



AUSTRALIAN TIMETABLE  
ASSOCIATION

# TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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## EDITOR'S COMMENT

Due to a print production issue, selected Bus News articles on page seven of last month's *Table Talk* were omitted from the print edition. These have been reproduced in this edition, and notated likewise.

## RAIL & TRAM NEWS

### QUEENSLAND



#### Brisbane: Smart ticketing trial

A trial of contactless Visa/MasterCard/American Express bank cards as an adult ticket is underway between Central and Ferny Grove on the Ferny Grove line.

Translink says it is working to deliver a ticketing system to rival those in use in London, Chicago, Singapore and New York.

Meanwhile, the state government confirmed in late May that public transport fares would rise by around 2.5 per cent from 4 July. This move ends a recent government suspension on fare increases. **TRANSLINK, THE BRISBANE TIMES**

### NEW SOUTH WALES



#### NSW State Budget 22/23

On Tuesday 21 June, the state government handed down its budget for fiscal year 2022/23.

NSW Transport cluster\* FY 22/23 recurrent expenses:  
\$18.5 billion (up 10% year-on-year)

NSW Transport cluster\* FY 22/23 capital expenditure:  
\$21.3 billion (up 14% year-on-year)

\* The "Transport and Infrastructure cluster" includes TfNSW and all operating agencies across all modes.

Key rail funding commitments for the new fiscal year include:

- \$1.4 billion - Sydney Metro City and Southwest project.
- \$1.3 billion - Sydney Metro West project.
- \$920 million - Western Sydney Airport Metro (for delivery of the six stations; state and federal funding).
- \$776 million - More Trains, More Services program.
- \$399 million - Regional Rail Fleet project (\$170 million of this comes from the Restart NSW fund).
- \$313 million - Transport network flood resilience for state and local government infrastructure.
- \$297 million - New Intercity Fleet project.
- \$240 million - Transport Access Program.
- \$236 million - Parramatta Light Rail project (Stage 1).
- \$159 million - Opal Next Generation Ticketing System project ("to replace end-of life Opal ticketing systems with a flexible, modular and future-ready system across [the state]").
- \$140 million - Commuter Car Parking Program (state & federal funding).
- \$108 million - Digital Systems Tranche 2 ("in-principle funding" for next generation intelligent signalling and train control system for North Shore, City Circle, City Area, and Sydney Terminal).
- \$95 million - Fast Rail planning and minor works (state & federal funding).
- \$72 million - Western Sydney Long Term Strategic Transport Corridor Preservation.
- \$42.5 million - Fixing Country Rail program.
- \$42.4 million - various transport disability subsidies.
- \$40 million - Western Sydney Airport Metro (business case for south-eastern extension from Aerotropolis to Glenfield; state and federal funded).
- \$27.4 million - Main Western Rail Line Capacity Enhancements project.
- \$26.2 million - Parramatta Light Rail (Stage 2) including Wentworth Point to Melrose Park bridge connection planning and enabling works.

- \$11.5 million - Epping station bridge widening project.
- \$6.8 million - Macquarie University station transport interchange upgrade (state and federal funded).

Key transport projects have had cost blowouts, which have been blamed on increased labour costs, COVID restrictions and supply chain issues. The Sydney Metro City and Southwest project has increased by over \$5 billion, while the Parramatta Light Rail has increased by nearly \$500 million.

The state government has also announced an average three per cent rise in Opal fares, effective from 4 July, which is below the most recent rate of inflation. Weekly and daily fare caps will remain the same. **NSW GOVERNMENT, SYDNEY MORNING HERALD, ABC NEWS**

## Bankstown line closedown

Between Sunday 2 and Friday 15 July, most of the T3 Bankstown line will be closed for Southwest Metro project works.

The plan has been changed from the plan of last year's mid-year school holiday closedown (see *Table Talk*, July 2021, pp. 1-2). This time, there will be no replacement buses operating between T3 and T8 stations, and nothing direct to Central. Buses operate only between Sydenham and Bankstown and Bankstown and Lidcombe, with a train service operating between Liverpool and the City Circle via Regents Park. This follows the second phase of the early January 2022 closedown plan (see *Table Talk*, January 2022, p. 3).

### Replacement bus routes (lead operator):

- **8T3:** Lidcombe to Bankstown all stops (Transit Systems).
- **8AT3:** Lidcombe to Bankstown express (Punchbowl Bus Company).
- **10T3:** Bankstown to Sydenham all stops (Hillsbus).
- **13T3:** Campsie, Canterbury then Sydenham (Transit Systems).
- **33T3:** Bankstown, all stops to Belmore, then Sydenham (Transdev NSW).

- **8T3** has an end-to-end journey time of 19-30 mins.
- **8AT3** has an end-to-end journey time of 11-26 mins.
- **10T3** has an end-to-end journey time of 42-55 mins.
- **13T3** has an end-to-end journey time of 13-24 mins.
- **33T3** has an end-to-end journey time of 27-48 mins.

### SYDNEY TRAINS

## Sydney: Industrial action

Sydney Trains and NSW TrainLink services will be disrupted due to industrial action, with the union and management/government parties unable to come to terms thus far around pay and conditions, with one particular sticking point being the refusal of the union to back the use of the New Intercity Fleet in driver-only operation due to safety concerns.

