



AUSTRALIAN TIMETABLE ASSOCIATION

TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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Bus and Coach News

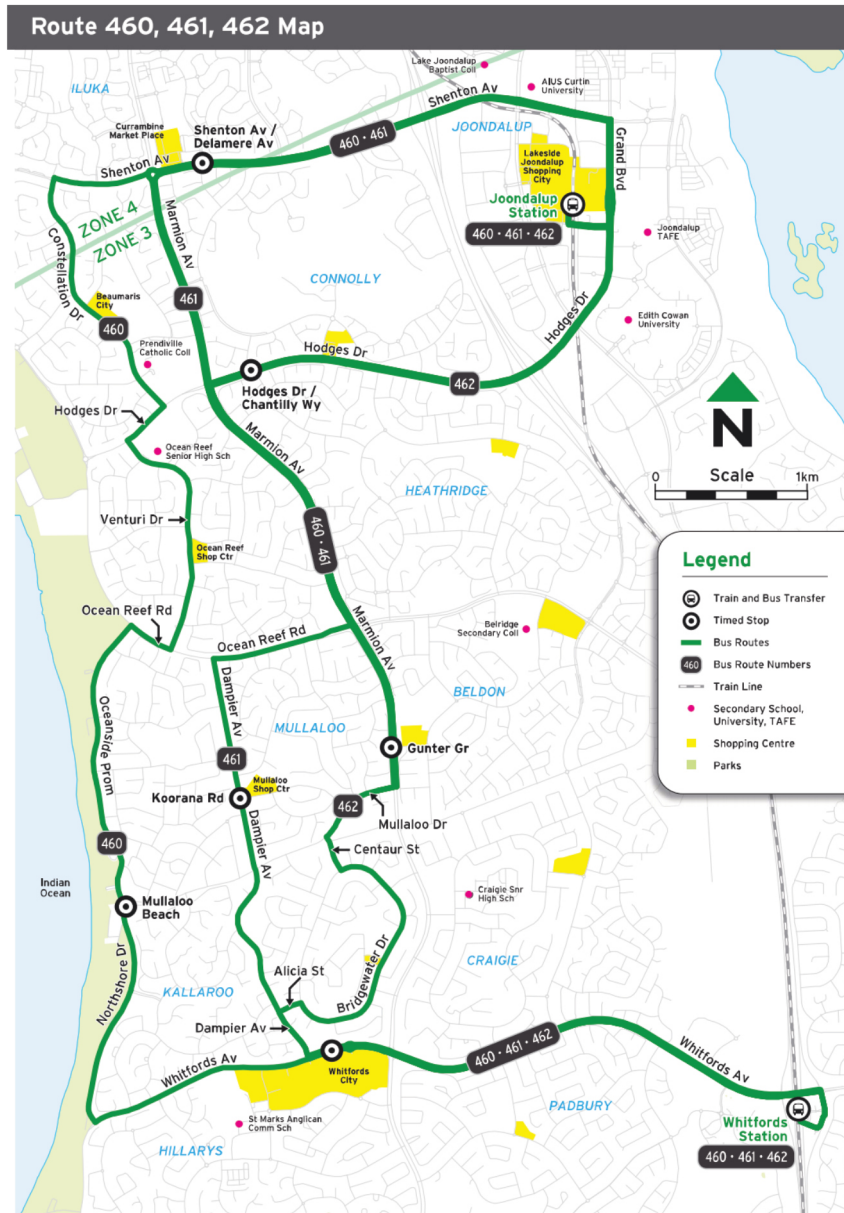
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RAIL & TRAM NEWS

minutes earlier or later in an effort to “improve service reliability”. **TRANSLINK**

NATIONAL



Kinetic seeks rail expansion

Primarily known as a bus operator across Australasia, Kinetic says it is actively looking to bid for rail operating contracts, particularly since its purchase of 51 per cent of Go-Ahead Group.

Kinetic’s co-chief executive Michael Swards says that Go-Ahead will compete by taking a “back to basics” approach. He says that a national emphasis on building infrastructure had detracted from governments and operators encouraging people to use them - “We need more people on the trains and light rail and buses. We need a more co-ordinated transport system, where operators can talk to each other across different modes.”

He said that Kinetic had been “blown away” by the attention Go-Ahead pays to some of the basic details such as cleanliness standards and happy staff that reflect their local communities. “Once we got under the hood, we started to realise what a hidden gem it was.”

Dutchman Patrick Verwer, who has been running Go-Ahead’s British rail business, would manage rail operations globally to “leverage what they’re doing in the UK into other markets”, Mr Swards said.

Go-Ahead is part of a consortium with Singapore’s ComfortDelGro group that is bidding to operate lines on the Stockholm Metro. It is also eyeing several contracts in Britain, including a tender next year to operate London’s newest Tube line, the Elizabeth Line.

On the local rail networks, Mr Swards said “We’ve got \$10-20 billion in rail and light rail contracts coming up in the next few years in Australia and New Zealand. We think the industry’s due for a bit of a shake-up.”

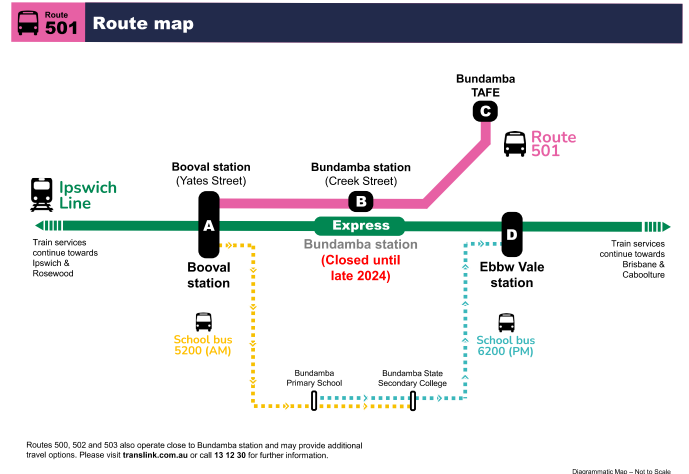
It has started by participating in the upcoming Yarra Trams re-tender in Melbourne. **AUSTRALIAN FINANCIAL REVIEW**

Brisbane: Accessibility upgrades

A number of railway stations in Brisbane will close across 2024 for accessibility upgrades.

From Monday 8 January:

- **Buranda** station on the Cleveland line closes for at least twelve months.
- **Bundamba** station closes for up to 12 months on the Ipswich/Rosewood line. A new shuttle bus, numbered 501 and operated by Thompsons Bus Services, will operate to/from Booval station.



From Monday 22 January:

- **Lindum** station on the Cleveland line closes until late in the year. A new shuttle bus, numbered 229, will operate between Wynnum North and Lindum.
- **Morningside** station on the Cleveland line closes until late in the year. A new shuttle bus, numbered 237, will operate between Cannon Hill and Morningside.
- **Banyo** station on the Shorncliffe line closes until late in the year. A new shuttle bus, numbered 316, will operate between Northgate and Banyo.
- **Burpengary** station on the Caboolture & Sunshine Coast line closes until late in the year. A new shuttle bus, numbered 661, will operate between Narangba Hill and Burpengary.

