



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

No. 336, August 2020

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RAIL & TRAM NEWS

NEW SOUTH WALES

Temporary COVID services update

As of Monday 27 July, one-third of the temporary COVID-19 “physical distancing” Sydney Trains services listed on page 2 of the July edition of *Table Talk* have been removed. The remaining two-thirds of services continue to operate until further notice.

SYDNEY TRAINS

Blue Mountains line upgrade complete

The state government released a media statement on 20 July saying that the upgrade program along the Blue Mountains line had been completed.

Initiated by the impending introduction of the New Intercity Fleet (D Sets), which have wider bodies than the 40-year-old V Set trains they will replace.

Works undertaken included signage for 10-car-sets, shaving platform edges at various locations, and tunnel modifications.

Regardless of any uncertainty from the industrial dispute between the Rail, Tram and Bus Union (RTBU) and NSW TrainLink over the future role of Guards on these trains, provision has been made for the introduction of these trains for network testing by way of “Reliability Growth Running” in the upcoming October timetable update. **TRANSPORT FOR NSW**

Transdev vehicles showing veterans

Throughout July, some light rail vehicles on the CBD South East Light Rail were displaying images of eight Australians involved with the Korean war as part of the 'Lest Korea Forget' commemoration supported by the Consul General of the Republic of Korea. **NSW GOVERNMENT**

AUSTRALIAN CAPITAL TERRITORY

Light rail patronage

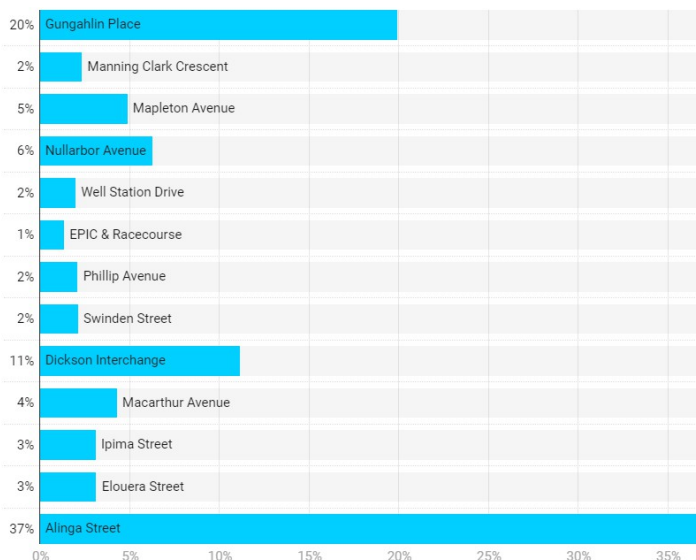
Canberra Metro recently revealed passenger numbers at each of the line's thirteen stops across the month of February 2020. The below table shows patronage use

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at Alinga Street, Dickson Interchange and Gungahlin Place accounting for two-thirds (68 per cent) of total boardings and alightings.

Transport Minister, Chris Steel, said, despite some stations being very quiet at the moment, their presence enables government to “shape long-term land-use outcomes at a district and city level” supporting “planning and demographic trends”.

A fourteenth stop at Mitchell is due to begin construction in the coming months. **ABC NEWS, CANBERRA METRO**



Combined alightings & boardings during February 2020.

(source: ABC News from Canberra Metro data)

Updated timetables

Under the new Canberra bus and tram network of 18 July 2020, morning peak tram frequencies have been improved to every 5 minutes (previously every 6 minutes), and Sunday tram services start earlier, at 7am (previously 8am). The detailed frequency guide is available at <https://cmet.com.au/frequency-guide>. **AGNES BOSKOVITZ, CANBERRA METRO, TRANSPORT CANBERRA**

VICTORIA

Additional temporary services

To encourage physical distancing, an additional 19 temporary weekday services were added to the Metro timetable in July involving two services in the peak-running direction in each of the morning and afternoon shoulder-peak periods.

From Monday 13 July, the Sunbury, Craigieburn, Werribee, Mernda, Dandenong, Ringwood and Glen Waverley lines received extra services. From 27 July, the Frankston and Sandringham lines started to receive these extra services with the completion of level crossing removal works.

The Hurstbridge line has also had one extra weekday service added.

The tram network also benefited from extra services with Collins Street getting extra shuttle services.

From Monday 13 July until at least 1 November, routes 12 and 30 have timetable changes as below:

- **Route 12** trams divert via La Trobe Street between Stop 12 (St Vincent's Plaza) and Stop 124 (Batman Park). Passengers for Collins Street can connect with **Route 11** or **109** trams at either St Vincent's Plaza or Batman Park.
- **Route 30** trams will not run. La Trobe Street passengers can connect with **Route 12** trams diverting along La Trobe Street from Stop 12 (St Vincents Plaza). Connect with **Route 86** trams at Spencer Street for the Docklands.

ROSS MORRISON, THE AGE, YARRA TRAMS

Melbourne XPT update

NSW TrainLink's Melbourne XPT has been in the thick of the more recent COVID-19 developments. Despite the New South Wales government doubling capacity on public transport services across the state from July 6, this service was an exception owing to the second wave that was developing in Melbourne. The service was also skipping Broadmeadows station as a safety measure.

Our guest reporter, Geoff Lambert, reported on 3 July that passengers were each being temperature checked upon arriving at Sydney Central station. Also on 3 July, a male on an XPT from Melbourne was found to be from a hotspot in Melbourne after their identification was processed for an accommodation booking – in breach of the public health order banning people from a Victorian hotspot from entering NSW. The male was taken to quarantine.

On July 8, the border lockdown enforced between NSW and Victoria due to the continued breakouts saw the service curtailed to only operate between Sydney and Albury. There is no replacement service available past Albury into Victoria. NSW TrainLink coach services 587/588, 725/726, 733/734 and 741/742 are also affected. *TRANSPORT FOR NSW, GEOFF LAMBERT, ABC NEWS*

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The Overland gets multi-year extension

Updating this story from the June edition of *Table Talk*, the Victorian government announced on 30 June that it would subsidise the service for the next three years at \$3.8 million annually to ensure it continued. Newly appointed public transport minister, Ben Carroll, said "We hope the company will begin to take bookings in July and be up and running again in September, the only caveat being COVID-19. To continue it and give it three years, gives everyone a bit of flexibility they need to make it the success it can be".

The media release from the Victorian Labor government used the opportunity to overtly sink the political boot into the South Australian Liberal government for putting the service in jeopardy. *ROSS MORRISON, INDAILY*

Level crossing removal project

The state government announced on 11 July that it was fast-tracking the contracts to remove two level crossings by 2023. The crossings are at Fitzgerald Road in Ardeer and Robinsons Road in Deer Park.

Following this, the only level crossing remaining between Deer Park and the city would be at Derrimut Road (which itself is scheduled to be removed by 2025).

The designs can be reviewed online at engage.vic.gov.au/bigbuild where feedback can also be provided. *VICTORIAN GOVERNMENT*

COVID update

With the lockdown across Melbourne and the Mitchell Shire, Premier Dan Andrews announced that from 23 July, everyone travelling on public transport needs to wear a face covering, including any one of a mask, bandana or scarf to help stop the second wave spread of COVID-19. *VICTORIAN GOVERNMENT*

Regional Rail Revival update

The state government announced on 6 July that \$300 million from the shared state/federal kitty would be spent on the Bendigo and Echuca rail lines with a promise of faster and more frequent services.

This would be achieved with the implementation of a new 'electronic train ordering system' and upgrades to ten level crossings with 'better train detection technology'. *VICTORIAN GOVERNMENT*

WESTERN AUSTRALIA

Forrestfield-Airport Link update

The state government recently confirmed that Forrestfield station would now be called High Wycombe after community feedback overwhelmingly supported a name change to better reflect its geographic location. *PERTH NOW*

NEW ZEALAND

West Coast upgrade

\$13 million will be used by KiwiRail to upgrade the railway line between Christchurch and the West Coast of the country. Works will include drainage installation and strengthening hillsides along the line. A landslide at Omoto in 2019 caused the line to be closed for a month. The project should be completed next year.

RAIL EXPRESS

Project NEXT postponed

The New Zealand Transport Agency (NZTA) has said the long-term project to develop a country-wide public transport smartcard has experienced further delays due to funding pressures caused by COVID-19.

The agency says that the card will launch in Summer 2021/22 with a country-wide rollout taking five years.

Timeline:

- **2007:** Greater Wellington Regional Council (GWRC) floats idea to expand Snapper across NZ.
- **2009:** NZTA proposes to fund 51 per cent of the project in exchange for using Auckland's then-upcoming HOP Card instead.
- **2015:** GWRC rejects the HOP Card – says it's outdated. NZTA instead proposes Project NEXT, based on an “open loop” contactless concept linked to an account, rather than a card (although a card option would still be available).
- **2020:** COVID-19 delays the software tender process into the new financial year.

STUFF.CO.NZ

Auckland Transport dog permit

Auckland Transport has made permanent the allowance for pets aboard the local commuter train network. A survey saw only 12 per cent of respondents opposed to the initiative.

Pets are now allowed on trains outside peak hours (09:00-15:00 and after 18:30 on weekdays, all day on weekends).

Conditions include that dogs must be leashed and muzzled. Other pets must be in a carrier that can be placed on the owner's lap or stored under a seat. They are not allowed on seats or in aisles. There is a maximum of one tame domestic pet per person. There is no additional fare charged for carrying the pet. They remain banned on rail replacement bus services, or any bus services in fact (excluding Waiheke Island local buses which allow dogs on board). **AUCKLAND TRANSPORT**

INTERNATIONAL

Eurostar service expansion

Updating this article from *Table Talk* March 2020 edition, the signing of a quadrilateral agreement between Britain, France, Belgium and the Netherlands in early July has seen the Amsterdam to London Eurostar 'through' service finally commence from 9 July.

British Border Force officers are now stationed in Amsterdam and Rotterdam to check passenger credentials, like they already do in France and Belgium.

Services were initially planned to begin from 30 April, however the COVID-19 pandemic caused this to be postponed. **INTERNATIONAL RAIL JOURNAL**

Dubai Metro

The United Arab Emirates' Prime Minister has officiated at a ceremony celebrating the new line of the Dubai Metro. Opening in September, the 15-kilometre \$US2.9 billion “Route 2020” extends the Red Line from Jebel Ali (UAE Exchange) to the Expo 2020 station with seven stations and a mix of underground and elevated railway.

