



AUSTRALIAN TIMETABLE ASSOCIATION

TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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RAIL & TRAM NEWS

NEW SOUTH WALES



Industrial action

Industrial action continued to impact Sydney Trains and NSW TrainLink services in November.

The weekend of **12/13 November** saw the network reduced to an altered skeleton timetable due to a ban on crew altered working, whilst only major track maintenance proceeded across the weekend. T8 services operated through to Leppington.

On the Saturday, from around 16:00, all T1 services were diverted to operate via Olympic Park, adding 15 minutes to trip times between the eastern and western sides. This move enabled T7 shuttle services to be cancelled to alleviate crew resourcing pressures.

A colour-coded overview is provided on the graphic below.



This timetable was again in use on the weekend of **19/20 November**, with further trackwork-related adjustments.

Additional alterations were made for services on the Sunday night from around 21/22:00, due to a planned 24-hour union ban on the operation of privately-maintained rollingstock due to commence at midnight to run all-day Monday. Train rosters were altered so that only T, V and K sets were operating on the last few hours, with near skeleton service levels further reduced, with many lines running on just 1-2 trains per hour until end of service. As K sets are not normally rostered for weekend work, several of them had to be prepared by crew to be brought into service at this time, while newer trains were sent to stable in depots.

T7 Olympic Park services operated 3 trains per hour across the whole weekend, with 6 trains per hour on Sunday afternoon due to anticipated crowds for the Football match being played at Accor Stadium (Glasgow Celtic v Everton).

Planned weekend track maintenance saw buses replace trains on T4 between Central/Redfern and Hurstville/Cronulla/Waterfall, with five trains per hour running shuttle between Central and Bondi Junction. Buses also replaced T3 trains between Lidcombe and Bankstown and South Coast services Central-Dapto and Wollongong-Port Kembla.

On the Sunday night from around 22:00, service levels were:

- **T1 Western:** Penrith-City every 30 mins.
- **T1 Richmond:** Richmond-Blacktown all stops hourly shuttle.
- **T1 North Shore:** Berowra-City via Gordon all stops every 30 mins.
- **T2 Leppington:** Leppington-City Circle all stops hourly.
- **T3 Bankstown:** Liverpool-City Circle all stops hourly.
- **T4 Eastern Suburbs:** No impact.
- **T7 Olympic Park:** Cancelled, with replacement buses.
- **T8 Airport:** Macarthur-City Circle all stops hourly.
- **T9 Northern:** Hornsby-City Circle only every 30 mins.

The Monday ban was also due to occur again on the Friday (25th). These plans changed after the combined rail unions suggested to the state government that they would cease these actions if the government declared a fare-free period through the week, which is what the government eventually agreed to, so the planned skeleton timetable for those two days did not eventuate, with passengers across the rail network, including Sydney Metro and Sydney Airport, getting access to free travel from midnight on the Monday morning through to 23:59 on the Friday night.

A network-wide stoppage was also scheduled for Friday 2 December, however it appears at the time of writing, 25 November, that this may not happen based on the day's developments from the Fair Work Commission.

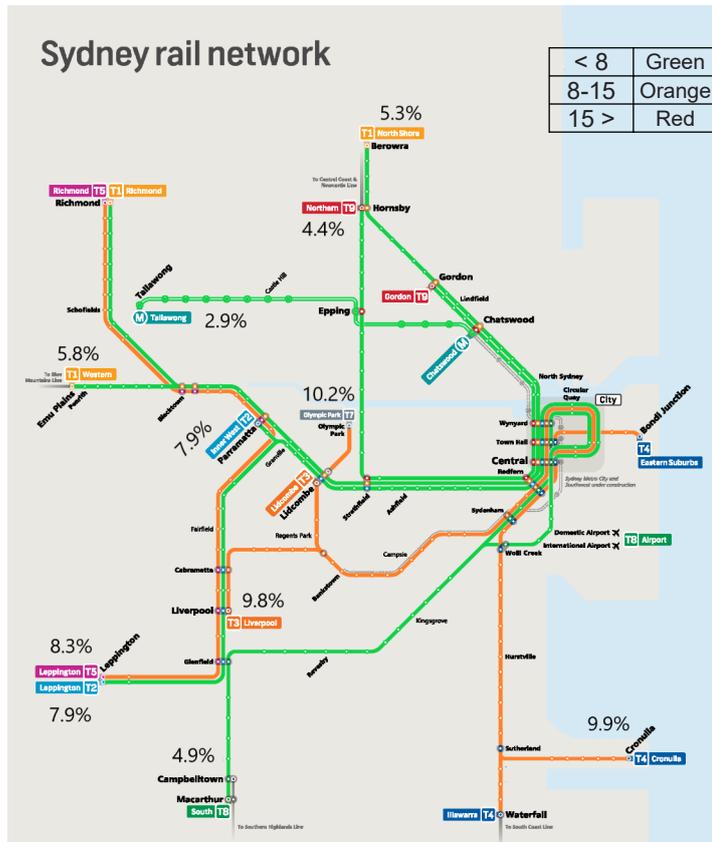
Fare compliance

Fare compliance has a direct impact on the amount of revenue generated by transport agencies which can then be used to increase investment into services and infrastructure, including the availability of resources and the make up of timetabled services, or otherwise offset taxpayer subsidies.

Transport for NSW conducts periodical ticketing surveys which glean estimated levels of passenger fare compliance across the various modes and lines/regions. The May 2022 survey averages of evasion are provided below.

