



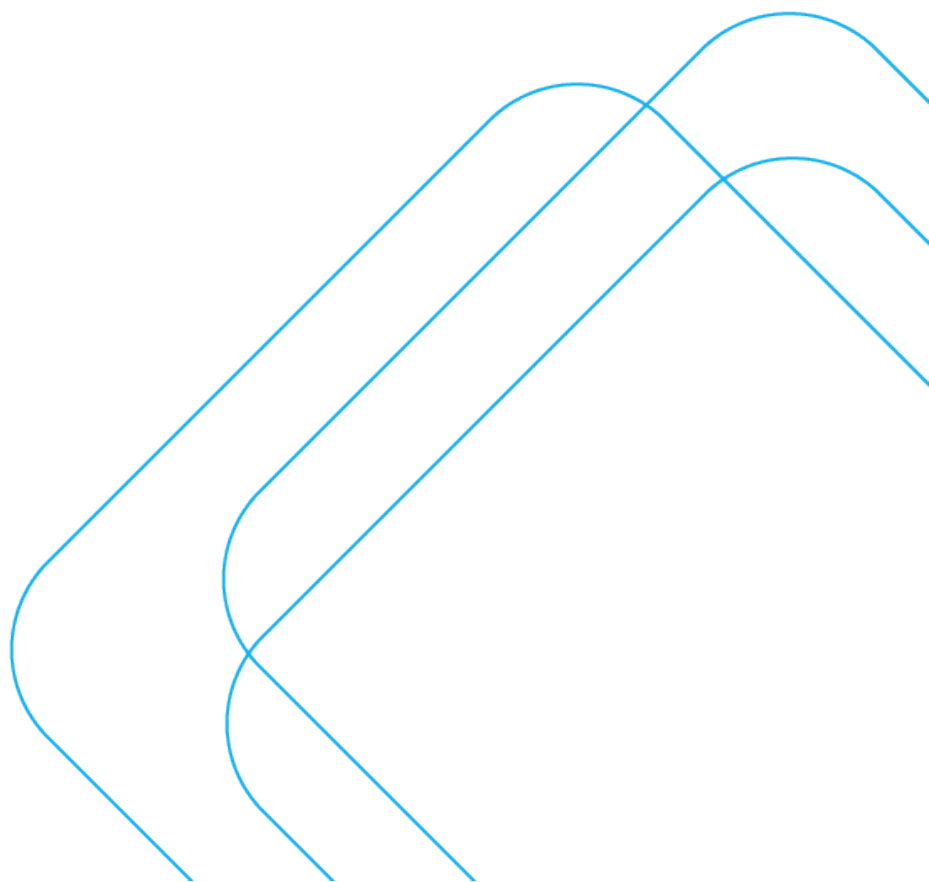
THE PONDS HIGH SCHOOL UPGRADE

Transport and Accessibility Impact
Assessment

19 SEPTEMBER 2025

SCT Consulting acknowledges
the traditional owners of the lands
on which we work.

We pay our respects to Elders
past, present and emerging.



Quality Assurance

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Executive Summary

Site description

The Ponds High School (HS) is located in the suburb of The Ponds, at the northeastern corner of the intersection of Hambledon Road and Riverbank Drive (the site). Riverbank Public School (PS) is located adjacent to the high school, on the corner of Riverbank Drive and Wentworth Street as shown at **Figure E-1**.

Figure E-1 The Ponds High School location



Legend

-  The Ponds HS boundary
-  Riverbank PS boundary



Source: SCT Consulting and Nearmap

The main pedestrian entry point to the school is located on Riverbank Drive, with vehicular access to the two staff parking areas provided on Riverbank Drive and Wentworth Street. There is currently no access to the school from the north due to the location of Council green space which is used as a detention basin.

The 94 bicycle parking spaces and 10 scooter spaces within the school site are well-used and often overflowing.

The dedicated bus bay at the front of the school on Riverbank Drive provides the infrastructure to service six school buses during each of the AM and PM peak periods as well as the public bus route 734 which runs between Blacktown and Riverstone.

There are currently 138 car parking spaces available on the school site, with a number of additional spaces obscured by demountable teaching spaces.

Hambledon Road is a key north-south vehicle route for the local area, and Riverbank Drive provides one of the only continuous east-west routes across the school intake area.

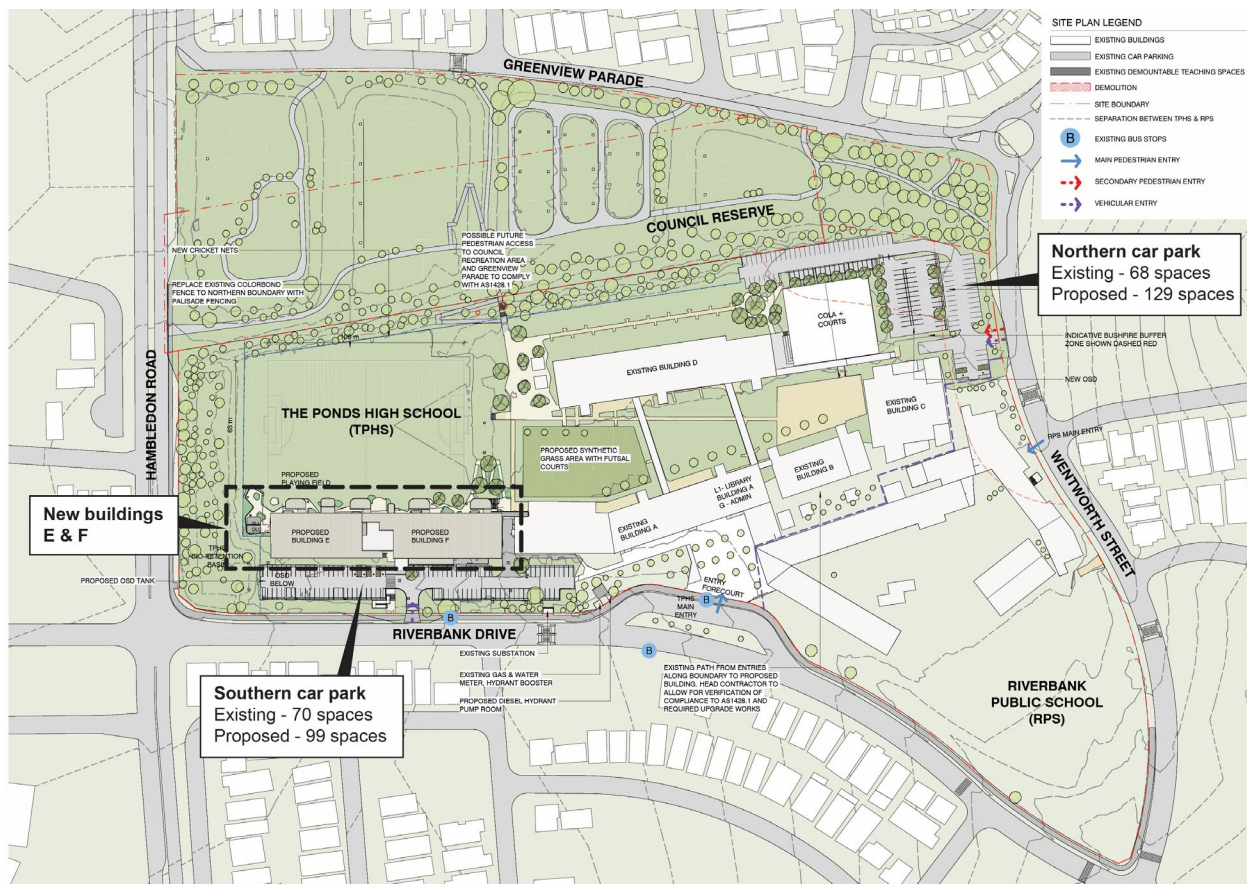
The proposal

The proposed activity relates to upgrades/replacement of demountables with 49 permanent teaching spaces and associated facilities at The Ponds HS, as well as extensions to the existing car parking areas as shown at **Figure E-**.

The following upgrades to access and pedestrian infrastructure are proposed to be implemented under a separate scope of works being managed by SI's Asset Management Unit (AMU) and is subject to reaching a Heads of Agreement for use with Blacktown City Council:

- Pedestrian access to recreation area and Greenview Parade from the north of the school
- New footpath on the southern side of Greenview Parade
- Pedestrian crossing over Greenview Parade.

Figure E-2 The Ponds HS Master Plan



Source: DJRD Architects, 2025

Consultation

The concept design proposal and long list of transport initiatives was presented initially at a Transport Working Group (TWG) in September 2024, and the 90% Schematic Design and refined transport initiatives presented at a second TWG in July 2025.

Planning context

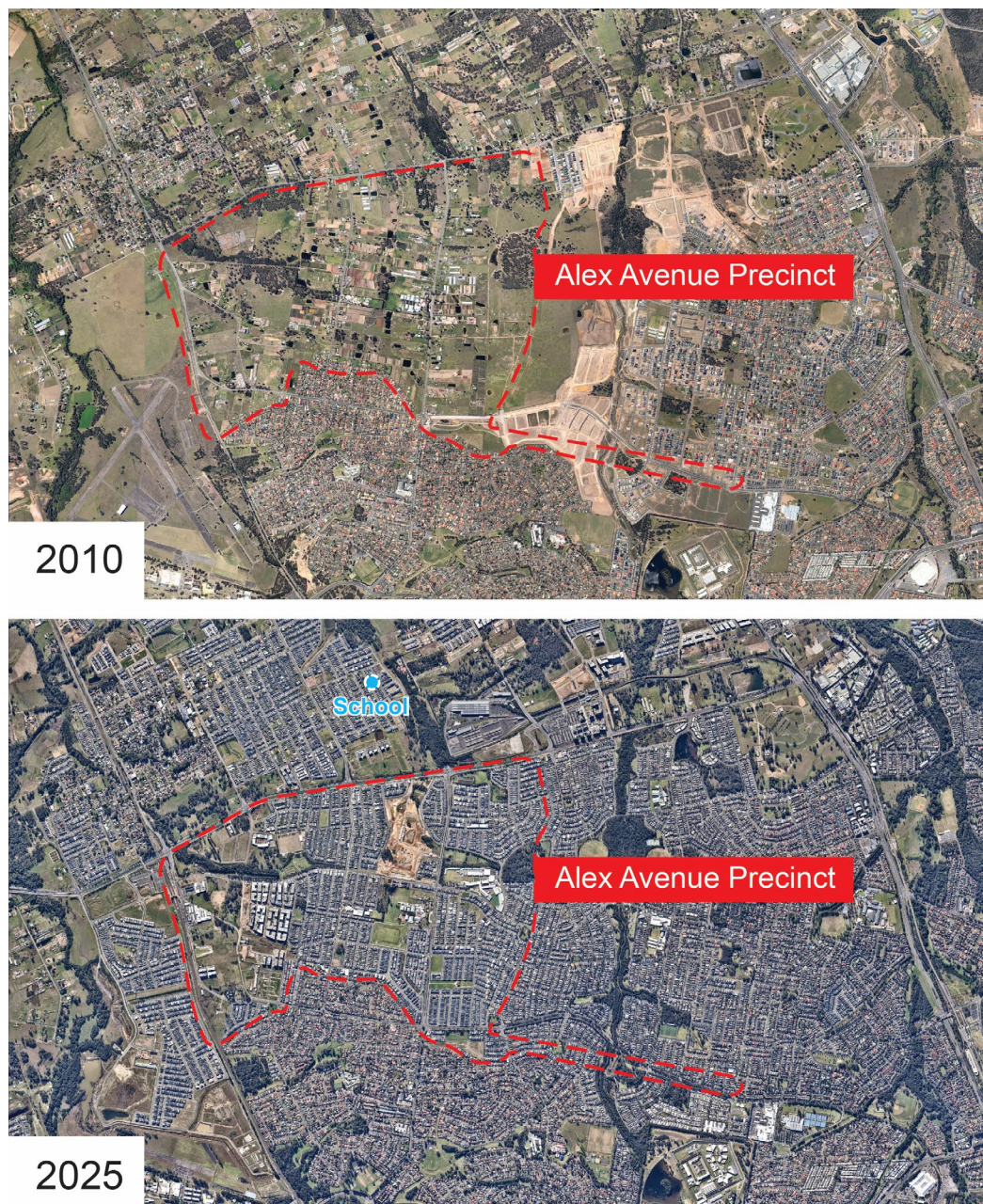
The Ponds HS is located within the Blacktown Council Local Government Area (LGA), specifically within the Riverstone Growth Centre Precinct. The *Blacktown City Council Growth Centre Precincts Development Control Plan* (DCP) is the relevant planning tool that recommends car parking rates.

Enrolment trend

In 2024 there were 2,206 students enrolled at The Ponds HS. This large number of students is a result of rapid residential development of the surrounding suburbs including The Ponds and Kellyville Ridge over the past two decades as shown at **Figure E-**. It is expected that the now-established suburbs which the school intake area covers will accommodate very limited population growth in the foreseeable future which is likely to result in a decline in student numbers attending the school.

Data provided by SI indicates that enrolments at Riverbank PS has dropped to 1,984 in 2025 and will continue to decline by 100 or so students each year, which is expected to be an ongoing trend for the next few years. Meanwhile, enrolment numbers at The Ponds HS will continue to increase in the short term before also declining in the medium term as students move out of the school system.

Figure E-3 Residential growth souring the school, 2010-2025



Source: Nearmap

Analysis & transport proposals

This TAIA has been written based on the understanding this project is a demountable replacement project. That is, that the **new permanent teaching spaces constructed will not generate additional student capacity** at the school but replace temporary buildings that already exist on the site. Therefore, it is assumed that student travel demand to and from the school and staff parking requirements will remain the same as the existing situation.

It should be noted that while student enrolments are likely to continue to rise, this is not due to the construction of new permanent teaching spaces, and it is likely that some demountables will need to be retained on site to meet the growing demand.

Transport to and from the school is currently performing well with bus services, vehicle pick up/drop off and walking and cycling being the main modes of travel.

For this reason, and as there will be no student capacity changes as a result of the new development, the proposal does not include amendments to bus services or kiss and drop provision and associated infrastructure. Proposed initiatives focus on mitigation of safety concerns around the school site and encouraging students to walk and cycle instead of choosing to be dropped off by car/driving themselves.

Blacktown City Council raised issues with the lack of on-site parking at the school (and Riverbank PS) due to demountable placement obscuring spaces, resulting in reliance on on-street car parking for staff. Projections indicate that enrolments at Riverbank PS will continue to drop over the next few years as students move out of primary school and into the high school. This will mean removal of demountables on the primary school site and sufficient car parking spaces becoming available for the projected school population.

Mitigation Measures

Based on the identification of potential issues, and an assessment of the nature and extent of the transport and access impacts of the proposed development, it is determined that:

- The extent and nature of potential impacts are low and will not have significant impact on the locality, community and/or the environment
- Potential impacts can be appropriately mitigated and managed to ensure that there is minimal impact on the locality, community and/or the environment.

The mitigation measures proposed to address the impacts are provided in **Table E-1**. These measures have been discussed with the TWG. The school is already operational with the full scale of student and staff demands, so there is unlikely to be an impact associated with development resulting in replacement of demountable teaching spaces.

Table E-1 Mitigation measures

Project Stage	Measure	Reason for Mitigation Measure	Section of report
C	Install additional bicycle/scooter parking	Providing a safe and convenient place for students (and staff) to store their bicycles/scooters is an important part of encouraging mode shift to cycling.	Section 3.5.2
C	Install double barrier lines on Riverbank Drive	Installing double barrier lines at the location of the kiss and drop on Riverbank Drive would make U-turns illegal and discourage drivers from undertaking this move.	Section 2.4.5
D	Prepare a Construction Traffic Management Plan (CTMP) to inform construction workers and heavy vehicle movements on safe traffic flow and minimise disruption to the school and surrounding areas. The CTMP must include a Construction Worker Access Management Plan (CWAMP) to outline strategies	To minimise traffic disruptions and manage construction-related movement safely.	Section 4.0

Project Stage	Measure	Reason for Mitigation Measure	Section of report
	and measures to manage how construction workers access a construction site including carpooling initiatives.		
O	Appoint a School Travel Coordinator, establish a School Transport Committee, and prepare a Travel Access Guide to address the fact that students prefer arriving by private vehicle, resulting in congestion and delays to other road users.	To reduce congestion caused by private vehicle use and improve overall traffic management.	Section 0
O	Update the School Transport Plan annually for the first two years.	To ensure the plan's ongoing effectiveness and responsiveness to changing conditions.	Section 0
C	The contractor should investigate accommodation within the site compound or allowance for securing/leasing off-site parking for 50 light vehicles to minimise the impact on the availability of on-street parking. Construction worker parking can impact the safety and amenity of surrounding areas. This provision will be included as a clause in the CTMP following consultation with the construction team.	To prevent disruption to residential streets and maintain safety and amenity.	Section 4.1
C	Increase in staff parking spaces to a total of 226 on-site (including 6 accessible spaces). Additional car parking will be released upon realisation of decreased enrolments and subsequent demountable removal on the Riverbank PS site.	To better service staff parking and reduce reliance on on-street parking.	Section 3.5.5

— *Note: Project stages include: (D) Design, (C) Construction, (O) Operation

1.0 Introduction

1.1 Project Context

1.1.1 Introduction

This *Transport Access and Impact Assessment* (TAIA) has been prepared to support a *Review of Environmental Factors* (REF) for the NSW Department of Education (DoE) for demountable replacement/upgrades at The Ponds HS.

The purpose of the REF is to assess the potential environmental impacts of the activity prescribed by *State Environmental Planning Policy (Transport and Infrastructure) 2021* (T&I SEPP) as “development permitted without consent” on land carried out by or on behalf of a public authority under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The activity is to be undertaken pursuant to Chapter 3, Part 3.4, Section 3.37 of the T&I SEPP.

This document has been prepared in accordance with the *Guidelines for Division 5.1 assessments* (the Guidelines) by the Department of Planning, Housing and Infrastructure (DPHI) as well as the *Addendum Division 5.1 guidelines for schools*. The purpose of this report is to assess the transport and traffic conditions associated with the upgrade.

1.1.2 Site description

The Ponds HS is located in the suburb of The Ponds, at the northeastern corner of the intersection of Hambledon Road and Riverbank Drive. Riverbank PS is located adjacent to the high school, on the corner of Riverbank Drive and Wentworth Street as shown at **Figure 1-1**.

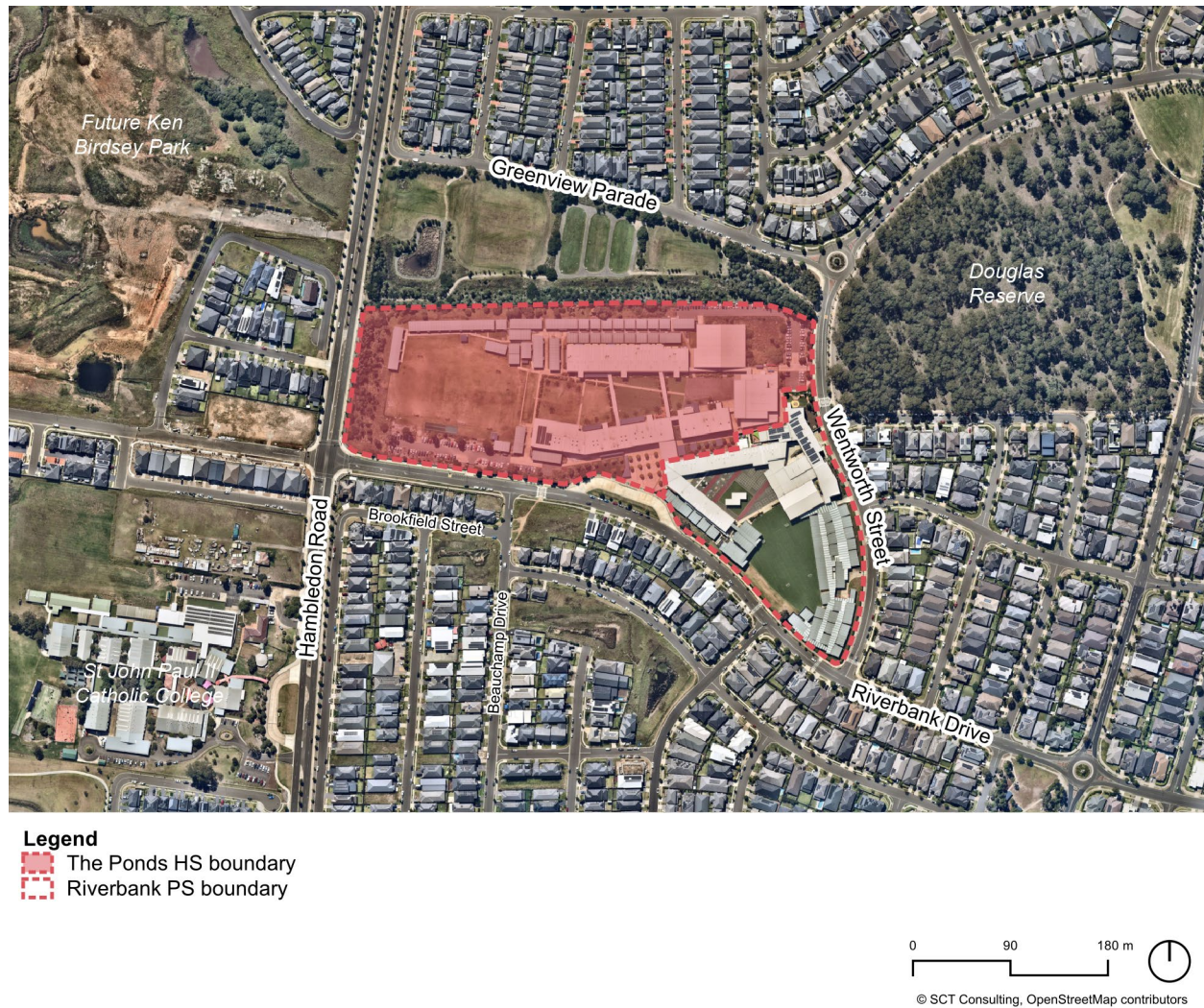
The Ponds HS is located within the Blacktown Local Government Area (LGA) and is surrounded by low-density residential development that has occurred over the last 10-15 years.