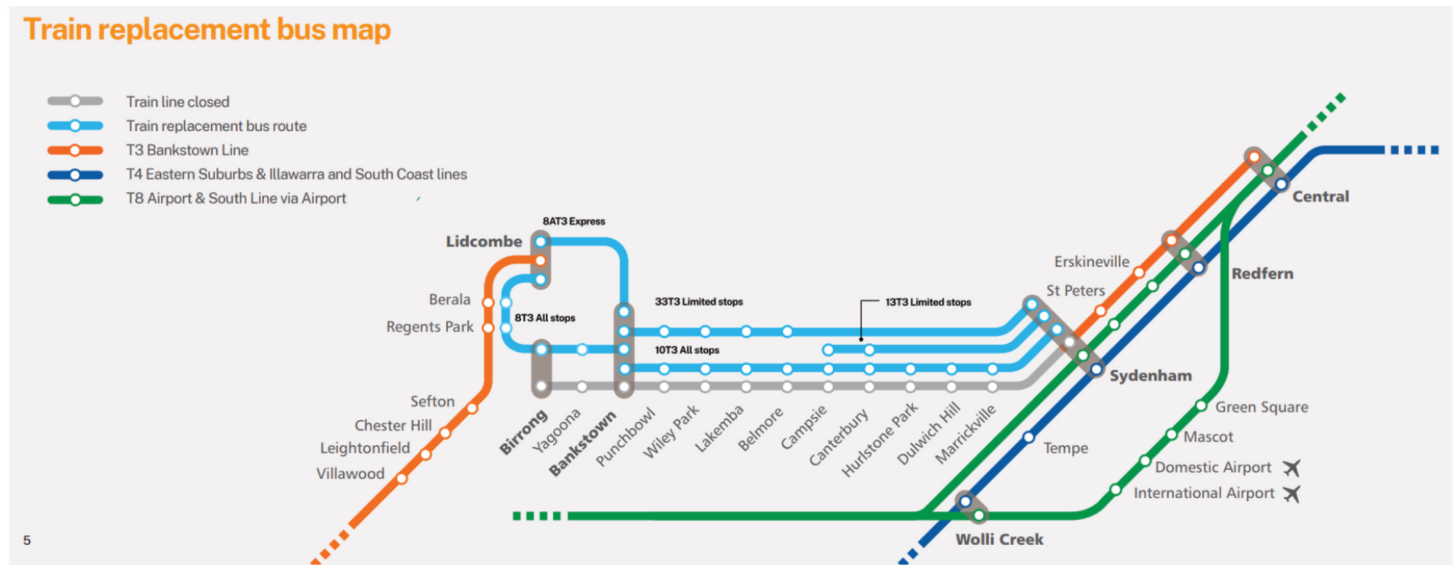
Various figures in the nine and ten figures have been bandied about as to the cost of redesigning the trains and their systems to become compatible with the traditional Guard role, which was planned to be replaced by a lower paid and less-important "Customer Service Guard" position that would roam intercity services to provide customer service, and no longer perform safeworking roles such as managing the closing of passenger doors or watching the train depart the station for safety.

The latest set of industrial action contains over a dozen different actions across late June and into July.

The biggest days impacting timetabled operations are set to be:

**Tuesday 28 June:** Trains running at no more than 60 kilometres per hour across the Sydney suburban network. The Timetable was therefore altered as follows:

- **T1 Western:** Trains every 15 minutes Penrith-Central and half-hourly Richmond-Central stopping all to Parramatta, Lidcombe, Strathfield, Redfern then continue towards North Shore.
- **T1 North Shore:** Trains operate every 15 mins Hornsby-Central via Chatswood, also every 15 mins Gordon-Central, and every 30 mins North Sydney-Central, stopping all stations. Central Coast Newcastle services instead servicing Asquith, Mt Colah, Mt Kuring-gai and Berowra.



- **T2 Inner West/Leppington:** Trains every 15 minutes Leppington–City Circle via Granville and Parramatta–City Circle, stopping all stations.
- **T3 Bankstown:** Trains half-hourly to/from Lidcombe and half-hourly to/from Liverpool, stopping all stations.
- **T4 Eastern Suburbs/Cronulla:** Trains every 15 mins Cronulla–Bondi Junction stopping all to Hurstville, Wollie Creek, Sydenham, Redfern, then all to Bondi. Waterfall services cancelled with South Coast trains instead servicing Loftus, Engadine, Heathcote and Waterfall. Trains also every 15 mins Hurstville–Bondi Junction stopping all stations except St Peters and Erskineville.
- **T5 Cumberland:** Trains every 30 mins between Liverpool and Schofields only.
- **T7 Olympic Park:** Train every 10 minutes.
- **T8 Airport:** Train every 15 mins Macarthur–City Circle via Airport and also every 15 mins Revesby–City Circle via Airport, stopping all stations.
- **T9 Northern:** Trains every 15 mins Hornsby–Central stopping all to Burwood, Redfern and Central then continue all stations to Hornsby via Gordon.

All Intercity South Coast services run into town as far as Central Terminal only, not Bondi Junction.

According to Transport for NSW, this day’s timetable had a reduction of up to 50 per cent of regular services during peak period.