TRANSLINK

QUEENSLAND



Sunshine Coast: Timetable adjustment

Since Monday 27 November, some trips have departed stations between Nambour and Gympie North up to three

NEW SOUTH WALES



Sydney Metro West

The state government finally confirmed in December that the Sydney Metro West project would indeed proceed.

This followed months of doubt over the future of the project pending the government's independent review into the various Sydney Metro projects and their feasibility in light of significant project cost blowouts.

With the line running from Westmead to Hunter Street (Sydney CBD), it was confirmed that it would have two stations added onto the pre-existing plan - Rosehill Racecourse and Silverwater. This brings the station count up to 11, with both stations located on the western seven kilometre section of the line, between Parramatta and Olympic Park.

Whilst pitches for additional stations had been made previously, then-Transport Minister Andrew Constance had rejected these, instead maintaining a laser-like focus on capping travel time between Parramatta and Sydney CBD at 20 minutes.

The new station at Rosehill will be constructed on the site of the existing Racecourse, with up to 25,000 homes and a school planned as part of a new "mini-city". The idea came out of an unsolicited proposal from the Australian Turf Club and other local land owners which will also help the state government to meet future housing supply targets in light of exceptional population growth being experienced post-pandemic.

The club said that without the metro station, it would not make financial sense to redevelop Rosehill.

The Racecourse activities would then shift to Warwick Farm Racecourse with improved facilities. With the new stations added into its scope, Sydney Metro West's opening will be delayed by two years until 2032. **SYDNEY MORNING HERALD (2)**

Sydney Trains: SWTT update

Sydney's next routine Standard Working Timetable (SWTT) update came into effect on Sunday 17 December. Designated as version 12.10, the update included minor internal operational adjustments with no impact expected for passengers.

The next update is planned for February. **TRANSPORT FOR NSW**

Sydney: 29 November disruption

On the afternoon of Wednesday 29 November, a passing thunderstorm with associated strong winds caused delays and disruption across parts of the Sydney Trains network.

The T2 Leppington line was closed from 16:30 until 05:00 the next morning between Granville and Cabramatta due to a police operation involving a crane at a worksite near the running line at Fairfield. T2 Leppington services were diverted via Regents Park throughout the closure. T5 Cumberland line services were mostly cancelled for the remainder of the evening with some services diverted via Lidcombe Loop line to service the two halves of the line.

Only a small handful of replacement buses were available from later in the afternoon due to continuing resource shortages, with operators prioritising their existing commitments.

Power surges at Blacktown and Hurstville also caused some moderate delays in the afternoon peak for the T1

Western and T4 Eastern Suburbs and Cronulla lines. **TRANSPORT FOR NSW, SYDNEY TRAINS**

Sydney: Vision for light rail corridors

The Sun-Herald's Andrew Taylor reported in late October on a renewed vision for light rail along Sydney's notoriously congested Parramatta Road corridor into Central then Green Square. This is an edited version, with the full article available from the link at the end of the article for digital readers.

A radical proposal to extend light rail along Parramatta and Victoria roads, demolish decaying buildings and turn used car yards into medium-density dwellings has been put forward to address Sydney's housing affordability crisis.

A light rail route along Parramatta Road with a turn at Central to Green Square would transform the traffic-choked, neglected precincts and would both spark significant housing investment and support population growth, according to the 24-page [Three Roads: A Solution to Sydney's Perfect Housing Storm](#) general report.

The report, by Business Sydney, Business Western Sydney and the Housing Industry Association, proposes bulldozing the decaying buildings, closed shops and used car yards of Parramatta Road in a "George Street-like urban renewal" to build 75,000 homes.

The report warns impediments include a slow planning approval process and the local councils, which should be "encouraged to take a pro-development stance".

Business Sydney executive director Paul Nicolaou said light rail and housing development would revive shopping strips on Parramatta Road by attracting pedestrians and provide homes close to jobs and existing infrastructure - "At the moment, no one walks on [Parramatta Road]. It's too noisy. It's grubby. It doesn't have any life."

He called on the state government to strip planning powers from local councils and to create an agency, similar to the now-defunct Redfern-Waterloo Authority, to guide development along these corridors within the next five years - "This is a perfect opportunity for the government to show leadership in this space".

Planning Minister Paul Scully said Parramatta Road was an extremely well-positioned land corridor and "ripe for revitalisation", but did not respond to the question of creating a specialist government agency to guide development. Mr Scully said "It's complicated as it crosses six different councils, but it's a part of our focus on increasing density in good locations, with already well-established public infrastructure and proximity to jobs, healthcare and schools. I will be looking at how we can work with multiple stakeholders to support more density along this corridor in the form of terraces, townhouses and apartment blocks."

However, a spokesman for Transport Minister Jo Haylen dismissed the idea of light rail and said the government's focus was on existing plans for light rail extension from Parramatta to Sydney Olympic Park - "There are no plans to extend light rail on Parramatta or Victoria Road".

Inner West Mayor Darcy Byrne (Labor) rejected criticism of local councils, saying the state government was an impediment to giving busy thoroughfares such as Parramatta Road a makeover - "I've lost count of how many times the revitalisation of Parramatta and Victoria roads has been floated and talked about. None of the ingredients needed to make it happen - kerbside

parking, public transport and mixed development – have ever been delivered by state governments.” Mr Byrne said that the Planning Department “moves at a glacial pace” and provided “little or no assistance or incentives” to councils to expedite land rezoning. He said planning bureaucrats had failed to make any headway on rezoning since 2016 when the Parramatta Road corridor was earmarked by the previous government for increased density.

Balmain MP Kobi Shetty (Greens) has campaigned for a revitalised Victoria Road and offered support for extending light rail - “Increasing the availability of mass transport options is a big part of getting cars off our roads and turning these high streets into spaces for the community”. Ms Shetty said critical infrastructure such as public transport should be built before new housing.

In July, the City of Sydney Council revealed plans to extend light rail along Broadway from Central Station to the University of Sydney campus in a bid to get more cars off the roads and encourage active & public transport.

The *Sun-Herald* article also stated that some stations along the L1 Dulwich Hill light rail line are ripe for increased density where some stations continue to have low patronage. For example, in September, Taverners Hill station recorded just 4,960 Opal trips (an average of 165 per day), while there is local community opposition to increasing housing density in the area. **SUN-HERALD**

AUSTRALIAN CAPITAL TERRITORY



Light Rail grows use of public transport

The Canberra Times reports that car use has fallen in the years following the opening of Canberra light rail line, based on numbers from the ACT government’s household travel survey.

In Gungahlin, while 82.5 per cent of trips were made by car in 2017, this dropped to 74.9 per cent in 2022, while public transport use rose from 3.4 to 5 per cent in the same period.

Interestingly, across Gungahlin, North Canberra and whole of ACT, the mode of walking enjoyed healthy gains at the expense of most other modes of mobility - up almost 50 per cent in North Canberra (from 18.5 to 27.1 per cent).

Canberra Light Rail reports that 15 million trips have now been made on the light rail line since its opening in 2019.