The line also contains provision for a future extension from Al Maktoum International Airport. **RAILWAY TECHNOLOGY, DUBAI METRO**

Driverless Tube trains?

British Prime Minister Boris Johnson said in early July that any further government funding for Transport for London (TfL) should be tied to driverless Tube trains being introduced. With the previous £1.6 billion funding package to support TfL ending in September, Johnson has used the opportunity to help London “not be the prisoners of the unions anymore”. A spokesperson for TfL said “The coronavirus crisis has demonstrated the need for a fundamentally different long-term funding model for transport in London and we will be discussing the next stage of this with government over the coming months”. **NEW CIVIL ENGINEER**

Central/South American update

Here is a rundown of the COVID-19 impacts across Latin American countries, courtesy of Samuel Rachdi's *Volta O Trem*:

In **Cuba**, regional and national train services were suspended on 25 March despite COVID infections only numbered in the double digits at that time.

In **Mexico**, tourist trains were cancelled in March. The Chepe tourist train resumed on 17 July with daily service following hygiene requirements between Chihuahua and Los Mochis.

In **Panama**, an incident with a ship at Gamboa Bridge caused rail traffic to grind to a halt on 23 June. The line

resumed operating a fortnight later with the opportunity used to undertake other maintenance requirements elsewhere on the line.

In **Costa Rica**, delivery of the first two of eight new trains for San Jose's suburban lines at CRRC Sifang Qingdao, MAN and Voith were delayed by three months to September. The remaining six trains are still estimated to arrive in December.

In **Ecuador**, all trains were cancelled from 17 March until further notice (see the July 2020 edition of *Table Talk* for more in-depth information).

In **Paraguay**, plans are in place to reinstate steam trains at Ypacarai on a shortened section of line from 13 September, pending improvement in the COVID situation.

In **Uruguay**, fears over the high COVID infection rate in Brazil has seen a 60 per cent reduction in services between Santana do Livramento and the Brazilian city of Rivera from 28 May. Only two weekly return services are currently operating.

In **Peru**, Perurail cancelled tourist trains from 17 March for a fortnight. A border closure with Chile forced services between Tacna and Arica to be suspended until further notice.

In **Chile**, commuter railways had services scaled back with reduced frequency. Tourist trains were cancelled in March. June saw the return of certain services under strict hygiene requirements: Santiago to Chillan, Talca to Constitucion (normal service), Temuco to Victoria (twice daily), and Talcahuano to Laja (daily service).

In **Argentina**, long-distance travelling by any mode was banned by the national government as a measure to contain the virus. In Buenos Aires, the metro and suburban trains ran to a Sunday timetable, while some stations were skipped. Freight operator Ferrosur Roca put forward in April a plan to cut employee numbers and wages due to a 15 per cent drop in volumes. In May, there was concern that the operator may end up in financial strife. May saw the beginning of works along the Parana to Colonia Avellaneda line following two months of suspension which would enable the line to be reopened. On 1 June, trains were reinstated on this line with a reported two per weekday service. On 7 June, the first freight train in three years arrived at Garupa, Misiones province with plans for a weekly service between Garupa and Zarate.

In **Brazil**, railways were either cancelled, curtailed or operated normally depending on the state. The Brazilian Army has been mobilised to disinfect stations and CBTU trains at Jose Pessosa and Natal.

In **Bolivia**, after initially being affected by flooding, rail services were suspended due to the pandemic in April.

In **Colombia**, freight services saw a noticeable increase in May from Bogota to the north, and in the Magdalena Valley. Elsewhere, the contract held by Pacific Railway was terminated following three years of inactivity. More recently, a local service between Bogota and Cajica resumed with a twice return daily service with hygiene requirements to be met. **VOLTA O TREM – JOURNAL OF ASSOCIATION FRIENDS OF LATIN AMERICAN RAILWAYS**

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BUS & COACH NEWS

NATIONAL

Firefly Express

Due to COVID-19 restrictions being re-imposed and border lockdowns, the following changes are now in place until at least 20 August:

- **FE70 / 71** - Melbourne – Adelaide – Melbourne day service continues to operate.
- **FE80 / 81** - Melbourne – Adelaide – Melbourne overnight service is suspended.
- **FE31 / 21** - Melbourne – Sydney – Melbourne overnight service is suspended.

STEVEN HABY, FIREFLY

Greyhound

Due to the border closure between NSW and Victoria, Greyhound's Melbourne to Sydney services were cancelled from the week beginning Monday 6 July.

From 15 June, the Brisbane to Toowoomba service was operating as follows:

- **GX701 / 705** - daily service from Brisbane departing 10:00 and 17:00 arriving Toowoomba 11:45 and 18:45 respectively.
- **GX712 / 714** – daily service from Toowoomba departing 07:30 and 12:30 for Brisbane arriving 09:30 and 14:20 respectively.

From 29 June, Greyhound recommenced its Sydney to Canberra service as follows:

- **GX233** – daily, departing Sydney at 18:00 arriving Canberra at 22:00.
- **GX322** – daily, departing Canberra at 05:45 arriving Sydney at 09:30.

From 8 July, the Adelaide to Alice Springs service has been operating as follows:

- **GX580** - operating Mondays, Wednesdays and Fridays, departing Adelaide at 18:00 arriving Alice Springs at 14:30 the next day.
- **GX850** - operating Tuesdays, Thursdays and Saturdays, departing Alice Springs at 10:30 arriving Adelaide at 06:25 the next morning.

All other services currently operating remain unchanged. **STEVEN HABY, GREYHOUND**

Premier Motor Service

Services continue to operate across the Queensland-New South Wales border. However, in line with public health orders, passengers will be checked for paperwork at the border to reduce the risk of virus spreading. **STEVEN HABY, PREMIER MOTOR SERVICE**

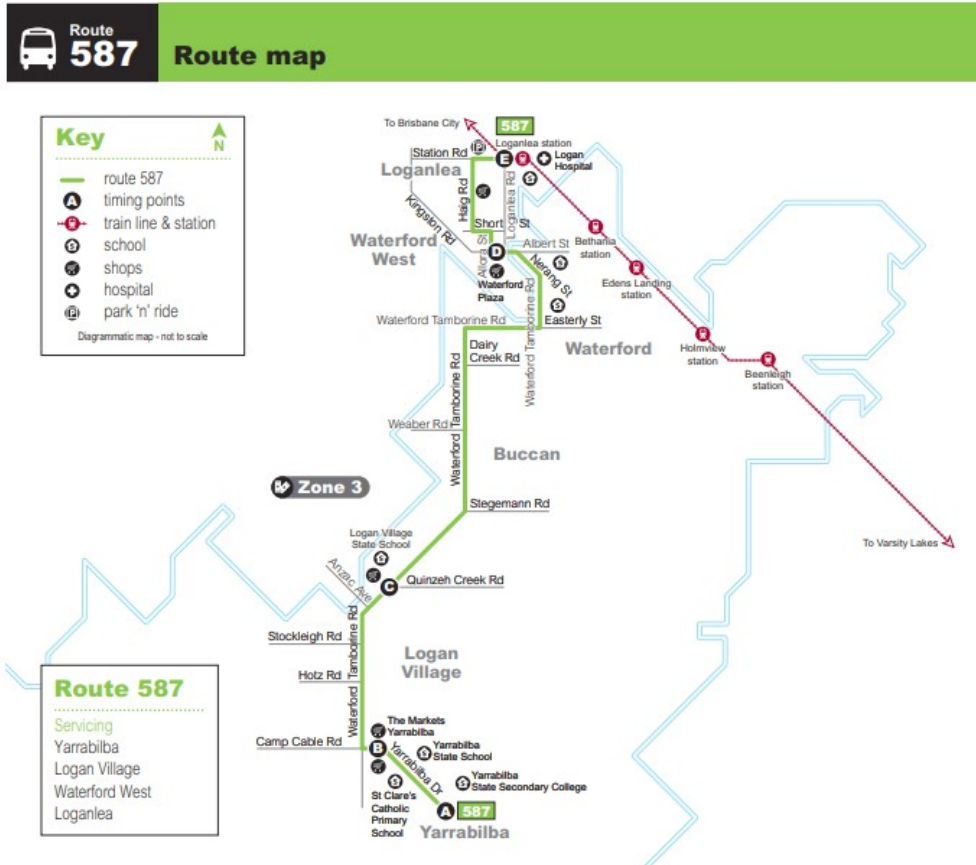
QUEENSLAND

New route 587

On 29 June, Logan Coaches started operating a new route service between Loganlea railway station and Yarrabilba. The route is part of the TransLink public transport network. Whilst services are initially being run by two low-floor diesel buses, they are expected to be replaced by Nexport/BYD electric buses by the end of the year.

Operating Monday to Saturday, the service operates via Logan Village and Waterford West with trips ex Yarrabilba weekdays at 05:05 then hourly until 18:05. Saturday trips are two-hourly from 09:00 to 15:00. A one-way trip takes around 45 minutes.

See extract of timetable and map below. **TRANSLINK, STEVEN HABY, QUEENSLAND TRANSPORT**



Route 587 Yarrabilba to Loganlea station servicing Logan Village and Waterford West



Monday to Friday													Saturday				
map ref	Route number	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587
	A Yarrabilba Drv near Fauna Way	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	B Yarrabilba Drv shopping precinct	5.05	6.05	7.05	8.05	9.05	10.05	12.05	2.05	3.05	4.05	5.05	6.05	9.00	11.00	1.00	3.00
	C Albert St near North St	5.10	6.10	7.10	8.10	9.10	10.10	12.10	2.10	3.10	4.10	5.10	6.10	9.05	11.05	1.05	3.05
	D Allora St near John St	5.15	6.15	7.15	8.15	9.15	10.15	12.15	2.15	3.15	4.15	5.15	6.15	9.10	11.10	1.10	3.10
	E Loganlea station	5.39	6.39	7.39	8.39	9.39	10.39	12.39	2.39	3.39	4.39	5.39	6.39	9.34	11.34	1.34	3.34
		5.45	6.45	7.45	8.45	9.45	10.45	12.45	2.45	3.45	4.45	5.45	6.45	9.40	11.40	1.40	3.40

Route 587 Loganlea station to Yarrabilba servicing Waterford West and Logan Village

Monday to Friday													Saturday				
map ref	Route number	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587
	E Loganlea station	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	am	am	pm	pm
	D Allora St near John St	6.05	7.05	8.05	9.05	10.05	11.05	1.05	3.05	4.05	5.05	6.05	7.05	9.55	11.55	1.55	3.55
	C Albert St near North St	6.11	7.11	8.11	9.11	10.11	11.11	1.11	3.11	4.11	5.11	6.11	7.11	10.01	12.01	2.01	4.01
	B Yarrabilba Drv shopping precinct	6.35	7.35	8.35	9.35	10.35	11.35	1.35	3.35	4.35	5.35	6.35	7.35	10.25	12.25	2.25	4.25
	A Yarrabilba Drv near Fauna Way	6.40	7.40	8.40	9.40	10.40	11.40	1.40	3.40	4.40	5.40	6.40	7.40	10.30	12.30	2.30	4.30
		6.45	7.45	8.45	9.45	10.45	11.45	1.45	3.45	4.45	5.45	6.45	7.45	10.35	12.35	2.35	4.35

Train connections Transfer to or from the Beenleigh or Gold Coast lines at Loganlea station. For real-time connecting train services, please download the My TransLink app, visit translink.com.au or call 13 12 30.

