



TABLE TALK

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RAIL AND TRAM NEWS

Gold Coast Tramway opens

GoldLinQ, the new Gold Coast tramway, commenced operations on Sunday 20 July. The 13 km route runs from Griffith University Hospital in the north through Southport and Surfers Paradise to Broadbeach in the south. On Mondays-Fridays trams operate from 0500-0700 every 15 minutes, from 0700 to 1900 every 7.5 minutes, from 1900 to 2400 every 15 minutes. On Saturdays and Sundays trams operate from midnight until 0500 every 30 minutes, from 0500 to 0700 every 15 minutes, from 0700 to 1900 every 10 minutes, from 1900 to 2400 every 15 minutes. This summary timetable is available in pdf format on the internet at

<http://translink.com.au/sites/default/files/assets/timetables/140721-gold-coast-light-rail.pdf>

For videos and reports of the inauguration see <http://www.goldcoastbulletin.com.au/news/gold-coast/all-aboard-gold-coast-light-rail-officially-launches-with-full-tram-cars-for-day-of-free-travel/story-fnj94idh-1226994946028>

80,000 people travelled the first day.

Queensland Rail CityTrain: Nambour

Not hitherto recorded in the 20 January changes, is the addition of one train from Nambour in the morning peak and two extra trains in the evening peak.

ARTC: North Star line closed again, opened again

From 18 June the branchline from Camurra (near Moree) to North Star was placed out of service due to "infrequent train services" Then it was re-opened from 28 July. This branchline has been closed and re-opened on prior occasions, dependant on the movement of trains to clear the wheat harvest.

ARTC: Sydney Metropolitan Freight Network

On 28 July control of ARTC's Sydney Metropolitan Freight line from Marrickville Junction to Enfield South was transferred from Sydney Trains controller at Sydenham to ARTC Control at Junee.

ARTC: Cootamundra West-Stockinbingal safeworking upgrade

From 16 June the Electric Staff system of controlling trains from Cootamundra West to Stockinbingal was replaced by the Rail Vehicle Detection system.

Bathurst Yard re-opens

Bathurst Rail Intermodal Terminal is to reopen. Pacific National has a three-year contract to transport 175,000

tonnes of export logs annually from Bathurst to Port Botany. There will be three trains weekly.

NSW Train Link: The end of Newcastle heavy rail

NSW Transport and Hunter Minister Gladys Berejiklian announced on 3 July that heavy rail services into Newcastle station will end from 26 December 2014. She said that work could get underway late this year on early construction work for a transport interchange at Wickham. Railway level crossings in the inner city will be opened permanently, the heavy rail infrastructure removed in co-ordination with public domain improvements and up to 11 new crossings of the corridor put in place. But with design work continuing and planning approval yet to be sought, there is no fixed date for when light rail will be installed. A map of the light rail alignment from Wickham interchange to Worth Place via the heavy rail alignment and then via Hunter St to Pacific Park appeared in the June *Table Talk*.

Trains will terminate at Broadmeadow from 26 December until 4 January to enable signalling and platforms at Hamilton station to be upgraded. From 5 January trains will terminate at Broadmeadow or Hamilton until the Wickham interchange is finished at the end of 2016. Shuttle buses will run into the city from those stations until light rail is installed. Transport for NSW is also investigating reuse of the rail corridor infrastructure, including the use of heavy rail tracks for light rail.

Sydney Trains: New Auburn Stabling Yard

On 25 August the Auburn Stabling Yard will be brought into use. There will be eleven tracks, each capable of accommodating one eight-car suburban train. This yard and the Auburn Maintenance Facility will be controlled from Clyde signal box.

Sydney Trains: Major closedown

The Sydney network was particularly affected by trackwork on the weekend of 26 and 27 July, as follows:

- City Circle: Trains ran in one direction only, from Central via Town Hall.
- Northern: Buses replaced trains between Hornsby and Eastwood.
- Airport line: Most trains started/terminated at Central (platform 23), some ran to an amended timetable.
- Inner West line: Buses replaced trains between Strathfield and Central.
- South Line: Trains did not stop at Ashfield but made an additional stop at Homebush. Trains which normally stop at Glenfield and ran to the City via Granville ran between Glenfield and Granville only, to an amended timetable. Regular trains ran between Granville and the City.

- Bankstown line: Buses replaced trains between Lidcombe and Sydenham via Bankstown and also between Cabramatta and Bankstown.

Sydney Trains & NSW Train Link tickets

The rollout of the Opal electronic ticketing system in NSW is approaching completion. From 1 September the following paper tickets will be withdrawn (although tickets purchased before that date will still be valid):

- **MyTrain:** Adult Off-Peak Return, Adult Weekly (7 day), Adult Fortnightly (14 day), Adult Monthly (28 day), Adult Quarterly (90 day), Adult Yearly (365 day), Concessions Monthly (28 day), Concessions Quarterly (90 day), Concessions Yearly (365 day),
- **MyMulti:** Adult Monthly (28 day), Adult Quarterly (90 day), Adult Yearly (365 day).
- **MyFerry:** Adult Travel Ten.
- **Light Rail:** Adult Yearly (365 day).

The following tickets will still be sold for the time being, but will be retired progressively:

- **MyTrain:** Adult Single, Adult Return, Concession Single, Concession Return, Concession (Child) Off-Peak Return, Concession Weekly (7 day), Concession Fortnightly (14 day).
- **MyMulti:** Adult Day, Adult Weekly (7 day), Concession Day, Concession Weekly (7 day), Pensioner Excursion Ticket.
- **MyFerry:** Adult Single, Adult Return, Concession Single, Concession Return, Concession TravelTen.
- **MyBus:** Adult Single, Adult TravelTen, Concession Single, Concession TravelTen.
- **Light Rail:** Adult Single, Adult Return, Adult Daypass, Adult Weekly (7 day), Concession Single, Concession Return,

An Opal Gold Senior/Pensioner card will be released by the end of 2014.

NSW Train Link has introduced Commuter Fares. For \$15 passengers can travel from Maitland (at 0410) or Broadmeadow (at 0433) to Sydney on the overnight XPT originating from Casino. This fare is available on the 1441 Brisbane overnight XPT to return. For \$13 passengers can travel on the 1812 Sydney-Canberra train to Mittagong, Bowral, Moss Vale Bundanoon or Goulburn (but this fare is not available in the opposite direction). These new fares are more expensive than travel on local trains, but cheaper than the usual fares on long-distance trains.

ARTC: Victorian NE line improves

Only five speed restrictions remain in place on ARTC's Victorian North East line. They are between Benalla and Glenrowan. ARTC's \$134m Ballast Rehabilitation Program is in its third year of fixing mud holes along the line.

The Tullamarine Passing Lane, 6.8 km long, between Albion and Broadmeadows, was brought into use from 21 May.

V/Line: Major closedowns – RRL and derailment

The closedown of the Ballarat and Bendigo lines for Regional Rail Link works was extended from Sunday 13 July until Tuesday 15 July.

From 22 August until 1 September Geelong line trains will be replaced for RRL works on the down side of Werribee.

On Friday 11 July, NSW Train Link's northbound day XPT derailed soon after departing Melbourne on the North

Melbourne flyover. Consequentially, on the North East standard gauge line, in the words of V/Line's train amendment circulars, "Until further notice":

- V/Line's morning and evening trains to and from Albury are replaced by buses between Melbourne and Broadmeadows (with empty carriages between Broadmeadows and Dynon), and
- V/Line's midday trains are replaced by buses for the entire journey.

NSW Train Link XPT trains are also replaced "Until further notice" by buses between Melbourne and Broadmeadows. On Sunday 27 July an occupation of the North Melbourne flyover caused V/Line Bendigo and Ballarat line trains to revert to using Metro tracks as far as Sunshine. One report is that the current temporary arrangements arising from the derailment may last for three months. The ARTC has issued train alterations presently valid until 31 August, but it does note that the advice will be amended when a decision has been made about restoration of access to Southern Cross station.

Canberra Light Rail

Capital Metro has released a map of the proposed first stage of the Canberra tramway from the City to Gungahlin in the northern suburbs:



Metro Trains Melbourne

The following new Metro train timetable booklets have been issued:

- Belgrave and Lilydale June 2014
- Frankston 27 July 2014
- Glen Waverley June 2014
- Pakenham and Cranbourne 27 July 2014

Yarra Trams: Timetable of 27 July

In addition to the changes to tram timetables noted in July *Table Talk* (page 3), the following changes have now come to notice:

- Peak hour only route 24 from North Balwyn to the City via Latrobe St is withdrawn,

- Daytime only route 95 Bourke St shuttle is withdrawn.