The territory’s transport minister Chris Steel said “Light rail increases public transport patronage, with around 43 per cent of people who use it having not used other types of public transport previously. Buses alone won’t deliver increased patronage on public transport, or the mass transit we need to move more people as our city grows. Light rail stage 1 has already shown it can provide these benefits to our city and it’s why we are extending to the line to the southside.” **THE CANBERRA TIMES**

VICTORIA



Yarra Trams: Additional trips for 109

With cruise season in full swing, since Monday 23 October 2023 and until Saturday 8 June 2024, additional route **109** trams operate between Port Melbourne and the city on Saturdays and Sundays as required to accommodate scheduled dockings at Beacon Cove. **YARRA TRAMS**

NEW ZEALAND



Wellington: Rail operator contract extended

Metlink has extended its Rail Partnering Contract with Transdev and Hyundai Rotem for a further six years. The contract provides for the continued operation and maintenance of Wellington’s suburban rail network and fleet assets until 3 July 2031.

Transdev reports that average punctuality has lifted from a 91.8 per cent average (2012-2015) to 96.8 per cent (2019-2023) as has service reliability from 94.9 per cent (2012-2015) to 99.2 per cent (2019-2023). **METLINK, TRANSDEV**

INTERNATIONAL

US: Washington transit issues

Railway Age reported in December that Washington Metropolitan Area Transit Authority (WMATA) has commenced a ‘wheelset retrofit program’ across its fleet of Kawasaki 7000-series railcars, which continue to run at reduced levels on the city’s rail network due to increased maintenance requirements following the gradual return of the railcars into limited service over the past 18 to 24 months.

A WMATA spokesperson said regarding the program “The work requires specialised equipment, customised and calibrated to Metro-specific production requirements and involves significant training to perform. Pressing the wheels is an exhaustive process that requires 72 hours of work for each pair of railcars” followed by up to 30 hours of inspections before re-entering passenger service, then a follow-up engineering analysis is undertaken after 20,000 miles.

WMATA said that it expects the \$US55 million program to deliver 20 cars per month, with the fleet consisting of

748 carriages.

With inspections for these trains currently occurring every 30 days, it limits the number of sets that can be out on the network on any one day. In the meantime, a WMATA spokesperson said it "continues to utilise its oldest, least-reliable railcars in the legacy fleet. As more 7000-series railcars are completed, tested and able to run longer between inspection intervals, we will gradually be able to increase the number in service, providing customers with more reliability and comfort. This will allow us to eventually remove the older, legacy railcar fleet from service."

Meanwhile, an upcoming budgetary cliff for WMATA, consisting of a \$US750 million shortfall, has led to the agency recently outlining substantial cutbacks for the public transport network from the beginning of next financial year (1 July 2024). In the media briefing, the agency's general manager called the proposal a "doomsday scenario".

WMATA says it is in a unique position as a transit agency because it must pass a balanced budget every year to stay afloat in line with its contract, the Compact Agreement, between the agency and government (consisting of the District of Columbia, the State of Maryland and the Commonwealth of Virginia - referred to as the government signatories).

WMATA's financial health appears to have directly stemmed from the pandemic. While significant changes in commuter patterns has reduced farebox revenue, pandemic-era multi-year funding waivers provided to the government signatories in 2020 also heavily reduced WMATA's cash inflows. At the same time, subsidy increases from both Maryland and Virginia are legislatively capped at three per cent during a period of increasing costs from higher levels of inflation.

For the current 2023/24 financial year, the WMATA budget estimates this proportion of cash inflows:

- 22 per cent farebox and other revenue,
- 54 per cent government contributions, and
- 24 per cent federal government pandemic relief.

WMATA remains somewhat reliant on pandemic relief funding from the federal government which will be exhausted after a final injection of \$US95m for 2024/25.

"Metro is facing an unprecedented, existential crisis that requires our region to rally together if we want to avoid the catastrophic impacts this budget would have on our region. We are doing everything in our power to avoid the doomsday scenario outlined in this budget proposal, but we must also be transparent and honest about how devastating these cuts would be if additional funding isn't secured."

Randy Clarke, Metro General Manager and CEO

While the agency has already realised \$US50m in annual savings through a Cost Efficiency Taskforce, it plans to also enforce pay & hiring freezes from January 2024, while layoff notices will also be issued warning employees of impending staff layoffs affecting at least 2,200 positions. WMATA expects impacts from workforce attrition and the hiring freeze to start impacting services by April. The two collective bargaining agreements with employee representatives will also be due to expire by late 2024.

Along with a 20 per cent across-the-board fare increase, the proposal provides for:

Metrorail

- No service from 22:00 daily,
- The closure of ten railway stations, and
- Reduced service frequency (between 17 and 67 per cent reduction on weekdays and 40-70 per cent reduction on weekends).

Metrobus (135 bus routes)

- Withdrawal of 67 routes, and
- Reduced timetables for another 41 routes.

On Metrorail's **Red Line**, half the trips would become shortworkings running only between Grosvenor-Strathmore and Silver Spring, while the remainder continue to run along the whole line. **Silver Line** trains would no longer operate between Stadium-Amory and Downtown Largo, with that section to be solely serviced by Blue line trains.

The proposal also diverts nearly \$US200m in capital expenditure to be instead used for general maintenance expenses in order to keep the remaining network and vehicles operational, leading to deferral, scope decrease or cancellation for various transport modernisation projects.

WMATA says it is working on commencing public consultation on the proposal in February, while *NBC News* reports that Metro has cut staffing at five stations from 31 December, citing the "unprecedented budget challenges."

Despite this plan, it is not a fait accompli as Metro's management team lobby various government bodies for increased urgent funding to stave off severe cuts.
RAILWAY AGE, WMATA, NBC NEWS

Ireland: Irish Rail timetables released

ATA's Paul Brown advises that timetables are available for the update which became effective on Sunday 10 December. The final timetable followed consultation which received feedback from 1,652 people.

Irish Rail advises key highlights, as follows:

- Additional weekdays 06:00hrs Dublin Heuston to Cork service arriving at 08:32hrs, giving a pre-09:00hrs arrival to Cork city, with a connection at Limerick Junction for a pre-08:00hrs arrival to Limerick.
- Additional weekdays 12:20hrs Dublin Heuston to Carlow and 15:15hrs Carlow to Dublin Heuston service.
- Additional weekdays 16:20hrs Westport to Athlone and 21:08hrs Athlone to Westport service, providing connections to/from Dublin Heuston at Athlone.
- Connection from/to Ballina to the new 21:08hrs Athlone to Westport above.
- Significant expansion to Heuston to Portlaoise Commuter Sunday services, with eight ex Portlaoise and seven ex Heuston, extending existing Heuston/Kildare services; there will also be additional stops on a number of Heuston/Cork services at Portlaoise, to connect with these Commuter services.
- Morning peak service each way between Cork and Mallow, operating at 07:20hrs Cork to Mallow, and 07:50hrs Mallow to Cork.
- Additional weekdays 12:20hrs, 13:27hrs and 14:20hrs Dublin Connolly to Drogheda, and

11:40hrs and 12:40hrs Drogheda to Dublin Connolly services.

- On Sundays, an extra stop for four Heuston to Cork and five Cork to Heuston services at Portlaoise, to provide connections to the enhanced Portlaoise Commuter service.
- Weekday 19:35hrs Dublin Heuston to Galway and Sunday 18:45hrs Heuston to Galway now stop at Clara, providing a later final service to Clara.
- Mon-Sat 06:25hrs Galway to Dublin Heuston makes an extra stop at Ballinasloe.
- Journey time and other significant timetable changes.
- Journey time improvements on many Dublin Heuston to Cork and Limerick services, arising from recent infrastructure works.
- Significant changes to Saturday and Sunday DART timetables to improve performance, with time changes resulting on other routes to/from Dublin Connolly as a result.
- A number of other minor schedule alterations to improve punctuality.