Public transport map



T Central Coast & Newcastle Line
Hunter Line

L Newcastle Light Rail

Stand A	Stand B
Stop no. 230233	Stop no. 230234
22 Charlestown	Arrivals only
130 Fingal Bay	
131 Fingal Bay	
138 Lemon Tree Passage	
140 Raymond Terrace	
160 Cessnock	
266 West Wallsend	

Stand C	Hannels St at Dickson St
Stop no. 230246	Stop no. 229312
150 Taree	24 Wallsend
151 Taree	47 Jesmond
152 Hawks Nest	

Hunter St opp Cooper St
Stop no. 230230
11 Charlestown
12 Maryland
13 Glendale
23 Wallsend
26 Wallsend
28 Mount Hutton

Hunter St at Florence St
Stop no. 230232
11 Newcastle
12 Merewether Beach
13 Newcastle
22 Charlestown
23 Newcastle West
24 Marketown
26 Newcastle West
28 Newcastle West
47 Marketown

Cashless ticketing

TransLink advises, with the ongoing COVID-19 pandemic, that cashless-only ticketing arrangements will remain until the end of the year. *TRANSLINK*

Minor changes to Redlands bus routes

From Monday 13 July, there were minor changes to routes 240, 242, 250, 282 and N250 NightLink in an effort to better reflect real travel times. *STEVEN HABY, QUEENSLAND TRANSPORT*

Minor changes to Mt Gravatt bus routes

From Monday 13 July, new timetables were introduced to routes 260, 261, 262 and 299 to better reflect real travel times. *STEVEN HABY, QUEENSLAND TRANSPORT*

Surfside Buslines border changes

Not previously reported was a temporary change to route 601 (Kingscliff – Tweed Heads West). From 3 April 2020, it only operated from Tweed Heads West to Tweed Heads – terminating at the Twin Towns roundabout. Several school routes were also affected during this time.

Regional COVID changes

According to the Department of Transport and Main Roads website (<https://www.tmr.qld.gov.au/Travel-and-transport/Long-distance-coach-services>), most services in regional Queensland returned to normal service levels from 22 June.

NEW SOUTH WALES

Improved regional services

From Monday 20 July, the following regional centres will have improved services across a number of routes.

Port Macquarie (Busways)

- **325** (The Ruins Way) - extended to operate via The Ruins Way and The Point Drive.
- **334K** (Kendall) and **335W** (Wauchope) - evening services now connect with NSW TrainLink services.
- **325**, **334K** and **335W** also each have additional weekday services.

Bathurst (Bathurst Buslines)

- Saturday afternoon services now provided on routes **520** (West Bathurst & Windradyne), **521** (Kelso & Laffing Waters), **522** (South Bathurst & Gormans Hill), **523** (Eglinton & North Bathurst), **524** (Raglan via Blue Ridge & Kelso), **525** (Kelso) and **526** (University & South Bathurst).

- New route **527** operates to Raglan via Kelso, omitting Blue Ridge, weekdays, early am and late pm only.
- Early services and later services on **520**, **523** and **527** connect with the 07:35 train to Sydney and the 18:47 train from Sydney.

Orange (Orange Buslines)

- Saturday afternoon services now provided on routes **531** (Glenroi), **532** (East Orange), **533** (North Orange), **534** (Warrendine), **535** (Bel-Air via Westleigh), **535A** (Bel-Air via Calare & Ploughman's Hill Estate), **537** (Orange Hospital) and **538** (Charles Sturt University via North Orange).
- On Thursdays and Fridays, services on routes **531**, **532**, **534** and **537** now run until 19:00.

Dubbo (Dubbo Buslines)

- Route **573** has been renumbered from 572A.
- Saturday afternoon services now provided on routes **570** (South Dubbo), **571** (North Dubbo), **572** (West Dubbo), **573** (West Dubbo/Delroy/Zoo) and **575** Central South.
- On Thursdays and Fridays, routes **570**, **571** and **572** now operate to 21:00, while **575** operates to 20:00.

Griffith (Griffith Buslines)

- Weekday early evening and Saturday afternoon services are now provided on **940** (East Griffith), **941** (North Griffith), **942** (Pioneer/South Griffith) and **946** (Mayfair/Three Ways).
- Routes **942**, **943** and new route **947** (East Griffith/South Griffith) provide a Wednesday-only service to connect with the 20:35 train from Sydney.
- **940**, **942** and **946** provide a Thursday-only service to connect with the 07:25 train to Sydney.

Parkes (Western Road Lines)

- New route **550** (Hospital/Parkes South, anti-clockwise) operates in the afternoon to provide return travel from the Hospital. Meanwhile, route **552** (Parkes South/Hospital, clockwise) now operates in the morning providing travel to the Hospital.
- **551** (Parkes East), **553** (Parkes North) and **554** (Parkes West) have additional services provided. Route 554 trips continue as 552 to provide a morning service to the Hospital, while 550 trips continue as 554 to provide an afternoon service from the Hospital.

No timetables as yet have been sighted from the Buslines Group webpage at the time of press. *HILAIRE FRASER*

TrainLink coach COVID changes

Due to the closure of the Victorian border in an effort to contain the second wave spread of COVID-19, the following routes have been truncated since 8 July:

- **587/588** (Broken Hill Town to Mildura) operating Wednesday and Friday.
- **725/726** (Cootamundra to Mildura) operating daily.
- **733/734** (Wagga Wagga to Echuca) operating Monday, Wednesday, Friday and Sunday.
- **741/742** (Albury to Echuca) operating Tuesday, Thursday and Saturday.

However, it is not clear from the Transport Info website if these services terminate at the nearest NSW town (e.g.: 733/4 would terminate at Moama) or whether these services have been cancelled entirely. **STEVEN HABY, TRANSPORT FOR NSW**

Newcastle Bus Interchange opens

The state government opened a new bus interchange at Newcastle Interchange on Sunday 5 July providing an improved experience interchanging between trains, buses and light rail.

The facility includes three bus stands:

Stand A

- Routes 22, 130, 131, 138, 140, 160 and 266.

Stand B

- Bus set down only.

Stand C

- Routes 150, 151 and 152.

TRANSPORT FOR NSW, HILAIRE FRASER

Real-time data for Bega

Transport for NSW announced in early July that buses operating around Bega would be the first in regional areas of the state to benefit from the first stage of the "Transport Connected Bus Program", which is being delivered in conjunction with CONSAT Telematics.

Four bus operators will be involved with real-time data being turned on for 70 bus routes by the end of July. **TRANSPORT FOR NSW**

AUSTRALIAN CAPITAL TERRITORY

Recent network improvements

A new bus and tram network was introduced in Canberra on Saturday 18 July 2020. As regular readers would know, implementation was delayed from April because of the pandemic. The new network expands on the previous network, with more frequent services on many routes, several new routes, and the streamlining of some routes. Transport Canberra

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states that there are 17.5 per cent more services than before July. Some times have been adjusted to make them more convenient, for example some buses near schools fit in better with school start and end times. Weekend services are still infrequent - many are every 2 hours - but Transport Canberra says that there will be improved weekend frequency from school term 4 (October 2020), or earlier depending on driver training (also impacted by the pandemic). More details are available at <https://www.transport.act.gov.au/getting-around/network-improvements>, while hard copy bus timetables and maps are available through this month's **ATA Distribution List**. **AGNES BOSKOVITZ, TRANSPORT CANBERRA**

[Contributor's note: the ACT election is set for 17 October 2020]

Fare freeze

The territory government advised in late June that fares on Canberra's light rail and bus network would stay as they are for the next twelve months, joining other government charges which have also been frozen. Previously-announced freezes included land title, development application and parking charges.

Transport Minister, Chris Steel, also revealed that despite the COVID-19 impact on public transport patronage, network investment would continue, adding "we'll be at the same level of fare-box revenue we usually receive". The minister also referred to an electric bus fleet as being "cheaper to operate and maintain". **THE CANBERRA TIMES**

VICTORIA

SkyBus

The Southern Cross station To Tullamarine Airport SkyBus service now operates between 05:00 and 23:00, departing every 15 minutes on an 'on-demand' basis. It is not known if a service operates regardless of whether there are any passengers offering. All other services remain suspended.

Given the re-imposition of Stage 3 restrictions within metropolitan Melbourne and border closures during the second week of July 2020, it is unknown whether any further changes will be imminently made to services. **STEVEN HABY, SKYBUS**

City Sightseeing Melbourne

Not previously reported, City Sightseeing Melbourne's 'hop on/hop off' service across Melbourne has been suspended since 24 March due to the pandemic. **STEVEN HABY, CITY SIGHTSEEING**

Changes to cross-border operations

Due to the closure of the Victorian border with New South Wales (NSW), the following service changes were introduced from Wednesday 8 July until further notice (advertised by Public Transport Victoria on the night of 7 July):

- Coaches replace Albury V/Line trains between Wodonga and Melbourne. No service for Albury.
- Batemans Bay to Melbourne service starts/finishes at Genoa.
- Canberra to Melbourne via Bairnsdale and Albury services are cancelled.
- Mildura to Ballarat via Bendigo and Swan Hill service runs on an amended route to avoid crossing into NSW. Therefore, the Euston stop is being skipped. A shuttle service for Robinvale passengers is now in operation to/from Bendigo/Swan Hill.
- Mt Buller – Mansfield – Melbourne snow coach service is cancelled.
- Adelaide – Albury terminates at Wodonga
- Bairnsdale – Narooma terminates at Genoa.
- Benalla – Albury terminates at Wodonga.
- Benalla – Mulwala terminates at Yarrowonga.
- Bendigo – Moama terminates at Echuca
- Manangatang – Albury terminates at Wodonga.
- Murchison East – Moama terminates at Echuca.
- Seymour – Albury terminates at Wodonga.
- Seymour – Tocumwal terminates at Cobram.
- Shepparton – Griffith terminates at Cobram.
- Shepparton – Moama terminates at Echuca.
- Shepparton – Tocumwal terminates at Cobram.
- Southern Cross – Barham terminates at Koondrook.
- Southern Cross – Deniliquin and Moama services terminate at Echuca.
- Wangaratta – Albury terminates at Wodonga.
- Wangaratta – Corowa terminates at Wagunya.