The Ponds HS currently comprises 56 permanent teaching spaces (PTS) and 53 demountable teaching spaces (DTS), as well as other school facilities including hall, library, covered outdoor learning area and soccer oval. There are 3 support classes currently operating within the demountables teaching spaces on site.

The site is an irregularly shaped lot with its main frontage and only formal pedestrian access point along Riverbank Drive. The school's boundary also runs along a small portion of Wentworth Street, where a staff car park is located (north-east corner of the site) and provided with driveway access. There is another staff car park in the southwest corner, with driveway access from Riverbank Drive. Together, these car parks offer 138 car spaces on site for staff.

Hambledon Road defines the western edge of the school boundary whilst an expansive area of Council owned green space (used for drainage and water detention) creates a buffer between the school and Greenview Parade.

Figure 1-1 The Ponds High School location



Source: SCT Consulting and Nearmap

1.1.3 Proposal

The proposed activity relates to upgrades/replacement of demountables with permanent teaching facilities at The Ponds HS, specifically comprising the following:

- Construction of two new permanent school buildings Building E and Building F, of three and four storeys, respectively. The buildings comprise classrooms/teaching spaces and amenities
- Expansion of southern car park (+27 additional spaces → total 97 spaces)
- Expansion of northern car park (+61 additional spaces → total 129 spaces)
- Removal of demountables (number to be determined upon construction of new buildings)

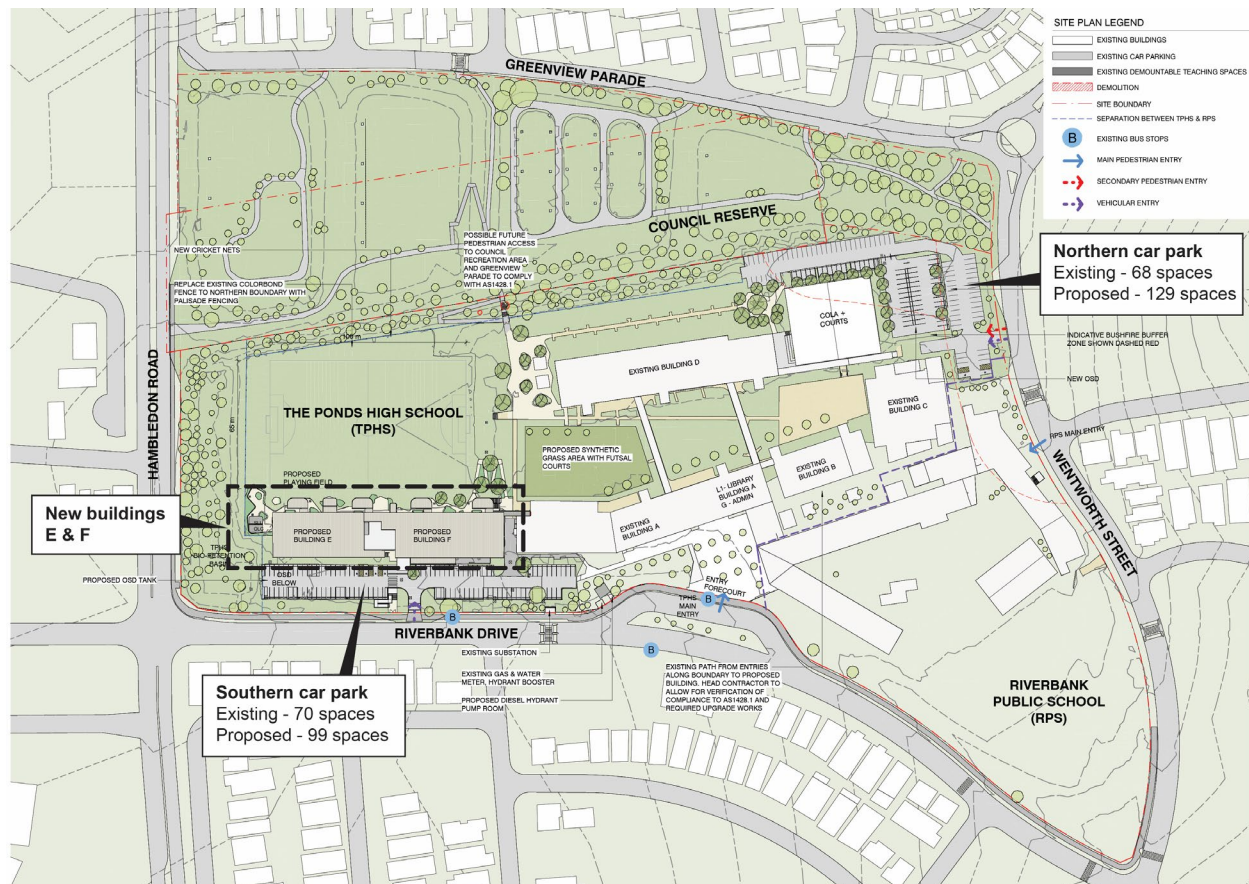
In addition, it is noted that the following upgrades to access and pedestrian infrastructure are proposed to be implemented under a separate scope of works (not part of the REF under consideration) being managed by SI's Asset Management Unit (AMU) and is subject to reaching a Heads of Agreement for use with Blacktown City Council:

- Pedestrian access to recreation area and Greenview Parade from the north of the school
- New footpath on the southern side of Greenview Parade
- Pedestrian crossing over Greenview Parade.

These upgrades will benefit not only the high school, but also students at Riverbank PS. These works are included in the master plan layout, provided in **Figure 1-2**.

This TAIA has been written based on the understanding this project is a demountable replacement. That is, that the new permanent teaching spaces constructed will not generate additional student capacity at the school but replace temporary buildings that already exist on the site. Therefore, it is assumed that student **travel demand to and from the school and staff parking requirements will remain the same** as the existing situation.

Figure 1-2 The Ponds HS Master Plan



Source: DJRD Architects, 2025

1.1.4 Consultation and Technical Working Group summary

NSW Department of Education has consulted with the relevant agencies (including Blacktown Council and Transport for NSW) during the development of the preparation of the Rapid Transport Assessment and this TAIA.

At the time of preparation of this report, two Technical Working Groups (TWGs) had been held on 24 September 2024 and 29 July 2025.

The full minutes of the two TWG meetings are included in **Appendix B** while the key discussion points are summarised as follows.

TWG #1 held on 24 September 2024

- It was noted that a significant number of students enrolled at the school lived within reasonable walking and cycling distances of the school and yet the walking and cycling mode share is low. Car and walking were preferable for high school students with many also choosing to take the bus.

- *The rapid and large student demand that had occurred to date was forecasted to significantly reduce in the coming years as little developable land remained in the area. By 2041, The Ponds HS was forecast to have about 1,200 enrolled students.*
- *Council requested clarity of the number of car parking spaces compared with the staff numbers and noted that only 50% of the staff have parking spaces, which is deficient to what Council requirements are. It was suggested that the proposed additional 50 spaces are not sufficient for the current deficit.*
- *SINSW acknowledged that the number of parking spaces on the constrained school site does not align with the DCP requirements and hopes for a mutually acceptable/ beneficial solution with Council pertaining to the potential use of some of Council's car parks in Ken Birdsey park during school hours. This will facilitate a reduction in staff car parking on-street and increase the efficacy of the Ken Birdsey parking facility during what may be considered an otherwise low use timeframe (school hours).*
- *The trajectory of the reduction of student demand was evident from declining student cohort sizes at the Riverbank PS.*
- *SI had already reduced the school intake area to reduce the student demand pressure on The Ponds HS and would continue exploring opportunities as they arise.*
- *A list of transport initiatives was presented.*

TWG # 2 held on 29 July 2025

- *A representative from TfNSW emphasised the need to reduce staff car mode share and suggested reducing car parking on-site to discourage staff from driving. A Council representative noted that staff require cars for transporting materials and raised concerns that limiting car spaces may result in staff parking on residential streets; car dependency remains due to long commutes in Western Sydney.*
- *A representative from TfNSW questioned the safety and security of the bike parking facilities. SINSW noted that the bike parking areas are located within the school fence line and therefore, secure.*
- *A representative from TfNSW noted the need for secure facilities for staff who cycle, including lockers and showers. It was confirmed that confirmed that end-of-trip facilities are included in the new building works and will be highlighted in the School Travel Plan (STP).*
- *A representative from TfNSW mentioned a planned increase in bus services within 12 months, improving connections to Schofields and Tallawong. Details not able to be released as yet.*
- *A list of transport initiatives was presented.*

1.1.5 Site Visit

SCT Consulting undertook site visits at various times including 8/3/2024, 22/04/2024 (non-school day), 25/4/2024, and 25/02/2025. Key observations of the school transport function during these visits included:

1. Unsafe U-turns upstream on Riverbank Drive to avoid congestion on Wentworth Street generated by pick up bays
2. Some minor missing footpath connections that force people to walk through long grass/dirt (off-site)
3. Traffic congestion along Riverbank Drive and Wentworth Street due to pick up and drop off (lasts around 30mins from 2.45-3.15pm)
4. Constricted footpath width to accommodate parents with umbrellas, children cycling, and walking
5. Limited access to Hambledon Road. Access to Hambledon Road from residential areas east of the school is via Riverbank Drive or Mountain Street (~700m south of the site)
6. Bus bay function and loading operation appeared to be well organised and efficient.

While the pickup time for both schools presented as a hive of activity, most transport elements ran smoothly and the activity on the street had dissipated by 3.30pm (30 minutes after the school bell alarmed).

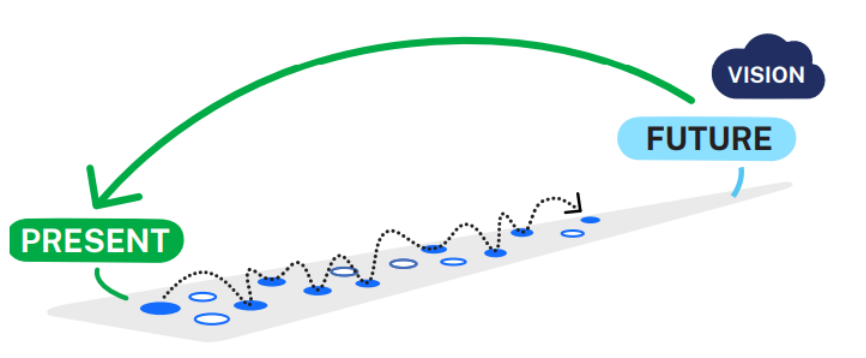
1.2 Planning Context

1.2.1 Future Transport Strategy 2061

Future Transport Strategy 2061 is a strategic document providing future investment, planning, delivery, and operational direction focussed on improving New South Wales's transport system. The strategy adopts a customer-first approach based on Transport for New South Wales's (TfNSW) desired outcomes of improving customer connectivity, creating successful places for the community, and supporting economic activity. The strategy also supports the Government's vision of Six Cities. These six cities will be seamlessly connected and within each of the six cities, customers will be within 30 minutes by public transport to jobs, homes, essential services, and social connections.

A 'vision and validate' approach was adopted during the development of the strategy. As shown in **Figure 1-3**, the approach targets a long-term vision and sets out outcomes to ensure the delivery of the vision for the community.

Figure 1-3 The 'vision and validate' approach



Source: TfNSW; 2023

Relevant to schools, the strategy aims to facilitate students' independent mobility by improving safe walking and bike riding options for travel between home and school and integrating active and public transport. Actions targeted at meeting this aim are:

- Provide safer streets that will allow more students to walk or cycle to school.
- School children in the Six Cities Region should have good access to reliable, accessible public transport where possible. TfNSW will achieve this by partnering with the Department of Education and key stakeholders to:
 - Improve safe walking, cycling, and public transport access to schools.
 - Develop future transport plans to support sustainable travel for students of all abilities to and from school.
- Improve neighbourhood liveability and reduce road congestion alongside new housing through investments such a new walking connection to schools, and safety infrastructure for people riding bikes.
- Prevent an overprovision of parking by improving parking provision and management to encourage sustainable travel behaviour and improve road productivity.

Implication

Infrastructure upgrades within and around the school should prioritise sustainable travel modes and discourage private vehicle usage.

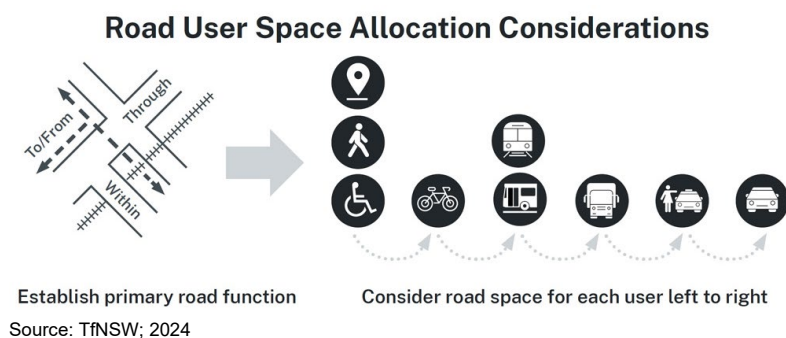
1.2.2 Road User Space Allocation Policy and Procedure

The policy prioritises road user space for different user groups to support road safety, equitable access of space, and to meet place objectives. This allocation can be a physical allocation (for example, a lane delineation) or temporal (e.g. time restricted kerbside use during school peak hours) and considers the following:

- Movement and place function of the road.
- Limited road space to accommodate all competing user needs.

Accordingly, **Figure 1-4** shows the ideal hierarchy of road users to be used in transport planning processes – consideration should be given to walking first and private cars last.

Figure 1-4 Road space user hierarchy



Implication

In line with this policy, active and public transport have been prioritised over private vehicles in the infrastructure planning for Milton Public School, shaping the identified needs and requirements.

1.2.3 TfNSW Active Transport Strategy

The *Active Transport Strategy* draws on the *Future Transport Strategy* and outlines TfNSW's commitment towards delivering safe and connected active transport outcomes across New South Wales. It has the vision of doubling the 1.5 billion current walking and biking trips in New South Wales in the next 20 years. To do so, the strategy aims to remove the barriers to safe and equitable participation in active transport by targeting five focus areas of:

- Enable 15-minute neighbourhoods – walkable and connected neighbourhoods will increase the proportion of short trips by foot
- Deliver connected and continuous cycling networks – an additional 1,000 km of cycleways and supporting infrastructure is intended to be delivered
- Provide safer and better precincts and main streets – to halve fatalities and reduce serious injuries by 30 per cent for pedestrians and cyclists
- Promote walking and riding and encourage behaviour change – to double the number of students walking or riding to school
- Support our partners and accelerate change – the delivery of active transport projects should be accelerated.

In the context of schools, approximately 50 per cent of students are driven to school, despite most school students living within a 20-minute bike ride to school. The plan aspires to double the number of students walking or riding to school through the following key actions:

- Trial Active Travel to School Program in collaboration with Health and Education in more than 50 schools by 2028
- Trial behaviour change interventions including campaigns that encourage sustainable mode shift by 2028
- Work with councils to pilot infrastructure and traffic management initiatives, including temporarily restricting vehicle access on roads adjacent to schools

- Work with Department of Education to provide active transport end-of-trip facilities in schools and ensure safety walking and cycle training are available
- Investigate opportunities for workplace initiatives, incentives and interventions such as e-bike rebates or end-of-trip facilities, to promote active travel to work.

Implication

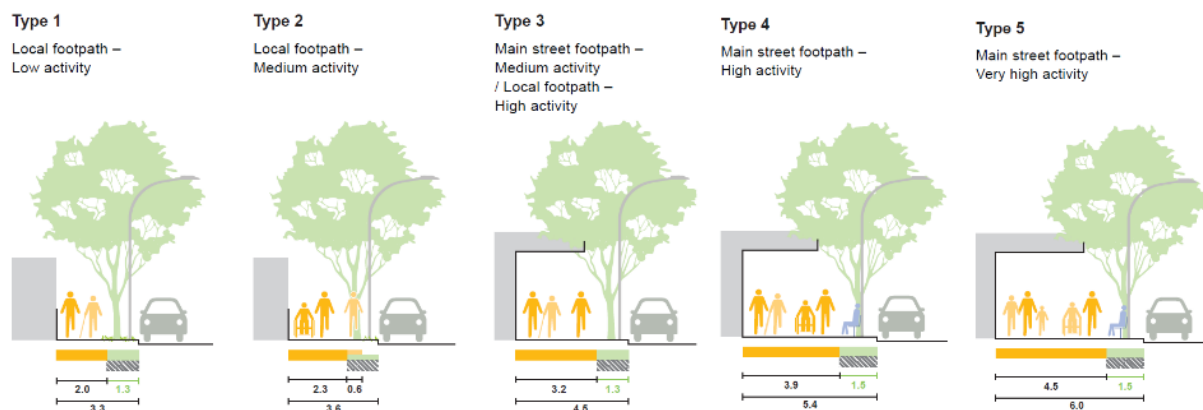
There is a strong emphasis on encouraging more students to travel more sustainably. Accordingly, the transport assessment identifies where improvements can be made to encourage students to travel via active transport.

1.2.4 Walking Space Guide (TfNSW, 2020)

The *Walking Space Guide*, published in 2020, offers a comprehensive set of standards and tools to support those responsible for designing and managing walking spaces on streets. It aims to ensure that sufficient space is allocated to create comfortable, pedestrian-friendly environments that encourage walking.

The guide provides a range of footpath types and typical configurations and widths that vary depending on the street environment present. **Figure 1-5** shows the recommended footpath widths based on likely activity and footpath type. It is important that the footpath arrangement compliments the school environment and is designed to cater for future movement demands of a growing and evolving community.

Figure 1-5 Walking Space Guide – Footpath Types



Source: Transport for NSW, 2020, *Walking Space Guide*

Implication

Any upgrades to the school should consider providing adequate footpath widths to ensure the walking environment is safe and comfort.

1.2.5 Blacktown Local Strategic Planning Statement 2020

The *Blacktown Local Strategic Planning Statement 2020* (LSPS) sets the 20-year planning vision for the Blacktown LGA to 'have sustainable growth, supported by essential infrastructure, efficient transport, a prosperous economy and equitable access to a vibrant, healthy lifestyle'. To achieve this, the LSPS lays out a set of Local Planning Priorities (LPP) including:

- **LPP1** – Planning for a city supported by infrastructure
- **LPP3** – Providing services and social infrastructure to meet people's changing needs
- **LPP5** – Providing housing supply, choice and affordability with access to jobs, services and public transport

- **LPP7** – Delivering integrated land use and transport planning and a 30-minute city
- **LPP14** – Increasing urban tree canopy cover and Green Grid connections.

