



AUSTRALIAN TIMETABLE ASSOCIATION

TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

RRP \$4.95

No. 356, April 2022

Published by the Australian Timetable Association

RAIL & TRAM NEWS

QUEENSLAND



Brisbane update

Translink announced on Thursday, 3 March that train services had resumed operating to the regular weekday timetable. However, in recent weeks, Rosewood line services have been operating to an altered timetable due to a landslip caused by flooding.

Following a severe rainfall event in late February, Transport Minister Mark Bailey said the rail network saw “landslips washouts and sinkholes, damage to overhead power lines and significant debris... damage to signalling, pot holes at level crossings and even several vehicles in the rail corridor swept there by floodwaters... at least 10 station buildings are damaged (particularly Rocklea and Beenleigh)” [while] key locations like Mayne Yard had power outages.

At one stage in the aftermath of the prolonged deluge, Gold Coast trains were terminating at Beenleigh, with express buses operating a replacement service from there to Kuraby. A shuttle bus was to be provided between Ipswich and Rosewood to enable station and infrastructure repairs to take place. Outside peak periods, trains were running to a Saturday timetable, according to Mr Bailey.

As of 20 March, there are nine stations that have lost lift access due to flood damage – Beenleigh, Corinda, Darra, East Ipswich, Goodna, Kuraby, Toombul, Wulkuraka, and Yeerongpilly.

Public transport was made free, while road tolls were removed, for the period 3-6 March. **TRANSLINK, THE BRISBANE TIMES (2)**

Brisbane: Easter closedown

Rail lines at the heart of Brisbane's suburban network will be closed across the Easter long weekend (15-18 April) to allow Cross River Rail project works to progress. The Beenleigh, Gold Coast, Inner North, Cleveland, Ferny Grove, Shorncliffe and Doomben

lines will have replacement buses operating. The disruption on the Beenleigh and Gold Coast lines will be for a total of 10 days.

15-18 April

Replacement buses will operate on the long weekend between Roma Street, Banoon, Cannon Hill, Ferny Grove, Northgate and Shorncliffe (map below, all maps sourced from Translink). An exception to this will be on Saturday 16 April, where trains will operate for the day on the Doomben line.

For Airtrain, express railbuses will operate between Banoon and Eagle Junction, with Airtrain running only between Eagle Junction and Domestic Airport.



Long weekend closedown (source: Translink).

19-22 April

During this shortened working week, replacement buses operate between Roma Street, Park Road, and Yeerongpilly. Gold Coast trains operate via Tennyson loop, express to/from Altandi, while some services towards the city depart some stations around four minutes earlier than normally timetabled.

The replacement bus routes include:

- **R584** (Express from Yeerongpilly-Park Road),
- **109** (All stops Moorooka-Park Road), and
- **R586** (Express Yeerongpilly to Roma St [AM peak] and express Roma St to Yeerongpilly [PM peak]).



23-24 April

On the weekend of 23/24 April, replacement buses operate between Roma Street, Park Road and Moorooka. Like the mid-week closure, Gold Coast services operate express to/from Altandi via Tennyson Loop, while Beenleigh line trains will also operate via the loop, but servicing the stops between Moorooka and Altandi. Airtrain services will be scheduled to depart Roma Street eight minutes later than normal.

The replacement bus routes include:

- **R591** (All stops Moorooka-Roma St), and
- **109** (All stops Moorooka-Park Road).



ABC NEWS, TRANSLINK

City (SEQ) Deal

A \$1.8 billion agreement has been signed for 31 projects aiming to improve connectivity and liveability across South-East Queensland, funded by the federal, state governments and through the Council of Mayors (SEQ). Another \$75 million is to come from industry. The area is expected to have to support an additional 1.6 million residents by the end of the Deal in 2042.

Amongst the 31 agreed projects are:

- Brisbane Metro – Woolloongabba station (\$450 million),
- SEQ Rail Corridor Digital Connectivity (\$30m),
- Ipswich-Springfield Public Transport Corridor Options Analysis (\$2.5m), with an option for another \$7.5m for a detailed business case,
- Regional Freight Movement Study (\$2.1m),
- Open Level Crossing Prioritisation (\$2m),
- Brisbane Metro – South Bank Transport Study (\$1m).

FEDERAL GOVERNMENT, ABC NEWS

Yeronga reopening and Fairfield closure

Updating this item from last month's edition of *Table Talk* (page 1), Translink advised after publication that it had pushed the changeover date back by two weeks to 28 March "due to recent weather events". **TRANSLINK**

NEW SOUTH WALES



Newcastle Light Rail: Timetable revised

As part of Keolis Downer's annual revision of its integrated transport contract services, the Newcastle Light Rail will have a new timetable issued, effective from Sunday, 3 April.

- On weekdays, service frequency improves to every 7-8 minutes (previously every 10 mins) between 06:50 and 19:00. This 7-8 pattern would provide an average eight trams per hour.
- On Saturday nights, there is an additional late night return trip, departing NIC at 00:15.
- On Sundays and public holidays, services are doubled between 19:00 and 00:30 to operate every 15 minutes, matching the daytime frequency.

As a result of the above improvements, the same timetable now operates on Saturdays, Sundays and public holidays. Superficially, the suburb names have now been removed from beside the stop names.

All times are ex Newcastle Interchange (NIC).
NEWCASTLE TRANSPORT, TRANSPORT FOR NSW

Disruption

Disruption continued to impact Sydney Trains and NSW TrainLink services throughout March due to continued protected industrial action and impacts from a severe weather event in early March.

With over a week of persistent rainfall, leading to flooding and landslips in multiple locations in and out of Sydney, the worst of the impacts saw flooding close the Richmond branch line, and, at the early stages of recovery, unprecedented track speed restrictions. Daytime 40 kilometre-per-hour and nighttime 20 km/h restrictions covering Waverton-Hornsby, Campsie-Birrong, Berowra-Gosford, Emu Plains-Lithgow and Waterfall-Bomaderry, added hours to intercity commutes, and made the regular suburban and intercity timetables on most lines unworkable due to knock-on impacts on resources across the wider network, with reliability deteriorating as the day went on.

Numerous landslips impacted Intercity and Regional NSW TrainLink services in particular, with various closures.

South Coast

The Waterfall-Thirroul section was closed to regularly timetabled rail traffic 2-14 March (inclusive), while Wollongong-Kiama-Bomaderry (Nowra) or sections within were closed during the same period. Towards the end of the Coalcliff closure, eight peak direction services were arranged on each weekday to operate every 30-60 minutes Wollongong-Central Terminal (four per peak) to reduce the impact on South Coast commuters.

Blue Mountains

Since 6 March, services between Penrith and Lithgow have been significantly impacted. The entire line was closed from 8 March, with a special shuttle service between St Marys/Penrith and Springwood installed from Monday 21 March, with a 30-minute service frequency throughout the day using intercity stock.

Richmond

Flooding followed by flow-on essential track repairs shut down the line between Schofields and Richmond from 3 to 24 March, with flooding also significantly impacting local route bus and NightRide services. At one stage, rail replacement buses were running express from Schofields to Richmond as all intermediate stations were inaccessible.