**Friday 1 July, Wednesday 6 July, and Friday 8 July:**

No use of privately-operated rollingstock, meaning two-thirds of the rail fleet stays in yards and depots for the entire day, with some consequential service reductions in the last few hours of the previous night’s working, due to the industrial actions commencing at midnight. Timetable was not available at time of publication, although expected to be similar to the one used on two occasions in mid/late 2021. *SYDNEY TRAINS, TRANSPORT FOR NSW*

**VICTORIA**



**Yarra Trams: Service reductions**

*The Age* newspaper reports that the state government is looking to make modest savings by reducing timetabled trams running along the St Kilda Road and Elizabeth Street corridors. The government says that the change would result in a reversal of the service increase implemented in 2018, with \$4 million in savings to be achieved each year. It also said that the pandemic had increased the amount of people working from home or flexible working, with patronage now “not as high as previously anticipated”. *THE AGE*

**Metro Tunnel cost blowout**

The Metro Tunnel project in Melbourne is set to run out of money, a report by the state’s Auditor-General revealed on 22 June.

AAP reports that the project’s \$12.6 billion budget included a sizeable \$740 million risk contingency, which

has been used to cover cost blowouts on the project, while other funds have already been scavenged by altering the scope of works. One such example is the removal of 27 kilometres of high-capacity signalling system, freeing up \$91 million. So far, there have been 33 changes to the initial scope of works during the main construction phase.

The government told the Auditor-General that it had an internal opening target date of September 2024, while the trajectory of progress has the project team forecasting a final overspend of 364 million. *THE WEST AUSTRALIAN*

**V/Line: Albury VLocity enhancement**

Staff training was scheduled for V/Line’s standard gauge VLocity Cafe Bar facilities on each weekday from 23 June through to 1 July.

The training was to be conducted using a three-carriage VLocity set at Southern Cross station between 09:00 and 15:00 hours. Following the successful completion of the training, the inclusion of the food and beverage facility will enhance the current standard of service for passengers onboard the train, when it operates with these trains, between Melbourne and Albury. *LEN REGAN, V/LINE NETWORK PLANNING*

**V/Line: Albury VLocity’s break**

V/Line’s new VLocity standard gauge sets took a short break from operating services on the Melbourne–Albury line in early June due to reports of wheel dents on the outer edges of the trains. V/Line took precaution by removing the trains for several days to allow train and track inspections to investigate the issue.

For the moment, since reinstating the trains, V/Line has heightened the trains’ inspection intervals to every 48 hours in an effort to continue monitoring the situation, while assuring stakeholders that there is no immediate threat to safe travel. *RAIL EXPRESS*

**SOUTH AUSTRALIA**



**Gawler line reopening and Ovingham**

The Gawler rail line finally reopened to passenger services from Sunday 12 June, following an extended period of bus replacement for the line’s electrification project. In the final weeks of the replacement, the new state government had made the replacement buses fare-free for passengers.

A new timetable for the line has been issued, effective from the same date, although Ovingham railway station continues to be closed due to the level crossing removal works being undertaken there. Due to this, a temporary shuttle bus is provided to operate between Dudley Park railway station and Ovingham station. In order to meet the same train at Dudley Park, passengers are being advised to meet the bus at Ovingham 10 minutes earlier than the scheduled train at Dudley Park. Adelaide Metro encourages passengers travelling between Ovingham and the City to use direct bus routes 230, 232, 235, 238, or 239.





**Gawler Central**

Effective 12 June 2022

This timetable covers train services linking:

- Gawler Central
- Gawler
- Smithfield Interchange
- Elizabeth Interchange
- Salisbury Interchange
- Mawson Interchange
- Adelaide



**Hi Frequency Stations**

Trains stopping at these stations offer services approximately every 15 minutes, 7.30am to 6.30pm Monday to Friday.

Train services: 

See back cover for route descriptions



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 **Disclaimer**  
This timetable is correct at the time of publication. Adelaide Metro reserves the right to make amendments when necessary. Refer to [adelaidemetro.com.au](http://adelaidemetro.com.au) for latest timetable versions.



 **Ticket vending machines on trains**

- Ticket Vending Machines are located in every train carriage and accept coins or EFTPOS/credit cards (with PIN) to buy a ticket or recharge your metrocard. (Machines do not accept notes or 5c pieces).
- Singletrip & Daytrip tickets are issued already validated.
- Keep your ticket until you have left the station at the end of your trip as ticket checks are conducted **every day** at Adelaide Railway Station and on a random basis at all other stations.
- You will need your ticket or metrocard to exit Adelaide Railway Station.

 **Route description**

 **Gawler Central to city** via Smithfield, Elizabeth, Salisbury & Mawson Lakes. Service operates 7 days including public holidays.

 **Hi Frequency Stations**

Trains stopping at these stations offer services approximately every 15 minutes, 7.30am to 6.30pm Monday to Friday.

 **Bikes travel free on trains**

Bicycles may be carried **FREE** on train services at the following times:

- Monday to Friday – 9.01am to 3pm and 6pm until last service
- Saturday, Sunday and public holidays – all day
- At all other times a separate concession ticket or Metrocard must be validated for bikes carried on board.

**For more information visit** [adelaidemetro.com.au](http://adelaidemetro.com.au)

Gawler Train Timetable | Version 4 | June 2022

PDF timetables are provided for the shuttle bus online by Adelaide Metro, with the bus operating roughly every 30 minutes between 06:00 and midnight on weekdays, and every 60 mins on weekends (becomes every 30 mins 19:00-midnight).