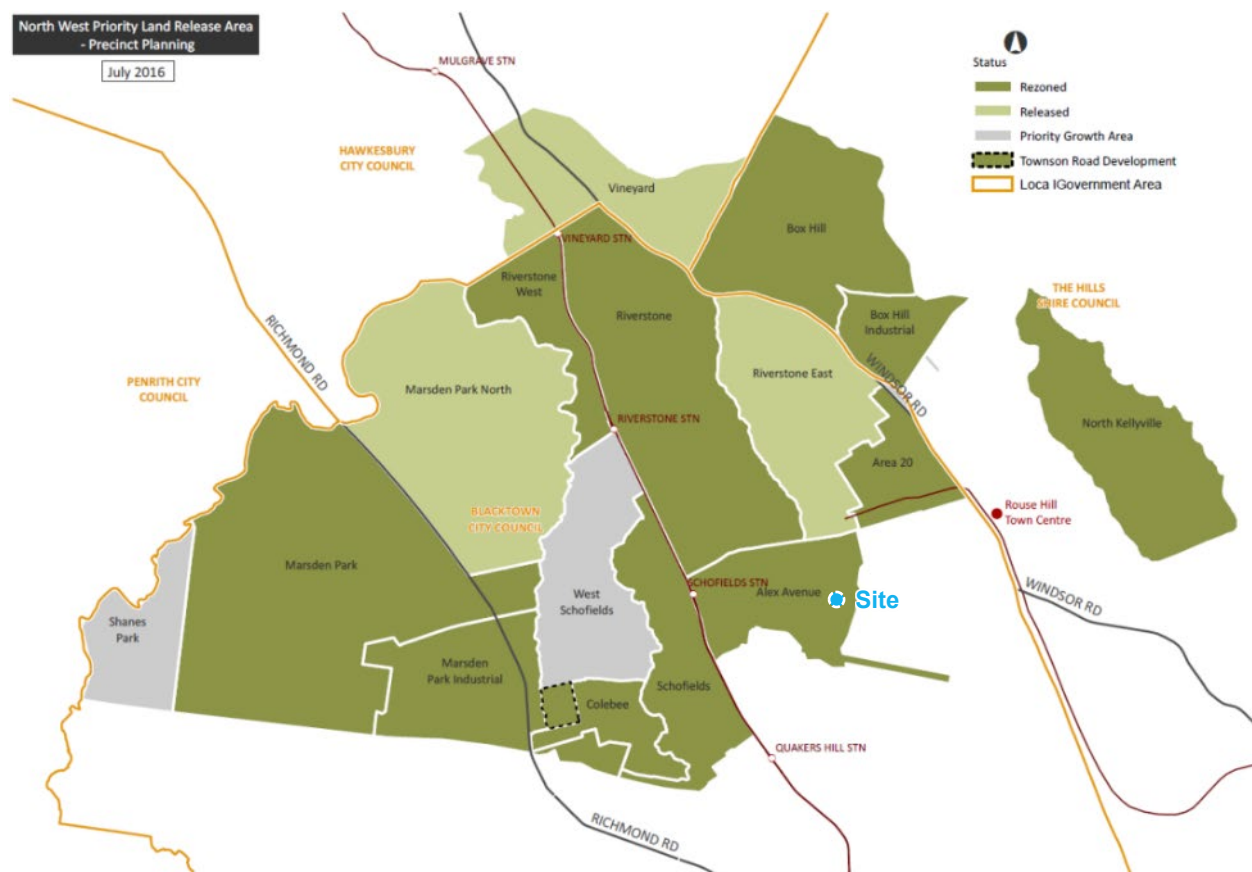
The Riverstone Precinct, where the site sits, aligns with the growth of Greater Parramatta. New housing will be developed in new communities in the North West Growth Area (NWGA) and urban renewal sites at Tallawong and Schofields stations and will provide a diversity of housing types.

1.2.6 Blacktown City Council Growth Centre Precincts Development Control Plan 2010

The *Blacktown City Council Growth Centre Precincts Development Control Plan 2010* (BCC Growth Centre DCP) was prepared to provide additional objectives, controls, and guidelines for development in the Blacktown City Council Growth Centre Precincts. It provides a framework for orderly, efficient, and environmentally sensitive development of the precincts as envisaged by the North West Growth Centre Structure Plan and the *State Environmental Planning Policy (Precinct – Central River City) 2021*.

The BCC Growth Centre DCP, last amended in March 2022, applies to eight precincts within the Blacktown LGA, as illustrated in **Figure 1-6**. The school site is located in the Alex Avenue Precinct, with specific provisions for the precinct included in Schedule 1 of the BCC Growth Centre DCP.

Figure 1-6 Blacktown City Council Growth Centre Precincts

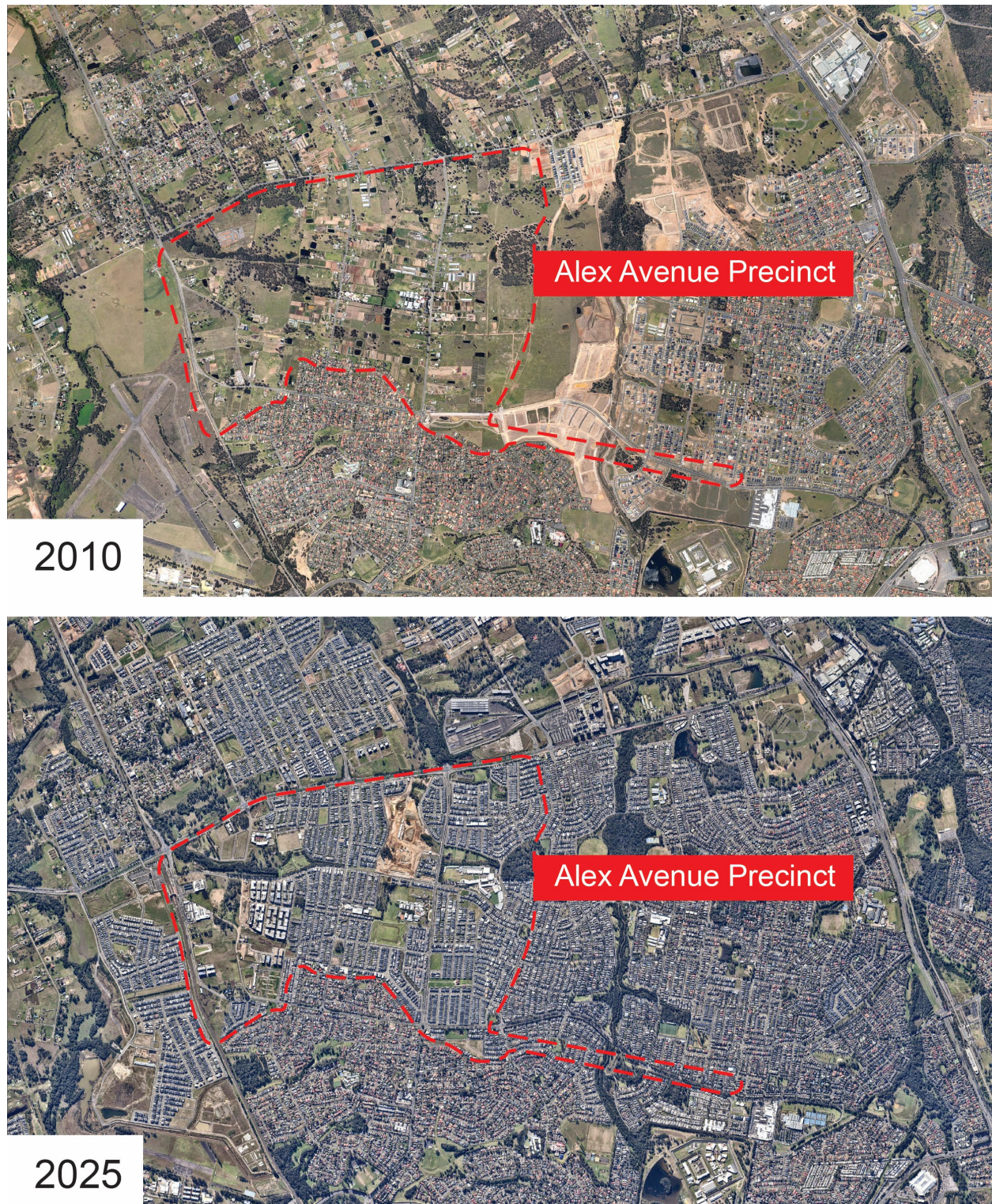


Source: NSW Department of Planning and Environment (now NSW Department of Planning, Housing and Infrastructure), 2022

The delivery of the precinct has been progressing over the last decade and now provides a range of housing types supported by local services, infrastructure, facilities, and employment. As shown at **Figure 1-7**, the Alex Avenue Precinct is now mostly developed.

Section 4.4 of the BCC Growth Centre DCP main body stipulates minimum parking requirements for educational institutions of one space per staff plus one space per 100 students for primary and secondary schools or one space per five students in Year 12 for senior high schools.

Figure 1-7 Development of the Alex Avenue Growth Precinct 2010-2025



Source: Nearmap

1.2.7 Blacktown City Council Integrated Transport Management Plan 2013

The *Integrated Transport Management Plan* (ITMP) sets a long-term vision to address the expected growth in the Blacktown LGA. The ITMP consolidates transport elements from previous transport studies to support sustainable transport growth in the future.

In response to growth within and outside of the Blacktown LGA, the ITMP sets out a vision for a sustainable, equitable, convenient, and safe transport network for all road user groups including children, older people, and

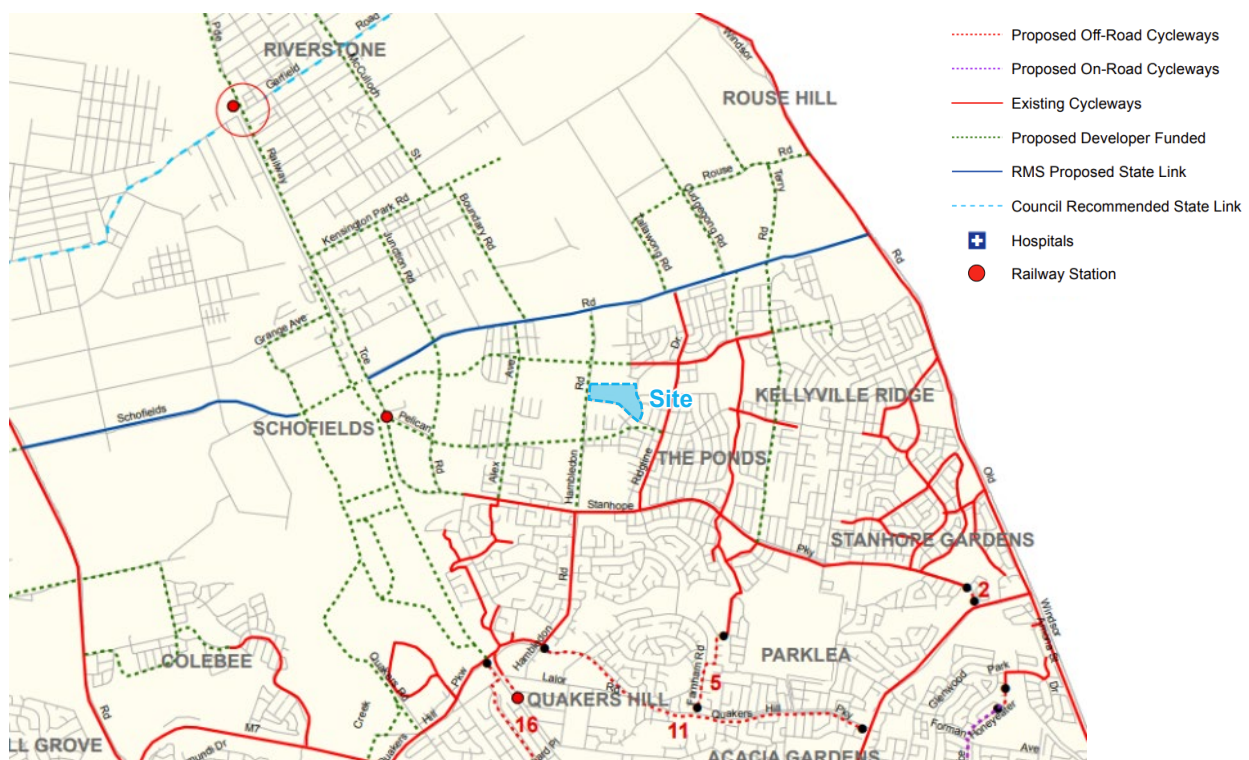
people with disabilities. It outlines priorities and future actions within eight key transport themes, including walking and cycling, public transport, and parking.

Part of that work includes a walking and cycling action plan with the identified actions:

- Progressively implement the Blacktown Bike Plan
- Advocate to the NSW Government to progressively implement regional bike routes as described in the NSW Bike Plan
- Provide bicycle facilities in key locations
- Improve pedestrian priority at traffic signals.

The proposed cycle network as per the Blacktown Bike Plan around the school site is shown in **Figure 1-8**. The cycle network around the site has been delivered mostly as shared paths, including those along Hambledon Drive, Riverbank Drive, and Ridgeline Drive. This is discussed further in **Section 2.4.2**.

Figure 1-8 Blacktown Bike Plan around the school site



Source: Blacktown City Council, 2016, *Blacktown Bike Plan*

Implication

The cycling network around the school has been delivered in line with the ITMP, enabling cycling as an attractive mode of transport.

1.2.8 Ken Birdsey Park

Blacktown City Council and the NSW Government are collaborating to deliver a new 20-hectare park at Sciberras Avenue, Schofield, just west of the school on the opposite side of Hambledon Road. This new park will include four sports fields for soccer and cricket, cricket nets, community amenities building for local clubs, a children's playground with a range of equipment and two public car parking areas.

Figure 1-9 Ken Birdsey Park proposal



Source: <https://www.blacktown.nsw.gov.au/Sport-recreation/Parks-and-recreation-directory/Ken-Birdsey-Park>

2.0 Existing conditions

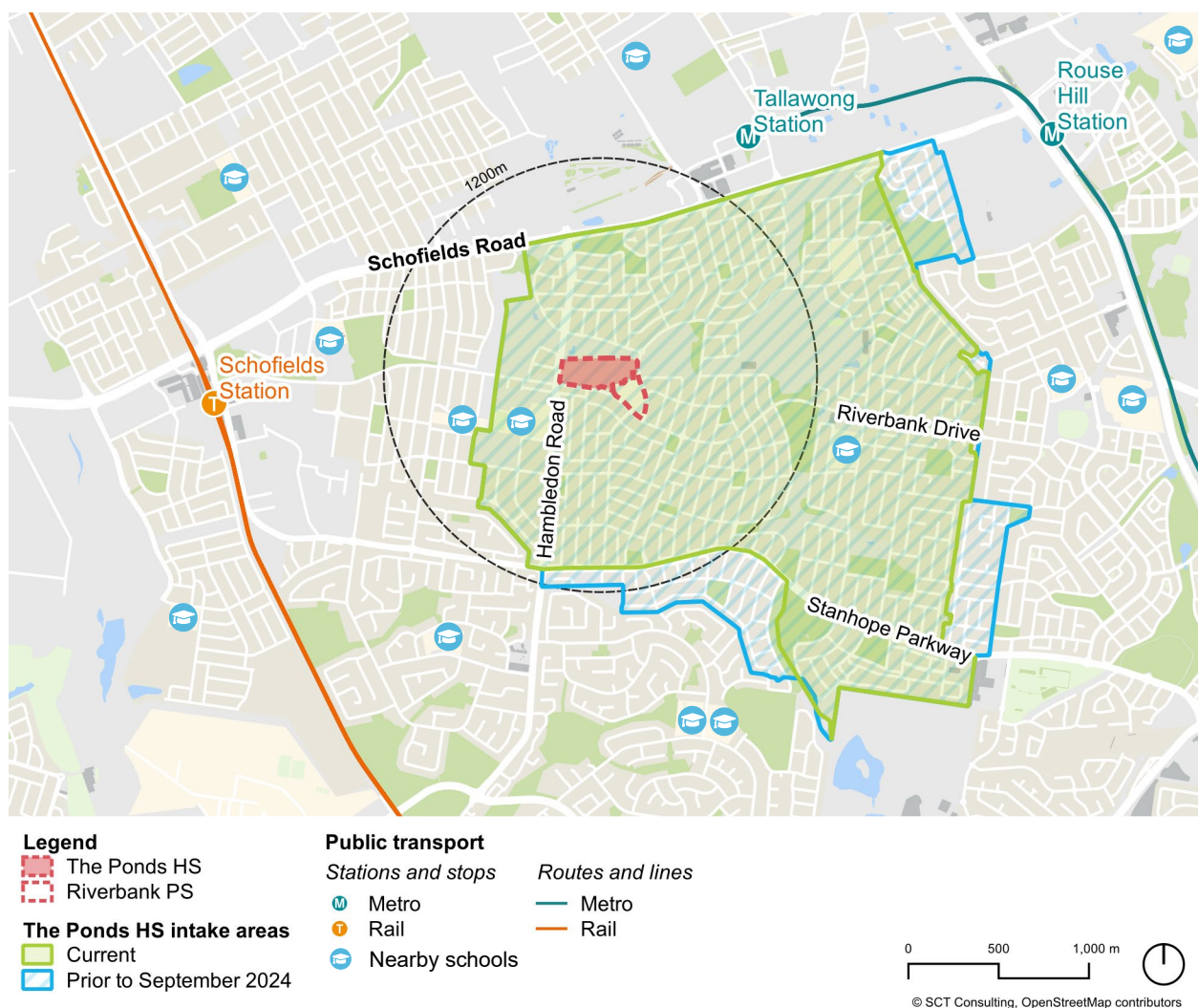
2.1 School location and intake area

As described at **Section 1.1.2**, The Ponds HS boundary is defined by Hambledon Road, Riverbank Drive, Wentworth Street and Council owned open space to the north.

The current student intake area (shown in green at **Figure 2-1**) spans from Schofields Road in the north, down to Stanhope Parkway in the south. The intake area is skewed toward the east of the school, encompassing most of the residential areas of The Ponds and Kellyville Ridge.

In September 2024, portions of the intake area (shown in blue at **Figure 2-1**) in the northeast, southeast, and south were removed to reduce the number of students in future years due to capacity constraints and the existing size of the school.

Figure 2-1 The Ponds High School intake area



Source: School Infrastructure NSW, 2024

2.1.1 Development of The Ponds

The suburb of The Ponds and the surrounding Kellyville Ridge have been the subject of significant growth over the past two decades. As shown at **Figure 2-2** (left), the area around the school site in 2009 was relatively undeveloped, comprising large lot housing and agricultural land.

In 2024, the surrounding areas are close to built out (as shown in **Figure 2-2** (right)), particularly towards the east of the school site. It is anticipated that there will be very few additional dwellings in the area, and as a result, the number of students enrolling in Riverbank PS and The Ponds HS is expected to decline.

Figure 2-2 Aerial images around the school site in 2009 (left) and 2024 (right)



Source: Nearmap, 2009; Nearmap, 2024

As children who moved into the precinct when it was first developed grow through the school system, and their families continue to reside in the same location, the number of school aged children within the intake area is decreasing. The enrolment trend at Riverbank PS began to decline in 2023 and is expected to continue to drop over the coming years. A similar trend is likely to occur for The Ponds HS from around 2029.

2.2 Bell times

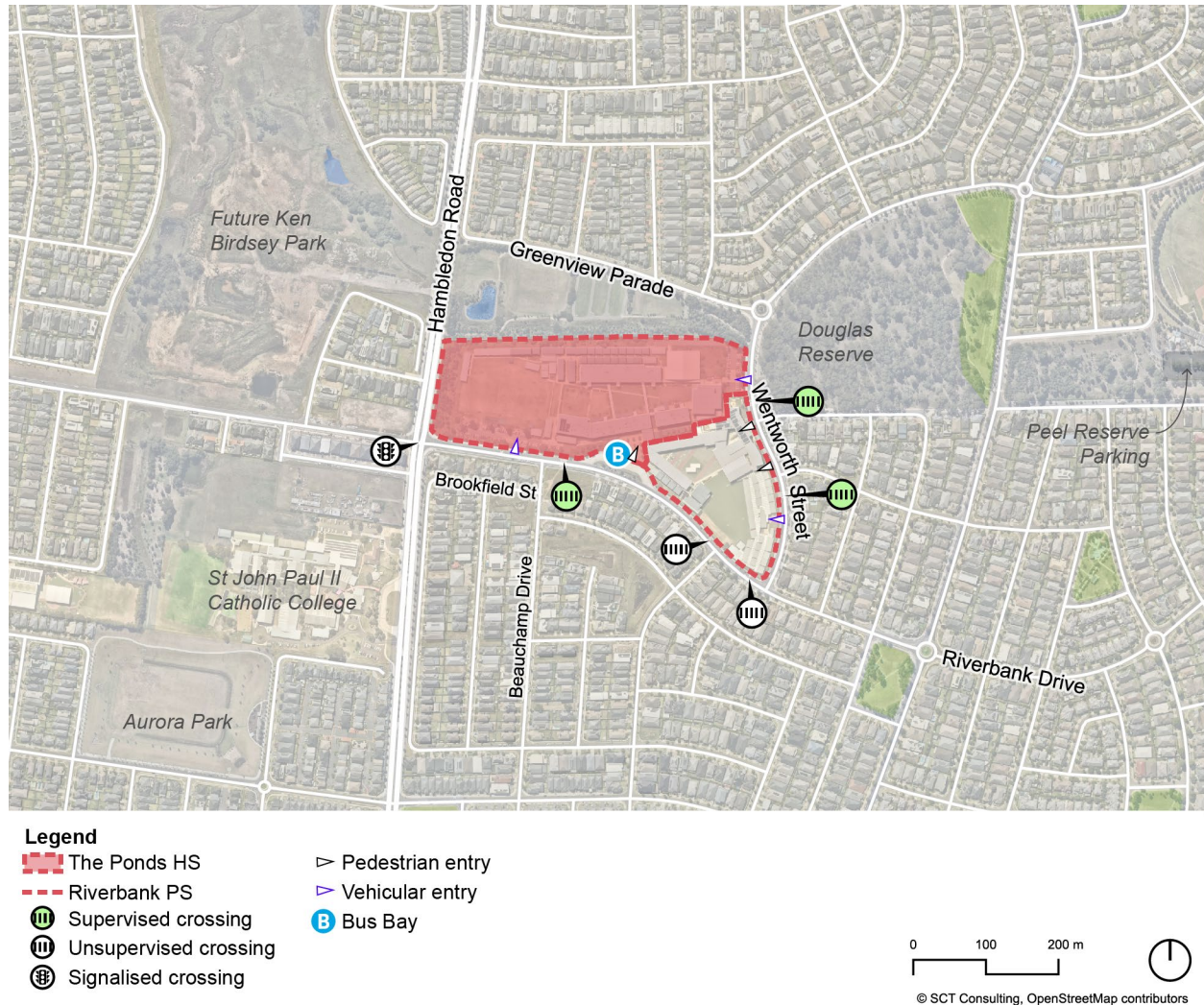
In order to cater for the large number of students attending The Ponds HS and Riverbank PS, the schools implement staggered bell times at both the beginning and end of the school day. The school start times are 8.30am for The Ponds HS and 8.45am for Riverbank PS. The Ponds HS finishes later at 3pm and Riverbank PS finishes at 2.45pm.