Timetabled regional coach services “start or finish their journey at the last Victorian stop before the NSW border until further notice”.

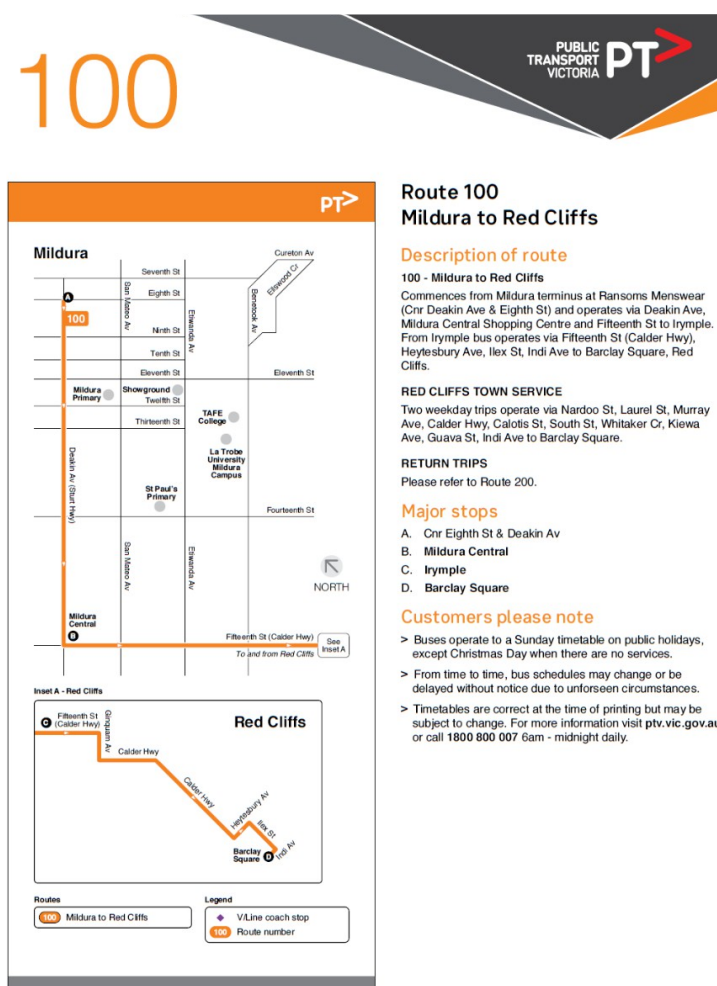
Reporter, Ross Morrison, advised that at 20:30 on the night of 7 July, the V/Line website did not have any information on these imminent changes (hours after they had been posted on the PTV site), with V/Line claiming good service was operating on affected lines with no planned disruptions ahead.

Interestingly, there is no mention of what, if any, changes will be made to cross-border town bus services that operate in Albury, Echuca and Mildura. **STEVEN HABY, ROSS MORRISON, PTV, V/LINE**

New Conargo – Echuca service

The Dyson Group website (www.dysongroup.com.au) indicated that a trial service would commence from 25 June running only on Wednesdays. The service departs Conargo at 08:25 with stops at Deniliquin, Mathoura, Meninya, Moama, Echuca station and terminating at Echuca Regional Health. A return service departs at 14:00.

Presumably this service has been cancelled or amended due to the NSW border closure. **STEVEN HABY, DYSON GROUP**



For more information visit ptv.vic.gov.au or call 1800 800 007 (6am - midnight daily)

Effective 1 January 2020

Route 100 Mildura to Red Cliffs timetable effective 1 January 2020 (source: CDC)

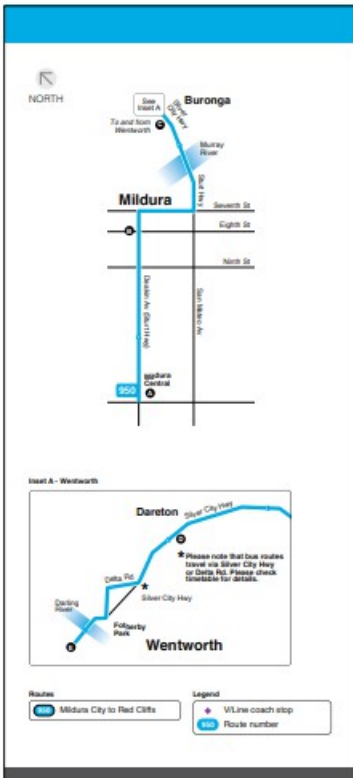
All-door boarding

The state government confirmed in mid-July that buses across Melbourne would accept all-door boarding for the next 18 months. Cash transactions have been permanently unavailable since 13 July. **THE AGE, PTV**

Route 950 - Mildura to Wentworth



Effective 1 January 2020



Description of route

950 - Mildura to Wentworth
Commences from Mildura Central and operates via Deakin Ave, Seventh St, Sturt Hwy, Silver City Hwy and Delta Rd to Wentworth (Cnr Sandwyck St & Darling St).

RETURN TRIPS
Please refer to Route 951.

Major stops

- Mildura Central
- Cnr Eighth St & Deakin Av
- Buronga
- Dareton
- Cnr Sandwyck St & Darling St

Customers please note

- Buses do not operate on a Victorian Public Holidays and Christmas Day, there are no services.
- From time to time, bus schedules may change or be delayed without notice due to unforeseen circumstances.
- Timetables are correct at the time of printing but may be subject to change. For more information visit transportnsw.info or call 131 500.
- Buses do not operate on weekends.



Route 950 Mildura to Wentworth timetable effective 1 January 2020 (source: CDC).

Monday to Friday 100 - Mildura to Red Cliffs														
	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Cnr Eighth St & Deakin Ave	6.30	7.20	7.45	8.15	8.45	9.45	10.45	11.45	1.00	2.00	2.50	4.00	4.45	5.45
Mildura Central	6.35	7.25	7.50	8.20	8.50	9.50	10.50	11.50	1.05	2.05	2.55	4.05	4.50	5.50
Irnyple	6.40	7.30	7.55	8.25	8.55	9.55	10.55	11.55	1.10	2.10	3.05	4.10	4.55	5.55
Barclay Square	6.55	7.45	8.15	8.40	9.20	10.10	11.10	12.10	1.35	2.25	3.25	4.30	5.10	6.05
					T					T				

Saturday 100 - Mildura to Red Cliffs														
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Cnr Eighth St & Deakin Ave	8.00	9.00	10.00	11.00	12.15	1.15	3.00	5.00	6.00					
Mildura Central	8.05	9.05	10.05	11.05	12.20	1.20	3.05	5.05	6.05					
Irnyple	8.10	9.10	10.10	11.10	12.25	1.25	3.10	5.10	6.10					
Barclay Square	8.25	9.25	10.25	11.25	12.40	1.40	3.25	5.25	6.25					

Sunday & Public Holidays 100 - Mildura to Red Cliffs														
	AM	PM	PM	PM										
Cnr Eighth St & Deakin Ave	10.00	12.00	2.00	4.00										
Mildura Central	10.05	12.05	2.05	4.05										
Irnyple	10.10	12.10	2.10	4.10										
Barclay Square	10.25	12.25	2.25	4.25										

Service Information
T = Includes Red Cliffs town service
Fri = Operates on Friday only

Route 100 Mildura to Red Cliffs timetable extract - effective 1 January 2020 (source: CDC).

Also see our *Odd Spot #3* on the back cover for a quick look between Route 100 and 950 extracts.

TASMANIA

Route 147 South Launceston trial

Commencing 5 July, on a trial basis, there are five additional trips ex South Launceston and four additional trips from Launceston under route **147**. The trial is being funded by the Department of State Growth and operated by Metro. **STEVEN HABY, METRO TASMANIA**

New Trevallyn route

A new route **152**, commencing from 5 July, on a trial basis, is operating from Reatta Road in Trevallyn to Launceston CBD with a mid-morning inbound and mid-afternoon outbound trip. No further details were available at the time of press. The trial is being funded by the Department of State Growth and operated by Metro. **STEVEN HABY, METRO TASMANIA**

SOUTH AUSTRALIA

New Network update

Following political pressure, the state government has shelved the planned reconfiguration of bus routes across the city (for the detail of these routes, see the July 2020 edition of *Table Talk*).

The now-outgoing Transport Minister Stephan Knoll said it was "very clear" passengers "want to see the existing routes continued. We've had thousands of people provide us with feedback. The existing network that public transport users know and understand is the network that will continue." **ABC NEWS**

Bus changes effective 5 July

Regardless of the above, there were a number of changes which have been implemented, effective Sunday 5 July. They are as follows:

Route numbers	Changes
100, 101	Running time changes
106	Running time changes
110, 112	Running time changes and stop renumbering
115, 117, 118	Running time changes and stop renumbering
140, 144, 147	Running time changes
141, 142	Running time changes
150, 333	Running time changes
155, 157, 376	Running time changes
167, 168	Running time change

Route numbers	Changes
170, 172	Running time changes
174, N178	Running time changes
176, 178, 578, 579, N178	Running time changes
190	Running time changes
195, 196, 197X	Running time changes
200, 200B, 200C	Stop renumbering
222	Map corrections
224, N224	Map corrections
225	Map corrections
228, T228	Map corrections
229	Map corrections
230, 232	Running times
281	Running times
286, 287, 288	Running times
300	Stop renumbering on Grange and South Roads, Fivesah Drive and Goodwood Road.
400, 421	Map corrections
401, 403, 900	Map corrections
411	Map corrections
415, 430	Map corrections
440 to 443	Map corrections
451, 452, 461, 462	Map corrections
491, 492A, 492C, 493 to 495	New phone number for Gawler on demand service
500 to 502	Running times
560, 565, 566	Map corrections
600, 601, 605, G30F	Minor changes
640, 719, 720	Running times and stop renumbering
721, 721F, 721X, T721X, T721, N271	Running times and stop renumbering
722, T722, 722X, 722A, 722F	Running times and stop renumbering

Route numbers	Changes
723F, 723X, 733, 733G	Running times and stop renumbering
734	Minor changes
820 to 822	Running times
823, 840X, 860F, 864, 864, T840, T843, T863, N864	Running times
830F, 834, 835	Running times
837, 841F, 842X, T842	Running times
838, 839	Running time changes and stop renumbering
850, 852	Running time changes and stop renumbering
861, N864	Running times
865, 866	Running times
892 to 894	Running times
G10, N10, N21	Stop renumbering
G20, G21, G22, 320, N10, N21	Stop renumbering
G40	Stop renumbering
H20, H21, 580	Running times and stop renumbering
H22, H23, H24, H32, N22	Running times and stop renumbering
H30, N30, X30, 530	Running times and stop renumbering
H33	Running times and stop renumbering
J1, J2 airport services	Running times
J1X, J1, J2, 163, C1, C2	Running times
J7, J7M, J8, 371, 372	Running times
W90, W91	Running times

HILAIRE FRASER, DEREK SCRAFTON, RICHARD TALBOT, ADELAIDE METRO

New Network change review/comment:

The report in July's *Table Talk* on the proposed changes to Adelaide bus routes were overtaken by fast-moving events. The response to the plan was so negative that it was quashed by State Cabinet soon after its public release.