The timetable will be updated and reissued again once Ovingham station is ready to reopen. **PAUL BROWN, ADELAIDE METRO**

## NEW ZEALAND



### Auckland: Onehunga trains curtailed

The Onehunga line has had a temporary timetable change implemented from Friday 24 June. All Onehunga line services now terminate at Newmarket due to a reduction to the number of platforms available at Britomart for City Rail Link works.

Former councillor Mike Lee criticised the plan, saying that with four platforms available, it was possible to accommodate all four suburban routes. The councillor also said that he had heard from rail staff that the fourth platform is currently used by a standby train, used by the operator during service disruption. **AUCKLAND TRANSPORT, NEWSROOM**

## INTERNATIONAL

### UK: Industrial action

Significant train disruptions were to impact rail services, with all major lines impacted on Tuesday 21, Thursday 23 and Saturday 25 June, while Londond Underground services would be disrupted on Tuesday 21 June, with the union blaming the national government's unwillingness to intervene in talks between unions and rail management.

BBC News reports that a special timetable was implemented for the entire week from Monday 20th to Sunday 26th June, with the surrounding days either side of the three 24-hour strikes assured of some service disruption as a result.

According to Transport for London (TfL), for example, for the Saturday 25 June strike, **London Overground** services operated to a reduced timetable between 07:30 and 18:00 (no service noted between Romford and Upminster until 27 June), as well as reduced services on Elizabeth line and parts of the Tube "where TfL uses National Rail assets". **Elizabeth line** services were reportedly split into three sections of impact, with reduced services on the eastern and western sections only between 07:30 and 16:30, with an almost full timetable operating on the central section. **London Tube** disruption included no services between Queens Park and Harrow & Wealdstone, and reduced services on the Richmond and Wimbledon branch lines 07:30-18:00.

Meanwhile, the **Tube** was also impacted by overnight strikes on the Central, Jubilee and Victoria lines on



Fridays and Saturdays until 26 June, with TfL expecting at least two trains per hour through central London and at least three trains per hour on the Jubilee line. No **Night London Overground** services operated on 24 and 25 June.

In the UK, inflation has been as high as 11 per cent, with union calls for wages to keep up with the rising cost of living, a sentiment shared with negotiations also currently happening in other jurisdictions, including the two public operators in Sydney, Australia. **BBC NEWS, TRANSPORT FOR LONDON**

## Sri Lanka

The Sri Lankan government is currently in the midst of negotiations with the International Monetary Fund for a bailout, after it defaulted on its \$51 billion foreign debt in April, then more recently ran out of money to pay for imported food and fuel. The country's fuel reserves dwindle while the population faces power blackouts and skyrocketing inflation (39 per cent in May)

Friday 17 June was declared a national public holiday, while from Monday 20 June, the government initiated a two-week shutdown of non-essential government services, including schools and transport. Only skeleton staff remains working with the country's rail and bus service operators.

The Ministry of Transport and Highways has put in place a number of special rail services for schoolchildren and office workers, additional carriages on existing services to improve the efficiency in fuel use, and the creation of a new City Bus service operating Kadawatha-Columbo and Katubedda-Columbo. The Transport Minister said that the services would help people to bypass the fuel shortages and fuel's high costs. **FORBES INDIA, TRADING ECONOMICS, NEW INDIAN EXPRESS, MINISTRY OF TRANSPORT & HIGHWAYS**

ENDS

## BUS & COACH NEWS

### QUEENSLAND



### Translink expands

Currently, the Translink brand is used in south-east and central Queensland (including the Gold Coast, Sunshine Coast, Cairns, Townsville, Mackay and Toowoomba). As from 4 July, the Translink brand will be used in more parts of the state.

It will replace the 'qconnect' brand in the following regions:

- **Bowen** (routes 841-844 operated by Bowen Transit)
- **Fraser Coast** (Maryborough & Wide Bay, routes 701-720 operated by Wide Bay Transit)
- **Innisfail** (routes 801-805 operated by Trans North)

- **Sunshine Coast Hinterland** (routes 890-1 operated by Glasshouse Country Coaches)
- **Warwick** (routes 970-974 operated by Haidley's Panoramic Coaches)
- **Whitsundays** (route 860 operated by Whitsunday Transit)

New fares and zones will be implemented across these regions from the same date, while the previously unnumbered Whitsunday Shute Harbour-Airlie Beach-Cannonvale-Proserpine service is now **route 860**. In Warwick, new route numbers have also been introduced as follows:

- **970** - West Warwick (previously 1A)
- **971** - West Warwick/Chase Estate (previously 1B)
- **972** - East Warwick (previously 2)
- **973** - Glennie Heights (previously 3)
- **974** - Cinema Estate/Rosenthal Heights (prev'ly 4)

According to Translink, more areas will be integrated into the Translink system in due course. **HILAIRE FRASER, PAUL BROWN, TRANSLINK**

### Route 126 coming changes

Route 126 will soon have its route realigned and extended, with the result of Pallara residents being better connected to Sunnybank Plaza, CBD connections and Heathwood. Changes are expected to be implemented by the end of the year, coinciding with the construction of six new bus stops, with the Department of Transport and Main Road's requirement for disability-compliant stops delaying Brisbane City Council plans to bring the implementation date forward. **ABC NEWS**

### Sunshine Coast: July service changes

From Monday 11 July, some changes will come into effect for Sunshine Coast bus services, as follows:

- Route **612** (Nambour to Maroochydore) will be extended further into Bli Bli to service the Parklakes 2 estate.
- **611** (Maroochydore to Sunshine Coast University Hospital) will be extended to the Kawana Forest estate in Meridian Plains.
- **615** (Australia Zoo to Maroochydore) will have the 14:23 weekday service from Australia Zoo changed to depart at the earlier time of 12:53.

