

The “Schofields” Plan

T1 Western Line Express Trains for Granville and Lidcombe

Reducing Traffic & Improving Bus Services around Schofields, The Ponds, and Rouse Hill

Problem: No Express at Granville & Lidcombe

- Since 2017, the T1 Western Line especially during peak bypasses both Granville and Lidcombe stations.
- Commuters from Granville and Lidcombe travelling to City Circle are only serviced by the T2 Leppington Line & T2 Parramatta Line.
- T2 Line services to City Circle are either limited stops or all stops.
- In 2024, Granville to Central on the T2 Line is 41 minutes.
- In 2024, Lidcombe to Central on the T2 Line is 32 minutes.

T2 Inner West Line extended to Parramatta in 2017 replacing T1 express trains at Granville & Lidcombe



Source of Problem: T2 Parramatta Line (2017)

- Prior to 2017, the T1 Western Line express train serviced stations such as Granville and Lidcombe.
- The 2017 timetable replaced T1 Line trains with the T2 Parramatta Line (all stops) running between Parramatta and City Circle.
- T1 Western Line trains are not able to stop at Granville and Lidcombe because the T2 Parramatta Line has taken its place.

Solutions considered by Transport for NSW

Western Line sextuplication upgrade

- In 2014-15, a plan to build two additional tracks parallel to the T1 Western Line between Homebush and Granville did not proceed.
- The NSW Government decided to upgrade the M4 for WestConnex and build Sydney Metro West separate to Sydney Trains Network.

The “Schofields” Plan (timetable adjustment)

- In 2018-19, Sydney Trains considered express trains for Granville (and Lidcombe) using T1 Western Line trains starting from Schofields.
- This was deemed unfeasible due to overcrowding concerns at Granville (and Lidcombe) prior to the opening of Sydney Metro Northwest & City.

The “Schofields” Plan considered (not implemented) by Transport for NSW in 2019

“15 minute pattern” = 4 trains per hour

“Removing the Parramatta terminators” =
removal of T2 Parramatta Line (all stations
trains to City Circle)

“Stopping on the suburban tracks east of
Granville as the Parramatta starters did” =
Reverse the 2017 timetable change of the
T2 Parramatta Line replacing the T1
Western Line express at Granville and
Lidcombe

“Very loaded” = crowded or overcrowded

Information obtained using GIPA Act

Sent: Thursday, 29 August 2019 10:19 PM

To: redacted @transport.nsw.gov.au>

Subject: Granville stops discussion

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Hi redacted

I've looked at the headway discussion through Granville and it looks like there is a stopping headway full clear of about 4:30 minutes (using 60s dwell at Granville) on the worst signal approaching Granville. For a through service it is about 2:40.

Using this purely mathematically, with a 85% utilisation for reliability you could run 17 trains per hour. Obviously this would not be able to be timetabled.

Resolving this would be 16 tph. I would suggest leaving a headway gap behind the stopping service which would then enable you to catch up through the stop and then keep the 15 minute repeating pattern through Strathfield as well.

Reasonably, you could do this by removing the Parramatta terminators and running the Schofield services as stopping on the suburban tracks east of Granville as the Parramatta starters did. These would be very loaded though and I haven't checked their relationship to other services.

Just some suggestions. We also could just go back to the old timetable I think.

Excel is attached showing the calculations.

[SENSITIVE - NSW GOVERNMENT]

redacted

Manager Simulation and Evaluation, Service Planning

Rail Delivery

Infrastructure and Place

Transport For NSW

M redacted

Level 3, 241 O'Riordan St, Mascot, NSW 2020

Solution: The “Schofields” Plan (1/3)

- Overcrowding concerns for the T1 Western Line (from Schofields) at Granville and Lidcombe have been alleviated with Sydney Metro Northwest extended into Sydney Metro City in August 2024.
- T1 Western Line commuters in the Schofields area (including Quakers Hill and Marayong) are near Sydney Metro Northwest: Tallawong, Rouse Hill, and Kellyville stations.
- The Schofields area has direct On-Demand Shuttle Buses to Tallawong and Rouse Hill stations (Sydney Metro Northwest).
- Local bus routes 748, 747, 732, 752, 731, 735, 745 also connect the Schofields and surrounding area to Sydney Metro Northwest.