Special Timetable 14-15 March

On these two days, T1 Western & North Shore and T9 Northern line services operated to a special timetable, with shuttle services operating as follows:

- North Sydney-Hornsby/Berowra (alternating) generic all stops service every 10 minutes. ATA member Jim Wells said this working provided some stations with an improved train frequency.
- North Sydney-Penrith every 15 minutes, with extra Schofields/Blacktown services added until 21:30.

- Central Terminal-Hornsby via Strathfield shuttle service every 15 minutes, with selected peak limited stops services also running from the weekday timetable.

Meanwhile, T7 Olympic Park line services were halved to a train every 20 mins, and T5 Cumberland and peak Central Coast via North Shore services did not operate.

From Wednesday 16 March, the regular weekday timetable resumed across most of the network (remaining line closures notwithstanding). At the time of publication, on weekdays, NSW TrainLink services are running to a reduced weekday timetable.

As part of negotiations with the rail unions, in late March, the government announced 12 days straight of free travel for passengers from 14 to 25 April, with severe travel impacts from various issues over the past few months. The Transport Minister also pointed out that local business groups were also advocating to the government to stimulate economic activity across the city. Excepted from the free fares will be airport station access fees, private ferries and 'Point to Point' bus service. ***SYDNEY TRAINS, TRANSPORT FOR NSW, ABC NEWS***

VICTORIA



Disruption

On Tuesday 1 March, Cranbourne, Pakenham and Gippsland line services were suspended for most of the day, following vandalism, with a reported 390 cables cut in Sandown Park in another case of copper theft for the state's rail network. Replacement buses and coaches were called in to operate services in lieu throughout the outage, which started at around 01:00.

On the issue, Metro Trains' chief executive, Raymond O'Flaherty, said that, working closely with Victoria Police, "we have a good track record in recent years of capturing other vandals [performing] similar acts. ***THE AGE***

Driver testing on the NESG

In early March, Australian Rail Track Corporation (ARTC) issued two versions of a 6-page Train Alteration Advice 0327-2022 and V/Line issued a single 23-page Special Train Notice (STN), for special trains on the North East Standard Gauge (NESG) in Victoria.

In these documents, both ARTC and V/Line "purposed" these Notices as being for "Driver Training" as part of the NESG Upgrade. These Notices also coincided with the commissioning of two crossovers near Longwood and near Violet Town. Both sets of crossovers were completed in 2021, but not commissioned then. Testing these must surely have been a subsidiary purpose of the Notices.

V/Line cancelled all the NESG passenger services for the duration of the testing to free up line capacity. At the start of this exercise, freight and XPT traffic over

the NESG was at a low ebb, due to the collapse of part of the Albury—Sydney (“Main South”) line at Picton from flooding. The Main South was reopened during Wednesday and it was reported that a large number of freight trains began to flow. As of Friday, the XPT service to Melbourne had NOT resumed and it seemed that the Intermodal and Steel trains to Melbourne were not running either. On a normal weekday, some 8 or 9 freighters would traverse the NESG during the hours relevant to the Driver Testing program (03:00 to 21:00) – see “The Times” of December 2021.

The test trains were to be run by N-class light engines and not by the new NESG V/Locity railcars. It appears that the engines were to be the currently “healthy” engines N457, N464 and N474.

The plan for the services can be summarised as:

Wednesday 16 March

One loco to leave Dynon at 03:08 and run through to Violet Town crossovers, run a shuttle to the new Longwood Crossovers and proceed onward to Albury where it shut down for the day.

Two locos to run coupled Dynon to Seymour, then split and after about an hour’s pause, each to run 3 return shuttles to the new crossovers at Violet Town, after which the locos were to recouple and return to Dynon.

Thursday 17 March

Same as Wednesday, except that the loco at Albury was to run a return trip to Longwood crossover and again be shut down at Albury.

Friday 18 March

Same as Wednesday, except that the Albury loco was

to run Albury-Longwood-Violet Town crossovers-Dynon and stable (i.e. not return to Albury).

Saturday 19 March

Same as previous days except there was no Albury-based loco.

Sunday 20 March

Same as Saturday.

All trains were numbered in the Light Engine numbering system from 0659/0660 to 0683/0696 [Down/Up].

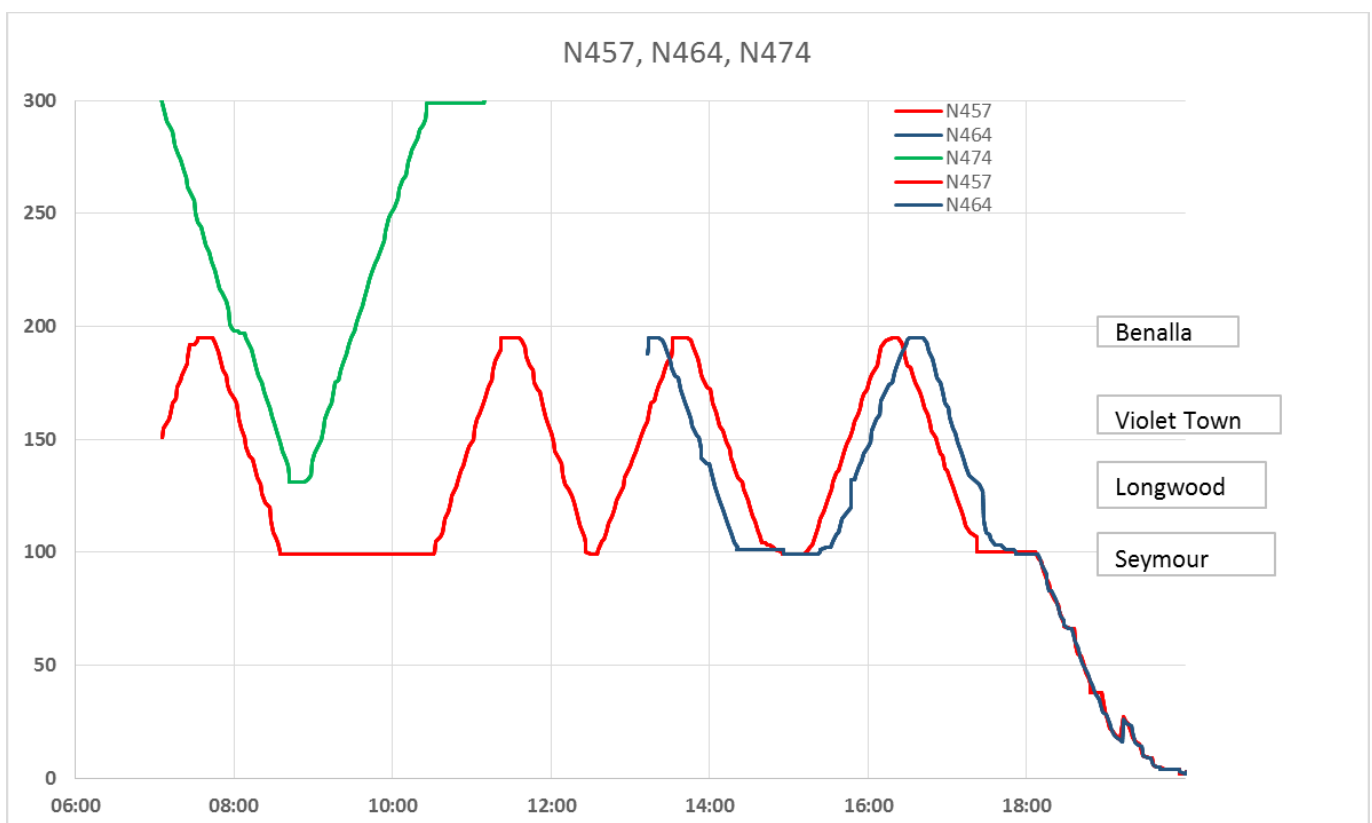
In the event (at least for **Wednesday-Friday**), the Seymour-based shuttles appear to have run Seymour—Benalla—Seymour, rather than Seymour—Violet Town—Seymour.