The main reason was that extensive suburban areas in metropolitan Adelaide would have no service at all, while feeder buses would replace some routes that formerly ran into the CBD, with increases in walking distance for many people to access a bus stop.

On June 28, the state government announced that these plans had been cancelled.

The main problem was the provision of high frequency routes by the elimination of many branches and diversions as well as amalgamating adjacent routes. This resulted in the elimination of 500 stops and the conversion of 400 stops to school-only stops. In Sydney and Perth, some of these legacy services have been retained as shopper services only to be removed in later timetable updates as users see the advantages of the nearby high-frequency services, and because of demographic changes.

Secondly, changes were to be made across the entire city of Adelaide in one go. In 1998/99, the Brisbane City Council bus network was recast - but in stages over eight months. From 2016, the Auckland Bus Network was recast in five stages over a two-year period. If a staged approach had been proposed, problems in the implementation of earlier stages would likely have been avoided later.

Finally, the increase in on-demand service areas would require prospective patrons to plan ahead. This may be inconvenient. After much fanfare on-demand services introduced in Sydney have been considerably decreased.

The cancellation of the New Network means that the opportunity to have a more user-friendly network has been lost for the time being. At present, the Adelaide network is a mixture of 3-digit numerical route numbers and alpha-numeric routes. Meanwhile, Sydney, Melbourne, Brisbane and Perth each have simpler route numbering schemes, particularly in keeping letters to a minimum. At present, the Metrobus network in Sydney is being progressively renumbered from M20 to 320, M30 to 430, M40 to 340 and so forth. Express routes such as E70 and X09 have been renumbered as 170X and 309X in a consistent pattern. If the proposed O-Bahn & Outer North East network had been implemented the present the off-peak O-Bahn routes to Tea Tree Plaza of J1, J2, M44, 541 and 541G would have been simplified to 1, 2 and 3. The use of prefixes under the proposals would have been reduced to X (Express), T (Limited Stop, a carryover from the now discontinued Transit Link network), N (After Midnight), S (School), AO (Adelaide Oval) and OD (on-demand). The only suffix found in the New Network proposal was 841A, a variation on the Mt Barker East feeder service. Strange combinations such as H30S (West Lakes to Stradbroke Rd, Newton) and T721X City to Noarlunga Centre via Southern Expressway Limited Stop Express would have been

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discontinued in favour of easier to understand route numbers.

In addition, a network review would permit greater integration with coming rail improvements such as the extension of the electric Tonsley Line to Flinders Medical Centre and the electrification of the Gawler Line.

The responses to the proposed changes were to be sent to a survey firm (not to the Department of Transport) which also annoyed respondents, so many have directed their comments to their local Members of Parliament, with the result that the plan has now been quickly withdrawn.

Adelaide correspondent Derek Scafton has provided an extract of a detailed submission to the Department of Transport in regards to the proposed changes which is included at the end of this section.

A critique of the cancellation of the New Network, by Peter Parker, can be found at: melbourneontransit.blogspot.com. **HILAIRE FRASER, DEREK SCRAFTON**

Further services resume

From Sunday 5 July, the City Connector resumed, while from Saturday 11 July, After Midnight services resumed. The services suffered a total three-month suspension due to COVID-19. Whilst the local Member of Parliament for Adelaide, Rachel Sanderson, welcomed the return of services, Transport Minister Stephan Knoll said that the City Connector would once again “help people move around the city” - working with Adelaide City Council on the COVID transport taskforce “we are exploring ways to provide better transport solutions”. **ADELAIDE METRO**

Footy Express

Footy Express services to Adelaide Oval recommenced operating from Monday 20 July. The Footy Express Interchange Map provided details of each service. **HILAIRE FRASER**

Stateliner SA service changes

Additional services for the July school holidays operated on routes 785, 786, 788, 789, 905, 908, 972 and 973 over the weekends of 4-5 July, 11-12 July and 18-19 July.

A table of these is provided on the next page. **STEVEN HABY, STATELINER SA**

Eyre Flinders

Saturday & Sunday	Service 905	Depart	Whyalla	9.00am
		Arrive	Adelaide	2.30pm
Saturday & Sunday	Service 908	Depart	Adelaide	4.30pm
		Arrive	Whyalla	10.00pm

Riverland

Saturday & Sunday	Service 973	Depart	Renmark	7.30am
		Arrive	Adelaide	11.30am
Saturday & Sunday	Service 972	Depart	Adelaide	4.00pm
		Arrive	Renmark	8.00pm

South East

Saturday	Service 788	Depart	Adelaide	8.45am
		Arrive	Mt Gambier	3.40pm
Sunday	Service 789	Depart	Mt Gambier	10.00am
		Arrive	Adelaide	4.55pm
Sunday	Service 786	Depart	Adelaide	12.30pm
		Arrive	Mt Gambier	7.25pm
Monday	Service 785	Depart	Mt Gambier	8.15am
		Arrive	Adelaide	3.10pm

Additional temporary services (source: Stateliner SA).

WESTERN AUSTRALIA

TransPerth changes

TransPerth implemented the following changes effective 19 July:

- **103** (East Perth-Perth Children's Hospital) - short trips renumbered as **26** and also extended to Hollywood Private Hospital.
- **501** (Fremantle-Bull Creek via Marmion St) - renumbered as high frequency route **915**.
- **150** (East Perth-Booragoon) - short trips between East Perth and Fremantle via Booragoon have been renumbered as **160**.
- **522** (Cockburn Central-Spearwood) - replaced by an additional trip on **532** (Cockburn-Central) and the **770** School Special.
- **111** (Perth-Fremantle via Kwinana Freeway) - fewer off-peak trips.
- **380** (Perth-Perth Airport) - now operates hourly instead of half-hourly daily.

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The following timetable leaflets have been issued effective 19 July:

- TT 16 Routes 32 33 Perth-Como & Karawara
- TT 32 Routes 26 103 Perth-Hollywood Private Hospital & Fremantle
- TT 33 Routes 27 28 Perth-Claremont
- TT 34 Route 160 East Perth-Fremantle
- TT 39 Routes 111 148 158 Perth-Fremantle
- TT 44 Routes 23 24 25 Perth-Claremont
- TT 90 Routes 38 39 284 Perth-Cloverdale & Redcliffe
- TT 94 Routes 282 283 Perth-Kalamunda
- TT 108 Routes 285 286 287 288 293 298 Perth-Forrestfield & Maida Vale
- TT 110 Routes 40 380 Perth-Perth Airport
- TT 120 Route 532 Cockburn Central-Fremantle
- TT 121 Routes 530 531 Cockburn Central-Fremantle
- TT 207 Route 910 Perth-Fremantle
- TT 209 Route 935 Perth Airport-Kings Park
- TT 212 Route 915 Fremantle-Bull Creek

HILAIRE FRASER

Joondalup Electric trial

The state government said on 2 July that the Joondalup CAT route would see four Volvo electric buses enter service as part of a trial from early 2022. It also said it would be looking for safety, reliability and efficiency in evaluating the performance of the trial.

WEST AUSTRALIAN GOVERNMENT

NEW ZEALAND

Auckland Mt Eden bus

With Mt Eden Station closed for around four years from Saturday 11 July due to reconstruction as part of the City Rail Link project, route 64 commenced operation on Sunday 5 July, replacing the train service to Mt Eden. It operates between Newmarket and Kingsland Stations via the Mt Eden Precinct. *HILAIRE FRASER*

SkyBus (Auckland)

At an unknown date in the last few months, SkyBus reintroduced its Auckland – Auckland Airport service with a revised timetable.

Services ex Auckland to the airport depart seven days a week at 05:50, 06:20, 06:50, 07:20, 07:55, 08:30, 09:00, 09:30, 09:51, 10:30 then every 30 minutes to 17:30 then 17:53, 18:30 then every 30 minutes to 21:00. A one-way trip takes 75 minutes. *STEVEN HABY, SKYBUS*

Wellington's electric charge

Metlink has ordered an additional 98 electric buses for its bus network to replace 73 existing buses. The excess will be used to fuel service growth. By 2023, electric buses will make up 22 per cent of Metlink's fleet. *STUFF.CO.NZ*

COMMENT TO THE BUS EDITOR

Steven,

I am attaching as an example my notes on the changes that I sent to the Minister. They may seem long, but a more comprehensive submission that I saw, sent by a person with more knowledge of Adelaide's bus services than those who devised the changes, ran to 47 pages!

The proposed new bus network: Comments and Questions:

General comments

The concept of the Go Zone is excellent and its implementation along major routes has been successful. The new network extends some Go Zones and identifies new ones, some of which make sense but others do not, though increasing frequencies on any route that can support such an increase is beneficial. However, not at the expense of existing users or by creating new routes that lessen the connectivity of the overall network and accessibility for existing or potential passengers.

Public transport serves two markets: those who travel regularly, commuting in peak periods, particularly to the city centre and to major activity centres such as hospitals and regional shopping centres; and those who for whatever reason do not have access to private transport and are captive to the public modes due to financial limitations, old age, infirmity or are too young to drive. The current public transport network in metropolitan Adelaide attempts to serve both these markets as effectively and efficiently as possible with the available financial, human and physical resources at its disposal. The proposed network favours the first group at the expense of the captive passengers, enhancing the mobility of the regular commuter but reducing accessibility for many others.