As is their usual practice all Yarra Trams services have new website timetables effective 27 July 2014.

Adelaide Metro: Seaford timetable 20 July

In the new timetable from 20 July for the Seaford and Tonsley lines the most notable changes are expresses hourly from Woodlands Park prior to the Tonsley services. (Every thirty minutes in the wider peak); and two fast expresses to/from Seaford in each of the morning and afternoon peaks, stopping only at Oaklands, Brighton, Hallett Cove, Hallett Cove Beach and Noarlunga Centre.

Adelaide Metro: Belair line draft timetable

Adelaide Metro has placed on their website a draft timetable for the Belair line, which takes account of the re-opening of Millswood station from November. Adelaide Metro seeks public comments on the timetable. The draft has the present five services that terminate at Blackwood extended to Belair, two additional trips added in the PM peak, and removal of one AM and three PM trips due to low patronage. Running time is extended by two minutes to take account of the new stop. All trains are shown as stopping at Millswood except four up trains in the AM peak and five down services in the PM peak. The present peculiar Monday-Friday daytime up frequency of 24/26 minutes and down frequency of 25/35 minutes is maintained. The draft timetable can be found at www.adelaidemetro.com.au/Announcements/News/Millswood-Station-upgrade-draft-Belair-timetable-feedback-welcome

South Australian intrastate freight: Going, going, nearly gone

The only remaining broad gauge freight train in South Australia was the limestone train from Penrice quarry (near Angaston) to Port Adelaide. This was operated daily by the main intrastate operator, Genesee and Wyoming Australia (GWA), but was recently reduced to twice weekly. On 24 June Penrice Soda Products, the operator of the quarry, was placed in administration with debts of \$200m and ceased operations. A stone train was in transit. It was stopped and stabled in Dry Creek yard and, as far as is known, is still there.

The cessation of the Penrice stone trains places into doubt plans to resurrect the Barossa Valley tourist/wine train using Bluebird Railcars. If this was to be revived it would now have to meet the full costs of maintaining the line, and this is likely to make the plan unviable.

Iron ore trains from Rankin Dam Siding (on the North-South line) to Port Adelaide Outer Harbor ceased suddenly on 18 June. The mine owner, IMX, abruptly closed its mine at Cairn Hill citing falling iron ore prices, lower demand and increased costs. So sudden was this closure that an empty iron ore train arrived at the mine on that day, and was sent back empty. The train operator was Specialised Bulk Rail, a subsidiary of Specialised Container Transport. It is anticipated that SBR crews will now be employed on SCT trains, reducing the need for SCT to hire crews from GWA.

It was noted in July *Table Talk* that by the end of 2014 GWA may close two lines in the SA Mallee wheatbelt from Taillem Bend to Tookyerta (near Loxton) and from Taillem Bend to Pinnaroo. It is now believed that this may occur earlier, by

the middle of this year. If and when this occurs, the only SA grain silos east of Spencer Gulf to be served by rail will be Gladstone, Port Pirie, Crystal Brook, Snowtown, Bowmans, Mallala, Taillem Bend, Keith and Wolseley.

Footnote: July *Table Talk* (pages 1 and 2) summarised the existing operators of grain silos in Australia as Graincorp (NSW, Vic, Qld), CBH (WA), Viterro (SA), and Emerald Grain (NSW, Vic). In fact, there is also another company:

Grainflow. This is a fairly small operator with 22 silos: four in Queensland, nine in NSW (eight rail-connected) one in NSW but connected to the Victorian rail network (Oaklands), four in Victoria, and four in SA (of which, after mid this year, only two will be rail connected, Mallala and Crystal Brook).

ARTC: East-West CTC

Centralised Train Control (CTC) signaling was introduced on 508 km of ARTC's east-west transcontinental line between Coonamia (near Port Pirie) and Tarcoola from 3 July. There are about 20 trains daily in this section. Planning is now underway for two additional crossing loops on this section of line.

WA grain lines close

The remaining Tier 3 rail lines in Western Australia's grain belt have been placed into care and maintenance. The closure of more than 500 kms of track is feared to cause what some farmers are calling a 'trucking hell' on country roads. The lines, which are used to cart grain from receival sites to port, are owned by the State Government and leased by Brookfield Rail until 2049. The grain trains are operated by Watco Rail for WA's main grain handler, CBH. It will cost an estimated \$120 million to return the lines to an efficient operating condition. Around 870,000 tonnes of grain are still to be moved from sites located on the Tier 3 lines.

Brookfield Rail made the following statement: "In accordance with the Strategic Grain Network Review Committee's decision and in the absence of the required capital investment, the four remaining Tier 3 grain freight rail lines will be placed into care and maintenance on 30 June 2014. As a rail infrastructure business we would love to keep Tier 3 lines open, but there needs to be genuine cooperation from CBH to reach a commercial agreement which underpins the investment critical to the safe and reliable operation of these lines. Brookfield Rail remains open and willing to work together with CBH to reach a commercial agreement that would return Tier 3 lines to full operational status, securing the safe, sustainable and economically viable operation for the benefit for the grain industry, our communities and the State."

Train Times update

The privately-produced timetable *Train Times: Passenger Trains of Australia and New Zealand* has placed an updated version on its site, www.traintimes.net.au. The update includes the major changes to long-distance Queensland trains and to V/Line train and bus services reported in *Table Talk* and smaller updates to WA and NSW services.

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BUS NEWS

Australia Capital Territory

Network '14 arrives September

In Mid July ACTION announced that their long anticipated Network '14 will commence operation on 1 September. Initial media reports suggest the new network will see an extra 300 trips introduced on weekdays, 170 more Saturday services, plus a 30% increase on Sundays of 191 more trips. The new weekend network will also be more closely aligned with the weekday operation.

Molonglo, Gungahlin, Weston Creek, the Parliamentary Triangle, Hume, Brindabella Park and Majura Park will be among the areas to benefit from the changes across the week.

Weekend services to the National Arboretum would increase, along with improvements in Gungahlin, Tuggeranong, Weston, Molonglo, West Macgregor and Majura Park.

Information on changes to school services will be distributed to schools and parents from 4 August, allowing four weeks to plan for the changes. This follows earlier concerns from parents that the changes would be announced during the last week of term 2, making it difficult for parents to work out alternatives. A large marketing campaign for the changes to public services will get underway on 18 August.

It appears the popular 'bus book' timetable covering all services may make a return, complimenting online information. Although a bus book is currently available for weekend travel, the main bus book was discontinued in 1998, initially replaced by a special 'bus pack' folder containing a complete set of pocket-sized timetables. Pocket timetables have continued to be issued since.

2013-2014 patronage stats

Loadings on the ACTION network over the 2013-2014 financial year averaged 70,000 weekday passengers and 16,000 on weekends, totaling more than 14.5 million passengers over 12 months. The busiest month was March, with 1,652,281 recorded boardings.

New South Wales

Hillsbus August changes

Hillsbus introduced a further series of service improvements from 1 – 3 August, the Friday and subsequent weekend that the renewed Region 4 contract took effect. Service improvements continue to deliver additional trips as promised by ComfortDelgro Cabcharge (CDC), adding to previous improvements on 2 June and include:

- Sunday services on 601 ex Rouse Hill for Parramatta commence at 06:08 instead of 07:08
- Sunday services on 606 ex Winston Hills for Parramatta commence at 07:08 instead of 08:08
- Minor adjustments to 608 (Windsor – Rouse Hill)
- Following on from previous introduction of a 10 min peak-flow service between Castle Hill & the City via M2 on weekends in January 2013, counter-flow buses on 610X on weekends now operate in service between Castle Hill & City, extending the span of the 10 min combined frequency on 610, 610X and M61 into the late afternoon inbound, and starting from 08:30 outbound. Off-setting of the hourly 610s at Castle Hill inbound remains an issue after revised run-times were introduced in January, with several trips departing close to the following M61 departure. As these trips then operate via Epping Rd, they arrive the City around the same time as the M61 via Lane Cove Tunnel.