“Iarnród Éireann with the National Transport Authority will continue to identify opportunities for further service improvements in the context of post-COVID travel patterns, as demand approaches, and as some routes exceeds, pre-pandemic levels. The purpose of investment in our network, fleet and services is to bring a better service to customers and allow more people make a sustainable travel choice.”

Irish Rail statement, December 2023

ENDS

BUS & COACH NEWS

QUEENSLAND



Brisbane: December timetable adjustments

Since Monday 11 December, an additional trip has been timetabled on weekday mornings on route **150**. The trip departs Queen Street at 06:40 bound for Browns Plains station.

Meanwhile, an assortment of other routes have had trip timing adjustments from the same date to “better reflect actual travel times and make your journey more reliable”. The affected routes are **214, P201, P206, P207, P208, P211, P216, P217, P221, P228, P231, P236, 325, 330, 333, 335, 340, 345, 346, 350, 351, 352,**

353, 357, 359, 370, P331, P332, P341, P343 and P344.

Elsewhere, Redlands area routes **275** and **276** operated to a reduced timetable between Monday 20 November and Friday 8 December, which Translink attributed to increased driver absences from influenza and COVID-19. The cancelled weekday trips were 06:20 Thornlands-City (275) and 06:30 Victoria Point-City (276). Translink advised that this was not reflected on the online journey planner nor on bus stop timetables.

Translink has also advised that the improved Strathpine bus station opened on Monday 18 December, with no timetables changes incurred. The stop was previously known as Strathpine Shopping Centre. **TRANSLINK**

Brisbane Metro: temporary changes

Since Monday 11 December, some bus routes are not serving King George Square and/or Queens Street bus stations to enable progress on the Brisbane Metro bus project with selected stops now closed. Brisbane City Council (BCC) indicated that these changes would last until mid-2024.

BCC said in its advice that at King George Square, the platforms now closed for the works are 1A, 1B, 1C, 1D, 2A, 2B, 2C, and 2D. A map is provided on the next page.

Routes affected by the changes include **61, 170** (outbound only), **171** (outbound only), **P176** (outbound only), **330, 333, 340** (outbound only), **345** (inbound only), **385, 425, P426, 430, 431, 435, P443, 444, 446, 450, 453, 454, and 460.** **TRANSLINK, BRISBANE CITY CCL**

Townsville: June improvements

Selected improvements were made to parts of Townsville’s bus network in effect from 26 June (Table Talk, April 2023, p. 11). ATA member Les Hyland provides some information on the changes.

You can download maps and timetables from the web but they all are basic hourly services, two of which start from the Willows Shopping Centre where they make connection with several other services. They serve suburbs which have grown up in recent years but which are almost all car owners and I have observed several trips devoid of passengers. The **232** is an adjunct to the Northern Beaches route **233** both of which run from Aitkenvale - Stockland Shopping Centre where there are many connecting services. This new route serves the North Shore Shopping Centre and the suburb beyond it and, although I have not seen its operation, I think it will be quite well patronised. **LES HYLAND**

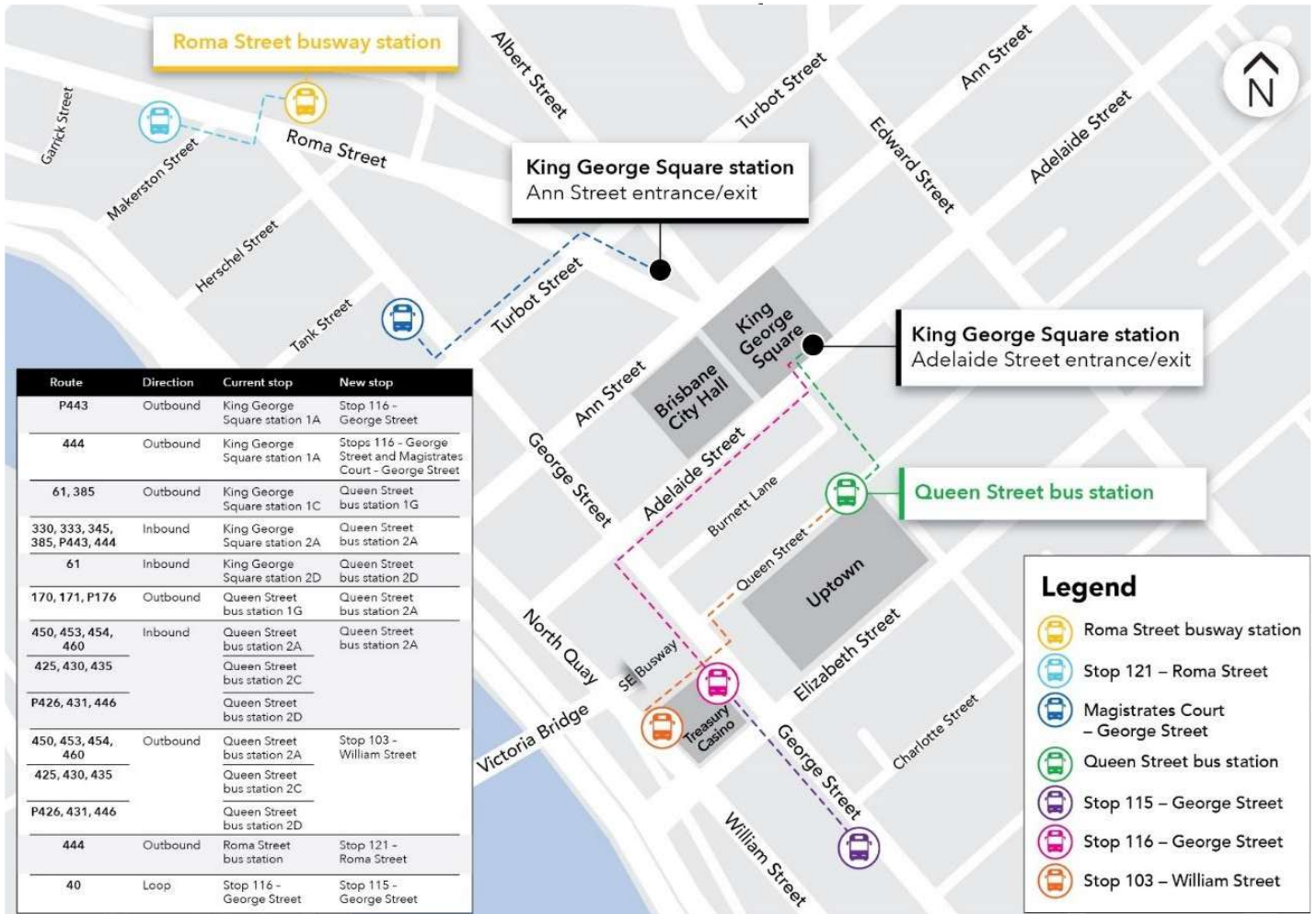
Noosa: Free summer travel initiative

Noosa’s free summer bus initiative is running again this year, with free travel for all passengers on board bus routes **626, 627, 628, 629, 632** as well as temporary routes **064** and **065** from Saturday 9 December to Sunday 21 January inclusive.

