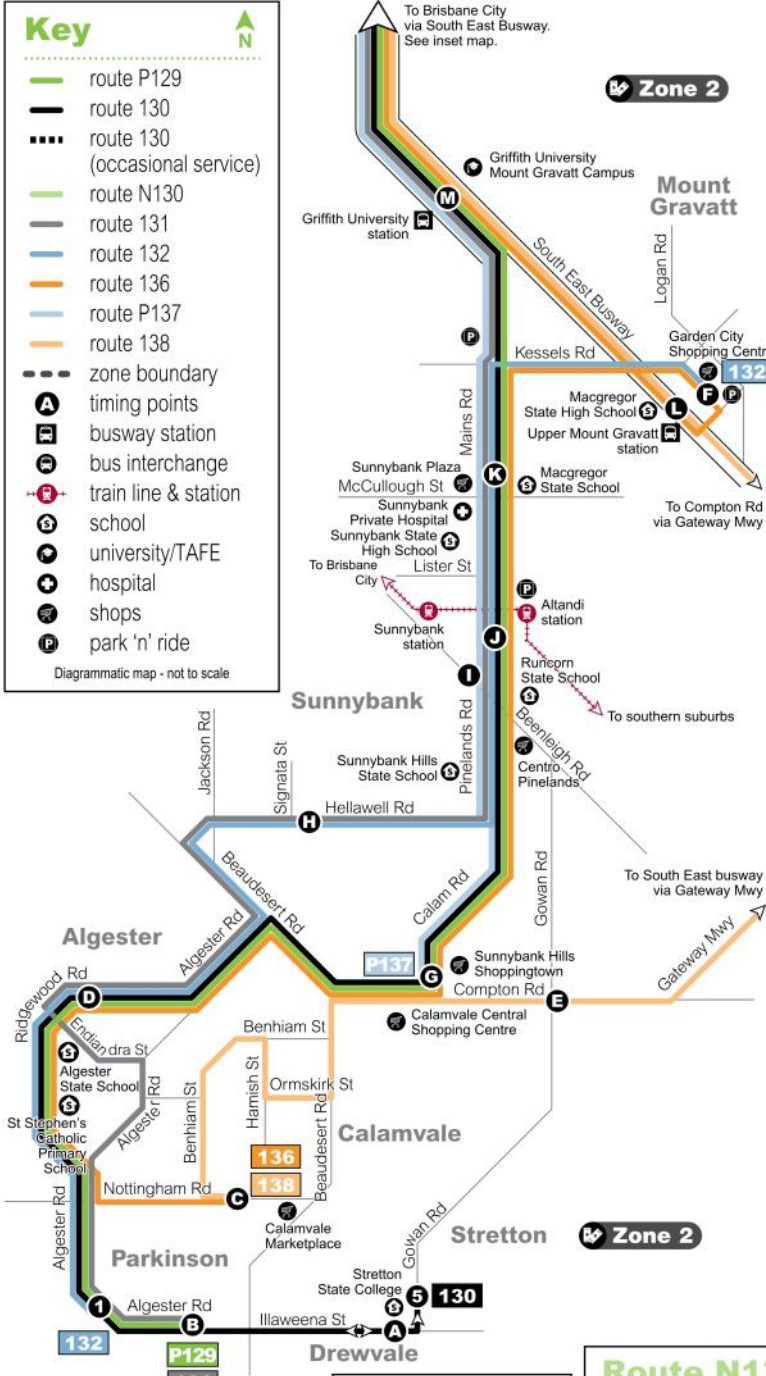
P129, 130, 131, 132, 136, P137, 138

Route map

Key

- route P129
- route 130
- - - route 130 (occasional service)
- route N130
- route 131
- route 132
- route 136
- route P137
- route 138
- - - zone boundary
- A** timing points
- M** busway station
- B** bus interchange
- T** train line & station
- S** school
- U** university/TAFE
- H** hospital
- +** shops
- P** park 'n' ride

Diagrammatic map - not to scale



Route P129

Servicing

- Parkinson
- Algester
- Sunnybank Hills
- Griffith University
- City

Route 130

Servicing

- Stretton
- Drewvale
- Parkinson
- Algester
- Sunnybank Hills
- Sunnybank
- Griffith University
- Mater Hill
- South Bank
- Cultural Centre
- City