Sydney Metro - 2.9%

Sydney Trains - 7.2% average



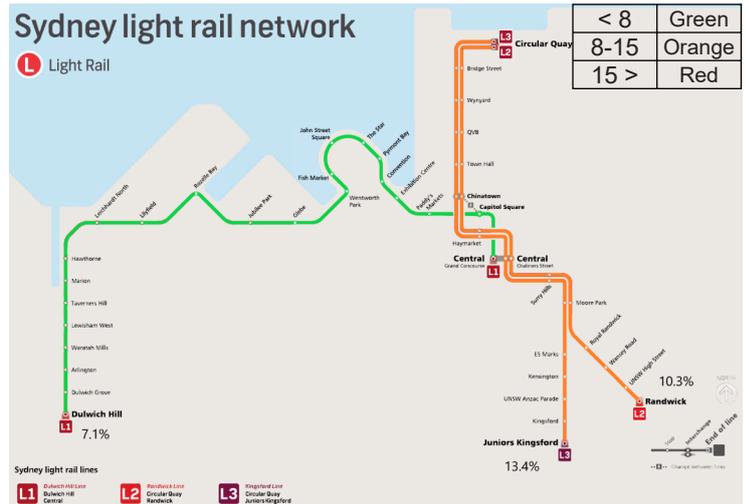
NSW TrainLink Intercity - 8.8% average

- Central Coast Newcastle - 6.6%;
- South Coast - 10.2%;
- Southern Highlands - 11.6%;
- Blue Mountains - 12.8%; and
- Hunter - 19.9%.

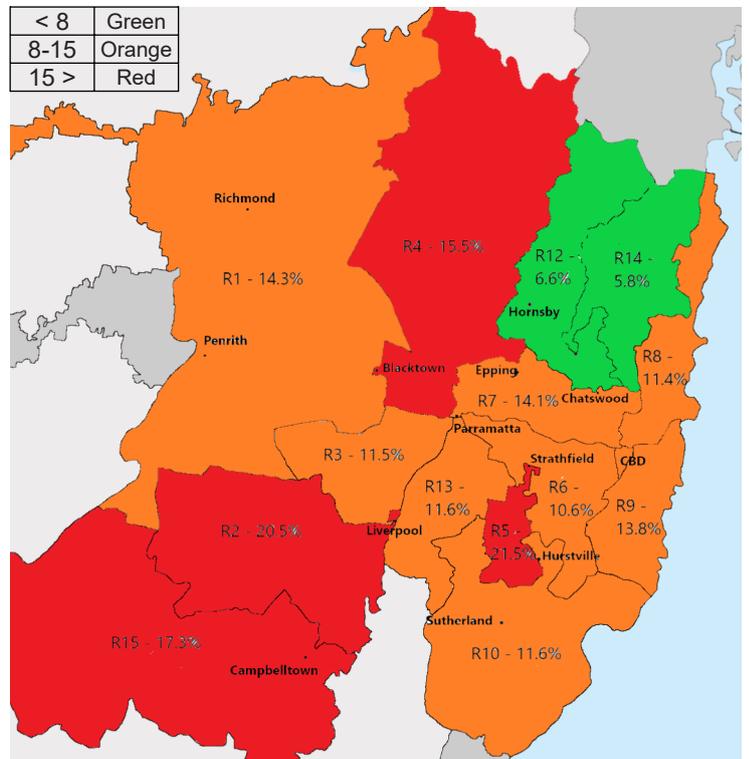
Sydney Ferries - 10.5% average



Sydney Light Rail - 11.1% average



Sydney Buses - 12.8% average



Outer Metropolitan Sydney Buses - 14.4% average

- OR 12 - 1.7%; OR 10 - 3.8%; OR 9 - 8.5%; OR 1 - 9.1%;
- OR 7 - 10.2%; OR 2 - 14.5%; OR 6 - 14.6%; Newcastle Transport - 18.5%;
- OR 8 - 20.5%; OR 11 - 22.6%; OR 3 - 27.4%; OR 4 - 37.1%.

These percentages also include people that have a ticket that is not valid (e.g. expired, not tapped on, no proof of concession eligibility) and overriding on a purchased single trip ticket. The line-by-line layout also shows the wild differences across different parts of the city and networks.

Table Talk's Rail editor said "whilst fare revenue is a vital financial source for transport agencies to minimise taxpayer subsidies or otherwise maintain higher standards of cleanliness and civil obedience (depending on the government policy of the time), the improved data afforded by the tap on and tap off smartcard ticketing system also provides improved and valuable information to these agencies to plan and schedule scarce resources because they know more intimately the actual journeys that people are making. This in turn enables more efficient societal outcomes to be delivered in service provision."

Amongst the worst bus regions in the Sydney metro and outer metro regions for compliance is Outer Region Four (covering Toronto and Morisset on the Central Coast), where the report suggests that one-in-three are fare evading. Theoretically, that could mean that where there are 12 people recorded on board a peak-hour bus, there may actually be 20 people on board.

The survey indicates that the Bus mode is clearly in front when it comes to foregone revenue and probably has the biggest hurdle in rectifying this due to the nature of stop/start bus travel over local and regional roads which has increased risks to fare protection officers in conducting ticket checks, although this is not the only way that checks are completed. *Data TRANSPORT FOR NSW*

VICTORIA



V/Line timetable adjustments

From Sunday 4 December, updated timetables became effective for V/Line services on the Echuca, Bendigo, Swan Hill, Warrnambool, Geelong and Maryborough lines.

According to V/Line, on the **Echuca** line, two new weekday intrapeak return services operate, while on the **Bendigo** line, in addition to two new services operating on weekdays between Bendigo and Epsom, the services making stops at Epsom have changed, but the operator says that the same number of trains continue to service that station.