Throughout the year, these same routes have been free on Saturdays and Sundays, which at this stage remains until Sunday 11 February.

Fares remain payable on routes **620, 630** and **631.** **TRANSLINK**

Map: Alternate bus stop locations in the Brisbane CBD



Cairns and Innisfail disruption

Services across the Cairns and Innisfail bus networks were cancelled indefinitely commencing from 17:00 on Tuesday 12 December “due to an expected severe weather event” (i.e. Tropical Cyclone Jasper making landfall).



On Thu 21 and Fri 22 December, services returned, but ran to the Saturday timetable. **TRANSLINK**

later feed traffic into the new Western Harbour Tunnel, currently under construction.

Reports of driver confusion with signs (note to brain: drivers actively avoid tolls where possible) while some drivers make last second calls to switch lanes as well as several enforced lane merges have caused bottlenecks for traffic with delays for tens of thousands of motorists for the morning peak commute. With only four citybound lanes across the ANZAC Bridge, they are fed from ten lanes of traffic, up from the previous seven.

The delays have caused significant delays to AM peak buses running along the Victoria Road corridor including the Iron Cove and ANZAC Bridges into Pymont and/or the Sydney CBD. Routes affected included **500X, 501, 506 and 507**, with some screenshots of bus delays from Thursday 30 November provided on page 8. The delays were sighted impacting trips towards the city along Victoria Road from about 06:45 until at least 10:00.

Initial reports suggest the reverse direction has had little to no disruption in the evening.

Information and videos simulating driving on various car routes through the new roads are available at: <https://caportal.com.au/tfnsw/inner-west/rozelle-interchange>.

In early December, *Sydney Morning Herald* reported that Transport for NSW was considering rerouting the 500X via Iron Cove Link, a new free traffic bypass, which would force these buses to skip some stops near White Bay.

Initial reports suggested there was a belief by many

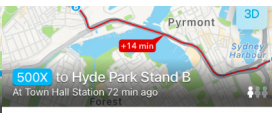
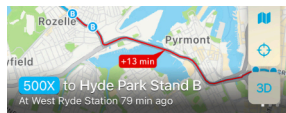
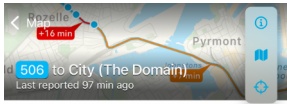
NEW SOUTH WALES



Sydney: Rozelle delays

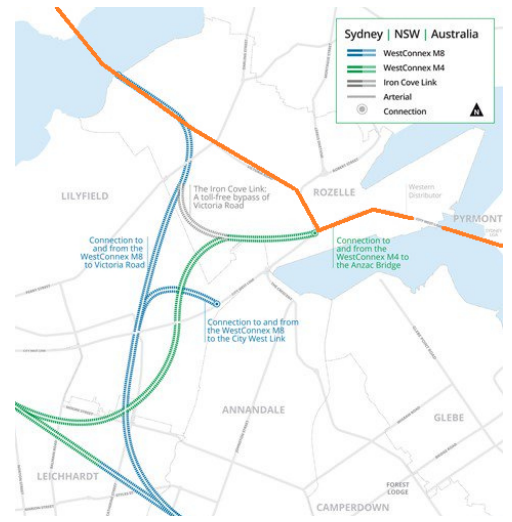
The next piece of the WestConnex motorway network opened to road traffic in the last week of November, consisting of a “spaghetti junction” consisting of Rozelle Interchange and the Iron Cove Link.

They provide connections from the M4 and M8 motorways to the ANZAC Bridge, Iron Cove Bridge, City West Link and the Western Distributor. The junction will



Victoria Rd permanent bus stop closure – From Saturday 11 June 2023, bus stop Victoria Rd after...

Victoria Rd After Terry St Rozelle	07:32	3m late
Victoria Rd At Wellington St Rozelle	07:34	5m late
Victoria Rd After Darling St Rozelle	07:35	5m late
Victoria Rd Before Evans St Rozelle	07:36	5m late
Victoria Rd At Loughlin St Rozelle	07:53	20m late
Town Hall House Druitt St, Stand N	08:05	24m late
Town Hall Station Park St, Stand H	08:09	27m late
Hyde Park, Park St, Stand B Sydney	08:10	26m late
William St opp Australian Museum Darlinghurst	08:12	27m late
Riley St opp Kennedy St Terminates: Woolloomooloo	08:13	27m late
Victoria Rd Before Lyons Rd Drummoyne	08:35	8m late
Victoria Rd After Park Av Drummoyne	08:39	9m late
Victoria Rd opp Clubb St Rozelle	08:42	9m late
Victoria Rd After Terry St Rozelle	08:43	9m late
Victoria Rd After Darling St Rozelle	08:44	8m late
Victoria Rd At Loughlin St Rozelle	08:55	16m late
Town Hall House Druitt St, Stand N	09:09	21m late
Town Hall Station Park St, Stand H	09:11	22m late
Hyde Park, Park St, Stand B Terminates: Sydney	09:13	21m late
Victoria Rd opp Clubb St Rozelle	09:31	27m late
Victoria Rd After Terry St Rozelle	09:32	27m late
Victoria Rd After Darling St Rozelle	09:34	28m late
Victoria Rd At Loughlin St Rozelle	09:45	30m late
Town Hall House Druitt St, Stand N	09:59	42m late
Town Hall Station Park St, Stand H	10:02	44m late
Hyde Park, Park St, Stand B Terminates: Sydney	10:04	43m late



Above left: Three selected trips AM Thu 30 November.
 Above right: Rozelle Interchange overview. Orange denotes the corridor in question.
 Below: Five selected trips AM Wed 6 December.

