



Cheltenham Girls High School Rapid Transport Assessment

Presentation to TWG
12 October 2023

Agenda

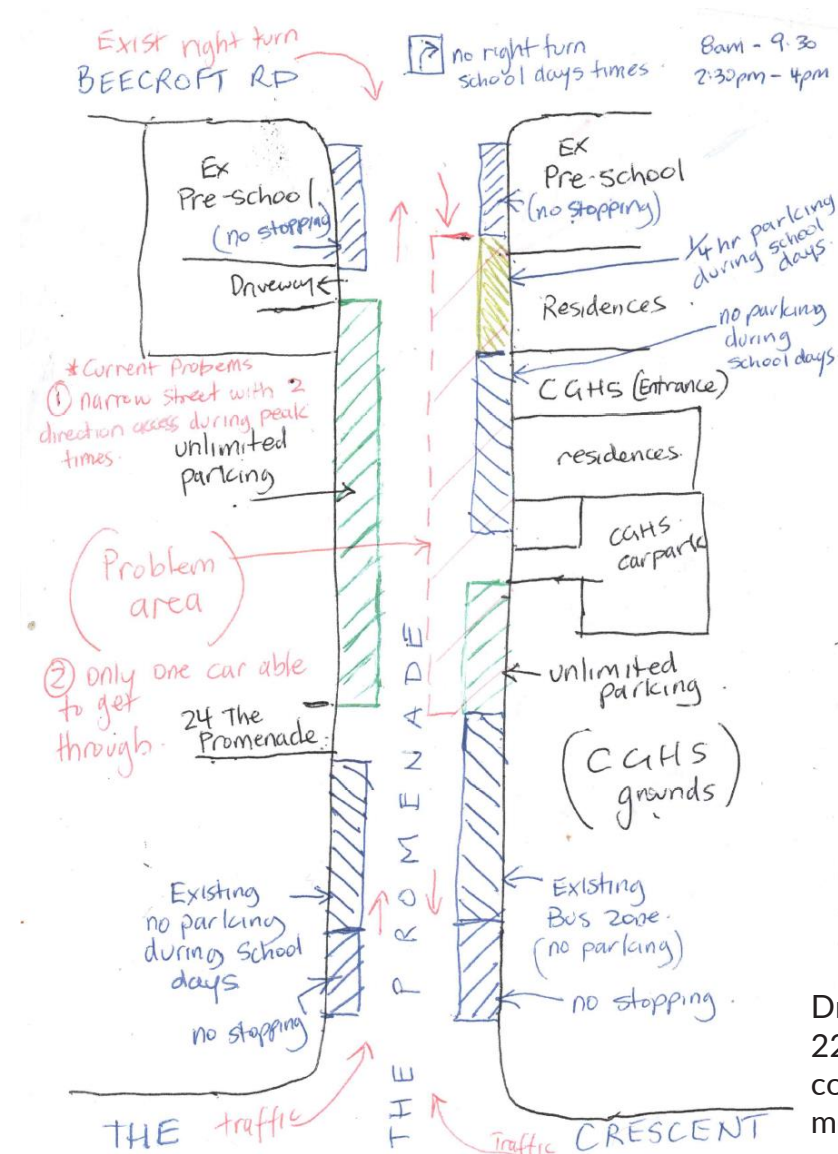
- Transport analysis and survey results
- Discussion of potential actions
- Next steps

Cheltenham High School – Project Background

- Project initiated based on school and community feedback
- Project is stand-alone and not part of a broader school upgrade