Further changes are expected later in the year, to support the introduction of more new housing areas, including Palmview. **Report by HILAIRE FRASER, source TRANSLINK**

### Brisbane: Potential new high-frequency bus

*The Brisbane Times* reports that the state government is considering the introduction of a new north-south high-frequency bus route, called Gold CityGlider, ahead of the 2032 Commonwealth Games, to be held in the state.

Running from Hamilton in northern Brisbane through to Wollongabba, buses would be expected to operate every 10 minutes during peak periods and every 15 mins off-peak (05:00-midnight).

Supporting the bus plan is the confirmed location of the athlete's village for the Games, in Northshore Hamilton, while the route would also support bus/train interchange

at the under construction Albert Street station, part of Cross River Rail. *THE BRISBANE TIMES*

## NORTHERN TERRITORY



### CDC wins Darwin contract

ComfortDelGro Corporation (CDC) has won a tender for a combined six-year contract to operate commuter bus services across “Darwin, Palmerston, Rural Areas and Special Needs Services” from 1 July. The contract includes 170 vehicles over a reported 180-plus routes which carry around 5.7 million passenger journeys each year. The enlarged contract takes over the portion of services which have been operated by Territory Transit.

With the new contract, CDC is taking the opportunity to rebrand the services as CDC Northern Territory (logo above), replacing Darwinbus, a brand it had shared with Territory Transit. CDC also already operates elsewhere in the territory, including school bus services in Alice Springs, Batchelor and Jabiru plus commuter bus services in Alice Springs. *CDC BUS*

*For customers, it means they will be served by a long-term operator which has invested significantly in its Northern Territory operations to consistently deliver a safe and reliable service. For transitioning employees, it means they will be looked after by a company with a strong track record in retaining staff, providing good working conditions and long-term opportunities.*

CDC Northern Territory

## NEW SOUTH WALES



### NSW State Budget 22/23

On Tuesday 21 June, the state government handed down its budget for fiscal year 2022/23. Key bus funding commitments for the new fiscal year include:

- \$128 million - New commuter bus purchases.
- \$114 million - Zero Emission Buses Program.
- \$14.6 million - Bus Priority Infrastructure Project (includes Bus Rapid Transit planning).
- \$12 million - Transport Connected Bus Program for vehicle-tracking and automated passenger counting technology across regional NSW.
- \$6.8 million - Macquarie University station transport interchange upgrade.

NSW GOVERNMENT

## Newcastle: Industrial action

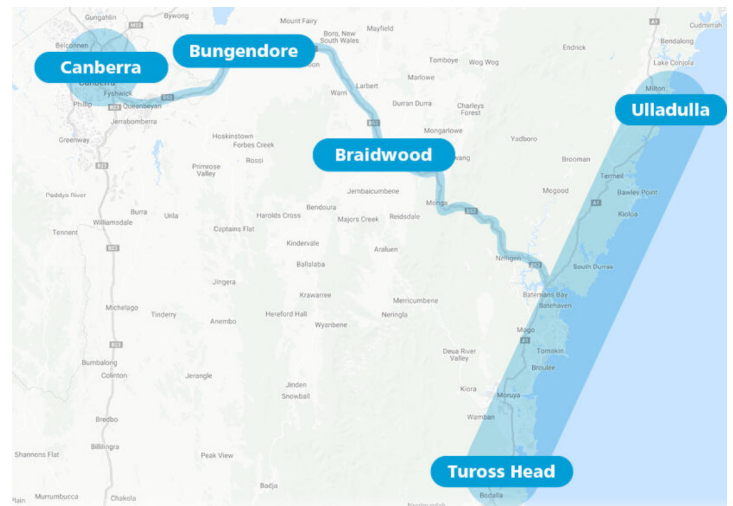
Bus services across the Newcastle Transport region did not operate on Monday 20 June due to industrial action. Both route and school services were impacted. However, Newcastle Transport’s light rail and ferry services continued to operate to their normal timetables. Mobile timetable data for the bus services was deleted from the feed, with no services showing on the applications throughout the 24-hour period, which started at 02:01.

Newcastle Transport services are operated by Keolis Downer under contract to the state government. *NEWCASTLE TRANSPORT*

### Rixon’s On Demand (reprint)

Rixon’s Buses provides a South Coast-Canberra On Demand service on Sundays through to Fridays (including public holidays except Christmas Day), with a service (called Rx1) departing Bateman’s Bay at 07:30 to arrive Canberra 09:45, and return (called Rx2) departing Canberra 16:45 to arrive back at the Bay 18:45.