- An extra 630 ex Blacktown to Macquarie Park at 14:36 weekdays, while the 17:46 ex Blacktown has been extended from Baulkham Hills Junction to Macquarie Park, complementing the 17:16 trip added in June
- 711 (Blacktown – Parramatta) has gained an extra weeknight trip in both directions, extending the 30 min headway
- Two morning peak West Pennant Hills – City shortworkings on 652X extended to commence Knightsbridge Shops, with the last City departure a half-hour later at 07:54.
- Several extra shortworkings on Metrobus M60 (Hornsby – Parramatta) along with timing changes on the peak and after hours 600 (Castle Hill – Parramatta) provide moderate improvements to service span & early morning/early evening frequencies along Old Northern Rd and Windsor Rd.
- The first Sunday T64 from Parramatta to Rouse Hill is an hour earlier at 08:40, while the last on Saturdays is an hour later at 20:40
- Sunday services on T65 along the T-way towards Rouse Hill commence at 06:30 instead of 07:00, while T66 has a new Saturday morning trip outbound at 08:15

Timetable booklets for 600 (Castle Hill – Parramatta) & M60 (Hornsby – Parramatta) have been produced in the Transport for NSW format for the first time, and unfortunately see the introduction of frequency summaries for both weekday & weekend daytime services on M60 instead of actual timetables, mirroring the approach used by Sydney Buses for Metrobus routes. A look at the full timetable available on the Transport Info website uncovers notable variation in run-times between peak and off-peak trips, and gaps of up to 18 minutes at the end of the '10 min' morning peak service into Parramatta, due to Castle Hill shortworkings.

Providing vague information will lead to passengers missing connections to other less frequent services, by mistakenly assuming their chosen departure is adequate. As noted previously in *Table Talk*, this approach is not desirable on corridors with services with service gaps greater than 10 mins or with significant variations in runtimes, and its disappointing that Hillsbus has decided to issue timetables in this format, as many customers rely solely on the timetable booklet either in hard-copy format or on the Hillsbus website. Ironically, higher frequency peak services are shown in full detail due to the need to display times for M60 alongside the limited peak trips on 600.

The full timetable for M61 continues to be provided in the combined booklet with 610 and 610, as times need to be shown alongside less frequent trips between Rouse Hill & Castle Hill plus along Epping Rd.

North Curl Curl changes

Sydney Buses' E36 from North Curl Curl to Manly was extended to a new terminus on Abbott Rd near Burilla Ave from 7 July, departing for the City two mins earlier than the former terminus at Abbot Rd near Playfair St. The updated timetable has been issued in the Sydney Buses format rather than TfNSW format. The service is one of four Ferry express routes introduced 12 months ago.

Wollongong GPT shuttle

Due to streetscape works on Keira St from July until late September, GPT group is funding a free CBD shuttle bus to connect shoppers from Wollongong Central to temporary stops on Kembla St, about 300m away. The shuttle, operated by Premier Illawara, operates at 10 min intervals between 6am & 9pm Monday to Saturday and 8am to 6pm

Sundays. Reports suggest passenger loadings on the route have been poor. The service is separate to the 'Gong Shuttle, which operates across a much large part of town.

July Opal rollout

The rollout of the Opal Smartcard across Sydney's bus network continues, with Transit Systems accepting the cards from 14 July, Punchbowl as of 16 July and eastern suburbs Sydney Buses routes commencing 21 July, Publicity of the roll-out includes installation of decals at bus stops and on buses advising Opal is now live, along with specially programmed destos that alternate 'Opal Bus' between destination information.

Northern Territory

Transit Systems arrives in the top end

On 6 July, Transit Systems was announced as the successful bidder for the contract to operate the former government owned Darwin Bus Service, with the new contract taking affect the following week. Services now trade under the banner Territory Transit.

Transit Systems, a family owned Australia operator, also operates buses and ferries in Perth, Adelaide, Sydney, regional Queensland and London. The new contract will deliver reported savings of 13% to Territorians. There is no change to the existing contract for Buslink, who will retain joint operation of routes across Darwin & Palmerston.

Queensland

Gold Coast changes

Translink & Surfside introduced a revised network on the Gold Coast from 21 July in conjunction with the opening on the light-rail service between Gold Coast Hospital & Broadbeach South, with several services truncated to avoid duplication with the tram corridor.

A full review of both the January and July timetables on the Gold Coast will feature in the September edition.

South Australia

July updates

Adelaide Metro implemented updated timetables on 20 July in conjunction with introduction of an improved timetable along the Seaford line. Updated timetables included:

- 451 & 452 (Munro Para Centre – Elizabeth Interchange), 461 (Munro Para Centre – Munro Para West loop) & 462 (Munro Para Centre – Angle Vale)
- 491 (Hewett Circuit), 492 (Gawler East Circuit), 493 (Gawler South Circuit) & 494 (Gawler South Circuit)
- 500 (Elizabeth – City), 501 (Mawson – City), 502 & N502 (Salisbury – City)
- 645 (Seaview Downs – Marion Centre) & 646 (Seacombe Heights – Marion Centre)
- 681 (Hallett Cove Beach – Flinders Uni), 682 (Hallett Cove Beach – Sheidow Park) & 683 (Hallett Cove Beach – Hallett Cove South)
- 740 (Seaford – Colonades Centre), 741 (Maslin Beach – Colonades Centre), 750 (Sellicks Beach – Seaford), 751 (Aldinga – Seaford Centre), 752 (McLaren Flat – McLaren Vale), 755 (Aldinga Beach – Seaford Centre) & 756 (Port Willunga – Seaford Centre)
- 743/744 (Noarlunga Centre – Huntfield Heights loop)
- 745/747 (Seaford Circuit)
- 823 (Crafters – Cleland Wildlife Park), 840X, T840 860F, 864 & N864 (Mt Barker – City), 863 & T863 (Aldgate – City)
- 830F (Lobethal – City), 834 (Lobethal – Verdun) & 835 (Lobethal – Mt Barker)

- 837 (Nairne – Mt Barker) & 841F, 842X & T842 (Nairne – City)
- 838 (Mt Barker East loop) & 839 (Mt Barker West loop)
- 850 (Macclesfield – Aldgate) & 852 (Strathalbyn to Mt Barker)
- 861 (Glen Osmond – City) & N864 (Mt Barker – City)

462 is a new service serving fringe suburb of Angle Vale, replacing the previous Dial-A-Ride service introduced in late 2010, offering services around once a hour (not clockface), a modest improvement over the former service. Passengers no longer need to purchase a separate LinkSA ticket to travel.

The timetables for 740/741 and 750/751/752/755/756 have been combined to indicate through-routing at Seaford Interchange between 750-series services and 740 to Noarlunga and Colonades Centre.

743 & 744 previously returned to their normal routes on 10 May following detours during the construction of the Southern Expressway since October.

Broken Hill – Mildura bus cancelled

Buses 'R' Us private venture of a return coach service linking Broken Hill with Mildura was suspended form 7 June, as pressure from the competing REX air connection had made the route unviable. The service initially ran thrice weekly, but was reduced to a Wednesday & Friday only in July 2013, before being reduced to pre-booked Friday service in February.

Extra capacity for soccer fans

To cater for fans going to the exhibition game between Adelaide United and Málaga on 25 July at Adelaide Oval, additional bus services were provided on key corridors leaving the City, rather than operating the football express network that is available for AFL matches. An estimated 20,000 spectators were expected to attend.

Victoria

July Improvements – detailed summary

As reported in July's *Table Talk*, Public Transport Victoria's twice yearly timetable changes on 27 July saw the roll-out of new timetables on over 130 routes across the state, with a raft of network changes taking place across the metropolitan municipalities of Brimbank, Hume, Port Phillip, Melbourne, Yarra, Darebin, Booroondara and Maroondah along with a new network in the town of Bacchus Marsh on the western fringe of Melbourne. The state government states weekly bus services have been increased by 2,670 in metropolitan Melbourne with a further 590 trips added in regional areas.

The following is a detailed route-by-route review of the new timetables and routes – readers should refer to last month's issue for a concise summary of the changes. Stephen Gray has also compiled a route-by-route review that can be obtained via the August *ATA Distribution Service*.