The staggered bell times assist in managing arrival and departure congestion within the kiss and drop zone and pavement space for walking and cycling. Some students who attend Riverbank PS may wait in the school ground to be picked up with older siblings who attend The Ponds HS.

2.3 Access arrangements

The current access and transport arrangements around the school site are shown in **Figure 2-3**.

Figure 2-3 Access arrangements



Source: Base map from Nearmap, 2024 | Annotated by SCT Consulting

Vehicle entrances to The Ponds HS are located on both Riverbank Drive and Wentworth Street. Surface car parks are located immediately next to the driveways within the school boundary. The main pedestrian entrance to the school is located on Riverbank Drive, next to a dedicated bus bay which caters for public and school bus services.

There is currently no access for pedestrians and vehicles from the northern boundary of the school. The lack of access from the north makes walking and cycling less attractive from this direction due to longer distances to access the school via one of the entry points on Riverbank Drive or Wentworth Street.

Access to the school from the north is constrained by Council-owned land which is currently used as a detention basin. Land along the northern edge of the school site boundary is at a higher level than the Council-owned land, and a number of well-established trees (on Council land) further separate the two land parcels. There are six pedestrian crossings available on Riverbank Drive and Wentworth Street. Three of the six are supervised – one on Riverbank Drive and two on Wentworth Street. It is understood that the school has made a request for all crossings to be supervised due to student demand and safety concerns.

Pedestrian access is constrained to The Ponds HS, with its main entry point located on Riverbank Drive and, no access provided from the north.

2.4 Transport network

2.4.1 Walking network

Footpaths are provided along most streets around the school and are supported by six pedestrian crossings on Riverbank Drive and Wentworth Street, as depicted in **Figure 2-4**.

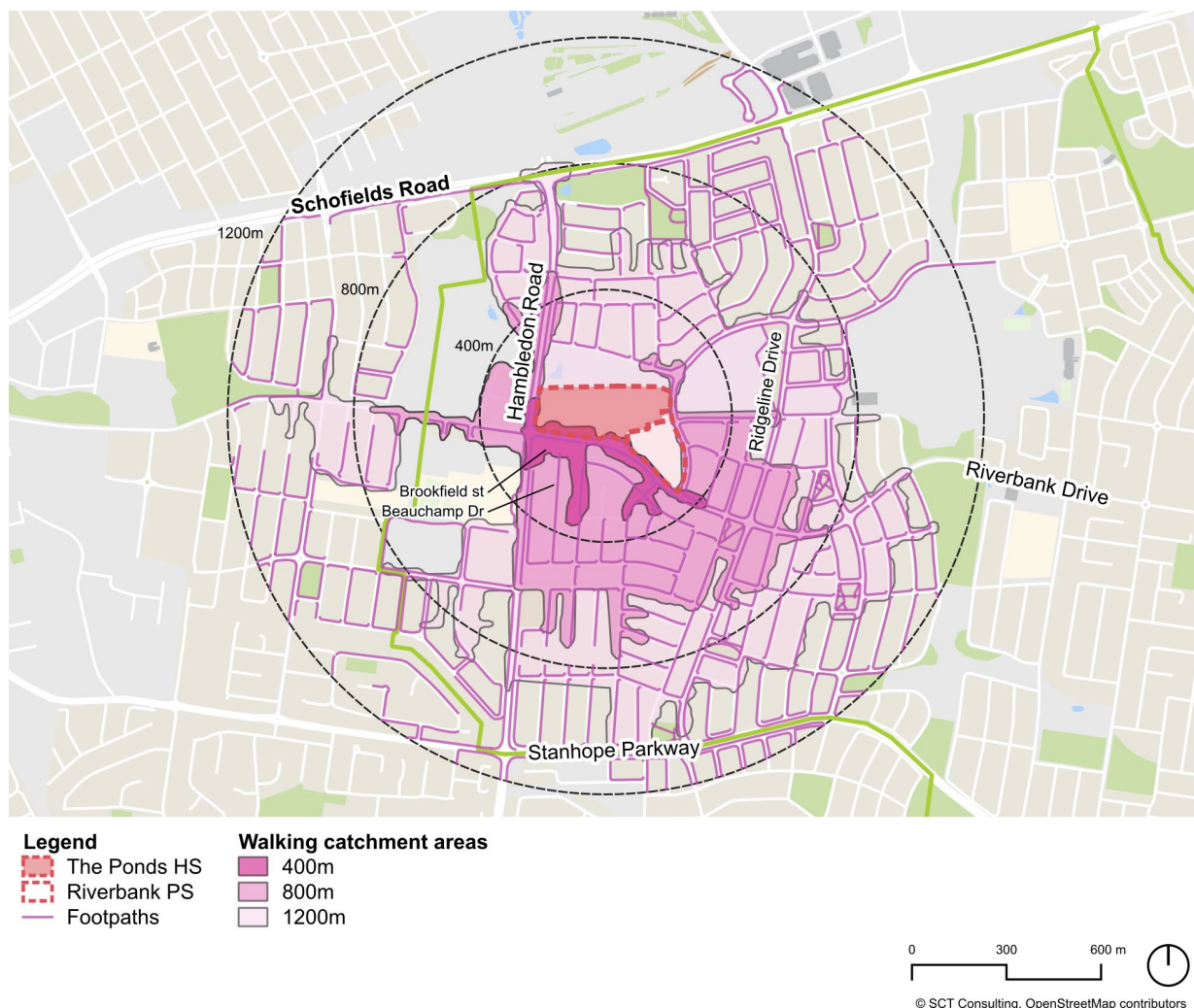
Figure 2-4 Walking and cycling infrastructure surrounding the school



It is also worth noting the low level of tree canopy in the local area that may encourage more walking to and from school due to the comfort of shade that they provide. As the suburb is still relatively young, street trees that exist are yet to reach maturity.

As there is only one pedestrian entrance to The Ponds HS on Riverbank Drive, the walking catchments of 400 and 800-metres are considerably small and mostly encompass areas to the east and south of the school (**Figure 2-5**). A small area to the west of the school (outside of the intake area) along Riverbank Drive is within the 800m-1.2km walking catchment, while areas within the intake area to the west of the school are not.

Figure 2-5 Walking catchment from The Ponds HS



Gaps in the provision of walking facilities include any pedestrian crossing and footpath amenity along the southern side of Greenview Parade and certain sections of Beauchamp Drive and Brookfield Street.

Table 2-1 identifies the number of students living within the walking catchments based on 2024 anonymised student location data.

Table 2-1 Number of students living within walking catchments

Walking distance	Number of students living in walking catchment (2024)*	% of total enrolments (2024)
0-400m	131	6%
0-800m	611	28%
0-1.2km	1,049	48%

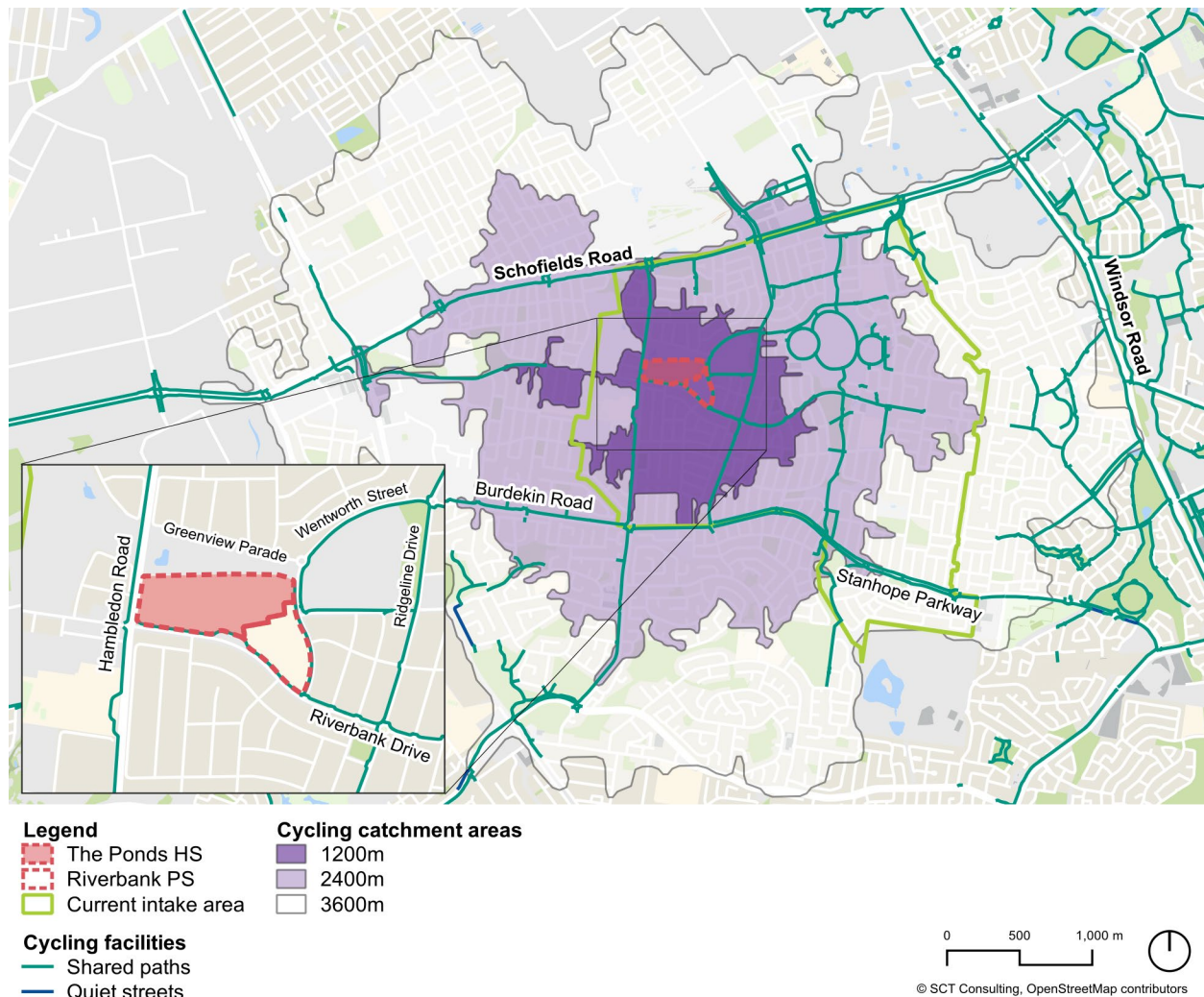
*Source: Anonymised student location data, 2024 provided by SI

For a high school a 1.2km walk is seen as a reasonable distance to walk to school (around 10-15 minute walk), particularly given the relatively flat topography and provision of pedestrian pathways within this catchment.

2.4.2 Cycling network

This assessment considers cycling catchments of up to 3.6km or about a 15-minute cycle journey from the pedestrian entrance to The Ponds HS. The cycling catchments and existing cycling facilities are shown in **Figure 2-6**.

Figure 2-6 Existing cycling facilities



Cycling in the area surrounding the school is supported by a network of shared paths along main roads, including an east-west connection along Schofields Road. Shared paths along local streets including Hambledon Road, Stanhope Parkway and Burdekin Road, provide a safe network for students to access the school from surrounding residential areas. It should be noted however, that cycling facilities on residential streets and laneways are limited, however students under the age of 16 are permitted to cycle on footpaths.

There are 94 bike and 10 scooter parking spaces available within the school which are very well used.

The surrounding shared path network provides reasonable coverage of the intake area, which likely contributes to the popularity of cycling to school. Existing bicycle parking on site is often full-overflowing.

Table 2-2 provides the number of students living within the cycling catchments based on 2024 anonymised student location data.

Table 2-2 Number of students living within cycling catchments

Cycling distance	Number of students living in cycling catchment (2024)*	% of total enrolments (2024)
0-1.2km	1,052	48%
0-2.4km	1,753	79%
0-3.6km	2,043	93%

*Source: Anonymised student location data, 2024 provided by SI

For a high school 2.4-3.6km is seen as a reasonable distance to cycle to school (around 10-15 minute journey), particularly given the relatively flat topography and provision of footpaths within this catchment.

2.4.3 Public transport

Public transport services around the school site are shown in **Figure 2-7**.

Figure 2-7 Public transport services



Source: Transport for NSW, 2025

2.4.3.1 Rail

Schofields Station and Tallawong Station are the closest rail stations to The Ponds HS. However, both are approximately a 2.4km walk away from the school (30-35 minutes) which is not considered a reasonable walking distance for most people.

Both stations are outside of the school intake area and link to areas further abroad, making train travel a potential option for staff (Rouse Hill Station is just 15 minutes away via bus and walking), however an unlikely option for students. This is evident in the travel mode survey results provided at **Section 2.4.8.2**.

Travel to the school by rail is not popular due to the distance between the stations and the school.

2.4.3.2 Bus

The Ponds HS has a dedicated bus bay (**Figure 2-8**) which is serviced by six school buses during each of the AM and PM peak periods as well as the public bus route 734 which runs between Blacktown and Riverstone, serving nearby residential areas, including Kellyville Ridge, Stanhope Gardens, and Parklea. Additionally, bus stops on Ridgeline Drive to the east of the school—served by route 752—are within walking distance and offer connections to Blacktown and Rouse Hill Station. Buses take about six minutes between the stops and Rouse Hill Station.

Some of the school bus routes overlap for a large portion of their lengths, including routes 6078, 6080, and 6084; and routes 6081, 6083, and 6095.

When overlaid with the bus routes serving the schools, it is evident that the existing bus routes primarily focus on students living east of the school in Kellyville Ridge and Stanhope Gardens. Students living west of the school, on the other hand, only have access to public bus routes. There is also a large bus service gap to the west of Hambledon Road. This aligns with the student intake area which is skewed to the east of the school.

Figure 2-8 School bus bay



Table 2-3 summarises the bus services available within a short walk from the school.

It should be noted that most bus services arrive at the school well before school start time (8.30am) or just after, which may not be convenient or desirable for some. In the afternoon, buses depart from the school between 3.05 and 3.30pm which better aligns with the afternoon bell time.

Table 2-3 Public bus and school bus arrival and departure times

Bus route	Stop	Origin/Destination	Arrival/departure time	
			AM peak	PM peak
Public buses				
734	The Ponds HS	Blacktown – Riverstone	8.02am 8.35am	3.12pm 3.49pm
		Riverstone – Blacktown	8.11am 8.48am	3.28pm
752	Ridgeline Drive at Estuary Crescent	Blacktown – Rouse Hill	8.02am 8.46am	3.17pm 3.58pm
		Rouse Hill – Blacktown	7.59am 8.38am	3.12pm 3.46pm
School buses				
6078	The Ponds HS	From Merriville Rd at Vinegar Hill Rd, Kellyville Ridge	8.00am	
6080		From Stanhope Parkway	8.00am	
6081		From Sentry Drive opposite Parklea Drive	8.00am	
6083		From Conrad Road Yarrandale Street intersection	8.00am	
6095		From Acacia Gardens	8.00am	
6084		From Perfection Avenue, Stanhope Gardens	8.03am	
6605		To Stanhope Gardens Reserve		3.05pm
6607		To Merriville Road at Vinegar Hill Road, Kellyville Ridge		3.07pm
6611		To Parklea		3.07pm
6615		To Parklea via Stanhope Gardens		3.08pm
6610		To Perfection Avenue, Stanhope Parkway		3.09pm
6606		To Sentry Drive opposite Parklea Drive		3.10pm

Bus travel to and from school for students is a popular mode of travel with 6 dedicated school buses operating in the morning and afternoon, and 2 public bus routes available.

2.4.3.3 On Demand service

The Ponds On Demand bus service covers the residential area around The Ponds between Windsor Road to the east and Railway Terrace to the west.

The service allows customers to book a ride with no fixed timetables through a mobile application. The ride is often shared with other passengers travelling in a similar direction, while the pick-up/drop-off locations are confirmed via the application. Peak-time rides of up to 3km cost \$3.20 for adults and \$1.60 for holders of a concession card.¹

¹ Cooee Busways, 2025 January, [Cooee Busways](#), accessed 19 February 2025.

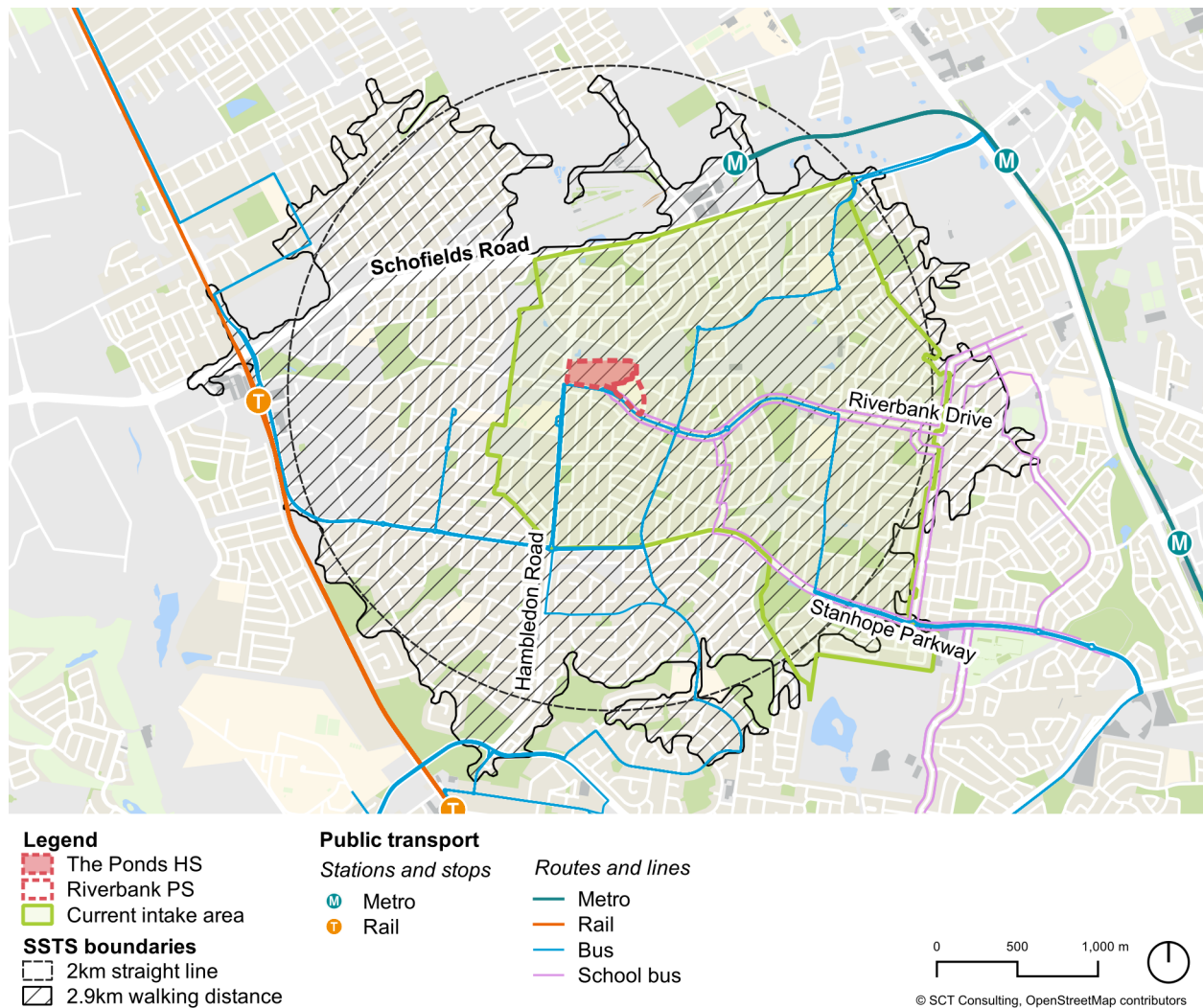
2.4.4 Student Subsidised Travel Scheme

The Student Subsidised Travel Scheme (SSTS) provides subsidised public transport for students to and from their homes and school. For secondary school students to be eligible for the SSTS, it is required that students live either:

- More than 2km straight-line distance from school, or
- At least 2.9km by the most direct practical walking route to the nearest entry point to the school.