From a few scrappy reports, it seems that on some days, the shuttles may have swapped identities at Seymour – possibly because of siding logistics there [a First-In/Last-Out arrangement]?

For **Thursday**, there are sufficient scraps of information from line-side observers (mostly at or in the region of stations) to make a tentative chart for most of these services (see above). The lines between stations are interpolated with an added random jitter.

It seems that on **Friday**, the Seymour-Benalla shuttles ran only once for each loco. after which testing was suspended for a few hours, resuming at about midday.

At the end of testing on Friday, it seemed that the testing program had been completed or had been suspended. No test trains appeared to run on the weekend. **GEOFF LAMBERT, V/LINE, ARTC**



SOUTH AUSTRALIA



Rail heading to Port?

With the election of SA Labor back into government on 19 March, is the promise by local member for Cheltenham, Joe Szakacs, that the new government will build the proposed Port Adelaide rail project.

The project had received \$16.4 million in funding by the outgoing Weatherill Labor government in late 2017.

The project was benched in mid-2019 after a review by the Liberal government considered it to be too costly after a detailed technical analysis costed the project at \$40 million.

A state Labor spokesperson said it would commit \$52 million for the project, entailing a one-kilometre spur line from the Outer Harbour line straight into the centre of the waterfront, with a Baker Street station. A bus interchange would also planned to be constructed as part of the project. *RAIL EXPRESS, INDAILY*

WESTERN AUSTRALIA



Optus Stadium services

To facilitate the operation of services to/from Optus Stadium for special events, some railway stations are losing services for periods at a time.

On Sunday 20 March, West Coast hosted Gold Coast in AFL with the opening bounce at 16:40 local time.

Claisebrook and Mclver stations had no service between 19:00 and 20:45, with a replacement bus service (**901**) operating every 10 minutes during this time between East Perth and Perth Busport stopping at these two stations along the way. Near Mclver station, the Moore Street pedestrian crossing was closed between 14:30 and 20:45.

Thornlie station also had no service between 18:30 and 21:00, with replacement bus **908** (Cannington-Thornlie) operating every 15 minutes.

The closure times of these facilities aligned with the end of the match at around 19:15. *TRANSPERTH*

NEW ZEALAND



Auckland: Service reduction

Services were reduced on some Auckland lines from Monday 7 March. Southern, Western and Eastern

services operate every 20 minutes, while Pukekohe and Onehunga services are now operating every 30 minutes due to "significant staff shortages" at Auckland One Rail, the city's new rail operator.

In total, roughly 10 per cent of the city's total public transport services are not running due to the latest COVID-19 wave of infections, and government isolation requirements.

Waiheke Island's route 50B has been added to the list of suspended bus routes. *AUCKLAND TRANSPORT, STUFF.CO.NZ*

Public transport fares halved

Fares on public transport across the country will be halved for the remainder of the financial year after the government announced the application of a 50 per cent discount on all publicly-subsidised public transport services between 1 April and 30 June. Prime Minister Jacinda Ardern introduced the initiative as a way of softening the increase in cost of living from the "global energy crisis", which has intensified as a result of the outbreak of war in Ukraine. The government has costed this initiative at \$NZ36.5 million.

Also as part of the policy to reduce immediate cost of living pressures, the government also announced a fuel excise cut of 25 cents per litre (23c AUD) as well as reduced road user charges for diesel vehicles. Funding for the excise cut, budgeted at \$350 million, has come from reprioritised funds from a COVID-19 response fund. The excise cut will also impact Goods and Services Tax receipts by the government as the GST is applied after taxes.

Energy Minister Megan Woods said discussions with energy companies had provided certainty that these initiatives would help reduce prices, rather than increase the companies' bottom line.

Impact in Auckland

Auckland Transport bureaucrats have estimated that the agency will benefit from a 10-15 per cent jump in patronage across the modes. The agency's executive general manager of integrated networks, Mark Lambert, said "Our biggest issue is a lack of demand, not how much the fares are", likely suggesting that a fair chunk of demand from pre-pandemic has been lost permanently.

Auckland Transport said patronage was at 36 per cent of pre-COVID levels, while it is also running a reduced timetable, with 14 per cent fewer services because of employee sickness and COVID isolation requirements.

ATHOP re-programming

Auckland's bureaucrats were reportedly surprised by the government announcement, which has necessitated reprogramming of the smartcard software. ATHOP is operated by Thales. Transport Minister Michael Wood said that he was confident the discount would be passed on from day one in Auckland, quoting an Auckland Transport source saying that recoding the software was "challenging but doable"

Non-NZTA subsidised services

Auckland Transport has resolved to fund a 50 per cent fare discount concurrently on the Devonport ferry out of its own pocket, but Waiheke Island ferry passengers will not enjoy any discount. The routes do not qualify for the government's initiative as they are controlled by operator Fullers under the 2013 Public Transport Operating Model legislation, because the services are not publicly subsidised through New Zealand Transport Agency. The routes are also not fully integrated with the ATHOP smartcard. Fullers' chief executive, Mike Horne, said it was unable to fund such an exercise itself, but did say it believed the government should not exclude the community at Waiheke from it.

Over in Wellington, some corners of politics were also calling out the merits of the eligibility criteria for the initiative, with the Capital Connection service (Palmerston North-Wellington) also excluded, whereas Te Huia (Hamilton-Auckland) will be included. Horizons Regional Council chairperson Rachel Keedwell said "If the aim is to support people and the atmosphere we're in with increasing petrol costs, that's a big cost for people. She said the idea of ineligibility due to non-NZTA funding was a silly reason if the government truly was trying to encourage people to use public transport. "To the average person it [the funding] doesn't matter." *AUCKLAND TRANSPORT, STUFF.CO.NZ (2) (3) (4)*

Wellington: Disruption

On Wednesday 2 March, the Wellington rail network was shut down on police advice following anti-COVID mandate protests at the city's Parliament, with protesters spilling onto main streets. Bus routes 1, 3 and 7 were also directly impacted by the protest activity.

A special "Accessible Shuttle" service operated in early March due to the protest's impact on existing services.

The Lambton Quay bus interchange was also closed down for a number of weeks. Metlink general manager Scott Gallacher said "Since the police successfully dispersed the protestors, our teams have been focused on removing rubbish, debris and getting all the stops and facilities at the interchange deep cleaned and fogged".

Meanwhile, like other cities, buses have also been impacted by the latest COVID-19 wave, with Mr Gallacher saying that the timetable was becoming "increasingly difficult" to maintain, with planning underway to relieve this stress. *STUFF.CO.NZ, THE DOMINION POST (2)*

INTERNATIONAL

UK: HS2 curtailed

A key high speed rail plan previously heralded by Prime Minister Boris Johnson has been curtailed, with the Leeds and Sheffield sections of High Speed 2

(HS2) formally axed. That part of the line will now only go as far as East Midlands Parkway.