Routes 200, 201, 203, 205, 207, 313 & 315

- Services serving Johnson St, Collingwood, Kew Junction and Kilby Rd, North Kew have been streamlined in a simple easy to understand high-frequency corridor consisting of Routes 200 & 207 between the City and Balwyn North, where they then branch off into separate corridors to Bulleen (200) and Doncaster Shoppingtown (207). The changes also see 201 becoming a freeway service instead of running via Kew Junction and Johnston St (see below)
- Weekday only Routes 203 & 205 have been discontinued, with Thompsons Rd in Bulleen receiving a boosted 200 service, with all buses again operating via

Kew Junction. Both variations were introduced in 1999, the 203 offering a marginally faster trip into the inner City by skipping congested Kew Junction by operating briefly of the Eastern Fwy, while 205 aimed to offer a door-to-door service to Melbourne Uni. Melbourne Uni students can continue to catch 200 or 207 a short walk away in Lygon St

- The limited peak trips to the Russell St terminus in the City along 313 from Doncaster Park+Ride and 315 from Box Hill have been discontinued, seeing the end of departures from this terminus to the north-eastern suburbs, the traditional departure point prior to the early 1990s. Both routes traversed Kilby Rd before travelling along the freeway and Victoria Pde. Along with changes to 340 and 479, this sees the end of Russell St being a destination for City buses. Greythorn residents will experience notably extended travel times to the City, and are better off catching an outbound 207 to interchange with freeway services at Doncaster Park+Ride, or alternatively catching 284 to Box Hill, although last return services now depart just after 6pm
- 207 services now operate via Willsmere Rd and Kilby Rd in North Kew instead of duplicating the 48 tram service along High St. Historically, Kilby Rd was a high frequency corridor until changes to 200 in the late 1990s, so this is largely a return to previous service levels
- Additionally, 207 services no longer operate east of Doncaster Shoppingtown to Donvale, thus avoiding duplication with the 902 and 907 SmartBus services along Doncaster Rd. A bonus is AM peak departures towards Kew now depart from the interchange at Doncaster Shoppingtown in, avoiding the need to walk down to Doncaster Junction to board these services
- 200 & 207 have been extended in the City from Melbourne Central to the Queen St/Flinders La terminus. These routes previously continued to Queen St between October 1994 and March 1999
- Both peak and counter-peak 200 and 207 services now run at 15 minute intervals, combining to a 7-8 min headway between North Balwyn & City via Kew Junction and the City. Currently, buses on 207 are largely half-hourly with gaps in the AM peak of up to 45 mins
- Weekday inter-peak services on 200 & 207 will run every 20 mins, or 10 mins along the inner trunk. This boosts the 207 from half hourly. Although the 200 & 203 provided 4 trips an hour to Bulleen, the Thompsons Rd section carries low patronage as passengers typically use the faster freeway services. The Johnston St section has also lost two trips an hour during the day, but is not a effective downgrade as there used to be gaps of 10 or more minutes anyway due to clumsy off-sets
- Weeknight services run half hourly on both routes until 21:30, both dropping to 40 mins. This sees a drop on early evening outbound trips along Johnston St from 10 mins to 15 mins. The last inbound 207 departs Doncaster Shoppingtown 45 mins later at 23:08, with City departures on 207 extend from 23:15 until 00:07. Span of service to Johnston St, Kew & Kilby Rd is largely unchanged
- On Saturdays, daytime buses continue to run every 15 mins along the trunk, and half hourly on the branches. This sees a doubling of Saturday services on 207. Evening services on the trunk have dropped from 15 mins to 20 mins, although the 207 branch has gone from hourly to every 40 mins with the last 207 90 mins later at midnight
- Similar service levels run on Sundays, a significant upgrade of the previous 90 min offering on the 207
- 200 previously ran a jumbled 15-30-15-30 service on Sundays to off-set against the 201 & 207 on Johnson

St, an easier to remember 30 min service now applies. Sunday evening services along Johnston St & Kilby Rd are now every 20 mins instead of half hourly, 40 mins on the branches

- 207 now runs Sunday nights, with the last bus 22:05 ex Doncaster Shoppingtown & 22:40 ex City, compared to the previous 17:56 & 18:48 finishes. The route also rises earlier on Sundays, now starting at 06:30 instead of 08:18

Routes 201, 202 & 302:

- Services along Belmore Rd have also been overhauled. 202 shortworkings between Box Hill & East Kew have largely been extended into the City as the full length 302, while 201 services that operated between Doncaster Shoppingtown and the City via Kew Junction and Johnston St now operate as 304 via Eastern Fwy and Victoria Pde. This allows the routes to be better off-set and share common stops in the CBD. Passengers can change to the 48 tram at Harp Junction or 200/207 at either Willsmere Shops or Victoria Park to reach destinations previously served by 201. The direct connection from Belmore Rd to Kew, Collingwood & Carlton was introduced in October 1994
- Both services now terminate at the western end of Lonsdale St. Previously 201 services terminated at Melbourne Central, while 302 operated to the bottom of Queen St, with extensions to Crown Casino at night, a feature of the 1999 network
- Weekday peak services have been split between the 302 & 304, with a slight reduction in Box Hill trips toward the City (and vice versa in afternoons)
- Inter-peak, a combined 15 min service is provided between the City & Mont Albert North, with 30 min services to Box Hill and Doncaster Shoppingtown. Previously, 302 only via the freeway once an hour between hourly 202 services, while 201 ran every half hour
- Evening services on 304 conclude at 20:31 ex City and 19:43 ex Doncaster Shoppingtown, compared to the previous 20:42 & 22:08 finishes, leaving behind late night shoppers for the first time in more than 25 years. 302 however has been upgraded to run every half-hour, with the last bus departing Box Hill almost an hour later at 22:40
- Daytime Saturday buses run every 15 min along Belmore Rd and half-hourly on the branches. Previously the three routes combined to ran a rough 20 min service, with half-hourly departures ex Box Hill (202+302) and City (201+302)
- All Saturday evening trips now operate as 302, removing service from Doncaster Shoppingtown after 17:43 (before the centre closes at 6pm) and reducing services to one bus an hour. Previously 201 operated until midnight.
- The former 45 min Sunday service along Belmore Rd (201 and 302 each every 90 mins) has been boosted to every 30 mins, or hourly beyond Mont Albert North
- Three dedicated school specials operate from Koonung Secondary College to Box Hill after school, replacing former shortworkings on 202

Routes 215, 223, 273, 279, 280 to 282, 600, 922 & 923

- The above Transdev services continue to operate to existing timetables despite the timetable changes on most services, although 279 & 281 have updated bay allocations at Box Hill and Doncaster Shoppingtown. These routes remain ripe for review in the next timetable change due to complex route structures and duplication with neighbouring services

Routes 216, 219 & 220

- Several years of unreliable cross-town services has finally be addressed with new running times introduced
- To provide sufficient buses to cater for the new runtimes, PM peak services departing the City on 220 towards Sunshine have been cut reduced from 7 – 8 minutes to 10 mins, along with the deletion of two 216 shortworkings to Sunshine
- Late weeknight services on 220 in both directions have been reduced from 15 min to 20 min intervals
- An overdue move to simplify routes and avoid duplication with 903 SmartBus, 428 & 471, saw the Sunshine Park loop and Sunshine West weekend variation on 219 removed. Buses now terminate in the Sunshine South loop, with the terminus renamed Sunshine West
- Despite extensive route rationalisation in other areas served by Transdev, the poorly patronised sections of 216, 219 & 220 south of Elsternwick have not been altered with these changes

Route 232, 235, 237 & 238

- The previous complex network of services between City and Fishermans Bend, Port Melbourne & Garden City has been simplified with several network changes.
- 232 services to North Altona now exit the City via Collins St, serving Southern Cross Station. Flinders St had been one of many sources of late running, with no adjustment made when the King St overpass was demolished in 2005
- All 232 trips now operate via the express variant bypassing Port Melbourne. Williamstown Rd continues to be served by an upgraded 235. Run times on 232 have also been updated to improve service reliability over the congested West Gate Bridge
- 232 now operates slightly later on weekends, finishing at 19:50 Saturdays & 19:20 Sundays, instead of stopping by 18:00
- 238 loop service along Lorimer & Salmon Sts before extending to Bay St, Port Melbourne and has been removed. This service only operated during the off-peak and at night. 235 now runs all day to compensate for the removal, although services now finish around 9pm instead of midnight. The stop at South Wharf Shopping Centre will no longer be served. Although used by a handful of shoppers, the deviation in the centre added several minutes to through journeys
- 235 & 237 now operate to Queen Victoria Market instead of the somewhat 'temporary' terminus at Market St, introduced in 2008 when National services were removed from Flinders St to avoid traffic congestion. The majority of passengers using these routes arrive the City by train, so it's unclear the value in extending them through the City when it would be more logical to terminate them at Southern Cross
- At the Fishermans Bend end, 235 no longer operates to the western end of Lormier St, while 237 no longer operates to the terminus at the Boeing Gate in Wharf Rd, giving both routes clearly defined termini and saving excessive kilometres
- To compensate for the removal of 232 & 238 from Williamstown Rd and Salmon St, and address overcrowding, 235 have received a number of service upgrades. Outbound AM peak services now operate every 12 mins (formerly every 20 mins), while inbound services in the PM peak now depart every 15 mins (instead of 30 mins). Inter-peak services have been introduced, every 20 mins
- On Weekends, 235 now runs every 40 mins on Saturdays and hourly Sundays. Previously, only two return trips ran Saturdays catering for a handful of factory workers. The service levels would appear to compensate for the removal of 232 on Williamstown Rd,

as it remains to see if there will be sufficient demand in Fishermans Bend to justify full weekend services, as locals and those attending VFL matches are walking distance to the nearby light rail & 234