The operator does advise that, in addition to the predetermined stops on the service, “the shuttle includes our trademark (optional) front door pick up and/or drop off at coastal locations between Milton and Tuross” (see map below, which at least adds some meat to the ‘on demand’ idea). *TRANSPORT FOR NSW*



## VICTORIA



### Route 246: ‘Turn up and go’ trial

Public Transport Victoria (PTV) has been operating a ‘Turn Up and Go’ trial since Monday 1 March 2021 on route 246 (Clifton Hill-Elsternwick). The trial provides for a 10-minute service frequency on weekdays between 07:00 and 19:00. According to PTV, buses “operate with the traffic along the route and no longer slow down or wait at bus stops if they are running ahead of schedule, which is expected to improve travel time for passengers”. PTV encourages passengers to use real-time mobile applications to track their bus during this trial.

PTV says they are conducting surveys on-board some services, while the regular feedback channels continue to also be available. *PTV*

## Frequency timetable trial

Also from 1 March 2021, PTV has been undertaking a trial of 'frequency timetables' at certain bus stops on high frequency bus routes. According to PTV, these stops now display timetable information as a frequency within a set time-period rather than providing specific departure times for each bus.

The stops being used in this trial include:

- **Route 250/251 southbound** Clifton Hill to City only (weekdays during the day at a 10-minute frequency)
- **402** – Full route (weekdays during the day at a 10-min frequency)
- **513 westbound** Heidelberg to Glenroy only (weekdays during the day at a 15-min frequency)
- University shuttle services **401**, **601** and **301** (every 3 to 10 minutes depending on the route and time of the day)

PTV

## Budget funds TT improvements (reprint)

The state government confirmed in its May Budget that it is planning to introduce new FlexiRide On Demand bus services for Greensborough and St Helena. The state government has allocated \$109 million for bus service improvements across the 2022-23 financial year.

The government said it would also spend \$5 million to upgrade 80 existing bus stops. **VICTORIAN GOVERNMENT**

## Tarneit bus interchange (reprint)

The state government announced in early April that it plans to develop a new bus interchange at Tarneit railway station, to be located in the southern car park area. The project is set to double the number of stopping bays available.

The government says that Tarneit is the second-busiest station on the V/Line network, with over 1.24 million commuters using it each year.

This project will be funded through the state's Growth Areas Infrastructure Contribution fund. Construction is expected to commence by the end of this year.

Tarneit will also be a beneficiary of the state government's Car Parks for Commuters program, with up to 500 either new or upgraded parking spots. Those works will occur over the 2022/23 financial year.

FlexiRide On Demand service is also planned to launch in the Tarneit area later this year. **VICTORIAN GOVERNMENT**

## TASMANIA



### Hobart: Free inner city bus plan

Hobart City Council is working on a plan for either a free bus loop service, a fare-free zone for existing services, or a new On Demand bus service for Hobart CBD.

Lord Mayor Anna Reynolds said in a May meeting that "free city loop, free public transport fare zones and cheap

on-demand bus services are a common feature of all capital cities in Australia and a number of other major cities. Improving Hobart public transport modal share of from 6.4% of journeys to work now to 10% of journeys in 8 years is a Key Performance Indicator of the Hobart City Deal".

Lord Mayor Reynolds also referred to the northern city of **Launceston**, providing in her motion that they "had engaged Metro as a service provider through a tender process, costing \$270,000 per year for four different routes operated at low frequency but does include a commuter service which operates every 15 minutes during peak periods. Patronage is estimated to be 3,000 people per month."

According to the motion, these three options could potially take in areas as follows:

1) [Free loop] service between North Hobart to Sandy Bay via Salamanca, filling gaps in the Metro operated network.

2) The [free bus] zone could extend approx 1.5 km from the Hobart City Interchange and cover activity shopping zones of North Hobart, Sandy Bay as well South Hobart and West Hobart (to first shops).

3) Modified Demand Responsive Transport (DRT)-style services could be operated to such areas including Lenah Valley/Mt Stuart/West Hobart, Fern Tree/ South Hobart, and Mt Nelson/Dynnyrne.

Councillors have agreed for Council to work with key stakeholders, including Metro Tasmania and University of Tasmania on fleshing out the plan. **HOBART CITY COUNCIL**

## NEW ZEALAND



### Hamilton: Service adjustments

New timetables for selected Hamilton bus routes will come into effect from **Monday, 11 July**, in an effort to improve service reliability.

On the **Orbiter**, early morning timeing changes to improve connection with Te Huia train at Rotokauri, and further general trip time adjustments of up to several minutes.

On **4N Flagstaff North**, general trip time adjustments of up to several minutes.

On **19 Bremworth/Templeview**, removal of the Tuhikaramea Road loop, with the service instead starting/finishing at Foster Street, but continuing to operate via Mckay Street has a half-loop. **BUSIT**



### Hamilton: Proposed network refresh

Whilst some immediate adjustments will be made (see item above) to some routes, Waikato Regional Council also is working on an in-depth refresh to Hamilton's bus network. Regional Transport Connections Director Mark Tamura said that changes in demand over the past two years resulting from the pandemic along with customer feedback had necessitated a review of the network, asking whether the network remains "fit for purpose".