Northern Powerhouse Rail has also been downgraded from high speed rail to line upgrades, including electrification.

Transport Minister Grant Shapps said that the Oaktree review and subsequent National Infrastructure Commission report of the HS2 project showed a more "economically beneficial" outcome was preferred.

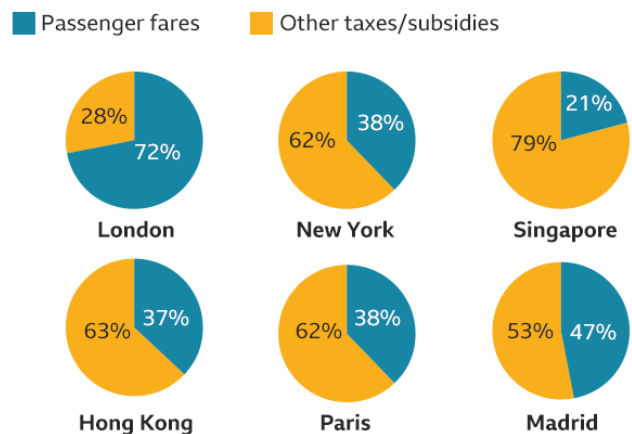
Though not as flashy, the integrated rail plan released with this announcement showed that considerable time savings would still be achieved, with Manchester to Leeds to take 33 minutes, rather than the current 55 minutes. An added benefit of the revised plan would be an earlier date (at least a decade earlier) for the completion of the project.

Former transport secretary Andrew Adonis called the revised plan "a betrayal of the north". *GEOFF HASSALL, THE GUARDIAN*

Transport for London funding extended

Transport for London's funding has now been secured through to 24 June, with Transport Commissioner Andy Byford announcing on 25 February that a four-month extension had been agreed to, worth £200m (\$AU356m), although he reiterated the agency's determination that longer-term capital support was essential to avoid a stage of 'managed decline' in service delivery. *BBC NEWS*

How different underground networks are funded



Figures are approximate as funding models vary in their scope

Source: TfL

BBC

Dubai line opens

A direct rail line opened in March between Dubai and Abu Dhabi in the United Arab Emirates which aims to provide new economic and logistical integration between the two emirates. The 256-kilometre line forms part of the larger and ongoing UAE Railway Programme which is tasked with projects for a rail network linking all seven emirates together. *GLOBAL RAILWAY REVIEW*

ENDS

BUS & COACH NEWS

QUEENSLAND



Ripley Valley improvement

Translink revealed in March that it intends to introduce additional weekday and weekend services on Ripley Valley's route **531** later this year.

Introduced in January 2019, the route operates six days a week with services on weekdays (06:00-22:00) and Saturdays (07:00-18:00).

Translink has commissioned a commuter survey, available until 17:00 on 1 April at <https://www.yoursay-projects.tmr.qld.gov.au/ripley-bus-route>. **TRANSLINK**

New Gold Coast on-demand services

On Monday 28 March, on-demand transport was launched in two areas of the northern Gold Coast:

- **Roam zone A** – Helensvale, Pacific Pines and parts of Oxenford, Maudsland and Gaven; and
- **Roam zone B** – Nerang/Highland Park and parts of Worongary.

Services operate on weekdays (05:30-21:00) and weekends (08:00-17:00). **HILAIRE FRASER, TRANSLINK**

NEW SOUTH WALES



Albury and Tamworth route changes

From Tuesday 22 March, Albury and Tamworth operators have school bus routes renumbered in the Sxxx series where 'xxx' is a unique three-digit number.

Regular route numbers have also been renumbered, as follows:

Dysons Bus Lines Albury:

- **901** Dean St, Albury CBD to West Albury and Albury Private Hospital (previously 901-2).

Martins Albury:

- **909** East Albury to Aware Industries Wodonga via Lavington & Albury (previously DSCH),
- **910** Aware Industries Wodonga to Albury via East Albury & Lavington (previously W17T).

Hannafords Tamworth:

- **437** Tamworth to Westdale & Coledale (previously 437A),

- **438** Tamworth to Coledale & Westdale (previously 437B).

HILAIRE FRASER, TRANSPORT FOR NSW

26/27 March: Mascot route changes

On the weekend of 26/27 March, the closure of the southbound lane of O'Riordan Street on the outskirts of Sydney Airport for Botany rail duplication works saw changes to the operation of some local bus services in the Mascot/Airport area.

- Route **420** (Burwood-Mascot via Airport) truncated to only operate between Burwood and Domestic Airport Terminal.
- Route **350** (Domestic Terminal to Bondi Junction) completely bypassed the Mascot area, instead operating from Pagewood direct into Domestic Terminal via Joyce Drive and Ross Smith Avenue.
- A temporary **420S** (Domestic-Domestic via Mascot) shuttle loop route was implemented to cover the service gap between Domestic Terminal and Mascot railway station (map provided top of next page, source Transport for NSW). The route visually completes a number "8", running anti-clockwise around Mascot then clockwise back into the Domestic Terminal with a full run time of 20 minutes.

420S, operated by Transit Systems, began operating on Friday 25 March at 22:00 from Domestic Terminal, with continuous operation until the final trip departing 04:40 Monday 28 March. Services operated every 10 minutes 04:00-22:00 and every 20 mins 22:00-04:00 (04:40 on Monday).

Transport has not provided a PDF timetable for the 420S, with trip information only available on the website's Trip Planner and smartphone travel applications such as TripView. **TRANSPORT FOR NSW**

Newcastle Transport Report

Service improvements from 3 April 2022 will include:

- Introduction of a new express route, the 10X, between Charlestown and Newcastle CBD (map page 9, timetable back cover)
- Extension of On Demand's weekday operating hours from 16:00 to 18:00
- Bus timetables have been adjusted to improve reliability and connectivity across modes

See the Newcastle Light Rail item in *Rail & Tram News* and the Stockton Ferry article in *Ferry News* for the timetable improvements provided there.

Transport for NSW says that across all modes, there are over 160 additional trips per week.

Some school timetables have also been adjusted to better reflect congestion and travel times to get students to and from school in the Newcastle Transport area. **HILAIRE FRASER, NEWCASTLE TRANSPORT**



TASMANIA



Free fares

The state government has initiated a five week period of fare-free travel for everyone, beginning Monday 28 March, due to increased petrol prices passing \$2.20-a-litre. On top of the cost of living relief, Transport Minister Michael Ferguson also said the short \$2 million initiative would incentivise people to “give our buses a try”. He also encouraged people to “reassess” staying away from public transport as a result of the pandemic.

Metro Tasmania chief Katie Cooper said that Metro had yet to see any uplift in bus use from the increased petrol prices, and according to ABC News, the patronage of Metro's services is currently at 80 per cent of pre-COVID levels. **ABC NEWS**

WESTERN AUSTRALIA



Red CAT

PerthNow reports that the City of Fremantle Council is considering the return the Red CAT bus service as part of a five-year commitment for free public transport options which would connect people to institutions such as the state's Maritime Museum and the Fremantle Arts Centre, to boost the local economy.