Stops	504 to Park St, City	Stops 502 to Clarence St Nr Market St	Stops 501 to Central Station Belmore...	Stops 502 to Clarence St Nr Market St	Stops 502 to Clarence St Nr Market St
Lyons Rd After Bayswater St Drummoyne	07:34 On time	Lyons Rd After Bayswater St Drummoyne	07:35 1m early	Lyons Rd opp Tranmere St Drummoyne	08:01 1m early
Victoria Rd At Edwin St Drummoyne	07:35 1m early	Victoria Rd At Edwin St Drummoyne	07:37 1m early	Lyons Rd After Bayswater St Drummoyne	08:02 1m early
Victoria Rd Before Day St Drummoyne	07:36 2m early	Victoria Rd Before Day St Drummoyne	07:38 2m early	Victoria Rd At Edwin St Drummoyne	08:04 2m early
Victoria Rd After Park Av Drummoyne	07:38 1m early	Victoria Rd After Park Av Drummoyne	07:40 1m early	Victoria Rd Before Day St Drummoyne	08:05 3m early
Victoria Rd opp Clubb St Rozelle	07:39 4m early	Victoria Rd opp Clubb St Rozelle	07:41 4m early	Victoria Rd After Park Av Drummoyne	08:07 2m early
Victoria Rd After Terry St Rozelle	07:40 4m early	Victoria Rd After Terry St Rozelle	07:42 4m early	Victoria Rd opp Clubb St Rozelle	08:09 5m early
Victoria Rd At Wellington St Rozelle	07:40 5m early	Victoria Rd At Wellington St Rozelle	07:43 4m early	Victoria Rd After Terry St Rozelle	08:09 6m early
Victoria Rd After Darling St Rozelle	07:41 5m early	Victoria Rd After Darling St Rozelle	07:45 4m early	Victoria Rd At Wellington St Rozelle	08:10 6m early
Victoria Rd Before Evans St Rozelle	07:42 5m early	Victoria Rd Before Evans St Rozelle	07:45 4m early	Victoria Rd After Darling St Rozelle	08:11 7m early
Victoria Rd At Loughlin St Rozelle	07:43 6m early	Victoria Rd At Loughlin St Rozelle	07:46 6m early	Victoria Rd Before Evans St Rozelle	08:12 7m early
Town Hall House Druitt St, Stand N	07:50 8m early	Town Hall House Druitt St, Stand N	07:53 6m early	Victoria Rd At Loughlin St Rozelle	08:15 7m early
Town Hall Station Terminates: Park St, Stand H	07:55 4m early	Clarence St After Druitt St Terminates: Sydney	07:56 4m early	Victoria Rd After Terry St Rozelle	08:08 13m late
				Victoria Rd At Wellington St Rozelle	08:09 13m late
				Town Hall House Druitt St, Stand N	08:20 11m early
				Clarence St After Druitt St Terminates: Sydney	08:23 9m early
				Victoria Rd After Darling St Rozelle	08:10 13m late
				Victoria Rd After Bayswater St Drummoyne	08:04 5m early
				Victoria Rd At Edwin St Drummoyne	08:07 5m early
				Victoria Rd Before Day St Drummoyne	08:08 6m early
				Victoria Rd After Park Av Drummoyne	08:09 6m early
				Victoria Rd opp Clubb St Rozelle	08:11 9m early
				Victoria Rd After Terry St Rozelle	08:12 9m early
				Victoria Rd At Wellington St Rozelle	08:12 10m early
				Victoria Rd After Darling St Rozelle	08:13 11m early
				Victoria Rd Before Evans St Rozelle	08:14 11m early
				Victoria Rd At Loughlin St Rozelle	08:16 12m early
				Town Hall House Druitt St, Stand N	08:22 15m early
				Clarence St After Druitt St Terminates: Sydney	08:26 12m early

motorists that the bypass was tolled based on the initial signage setup. **SEVEN NEWS, TRANSPORT FOR NSW, SYDNEY MORNING HERALD**

Armidale network changes

From Monday 11 December, a revised network commences across the northern New South Wales city of Armidale, as part of Transport for NSW's (TfNSW) ongoing 16 Regional Cities Services Improvement Program. Armidale's route services are operated by Edwards Coaches with the city's six routes now consolidated into four.

TfNSW says that the revised local Armidale routes were co-designed with and supported by the operator and Armidale Regional Council, as well as informed by extensive stakeholder and community consultation, while key areas of interest including Armidale railway station, hospital and airport all have increased services. TfNSW also says that the simplification of the network addresses feedback received during customer and community consultation around bus service travel times being too long, while bus routes were too circuitous and difficult to understand.

- Route **480** (Armidale-Uralla) has an adjusted

route path and trip times to serve both the airport, hospital, TAFE and Central Shops in both directions. Additional Uralla services introduced in November 2020 are now permanent "following positive community feedback and usage".

- 481** (Armidale-UNE) has an adjusted route path and trip times, replacing parts of withdrawn routes 482 and 485. It becomes the sole route serving University of New England (UNE) (at Elm Avenue bus stops only). Some trips are seasonal (operating from March to September only).
- 483** (South Hill loop) has an adjusted route path and trip times. The new timetable includes nine extra services per week, with South Hill trips up by 26 per cent. It becomes the only route to serve Armidale Teachers' College and the Conservatorium of Music. It also serves the TAFE and Central Shops improving access to local shops and services. Most 483 buses are scheduled to form 481 services at Central Beardy Mall.
- 484** (North Hill loop) has an adjusted route path and trip times. The new timetable includes 14 extra services per week, with North Hill trips up by 48 per cent. It also serves the TAFE and Central Shops improving access from local shops and services. Most 484 buses are scheduled to form

481 services at Central Beardy Mall.

All routes now operate services on Sundays and public holidays, delivering daily bus coverage across the city for the first time.

Routes 482 (replaced by the improved routes 481 and 484) and 485 (replaced by improved 481) have been withdrawn.

Under the revised network, UNE students in North Hill and South Hill can use 483 or 484 buses which both generally form route 481 services to reach UNE.

Local school services reportedly have minimal changes as a result of the changes to the route network.

The Armidale bus network was previously revised by the same TfNSW program in November 2020, with the changes outlined by Hilaire Fraser in the December 2020 edition of *Table Talk* (page 9). The old and new network maps are provided on page 11. **TRANSPORT FOR NSW, EDWARDS COACHES**



Melbourne: Hume improvements

Two improvements come into effect from Sunday 7 January 2024:

- Dysons' route **390** (Mernda-Craigieburn) operates to a longer span of operating hours on weekdays with earlier and later trips introduced. An extra early AM trip is also included on Saturdays from Craigieburn. PTV also advises of a three-minute time saving by the introduction of a new bus turnaround bay near Craigieburn station.
- New express route **501** commences running daily between Donnybrook and Craigieburn stations to provide connections between suburban and regional trains as well as interchange options with routes 511 and 525. Route **511** also has a new timetable issued from this date courtesy of trip time changes of up to 11 mins.

The timetable provides for trips every 15 mins in peak periods, every 20 mins off-peak weekdays, and every 40 mins on weekends.

PUBLIC TRANSPORT VICTORIA



Hobart: Cancellations continue

While there have been few to no cancellations affecting Hobart services on the weekends, there continues to be

a variable amount of cancellations occurring on weekdays.

On Thursday 30 November, Metro advertised 50 trips as being cancelled for the day, from the reduced timetable which has been operating since August (*Table Talk*, September 2023, page 9). The number was 67 across Friday 15 December. Understandably, the majority of cancelled trips are peak-hour trips. **METRO TASMANIA**



Tea Tree Plaza Interchange update

Adelaide Metro advised that diversions to some Tea Tree Plaza Interchange buses (*Table Talk*, October 2023, p. 11) ceased from 19:00 on Saturday 16 December. The agency advised that some buses may be delayed by up to five minutes on the night as a result of the change back. **ADELAIDE METRO**



Perth: Timetable adjustments

Timetable adjustments came into effect on selected routes from Sunday 17 December. The tables on the next page show the additional and withdrawn trips, which Transperth said were in response to patronage levels.

Meanwhile, route **414** trips now instead terminate at Scarborough Beach Road instead of Glendalough station.

A 12-month trial also commences for weekday route **600** from this date, whereby the route is adjusted to operate via Ravenswood, therefore bypassing some stops along Pinjarra Road. Several additional trips operate, with times and deviations to accommodate local schools, including some trips on Saturdays.

Weekday route **605**, which consists of two trips per weekday, will commence a 12-month trial from the same date with trips extending to start/finish in Pinjarra and will now also operate during school holidays, with strong consistent patronage required for this improvement to be made permanent.