- Peak services on 237 for Fishermans Bend workers now operate every 15 mins instead of every 25 mins, which should elevate overcrowding.
- Buses now operate into the City before 10am (at half hour intervals), providing residents at the Yarra's Edge estate in Docklands a useable public transport service on their doorstep for the first time
- 237 remains half-hourly off-peak, a more sensible option for the industrial area along Lorimer St than the combined 15 min 237-238 offering

Routes 234, 236, 246, 250, 251, 253 & 340

- The unsolvable riddle of trying to off-set 250 (Garden City – City – La Trobe Uni) with overlapping sections of 246, 251, 253 & 340 across various segments has been answered by making a number of changes to simplify the network
- The weekday extension of 246 between Clifton Hill & La Trobe Uni has been deleted after nearly 20 years. Passengers wishing to travel in this section can change to the 250 at Clifton Hill, while La Trobe students can also interchange to 86 or 350
- 250 & 251 have been split in the CBD, with the northern half terminating at Flinders La/Queen St
- Garden City – City services now operate as 234, terminating at Queen Victoria Market.
- 253 service has been renumbered 236, and terminates at Queen Victoria Market rather than continuing to North Carlton. The service now skips the Bay St shops, operating along the full length of Pickles St
- 340 has reverted back to 350, and now operates to Flinders La/Queen St rather than terminating at the bottom of Russell St near Federation Square
- 234 operates every 10 mins peak, 15 mins off-peak, 20 mins weeknights, 15 mins Saturday daytime, 20 mins Sundays & 30 mins weekend evenings, generally matching the previous 250/251 corridor through Port Melbourne
- 236 operates every 40 – 45 mins, a downgrade on the previous half-hourly 253. Hourly Saturday services have been introduced however.
- Weekday daytime services on 250/251 now operate every 20 mins each, combining to form at 10 min corridor between Thornbury & City. Formerly services ran every half hour or 15 mins combined. The upgrade compensates for the removal of the 246 north of Clifton Hill (previously combined with 250 to provide an average 15 min service) and 253 along Rathdowne St (average 10 min combined service). The frequencies also provide a better peak service along 251 on Victoria Rd into East Preston & Northland
- Weeknight services on the combined section now run every 15 mins until 10pm (instead of 8pm), with services on 251 extending by over an hour. As a result however, evening trips on 250 now operate half-hourly instead of every 20 mins
- Saturday daytime services continue to operate every 15 mins to Thornbury and half-hourly beyond, and every 30 mins on 250 at night. Services on 251 now extend to after 7pm instead of finishing around 5pm – 5:30pm. The late night trip on 250 leaving the City around 12:40am has been cancelled, with the last bus now at midnight
- Sunday daytime services continue to operate every 20 mins to Thornbury and 40 mins beyond and every 40 mins on 250 at night
- 350 services no longer operate between 10:30 & 14:00, although shoulder services run every 20 mins instead of every 30 mins & are generous enough to cater for 1100

classes & those wishing to leave uni at 1400. Trips are off-set with the 20 min frequency on 250 through West Heidelberg and continue to provide a faster trip via Eastern Fwy than the 250 via Clifton Hill

Routes 270, 271, 286, 303 & 370

- 286 (Box Hill – The Pines) has been abolished to remove duplication along Blackburn Rd with the 901 SmartBus, with Box Hill passengers having to change to train or modified 271 at Blackburn. Although this is a major service reduction, 901 generally offers the same or enhanced service levels on Blackburn Rd in comparison to those were available in 2010 prior to its introduction. The failure to remove the 286 at the same time the 901 was introduced and 304 upgraded to the 906 SmartBus in 2010 was in many ways an oversight
- Peak hour service 303 (City – North Ringwood) have also been axed. Although only offering four return trips, the service was a popular alternative for those living in North Blackburn & Park Orchards, avoiding the need to transfer to a train service and commute within a hour. A number of complaints have been made on twitter and in local media regarding its demise. Passengers must now take a connecting bus to the nearest station, adding 10 – 15 mins travel time. An official suggestion for Park Orchards locals to transfer to the 907 at Donvale was misguided, as journeys will be up to half-hour longer than the old 303 due to poor connections, with trains the best option
- As a result of the deletion of these two services, alternations have been made to 270 & 271. 270 is now the sole service through Kerrimuir & terminates at Mitcham, with a new 370 service operating between Mitcham & Ringwood
- Route alternations to 271 see buses now operating along Whitehorse Rd to Blackburn in lieu of 286, operating in both directions along the full length of Junction Rd (with 270 no longer zig-zagging off Springfield Rd) and skipping Tunstall Square & Roy St in Donvale, with passengers required to change to 902 or 907
- On weekdays 270 has been upgraded to run 10 – 15 mins in peaks, maintaining service levels on the combined section, with off-peak services every 20 mins (previously 15 or 30 mins either side of Springvale Rd). 270 now runs at night in lieu of the 271, every half hour
- Saturday services on 270 operate every half hour, maintaining the previous combined service level, while Sunday buses operate every hour, replacing the two-hourly offering on 271 between Box Hill & North Nunawading
- 271 services operate every 20 mins during school peaks and half-hourly during the day, while weeknight services through Park Orchards have been extended by two hours until 22:45
- Saturday services on 271 now operate every 30 mins instead of hourly, although continue to finish by 6pm. North Ringwood & Park Orchards remain without Sunday services, while Sunday services have effectively been removed along Junction Rd & Whitehorse Rd
- The new 370 offering largely maintains existing service levels of the old 270, every 30 mins on weekdays until 7pm & hourly Saturdays until 6pm

Routes 284 & 285:

- 284 from Box Hill & 285 from Camberwell now terminate at Doncaster Park+Ride, with passengers for Doncaster Shoppingtown required to transfer to a connecting 280/282, 207 or 907 service to reach Doncaster Shoppingtown. The return trip is more problematic, as 907 services depart from Doncaster Junction instead of within the Doncaster Shoppingtown Interchange. The change, which is said to remove duplication, is bizarre

given Doncaster Shoppingtown is just over 5 minutes down the road, with doubt as to whether a tangible operating saving is being achieved

- These routes, previously operated by Quinces as 615 or 731 were traditionally focused on the North Balwyn tram terminus, prior to being altered to serve Doncaster Shoppingtown in 1998
- Direct services along High St to Doncaster Shoppingtown, and from Lower Templestowe & Macedon Square to Camberwell have also gone, which was the emphasis for a previous route change to 285 around ten years ago
- Previous school deviations on 285 to Marcellin College & Strathcona Girls School have been replaced by dedicated school services
- Weekday off-peak services on 284 have dropped from half-hourly to every 45 mins, while 285 now operates every 45 mins instead of hourly
- The last weekday 284 departure from Box Hill is around an hour earlier at 18:05. Coupled with the deletion of the 315 City service & traditional early finish of neighbouring 612, passengers are forced to walk from east-west routes if finishing in the City much after 5pm
- 285 runs slightly later, with the last departure ex Camberwell at 18:25 instead of 18:04
- Hourly Saturday services now operate on 285, reinstating Saturday service along Balwyn Rd for the first time since 1991

Route 295:

- Services now operate solely between The Pines & Doncaster Shoppingtown, with passengers forced to transfer to 281, 293 or SmartBus 903 at Doncaster Shoppingtown to reach Box Hill, On weekdays passengers may also walk to the near-by 279 (the Templestowe branch doesn't run weekends). Coupled with the removal of 286, this leaves much of Doncaster East without a direct connection to Box Hill
- The change has lead further downgrade to services along the Station St and Tram Rd corridor, which until 2010 was also served by 293. It would have been wise to hold off the change until 2015 when 903 is set to gain more frequent off-peak and weekend services
- Sunday services on 295 now operate hourly instead of every 120 mins

Route 305

- Services on 305 now only operate between Doncaster Shoppingtown & City before 10am inbound and between 3:30pm & 7pm outbound. Previously 305 operated to City all day weekdays (supplemented by shortworkings on George St), and to Bulleen on weekends, where timetabled connections were offered to SmartBus 905. Although Doncaster Shoppingtown is a key destination for local travel, a need for a City connection is critical for the route to remain successful. A direct link to Box Hill via 289 was previously removed from George St in late 2008
- Weekend services are timetabled to meet 207 services for City travel, albeit via the slower Kew Junction route. On weekdays however there is no clear connections, with passengers having to choose between the 207 via Kew Junction, 304 via Belmore Rd, or taking a short walk to Doncaster Junction where they can board SmartBus 907. A brief look at various timetables & connection times suggests 907 is the fastest option despite the walk, although it is noted that outbound connections between 907 & 305 at night can up to 24 minutes (after allowing for a 5 min walk), which shows little thought has been put into connections
- Passengers on Thompsons Rd wishing to travel to Doncaster Shoppingtown must change to the 903, although connections are not timetabled or guaranteed.