Route N130

Servicing

- Fortitude Valley
- City
- Cultural Centre
- South Bank
- Mater Hill
- Griffith University
- Sunnybank
- Sunnybank Hills
- Algester
- Parkinson
- Drewvale
- Stretton

Route 131

Servicing

- Parkinson
- Algester
- Sunnybank Hills
- Sunnybank
- Griffith University
- City

Route 132

Servicing

- Parkinson
- Algester
- Sunnybank Hills
- Sunnybank
- Garden City

Route 136

Servicing

- Calamvale
- Algester
- Sunnybank Hills
- Sunnybank
- Garden City
- City
- Spring Hill

Route P137

Servicing

- Sunnybank Hills
- Sunnybank
- Griffith University
- City

Route 138

Servicing

- Calamvale
- Garden City
- City

(Rocket), grey on the route map, is a peak period Hellowell Rd service. It operates am and pm via the Captain Cook Bridge and its city terminus is the Riverside Centre, Creek St.

136 Calamvale to Spring Hill

136, orange on the route map, is an am and pm peak service. It differs from the P129 and P137 peak services in that it operates via Garden City and misses the Central CBD to serve the eastern and western CBD. Previously this was designated a "City Precincts" service.

138 Calamvale to City via Gateway Mwy (Rocket)

138, light orange on the route map, is another am and pm peak hour service terminating at the Riverside Centre. It may be considered as a super express.

In summary, 130 is the base service, P129 and P137 are peak variations, N130 is the night service, 132 and 131 serve Sunnybank Hills West, 136 is the outer CBD route and 138 is the super express.

In 2024, metro bus services are due to be introduced. These will be operated

by double-articulated electric buses and will be accompanied by many route changes in southern Brisbane as many through routes to the city will become feeders. However, only minor changes will occur in this series of routes. 136 will be discontinued with 132 incorporating route 136 trips between Parkinson and Garden City. P137 will be extended to Beaudesert Road at Highlands Drive bus stop, to replace the discontinued P129 in Sunnybank Hills. 131, rebadged as P131, will cover discontinued P129 into Parkinson.

Route P129 Parkinson to City (pre-paid fare rocket) servicing Parkinson, Algester, Sunnybank Hills and City

Monday to Friday	P129	P129	P129	P129	P129	P129	P129	P129	P129
Route number	P129	P129	P129	P129	P129	P129	P129	P129	P129
Stretton Gardens	6:47	6:57	7:07	7:12	7:27	7:37	7:47	7:57	8:07
Parkinson East	6:55	7:05	7:15	7:20	7:35	7:45	7:55	8:05	8:15
Algester	7:03	7:14	7:24	7:29	7:44	7:54	8:04	8:14	8:24
Sunnybank Hills, Calam Rd	7:19	7:31	7:41	7:46	7:61	7:71	7:81	7:91	8:01
Griffith University station PL1	7:32	7:46	7:56	8:01	8:17	8:27	8:37	8:47	8:57
City, Elizabeth St aka George St stop B1	7:37	7:51	8:01	8:06	8:23	8:33	8:43	8:53	9:03
Riverside, Creek St stop 145									

Route 130 Stretton to City (BUZ) servicing Stretton, Drewvale, Parkinson, Algester, Sunnybank Hills and City