Timing changes also affect these routes: **354, 370, 374, 376, 390, 391, 407, 413, 414, 415, 422, 424, 427, 428, 443, 444, 445, 446, 447, 448, 450, 460, 461, 462, 463, 464, 465, 466, 467, 468, 470, 471, 473, 474, 480, 481, 482, 483, 484, 490, 491, 600, 605** and **970**. **TRANSPERTH**

FERRY & SHIP NEWS

Route	Days	Trips withdrawn
390	Weekdays (School Hols)	08:01 ex Joondalup station
391	Weekdays	17:35 ex Joondalup station
414	Weekdays	07:36 ex Main St near Karrinyup Rd
415	Weekdays	18:47 ex Mirrabooka Bus Station
424	Saturdays	06:24 ex Karrinyup Bus Station
443	Saturdays	23:30 ex Whitfords station
445	Weekdays	18:19 ex Whitfords station
446	Saturdays	07:12 ex Warwick station
461	Weekdays	06:56 ex Dampier Ave 09:26 ex Whitfords station 17:40 ex Joondalup station
	Saturdays	23:22 ex Joondalup station
462	Weekdays	17:38 ex Whitfords station
473	Weekdays	18:12 ex Kinross Dr
	Saturdays	21:20 ex Kinross Dr
482	Weekdays	16:36 & 16:56 ex Butler station
600	Weekdays	07:19 ex Pinjarra
		15:44 ex Mandurah station.

Route	Days	Trips added
407	Weekdays	05:57 & 18:27 ex Glendalough station
415	Weekdays	07:14 ex Stirling station
424	Saturdays	17:07 ex Karrinyup Bus Station
461	Sundays	Extra trips added to increase service frequency to every 30 minutes
470	Saturdays	08:08 ex Joondalup station
471	Weekdays	08:20 ex Joondalup station
600	Weekdays	Several additional trips operate.
	Saturdays	Several additional trips operate.
970	Sundays	06:27 ex Mirrabooka Bus Station

NEW ZEALAND



Hamilton: Meteor patronage soars

Waikato Regional Council advised in late October that the new Hamilton Meteor bus service has outperformed the withdrawn routes 2 Silverdale and 8 Frankton in its first seven weeks of service, compared to the same period in 2022, with patronage up 85 per cent overall, up 83 per cent across weekdays, and up 48 per cent for the peak periods.

The Meteor runs west to east from Rotokauri Transport Hub, through Nawton, Dinsdale and Frankton, stopping in the CBD on Bryce Street at the Transport Centre, then across the bridge to Hamilton East, past the University of Waikato to Ruakura, Hillcrest and Silverdale. It runs every 15 minutes during peak times, from 07:00 to 18:00 on weekdays, and 20-30 minutes at other times. *WAIKATO HERALD*

ENDS

QUEENSLAND



Magnetic Island adjustment

From Monday 11 December 2023, the scheduled 17:00 **Magnetic Island to Townsville** trip, operated by Sealink, departs at the later time of 17:10.

Meanwhile, Sealink raised its ferry fares by an average of 3.9 per cent on Wednesday 1 November. In a statement, Sealink said "This fare increase is regrettable, but it is essential to ensure continued investment in our transportation services and the supporting infrastructure within the region", while also maintaining the operator's commitment to the existing level of services. *TRANSLINK, SEALINK*

NEW SOUTH WALES



Summer timetable

The Summer timetable is in operation across Transdev Sydney Ferries' F1, F2 and F3 routes providing extra services from Saturday 16 December until Sunday 28 January.

Transport for NSW advises:

F1 Manly: Extra trips are operated by the historic Freshwater class vessels every hour, with an additional 10 return trips daily. These trips are denoted with 'FW' in the timetable.

F2 Taronga Zoo: The weekday timetable has an extra 10 trips to provide a 15-minute service frequency.

F3 Parramatta River: Between Circular Quay and Olympic Park, an extra 14 services operate on weekdays and an extra 26 services across each weekend. Eight trips also have extensions on Sundays.

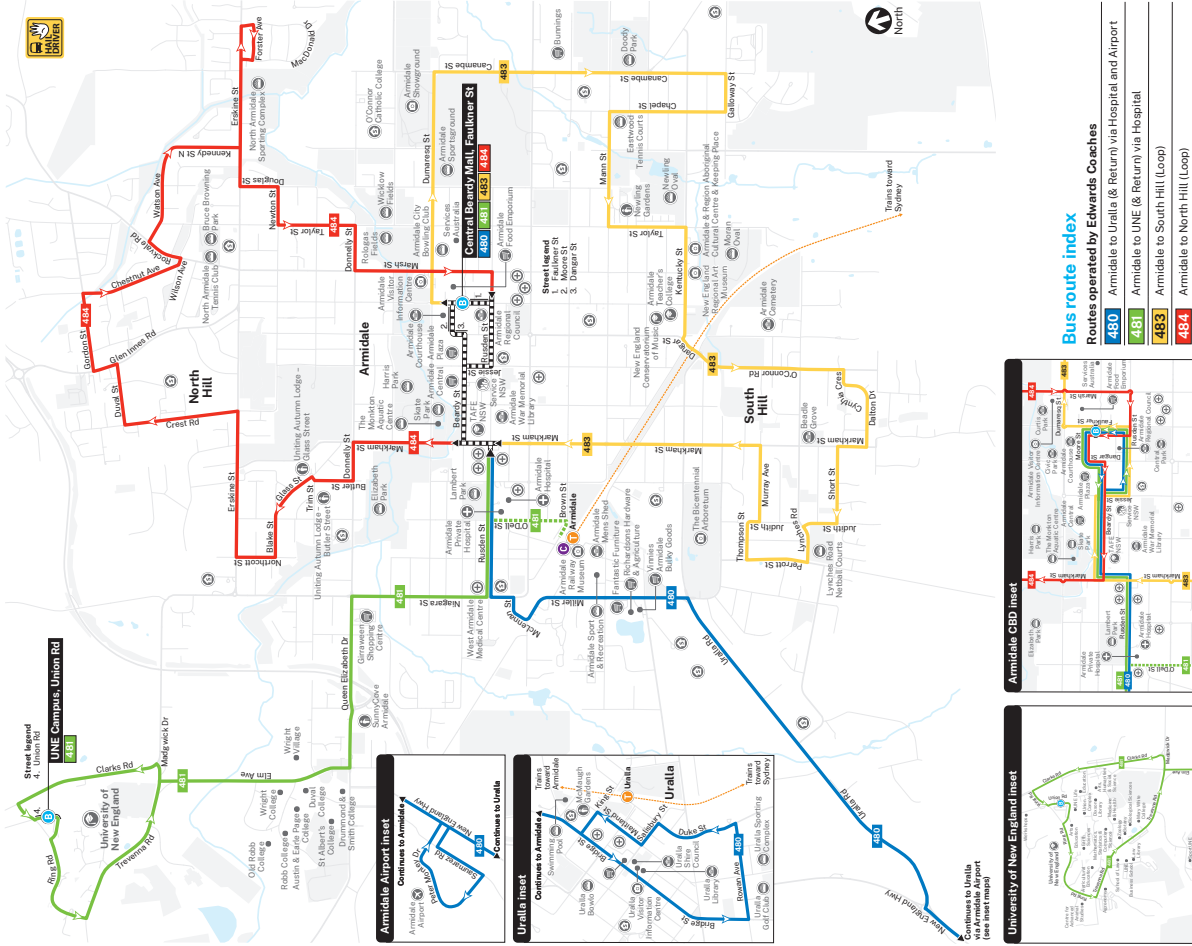
Meanwhile, Double Bay wharf reopened on Thursday 21 December after a six month wharf closure for upgrade works (*Table Talk*, July 2023, p. 13).