The service's reintroduction would cost Council over \$500,000 a year in ongoing costs, and it was continuing to investigate ways of recouping at least part of its potential investment. A special area rate levy has not been recommended by Council officers.

A Blue CAT extension has also been considered by Council to run through to North Coogee, however is believed to be not feasible. **PERTHNOW**

Path Transit hit by COVID-19

COVID-19-related staff shortages at Path Transit's Morley depot knocked out some of the city's bus services earlier in March. Monday 7 March saw numerous cancellations to services, while a reduced timetable was implemented to selected routes for the next day. The reduced services impacted a number of the operators routes - 19, 20, 32, 35, 36, 39, 40, 42, 55, 60, 66-68, 341-5, 347, 360-362, 371, 375-378, 406, 935, 950, 960. **PERTHNOW**

NEW ZEALAND



Timaru on-demand service

NZ Transport Agency (NZTA) has agreed to provide funding to allow the Timaru on-demand bus trial, MyWay by Metro and operated by Ritchies, to be extended until June 2024. NZTA will provide 51 per cent of the funding, with the rest covered by fare revenue and a special “Timaru Environment Canterbury rate”.

The agency's regional relationship director James Caygill said that the agency and council were paying more, "the subsidy is higher, yes, it is a more expensive service, but - and this is why we want the trial to continue which is why we're funding it - it could well be a better service. It's not just a trial in Timaru, it's also a trial to see if it makes sense anywhere else, because you better believe other places want something similar."

With the trial having begun in 2020, this agreement sees the trial run now extended to a four-year period.
THE TIMARU HERALD

NZ Bus acquired

NZ Bus, a major bus operator in the country, has been acquired by Kinetic. The SkyBus owner said it would be working to introduce more electric vehicles amongst NZ Bus' fleet in the coming years under Kinetic ownership.


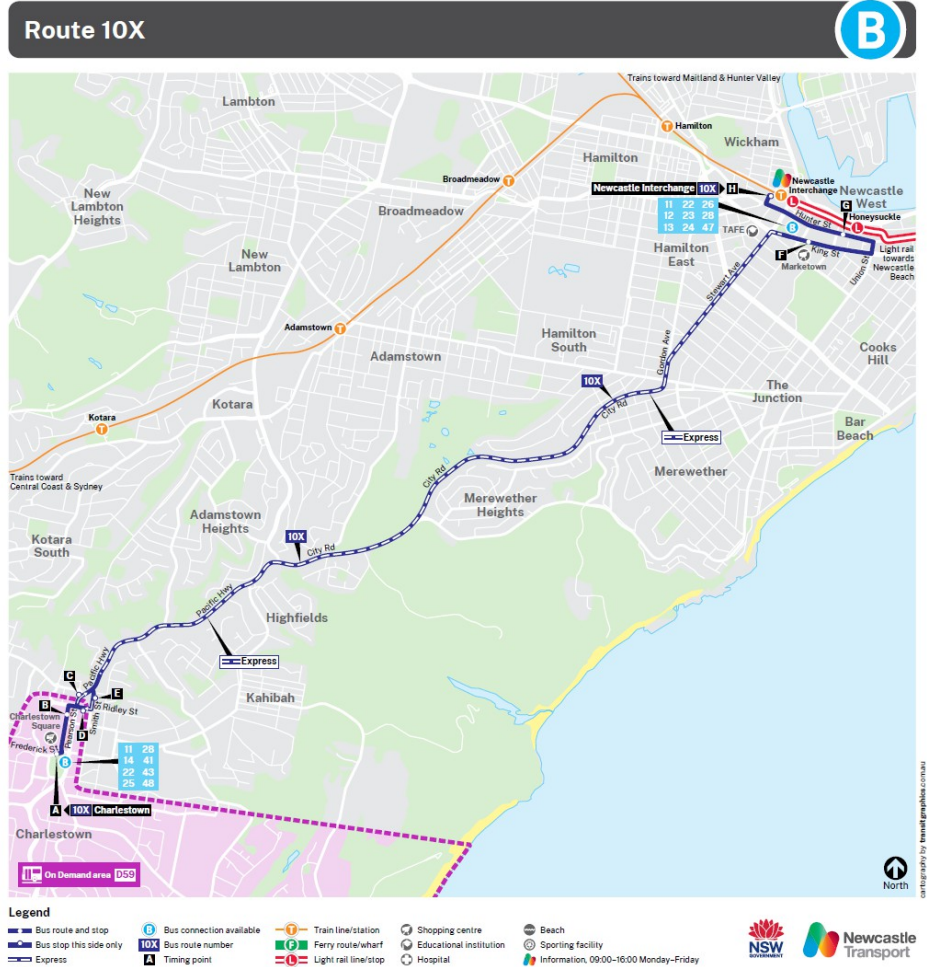
Substantially, the transaction adds 1,400 employees, 800 buses and 14 depots to the Kinetic business, providing a manpower increase of 24 per cent and a 21 per cent increase in vehicles. **KINETIC**

ENDS

10X

B

Charlestown to Newcastle Interchange EXPRESS
servicing Charlestown, Marketown & Newcastle Interchange

Newcastle Transport new route 10X starting 3 April 2022 – timetable cover and map (source: Transport for NSW).

FERRY & SHIP NEWS



Ferry suspension

The CityCat, CityHopper, Inner-City Cross River and the Bulimba to Teneriffe Cross River ferry services have been suspended throughout March, following a substantial rainfall event. *The Brisbane Times* reports

that it may be three months until ferry services resume. The weather event in late February and into March caused increased "river levels, debris and extensive terminal and vessel damage".

Eight CityCats are in the process of being assessed for insurance, with another four KittyCat ferries also under damage assessment. The Beenung-Urrung CityCat sunk during the flooding, after it was struck by a houseboat. Whilst most terminals have minimised damage due to works done after the 2011 flood event, the Toowong Regatta terminal was reported to have suffered extensive damage.

South-east Queensland's trains and Brisbane City Council buses were also suspended for a shorter period, however they have since resumed operating.
TRANSLINK, BRISBANE CITY COUNCIL, ABC NEWS

City (SEQ) Deal

A \$1.8 billion 20-year agreement has been signed for 31 projects aiming to improve connectivity and liveability across South-East Queensland, funded by the federal, state governments and through the Council of Mayors (SEQ). The region is expected to have an additional 1.6 million residents by the end of the Deal in 2042.

Amongst the agreed projects will be the upgrade of the Dunwich ferry terminal at North Stradbroke, which has been costed at \$41 million. **FEDERAL GOVERNMENT**

NEW SOUTH WALES



Stockton Ferry: Timetable revised

As part of Keolis Downer's annual revision of its integrated transport contract services, the Stockton Ferry will have a new timetable issued, effective from Sunday, 3 April.

- On weekdays and Saturdays, two large inter-peak service gaps of up to an hour have been removed. Between 09:00 and 16:00, a 20-minute clockface frequency is now provided. There is no change to evening services, including the one-hour gap from 18:30.
- On Sundays, the one-hour gap has moved from 11:30 to 10:50, while an additional return trip has been added in the 12:30-13:30 hour, to provide three return services across that hour.