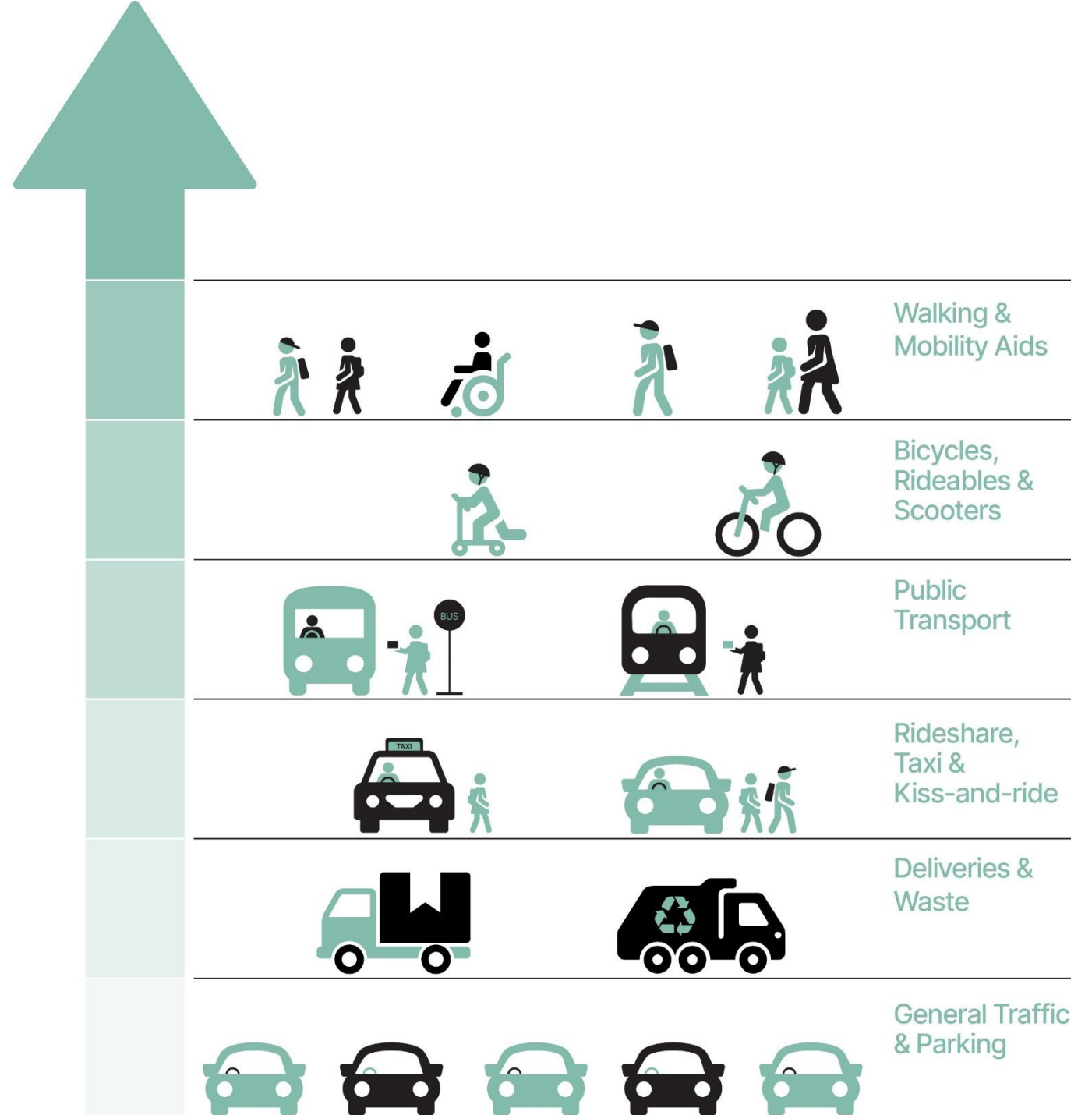
Cheltenham High School – Actions to date

- 2018 – Traffic study undertaken by Council, resulting in some changes in the area
- 2021 – Second traffic study, however results may not reflect operations as demand was suppressed during COVID
- June 2023 – Community meeting
- July 2023 – Site visit and discussion of potential options to resolve issues