Figure 2-9 illustrates the SSTS boundaries from The Ponds HS and the existing public transport services.

Figure 2-9 Student Subsidised Travel Scheme and bus routes to/from The Ponds High School



Source: School Infrastructure NSW, 2024; Transport for NSW, 2025

Table 2-4 shows the eligibility for SSTS but were beyond what is considered a reasonable walk (1.2km) and the number of students who were eligible living within the intake area, and outside of it.

Table 2-4 SSTS Eligibility

Accessibility group	Actual (on path)	
	#	% of total enrolments
Not eligible for SSTS but beyond 1,200 walk	701	32%
Eligible for SSTS	456	21%
		(74 students in area, 382 out of area)

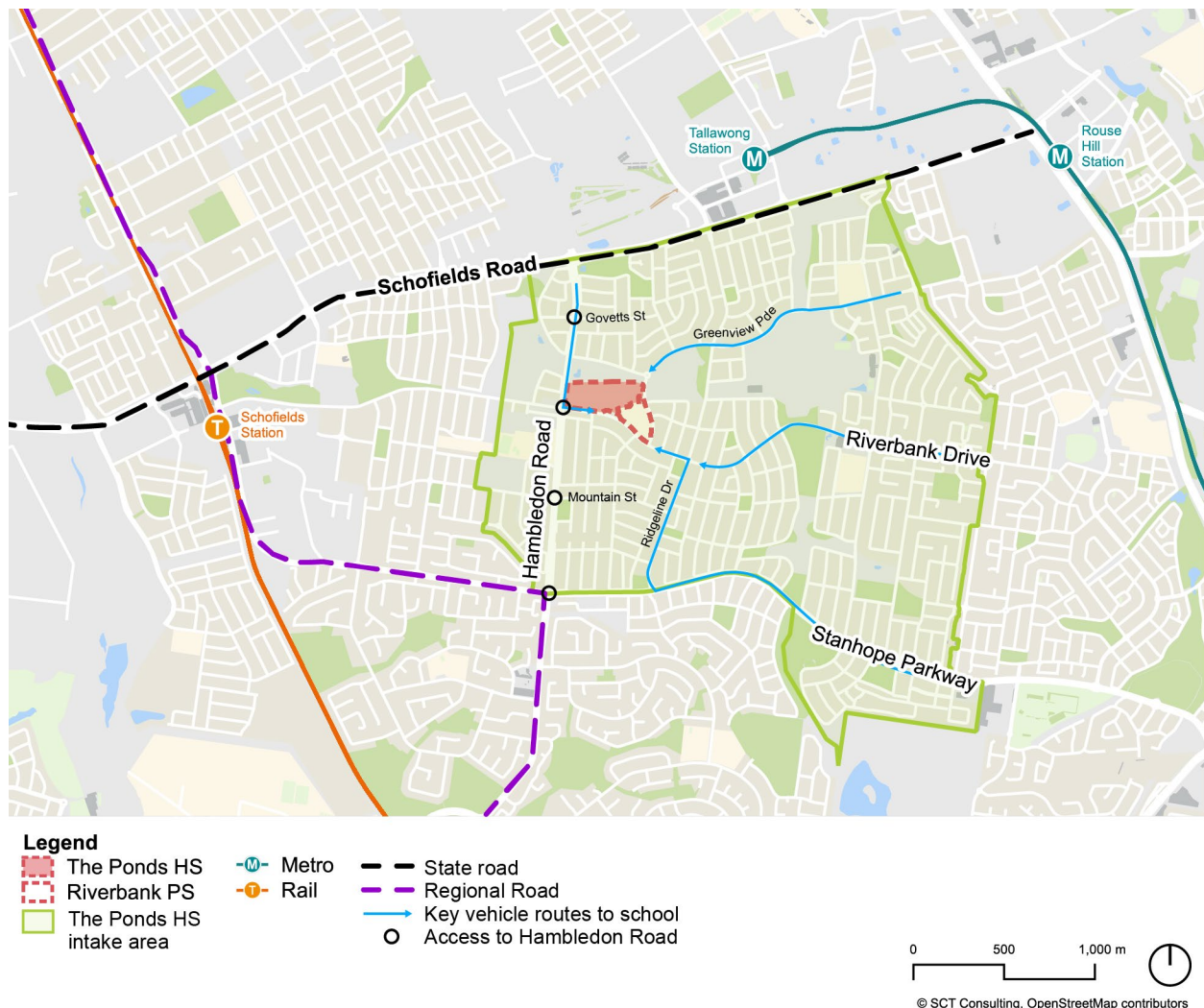
*Source: Anonymised student location data, 2024 provided by SI

In the 2024 school year only 21% were eligible for the SSTS, most of whom were living outside of the school intake area, mostly in Kellyville Ridge and Stanhope Gardens.

2.4.5 Road network

The road network surrounding The Ponds HS is shown at **Figure 2-10**.

Figure 2-10 The road network and key routes to school



Schofields Road (located to the north of the school site) is the closest state road that performs an important role in the vehicular network in an east-west direction.

More locally, **Hambledon Road** is a sub-arterial road with two-lanes in each direction, running in a north-south direction and linking Schofields Road with Quakers Hill Parkway in the south. Hambledon Road defines the western boundary of the school and is classified as a regional road from its intersection with Stanhope Parkway to the south.

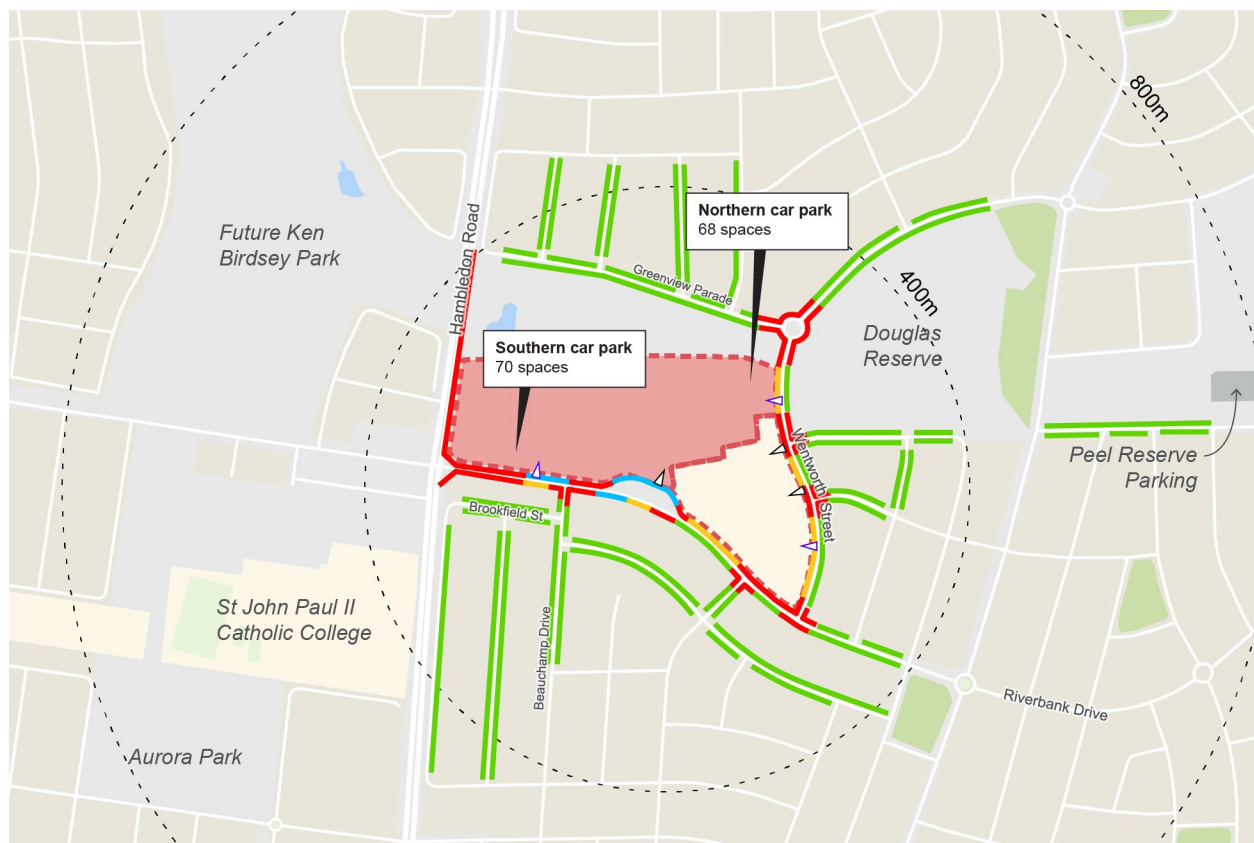
The road network within residential areas to the east of the site is constrained by limited crossings of Second Ponds Creek and green space associated with it including Douglas and Peel Reserves. Residential communities are accessed by a circuitous web of roads, with only a handful providing direct access through the precinct and onto Hambledon Road as shown at **Figure 2-10**. **Riverbank Drive** is the only road between Schofields Road and Stanhope Parkway that provides a continuous link across the intake area in an east-west direction and also provides access to Hambledon Road. This is likely to make it a key vehicle route to school, and also in and out of the local area more broadly.

Greenview Parade provides a similar route to the north however does not provide direct access to Hambledon Drive, while Ridgeline Drive is likely to be a key route to school from the north/south for the same reasons.

2.4.6 Parking

Parking on the school grounds is demonstrated at **Figure 2-11**.

Figure 2-11 Parking arrangements around the school site



Legend

- | | |
|--|--|
| The Ponds HS | Pedestrian entry |
| No stopping | Vehicular entry |
| Unrestricted | |
| Bus zone | |
| Kiss and drop | |

Source: Base map from Nearmap, 2024 | Annotated by SCT Consulting

In summary, parking on site is provided for staff as follows:

- 138 car parking spaces, including 70 spaces accessible from the Riverbank Drive entrance and 68 spaces from the Wentworth Street entrance
- 94 bicycle parking spaces
- 10 scooter parking spaces

A number of additional car spaces within both parking areas are currently unable to be used due to the placement of demountables.

In 2024 there were 145 staff employed at The Ponds HS. This results in a car parking spaces to The Ponds HS staff member ratio of close to 1. It should be noted however that 10 car spaces on the high school site are currently used by staff at the Riverbank PS, due to parking on the site being obstructed by demountable teaching spaces. As the number of students attending the Riverbank PS drops as anticipated, the number of demountables, staff and car parking spaces required will also reduce. As demountables are removed, parking spaces will be made available again.

Kiss and drop zones are available close to pedestrian entrances along both Riverbank Drive and Wentworth Street. Due to the presence of bus zones on Riverbank Drive, the kiss and drop zones on the road are either on the opposite side of the entrances or slightly away from the entrances on the same side of the road.

Other arrangements include no stopping zones which are predominantly implemented along kerbs on Hambledon Road, Riverbank Drive, and Wentworth Street. Meanwhile, unrestricted parking zones are available along the southern kerb on Riverbank Drive, east of the school bus bay, as well as the eastern kerb on Wentworth Street and on both sides of Greenview Parade. Bus zones are located along Riverbank Drive, specifically at the bus bay, west of the bus bay on the northern kerb, and on the southern kerb opposite the bus bay.

2.4.7 Travel patterns within the Blacktown LGA

Table 2-5 summarises the travel patterns of residents commuting to work within the Blacktown LGA and Greater Sydney (for comparison) for 2021 and 2016 (pre-COVID).

Table 2-5 2016/2021 Census method of travel to work

Method of travel	Blacktown LGA		Greater Sydney	
	2021	2016	2021	2016
Train	4.6%	15.7%	4.1%	16.2%
Bus	1.1%	4%	1.4%	6.1%
Car, as driver	40%	60.7%	34.2%	52.7%
Car, as passenger	3.5%	5.1%	2.6%	3.9%
Truck	0.6%	1%	0.6%	0.9%
Motorbike/scooter	0.2%	0.4%	0.4%	0.7%
Bicycle	0.1%	0.2%	0.4%	0.7%
Walked only	0.7%	1.1%	2.3%	4%
Worked at home	33.1%	2.5%	38.9%	4.4%

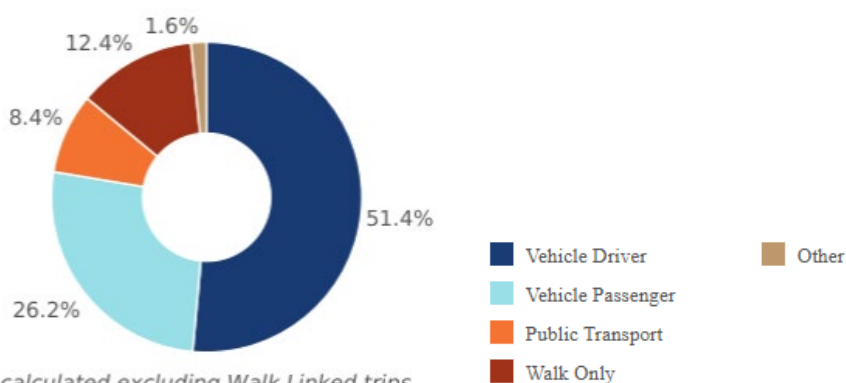
Source: [Method of travel to work | Blacktown City Council | Community profile](#)

The data indicates that car travel during and before COVID was by far the most popular mode of travel to work for residents of the Blacktown LGA.

Figure 2-12 summarises the 2023/24 Household Travel Survey (HTS) data for the Blacktown LGA.

Compared to method of travel to work surveys, the HTS shows a similar overall trend of high dependence on car use and lower public transport use. However, as HTS includes different trip types, the data shows that there is a higher propensity for residents to walk for non-work trips (12.4 per cent) compared to journey-to-work trips (people are less likely to work within walking distance). Interestingly, when analysing these trips by purpose, 12.9% of all trips were made for the purpose of education/childcare.

Figure 2-12 Mode Share split in 2023/24 for Blacktown LGA



**Mode Share is calculated excluding Walk Linked trips*

Source: [Data by LGA | Transport for NSW](#)

2.4.8 School travel behaviour

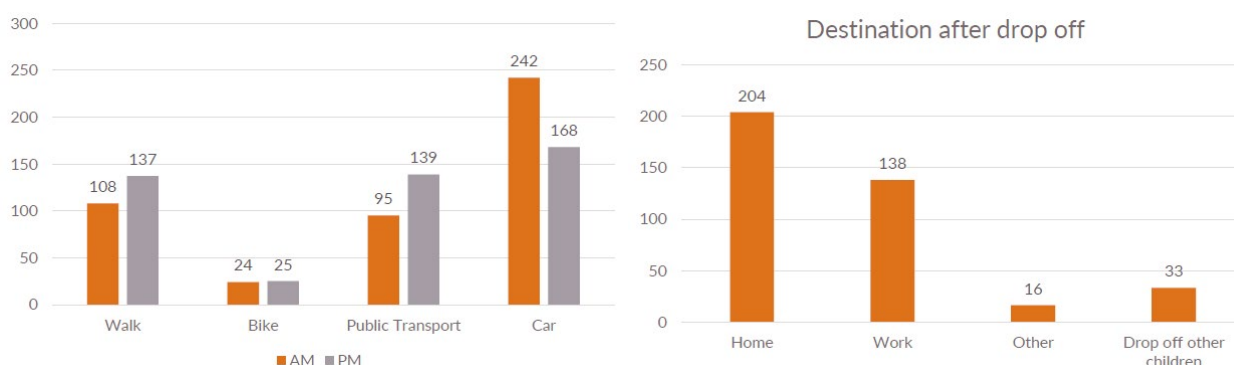
2.4.8.1 2022 Survey

A student travel mode survey conducted in 2022 by Frank Turquoise indicated that while 35% of students lived within a 15-minute walk to school only 23% and 29% of students surveyed choose to walk to and from school (respectively). These results are shown at **Figure 2-13**.

It was also found that 52% of students arrived by car in the morning and, 36% leaving by car in the afternoons.

A staff travel survey in the same year noted that 99% of staff were choosing to drive to school, arriving early to ensure that were able to get a parking spot at or close to the school.

Figure 2-13 Number of students by travel mode



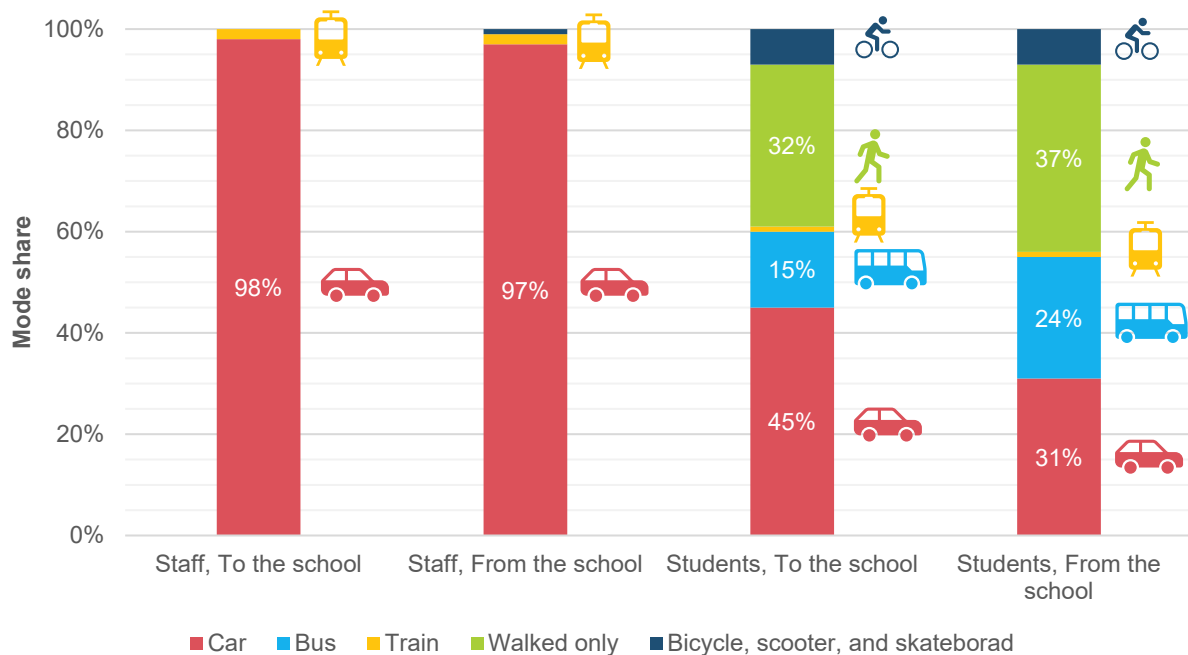
Source: Frank Turquoise, 2022

2.4.8.2 2024 Survey

A school travel survey was undertaken in August 2024 to develop an understanding of the existing travel mode share of staff and students at The Ponds HS. A total of 121 staff members and 349 students responded to the survey, accounting for nearly all of the staff and about 15 per cent of all enrolled students. While the percentage of students surveyed was low, the results showed a similar trend to the 2022 survey with car travel remaining the most popular, walking the second most popular travel mode followed by bus and cycling.

The travel mode share of staff and students travel is shown in **Figure 2-14**.

Figure 2-14 Existing travel mode share from the 2024 school travel survey



Source: 2024 School travel survey

The findings of the survey were as follows:

Staff

- Almost all staff responded to the travel survey which provided a strong picture of the travel pattern.
- Staff used very similar modes to travel to and from the school.
- Almost all staff travelled to/from the school by car, either as a driver or a passenger. This is likely due to the lack of public transport services between their places of residence and the school and the teachers' desire for convenience in transporting teaching materials.
- Very few staff walked or rode public transport, each making up less than a one per cent mode share.