Manningham Rd travellers wishing to reach the City can do likewise, or alternatively travel via Heidelberg Station on 903 then train

- A number of additional early morning trips now operate outbound along George St to The Pines daily, allowing access to The Pines prior to 9am for the first time
- Weeknight buses now run every half hour instead of the hourly City trips. The shortworkings allow passengers at Doncaster Shoppingtown on weeknights much easier access to buses home – previously 305 bypassed the centre after 17:30, and any potential passengers had to walk almost a kilometre to board the bus on George St
- School peak extensions to/from Warrandyte have been deleted, with affected students having to change between 906 & 305 at The Pines. There is also no longer a one-seat ride from Lower Templestowe to secondary schools to the east, with some students forced to either transfer twice or take indirect options with a single change

Route 309

- Revised timings, with the last departure from the City now at 17:55 instead of 18:10, unsuitable those finishing work around 6pm
- Despite the removal of off-peak services on 908 between Doncaster Park+Ride & City (see below), services on 309 continue to operate to City all day, providing an hourly one-seat ride along High St
- With the changes to 302 & removal of 303, 309 becomes the only freeway service to the Doncaster region departing Queen St, although 350 freeway services now depart here

Route 318

- Return trips have been reduced from six to four
- Final bus departs the City at 17:41 instead of 17:57

Route 364

- Yet another change has been made to Warrandyte terminus – after being truncated from Doncaster Shoppingtown to Warrandyte Bridge in October 2010, buses were extended from back to the roundabout at Harris Gully Rd in August 2011 to allow easier transfers to SmartBus 906. Services now extend a further 250m to the more logical terminus of Warrandyte Reserve & Skate Park, located opposite West End S.C. and Goldfields Plaza
- Morning peak services running out of Doncaster Depot no longer depart Deep Creek, instead starting at Warrandyte Reserve. The extension now only operates for Warrandyte High bell times
- To compensate for the deletion of thrice daily 906 extension to Ringwood, additional trips now depart Warrandyte during the PM peak
- Weekend departures ex Ringwood have been extended by 40 mins, with last bus now at 21:02
- Trips have been retimed to avoid long layovers at Warrandyte - previously weekend buses had 55 min gaps between trips, resulting in unnecessary dead-running to other locations. The former timetable was largely written around connections with the 906, and although these remain possible under the new timetable, times are also better suited to train connections at Ringwood

Routes 366, 367 & 380

- Ringwood – Croydon services 366 & 367 have merged together to form a loop service known as 380. This is a throw-back to how the routes operated during the 1980s. The only clear benefits would appear to a single seat option from Croydon Hills to Maroondah Hospital, as the numerous secondary schools along the route are

generally served already by more direct school buses operated by Ventura Lilydale (formerly Invicta)

- The Ringwood East half picks up weeknight trips, extending service from 19:32 to 22:15pm ex Ringwood and from 19:51 to 23:09 ex Croydon. Croydon Hills residents can no longer get home on 23:33 departure ex Croydon, with last buses leaving Ringwood at 22:45 & Croydon at 22:34
- Saturday services have been reduced from 50 to 60 mins to offer a clockface timetable. Buses now run until 9pm, instead of finishing at 6pm
- Sunday services run every hour instead of every 2 hours, with service introduced between Maroondah Hospital & Croydon on the eastern half
- Dedicated school specials have been added to serve Norwood Secondary College and Tintern Grammar, replacing former peak extras. Selected trips continue to divert via Aquinas College

Route 400

- Services have been upgraded between Sunshine & Derrimut to cater for strong demand for services in this growth suburb, and compensate for the removal of 451 along Forrest Rd through Ardeer
- Peak services now operate between Sunshine & Derrimut every 20 – 22 mins instead of half hourly, while services beyond to Laverton via the prisons now operate every 40 – 45 mins
- Off-peak & weekend services now operate every 40 mins instead of half-hourly to improve train harmonisation
- Evening services between Sunshine & Derrimut now finish around 9pm each night, instead of 7pm weekdays and 6pm weekends

Route 408

- Two route changes have been made to improve coverage along the 408 and remove duplication with the 903. Buses now operate along Novara Pde in St Albans East, while in Sunshine North buses travel Berkshire Rd, serving a larger portion of the suburb, including new housing at the northern end of Duke St
- Saturday afternoon services have been upgraded to run at 20 min intervals instead of half-hourly. Sundays continue to operate once an hour

Routes 418, 419 & 421

- 418 now operates to directly from Keilor Downs Shopping Centre to St Albans via Aurtur & Alfriedia Sts, replacing parts of 421
- Services on 419 now operate directly from Watergardens to Sunshine Ave via Bond Rd, Parmellia Ave & Apollo Rd in Taylors Lakes, providing a faster journey and better access to the local secondary college
- To compensate for these changes, 421 now operates via Keilor Lodge and Kelba, along with Biggs Rd, providing a more direct alignment in St Albans East than the old 418 service. Keilor Downs residents connecting with trains at Keilor Plains are now taken directly to the station, instead of detouring via Keilor Downs Plaza
- Peak services on 418 have been upgraded from 40 mins to 20 mins
- 419 was upgraded from 30 mins to 20 mins during the PM peak, matching existing AM peak frequencies
- 421 now operates until 9pm 7 days, instead of finishing at 7pm and has gained Sunday services for the first time. Interestingly, 418, 419 & 421 continue to operate hourly on weekends despite upgrades elsewhere

Routes 420, 422, 423, 424, 425, 427, 428, 451 & 454

- The flagship of changes in Brimbank is the introduction of a new 420 service linking Sunshine & Watergardens via Glengala Rd in Sunshine West, Station Rd in Deer

Park & Kings Rd in Delahey, providing direct access to local trip generators, including Brimbank Central. The service replaces large parts of the 451 & 454 & introduces new services north of Brimbank Central along Kings Rd for the first time. The service is operated by Sita, extending their geographical footprint in the north-west

- 422 (St Albans – Delahey) has been discontinued, replaced by a revised alignment for 425 through Kings Park and Delahey, with passengers in the catchment of old 425 within walking distance of the 418 or 420
- 423 (St Albans – Brimbank Central Plaza) now operates via Deer Park North, replacing the removed section of 451. It has also no longer operates in side streets in the vicinity of the Victoria Uni St Albans campus.
- 424 follows a more direct alignment through Kings Park along Main Rd West as a result of the changes to 425 although this may constrain some students travelling to Copperfield College (Junior campus) or Victoria University Secondary College in Deer Park.
- 454 (Sunshine – Sunshine West), which previously operated a very indirect loop structure that had struggled to keep pace with expanding residential growth has been replaced by the new 420 along Glengala Rd along with the new Sita Routes 427 & 428, which through-route at Sunshine West to provide a loop service. The service also expands coverage in Glengala and operates along Forrest Rd, Ardeer to compensate for the removal of 451
- 420 operates every 20 mins on weekdays and Saturdays, with Sunday services every 40 mins. This is compared to weekday services on 451 & 454, while offering significant boost on weekends. Evening services operate until 9pm are largely half-hourly
- Services on 423 & 424 (which were previously through-routed at Brimbank Central) are now off-set at both ends (as there is no longer the need to off-set with 422 on Gillespie Rd) and operate every 40 mins 7 days, including the introduction of Sunday services. Additional peak trips are provided in one direction of the loop, offering a 20 min frequency, following community protests from Deer Park residents about the removal of their 451 service, which operated every 15 mins during peak periods. Weekday span has been extended from 7pm to 9pm, weekend services conclude at 7pm
- 425 largely remains every 40 mins on weekdays, although additional trips now operate at school times serving Cooperfield College and Gibson College. Saturday services on 425 have been upgraded from hourly to every 40 mins, while Sunday services remain hourly
- 427 & 428 services depart every 25 mins in peak periods, every 40 mins during the day (including weekends) and every hour after 7:30pm, with services finishing around 9pm