Monday to Friday	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Stretton Gardens	4:40	4:55	5:05	5:15	5:25	5:35	5:45	5:55	6:05	6:15	6:25	6:35	6:45	6:55	-	-	-	-	-
Parkinson East	4:43	4:58	5:08	5:18	5:28	5:38	5:48	5:58	6:08	6:18	6:28	6:38	6:48	6:58	-	-	-	-	-
Algester	4:51	5:06	5:16	5:26	5:36	5:46	5:56	6:06	6:16	6:26	6:36	6:46	6:57	7:07	-	-	-	-	-
Sunnybank Hills, Calam Rd	4:56	5:11	5:21	5:31	5:41	5:51	6:01	6:12	6:22	6:32	6:42	6:52	7:02	7:12	-	-	-	-	-
Alandi	5:02	5:17	5:27	5:37	5:47	5:57	6:07	6:19	6:29	6:39	6:49	7:02	7:12	7:22	-	-	-	-	-
Sunnybank	5:05	5:20	5:30	5:40	5:50	6:00	6:10	6:23	6:33	6:43	6:53	7:06	7:16	7:26	-	-	-	-	-
Griffith University station PL1	5:13	5:28	5:38	5:48	5:58	6:08	6:18	6:31	6:41	6:51	7:01	7:17	7:27	7:37	-	-	-	-	-
Mater Hill station PL1	5:21	5:36	5:46	5:56	6:06	6:16	6:26	6:40	6:50	7:00	7:10	7:27	7:37	7:47	-	-	-	-	-
South Bank Busway station PL1	5:23	5:38	5:48	5:58	6:08	6:18	6:28	6:42	6:52	7:02	7:12	7:30	7:40	7:50	-	-	-	-	-
Cultural Centre station PL1	5:25	5:40	5:50	6:00	6:10	6:20	6:30	6:44	6:54	7:04	7:14	7:34	7:44	7:54	-	-	-	-	-
City, Queen St station	5:30	5:45	5:55	6:05	6:15	6:25	6:35	6:49	6:59	7:09	7:19	7:40	7:50	8:00	-	-	-	-	-

Monday to Friday (cont...)	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
Stretton Gardens	7:35	7:45	-	7:55	-	8:05	8:15	8:25	8:35	8:45	8:55	9:05	9:15	9:25	9:35	9:45	9:55	10:05	10:15	10:25
Parkinson East	7:38	7:48	-	7:58	-	8:08	8:18	8:28	8:38	8:48	8:58	9:08	9:18	9:28	9:38	9:48	9:58	10:08	10:18	10:28
Algester	7:47	7:57	-	8:07	-	8:17	8:27	8:37	8:47	8:58	9:08	9:18	9:27	9:37	9:47	9:57	10:07	10:17	10:27	10:37
Sunnybank Hills, Calam Rd	7:55	8:05	8:10	8:15	8:24	8:25	8:35	8:45	8:55	9:05	9:16	9:26	9:34	9:44	9:54	10:04	10:14	10:24	10:34	10:44
Alandi	8:02	8:17	8:27	8:31	8:32	8:42	8:52	9:02	9:13	9:23	9:33	9:41	9:51	10:01	10:11	10:21	10:31	10:41	10:51	11:01
Sunnybank	8:06	8:18	8:21	8:26	8:35	8:36	8:46	8:56	9:06	9:17	9:27	9:37	9:46	9:54	10:04	10:14	10:24	10:34	10:44	10:54
Griffith University station PL1	8:11	8:27	8:32	8:37	8:46	8:47	8:57	9:07	9:17	9:28	9:38	9:48	9:53	10:03	10:13	10:23	10:33	10:43	10:53	11:03
Mater Hill station PL1	8:27	8:37	8:42	8:47	8:56	8:57	9:07	9:17	9:27	9:38	9:48	9:58	10:02	10:12	10:22	10:32	10:42	10:52	11:02	11:12
South Bank Busway station PL1	8:30	8:40	8:45	8:50	8:59	9:00	9:10	9:20	9:30	9:41	9:51	10:01	10:04	10:14	10:24	10:34	10:44	10:54	11:04	11:14
Cultural Centre station PL1	8:34	8:44	8:49	8:54	9:03	9:04	9:14	9:24	9:34	9:45	9:55	10:05	10:08	10:18	10:28	10:38	10:48	10:58	11:08	11:18
City, Queen St station	8:40	8:50	8:55	9:00	9:09	9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:21	10:31	10:41	10:51	11:01	11:11	11:21	11:31