Meanwhile, a new fifth weekday return service has been introduced on the **Warrnambool** line, with journey time savings of up to 15 minutes. This follows completion of Stage One of the Warrnambool line upgrade. The 07:40 weekend service ex Warrnambool to Southern Cross (SX) now runs express through Marshall and South Geelong, with a pre-existing service ex Geelong now instead commencing from Waurin Ponds at 09:58 and making those stops in lieu. Some weekday Warrnambool-Heywood, Warrnambool-Casterton Hospital and Timboon-Camperdown coach services have had timing adjustments of up to 29 minutes to account for changed train connections.

Over on the **Geelong** line, the weekday 10:10 trip ex SX to Waurin Ponds now finishes short at Marshall, with the 11:38 ex Waurin Ponds trip instead starting short at Marshall. Weekend Geelong-Ballarat and return coach trips depart up to three mins earlier.

Finally, on the **Maryborough** line, a new return service has been scheduled on weekends between Maryborough and Ballarat, with connection to Ballarat line services.

Meanwhile, V/Line continues to advertise late notice changes to some services due to impacts from flooding. *PAUL BROWN, CRAIG HALSALL, V/LINE*

HCMT sets enter service

As of Monday 14 November, 31x High Capacity Metro Train (HCMT) sets were to be in passenger service, according to a Metro planning circular.

One of these will be used as an all-day standby set to be brought into service as required by Network Control.

Of particular interest, all weekend Dandenong group services have been scheduled to be operated by HCMTs since Saturday 6 August.

The circular with the relevant train cycles will be made available in December's ATA Member Distribution List. *LEN REGAN, METRO TRAINS MELBOURNE*

Further level crossing removal disruption

A flyer provides advice of disruption for rail services between 6 and 21 December for level crossing removal works at Glen Huntly and Neerim. Buses are to replace trains:

Caulfield-Moorabbin	21:00 06 Dec to 01:30 10 Dec
South Yarra-Mordialloc	01:30 10 Dec to EOS 11 Dec
Frankston-Stony Point	21:00 06 Dec to EOS 11 Dec
Richmond-Morabbin	12-14 Dec, 20:30 to EOS nightly
Caulfield-Mordialloc	20:30 16 Dec to EOS 18 Dec
Caulfield-Mordialloc	19-21 Dec, 20:30 to EOS nightly

EOS - End of service.

Additionally, from Monday 12 December until mid-next year, all Frankston line express services will be turned into all stations services, adding up to 10 minutes travel time.

Yarra Trams services will also be impacted by the works, with route 67 services replaced by buses between Arts Centre (stop 14) and Carnegie Terminus (stop 68) nightly 6-8 December from 20:00 to end of timetabled service.

From Sunday 27 November to Saturday 17 December, St Kilda Road services (3, 3a, 5, 6, 16, 64, 67 and 72) will be replaced by buses between Arts Centre and Commercial Road, while route 58 services will have bus replacement between Flinders/Market Street and Fawkner Park. *ROSS MORRISON, LEVEL CROSSING REMOVAL PROJECT*

Ballarat Freight Hub

Ballarat's planned Intermodal Freight Hub is about to commence construction, nearly 10 years after funding was first announced.

Connecting to the state's broad gauge rail network, and adjacent to the city's airport, the completed \$24 million facility in the Ballarat West Employment Zone (BWEZ) will have the capacity to take 24,000 twenty-foot equivalent units (TEUs) each year, and is expected to accept up to 300,000 tonnes of grain annually by rail, to be processed by BWEZ businesses.

Public funding has come 60:40 from the state and federal governments. The process for finding an operator for the facility is ongoing.

Meanwhile, local community group Ouyen Incorporated recently called for a \$115 million investment to connect Ballarat to the north-west freight network, saying that the existing freight operators running trains to Geelong had to double back from Maryborough to Ararat, rather than running direct through Ballarat, and that the upgrade would also remove an average of 25 million grain and container truck kilometres from roads annually. In 2020, the state government found an upgrade of the line to be not viable. **WIN NEWS BALLARAT, VICTORIAN GOVERNMENT**

SOUTH AUSTRALIA



Overingham reopens

Overingham station reopened on Sunday 6 November, with an updated Gawler line timetable issued from this date. **ADELAIDE METRO**

WESTERN AUSTRALIA



Mandurah shutdowns

From Boxing Day to 30 December, and from early 1 January until end of service 3 January, the Mandurah line will experience shutdowns for the Thornlie-Cockburn Link Project. During this period, buses replace trains between Aubin Grove and Elizabeth Quay, while a reduced service operates between Aubin Grove and Mandurah.

In-depth detail had not been provided at the time of publication. **TRANSPERTH**

NEW ZEALAND



National smartcard

The national government has finally announced the new national smartcard payment system for public transport across New Zealand after years of delays.

Commencing with the Canterbury region in 2024, the National Ticketing Solution will be supplied by Cubic Transportation Systems, and scheduled to be progressively rolled out across the country for a \$1.3 billion cost over 15 years, including supply and operation of the system.

The system will enable digital and bank card payments to be made for public transport fares, like what is available in Sydney, Australia. **ANDREW JAMES, RADIO NEW ZEALAND**

INTERNATIONAL

Singapore line opens

Singapore's Thomson-East Coast driverless line extension was inaugurated on 13 November, linking Caldecott with Gardens By The Bay. One day's free travel was provided two days earlier to citizens, while the transport agency says the line will deliver time savings of up to 40 per cent.

Portions of the line have been opened over the past decade, including 3.2 kilometres between Woodlands North and Woodlands South in 2014, then the extension from there to Caldecott in 2020.

A further two stations on the line at Mount Pleasant and Marina South are expected to open once surrounding housing developments are completed.