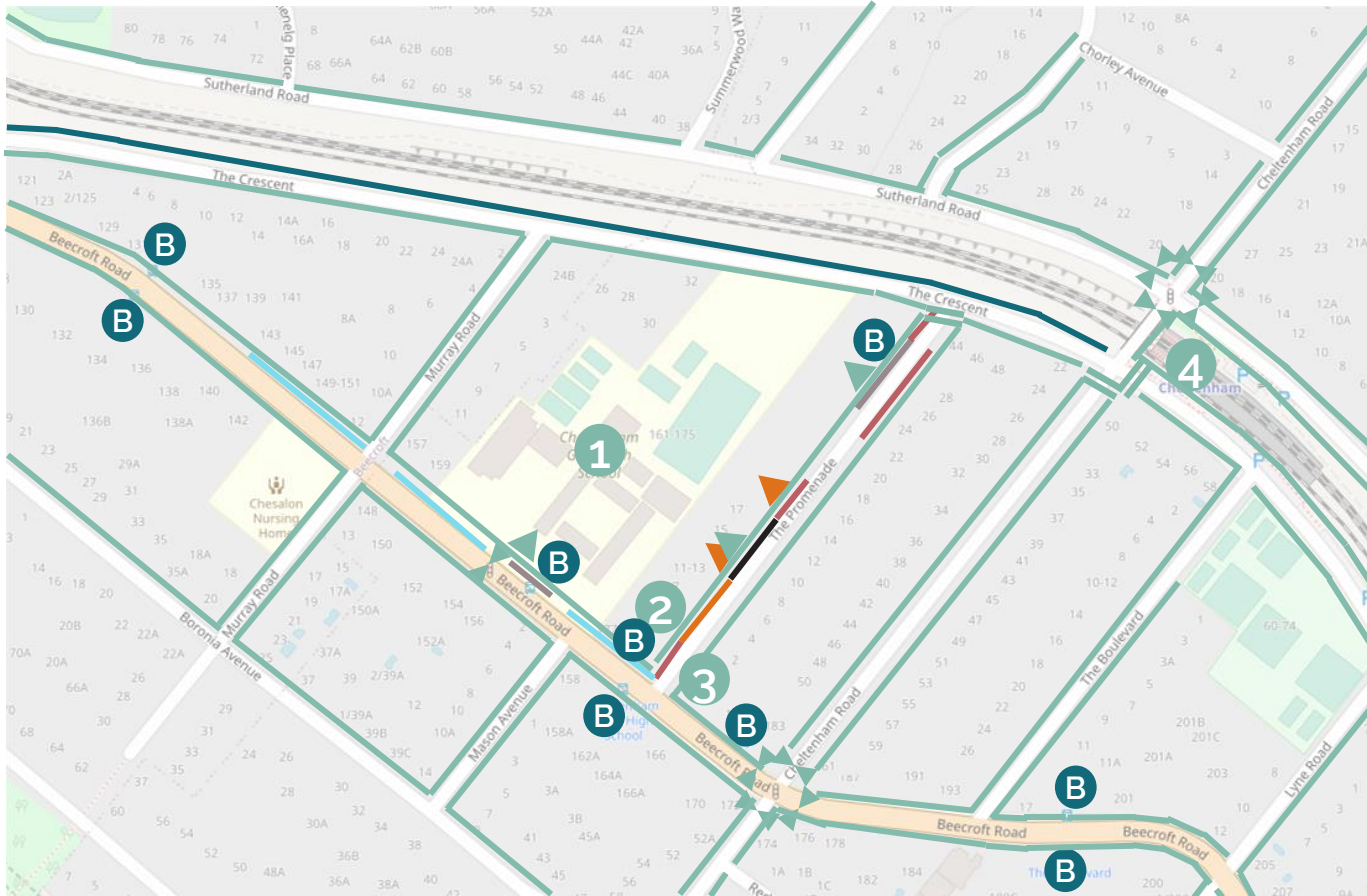


Drawing from the
22 June 2023
community
meeting

Modal Hierarchy



Current site transport map



Note: no stopping sign missing on the north side of The Promenade near The Crescent

- 1: Cheltenham Girls High School
- 2: KU Cheltenham Memorial Preschool
- 3: Cheltenham Early Education Centre
- 4: Cheltenham Station

- Signalised crossing
- Island Crossing
- Marked crossing
- Site entry: pedestrians
- Site entry: vehicles
- Footpath
- Shared use path
- Bus stop
- 15-minute parking
- Kiss and drop (no parking)
- No stopping
- Bus zone
- Clearway

Current site transport

Bell times – 8:35am and 3:05pm

A single-year group is released 15 minutes early each day to alleviate the pressure on the transport system

Key connections at Epping station (am/pm)

- 295 – 10 min / 15 min
- 546 – 7:35 or 8:21 / 15:31
- 549 – 8:05 / 15:14, 15:27, 15:40
- 550 – 7:57, 8:20 / 15:01, 15:30
- 630 – 7:50 8:36 / 15:05, 15:30

Route	Origin / Destination
T9 Northern Line	Hornsby to City via Epping
651	Rouse Hill to Epping via Castle Hill
3134 (AM only)	West Pennant Hills
3637 (PM only)	Beecroft Station
3646 (PM only)	Pennant Hills Road via Beecroft