All times above are ex Queens Wharf. The explanatory notes continues to include a blurb about Circular Quay. **NEWCASTLE TRANSPORT, TRANSPORT FOR NSW**

Parramatta wharf closure

During the fortnight of Monday 21 March to Friday 8 April, Parramatta Wharf was closed because of Charles Street Square upgrade project being undertaken by the local council.

During the period of disruption, **F3 Parramatta** ferries were truncated to operate from the City as far as Rydalmere, where replacement bus **60F3**, operated by Hillsbus, picked up the remainder of the route to Parramatta.

In both directions, the replacement bus timetable provides for an hourly service (with one 90-odd minute exception) on weekdays between 07:00 and 19:00, and an hourly weekend service (08:00-19:00) with some additional Sunday afternoon services ex Rydalmere. **TRANSPORT FOR NSW**

NEW ZEALAND



Auckland ferry reductions

Auckland's ferry network has not been immune to New Zealand's latest wave of COVID infections and isolation requirements on employees. From Monday 21 March, The Waiheke Island route is running to a reduced hourly service, along with the Bayswater and Birkenhead routes. The Devonport ferry is now running to a half-hourly frequency in peak hours. **AUCKLAND TRANSPORT**

ENDS

AIR NEWS

INTERNATIONAL



New Zealand reopens

New Zealand has announced it will reopen its borders to Australian travellers from 23:59 (NZ time) on Tuesday, 12 April, without quarantine requirements. Pre-COVID, 40 per cent of the country's incoming travellers came from Australia.

Qantas Group has confirmed that it will throw down the gauntlet, increasing from 2 to 30 weekly flights across Qantas and Jetstar, commencing 30 April. Qantas will operate flights from Sydney, Brisbane and Melbourne to Auckland as well as Sydney to Christchurch, while Jetstar will provide three weekly flights between Gold Coast and Auckland.

NZ will conduct another re-opening from 1 May for "visa-waiver" countries such as Singapore, Germany, South Korea, United States and United Kingdom.

In a statement, Prime Minister Jacinda Ardern said these moves would help to accelerate economic recovery. The international tourism market contributed \$11.5 billion to NZ's gross domestic product pre-COVID.

Staying with New Zealand, the world's first "winery airline" will be launched by Invivo Wines soon. Using a chartered 34-seat Saab plane, the airline will operate a route between Auckland and Queenstown. The two-hour flights will be part of a 24-hour overall experience including a visit to the company's Central Otago growers. **SEVEN NEWS, CNN TRAVEL, CNN**

Russia flight ban

Russian airlines were barred in February from flying over European Union, United Kingdom and Canada airspace, as part of the strategy of punishing Russia for its war against Ukraine.

Russia reportedly banned countless airlines from flying through their airspace in retaliation, with three-dozen countries affected by the ban.

Australian airline Qantas said it was already diverting its flights away from Russian airspace, with an increase in travel time of over an hour in flights to London. Qantas said this altered path was a pre-existing "alternative flight path".

On 3 March, both All Nippon Airlines and Japan Airlines also ceased operating their average 60 weekly flights over Russian airspace, with flights unable to be

diverted instead cancelled. A flight on 4 March between Tokyo and London flew over 50 per cent extra mileage by diverting through Alaska, Greenland and Iceland to avoid Russian airspace. Numerous other airlines including United Airlines and British Airways have similarly rerouted or cancelled flights as a result.

Meanwhile, a number of Russian airlines have cancelled most or all of their international flight in light of Russian sanctions, including for the supply of airline parts and equipment. The move was seen as a way for Russia to hold on to those planes held by airlines under lease agreements with foreign-owned parties, which were required to be returned under the sanctions. SAMCHUI.COM (2) (3)

ENDS

ODD SPOT

The Sunday Telegraph's *The Sauce* column reported the following in its 16 March edition:

Motorists driving on the Eastern Distributor on Thursday may have been surprised to see a familiar, beaming face passing by on the side and back of a bus.

It seems [Liberal and] former NSW transport minister Andrew Constance has got himself a campaign bus ahead of his [federal Gilmore bid] – but what was it doing so far from the south coast electorate?

The motorist who dialled in the sighting first saw the bus with hazard lights on at President Ave in Rockdale where it was seen picking up passengers. The bus proceeded towards the city, before it turned down College St towards Mrs Macquarie's Chair.

When asked about the bus, Constance dismissed theories that it was lost or ferrying Liberal staffers, declaring that he was helping out a former colleague. "I'm helping Elliott out. It's on loan as a train replacement bus".



TIMETABLE ALERT

For Newcastle Transport services, Transport for NSW Blue DL format area timetables:

- **10X** Charlestown to Newcastle Interchange Express, **11** University/Jesmond High Frequency, **12** Wallsend/Maryland High Frequency, **13** Glendale High Frequency, **14** Charlestown High Frequency, **21/22/25/28** Charlestown, **23/24/26/27/47** Wallsend, **29/41/43/48** Belmont, and **42/44/46** Glendale.
- Transport for NSW Red DL format: - Newcastle Light Rail
- Transport for NSW Green DL format: - Stockton Ferry

Website links are available to individual route timetables in Transport for NSW A4 format effective 3 April 2022.

Compiled by **HILAIRE FRASER**, source **NEWCASTLE TRANSPORT**

TALKING IN-DEPTH

Greater Sydney freight audit

The New South Wales Auditor-General, Margaret Crawford, published a Performance Audit report into rail freight operations across the greater Sydney region last year. The report looked at a number of issues, including increasing the capacity for haulage of rail freight, the access and use of rail freight paths, and how to reduce avoidable delays in order to assess the effectiveness of the various transport agencies in increasing the use of rail freight to meet increasing demand for 'total freight'.

Total freight, containing all forms such as 'rail', 'road' and 'sea', contributes \$66 billion to the state's economy, making up 13 per cent of the gross state product. Transport for NSW's (TfNSW) *Future Transport Strategy 2056* report, published in 2016, noted that the state would struggle to meet increased demand for freight unless rail was to take up a larger proportion of total freight.

Sydney's population, now at just over five million, and continuing to grow at a rate of around 1.4 per cent annually, means that there is a competing demand for the remaining unused capacity of the greater Sydney rail network, with Sydney's passenger rail network adding hundreds of services since 2013 across peak and off-peak periods, including weekends, which has an impact on the available paths to freight operators, and how quickly freight can be moved from one place to another. From 2011/12 to 2015/16, passenger numbers shot up by 27 per cent. Sydney Trains operates the Sydney suburban passenger networks and maintains most of the greater Sydney passenger network infrastructure, under contract to TfNSW. The report uses the area surrounded by local government areas of Sutherland, Wollondilly, Blue Mountains, Hawkesbury, and Hornsby (inclusive) to mean greater Sydney.

Under the Transport Administration Act 1988, transport agencies are required to give 'reasonable priority' to passenger trains, where lines are shared with freight, for timetabling and operational control purposes. Within greater Sydney, freight services generally share lines with passenger services on the Blue Mountains/Western Line between Lithgow and Flemington, Central Coast/Northern Line between Broadmeadow and North Strathfield, South Lines between Macarthur and Lidcombe, and Illawarra Line between Bomaderry and Sydenham. A number of projects have been undertaken in recent decades to reduce the use of shared lines, including the Southern Sydney Freight Line and Northern Sydney Freight Line.