The line has a fleet of 91 four-carriage CT251 supplied by a Kawasaki/CRRC consortium.

Two more stages are planned, with the line from Gardens By The Bay to Sungai Bedok due in 2024 and 2025 in two parts, then a line through to Changi Airport by 2040. If all stages are completed, the line would run for 43 kilometres with 32 stations with 1,000,000 daily users expected by then. **PAUL BROWN, RAILWAY GAZETTE**

ENDS

BUS & COACH NEWS

QUEENSLAND



SEQ/CQ: Temporary reductions update

Updating last month's item, whilst the **Ipswich** and **Logan** service reductions are now advertised to end on Friday 9 December, a number of **Mackay** (Central Queensland) routes have also been impacted since Monday 7 November to end on Friday 9 December, as follows:

- **301:** 06:00 ex Caneland Central.
- **302:** 06:28 ex Caneland Central, and 06:48 ex East Mackay.
- **303:** 06:45 ex Caneland Central, and 07:15 ex Mackay Airport.
- **305:** 09:55 ex Caneland Central, and 10:20 ex Slade Point.
- **306:** 06:45 ex Caneland Central, and 07:15 ex Mount Pleasant.
- **308:** 06:09 ex Caneland Central, and 06:48 ex Bucasia/Shoal Point.

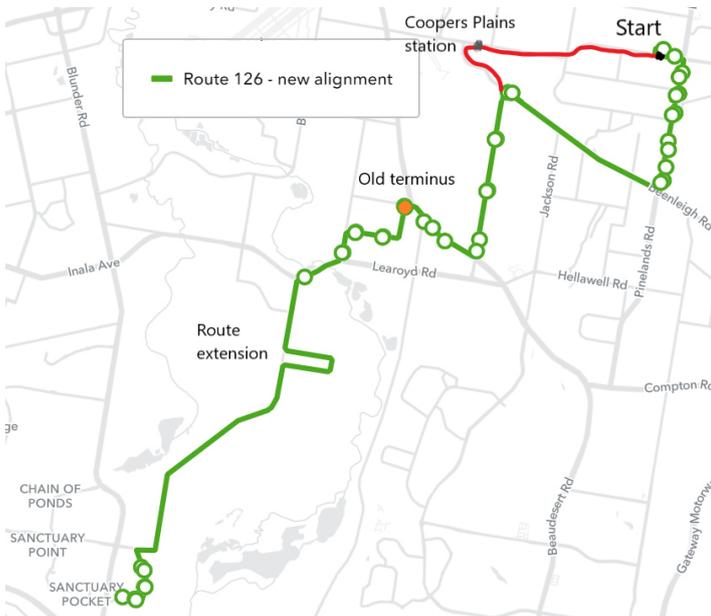
Meanwhile, additional **Toowoomba** cancellations have been made since the publication of last month's Table Talk. The full list is as follows, with these continuing until further notice:

- **901:** 05:54, 08:54, 11:11, & 15:49 ex Harlaxton, 07:45, 08:50, 10:15, & 14:55 ex USQ.
- **902:** 10:02 ex Toowoomba BS; 10:38 ex Glensvale.
- **904:** 13:09 & 14:09 ex Toowoomba Bus Station (BS); 12:24, 13:24 & 15:12 ex USQ.
- **905:** 11:02, 13:40, 14:59, & 16:37 ex Westbrook/USQ; 11:43, 12:43, 15:40, & 17:40 ex Toowoomba BS.
- **906:** 15:22 & 17:39 ex Airport Estate; 16:36 ex Toowoomba Plaza.
- **907:** 06:39, 07:39, & 08:09 ex Wilsonton Heights; 06:43 & 07:13 ex USQ.
- **950:** 16:00 ex Toowoomba BS.

TRANSLINK

Route 126 extension confirmed

Route 126's planned extension will take effect from first service on Monday 12 December, seeing the route run through Acacia Ridge and onto Pallara and Heathwood, while there is also a significant realignment of part of the route to now skip Coopers Plains station (see map below, the red line shows the previous route that has now been superseded). **TRANSLINK**



Caboolture & Bribie Island adjustments

Timetables for routes around Caboolture, Bribie Island and surrounds have been adjusted to improve reliability and connections with other services. Updates effective from Monday 21 November occurred on routes 640-44 and 651-57. **HILAIRE FRASER, TRANSLINK**

Sunshine Coast adjustments

Sunshine Coast routes 602, 603, 606, 614, 616, 617, and 619 have had adjustments made to their timetables, which became effective from Monday 21 November. These adjustments are (by route):