Source provided by *PAUL BROWN*

Source *TRANSPORT FOR NSW*

ENDS

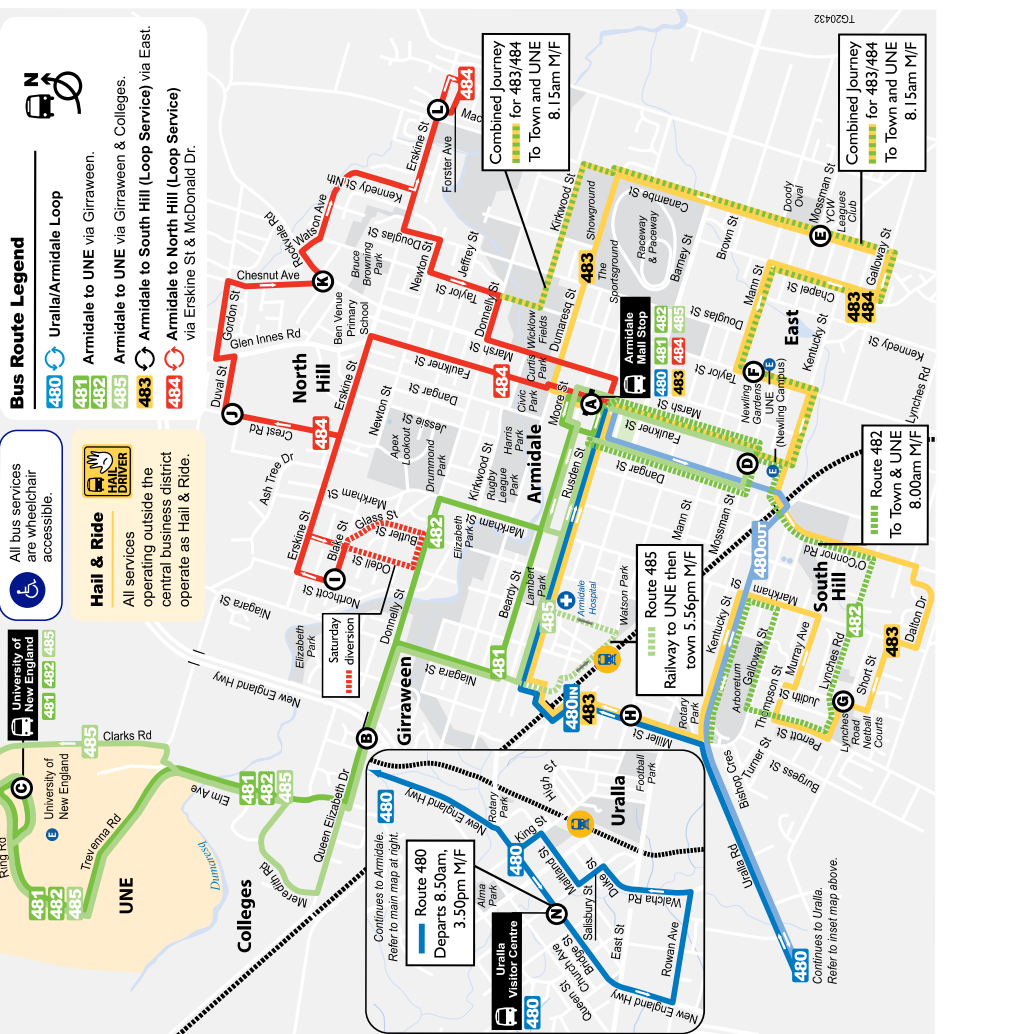
B Armidale bus network map



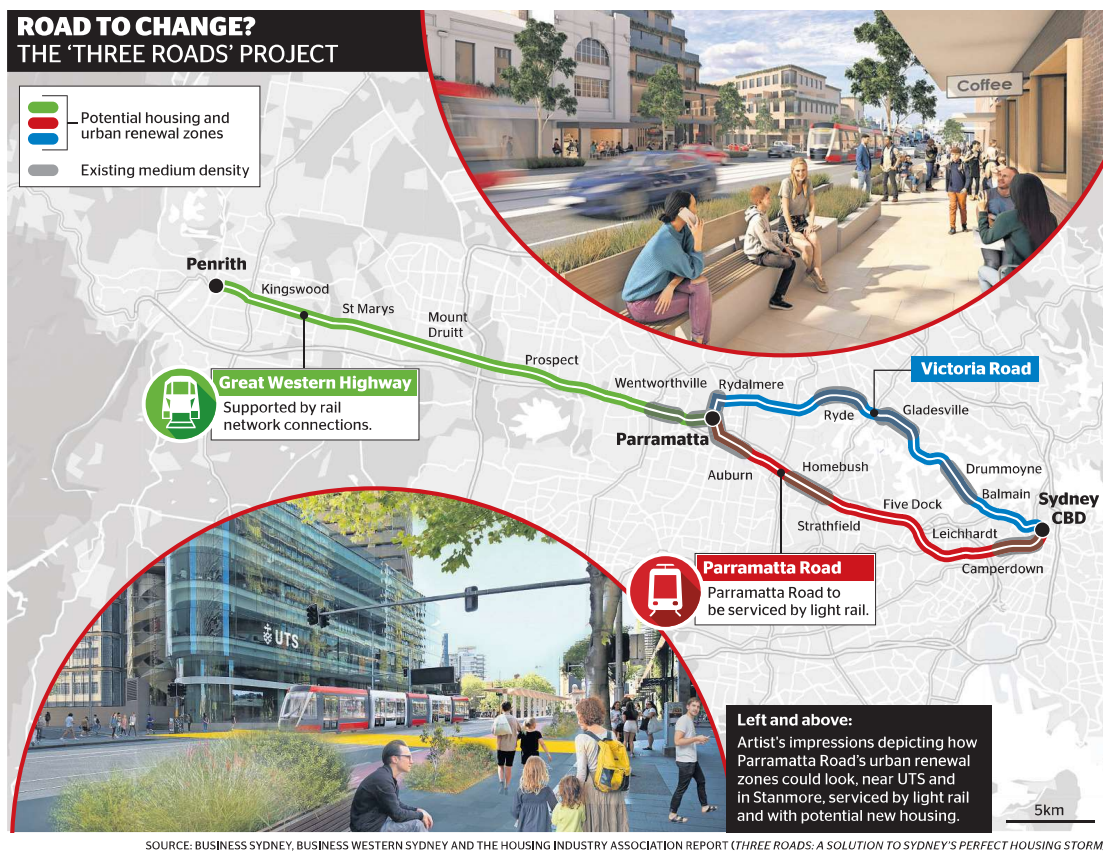
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Bus Route Map



Above: Armidale bus network map Nov 2020-Dec 2023
 Right: Armidale bus network map from Dec 2023



Front Cover: A map of Perth's bus routes 461 and 462 with updated timetables eff. 17 Dec (Transperth). See item on pages 9-10.

About Table Talk

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