Changes that have been proposed by Council include:

- Introducing the **Flex On Demand** rideshare for the Flagstaff and Rototuna area (to be available 07:00-18:00 seven days a week), and streamlining the pre-existing route services (4, 5 and 16) to improve travel times.
- Replacing **RC** (Rototuna Circular) route with extensions to routes **4** (Flagstaff) and **5** (Chartwell). 4 to split into two branches at Flagstaff Shopping Centre, while 5 would extend from Huntington through Rototuna to Rototuna Village Shopping Centre.
- Adjusting the routes of **10** and **17** (Hamilton Gardens Uni) to improve journey times for Hamilton Gardens, Knighton Road and Hillcrest users.
- Integrating Greenhill Park into the network by extending route **14** (Claudelands) via Webb Drive.
- Adjusting other trips for service reliability, and withdrawal of some trips with minimal passengers. Routes **11** (Fairfield), **14** and **18** (Te Rapa) have weekday service frequency reduced from every 30 minutes to every 40 mins, while there would be route adjustments for the **Comet**.
- Introduction of the delayed (see *Table Talk*, March 2021, p. 12) **Meteor** bus service. Simultaneously, routes **2** (Silverdale) and **8** (Frankton) will be withdrawn while routes **3** (Dinsdale), **9** (Nawton) and **13** (University) service frequencies to be halved to hourly in the intrapeak. Route adjustment for **17**.
- Another route change is also anticipated for route 4 by bypassing the Whiltshire Drive loop for a new entrance at St James Road, although it is not clear if this would be implemented at the same time.

Community consultation occurred throughout June, with follow up actions to include additional driver recruitment, erection of additional infrastructure, and consideration of the feedback to refine the proposed network refresh. The refresh is expected to be implemented by the end of the year. **WAIKATO HERALD, BUSIT**

## Rotorua: Proposed network changes

There is a proposal under consideration by the local council to consolidate Rotorua's 11 commuter bus routes.

The Bay of Plenty Regional Council's transport committee is currently considering the proposal for the North Island city, which underwent public consultation back in May.

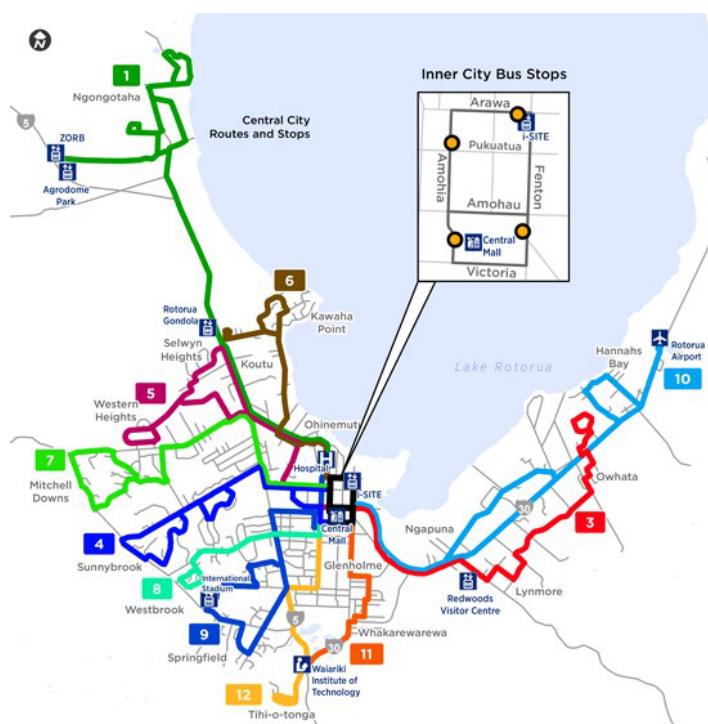
The new routes are proposed to be:

- Route **A** (Airport-Lakefront via CBD and Fenton Park) - *mostly takes in the old route 10*. There are two options between Ngapuna and Owkata: 1) run via Te Ngae Road in both directions, or 2) instead operate in outbound direction via Vaughan Road to maintain the current one-way service.
- **B** (Ngongotaha-Tihi-o-Tonga via Hospital and CBD) - *combination of old routes 1, 11 and 12*. Old Taupo Road would instead continue to be served by rural route 15.
- **C** (Mitchell Downs-Springfield via CBD) - *old routes 7 and 9 plus parts of 5 and 8*. Realignment of bus coverage for Hillcrest, Glenholme, and Pleasant Heights.

- **D** (Kawaha Point-Sunnybrook/Westbrook via Selwyn Heights and CBD) - *old routes 4 and 6 plus parts of 5 and 8*.
- **E** (Holdens Bay-CBD via Lynmore and Owkata) - *old route 3 and parts of 10*. Effectively an extension of route 3 to also serve Holdens Bay.

Whilst maintaining the pre-existing operating hours six days a week, the Sunday services are to be cut back in line with current usage levels. The route adjustments would also see certain streets gain a direct bus service, while other streets would lose direct service.

*Stuff Online* has reported on the community feedback received. For route A, the second route option (outbound via Vaughan Rd) has been more preferred, while feedback was mixed for both routes B and D. Following finalisation by Council in the following months, network changes are expected to come into effect this coming Summer (December to February). **STUFF.CO.NZ, BAY OF PLENTY REGIONAL COUNCIL**



Existing Rotorua urban bus network (source: Baybus).

## Auckland: Temporary changes

Since Monday 23 May, some East and Central bus routes are running to a reduced timetable. Routes impacted include 298, 323, 711, 712, 733, 734, 735, 739, 743, 744, 747, 782 and 783 whereby these routes are now operating on weekdays to the Saturday timetable, with selected extra early morning and late night trips. Auckland Transport attributed this change to the ongoing spread of the Omicron variant of COVID-19.