Students

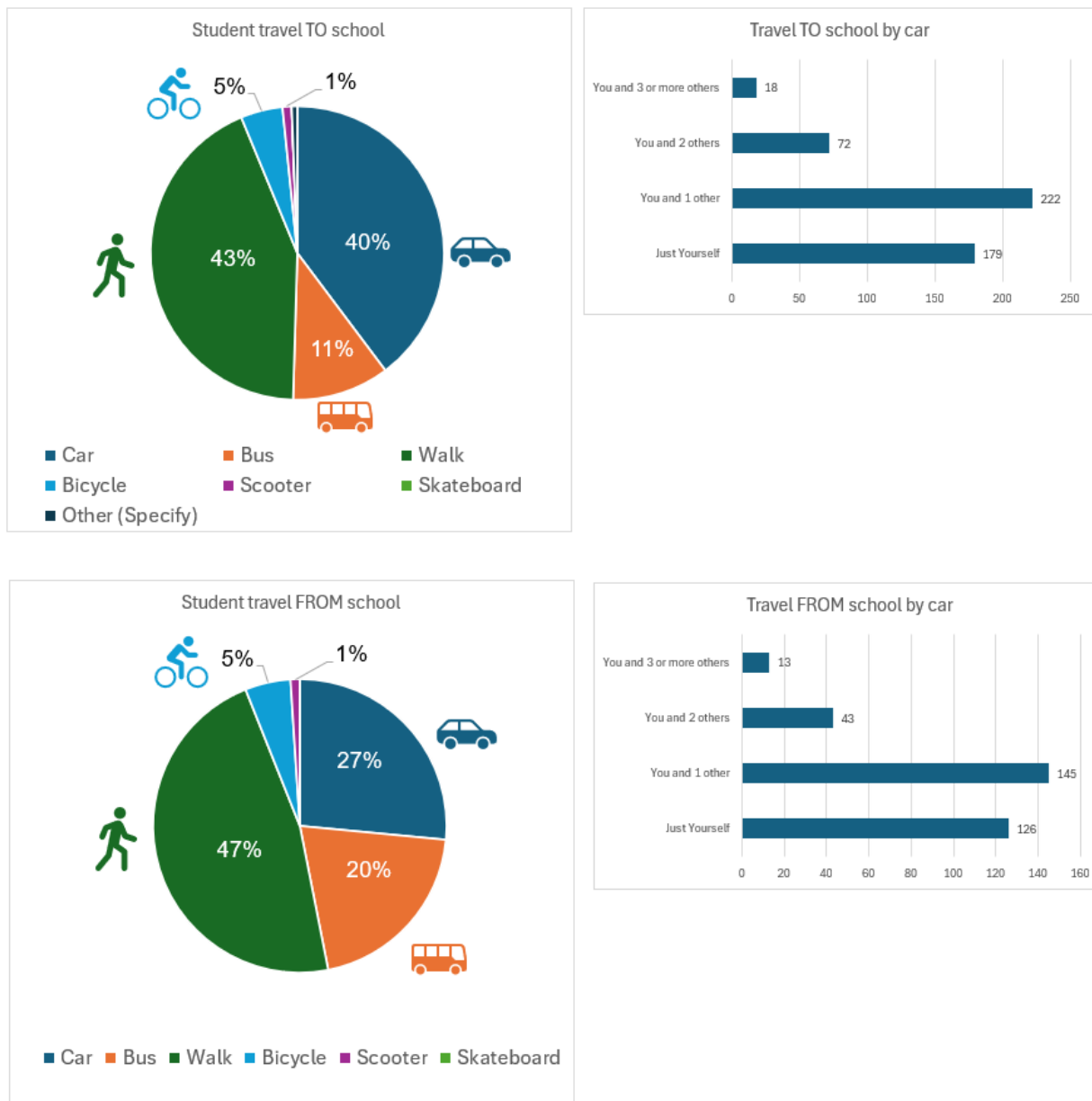
- Car was found to be the primary travel mode among students. Further, more students travelled by car to the school in the morning (45 per cent) than from the school in the evening (31 per cent).
- Walking mode share aligned with the proportion of students living within walking distance of the school, i.e., about one-third of the students.
- Fifteen per cent of the respondents rode the bus to the school, and 24 per cent from the school.

2.4.8.3 2025 Student Travel Survey

Another student school travel survey was undertaken in July 2025 due to the low number of responses in. A total of 1688 students responded to the survey, accounting for about 73 per cent of all enrolled students.

The resulting student travel mode share is shown at **Figure 2-15**.

Figure 2-15 Travel mode share from the 2025 student travel survey – TO and FROM school



Source: 2025 Student travel survey

In summary, the survey demonstrated that:

- Walking is popular although there is still some room for additional uptake based on the number of students living within walking distance, compared with the percentage of students who told us they are walking
- Car travel is more popular in the morning than the afternoon
- Bus is more popular in the afternoon than the morning
- 5% of students told us that cycle to and from school (approx. 115 students)
- Travel to and from school by car is usually with one other person (a sibling/friend) or alone

3.0 Project proposal

3.1 The master plan

As outlined in **Section 1.1.3**, proposed works at The Ponds HS includes replacement of demountables with permanent teaching facilities. Key elements (also shown at

- Construction of two new permanent school buildings Building E and Building F, of three and four storeys, respectively. The buildings comprise classrooms/teaching spaces and amenities
- Expansion of southern car park (+27 additional spaces → total 97 spaces)
- Expansion of northern car park (+61 additional spaces → total 129 spaces)
- Removal of demountables (number to be determined upon construction of new buildings)

In addition, it is noted that the following upgrades to access and pedestrian infrastructure are proposed to be implemented under a separate scope of works (not part of the REF under consideration) being managed by SI's AMU and is subject to reaching a Heads of Agreement with Blacktown City Council:

- Pedestrian access to recreation area and Greenview Parade from the north of the school
- New footpath on the southern side of Greenview Parade
- Pedestrian crossing over Greenview Parade.

Figure 3-1) include:

- Construction of two new permanent school buildings Building E and Building F, of three and four storeys, respectively. The buildings comprise classrooms/teaching spaces and amenities
- Expansion of southern car park (+27 additional spaces → total 97 spaces)
- Expansion of northern car park (+61 additional spaces → total 129 spaces)
- Removal of demountables (number to be determined upon construction of new buildings)

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- Pedestrian access to recreation area and Greenview Parade from the north of the school
- New footpath on the southern side of Greenview Parade
- Pedestrian crossing over Greenview Parade.

THE PONDS HIGH SCHOOL (TPHS)

RIVERBANK PUBLIC SCHOOL (RPS)

Greenview Parade

Hambledon Road

Wentworth Street

Riverbank Drive

COCA + COURTS

EXISTING BUILDING D

EXISTING BUILDING C

EXISTING BUILDING B

EXISTING BUILDING A

PROPOSED BUILDING E

PROPOSED BUILDING F

PROPOSED PLAZA/FIELD

PROPOSED SYNTHETIC GREEN AREA WITH FUTSAL COURTS

PROPOSED DIESEL HYDRANT PUMP ROOM

EXISTING GAS & WATER METER HYDRANT BOOSTER

EXISTING SUBSTATION

EXISTING PATH FROM ENTRIES ALONG BOUNDARY TO PROPOSED BUILDING HEAD CONTRACTOR TO ALLOW FOR VERIFICATION OF COMPLIANCE TO AS468.1 AND REQUIRED UPGRADE WORKING

EXISTING BUS STOPS

MAIN PEDESTRIAN ENTRY

SECONDARY PEDESTRIAN ENTRY

VEHICULAR ENTRY

INDICATIVE BUSHFIRE BUFFER ZONE SHOWN DASHED RED

NEW OSD

RPS MAIN ENTRY

TPHS MAIN ENTRY

TPHS SECONDARY ENTRY

TPHS UNDERPASS

PROPOSED OSD TANK

REPLACE EXISTING COLORBOND FENCE TO NORTHERN BOUNDARY WITH PALISADE FENCING

POSSIBLE FUTURE PEDESTRIAN ACCESS TO COUNCIL RECREATION AREA C AND GREENVIEW PARADE TO COMPLY WITH AS468.1

NEW CRICKET NETS

COUNCIL RESERVE

SITE LEGEND

- EXISTING BUILDINGS
- EXISTING CAR PARKING
- EXISTING DEMOUNTABLE TEACHING SPACES
- DEMOLITION
- SITE BOUNDARY
- SEPARATION BETWEEN TPHS & RPS
- EXISTING BUS STOPS
- MAIN PEDESTRIAN ENTRY
- SECONDARY PEDESTRIAN ENTRY
- VEHICULAR ENTRY

Northern car park
Existing - 68 spaces
Proposed - 129 spaces

Southern car park
Existing - 70 spaces
Proposed - 99 spaces

The Ponds High School Upgrade | Transport and Accessibility Impact Assessment

3.2 Transport initiatives

As the proposal for upgrades at The Ponds HS is to replace temporary (demountable) teaching spaces with new permanent teaching spaces, there will be no increase in travel demand generated by the development. It is important to note, however that rapid growth of The Ponds HS and Riverbank PS has resulted in both schools operating beyond their original planned capacity.

For this reason, this report recommends transport initiatives to continue to encourage students and staff to travel to and from school by sustainable modes, limiting traffic congestion and improving safety.

The initiatives provided at **Table 3-1** have been included in the proposal with a view to improving travel options, safety and congestion around the school. It should be noted that many of these initiatives will benefit students and staff at Riverbank PS also.

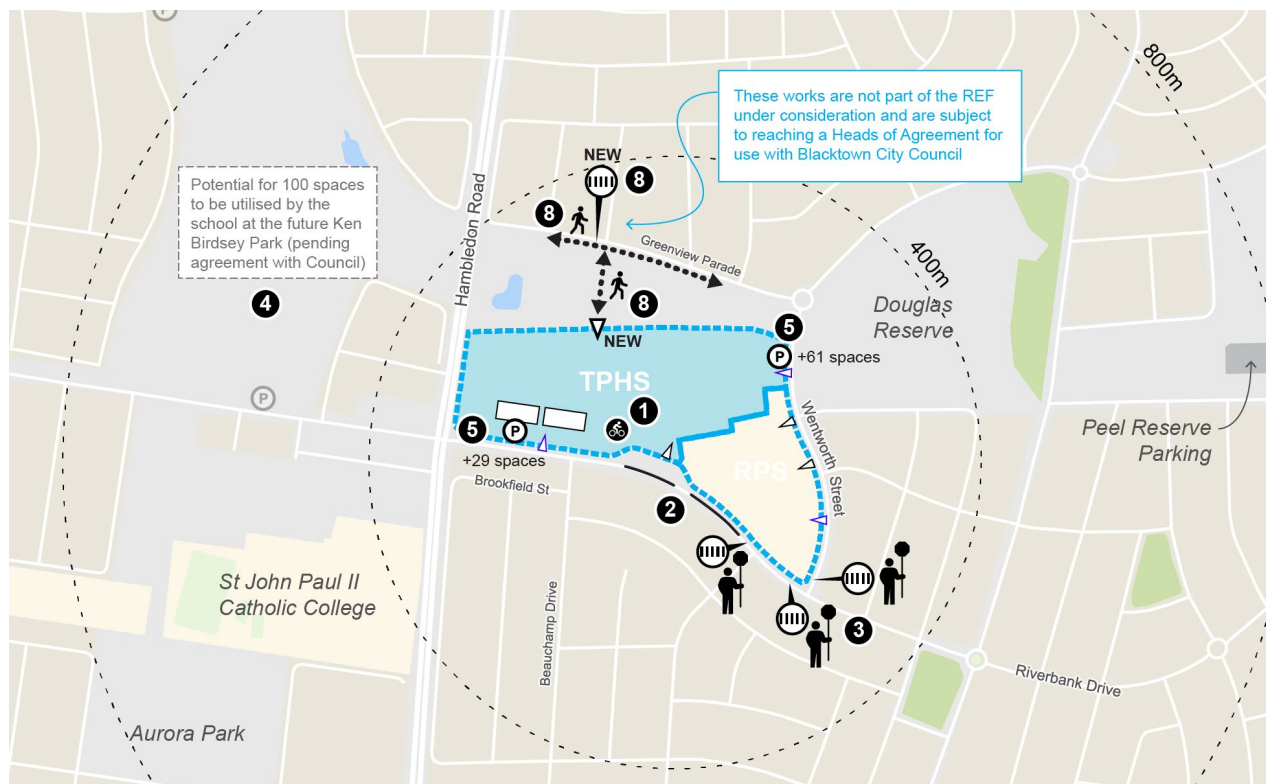
Table 3-1 Transport initiatives

No.	Initiative	Benefit	Delivery authority/pathway
1	Install additional sheltered, lockable bicycle/scooter parking and associated storage (for helmets etc)	Providing a safe and convenient place for students (and staff) to store their bicycles/scooters is an important part of encouraging mode shift to cycling. Sheltered storage is desirable to ensure bike and helmets stay dry during inclement weather and maintains comfort for those choosing this travel mode.	SI have proposed an additional 10 bicycle parking spaces on The Ponds HS as part of the proposal for redevelopment being assessed.
2	Install double barrier lines on Riverbank Drive	Whilst not considered safe, U-turns at the location of the kiss and drop on Riverbank Drive are permitted. Installing double barrier lines at this location would make U-turns illegal and discourage drivers from undertaking this move.	SI and Council to deliver
3	Assist The Ponds HS (and Riverbank PS) with their application for additional crossing supervisors	The Ponds HS and Riverbank PS have made applications to TfNSW for additional crossing supervisors (+3) to ensure that all existing pedestrian crossings are supervised.	The Ponds HS/TfNSW
4	Explore the potential for shared use of future Council car park (at Ken Birdsey Park) for staff	Additional off-street parking for staff within a short walk of the school will assist with freeing up road space that might aid safety of kiss and drop/pick up activities, bus servicing and active travel.	SI and Council are in negotiations regarding this initiative.
5	Provide additional parking on-site for staff		SI have proposed an additional 88 car spaces on The Ponds HS as part of the proposal for redevelopment being assessed.
6	Implement a Travel Access Guide (TAG) that identifies safe active transport routes to school and use this to educate students, staff, parents/caregivers and the local community	A TAG provides a good reminder of the infrastructure and safe routes available that might encourage students to walk and cycle to school, rather than be driven/drive.	A TAG has been developed as part of the scope of works for this project and will be provided to the school for presentation to students and distribution.
7	Engage a STC for the first year to implement the School Travel Plan (STP) and develop a	The STC will implement, monitor and evaluate the STP which encourages sustainable	A STP has been developed as part of the scope of works for this project.

	framework for its ongoing implementation	travel to school for both staff and students	
8a	Implement a new pedestrian crossing on Greenview Parade to encourage students walking/cycling from the north	As the school intake area extends to around 2.4 - 3km along walking/cycling routes from the school at its furthest point, there is potential to increase the number of students choosing these modes of travel to access the school. Providing a new entry point to the school from the north, paired with a safe crossing point and path on the southern side of Greenview Parade will improve walkable catchments and safety and encourage students living in the northern portion of the catchment to walk/cycle to school. This infrastructure also improves the viability of Greenview Parade as an additional informal kiss and drop/park and walk location.	It should be noted that these works <u>are not</u> part of the REF under consideration and are subject to reaching a Heads of Agreement for use with Blacktown City Council.
8b	Implement a new footpath along the southern side of Greenview Parade		
8c	Provide a new footpath link from Greenview Parade to new school entry		

Figure 3-2 shows the transport initiatives on a plan for clarity (where possible).

Figure 3-2 Transport initiatives on a plan



Source: SCT Consulting

3.2.1 Changes to walking and cycling catchments

Should a new entry point to the school on the northern boundary be achieved (as a result of the separate scope of works being managed by SI's AMU), this will extend walking and cycling catchments to the Ponds High School. The revised walking catchment is shown at **Figure 3-3**, while **Table 3-2** provides a breakdown of the number of students within the revised walking catchment as compared with the existing. Whilst the total number of students within 1.2km of a school entry point has increased by just 4 per cent, the number of students within 400m (who are more likely to walk) has increased by 5 per cent (approximately 110 students).

Figure 3-3 Revised walking catchment including pedestrian access to the school from the north

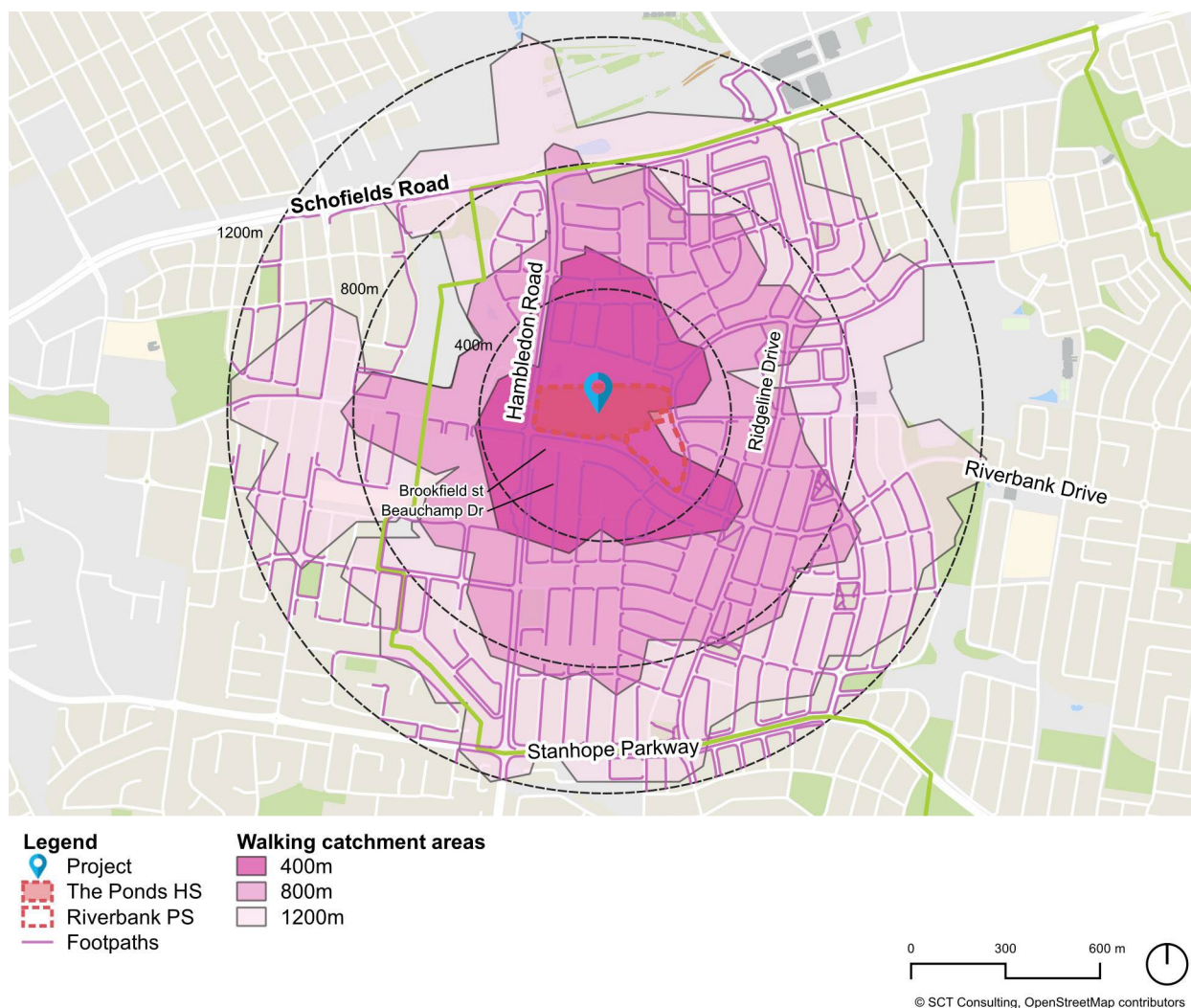


Table 3-2 Number of students within walking catchments (current and revised)

Mode	Number of students within current catchments (one entry point)			Number of students within revised catchments (two entry points)		
	400m	800m	1.2km	400m	800m	1.2km
Walking	131 (6%)	480 (22%)	438 (20%)	241 (11%)	506 (23%)	402 (18%)
Total	1049 (48%)			1149 (52%)		

Note: % shown is percentage of total student enrolments for 2024
Source: Based on anonymised student location data, 2024

The revised cycling catchment is shown at **Figure 3-4**, while **Table 3-3** provides a breakdown of the number of students within the revised cycling catchment as compared with the existing. Whilst the total number of students within 3.6km of a school entry point has not increased, the number of students within 1.2km (who are more likely to cycle) has increased by 4% (around 100 students).