Unused paths

The state government, as part of its Freight and Ports Plan 2018-2023, aims to increase the share of freight transported by rail to key destinations, including Port Botany. *Future Transport Strategy 2056* also noted that from 2016 to 2056, metropolitan transport networks will be expected to have to carry double the amount of freight volume to accommodate increased demand.

Amongst the key findings from the Auditor-General's report was that there is scope to increase the efficiency in the use of existing freight paths, which would enable the state to increase the share of freight transported by rail imminently, before considering the need to find extra paths or expensive investment in new infrastructure which takes a significant amount of time before it is available for use.

The report provides an overview of the arrangements regarding freight paths provided on the Standard Working TimeTable (SWTT) within Sydney Trains' greater Sydney-maintained network. The paths are allocated to rail freight operators under 'rail access agreements', which are required to be confirmed or otherwise released back to Sydney Trains at least 72 hours before the date of use. Non-coal freight operators are charged a cancellation fee if they do not use their allocated path, unless a case of force majeure can be established. Unlike others, coal freight operators are not charged if they do not use their allocated paths, meaning that they could theoretically 'hoard' them away from other freight operators. The existing 72-hour rule provides little leeway for ad hoc use of released paths, due to the limited timeframe, so the report proposes the use of financial incentives to encourage operators to release their paths earlier, which would provide a more reasonable opportunity to resell those unused freight paths. According to the report, other jurisdictions have a 120-hour rule, however no examples are provided.

The table below, under "Rail freight revenue", provides data on cancellation fees generated in 2019/20 financial year. Cancellation fees made up 11.4 per cent of all freight access revenue, which, as explained above, excludes coal freight operators.

Gold Paths

Currently, rail freight operators are barred from operating their trains during peak times (06:00-09:00 and 15:00-18:00) within the Sydney metropolitan network. The report revealed that Sydney Trains and TfNSW are working on a "Gold Paths" initiative, which would provide freight paths through Greater Sydney in peak times, available only to "high performing" operators that demonstrate their train does not pose a risk to the effective and efficient management of the city's passenger network through a series of elevated physical, operational and performance benchmarks. The agencies claim that this idea would encourage the operators to improve their existing performance.

A TfNSW analysis, using the June 2021 Standard Working TimeTable (SWTT), found that there were four possible Gold Paths on the Illawarra Line, and one on the Blue Mountains/Western Line. The report raises some doubts over the attractiveness of such an initiative because of the low number of possible gold paths.

Rail freight revenue

A review of unaudited freight revenue data for the agencies also found the operators of coal freight are spending more in proportion to the share of the number of services operated. The table below shows coal operators generated 55 per cent of revenue, to operate just 25 per cent of all rail freight services, while general freight (excluding coal, grain and minerals) generated just 37 per cent of revenue for 61 per cent of all rail freight services.

When cancellation fees are included, the amount paid by coal operators dropped to 48 per cent, while general freight increased 42 per cent.

Exhibit 14: Operated and cancelled paths on shared paths in Greater Sydney 2019–20

Commodity	Operated services	Share of operated services (%)	Operated services revenue (\$m)	Share of operated services revenue (%)	Cancellation revenue (\$m)	Total revenue (\$m)	Cancellation revenue are a share of total revenue (%)
Coal	6,052	25.3	26.3	54.6	--	26.3	--
General freight	14,454	60.5	18.0	37.3	4.7	22.7	20.7
Grain	1,626	6.8	2.6	5.4	0.5	3.1	16.1
Minerals	1,756	7.4	1.3	2.7	1.0	2.3	43.4
Total	23,888	100	48.2	100	6.2	54.4	12.9

Source: Audit Office of NSW analysis of TAHE report Freight Access Pricing - 2021 (unaudited figures).

In 1999, the NSW Rail Access Undertaking was introduced across the Australian Rail Track Corporation and government operated network, now under the ownership of Transport Asset Holding Entity (TAHE). Annually, the Independent Pricing and Regulatory Tribunal reviews the financial performance of the various owners, ensuring their compliance with a “ceiling test”, ensuring operators are not charged more than the economic cost used. The Tribunal is currently in the late stages of a review into the undertaking, which is expected to be released later in the year.

In October 2021, Transport department secretary Rob Sharp released a response to the report, where he stated that TfNSW were working on a “Freight Level Of Service” (FLOS) specification which would be integrated into the contract between TfNSW and Sydney Trains.

As of late 2021, TfNSW was in the midst of negotiations with TAHE for new third-party rail access agreements, which they intended to conclude by December. *NSW AUDITOR-GENERAL*

About Table Talk

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

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

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

Membership of the Australian Timetable Association includes monthly copies of *The Times*, *Table Talk*, the ATA Distribution List of timetables, and Auction catalogues. The membership fee is Adult \$60, Student \$36, Family \$5 pa. All membership enquiries should be directed to our Membership Officer, Len Regan, at membership@timetable.org.au. From July 2022, revised membership rates will be in effect, visit www.timetable.org.au/membnews.html for further information.

Back issues of **Table Talk** are available on our website, www.timetable.org.au, after two months from print publication.

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

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

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

Proofreaders: Agnes Boskovitz, David Cranney and Geoff Hassall.

How to use this timetable

This timetable provides a snap shot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures on transportsw.info

Real-time trip planning

You can plan your trip with real-time information using the Trip Planner or Departures on transportsw.info or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at transportsw.info/apps

Bus Stop QR Codes

Bus stop QR codes are being applied across the Newcastle bus network, making it easier to find real time departure information.

Scanning the QR code allows you to find out when your bus will arrive in real time and alert you of any disruptions.

Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

We try to make sure accessible buses run as intended. If an accessible bus is not available for a scheduled route, we apologise for the inconvenience.

Who is providing my bus services?

The bus services shown in this timetable are run by Keolis Downer.

Valid from: 03/04/2022

NOTE: Information is correct as of the above date. For the most up-to-date times, use the Trip Planner on transportsw.info

newcastletransport.info

Charlestown to Newcastle Interchange EXPRESS

Monday to Friday (excluding Public Holidays)										
map ref	Route Number	10X	10X	10X	10X	10X	10X	10X	10X	
A	Frederick St Stand C, Charlestown	06:52	07:14	07:40	08:10	08:44	16:25	16:53	17:21	17:55
B	Pearson St Stand A, Charlestown	06:53	07:15	07:41	08:11	08:45	16:26	16:54	17:22	17:56
C	Pacific Hwy at Charlestown Rd, Charlestown	06:54	07:16	07:42	08:12	08:46	16:27	16:55	17:23	17:57
F	King St after National Park St, Newcastle West	07:08	07:30	07:56	08:26	09:00	16:41	17:09	17:37	18:11
G	Hunter St at Steel St, Newcastle West	07:10	07:32	07:58	08:28	09:02	16:43	17:11	17:39	18:13
H	Newcastle Bus Interchange, Stand B	07:12	07:34	08:00	08:30	09:04	16:45	17:13	17:41	18:15

Newcastle Interchange to Charlestown EXPRESS

Monday to Friday (excluding Public Holidays)										
map ref	Route Number	10X	10X	10X	10X	10X	10X	10X	10X	
H	Newcastle Bus Interchange, Stand A	07:20	07:50	08:20	08:50	16:10	16:40	17:10	17:30	18:10
G	Hunter St at Steel St, Newcastle West	07:21	07:51	08:21	08:51	16:11	16:41	17:11	17:31	18:11
F	King St at National Park St, Newcastle West	07:23	07:53	08:23	08:53	16:13	16:43	17:13	17:33	18:13
E	Smith St at Ida St, Charlestown	07:37	08:07	08:37	09:07	16:27	16:57	17:27	17:47	18:27
D	Charlestown Branch Library, Ridley St, Charlestown	07:38	08:08	08:38	09:08	16:28	16:58	17:28	17:48	18:28
B	Pearson St Stand B, Charlestown	07:39	08:09	08:39	09:09	16:29	16:59	17:29	17:49	18:29
A	Frederick St Stand D, Charlestown	07:40	08:10	08:40	09:10	16:30	17:00	17:30	17:50	18:30

Opal cards

Opal cards are reusable smartcards that you tap on and off at Opal readers to pay for travel throughout Sydney, the Blue Mountains, Central Coast, Hunter and Illawarra, along with Intercity Trains in the Southern Highlands and South Coast.