T9 at Cheltenham Station	Northbound	Southbound
Morning	7:53 (7:50 Epping)	7:51
	8:08 (8:05 Epping)	8:06
	8:23 (8:20 Epping)	8:21
	8:38 (8:35 Epping)	8:37
Afternoon	14:53	14:57 (15:01 Epping)
	15:08	15:12 (15:16 Epping)
	15:23	15:26 (15:30 Epping)
	15:38	15:41 (15:45 Epping)

Current walking catchment

Potential Future Students				
	Actual		Crow flies	
0-399m	28	1%	62	2%
400-799m	79	2%	203	5%
800-1200m	170	4%	342	9%
1200-2000m (crow fly) / 2900m (on path distance)	2041	54%	2157	41%
within 2km crow fly (SSTS Zone)	2041	61%	2157	57%
Total students in catchment area	3347			
Total students in dataset	3796			

Current Students				
	Actual		Crow flies	
0-399m	8	1%	31	2%
400-799m	35	2%	72	5%
800-1200m	59	4%	143	10%
1200-2000m (crow fly) / 2900m (on path distance)	728	52%	523	37%
within 2km crow fly (SSTS Zone)	830	59%	769	54%
Total students in catchment area	1214			
Total students in dataset	1413			

Public Transport Catchment – AM (future)

Potential future students within intake area				
	AM		PM	
Within 800m of public transport	1689	51%	1623	49%
Within 800m – ineligible for SSTS	1285	39%	1241	37%
Within 800m – eligible for SSTS	404	12%	382	12%
Number of students ineligible for SSTS	2119		64%	
Total students	3319			

Potential future students within intake area				
	AM		PM	
Within 800m of public transport	498	35%	508	36%
Within 800m – ineligible for SSTS	368	26%	380	27%
Within 800m – eligible for SSTS	130	9%	128	9%
Number of students ineligible for SSTS	761		54%	
Total students	1405			

Public Transport Catchment – PM (future)

Potential future students within intake area				
	AM		PM	
Within 800m of public transport	1689	51%	1623	49%
Within 800m – ineligible for SSTS	1285	39%	1241	37%
Within 800m – eligible for SSTS	404	12%	382	12%
Number of students ineligible for SSTS	2119		64%	
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CGHS achieving high modeshares

	Modeshare (questionnaire results)				Potential modeshare
	AM		PM		
Train	108	26%	150	37%	
Bus	29	7%	22	5%	
Combination of PT	58	14%	78	19%	
<i>Total public transport</i>	<i>195</i>	<i>47%</i>	<i>250</i>	<i>61%</i>	41% (1 vehicle, 800m walk)
Walk	42	10%	60	15%	7% (15-minute walk)
Car	173	42%	100	24%	
Motorcycle	1	<1%	1	<1%	

Transport issues - Operations



Active Transport

- Year 7 students initially bike, but quickly abandon the mode
- The new shared use pathway presents an opportunity to shift bike mode share

Public Transport

- The high number of students walking to the train overwhelm footpaths and crossings. The school has worked to train students, stagger releases to address, but is at the limit of what these changes can accomplish

Kiss and drop

- Vehicles bunch trying to access only one part of kiss and drop area, resulting in blocked traffic
- Observations suggest that drivers are trying to park in the space immediately south of the main school gate along The Promenade, when kiss and drop spaces to the north of the main school gate remain vacant
- Kiss and drop immediately adjacent to 15-minute parking for kindergarten, resulting in conflicts
- School has attempted to close the main gate to resolve issues



Transport issues - Infrastructure



Active Transport

- Bike rack only has capacity for three bikes and is not under cover
- Access path to bike rack not direct and include a number of steps
- Students exiting through staff carpark