The proposed network is partly a response to a survey (or surveys) asking people what they want or would like, not what they need. An essential role of government is to part fund public transport services that provide basic accessibility in the same way it does to ensure other essential services such as shelter, health and education are available to all.

Justification

Surveys usually show that increased frequency of service ranks highly amongst a list of possible improvements to bus services such as new rolling stock, better seating, bus shelters, etc. But I doubt the same priority would be accorded to greater frequency on corridor routes if it was clearly spelt out that the trade-off was the loss of local services, bus stops or, worse, no bus service at all on your local route or in

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your area. If the survey question was 'would you prefer increased service with up to 800 metres access distance or the existing level of service and 400 metres. I suggest the latter would garner more support than the former.

The proposals for new bus services have the hallmarks of being thought up by planners who run (or would prefer to run) trains and trams rather than buses: end-to-end line haul service with few stops, no bifurcations, minimal network connectivity or local area services. (In some ways the arterial Go Zones are a reflection of the proposed Tralink network). This is understandable as the SA Government has owned and operated the rail system directly for over 25 years, during which the bus system has been contracted out to private companies for its operation. In recent years up to half the cost to the taxpayer has been spent on rail and tram services which only serve at most 25% of public transport users who pay a fare. A bias, whether deliberate or unintentional, is evident in the Government's public transport planning and administration.

800 metres walking distance

This bias to rail shows clearly in the 800 metres walking distance metric which has no relevance to bus service planning and operations. When I started work in the transport sector in 1966 the distance was 440 yards, which with metrication was converted to 400 metres, and in the 1980s was extended to become 500 metres. 800 metres is unreasonable, except perhaps on flat terrain in fine weather, unimpeded by shopping bags, young children or any adverse physical condition. Try walking 800 metres with two bags, uphill, in wet weather or temperatures over 30 degrees. Our home is one kilometre as the crow flies from either of the nearest bus stops in the new network, longer by any feasible pedestrian route, downhill outbound, but uphill in the homeward direction.

Removing bus stops

The rationale for cutting out bus stops has never been satisfactorily explained. The justification for the program is given as faster running and greater reliability, but:

- Stops have been removed and the timetable is unchanged.
- There is already slack in the timetable, evidenced by:
 - Buses still standing at time points for up to four minutes awaiting the departure time.
 - Stops are removed immediately but promised ancillary works are not implemented months later, e.g. Stop 18B (eastbound) at Norwood High School was planned to be moved west to even out the distance between stops.
 - Passengers having to walk from the removed stop site to an existing stop find the bus passing them as they do so - how dumb is that! Why not allow a hand signal to indicate they would like the bus to wait until they can reach it?

- Usage does not seem to be a determinant as to whether a stop should be closed or remain open, e.g. Stop 15A at Glynburn Road/The Parade is close to a major intersection with regular users (I suspect turning traffic was a factor in this decision.)
- Lightly used stops cause little delay to most services, so why not leave them open for those that serve a need, even if only for relatively few users.

There are less damaging ways to achieve faster running times for buses, such as giving greater priority to bus routes when setting traffic light cycles at intersections, e.g. a bus on the H21 route can leave Grenfell Street after a H20 and arrive via Rundle Road at Norwood before the H20, that ran via Bartels Road, primarily because of more favourable traffic light cycles. (The timetable reflects the different travel times.)

Boarding and alighting data from the most recent survey for every stop that has been closed should be released as part of the public consultation process.

Areas to be left unserved by the 'New Network'

There is hardly a suburb in the metropolitan area that is not adversely affected by the proposed new network. There are cases of withdrawn or altered routes throughout the region. I leave others to provide examples from the north-west, north-east, inner and outer south, and western suburbs, providing my examples from the south-eastern inner and middle suburbs that I know best, being a daily user of services in this area. Residents of Wattle Park, Leabrook, Hazelwood Park, Burnside, Rose Park, Toorak Gardens, Dulwich, Heathpool, Tasmore, Linden Park, Glenunga, St Georges, Glen Osmond and Magill are all affected in some way, mainly with a worse service than before, unless they are fortunate to live on or close to one of the fewer replacement routes or the arterial corridors, and even for many of those people the service will be no better than it is now.

What is particularly annoying is that for the past 50 years or more efforts have been made by successive state governments, the MTT/STA and private operators, in association with local government and user organisations, to extend and improve bus services to, from and within these suburbs. For example, when the Erindale trolleybus route was replaced with MTT motor buses, the service was extended along Kensington Road to Penfold Road/Grenache Avenue, Wattle Park. Then in 1980, when the Kensington Road service was diverted to serve Stonyfell, The Parade route was extended from Norwood High School to a new terminus at the top of Penfold Road that served both Wattle Park and the eastern part of Stonyfell. If the new plan was implemented 50 years of gradual progress would be wiped out.

In order to continue to serve Wattle Park, so as not to leave my wife and many other regular users (including me) who do not have access to a private car, permit me to suggest a simple but alternative approach:

Extend the Magill Go Zone route via St Bernard's Road to Paradise;

Turn the current H20 route via the Magill terminal loop to serve the section of Magill abandoned by the new network; and

Retain the Penfold Road section of the H22 route to continue to serve (another) area abandoned by the new network.

An alternative approach is to route the 141 Stonyfell service via the former 141A route, i.e. from Erindale roundabout via Kensington Road, Penfold Road and Stonyfell Road to Hallett Road to regain the original route and terminate at Greenhill Road as now.

The proposed new or changed routes in this area demonstrate some curious configurations, e.g. the current 141 bus route is to be extended anti-directionally from Stonyfell to Burnside, creating a circuitous route. If the accent is to be on arterial roads, why not create a new GO Zone on Greenhill Road (from Fullarton Road), extending the route of the current Southlink service from the Burnside roundabout southwards to the current Burnside terminus and leave the 141 to terminate at Stonyfell, whether via the current route (direct via Hallett Road) or the 141A loop via Penfold Road.

When I contemplate my local situation and then investigate some of the proposed changes elsewhere in the metropolitan area I cannot but surmise that, when recommending the proposed network, consideration of alternatives was given short shrift. A longer period of public consultation including meetings with local residents (when alternatives to the present plan would receive a fair hearing) would help to correct this perception of inflexibility in the planning process.

Timetables

Successive administrations in recent years have reduced the availability of information available to passengers, by removing timetables from bus stops and making it difficult to acquire printed timetables. The assumption seems to be that everyone has a smartphone and/or a computer, which is similar to planning a bus network on the assumption that everyone has access to a car!

The concept of 'no timetable needed' for GO Zone services sounds attractive, but the increase in service frequency will actually only occur on the extended or new routes. On existing GO Zones frequencies will be either similar to those at present, or worse, e.g. if a 10 minutes frequency is introduced on The Parade, it will replace the current service of 5/6 minutes in the peak (11 trips per hour). Presumably there will still be a need for working timetables and drivers' running sheets, so what will change? Are intermediate time points to be eliminated, where currently driver and passengers watch the passing scene waiting for the approved departure time?

Costs, fares, the deficit and willingness-to-pay

What are the anticipated financial outcomes if the proposed network is implemented? Given the enormous savings that have been pruned from the

cost of running metropolitan bus services since 1992, additional savings will, I suggest, have only minimal effect on the overall cost of SA's budget for public transport. Passengers could be asked to pay more than the annual CPI increase in fares, or pensioners and/or seniors no longer be permitted to travel free at off-peak times. Such would be very unpopular suggestions, and, again, would have little effect on the public transport operating deficit.

Asking older passengers to pay more for continued service to all suburbs is not unreasonable, but only as part of a comprehensive review of fares that looked at all options such as differential fares by time, zone and mode. After all, a \$5 bus or rail fare is still good value if your only option was a taxi costing, say, \$20 for the trip home (or \$10 if eligible for the SATTs concession).

Feeder buses to trains

The enthusiasm for feeding buses to trains at Tonsley and stations on the Gawler line borders on an obsession. I feel that so much money has been spent on projects such as Tonsley, the passenger is being forced to transfer simply to justify the investment. Yet the cost recovery per passenger on the suburban rail system is about half that on the bus network (even when a comparison is made with like-for-like bus and rail distances), so there are no savings to be made there, despite complicating the journey for passengers. At least retain a choice of transferring to rail or continuing on the bus service - not everyone wants to alight at Adelaide railway station. A comparison of travel times and possible destinations is required before widespread adoption of feeder bus services to railway stations.

Social impacts

The loss of local service will have negative impacts on all existing bus users, but most of all on seniors, schoolchildren and those who for whatever reason do not drive, own a car, or have access to private transport, who constitute a sizeable proportion of the total metropolitan population. The proposed bus network will disadvantage this cohort more than those who will benefit from the extended Go Zone services.

Whilst the land use planners in DPTI might approve the new bus plan because it accords with the policy of encouraging higher density development along arterial roads, what do the social planners in the Department (or elsewhere in the public service) think of the proposal to remove service from so many areas? Not so many years ago, planning consultants produced local accessibility studies for the Department, covering suburbs including Dulwich and Rose Park, with resulting infrastructure including improved signage (and information) at bus stops.

I suspect also there could be political ramifications. While public transport users represent a small minority of total trips in the metro area (maybe as low as 5%), the proportion using public transport to access the CBD is much higher. Total numbers adversely affected by changes to particular routes may be relatively small, but they could be significant in marginal electorates.

DEREK SCRAFTON

FERRY & SHIP NEWS

QUEENSLAND

Amity Trader

This operator provides ferry and barge services between the mainland at Victoria Point, Moreton Island and Coochiemudlo Island. According to their website (www.amitytrader.com), the Moreton Island barge service has been cancelled due to COVID-19 concerns.

The Coochiemudlo Island ferry service is operating on an amended timetable effective 16 May as follows:

- Weekdays from Victoria Point at 05:15 then every 30 minutes until 06:45 then 07:30 and every 30 minutes until 10:00 then 11:00 and every 30 minutes until 18:30. Evening trips commence at 19:30 every 30 minutes until 22:30.
- Weekends see sailings from Victoria Point at 06:30 then every 30 minutes on a similar pattern to weekday services.

For some reason, the 13:00 from Victoria Point and the 13:15 from the island do not operate on Mondays and Thursdays. **STEVEN HABY, AMITY TRADER**

Hopo

This Gold Coast operator provides a sightseeing ferry service between Surfers Paradise and Sea World calling in at Marina Mirage Resort and Southport 'Broadwater Parklands'.