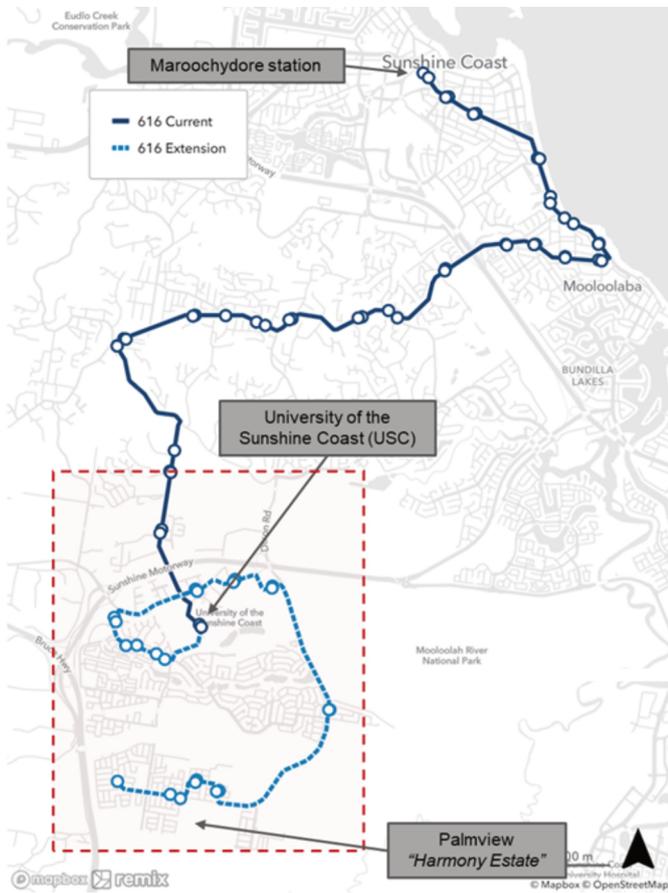
- **602** (Caloundra-Maroochydore via Mountain Creek): Trips towards Caloundra have had timing adjustments to improve reliability.
- **603** (Little Mountain-Caloundra): On weekdays, the 08:00 ex Caloundra now departs 10 mins earlier, while the 15:40 ex Little Mountain now departs five mins later from Parklands Boulevard near Village Way.
- **606** (Baringa-Caloundra): The route now becomes a "loop service" starting from Caloundra (map below). Trips continue to operate hourly, with timing adjustments at bus stops.



- **614** (Kawana-Maroochydore via Mountain Creek): The route has been adjusted to service Maroochydore City Centre with new bus stops along First Avenue. One stop on Aerodrome Road is no longer serviced (map below).



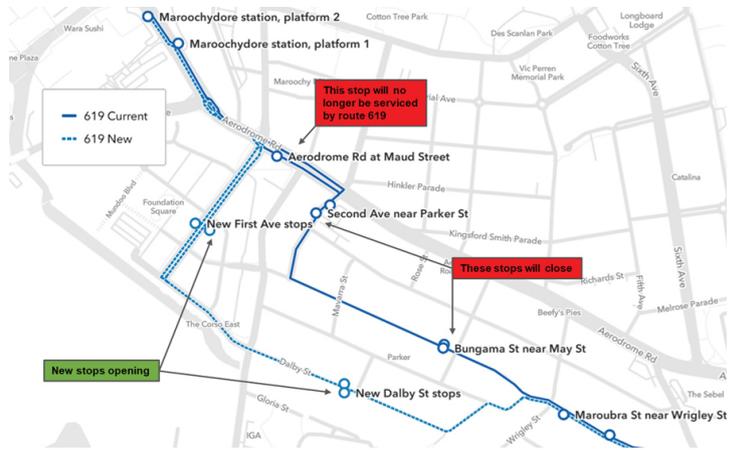
- **616** (Maroochydore-University of Sunshine Coast (USC) via Alexandra Headland): The route has been extended to service Harmony Estate in Parkview (map below). Buses operate every 30 mins weekdays and hourly on weekends/public holidays.



- 617 (Maroochydore-Sippy Downs via USC):** The route has been realigned at the Sippy Downs end. Instead of commencing from Parkville Street then running clockwise via University Way then onto Maroochydore, the route instead starts from University Way near Bateman Street then runs anti-clockwise through Albany Lakes Park then onto Maroochydore (map below). The Parkville Street stop has been decommissioned due to "safety concerns".

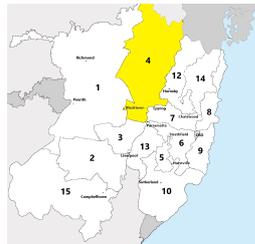


- 619 (Kawana-Maroochydore via Alexandria Headland):** The route has been adjusted to service the Maroochydore City Centre on First Avenue and Dalby Street, instead of the eastern section of Aerodrome Road, Second Avenue and the western section of Bungama Street (map top-right).

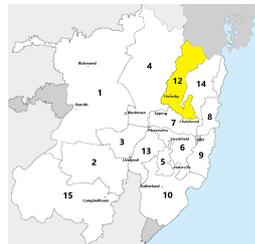


HILAIRE FRASER, TRANSLINK

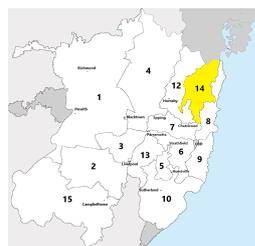
NEW SOUTH WALES



Metropolitan Region 4



Metropolitan Region 12



Metropolitan Region 14

Tranche 1 bus contracts awarded

The state government announced in November that CDC Bus had won the first tranche of three Sydney tenders, each consisting of three bus contract regions being re-tendered due to expiry of existing contracts.

CDC Bus will continue to operate region 4 and 14 services, which will see the Hillsbus and Forest brands retired, to be replaced with CDC NSW. CDC Bus will also take over the operation of services in region 12, replacing incumbent Transdev (and before it Shorelink), which will be combined with the existing region 14. CDC is a wholly-owned division of ComfortDelGro Corporation, and is cementing itself as one of the largest public bus route operators in the country. CDC already operates region 1 bus services, located immediately westward of region 4.

The new region 4 and 14 contracts will see the state government spend \$1.7 billion over the course of eight years, to commence in the second quarter of the new year. A map of the three regions is provided above.

The remaining two tranches are expected to be progressively awarded across 2023. **TRANSPORT FOR NSW, CDC BUS**

Dapto service revision

Extra bus services are now operating around Dapto, located south of Wollongong, courtesy of state government investment. All changes are effective from Monday 28 November.