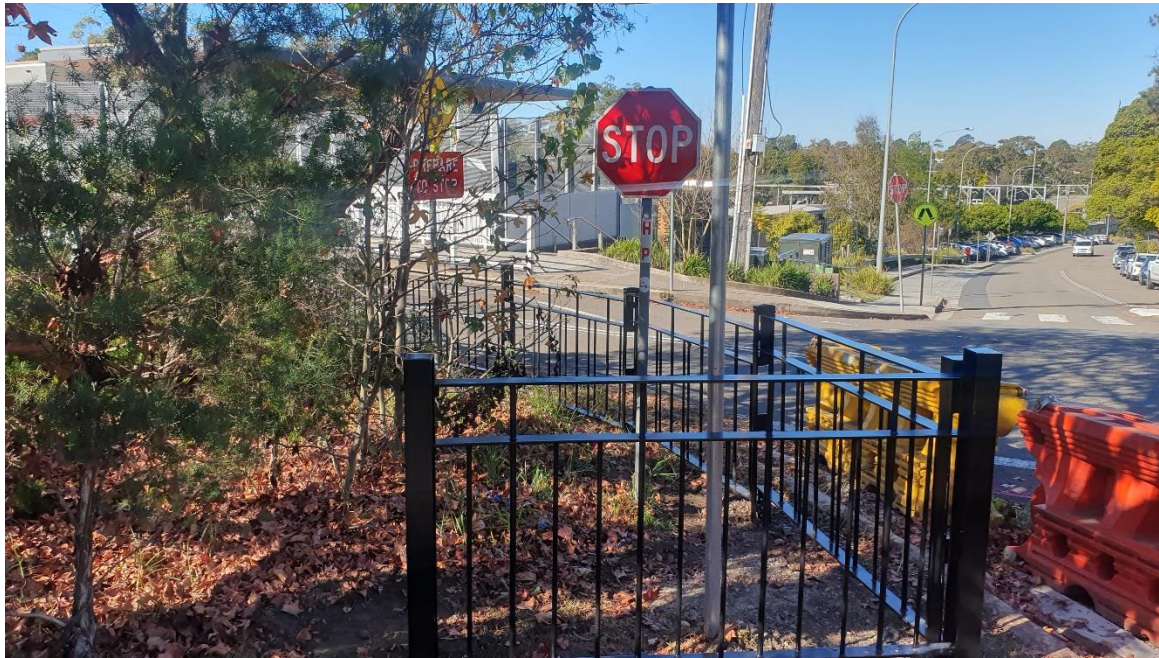
Public Transport

- Footpaths are not wide enough for the volume of students. Students are required to cross three streets due to the lack of a crossing north of Cheltenham Station

Kiss and drop

- Kiss and drop zone is located immediately adjacent to preschool kiss and drop area, creating conflicts. Verge next to kiss and drop is uneven, full of bushes

Transport actions - Infrastructure



Explore opportunity for new crossing of Cheltenham Road on the northeast side of the intersection with the Crescent

- Reduces current 3 crossings to 2
- Shared use pathway is wide enough to better suit student demand