According to the Hopo Ferries website (www.hopo.com.au), the latest timetable is dated 16 March 2020 (see extract, top of page 17). However, a further statement from the company dated 1 June 2020 on their website indicates that this service may have temporarily ceased due to COVID-19 restrictions. **STEVEN HABY, HOPO FERRY**

Stradbroke Ferries

According to the Stradbroke Ferries website (www.stradbrokeferries.com.au), their current timetable for the North Stradbroke Island service is effective 22 June 2020, although the PDF version is not dated.

General access to the island (presumably for non-island residents) was granted from 1 June 2020. **STEVEN HABY, STRADBROKE ISLAND FERRIES**

Surfers Paradise to Sea World (via Southport 'Broadwater Parklands')								
Surfers Paradise	9:00 am	10:00 am	11:00 am	12:00 pm	1:00 pm	2:00 pm	3:00 pm	4:00 pm
HOTA, Home of the Arts	9:08 am	10:08 am	11:08 am	12:08 pm	1:08 pm	2:08 pm	3:08 pm	4:08 pm
Marina Mirage	9:35 am	10:35 am	11:35 am	12:35 pm	1:35 pm	2:35 pm	3:35 pm	4:35 pm
Southport 'Broadwater Parklands'	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm
Sea World	9:55 am	10:55 am	11:55 am	12:55 pm	1:55 pm	2:55 pm	3:55 pm	4:55 pm*

Sea World to Surfers Paradise (via Southport 'Broadwater Parklands')								
Sea World	9:55 am	10:55 am	11:55 am	12:55 pm	1:55 pm	2:55 pm	3:55 pm	4:55 pm
Southport 'Broadwaters Parklands'	10:05 am	11:05 am	12:05 pm	1:05 pm	2:05 pm	3:05 pm	4:05 pm	5:05 pm
Marina Mirage	10:15 am	11:15 am	12:15 pm	1:15 pm	2:15 pm	3:15 pm	4:15 pm	5:15 pm
HOTA, Home of the Arts	10:42 am	11:42 am	12:42 pm	1:42 pm	2:42 pm	3:42 pm	4:42 pm	5:42 pm
Surfers Paradise	10:50 am	11:50 am	12:50 pm	1:50 pm	2:50 pm	3:50 pm	4:50 pm	5:50 pm*

Effective 16 March 2020. All information is current at the time of printing. Visit hopo.com.au for the most up-to-date information and live service updates. * Arrival time last stop.

Extract of Hopo ferry timetable – Surfers Paradise to Sea World effective 16 March 2020 (source: Hopo Ferries).

VICTORIA

Searoad Ferries

From Wednesday 8 July, the Queenscliff to Sorrento service reverted to a restricted timetable due to COVID-19 lockdown restrictions being re-imposed. The weekday timetable now operates with trips every two hours from 06:00 to 18:00 from Queenscliff with the first and last trips of the day requiring bookings. Trips from Sorrento are every two hours from 07:00 to 17:00 then 18:40, again with the first and last trips of the day requiring bookings.

Weekend sailings commence two hours later from each port. **STEVEN HABY, SEAROAD FERRIES**

TT-Line (Spirit of Tasmania)

Although not strictly timetable-related, a note on the TT-Line website states that passengers on sailings prior to 24 July must remain in their cabins for the duration of the journey, however tobacco smokers are allowed brief access to the smoking area.

Sunday sailings from either port have been cancelled for the time being and there are only overnight sailings at present. **STEVEN HABY, TT-LINE**

NEW ZEALAND

Auckland ferry review

Locals are concerned over the poor reliability of the Fullers ferry service, which is currently running to a limited timetable due to COVID-19.

Waiheke Island Local Board chair, Cath Handley, said it was "deeply disappointing. Life is worse for us right now than it has been, with respect to our ferry service, for a very long time." She said she did not think the pandemic was enough to indefinitely delay a review into the Public Transport Operating Model. Public transport agency Auckland Transport is unable to force changes because, under an exemption in the Land Transport Act, Fullers has legal control over how the service operates.

Fullers have said that they have a recovery plan without giving further detail. **NEW ZEALAND HERALD**

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AIR NEWS

DOMESTIC

Skeleton service MEL-SYD

Reporter Ross Morrison advised that on the night of 7 July, the schedule of flights for Wednesday 8 July from Melbourne Airport to Sydney was as follows:

- **Qantas:** 07:00, 12:00, 16:00 and 19:30.
- **Virgin:** ~~07:00~~ (cancelled) and 16:30.
- **Jetstar:** ~~06:30~~ (cancelled), 08:50, 11:00, 13:15, 15:00, ~~17:45~~ (cancelled), 18:15 and 20:45.

The reduced schedule due to the border closure between Victoria and NSW will continue till at least the end of July. In 2018, this route was rated as the second busiest air route in the world. **ROSS MORRISON, MELBOURNE AIRPORT, THE CANBERRA TIMES**

Rex manoeuvres on capital city routes

After sounding out the financial markets for funding, Regional Express (Rex) believes it could successfully obtain at least \$30 million to expand its operations to take on Qantas and Virgin on routes operating between Melbourne, Sydney and Brisbane, Flights would include meals, baggage allowances and pre-assigned seating.

Rex said that it would be able to afford the plan based on having a cost base around 35 per cent less than Virgin - mainly a result of having already existing assets in Sydney, Melbourne and Brisbane.

Management are now putting plans into place based on using between five and ten narrow-bodied jets based out of existing space in either Sydney or Melbourne with a start date of 1 March 2021. **ROSS MORRISON, THE AGE, SAMCHUI.COM**

INTERNATIONAL

Repatriation flights continue

Since the effective shutdown of the international flight industry due to COVID-19, the Department of Foreign Affairs and Trade (DFAT) has reported that 357,000 Australians have been brought back home on repatriation flights with 500 people a day coming into Brisbane.

DFAT had directly assisted 26,000 citizens and permanent residents to return on 315 flights, with 63 of those funded by the federal government.

In the month ending 7 July, the majority of international arrivals arrived in New South Wales (39,394), Victoria (15,374) and Queensland (10,054).

A woman working and living in London recalled to ABC News the eeriness of searching for flights back to Australia, but came back empty-handed. High school teacher Allana Landolfo said "That was pretty confronting – I think we always travel knowing that we can always come home, and in a situation like this, it wasn't actually the case". She eventually paid three times the normal price for a ticket then spent 14 days in quarantine in Brisbane. **ABC NEWS**

Qantas farewells 747

In mid-July, Qantas operated a small series of final flights to farewell their Boeing 747 aircraft, which has not formally ceased operating with the airline after a total of 49 years.

Qantas operated these flights on a cost-recovery basis, with all profit sent to Sydney's HARS Aviation Museum and Longreach, Queensland's Qantas Founders Museum. Qantas employees were given the exclusive opportunity to use the premium economy section.

Executive Traveller reported that tickets were priced at \$747 (business) and \$400 (economy) with one-hour flights on 13 July (Sydney), 15 July (Brisbane) and 17 July (Canberra).

The airline started with the 747-200 in 1971. A first class ticket would unlock the Captain Cook lounge. 1979 saw the introduction of the first "business class" cabin, aboard the 747, etching out a third middle class of flight experience. In 1989, the 747-400 aircraft was introduced, setting a world record for the longest non-stop flight.

Boeing stopped producing the 747-400 in 2005, with the 747-8 series aircraft production to finish by 2022. See our *Odd Spot 1* for a look at the final flight path out of Sydney bound for the United States. **GEOFFREY MANN, DENNIS McLEAN, EXECUTIVE TRAVELLER, SAMCHUI.COM**

Paris Orly airport reopens

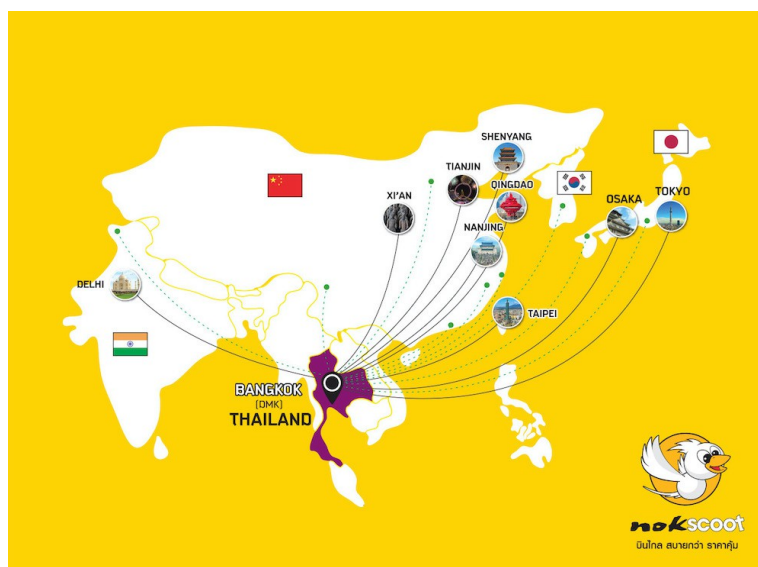
Paris' secondary airport, Orly, reopened on Friday 26 June to commercial air travel after a three-month COVID-enforced shutdown. The first flight was

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operated from Orly 3 terminal by flight operator Transavia to Porto, Portugal. **DENNIS McLEAN, SAMCHUI.COM**

NokScoot liquidation

Thai budget operator, NokScoot Airlines, entered liquidation on 26 June as a victim of the COVID-19 pandemic. It was a joint-venture between Singapore Airlines' Scoot and Thailand's Nok Air. Directors in the airline said that NokScoot had operated "in very challenging circumstances since its inception in 2014" including "difficulties in growing the network and a very intense competitive environment". The pre-COVID network is provided below. **DENNIS McLEAN, SAMCHUI.COM**



Lufthansa bail-out

Germany and Europe's biggest airline, Lufthansa, has accepted a "silent capital contribution" with a loan of up to €5.7 billion from the German government's Economic Stabilisation Fund. Repayment will be due in 2023. For an additional €300 million, the Fund has also purchased a discounted-20 per cent stake in the airline through the issue of additional shares. The Fund can increase their stake to 25 per cent in the event of a takeover offer.

There will also be an additional injection of up to €3 billion from a consortium of state development bank, KfW, and various private banks. The airline employs around 138,000 people. The deal was backed by the airline's largest and wealthiest shareholder, Heinz Hermann Thiele.