Monday to Friday (cont...)	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
Stretton Gardens	10:46	10:56	11:06	11:15	11:31	11:45	12:01	12:16	12:31	12:46	1:01	1:16	1:31	1:46	2:01	2:16	2:31	2:46	3:01	3:16	3:31
Parkinson East	10:49	10:59	11:09	11:19	11:34	11:49	12:04	12:19	12:34	12:49	1:04	1:19	1:34	1:49	2:04	2:19	2:34	2:49	3:05	3:20	3:35
Algester	10:57	11:07	11:17	11:27	11:42	11:57	12:12	12:27	12:42	12:57	1:12	1:27	1:42	1:57	2:12	2:27	2:42	2:57	3:13	3:28	3:43
Sunnybank Hills, Calam Rd	11:04	11:14	11:24	11:34	11:49	12:04	12:19	12:34	12:49	1:04	1:19	1:34	1:49	2:04	2:19	2:34	2:49	3:04	3:21	3:36	3:51
Alandi	11:11	11:21	11:31	11:41	11:56	12:11	12:26	12:41	12:56	1:11	1:26	1:41	1:56	2:11	2:26	2:41	2:56	3:11	3:28	3:43	3:58
Sunnybank	11:14	11:24	11:34	11:44	12:00	12:14	12:29	12:44	12:59	1:14	1:29	1:44	1:59	2:14	2:29	2:44	2:59	3:14	3:32	3:47	4:02
Griffith University station PL1	11:23	11:33	11:43	11:53	12:08	12:23	12:38	12:53	1:08	1:23	1:38	1:53	2:08	2:23	2:38	2:53	3:08	3:23	3:41	3:56	4:11
Mater Hill station PL1	11:32	11:42	11:52	12:02	12:17	12:32	12:47	1:02	1:17	1:32	1:47	2:02	2:17	2:32	2:47	3:02	3:17	3:32	3:50	4:05	4:20
South Bank Busway station PL1	11:34	11:44	11:54	12:04	12:19	12:34	12:49	1:04	1:19	1:34	1:49	2:04	2:19	2:34	2:49	3:04	3:19	3:34	3:53	4:08	4:23
Cultural Centre station PL1	11:36	11:46	11:56	12:06	12:21	12:36	12:51	1:06	1:21	1:36	1:51	2:06	2:21	2:36	2:51	3:06	3:21	3:36	3:56	4:11	4:26
City, Queen St station	11:41	11:51	12:01	12:11	12:26	12:41	12:56	1:11	1:26	1:41	1:56	2:11	2:26	2:41	2:56	3:11	3:26	3:41	4:01	4:16	4:31

Monday to Friday (cont...)	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
Stretton Gardens	3:50	4:05	4:20	4:35	4:50	5:05	5:19	5:34	5:49	6:04	6:19	6:34	6:49	7:04	7:19	7:34	7:49	8:04	8:19	8:34	8:49
Parkinson East	3:58	4:13	4:28	4:43	4:58	5:13	5:28	5:41	5:56	6:11	6:26	6:41	6:56	7:11	7:26	7:41	7:56	8:11	8:26	8:41	8:56
Algester	4:06	4:21	4:36	4:51	5:06	5:21	5:33	5:48	5:63	6:18	6:33	6:48	6:63	7:17	7:32	7:47	8:02	8:17	8:32	8:47	8:62
Sunnybank Hills, Calam Rd	4:13	4:28	4:43	4:58	5:13	5:28	5:40	5:55	6:10	6:25	6:40	6:55	7:08	7:23	7:38	7:53	8:08	8:23	8:38	8:53	9:08
Alandi	4:17	4:32	4:47	5:02	5:17	5:32	5:43	5:58	6:13	6:28	6:43	6:58	7:11	7:26	7:41	7:56	8:11	8:26	8:41	8:56	9:11
Sunnybank	4:26	4:41	4:56	5:11	5:26	5:41	5:51	6:06	6:21	6:36	6:51	7:03	7:18	7:33	7:48	8:03	8:18	8:33	8:48	9:03	9:18
Griffith University station PL1	4:35	4:50	5:05	5:20	5:35	5:50	6:01	6:16	6:31	6:46	7:00	7:12	7:27	7:42	7:57	8:12	8:27	8:42	8:57	9:12	9:27
Mater Hill station PL1	4:47	4:57	5:07	5:17	5:32	5:43	5:58	6:13	6:28	6:43	6:58	7:11	7:26	7:41	7:56	8:11	8:26	8:41	8:56	9:11	9:26
South Bank Busway station PL1	4:48	4:58	5:13	5:28	5:43	5:58	6:08	6:23	6:38	6:53	7:05	7:17	7:32	7:47	8:02	8:17	8:32	8:47	9:02	9:17	9:32
Cultural Centre station PL1	4:41	4:56	5:11	5:26	5:41	5:56	6:05	6:20	6:35	6:50	7:05	7:17	7:31	7:46	8:01	8:16	8:31	8:46	9:01	9:16	9:31
City, Queen St station	4:46	5:01	5:16	5:31	5:46	6:01	6:10	6:25	6:40	6:55	7:10	7:21	7:36	7:51	8:06	8:21	8:36	8:51	9:06	9:21	9:36