New covered bike parking

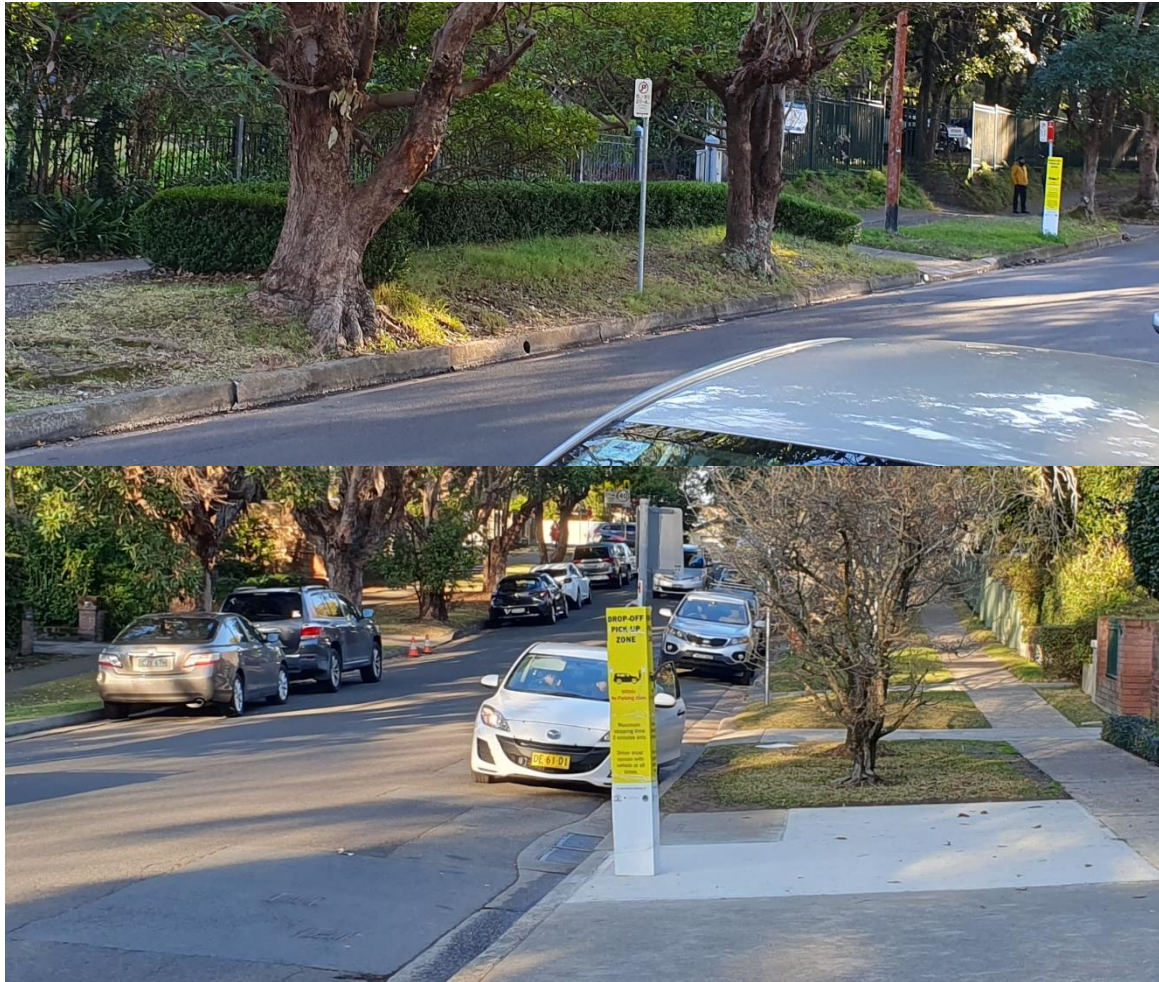
- Capacity for 5% of school population, expandable to 10%
- Locate near new shared use path

Transport issues – The Promenade

Narrow Roadway

- The Promenade has a road reservation of 20m wide, with a carriageway of about 8m.
- Kerbside parking is available on both sides of the road.
- School bus service involve daily (during school term) bus movements along The Promenade.
- During PM school peak, vehicles use driveway gaps to allow for passing vehicle movement.
- Review of Council's Development Design Specification 0041 Geometric Road Layout (July 2016) noted the following:
 - The Promenade falls within "Collector" road type in accordance with Table 1.1
 - Traffic lane width – standard traffic lane width for urban and rural roads is 3.5m. Reduced lane width is 3.2m.
 - On-street parking lane width: 2.5m
- To allow for one traffic lane each direction plus retention of on-street parking: $2.5\text{m} + 3.2\text{m} + 3.2\text{m} + 2.5\text{m} = 11.4\text{m}$. Existing carriageway is 3.4m below.
- Recommendation:
 - Option 1 – Consult with Council over potential to introduce part-time No Stopping restriction on residential side of The Promenade
 - Option 2 – Consult with Council over potential to widen The Promenade. This will result in loss of mature street trees which is not desirable.

Transport actions – Infrastructure (cont'd)