Meanwhile, since Sunday 8 May, local bus routes in the Catalina Bay area are being diverted away from Hobsonville Point ferry terminal for construction works. Bus services currently start/finish at Launch Road, meaning the passengers have to walk further when transferring between bus and ferry. **AUCKLAND TRANSPORT**

## Hastings starts On Demand trial

Since 7 June, the eastern North Island city of Hastings has had a new On Demand service operating. The weekday service is a 12-month trial provided by Hawke's Bay Regional Council, branded as 'MyWay', and operates 06:00-18:00.

The On Demand service also replaces linear goBay bus routes **16A**, **16B** and **17**. It also does not cover Havelock North or Flaxmere.

According to Council, a similar trial is anticipated for Napier next year. *MYWAY*

## INTERNATIONAL

### Hong Kong: New line leads to bus loss

Bus operators have lost significant patronage from the 15 May opening of the cross-harbour section of the Sha Tin to Central Rail Link. A Transport spokesperson said in late May that local bus operators had lost an average of 10 per cent of their patronage, with future cuts in services being considered for the coming months.

The reduced patronage confirmed bus operators' initial fears over the branch between Hung Hom and Admiralty, with upwards of 20,000 daily journeys having switched from bus to train. *SOUTH CHINA MORNING POST*

ENDS

## FERRY NEWS

### QUEENSLAND



#### Ferry services update

Translink advises that as of 30 May, its Brisbane ferry services are operating again, with the exception of the Inner-City Cross River ferry, which remains suspended. The two temporary ferry routes stopped operating from last service on Friday 27 May. *TRANSLINK*

### NEW SOUTH WALES



#### NSW State Budget 22/23

On Tuesday 21 June, the state government handed down

its budget for fiscal year 2022/23.

Key ferry funding commitments for the new fiscal year include \$83 million for the Maritime Program (wharf upgrades at Darling Point, Double Bay, Greenwich Point, and refurbishment or replacement of various regional wharves), and \$6.8 million for the Kamay ferry wharves project. *NSW GOVERNMENT*

### North Sydney wharf

North Sydney wharf reopened to passenger services on Wednesday 15 June following works to upgrade the wharf as part of the Transport Access Program. *TRANSPORT FOR NSW*

## NEW ZEALAND



### Auckland: Reduced services

Until October, Devonport and Bayswater route services are operating to a reduced timetable, attributed to a shortage of vessel operators (ferry drivers). *AUCKLAND TRANSPORT*

ENDS

## AIR NEWS

### DOMESTIC



#### Regional WA cancellations

Nineteen Qantas return flights across regional Western Australia, including 15 between Perth and Geraldton, have been cancelled between 23 June and 15 July due to staff shortages. Flights impacted are either QF 1612 and 1613 or QF 1614 and 1615, depending on the particular day.

Some Virgin Australia flights have also been impacted, including their Port Hedland-Perth route. The staff shortages are being blamed on continued COVID-19 impacts.

Meanwhile, locals are also unhappy with Virgin's scrapping of its plan to recommence Port Hedland-Bali flights from 5 November. The route stopped operating in 2020 due to the pandemic. A Virgin spokesperson said that sales for the flights to Denpasar had been "subdued" since they went back on sale earlier this year. *GERALDTON AIRPORT, NINE NEWS, THE WEST AUSTRALIAN*

ENDS

# TIMETABLE ALERT

## Train - Adelaide, South Australia:

A new Gawler Line train timetable came into effect on 12 June 2022, in conjunction with the resumption of services following electrification ([adelaidemetro.com.au](http://adelaidemetro.com.au)).

PAUL BROWN, DENNIS McLEAN

## Bus - Brisbane, Queensland:

Brisbane Transport timetables are now appearing in the new Translink pink format ([translink.com.au](http://translink.com.au)).

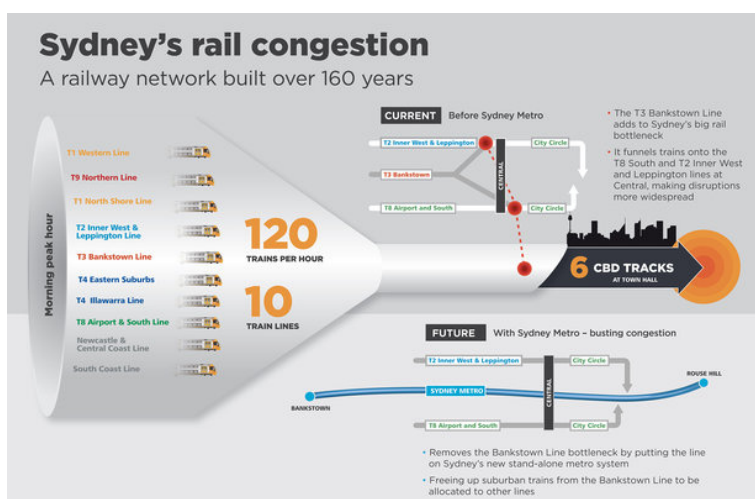
HILAIRE FRASER

## Bus - regional western New South Wales:

The following Ogden's Coaches timetables are effective September 2021 ([ogdenscoaches.com.au](http://ogdenscoaches.com.au)):

- Mudgee Interlink routes 560 to 563
- Mitchell Highway Townlink

PAUL BROWN



Sydney's suburban rail network bottleneck (source: Sydney Metro).

## About Table Talk

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