Route 130 City to Stretton (BUZ)
servicing City, Sunnysbank Hills, Algester, Parkinson, Drewvale and Stretton

Route number	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
City, Queen St station Tf	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Cultural Centre station PL2	6:51	7:06	7:21	7:36	7:51	8:06	8:21	8:36	8:51	9:06	9:21	9:36	9:51	10:06	10:21	10:36	10:51	11:06	11:21	11:36
South Bank Busway station PL2	6:53	7:08	7:23	7:38	7:53	8:08	8:23	8:38	8:53	9:08	9:23	9:38	9:53	10:08	10:23	10:38	10:53	11:08	11:23	11:38
Master Hill station PL2	6:56	7:10	7:25	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40
Griffith University station PL2	7:03	7:18	7:34	7:49	8:04	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50
Sunnysbank	7:09	7:24	7:41	7:56	8:11	8:27	8:42	8:57	9:12	9:27	9:42	9:57	10:12	10:27	10:42	10:57	11:12	11:27	11:42	12:00
Algester	7:17	7:32	7:47	8:02	8:17	8:32	8:47	9:02	9:17	9:32	9:47	10:02	10:17	10:32	10:47	11:02	11:17	11:32	11:47	12:06
Calamvale/Compton - Sunnysbank Hills	7:18	7:33	7:51	8:06	8:21	8:36	8:51	9:06	9:21	9:36	9:51	10:06	10:21	10:36	10:51	11:06	11:21	11:36	11:51	12:10
Parkinson East	7:27	7:42	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:04	12:23
Gowan Rd - Stretton	7:42	7:57	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:04	12:19	12:34

Route number	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
City, Queen St station Tf	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Cultural Centre station PL2	12:12	12:27	12:42	12:57	1:12	1:27	1:42	1:57	2:12	2:27	2:42	2:57	3:12	3:27	3:42	3:57	4:12	4:27	4:42	4:57
South Bank Busway station PL2	12:14	12:29	12:44	12:59	1:14	1:29	1:44	1:59	2:14	2:29	2:44	2:59	3:14	3:29	3:44	3:59	4:14	4:29	4:44	4:59
Master Hill station PL2	12:16	12:31	12:46	1:01	1:16	1:31	1:46	2:01	2:16	2:31	2:46	3:01	3:16	3:31	3:46	4:01	4:16	4:31	4:46	5:01
Griffith University station PL2	12:25	12:40	12:55	1:10	1:25	1:40	1:55	2:10	2:25	2:40	2:55	3:10	3:25	3:40	3:55	4:10	4:25	4:40	4:55	5:10
Sunnysbank	12:32	12:47	1:02	1:17	1:32	1:47	2:02	2:17	2:32	2:47	3:02	3:17	3:32	3:47	4:02	4:17	4:32	4:47	5:02	5:17
Algester	12:40	1:05	1:30	1:55	2:20	2:45	3:10	3:35	4:00	4:25	4:50	5:15	5:40	6:05	6:30	6:55	7:20	7:45	8:10	8:35
Calamvale/Compton - Sunnysbank Hills	12:41	1:06	1:31	1:56	2:21	2:46	3:11	3:36	4:01	4:26	4:51	5:16	5:41	6:06	6:31	6:56	7:21	7:46	8:11	8:36
Parkinson East	12:49	1:14	1:39	1:64	1:89	2:14	2:39	2:64	2:89	3:14	3:39	3:64	3:89	4:14	4:39	4:64	4:89	5:14	5:39	5:64
Gowan Rd - Stretton	1:04	1:19	1:34	1:49	2:04	2:19	2:34	2:49	3:04	3:19	3:34	3:49	4:04	4:19	4:34	4:49	5:04	5:19	5:34	5:49