Discount carrier Ryanair has balked at this and other bailouts, saying they will distort competition for years to come. Its chief executive officer, Michael O'Leary, said they will challenge the European Commission's approval of the funding package.

The airline said with the security from the funding surety, it would now look to transform its business and expand its flight schedules in the coming weeks. **DENNIS McLEAN, SAMCHUI.COM, BLOOMBERG**

Aeromexico bankruptcy

COVID-19 has claimed another victim with Central American airline Aeromexico, part-owned by Delta Air Lines, filing for Chapter 11 bankruptcy protection after its patronage declined by 90 per cent in 2020.

In recent months, the airline had received two \$50 million cash injections from Aimia Inc., however this was not enough. The airline will undergo a restructure in an attempt to see it through to the other side of the pandemic. **DENNIS McLEAN, SAMCHUI.COM**

Austrian plane replacement service

Austrian Airlines announced that it would not reinstate flights between Wien and Salzburg. Instead it would operate permanent replacement trains through its AIRail business.

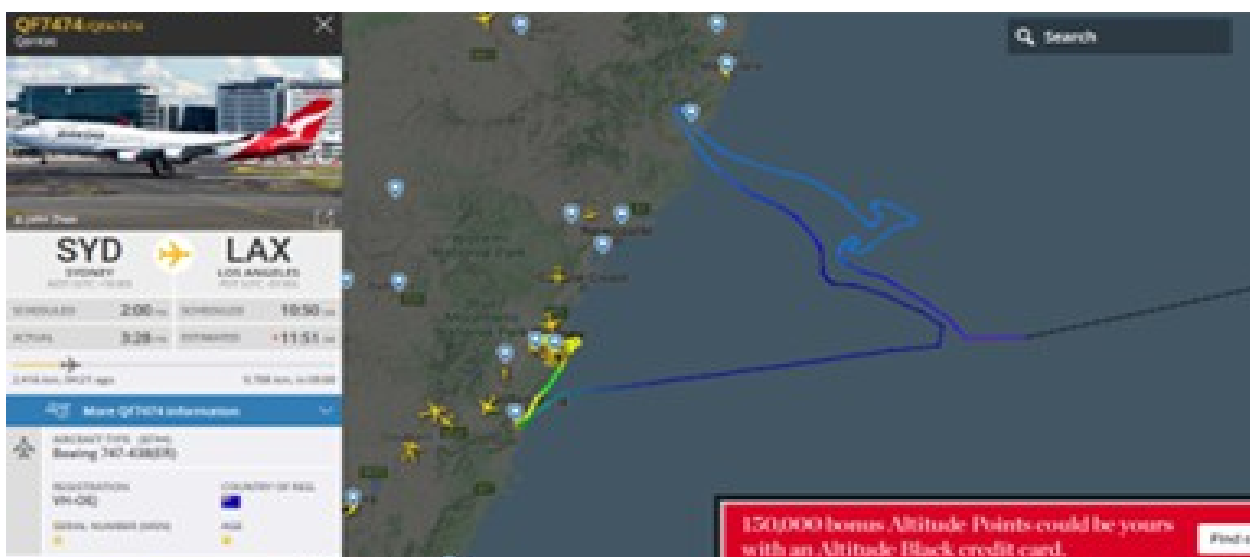
Since 20 July, up to 31 trains operate daily on the nearly three-hour rail route. Services maintain Austrian Airlines flight numbering standard to ensure visibility in the airlines' booking system, have a guaranteed connection in both directions and an automatic re-booking of tickets if a passenger misses a service due to a late connection. **RAILWAY GAZETTE**

ODD SPOT 1

On Wednesday 22 July, Qantas operated their last 747 flight out of Australia into retirement at the Mojave Desert in the United States.

See image below.

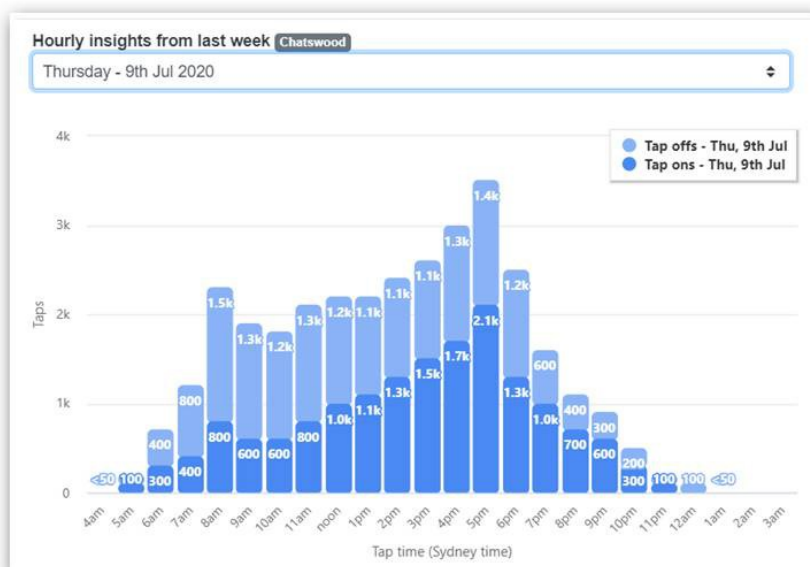
Thanks to members Geoff Lambert and Richard May for supplying the Odd Spot from Flight Aware.

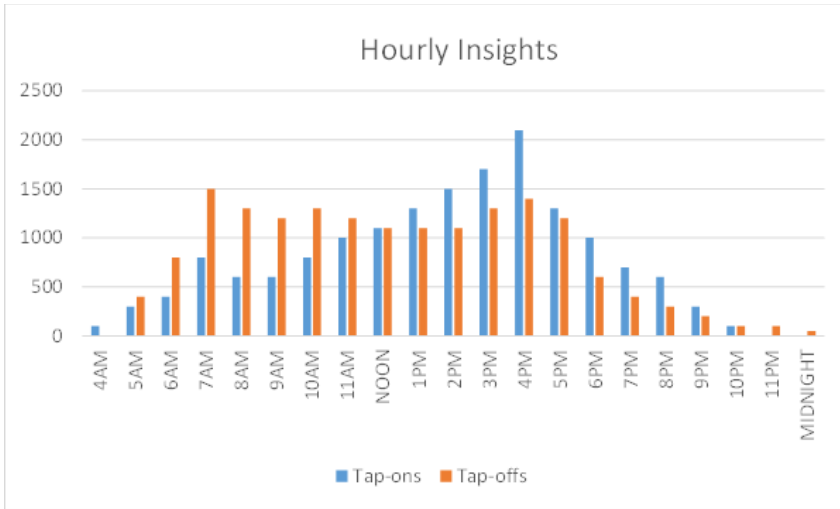


ODD SPOT 2

Member Jim Wells provided the Transport for NSW-supplied hourly patronage insight at Sydney's **Chatswood** railway station on Thursday, 9 July (see right). The total patronage much higher in the afternoon peak, compared to the morning. Every day of the week from 13 to 17 July also had the same pattern of entries and exits.

Member Geoff Lambert provided another way of looking at this data (see top of next page):





In the Table Talk Editor's experience of reviewing patronage at different parts of the days across the network, there is often a similarity between the morning and afternoon peak periods, with more of 'tap ons' in the morning then more 'tap offs' in the afternoon in outer areas as commuters travel into the city for work, then back out of the city after work. However, the higher afternoon 'total taps' appears to be somewhat puzzling. **JIM WELLS, GEOFF LAMBERT, CHRIS PANDILOVSKI, TRANSPORT FOR NSW**

ODD SPOT 3

Bus Editor Steven Haby notes the design differences between the two extracts below, but there is more in common than not (e.g. the headers and time point rows and columns).

Monday to Friday 100 - Mildura to Red Cliffs																	
	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM						
Cor Eighth St & Deakin Ave	6:30	7:25	7:45	8:35	8:45	9:45	10:45	11:45	1:00	2:00	2:50	4:00	4:45	5:45	6:35	8:00	8:00
Mildura Central	6:35	7:25	7:50	8:20	8:50	9:50	10:50	11:50	1:05	2:05	2:55	4:05	4:50	5:50	6:40	8:05	8:05
Yppahle	6:40	7:30	7:55	8:25	8:55	9:55	10:55	11:55	1:10	2:10	3:05	4:10	4:55	5:55	6:45	8:10	8:10
Bancray Square	6:55	7:45	8:10	8:40	9:10	10:10	11:10	12:10	1:25	2:25	3:25	4:30	5:10	6:05	6:55	8:25	8:25
					T											Fr	Fr

Saturday 100 - Mildura to Red Cliffs											
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM
Cor Eighth St & Deakin Ave	8:00	9:00	10:00	11:00	12:15	1:15	3:00	5:00	6:00		
Mildura Central	8:05	9:05	10:05	11:05	12:20	1:20	3:05	5:05	6:05		
Yppahle	8:10	9:10	10:10	11:10	12:25	1:25	3:10	5:10	6:10		
Bancray Square	8:25	9:25	10:25	11:25	12:40	1:40	3:25	5:25	6:25		

Sunday & Public Holidays 100 - Mildura to Red Cliffs											
	AM	PM	PM	PM							
Cor Eighth St & Deakin Ave	10:00	12:00	2:00	4:00							
Mildura Central	10:05	12:05	2:05	4:05							
Yppahle	10:10	12:10	2:10	4:10							
Bancray Square	10:25	12:25	2:25	4:25							

Service Information	
T	= Includes Red Cliffs town service
Fr	= Operates on Friday only

Route 950 - Mildura to Wentworth											
	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Mildura Central	7:05	10:45	2:45	4:00	5:35						
Cor Eighth St & Deakin Ave	7:10	11:00	2:55	4:10	5:40						
Mildura Railway Station	7:15										
Muranga	7:15	11:05	3:00	4:05	5:45						
Sawston	7:30	11:20	3:20	4:20	5:55						
Cor Sandeysch St & Darling St	7:45	11:35	3:35	4:35	6:10						
		D	D	D, S							

Service Information	
D	= Operates via Delta Rd (all other services operate via Silver City Hwy and set down only for Delta Rd)
S	= Operates on Victorian school days only

Route 100 and 950 timetable extracts (source: CDC).

About Table Talk

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

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

Production and Mailout: Geoff and Judy Lambert.

Proofreaders: Agnes Boskovitz, David Cranney and Geoff Hassall.

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