The **Route 32** loop service has been streamlined with the removal of the Wongawilli branch deviation (except for the weekday 21:12 ex Dapto) from 14 out of 15 weekday trips, whilst also improving travel times for many trips to/from Brooks Reach development by between five and 26 minutes. The affected 4x AM trips have been re-timed to arrive in Dapto at the same times as previously, while the affected 10x PM trips depart Dapto at the same times. The weekday 21:12 trip ex Dapto is the one weekday trip to continue using the deviation.

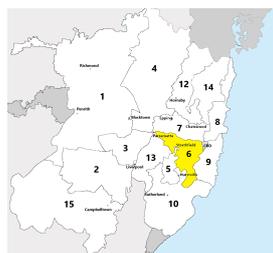
The route continues to have an average two buses per hour frequency between 06:00 and 21:00 weekdays, with no change on weekends/public holidays.

A new **route 30** has been introduced to operate between Dapto and Kembla Grange Estate via Wongawilli (in the place of the previous route 32 deviations). The new route operates seven days a week, with an average hourly service. Services operate 05:30-19:30 weekdays, 07:00-18:00 on weekends and public holidays (Kembla Grange times). Interestingly, down trips form up trips (excluding the last trip of the day ex Dapto) with one minute of dwell time at the stop on Stewards Drive after Sheaffes Road in Kembla Grange, so the route could probably be made into a "loop service" if Transport wanted to do so.

Both routes are operated by Premier Illawarra as part of Outer Metropolitan Bus Region 10. The state government announced that 198 extra services a week are now operating (all are with route 30). **HILAIRE FRASER, TRANSPORT FOR NSW**

Route 113 update

Updating the October 2022 item (p. 6), the commencement of route 113 services (Royal North Shore Hospital-Chatswood) has been pushed back to 12 December. The timetable was available on the Transport website since at least 27 November, with seven intrapeak trips in both directions and a trip run time of 13 minutes towards the hospital, and 14 mins in the opposite direction. It is operated by Busways. **TRANSPORT FOR NSW**



Metropolitan Region 6

Sydney region 6: Temporary service reductions

There are plans afoot for some region 6 bus routes to

have temporary timetabled service reductions due to driver shortages, although the exact plans are yet to be released, and anecdotal reports indicate that they are pending industrial clearance. **BUS AUSTRALIA FORUM**

On Demand services

Since the cessation of the Norwest On Demand (OD) bus service back in May, the remaining services across the state have been made permanent. Their usage levels have been quite stable compared to the previous two years, so here is the average monthly patronage ranges of these services (looking at data since January 2022) are as follows:

10,000+

Keoride Northern Beaches (CITY)

Cooee The Ponds (CITY)

5,000-9,999

Reynolds & Foggarty Moree (REG)

3,000-4,999

Newcastle Transport On Demand (CITY)

BRIDJ Strathfield & Lidcombe (CITY)

1,000-2,999

B-ConX Northern Rivers (REG)

Woopi Connect Coffs Harbour (REG)

Flexibus Sapphire Coast (REG)

100-999

Interline Connect Edmondson Park (CITY)

Rixons South Coast-Canberra (REG)

Regional Buses Holbrook, Albury, Wagga (REG)

1-99

Live Better Central West (REG)

The CDC **Norwest** peak-hour OD service was averaging around 1,200 monthly trips in the months before its cessation. Whilst it achieved close to 3,000 monthly trips in 2019 and early 2020, it was unable to reach anywhere near those numbers since. An example of the impact of the COVID-19 lockdowns on peak-hour travel demand in the North West.

Interline's **Metro Connect** service is another one that has been significantly impacted, with up to 4,000 monthly trips in 2019. Since April 2020 (inclusive), it has not reached 2,000 in a month, with an average this year of 679.

Total monthly patronage across the services combined is averaging around 45,000 trips a month. It should be noted that some services do not operate in the same way as the more highly patronised services. Information on the nature of selected regional services was provided in the June 2022 edition of *Table Talk* (pages 6-7). **Data TRANSPORT FOR NSW**

AUSTRALIAN CAPITAL TERRITORY



London Circuit diversions

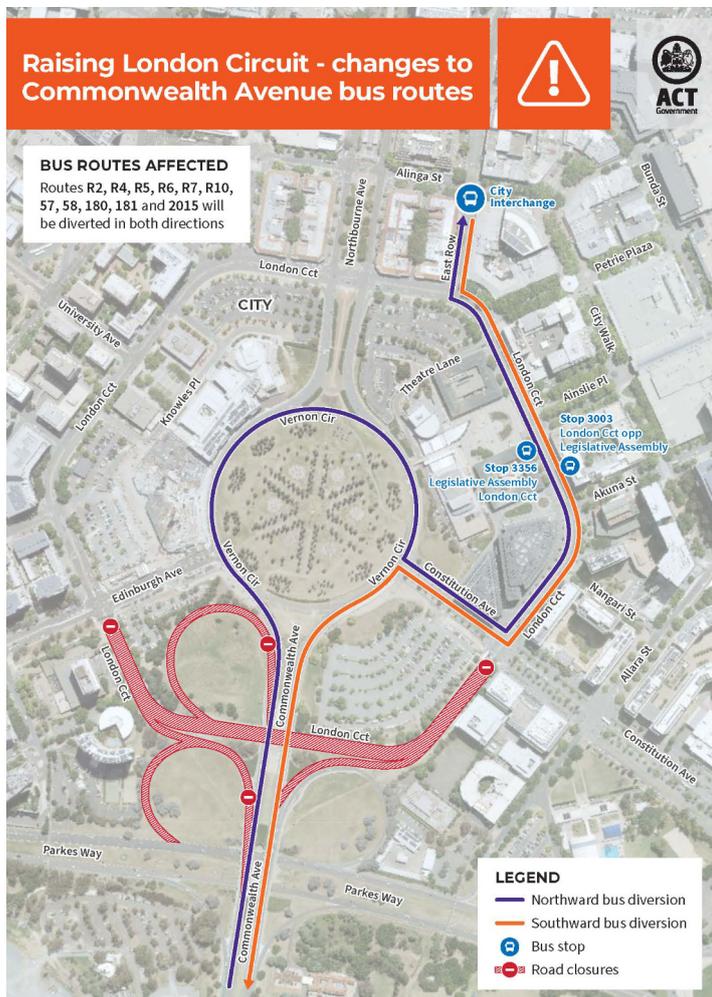
Works to raise London Circuit for the light rail extension project will see route bus diversions for about 24 months, commencing from 20:00 on Friday 2 December.