Fares are based on:

- the type of Opal card you use
- the distance you travel from tap on to tap off
- the mode of transport you choose
- any Opal benefits such as discounts and capped fares that apply

Find out about Opal fares and benefits at transportsw.info/opal

Which Opal card is right for you?

Adult – For 16+ years with no concession travel entitlement

Child/Youth – For 4-15 years, and eligible secondary students 16+ years

Gold Senior/Pensioner – For eligible seniors, pensioners, asylum seekers and veterans

Concession – For eligible tertiary students, Centrelink customers, apprentices and trainees

How to apply

Adult and Child/Youth Opal cards are available over the counter from Opal retailers across NSW. Find your nearest retailer at transportsw.info/opal-retailers

If you are eligible to travel with concession fares you can apply for a Gold Senior/Pensioner or Concession Opal card. Visit transportsw.info/opal for more information.

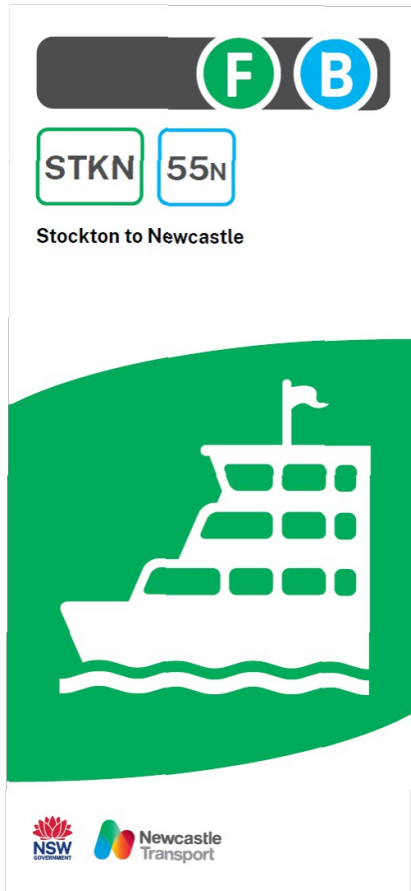
Contactless payments

If you don't have an Opal card, you can tap on and tap off with your contactless enabled American Express, Mastercard or Visa credit/debit card, or a linked device (like a phone or smart watch) to pay your fare on public transport.*

If you use an overseas-issued card, your issuer may charge foreign transaction fees.

You will be charged an Adult Opal fare and receive all the same travel benefits and discounts of an Adult Opal card when you consistently tap on and tap off with the same card or same device.

* Contactless cards and devices cannot be used in place of Opal cards to access Transport Park&Ride car parks, or to pay On Demand Public Transport fares.



Top: Newcastle 10X bus timetable page

Above: Multi-modal timetable cover

Right: Multi-modal map (all source: Transport for NSW)

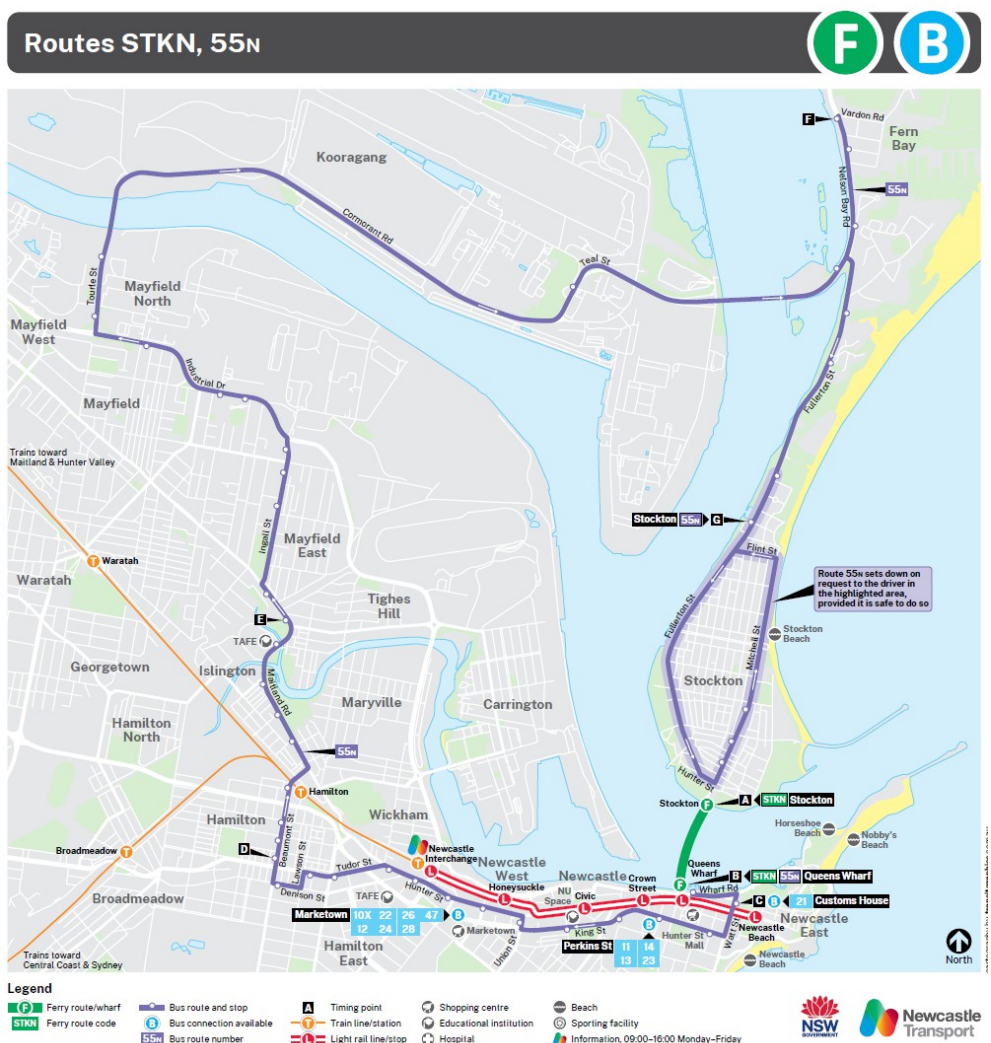


Table Talk is a production of the **Australian Timetable Association**