Local bus routes 748, 747, 732, 752, 731, 735, 745 towards Tallawong and/or Rouse Hill or Bella Vista Metro stations



**On Demand Shuttle Bus
or Local Buses To Metro**

Cooperative On-Demand Busways (dark blue shaded area)

<https://transportnsw.info/travel-info/ways-to-get-around/on-demand/ponds-on-demand-service>

Solution: The “Schofields” Plan (2/3)

- T1 Western Line trains starting from Schofields (now with less patronage loads before Blacktown) have increased capacity to pick up passengers at Granville and Lidcombe.
- Schofields area commuters travelling to Sydney CBD would have similar or better travel times in catching a bus to Tallawong then Metro to City (e.g. Gadigal Station/Town Hall Station)
- A resident living in The Ponds (near Schofields Road and Hambledon Rd) has 3 local bus routes to Tallawong Metro Station compared to 1 bus to Schofields Station.
- Sydney Metro from Tallawong has 15 trains per hour compared to 6 trains per hour on T1 Line from Schofields.

Solution: The “Schofields” Plan (3/3)

- In the [2021 Census](#), 61% of Blacktown LGA residents (including Schofields, Quakers Hill, Marayong) worked west of Lidcombe (i.e. Cumberland LGA, Parramatta LGA, Hills LGA, Blacktown LGA, Penrith LGA) compared to 11% working in Sydney LGA.
- Schofields area commuters will have same travel time to Parramatta and reduced travel time to Granville or Lidcombe on the T1 Western Line (no interchange required at Parramatta).
- Adding Granville and Lidcombe to the T1 Line service from Schofields would only increase travel times for the small number of commuters travelling to Strathfield.