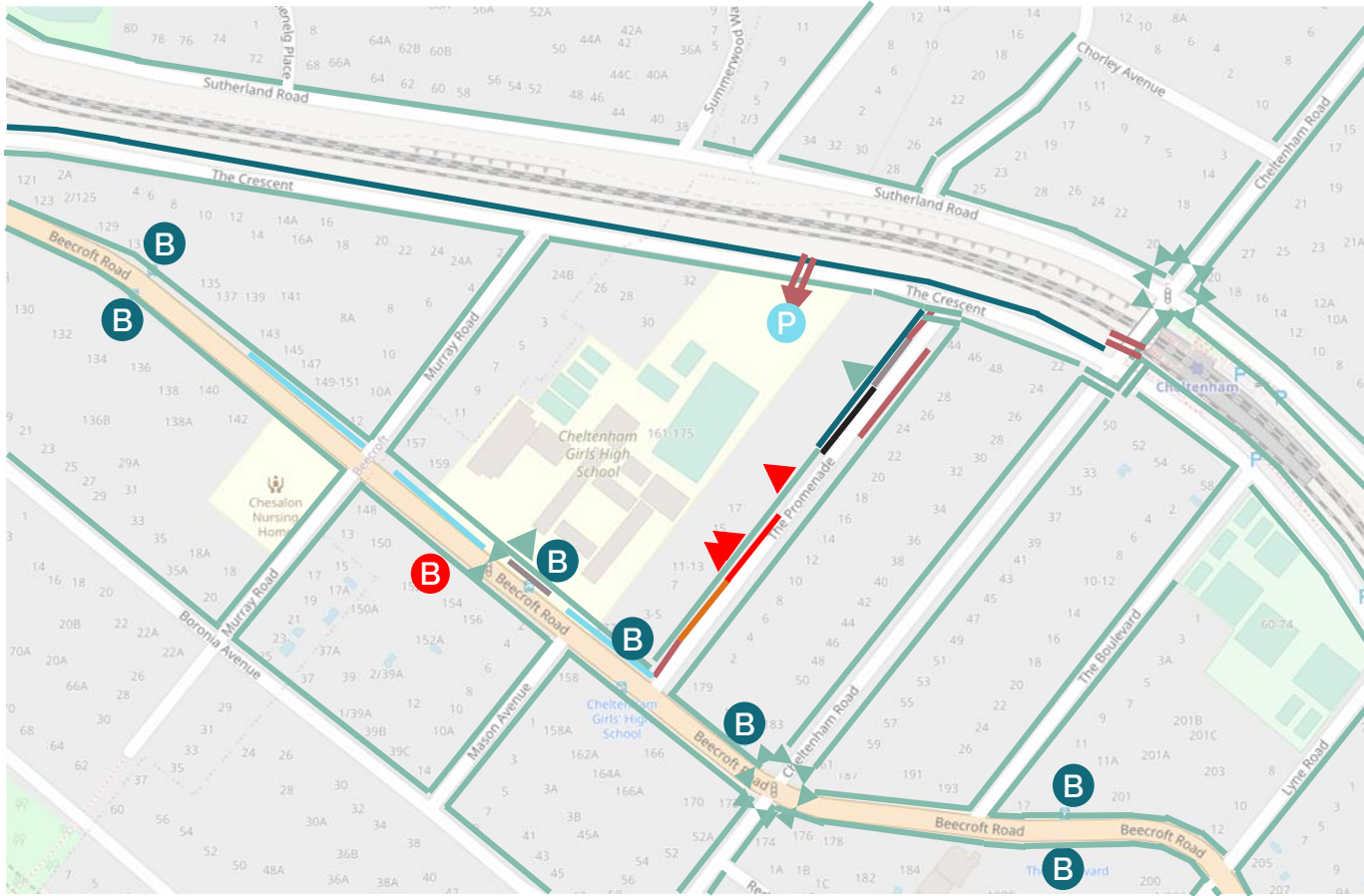
Relocate kiss and drop

- Shorten bus bay from current 96m to 35m, use indentation or kerb bump out to separate from parking
- Relocate kiss and drop zone to just west of bus bay

Fence staff carpark or close carpark gate at bell times

Relocate bus stop 211975 to be closer to signalised crossing

Transport improvement opportunities



- Widen footpath in The Promenade
- Shorten bus zone and indent or add kerb bump out
- Relocate kiss and drop zone
- = New marked crossings in the Crescent and Cheltenham Road
- ▲ New pedestrian gate
- Remove existing kiss and drop zone
- ▲ Close main gate and carpark gate at bell times
- ⓑ Relocate bus stop 211975 to opposite existing bus stop
- Ⓟ New covered bike parking (70 spaces, expandable to 140)

Coordination with stakeholders: Hornsby Council



Confirm any plans for further extensions to shared use path, planned route of path

Explore plans for shared-use path along The Crescent and the potential to install a crossing of Cheltenham Road at the Station

Explore options for adjusting bus zone, adding indented bus bay and relocating kiss and drop zone

Widen footpath between gate near bus stop and The Crescent (approx. 45m)

Coordination with stakeholders: TfNSW



Explore options for expanding bus services connectivity to the area between the M2 and Carlingford Road (to be confirmed by further analysis)

Expand frequency on 295 in the afternoon to meet trains used by schools in the area

Re-time or add services on 546 to enable use for travel to school in the morning

Explore impacts on bus turning created by new shared use path

Discussion



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