Routes 460 & 476

- With the exception of a deviation for students attending schools in Caroline Springs, 460 no longer operates through Hillside, now operating directly along Melton Hwy, with 476 services now operating through eastern Hillside
- Peak services on 460 have jumped from hourly to every 20 mins, but remain hourly at other times
- 476 services remain every 20 mins at peak times, providing a boost for eastern Hillside
- Inter-peak & Saturday services on 476 have dropped from 30 to 40 mins to aid train connectivity, but Sunday services are improved to 40 mins from hourly
- Oddly, weekend run times on 476 are several minutes slower than weekdays

Routes 410, 456, 461 & 462

- An updated timetable has been introduced for 461
- Despite extensive changes in Brimbank, the other three routes continue to operate to existing times

Routes 436, 437, 439, 441 to 449

- New timetables have been introduced for buses connecting at Werribee and Hoppers Crossing with extended runtimes, following continual growth, reduced speed limits on arterial roads (see March *Table Talk*) and the relocation of the bus interchange at Werribee Plaza (see May *Table Talk*)
- Peak services generally run every 44 mins instead of every 40 mins, an attempt to harmonise with trains every 11 mins & to allow for longer trip durations. 436, 437 & 444 continue to offer high frequencies in peak times. Off-peak and weekend services remain at 40 min intervals, meeting 20 min trains.
- Hourly Sunday services have been introduced on 441 (Werribee – Westleigh Gardens) & 445 (Werribee – Hoppers Crossing), with all bus services across Werribee & surrounds operating Sundays for the first time. A later weeknight trip on 441 at 19:51 has also been introduced, while 445 is extended to 9pm during the week.
- 437 (Werribee – Hoppers Crossing), 444 (Hoppers Crossing – Tarneit loop), 446 (Hoppers Crossing – Williams Landing) & 449 (Werribee – Manor Lakes) also operate later, now finishing between 8:30pm & 9pm instead of 7:30pm (437 & 445 ceased around 6pm on weekends).
- 439 now serves the Wyndham Harbour development, although buses have been detouring via Duncans Rd since May due to roadworks. Buses also no longer operate a tour of market gardens in Werribee South, where little patronage was generated
- Weekday shorts returning from Werribee Open Range Zoo & Werribee Mansion are now off-set 20-40-20 mins, rather than 13-47-13 mins
- Stopping restrictions on 445 have been removed, a quirk dating back to 2006 when the route was introduced independent of timetable changes on other routes, and intended to allow a single vehicle to do a round trip in a hour

Route 465

- Minor alternations in the AM peak

Routes 478, 479, 482 & 500

- The long-running issue of sub-standard bus services from Melbourne Airport to neighbouring suburbs has finally been addressed to a large extent, with an improved network introduced. This was the last outstanding stage 1 priority action to be implemented from the previous Labour Government's bus reviews between 2007 & 2010, although only a fraction of the actual report recommendations have been implemented
- Weekday services on 478/479, which largely only operated limited peak services on weekdays and to Moonee Ponds at selected times have been streamlined. 479 now operates once an hour on weekdays from 6am to 7pm between Sunbury and Airport West. 478 operates hourly shortworkings to the Airport, providing a combined 30 min service. Passengers travelling to Essendon or Moonee Ponds may swap onto a 59 tram, or 477 or 501 buses
- A new industrial service, known as 482 has been introduced to serve industrial areas in Tullamarine & the Airport Precinct previously unserved by public transport. Services run hourly in peak periods and designed to suit employee start/finish times
- The weekend return 479 service no longer extends into the CBD, an unusual practise initially to serve Sunday

visitors to Sunbury Asylum Mental Hospital, closed in 1985! A second return service is now offered, in conjunction with the hourly 478 weekend service which remains, but now only as far as Airport West. Despite the almost non-existent service level, 4 passengers were noted boarding the single 479 at Melbourne Airport towards Sunbury on the final day of the full route

- The two-hourly weekdays only 500 (Sunbury – Broadmeadows) has been deleted to avoid unnecessary duplication, with passengers, such as those attending Kagan TAFE in Broadmeadows, required to transfer between the 479 to 901 SmartBus at Melbourne Airport

Route 541

- 541 operates a revised alignment in Roxburgh Park. Kolbe College and growing estates in north-eastern Greenvale receive their first bus connection, while buses operate more directly from Roxburgh Park Shopping Centre to Meadow Heights Shopping Centre; straight down Somerton Rd. Removed sections of the route along Donald Cameron Dr continue to be served by 544

Route 767

- Inter-peak services now run every 40 mins instead of every 30 mins, leading to gaps of up to 30 mins along Elgar Rd between Box Hill & Deakin Uni (combined with the 281 every 30 mins and 768 every 50 – 60 mins). This is a bizarre decision as runtimes remain unchanged and connecting trains at Hugesdale are every 10 mins, and services no longer harmonise with 15 min trains at Jordanville or Box Hill. Saturday morning trips continue as half-hourly
- Weeknight trips now operate every 40 mins, instead of once an hour

Routes 770, 771, 775, 782 & 785

- Evening services have had minor adjustments to maintain train connections at Frankston
- 785 services have been retimed to be off-set with 781 and 784, reinstating the 20 min evening service to Mt Eliza and Mornington, connecting off each train arrival until 22:21. A previous adjustment in April last year had seen 781 & 785 buses depart within a couple of mins, followed by a gap of almost 40 mins

Routes 789, 790, 791, 795, 796, 797, 892, 893, 894, 895, 896, 897 & 898

- Cranbourne Transit have implemented updated timetables designed around the new Frankston, Pakenham & Cranbourne line timetables
- 799 (Cranbourne – Cranbourne North) now operates every 40 mins on weekdays off-peak, instead of every 50 – 55 mins, reinstating service levels downgraded back in 2003 to allow upgrades on the Frankston – Cranbourne West corridor
- 893 (Dandenong – Cranbourne) has been boosted from 30 mins to 20 mins off-peak, meeting every off-peak train at Hallam
- Inter-peak 894 (Hallam – Amberly Park) & 895 (Fountain Gate – Narre Warren South) services now operate every 40 mins instead of every 45 mins, with through-routing maintained for one-seat travel from Hampton Park east to Fountain Gate
- 896 (Cranbourne East TrainLink loop) now operates every 20 mins inter-peak instead of every 30 mins meeting the upgraded Cranbourne line timetable. AM peak shortworkings now originate at Lyall St Interchange instead of Hunt Club estate, providing better access from new estates in the vicinity of Casey Complex & Berwick-Cranbourne Rd
- Inter-peak services on 897 (Cranbourne – Central Parkway) & 898 (Cranbourne – Archers Field Dr) now

run every 20 mins instead of half-hourly, although peak services remain at 25 - 30 min intervals

Route 798

- Cranbourne Transit also introduced a new 798 route from Cranbourne to Clyde North along Camms Rd & Linsell Bvd providing access to the Cascades on Clyde & Selandra Rise estates. In conjunction with the existing 896 Trainlink & 898, Cranbourne East would surely rank as one of Melbourne's best served outer suburbs
- On weekdays buses run every 15 mins during peaks & 20 mins inter-peak & night, finishing at 10pm
- Saturday daytime services operate every 20 mins and half-hourly at night, with last bus at midnight
- Sunday services operate every 40 mins, dropping to hourly between 7pm & 10pm
- Buses are timed at Cranbourne Station to meet both arriving & departing trains, providing connections with most train services from Cranbourne Park Shopping Centre 1km south of the station – although the 896 connects off every train arrival, it operates an indirect path back to the station, with weekend trips terminating mid-loop

Routes 802, 804 & 862

- The above routes each operate every 40 mins on weekdays instead of every 45 mins, improving harmonisation with 10 min train services at Dandenong and Oakleigh
- Unfortunately, trips are not properly off-set along Princes Hwy & Wellington Rd, with buses on 802 & 862 in both directions running with a couple of minutes of each other, resulting in an effective drop of frequency from 15 mins to 20 mins on the 10 km combined segment. Furthermore, services on 800 towards Chadstone are also run at similar times, so there will be daily instances of three buses operating a convoy along Princes Hwy followed by a gap of around 20 mins. With plans for an upgrade of 900 services to every 10 mins (see July *Table Talk*), a full review of services on Mulgrave – Chadstone corridor is overdue
- Run time adjustments have been made using GPS data

Route 828

- Revised run-times using GPS data, using Ventura's approach for analysis, meaning every trip has different runtimes than the previous service. There is no longer any resemblance of a clockface 20 min inter-peak timetable for someone boarding towards the end of the route

Routes 831, 834, 835, 836, 837, 838, 839, 840, 841, 846, 847, 925, 926, 927, 928 & 929

- Services on the above routes have been retimed to better meet trains following upgrades along the Pakenham & Cranbourne lines and make use of GPS run-time data
- Berwick Circle services 834 & 835 now operate every 40 mins inter-peak instead of every 30 mins to harmonise with trains every 20 mins, however weeknight services until 10pm now operate every 20 – 25 mins instead of every 30 mins
- Services on 841 (Narre Warren North – Cranbourne) have been boosted to run every 30 mins in peak periods and 40 mins inter-peak, an upgrade from former 45 min headways

Routes 843, 845, 849 & 861

- Off-peak services on individual routes have been upgraded from 48 mins to 40 mins, matching peak headways. A bus meets every train arrival at Dandenong, providing a 10 min service along Clow St into Doveton (previously every 12 mins)

- Evening services have also been retimed, with the last Monday to Wednesday departure ex Dandenong at 21:16 on 849 (previously 20:38). Late night services remain Thursday to Saturday.