Routes impacted are R2, R4, R5, R6, R7, R10, 57, 58, 180, and 181, as well as school route 2015. The adjacent map shows the adjusted northbound and southbound paths for the routes, as well as the closed off London Circuit.

From some route maps the Editor checked, normally **northbound** services after running up Commonwealth Avenue, normally turn right onto London Circuit, but with the closure are now required to travel further onto Vernon Circle, round to then turn left onto Constitution Avenue then left again onto London Circuit to rejoin the original route.

Southbound services would do the reverse of northbound services. Now instead they will turn right earlier at Constitution Ave then a left onto Vernon Circle before a nearby left again onto Commonwealth Ave to then resume the original route.

Transport Canberra advises that no bus stops are being missed from this diversion. It appears the biggest impact may be 1-2 minutes additional travel time on northbound trips now running around about 75 per cent of Vernon Circle. **TRANSPORT CANBERRA**



SOUTH AUSTRALIA



Temporary service reductions

Torrens Transit bus region services are operating to a reduced timetable, effective Monday 28 November due to ongoing issues with "driver availability and ongoing resource impacts of COVID-19".

There are six pages of trips affected, including routes 100, 100P, 106, 110, 115, 141, 142, 147, 150, 150B, 155, 157, 157X, 171, 172, 174, 176, 178M, 178X, 190, 190B, 200, 200B, 200C, 202, 206, 222, 224F, 228F, T228, 229F, 230, 232R, 235, 241A, 245, 248F, 251, 251A, 253X, 254, 254X, 262, 263, 265, 273, 281, 286, 286A, 288S, 300, 300U, 376, 400, 403, 411, 415, 440-42, 451, 451A, 452, 452W, 491, 502X, 506, 506H, 507, 530, 540, 543, 544, 545X, 600, 645, 646, C1, C1X, G10, G10A, G10B, G10C, G20F, G21, G21X, G22X, G30F, G40, G40M, H22L, H24, H30, H30C, H30S, H32, H33, H33C, J1A, J1G, M44, M44C, W90, W91, and X30C.

Additionally, since Monday 17 October, Southlink has seven weekday trips temporarily cancelled:

- **T863** - 07:05, 07:25, & 07:45 ex Mt Barker Road, and 17:08 & 17:40 ex City (Currie Street);
- **863F** - 07:55 ex Mt Barker Rd, and 16:52 ex City (Currie Street).

In good news, the agency said it expects the regular timetable to return in February 2023. **ADELAIDE METRO**

WESTERN AUSTRALIA



Perth: Various adjustments

Effective from Sunday 13 November, new bus route **980** began service. A high-frequency route running between Morley Bus Station and Elizabeth Quay Bus Station via Walter Road and William Street, it replaces the simultaneously withdrawn route 60. The route operates every five minutes in peak periods, every 15 mins intrapeak and weekends, and every 15-30 mins at night until last service.

From the same date a slew of bus routes also had changes, as follows:

- **67**: April Road deviations removed due to poor patronage, and some other timing changes. Also see withdrawal table.
- **68**: Dianella Plaza deviations removed due to poor patronage, and some other timing changes.
- **344**: The 08:02 ex Mirrabooka, 08:25 ex Morley Bus Station, 15:05 ex Ballajura Community College, and 15:41 ex Morley Secondary High School now run express for a part of their respective trips.
- **371**: Timing changes, and the 08:14 trip ex Warwick Station no longer continues to Mirrabooka Bus Station, instead terminating short at bus stop 'Princess Road before Fletching Street'.

- **376:** AM peak trips continue as route 370 from Mirabooka Station, and route 370 PM peak trips continue as route 376, providing longer one-seat journeys. Also see withdrawal table.
- **378:** As well as timing changes, the weekday 12:02 trip ex Mirabooka Bus Station no longer deviates via Glenview Markets due to low patronage.
- **449:** Timing changes, and additional early trips to/from Warwick Station.
- **467:** The 16:44 trip ex Joondalup Station now instead terminates at Wanneroo Shopping Centre.
- **471:** Following community consultation, the route has been extended to Burns Beach at Fingal Loop. The route instead operates via Seabreeze Avenue and Burleigh Drive instead of through Whitehaven Avenue then onto Burns Beach Road and Ocean Parade.
- **480:** Timing changes, while the 15:40 trip ex Clarkson now only deviates via Mindarie College on Mondays and Fridays. The 15:17 trip ex Butler Station now ends short at Hughie Edwards Drive. Also see withdrawal table.
- **483:** Timing changes, with several trip changes (07:32 to Clarkson Station no longer deviates via Mindarie College, the 07:41 trip now deviating in lieu; and 07:41 to Clarkson Station no longer deviating via Clarkson Community College). Also see withdrawal table.
- **490:** Timing changes, and extra trips on weekends.
- **491:** Timing changes, and extra trips on weekends to now provide an hourly frequency. Also see withdrawal table.
- **950:** Timing changes, and an additional early morning trip 04:57 ex Morley Bus Station. Also see withdrawal table.