Tallawong Metro Station

Rouse Hill Metro Station

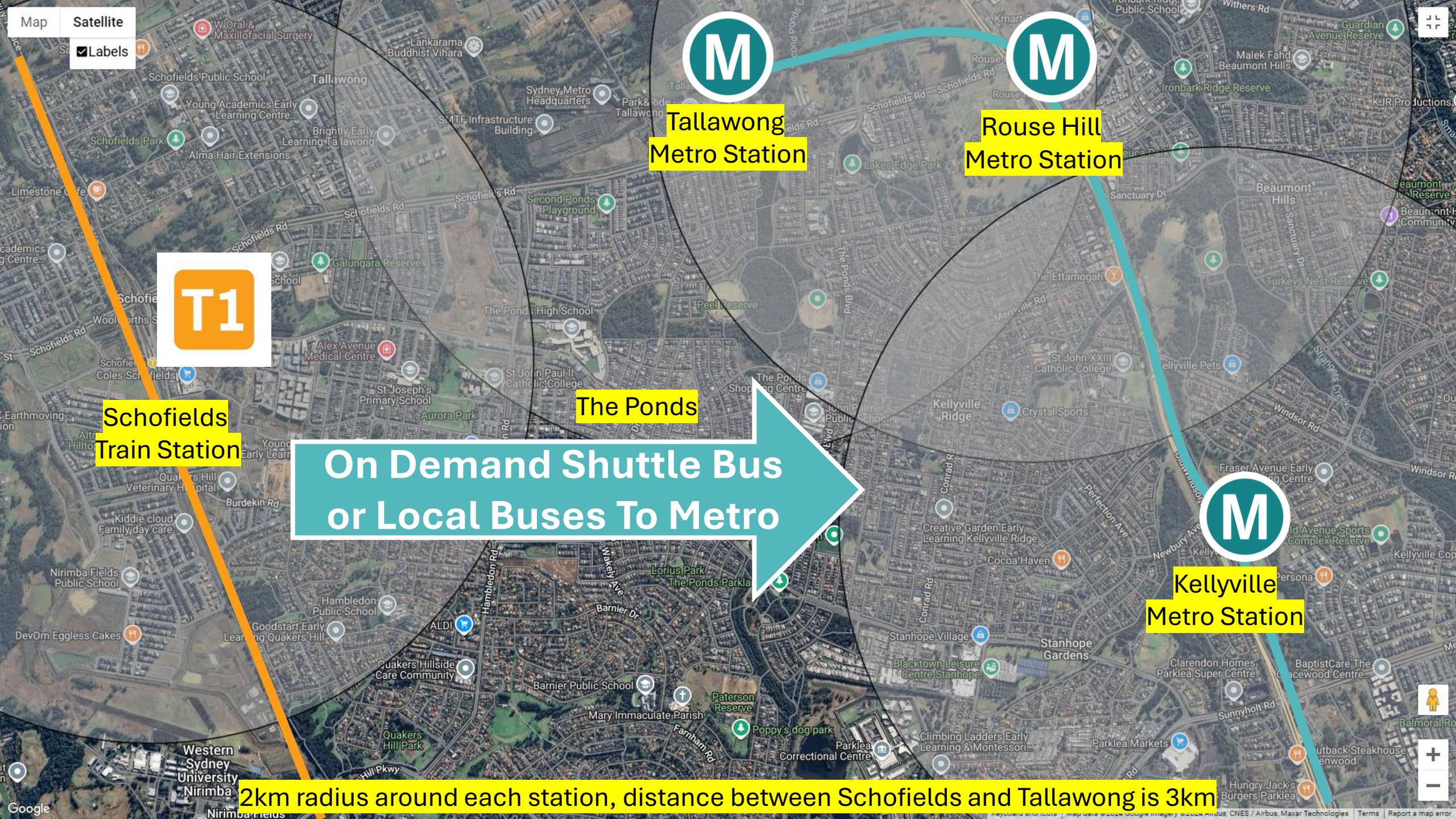
Kellyville Metro Station

Schofields Train Station

The Ponds

On Demand Shuttle Bus or Local Buses To Metro

2km radius around each station, distance between Schofields and Tallawong is 3km



Additional Benefits of the “Schofields” Plan

- Commuter parking is exhausted at Sydney Metro Northwest stations such as Tallawong and Rouse Hill.
- Encouraging commuters to catch the bus to Metro stations will also reduce [demand for parking](#).
- Traffic congestion on Schofields Road will also be reduced with less driving to Schofields Station.
- Increased demand for bus travel from Schofields area to Tallawong and Rouse Hill Metro stations supports the business case for future extension of Metro from Tallawong to Schofields.

T1 Schofields Starters

2024 timetable continues with 4 trains per hour on T1 Western Line starting from Schofields

Note: T1 Richmond Line trains will continue to skip Granville and Lidcombe

Transport for NSW should investigate the implementation of express for Granville and Lidcombe using the “Schofields” plan

The proposed stopping pattern from Schofields:

All stations from Schofields to Parramatta,

Then Harris Park, Granville, Lidcombe,

Then Strathfield, Redfern, Central, Town Hall, Wynyard, Milsons Point, North Sydney then all stations to Hornsby

Service	Platform	Destination	Departure Time	Arrival Time
Richmond starter N/A to Granville/Lidcombe				
Schofields to Hornsby service		T1		
Schofields Platform 1		Central	7:13 am	8:06 am
Schofields to Hornsby service		T1		
Richmond starter N/A to Granville/Lidcombe				
Schofields Platform 2		Central	7:28 am	8:21 am
Schofields to Hornsby service		T1		
Schofields Platform 1		Central	7:43 am	8:36 am
Schofields to Hornsby service		T1		
Richmond starter N/A to Granville/Lidcombe				
Schofields Platform 1		Central	7:58 am	8:51 am
Schofields to Hornsby service		T1		

The “Schofields” Plan (timetable adjustment)

- Reinstates express trains on T1 Western Line for Granville & Lidcombe
- Minimal impact to existing T1 Line commuters from Schofields
- Harris Park would also be serviced with additional T1 services
- Clyde and Auburn could be serviced with additional T1 services or remain with T2 Leppington Line services
- Potential to free up approximately 5,359 daily seats* for Granville and Lidcombe commuters on T1 Western Line (on the basis that half of current T1 Line Schofields area commuters shift to Metro)