Figure 3-4 Revised cycling catchment including pedestrian access to the school from the north

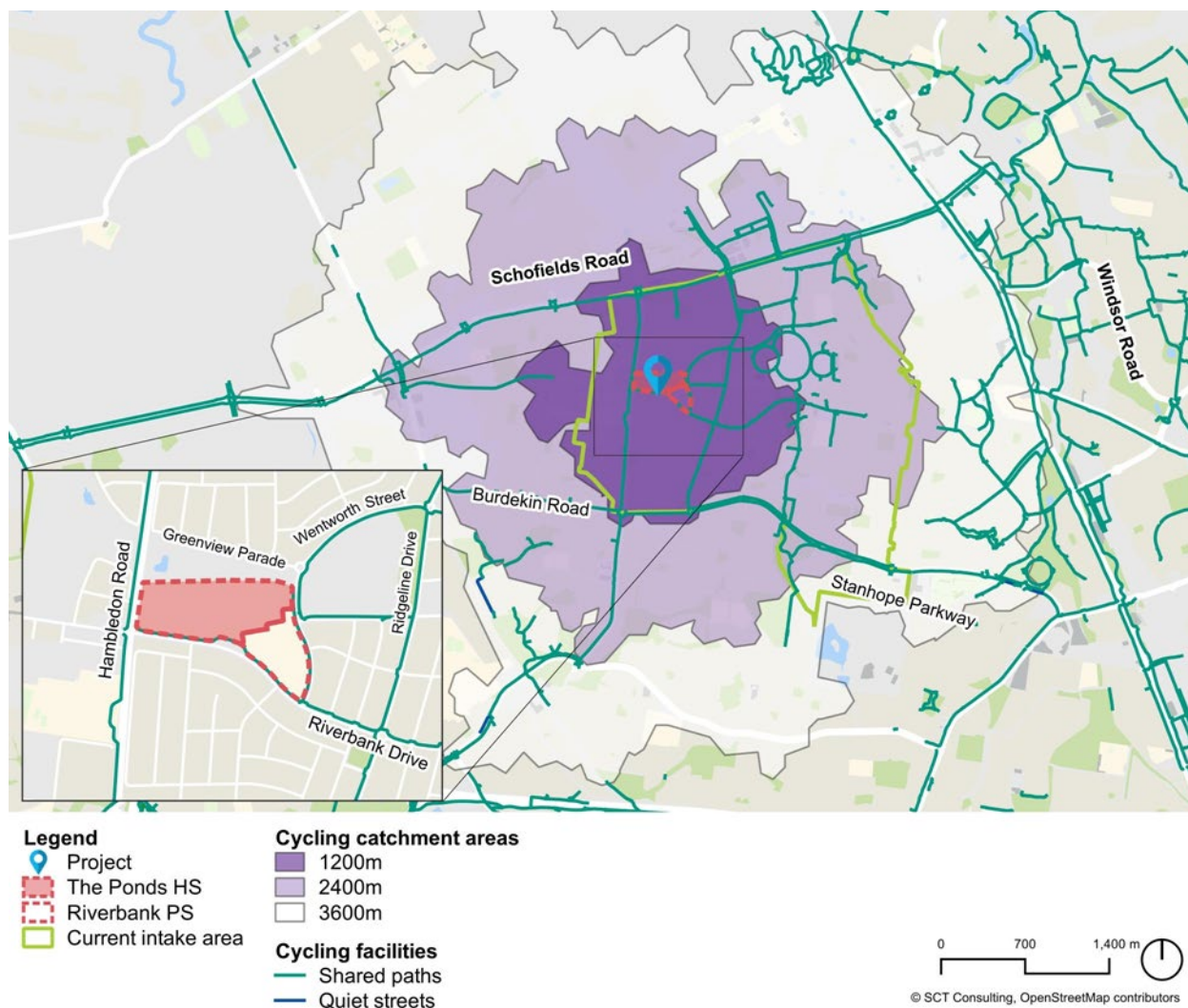


Table 3-3 Number of students within cycling catchments (current and revised)

Mode	Number of students within current catchments			Number of students within revised catchments		
	400m	800m	1.2km	400m	800m	1.2km
Cycling	1049 (48%)	704 (32%)	290 (13%)	1149 (52%)	639 (29%)	259 (12%)
Total	2043 (93%)			2048 (93%)		

Note: % shown is percentage of total student enrolments for 2024

Source: Based on anonymised student location data, 2024

3.2.2 Opportunity for mode shift (with new northern entry to school)

The revised walking and cycling catchments cover more area and hence more student residential locations within the school intake area (based on analysis undertaken at **Section 3.2.1**). This means greater opportunity for students to be encouraged to walk and cycle to school.

Table 3-4 compares the results of the student travel survey (2025) for walking with the revised number of students living within walking distance of the school. This analysis suggests that there is opportunity to encourage an uplift in walking based on the difference between the number of students who told us they already walk to/from school (45% average) and the number of students who live within a reasonable walking distance (52%).

Table 3-4 Comparison of travel survey results and number of students living within walking catchments

Mode	Student survey results (2025)		Number of students within catchment*		
	% TO school	% FROM school	400m	800m	1.2km
Walking	43%	47%	241 (11%)	506 (23%)	402 (18%)
Total			1149 (52%)		

*Numbers assume new pedestrian access point to The Ponds HS from the north
Source: Based on anonymised student location data, 2024

Table 3-5 compares the results of the student travel survey (2025) for cycling (or scooting / boarding) with the revised number of students living within cycling distance of the school. It should be noted that many of the students who live within walking distance of the school are likely to be choosing this mode over cycling.

With 93% of students living within a 3.6km cycling distance from school and over 50% of students within 1.2km distance there is potential to encourage more students (who are currently being driven/driving to/from school) to choose cycling instead.

Table 3-5 Comparison of travel survey results and number of students living within cycling catchments

Mode	Student survey results (2025)		Number of students within catchment*		
	% TO school	% FROM school	1200m	2400m	3.6km
Cycling	5%	5%	1149 (52%)	639 (29%)	258 (12%)
Total			2046 (93)%		

*Numbers assume new pedestrian access point to The Ponds HS from the north
Source: Based on anonymised student location data, 2024

3.3 Student mode share scenarios

Three mode share scenarios have been developed to demonstrate the potential mode shift:

- **Scenario 1: Existing conditions/future base case**
Mode share for the existing conditions/future base case scenario is based on results of the hands-up survey at The Ponds High School (2025). It assumes that without any change, mode share will remain similar to the current situation.
- **Scenario 2: Moderate case**
Mode share for the moderate case is based on implementation of initiatives 1-7 only. As most of these initiatives are related to safety improvements/parking for staff, it is likely that minor mode shift will occur due to education via provision of a TAG, and implementation of the STP. Whilst additional bicycle parking is being provided, this is unlikely to encourage more cycling to school but improve opportunity for secure storage.
- **Scenario 3: Stretch case (optimistic)**
Mode share for the stretch case is based on an increase in walking and cycling using the analysis provided at **Section 3.2.2** and implementation of all initiatives outlined at **Table 3-1**. This includes provision of a new pedestrian access point to the school from Greenview Parade (subject to approval via a separate planning pathway), with supporting infrastructure including a footpath on the southern side of Greenview Parade and a pedestrian crossing from north to south. It also assumes that the existing bus mode share FROM school is achieved TO school, based on successful implementation of the Travel Access Guide (TAG) and educating students and caregivers on the benefits of public and active transport.

Table 3-6 provides an overview of the potential changes in travel mode for both scenarios based on the changes described:

Table 3-6 Overview of mode share scenarios

Scenario	Metric	Walk	Bicycle/Scoot/Other	Bus	Car
Existing conditions/future base case*	%	43%	6%	11%	40%
Moderate case	%	45%	7%	12%	36%
Stretch case	%	50%	10%	20%	20%
<i>Explanation of change in stretch case</i>		Improved access to the school from the north as well as additional encouragement via the TAG and education may result in nearly all students living within walking catchment, walking to school	Improved access to the school from the north as well as additional encouragement via the TAG and education may result in an increase in students cycling to school. Additional bicycle parking will service this need	The stretch case provides an optimistic target to align TO school bus mode share with FROM school bus mode share. Implementation of the TAG and education on sustainable travel may encourage students travelling from school to choose to take the bus to school also	Result of mode shift to sustainable travel options

*Note: Existing conditions metrics are based on travel mode share TO school as it is the worst-case scenario for sustainable travel and presents the most opportunity for change

3.4 Assessment of vehicle impacts

As described at **Section 1.1.3** the new permanent teaching spaces constructed as part of this project will not generate additional student capacity at the school but replace temporary buildings that already exist on the site. Therefore, student travel demand to and from the school and staff parking requirements will remain the same as the existing situation.

For this reason, traffic modelling is not warranted.

3.5 Proposed supporting transport infrastructure

3.5.1 Pedestrian facilities

The surrounding streets currently offer appropriate pedestrian facilities, with footpaths on at least one side of the road and six pedestrian crossings to and from the school on Riverbank Drive and Wentworth Street.

As discussed at **Section 3.2** new footpaths and a wombat crossing are being explored on Greenview Parade as part of another project scope being run by SI AMU (subject to a Heads of Agreement with Blacktown City Council). The Ponds HS have also begun the process of applying for additional school crossing supervisors for those crossing points with are currently unmanned.

No further upgrades to the pedestrian network are proposed as a result of this project.

3.5.2 Bicycle/rideable parking and end-of-trip facilities

As discussed at **Section 2.4.2**, there are 94 bicycle parking spaces available at the school. The DCP does not specify an exact number of bicycle parking spaces but requires encourages safe storage/parking areas for bicycles and end of trip facilities for staff (where appropriate). This allows flexibility in determining the number of spaces based on demand. Given the current high demand for bicycle parking, the development plan proposes an additional 2 racks (10 spaces) that match those existing as shown at **Figure 3-6**.

Figure 3-5 Existing bicycle racks



Source: DJRD

The new Building E will provide end-of-trip facilities for staff as well as an adult change room, shower and laundry.

3.5.3 Bus access and service frequency

No changes to the existing bus network or servicing frequency are proposed as a result of this project as the student capacity of the school is not increasing.

3.5.4 Kiss and drop provision

No changes to the existing kiss and drop provision are proposed as a result of this project as the student capacity of the school is not increasing.

To improve road safety at the location of the kiss and drop on Riverbank Drive, it is proposed to install double barrier lines to make U-turns illegal and improve safety for all road users.

3.5.5 Staff parking

The site is located within the Alex Avenue Precinct of the North West Growth Area in Blacktown.

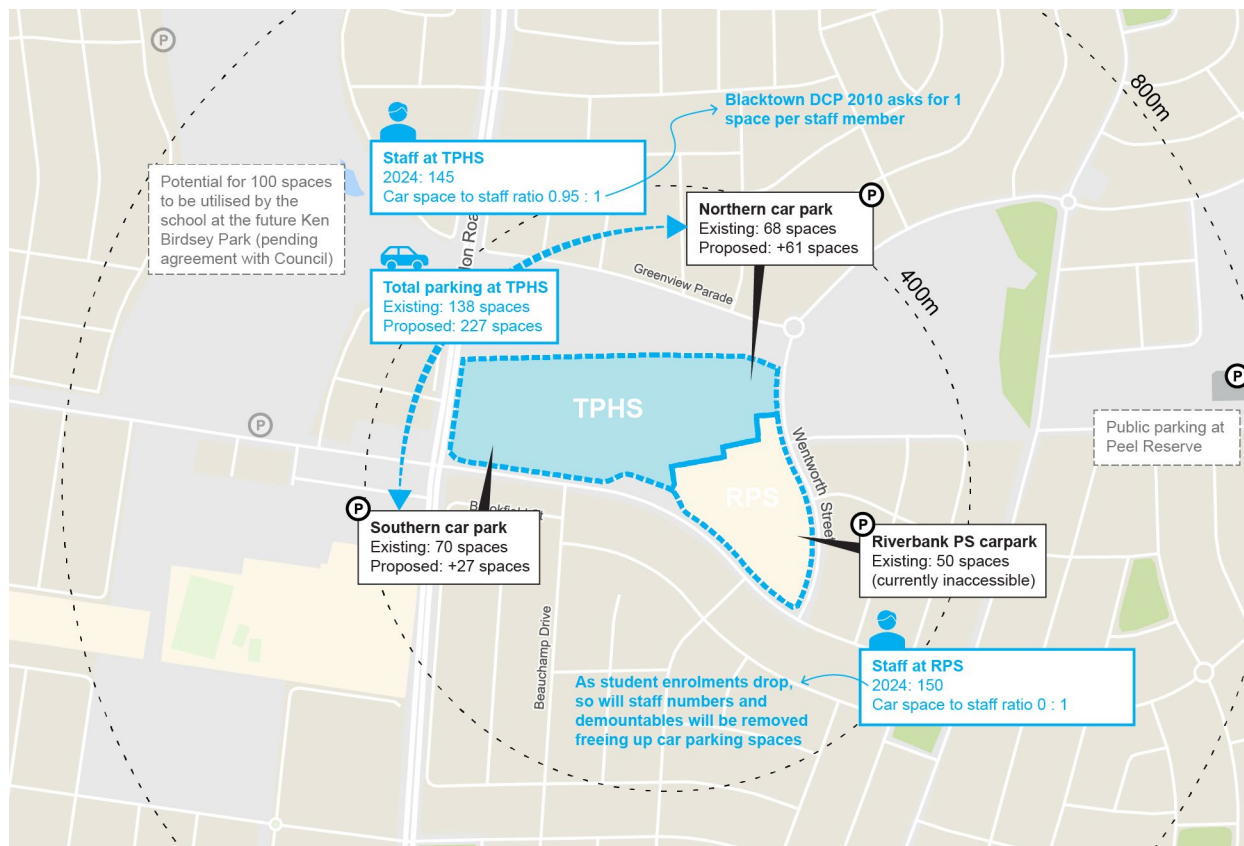
The *Blacktown City Council Growth Centre Precincts Development Control Plan 2010* (DCP), amended in March 2022, sets out the car parking requirements for a range of specified uses within the North West Growth Area precincts as shown at **Table 3-7**.

Table 3-7 Growth Centre Precincts Development Control Plan 2010 parking requirements

Type of parking	Required parking rates (primary and high school)	Source
Car parking	1 space per staff member + 1 space per 100 students	DCP 2010 Table 4.11
Loading / Service	1 space for delivery vehicles, drop-off area and buses as appropriate	DCP 2010 Table 4.11
Accessible parking	DCP directs that accessible parking should be provided in accordance with the National Construction Code (NCC) Volume 1 Building Code of Australia (BCA). For Class 9b (schools): 1 accessible space for every 100 car parking spaces	NCC – Volume 1 BCA 2022, Part D4D6 (e)
Bicycle parking	No set guidance is provided in the DCP. The DCP encourages safe storage/parking areas for bicycles and end of trip facilities for staff (where appropriate)	DCP 2015 Part A, 6.4.7

Figure 3-6 provides an overview of the existing and proposed car parking provided on site and within surrounding public parking areas. In addition to these spaces, there is also unrestricted parking available on many of the streets surrounding the school.

Figure 3-6 Existing and proposed car parking on and surrounding the school



Source: SCT Consulting

Table 3-8 provides a comparison of parking spaces required by the DCP for The Ponds HS and Riverbank PS (as shown at **Table 3-7**) with the existing situation and proposed scenario.

Riverbank PS has been included in this analysis to ensure completeness of the assessment noting that staff currently utilise a portion of the high school parking spaces due to the primary school site car park being unavailable due to demountable placement.

Table 3-8 Comparison of parking spaces required by the DCP with existing and proposed scenario

School	DCP requirement	Existing spaces (on site)	Proposed
The Ponds HS	~145 spaces (1 space per staff member)*	138 spaces (7 space shortfall)	227 spaces on site (82 space surplus) + potential for shared use of +100 spaces at Ken Birdsey Park subject to Heads of Agreement with Council
Riverbank PS	~140 spaces (1 space per member)*	0 spaces (50 spaces inaccessible – 140 space shortfall)	There are no new spaces proposed on the primary school site as it is not part of the upgrade project to The Ponds HS. As student enrolment number drop, however, demountables will be removed from the existing parking lot, freeing up car parking once more. The number of staff will also drop in line with enrolments
TOTAL	~290 spaces	138 spaces	Up to 277 spaces across both schools (including reinstatement of 50 spaces at RPS once demountables are removed)

*Staff numbers are based on 2024 enrolments. It should be noted that the number of staff fluctuates with enrolments and needs of the students at the school. It should also be noted that SI do not provide parking on site for student use.

To encourage more sustainable travel (including public transport, walking, cycling and carpooling), fewer car parking spaces are typically proposed for schools than the DCP recommends. This was supported by TfNSW during the second TWG.

3.5.5.1 The southern car park

The southern car park is proposed to be upgraded to be more efficient by converting some of the landscaped areas (which cars already utilise as informal spaces) into formal parking spaces. With the removal of demountables in the location, existing obstructed car spaces will also become available again. The existing car park layout and proposed redesign are shown at **Figure 3-7** and **Figure 3-8**.

Figure 3-7 Existing southeastern car park layout, number of spaces and obstructed spaces



Source: Nearmap 2025

Figure 3-8 Proposed redesign of southeastern car park and number of spaces

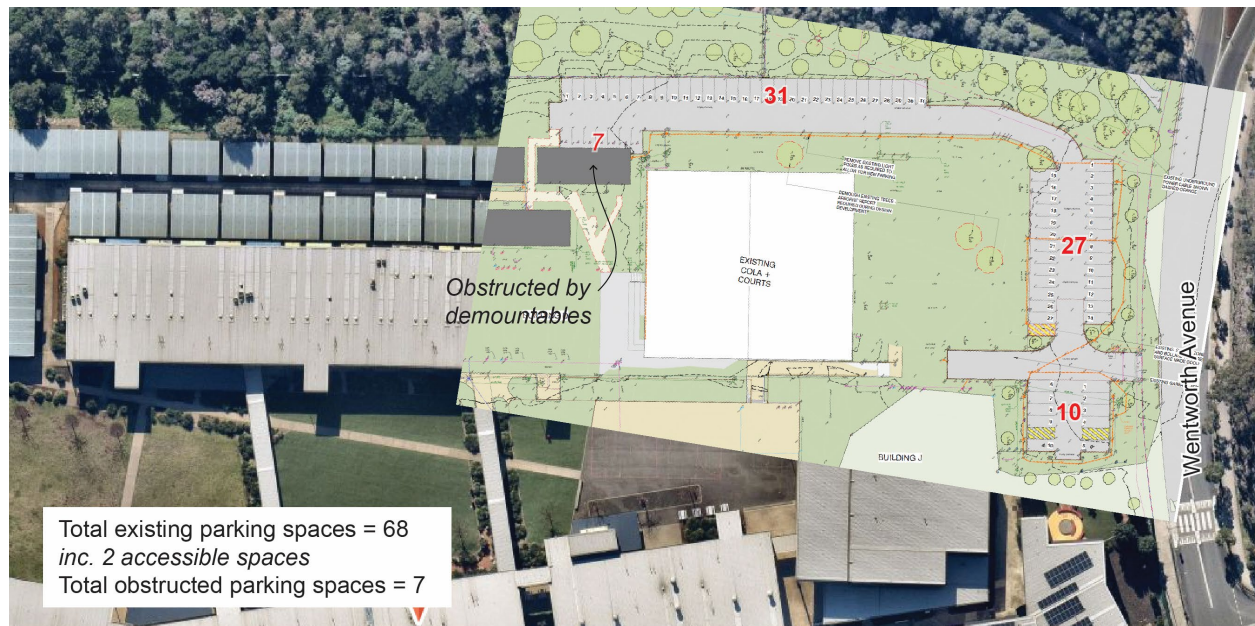


Source: Nearmap 2025 and DJRD, July 2025

3.5.5.2 The northern car park

The northern car park is proposed to be upgraded to be more efficient by converting some of the landscaped areas into formal parking spaces and the addition of a new car park between the school COLA and the car park along Wentworth Street. With the removal of demountables in this location, existing obstructed car spaces will also become available again. The existing car park layout and proposed redesign are shown at **Figure 3-9** Figure 3-7 and **Figure 3-10**.