Route number	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
City, Queen St station Tf	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Cultural Centre station PL2	3:45	3:55	4:05	4:15	4:25	4:35	4:45	4:55	5:05	5:15	5:25	5:35	5:45	5:55	6:05	6:15	6:25	6:35	6:45	6:55
South Bank Busway station PL2	3:47	3:57	4:07	4:17	4:27	4:37	4:47	4:57	5:07	5:17	5:27	5:37	5:47	5:57	6:07	6:17	6:27	6:37	6:47	6:57
Master Hill station PL2	3:50	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00
Griffith University station PL2	3:59	4:09	4:19	4:29	4:39	4:49	4:59	5:09	5:19	5:29	5:39	5:49	5:59	6:09	6:19	6:29	6:39	6:49	6:59	7:09
Sunnysbank	4:08	4:18	4:28	4:38	4:48	4:58	5:08	5:18	5:28	5:38	5:48	5:58	6:08	6:18	6:28	6:38	6:48	6:58	7:08	7:18
Algester	4:17	4:27	4:37	4:47	4:57	5:07	5:17	5:27	5:37	5:47	5:57	6:07	6:17	6:27	6:37	6:47	6:57	7:07	7:17	7:27
Calamvale/Compton - Sunnysbank Hills	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30
Parkinson East	4:29	4:39	4:49	4:59	5:09	5:19	5:29	5:39	5:49	5:59	6:09	6:19	6:29	6:39	6:49	6:59	7:09	7:19	7:29	7:39
Gowan Rd - Stretton	4:45	4:55	5:05	5:15	5:25	5:35	5:45	5:55	6:05	6:15	6:25	6:35	6:45	6:55	7:05	7:15	7:25	7:35	7:45	7:55

Route number	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
City, Queen St station Tf	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Cultural Centre station PL2	5:52	6:07	6:22	6:37	6:52	7:07	7:22	7:37	7:52	8:07	8:22	8:37	8:52	9:07	9:22	9:37	9:52	10:07	10:22	10:37
South Bank Busway station PL2	5:54	6:09	6:24	6:39	6:54	7:09	7:24	7:39	7:54	8:09	8:24	8:39	8:54	9:09	9:24	9:39	9:54	10:09	10:24	10:39
Master Hill station PL2	6:04	6:19	6:34	6:49	6:64	6:79	6:94	7:09	7:24	7:39	7:54	8:09	8:24	8:39	8:54	9:09	9:24	9:39	9:54	10:09
Griffith University station PL2	6:13	6:28	6:43	6:58	7:13	7:28	7:43	7:58	8:13	8:28	8:43	8:58	9:13	9:28	9:43	9:58	10:13	10:28	10:43	10:58
Sunnysbank	6:17	6:32	6:47	6:62	6:77	6:92	7:07	7:22	7:37	7:52	8:07	8:22	8:37	8:52	9:07	9:22	9:37	9:52	10:07	10:22
Algester	6:25	6:40	6:55	7:10	7:25	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10
Calamvale/Compton - Sunnysbank Hills	6:26	6:41	6:56	7:11	7:26	7:41	7:56	8:11	8:26	8:41	8:56	9:11	9:26	9:41	9:56	10:11	10:26	10:41	10:56	11:11
Parkinson East	6:34	6:49	6:64	6:79	6:94	7:09	7:24	7:39	7:54	8:09	8:24	8:39	8:54	9:09	9:24	9:39	9:54	10:09	10:24	10:39
Gowan Rd - Stretton	6:50	7:05	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35

Route number	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130
City, Queen St station Tf	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Cultural Centre station PL2	9:12	9:27	9:42	9:57	10:12	10:27	10:42	10:57	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57
South Bank Busway station PL2	9:14	9:29	9:44	9:59	10:14	10:29	10:44	10:59	11:14	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59
Master Hill station PL2	9:16	9:31	9:46	10:01	10:16	10:31	10:46	11:01	11:16	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01
Griffith University station PL2	9:24	9:39	9:54	10:09	10:24	10:39	10:54	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54	14:09
Sunnysbank	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15
Algester	9:38	9:53	10:08	10:23	10:38	10:53	11:08	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23
Calamvale/Compton - Sunnysbank Hills	9:39	9:54	10:09	10:24	10:39	10:54	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54	14:09	14:24
Parkinson East	9:46	10:01	10:16	10:31	10:46	11:01	11:16	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31
Gowan Rd - Stretton	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45

Route N130 Fortitude Valley to Stretton (NightLink)
servicing Fortitude Valley, City, Algester, Sunnysbank Hills, Parkinson, Drewvale and Stretton

Route number	N130	N
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