Routes 901, 902 & 903

- Orbital SmartBus services 901, 902 & 903 have received updated timetables with new running times. This is the first timetable change for these routes since 2010, with existing timetables overdue for review
- Minor reductions have been made to peak services between Heidleberg & Mentone on the 903, although longer gaps elsewhere on the route of appear to have been avoided compared to the old timetable
- Weekday span of service has been reduced in many segments, with changes the first buses and last buses of up to 40 minutes. It appears that Transdev has interpreted the service specifications more harshly compared to Ventura & Grenda's, when ideally the routes would operate similar service spans to trains and trams

Routes 905, 906, 907 & 908

- The four Doncaster Area Rapid Transit SmartBuses have also received their first timetable change since being introduced four years ago, with revisions to run times. Some minor reductions to peak services have also occurred on 905, reducing peak frequencies along busy Thompsons Rd
- As per the orbitals, span has also been reined-in, with first City departures & last City arrivals now around half-hour earlier than previously, more closely reflecting service levels of other modes, eliminating excessive service levels such as midnight departures from Warrandyte
- 906 no longer extends to Ringwood during peak periods, replaced by additional 364 trips. This extension dates back to the previous 304 and observations suggest very few made use of the through journey to reach Warranwood
- 908 services no longer operate into the CBD outside of peak times, with passengers forced to change at Donaster Park+Ride onto a connecting 907 service. Reports from the first Sunday of operation suggest that heavy loading is now an issue on 907 services down the Eastern Freeway, with weekend frequencies from Doncaster Park+Ride halved from 15 mins to 30 mins

Bacchus Marsh

- Three separate routes have replaced the previous circular town bus offering in Bacchus Marsh on Melbourne's western fringe, numbered in the metropolitan series for the first time. 433 provides buses to the Hillview Estate in Maddingley for the first time, 434 extends coverage in Telford Park to Stone Hill estate, while Darley residents can catch 435. All three routes operate to both the station and town centre
- Maximum journey times to Bacchus Marsh Station are 7 mins from Hillview Estate, 12 mins from Telford Park & 18 mins from Darley. Previously passengers had journey times of up to 25 mins due to circular structure of the single town route
- Services average every 20 mins during peak periods offering connections to most trains to Melbourne and Ballarat, while daytime services across the week average about one trip per hour, again designed around the V/line train timetable. Services continue to finish around 7pm each day.

Bairnsdale

- Route 3 to Wy Yung has been further extended into the Eastwood growth area

Ballarat

- The first weekday 3 from Creswick has been retimed to ensure a train connection at Ballarat

Benalla

- Town buses in Benalla now operate from 7:15am until 6:15pm, serving employees and school students for the first time, with half-hourly service during peak periods. Services were previously limited to shopper services between 9am & 3pm. Buses also continue to operate throughout the day, no longer stopping for a lunchtime break

Colac – Apollo Bay

- Locals In Birregurra benefit from a new return Wednesday return service to Apollo Bay, complementing the existing return service to Colac on Wednesdays and summer Friday to Sunday options. The service is provided by Hutchinson's

Hamilton

- Route 2 now serves Hamilton Station
- Route 3 operates along Gray & Cox Sts instead of a section of Lonsdale St

Lexton

- Weekend timetables for the rail feeder from Talbot have been adjusted to meet the new Marybrough line timetable, which has a later evening arrival

Traralgon

- Route 45 to Traralgon North has been revised to become more direct

Warragul

- Route 5 now operates via Buln Buln primary school in both directions, to offer access to both Warragul & Noojee.

Seymour Race buses

The state government has announced a trial of limited race day buses to 19 meets held at Seymour Raecourse from 3 August until 18 July 2015, meeting V/line trains. Buses will stop at ANZAC Village enroute.

Greenfields clarification

Transdev has requested the following clarification to be published in relation to the Greenfields premium network map included in a presentation to Glen Eira Council in April (and available online), which was subsequently detailed in May's *Table Talk*.

The plans presented were originally submitted to PTV as part of their tender documentation prior to the awarding of the franchise and were only shown as an illustration of the premium network concept. Transdev has since begun working with PTV to develop a new Greenfields network model, now they are aware of PTV's current network plans. Transdev also wished to clarify that the map included did not show layering clearly, and in some cases more than one premium route would serve the same road.

It is assumed that most of the major changes implemented in late July will form part of the eventual Greenfields network due for implementation next year.

Western Australia

CBD changes

On 6 July Routes 30, 31, 34, 102, 107, 220, 881 & 90 were extended to the Wellington St Bus Station. Stand changes also took place at Esplande Busport & Morley, with updated timetables re-issued to reflect the stand changes.

Term 3 changes

Effective 20 July, a number of changes took place affecting school students, including alternations to the following public routes:

- Changes to 564 & 568 services serving Baldivis Secondary College
- An extra 593 trip departs Halls Head Community College at 14:50 for Dawesville West

- Changes to morning connections on 825 (Rockingham – Fremantle) for students travelling to Iona Presentation College and Iona Primary School

Thanks to: David Beres, Jason Blackman, Phillip Boyle, Damo Cooper, Geoff Grantham, Stephen Gray, Peter Hobbs, Victor Isaacs, Dean Jones, Paul Kennelly, Matthew McCann, Mike Marshall, Paul Nicholson, Peter Parker, Lourie Smit, Alex Smith, Knowles Tivendale, Stephen Wai Hung Cho, Roger Wheaton & various contributors on *Australian Transport Discussion Board*.

AIR NEWS

International

Eithad commenced non-stop flights from Perth to Abu Dhabi in July.

Domestic

The first plane landed at **Brisbane West Wellcamp Airport** on 23 July. This is Australia's first privately funded commercial airport, and the first commercial airport to open since Melbourne Tullamarine in 1970. The company hopes that commercial flights will begin in November to Sydney, Melbourne, Adelaide, Cairns, Emerald, Mackay, Roma and Miles. Despite the name, the airport is actually 130 km from Brisbane, west of Toowoomba. The owners reckon the airport will have a catchment of 344,000 people. The airport and associated business park is being developed by the Wagner family, a prominent Toowoomba business family, at

a cost of \$615 million. The 2870 metre runway will be capable of handling B747 aircraft.

Virgin Australia will cease its thrice weekly Perth – Exmouth service on 13 October leaving **QantasLink** as the sole operator on the route. The Exmouth route totals about 90,000 passengers per year and there is concern the monopoly will lead to higher fares, with calls for the WA government to monitor and regulate the route. There have been calls to deregulate the Perth – Albany route (which only totals about 50,000 passengers per year) as the Virgin withdrawal from Exmouth has also raised concerns for the future of the Albany route also currently served by Virgin as a result of its takeover of Skywest.

Thanks to David Whiteford, the *Australian*, the *West Australian* and www.wikipedia.org for Air news.

FERRY NEWS

TT Line patronage

In the 2013-14 financial year patronage on the two TT line ferries from Tasmania to Melbourne increased by 8%

compared to the previous year to nearly 358,000 passengers.

Thanks to the *Mercury* (Hobart) for ferry news.

About *Table Talk*

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Back issues of **Table Talk** are available on the Australian Timetable Association's website, austta.org.au, after three months.

Table Talk Newswire is an advance monthly email of Rail news. To obtain this, ask the Rail Editor at abvi@iinet.net.au