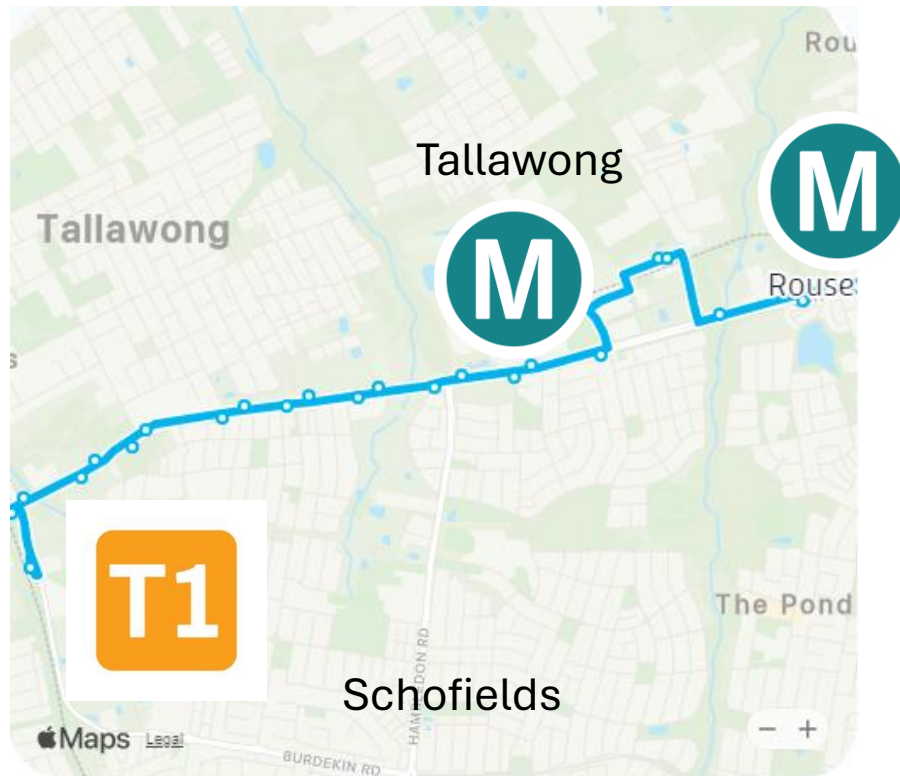
*2023 daily patronage total for Schofields + Quakers Hill + Marayong. Source: TfNSW

The “Schofields” Plan (timetable adjustment)

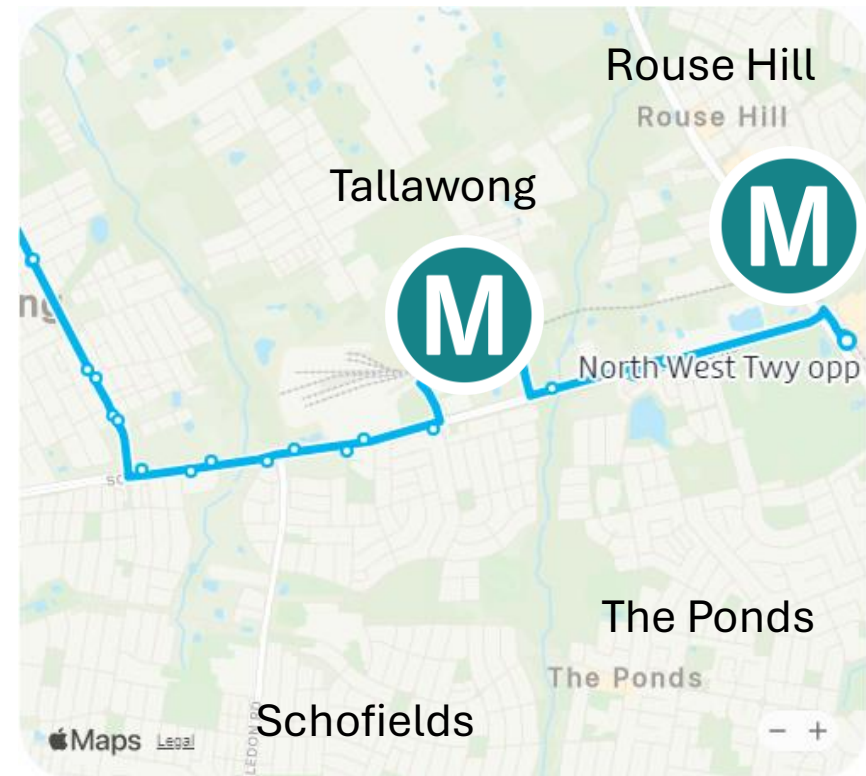
- Achievable in the current 2024 Sydney rail network timetable
- T2 Parramatta Line (all stations to City Circle) would be removed to enable capacity for T1 Western Line trains to return for Granville and Lidcombe
- Cost neutral as it does not involve new rail construction
- Extension of Metro from Tallawong to Schofields is not needed to support the “Schofields” Plan (timetable adjustment) but would be welcomed in the long-term
- Reduces traffic and parking around Schofields & Metro Northwest