Meanwhile, routes **66, 343, 345-47, 354, 370, 375, 377, 384-86, 388, 389, 390, 391, 441, 442, 446-48, 450, 460, 462, 463, 466, 470, 474, 481** and **970** have also undergone some trip time changes.

Along with timing changes, the following routes have had trips withdrawn due to poor/low patronage:

Route	Days	Trips withdrawn
67	School days	15:12 ex Mirrabooka
374	Weekdays	17:13 ex Whitfords Station deviating through Newpark Shopping Centre. 15:34 ex Kingsway Christian College
376	Weekdays	15:47 ex John Septimus Roe 19:04 ex Whitfords Station 19:49 ex Mirrabooka Bus Station 20:19 ex Alexander Heights
387	Saturdays Sundays	07:17 ex Wanneroo Rd & Amelia St. 08:17 ex Wanneroo Rd & Amelia St.
443	Sundays	20:01 ex Whitfords Station
444	Weekday evenings Saturday evenings	Fewer trips operate.
445	School days Weekdays	08:24 ex Warwick Station 15:18 ex Greenwood College
461	School days	15:34 ex Joondalup Station
464	Weekdays	00:39 trip ex Whitfords 23:56 trip ex Joondalup Station
465	Weekdays Saturdays	22:28 ex Joondalup 23:58 ex Joondalup
468	Weekdays	07:34 trip ex Whitfords Station
473	Weekdays	21:24 ex Joondalup

Route	Days	Trips withdrawn
480	Weekdays School days	07:56 ex Butler Station 15:30 ex Clarkson Station.
482	Weekdays	17:37 weekday trip ex Butler Station
483	Weekdays	15:10 ex Mindarie College 15:15 ex Butler College
484	Weekdays Saturdays	17:46 ex Clarkson Station 21:09 ex Benenden Ave & Villena Pde
491	School days	07:58 ex Yanchep
950	Weekdays	Numerous UWA terminating trips

Also, effective from Sunday 18 December, route **228** and **229** trips have adjusted timings as services now resume operating via Kelvin and Olga Roads in Maddington following extensive Water Corporation works.

From the same date, there are also changes to the departure stands of bus routes at Morley Bus Station. **HILAIRE FRASER, TRANSPERTH**

NEW ZEALAND



Auckland: New Milldale service

Since Sunday 20 November, the 989 bus service has operated connecting Milldale to Hibiscus Coast Station, with trips every 30 minutes from 6:00-19:30, 7 days a week.

From Hibiscus Coast Station, passengers can change to other buses for Silverdale shopping centre, Orewa, Whangaparaoa, North Shore, and City Centre.

Auckland Transport (AT) confirmed that it had plans to introduce an electric bus for operation on this route, and there are plans to extend the route further as Milldale continues to grow. AT confirmed in their announcement that the route operator, Bayes, has enough drivers to run the route to the advertised timetable. **HILAIRE FRASER, AUCKLAND TRANSPORT**

ENDS

AIR NEWS

INTERNATIONAL



Lufthansa in clearer skies

Lufthansa chief executive Carsten Spohr says the airline plans to operate over 700 aircraft in its fleet next year, and although "overcapacity issues, which our industry has seen before the pandemic, won't be around any time soon", he said that there would be undercapacity issues as well as ticket price increases.

Factors in undercapacity will include late airline deliveries due to supply chain issues and employee shortages including airport staff and pilots over the coming years. He claims there is a shortage of 15,000 pilots in the United States alone.

The German airline plans to receive around 200 new aircraft over the remainder of the decade, and says that the global structure of the business enables improved flexibility, commending recent strong financial results despite the closure of some markets like China.

The airline was nevertheless achieved strong reliability, with 99 per cent of all planned flights operating in the third quarter, while on-time running was lower at just over 70 per cent. It also plans to increase its headcount to 115,000 by the end of 2023. **SAMCHUI.COM**

“Three of four Lufthansa tickets will be sold outside of Germany, we never had this before. Revenues in the US increased by 15 per cent by operating at 20 per cent less capacity.”

Carsten Spohr, Lufthansa Group CEO

Sydney contactless bank card take-up

The following table provides an overview of the take-up of contactless bank cards for the payment of adult fares on Sydney’s public transport network. The rollout commenced in July 2017 on Transdev Sydney Ferries services.

Coinciding with the longest period of availability, take-up has been greatest on ferries, where one-in-two full-fare trips are now paid this way. Growth exploded on all modes across the pandemic-affected 2020 and 2021, likely because of a mixture of passenger concern over COVID-19 transmission and reduced accessibility to some older forms of ticketing. With three months of the year to go, it appears 2022’s growth will not be far away from the previous year’s too.

	CY 2017	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022 *
TRAIN	n/a	0.8% (Nov+)	5.2%	18.4%	28.4%	36.1%
METRO	n/a	n/a	7.0% (May+)	19.4%	28.9%	35.9%
BUS	n/a	n/a	7.4% (Aug+)	23.2%	34.0%	40.7%
FERRY	0.2% (July+)	1.8%	9.1%	28.8%	43.4%	50.6%
LIGHT RAIL	n/a	1.5% (Mar+)	8.1%	25.2%	36.4%	43.0%
ALL	negligible	negligible	5.8%	20.6%	31.1%	38.5%

* 2022 data is until the end of September. CY - Calendar Year (all data courtesy Transport for NSW).

About Table Talk

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

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

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

Proofreaders: Agnes Boskovitz, David Cranney, Geoff Hassall.

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