Local buses from Schofields area to Metro

748 Bus: Marsden Pk to Rouse Hill Station via Schofields



747 Bus: Mt Druitt to Rouse Hill Station via Marsden Pk

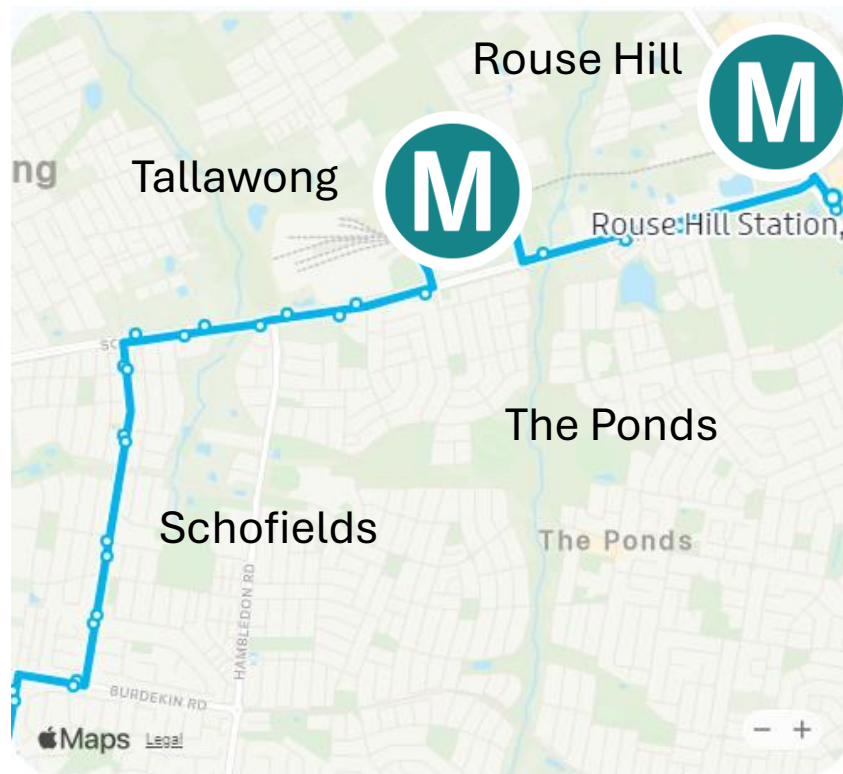


Some bus frequencies may need to be increased to 15 minute frequencies

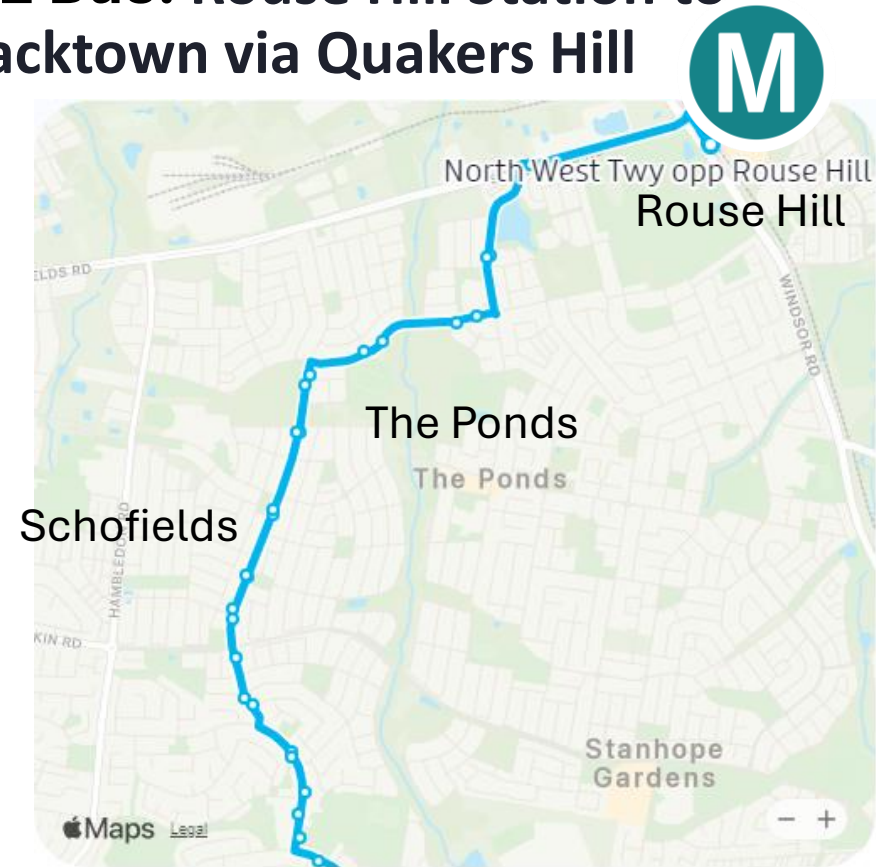
Supply of buses & drivers available following completion of South West Link (opening of Metro Southwest in 2025)

Local buses from Schofields area to Metro

732 Bus: Rouse Hill Station to Blacktown via The Ponds



752 Bus: Rouse Hill Station to Blacktown via Quakers Hill

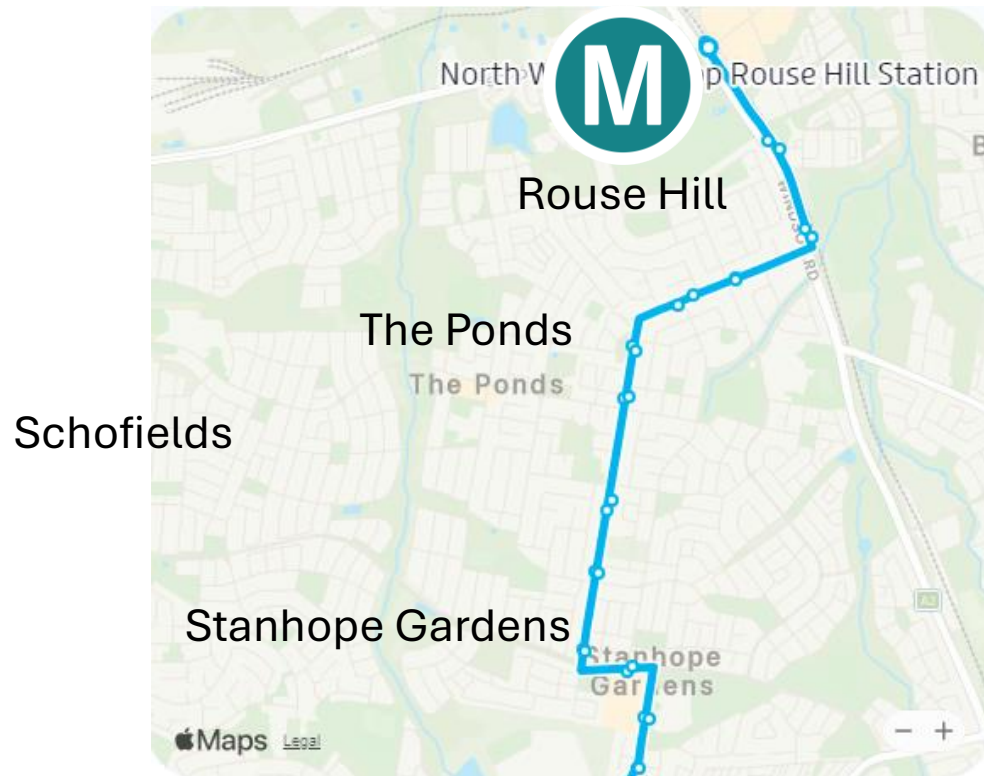


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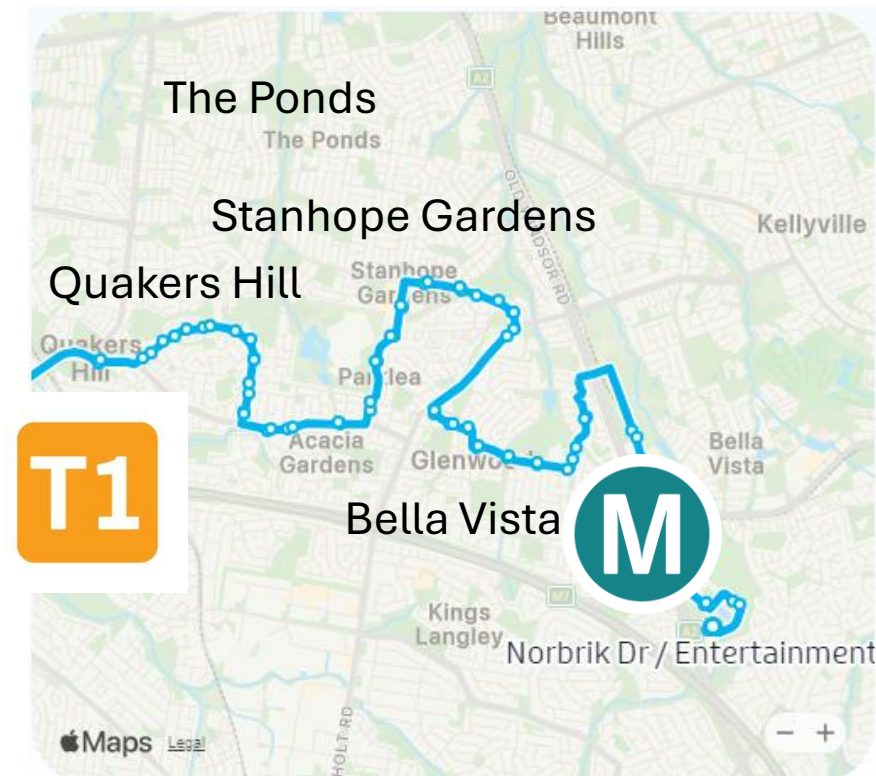
Supply of buses & drivers available following completion of South West Link (opening of Metro Southwest in 2025)

Local buses from Schofields area to Metro

731 Bus: Rouse Hill Station to Blacktown via Stanhope Gardens



745 Bus: Norwest Private Hosp to St Marys via Stanhope Gardens



Some bus frequencies may need to be increased to 15 minute frequencies

Supply of buses & drivers available following completion of South West Link (opening of Metro Southwest in 2025)

The “Schofields” Plan – Implementation Stages

1. Transport for NSW to investigate feasibility of The “Schofields” Plan to deliver 4 express trains per hour for Granville and Lidcombe on the T1 Western Line during peak in the current Sydney Trains timetable.
2. Transport for NSW to increase bus service frequencies during peak from Schofields, Quakers Hill, Marayong, The Ponds, and Stanhope Gardens to nearby Sydney Metro Northwest stations (Tallawong, Rouse Hill, Kellyville, and Bella Vista).
3. Transport for NSW to implement The “Schofields” Plan and increased bus services to Metro Northwest stations* by the end of 2025.
**Express trains for Granville and Lidcombe achievable without increasing bus services but will result in standing room only for Granville/Lidcombe commuters*
4. Fast Tracking of Signalling Upgrades for the T1 Western Line as part of the Transport for NSW [Digital Systems Program \(DSP\)](#) to enable 30 trains per hour on each line (services every 2 minutes as announced for the [T4 Illawarra Line and T8 Airport Line](#)) to further increase express trains at Granville & Lidcombe in future.

For more information and feedback, please contact

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