Figure 3-9 Existing northern car park layout, number of spaces and obstructed spaces



Source: Nearmap 2025

Figure 3-10 Proposed redesign of northern car park and number of spaces



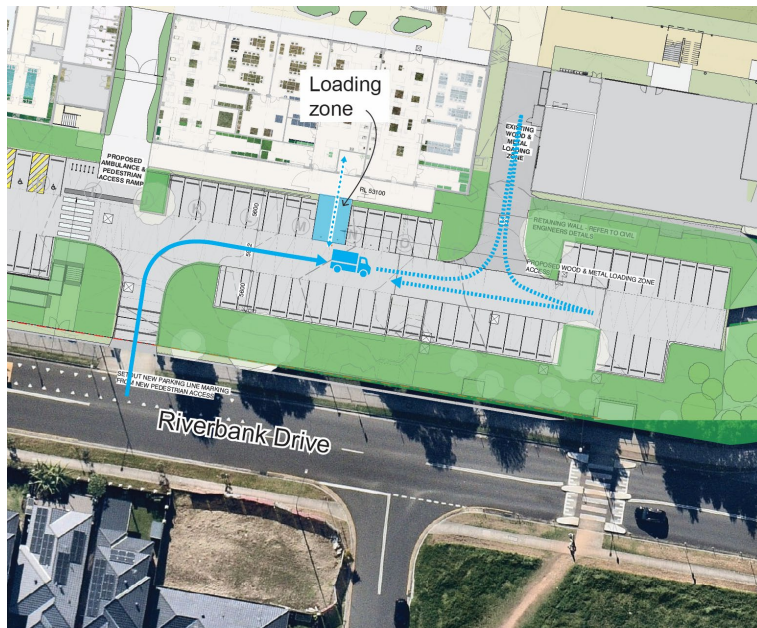
Source: Nearmap 2025 and DJRD, July 2025

3.5.6 Loading and emergency access

Deliveries to The Ponds HS will continue to operate as they currently do during construction and following delivery of the proposed development.

The relocation of the wood and metal learning spaces to the ground floor of new Building F allows for convenient loading from the southeastern car park as shown at **Figure 3-11**. It should be noted that swept paths for a heavy rigid vehicle (HRV) show that turning circles require some parts of the car park to be empty in order to enter/exit the car park safely. However, existing delivery to the wood and metal workshop located in Building A demonstrates functional operation within the existing car park constraints. Swept path analysis is provided at **Appendix B**.

Figure 3-11 Loading at the wood and metal learning spaces



Source: Nearmap 2025 and DRRD, July 2025

Ambulance access to the oval is also provided by the southeastern car park, through a gap in new Buildings E and F as shown at **Figure 3-12**.

Figure 3-12 Emergency (ambulance) access to the oval



Source: Nearmap 2025 and DJRD, July 2025

3.5.7 Waste

Waste management for The Ponds HS will continue to operate as it currently does during construction and following delivery of the proposed development. **Figure 3-13** demonstrates the location of the existing waste area, and existing access for waste vehicles.

Figure 3-13 Waste servicing



Source: Nearmap 2025 and DJRD, July 2025

4.0 Preliminary Construction Traffic Management Plan

The potential impacts of the development are expected to be most noticeable during the construction phase.

The section provides a preliminary Construction Traffic Management Plan (CTMP) that outlines considerations of road safety and provides mitigation measures to manage the potential transport and accessibility impacts associated with the construction phase of the project.

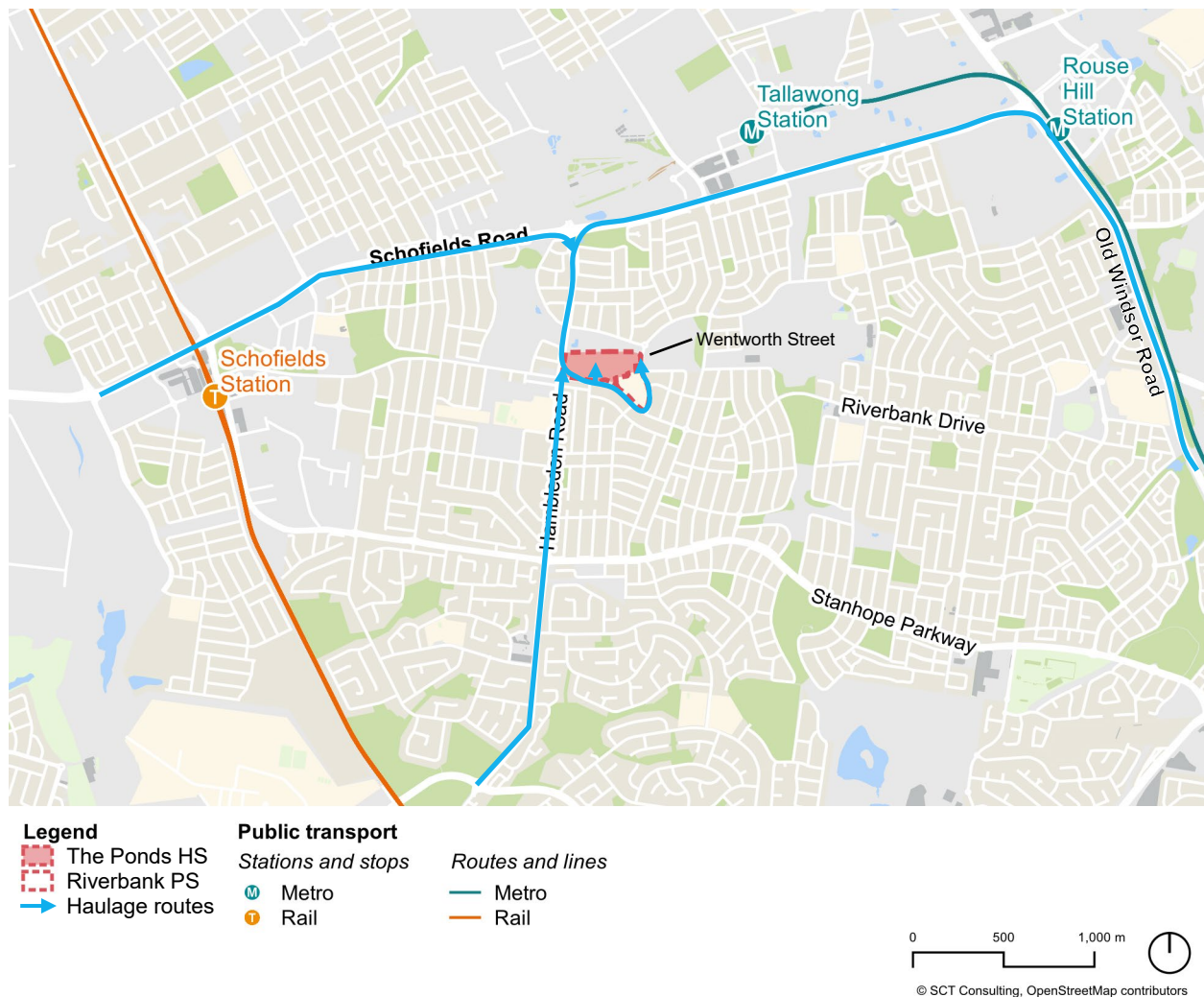
4.1 Preliminary construction management approach

The contractor overseeing the delivery of the project will prepare a detailed CTMP, which may be subject to relevant authority approval prior to the commencement of construction. Key components of the detailed CTMP include Temporary Traffic Management Plans (TTMP) and a Driver's Code of Conduct.

4.1.1 Heavy vehicle access during construction

It is assumed that heavy vehicles will enter and exit the site via Old Windsor Road → Schofields Road → Hambledon Road → Riverbank Drive or Wentworth Street. Swept path assessment should be undertaken at key turns before the construction commences. The proposed haulage route is shown in **Figure 4-1**.

Figure 4-1 Haulage route to the school site



Delivery and transportation activities associated with construction will typically occur outside peak travel hours and school arrival and departure times (typically 8-9.30am and 2.30-6pm). This will minimise impact on the surrounding transport network and reduce risks associated with other road users. **Access will be maintained to the eastern end of the car park for the purposes of deliveries including to the existing wood and metal workshops.**

4.1.2 Demountable removal/relocation

The removal/relocation of demountables during the construction period (and afterward) will be managed by SI.

It should be noted that previously, demountables have been placed on the site via the school oval and the southern staff car park. It should be noted that once new buildings E and F are constructed, access from the southeastern car park for relocation of demountables will not be possible.

Demountables will need to be removed from Wentworth Street via the northern car park. SI have advised that this is achievable based on the current and proposed design of the car park in this location.

4.2 Road safety considerations

Traffic management will require approval from Council. It is expected that traffic management measures will only be required within the suburb of The Ponds. Traffic management requirements need to be defined to ensure all users of the site, including construction workers and users of the surrounding transport network, can access the site safely.

Extra attention is required since the Project will be carried out on an operating school site. Construction workers need to be aware of the potential risks involving children around the construction site. Movements of construction and heavy vehicles may require on-site traffic management personnel.

Road safety measures must consider ways to avoid pedestrian, cyclist, and vehicle conflicts, particularly during loading and unloading activities. In addition, loading and unloading activities must be carried out outside the peak hours of the road network and school traffic to minimise traffic impact and safety risks.

Temporary diversions to footpaths or shared paths need to provide safe crossing facilities, clear sightlines for pedestrians, cyclists, and vehicles, and alternative walking paths of at least the width of the footpath replaced.

4.3 Construction staging

The latest 90% Schematic Design (DJRD Architects, June 2025) indicates that the Project will be carried out in four parts as described at **Table 4-1**.

Table 4-1 Construction staging

Stage	Activities
1	<i>Note: STAGE 1 WORKS ARE IN A SEPARATE SCOPE MANAGED BY AMU. STAGE 1 WORKS ARE INCLUDED ONLY FOR INTEGRATION WITH STAGE 2 DESIGN</i>
2A	- Relocate 3 existing demountables from south-east corner of central open space to north-east corner of open space - Install synthetic grass play area with futsal court line markings - Establish construction zone for new buildings E & F
2B	- Construct new 3 storey building E - Construct new 4 storey building F - Provide temporary concrete pathways to connect into demountable paths - Upgrade substation - Expansion of southern car park and installation of new OSD and rainwater tanks
2C	- Reassess quantum of demountables required on completion of buildings E & F - Remove the balance of demountables following buildings E & F handover - Extend northern car park (stage 1)
2D	- Expand the northeastern car park (stage 2) - Construct a playing field in the central open space north of buildings E and F

Source: DJRD Architects, April 2025

4.4 Construction program

The current approximate milestones for the construction program for the project are shown in **Table 4-2**.

Table 4-2 Estimated construction milestone program summary

Milestone	Estimated completion date
Planning Application granted	January 2026
Construction contract tender released	October 2025
Construction Contract Awarded	February 2026
Construction commencement onsite	April 2026
Anticipated construction completion and handover	January 2028

4.5 Construction traffic impacts and mitigation measures

The estimated peak workforce is approximately 100 full-time equivalent (FTE) workers. It is estimated that:

- Due to limited public transport options around the school site, 100 per cent would take private vehicle transport to the site, with a vehicle occupancy of 2 people per car is assumed (typical of construction sites).
- Based on an estimated 100 full-time site workers, the maximum number of cars during the peak hours generated by the site is 50 light vehicles per hour during peak periods.

Other mitigation measures will be finalised in the detailed CTMP and adopted throughout the Project construction period with the main objective to minimise the potential traffic impacts and safety risks that may arise from the movements of construction traffic. The mitigation measures may include but are not limited to the following:

- Construction workers will be encouraged to park within the designated area and avoid parking on the surrounding residential streets.
- **The southern car park on the site will not be accessible for staff parking during construction of new buildings (Milestone 2) and may be disrupted during early relocation of demountables and construction of the futsal court (Milestone 1)**, with the exception of accessible parking as required, which will be dealt with on an as needed basis). Staff will need to park elsewhere on the site, within public parking areas (such as Ken Birdsey Park) and on surrounding streets during this time or opt to choose active and/or public transport to school instead. Both schools should encourage staff to carpool as much as possible during this time to limit the number of vehicles.
- **Access to the northern car park on the site will be impacted during Milestone 3 (removal of demountables) and parts of the northern carpark will not be accessible during the northern carpark expansion works completed as part of Milestone 4.** It is expected that works that might impact access to the southern carpark will be completed by the time Milestone 3 commences, which will maintain around 70 car parking spaces on site for staff use. Alternatively, staff will need to park within public parking areas (such as Ken Birdsey Park) and on surrounding streets during this time or opt to choose active and/or public transport to school instead. Both schools should encourage staff to carpool as much as possible during this time to limit the number of vehicles.
- The contractor should investigate accommodation within the site compound or allowance for securing/leasing off-site parking for 50 light vehicles to minimise the impact on the availability of on-street parking.
- Whilst construction work will occur during school hours, workers' commute times will likely not coincide with the school or road network's peak periods. Considering the amount and time of commute traffic associated with the construction workers, it is expected to have limited impacts on the surrounding road network.
- School staff will be strongly encouraged to utilise local public off-street parking and carpool during construction to avoid additional parking on the surrounding residential streets.
- Truck loads would be covered during transportation off-site.
- Neighbouring properties would be notified of construction works and timing. Any comments would be recorded and taken into consideration when planning construction activities.
- All activities, including the delivery of materials, would not impede traffic flow along local roads.

- Materials would be delivered and spoil removed during standard construction hours.
- Avoidance of idling trucks alongside sensitive receivers.
- Deliveries would be planned to ensure a consistent and minimal number of trucks arriving at the site at any one time.
- To manage driver conduct, the following measures are to be implemented:
 - All truck movements will be scheduled
 - Vehicles are to enter and exit the site in a forward direction along the travel path shown on delivery maps
 - Drivers are to always give way to pedestrians and construction plant.

While it is not expected that there will be other major concurrent construction activities, a further review of potential concurrent construction should occur as part of the detailed CTMP development. This is to ensure that the detailed plan is up-to-date and appropriate mitigations are proposed if needed.

5.0 Draft School Transport Plan

5.1 Vision and objectives

The purpose of this draft School Transport Plan (STP) is to promote the use of sustainable transport modes—including walking, cycling, and public transport—among staff, parents, and students. It seeks to support the delivery of infrastructure, policy, and programs to meet school travel demand in a way that enhances connectedness to the neighbourhood and community, increases the safety of the journey to school, maximises the use of sustainable modes and reduces car traffic and congestion on the road network.

The effect of a well-implemented STP should empower children and young people to be safe road users, reduce the administrative burden on schools and meet the NSW Department of Education's duty of care of students which extends beyond the school boundary.

School Transport Vision

Staff, parents, and students travel sustainably to/from The Ponds HS by walking, cycling, or public transport. Walking and cycling are facilitated by appropriate facilities in the neighbourhood and the school. Staff and students are informed of and choose to use public transport.

The objectives for this STP are:

- **Objective 1** – Staff and students have information about sustainable ways to travel to the school.
- **Objective 2** – Students and their parents are aware that kiss and drop zones will be congested.
- **Objective 3** – Students and their parents are aware of sustainable modes to travel to the school.

These objectives aim to reduce the reliance on private vehicles and capitalise on the availability of walking and cycling facilities and public transport services around the school to achieve the School Transport Vision.

5.2 Mode share targets

Student mode share targets have been developed based on the existing travel mode share as per the 2025 school travel survey that has been discussed at **Section 3.3**.

Setting a mode share target is a common way to encourage school staff and students to shift their travel mode to/from the school from car towards sustainable transport modes. It provides a benchmark for the staff, students, and other stakeholders to monitor the progress and effectiveness of transport initiatives to encourage the use of walking, cycling, and public transport.

The target mode share for student travel to/from The Ponds HS is outlined at **Table 5-1**.

Table 5-1 Student mode share targets

Mode	Existing (2025)	Moderate case	Stretch case
Car	40%	36%	20%
Public transport	11%	12%	20%
Walk only	43%	45%	50%
Bicycle, scooter, and skateboard	5%	7%	10%

Note: The existing mode share has been projected based on the 2025 school travel survey for travel TO school

5.3 Specific tools and actions

The Ponds HS should implement the following tools and actions, presented in **Table 5-2**, to achieve the School Transport Vision and the target mode share discussed above. It is noted that some of the following tools and actions have currently been adopted in the existing operations of The Ponds HS. However, the table presents a holistic approach and lists all applicable tools and actions which may be interdependent with one another.

Table 5-2 Tools and actions to achieve the targeted mode share

Activity	Description and target outcomes	Frequency	Responsibility
Engage a School Travel Coordinator	– A School Travel Coordinator (STC) will be engaged to promote travel behaviour change among staff, parents, and students. – The role of an STC also involves communicating the availability and benefits of sustainable transport modes. – The STC is responsible for organising programs and events to encourage sustainable travel via: • Implementing transport programs to achieve travel behaviour change • Driving communication of transport options to raise awareness of sustainable transport • Monitoring and evaluating the progress of the school in reaching its target mode share • Processing feedback and recommendations from the school community on transport-related matters • Coordinating initiatives and events to promote mode shift away from cars • Working closely with the Green Travel Plan (GTP) Committee and Parents and Community Association (PCA) to identify the needs of the school community • Reporting data collection and evaluation to stakeholder groups • Development of a framework to guide the ongoing implementation of the STP	Ongoing role	STC
Coordinate a STP Committee	– An STP Committee, chaired by STC, performs the role of promoting sustainable school transport initiatives identified in the STP. – The Committee ensures multi-party input and fair distribution of allocated tasks and would be important at the inception of any new projects. – The Committee liaises with both internal and external stakeholders to inform them of any school initiatives which require external expertise and/or funding. – The Committee will meet once a quarter and will comprise members of the PCA and representatives from Council and the NSW Department of Education.	Quarterly	The STC is appointed by the NSW Department of Education. The STC works with the school to coordinate appropriate members of the Committee

Activity	Description and target outcomes	Frequency	Responsibility
	All initiatives are promoted through newsletters, both internal and external, on the school website and in the classroom.		
Provide a Travel Access Guide (TAG)	- A TAG is a pamphlet provided to staff, parents, and students that provides information about how to travel to/from the school safely and efficiently. - The TAG provides maps of the school and surrounding area, noting the location of entrances to the school site, local bus routes and stops, and walking and cycling facilities. - The TAG is used to discuss the location of pick-up/drop-off points. - The TAG is provided on the school website and forms part of new starter orientation and handbooks.	The TAG has been completed as part of the STP process and should be reviewed and updated as necessary	The school updates the TAG as they are required.
Provide transport information on the school website	- The school website provides an easily accessible, logical location for all school transport information, which allows for wide distribution to staff, parents, and students. - The information is provided either under its specific header on the school website page or found under the 'Location and Transport' sub-header. The information on the website gives an overview of walking and cycling initiatives, a TAG, and rules and expectations regarding car parking and kiss and drop routines.	Information on the website will remain topical and relevant as it is updated periodically by the STC	The STC coordinates updates to content and works with the NSW Department of Education website team to ensure the updates are made online
Liase with NSW Police for road safety training	The school liaises with NSW Police, the NSW Department of Education, and other external facilitators to introduce ad-hoc road safety sessions, e.g., how to cycle safely as required.	Annually	The STC communicates with NSW Police to coordinate this event
Host bicycle check-up events	- A bicycle check-up station is hosted by an accredited external organisation to demonstrate to staff and students how to best take care of their bikes. - The STC promotes the event through the school website, newsletter, and social media. The school may choose to re-promote other active transport initiatives as part of the day to encourage and reinforce a shift away from car travel. - These days are supported by road safety education and could be tied in with the timing of the PDHPE syllabus content on safe walking. - Funding is available through the Sporting Schools and Premier Sports Challenge programs. - Successful funding applications may expect to receive an average of \$1,500-\$3,500 per term over three consecutive terms.	The bicycle check-up will be arranged to occur annually or more periodically in conjunction with other sustainable transport initiatives	The STC will seek funding, promote and coordinate the event. The school supports its success by tying the event with the PDHPE syllabus.

Activity	Description and target outcomes	Frequency	Responsibility
Host Walk Safely to School Day and/or National Ride Day	– Walk Safely to School Day and National Ride Day are Australia-wide coordinated efforts to encourage walking or cycling to school on one day of the year. – The Walk Safely to School Day is organised by the Pedestrian Council of Australia in May every year. The website provides free downloadable resources and advice to enable schools to host successful events. – The National Ride Day is coordinated by the Bicycle Network in NSW, the charity encourages schools to register to join a community of other schools taking part in the event. The charity provides free downloadable resources, activities, as well as advice on how best to deliver the day and what can be done to maintain momentum. – The school may choose to re-promote other active transport initiatives as part of the day to encourage and reinforce a shift away from car travel. – These days are supported by road safety education and will be tied in with the timing of the PDHPE syllabus content on safe walking. – Free resources and advice (potentially funding) are provided on the Bicycle Network website. – The STC will be required to coordinate with Council and NSW Police and may wish to register the school with the charity.	Annual	The STC promotes the event through the school website, newsletter, and the PCA social media. It is important to communicate with Council and NSW Police to ensure road rules are followed by cars when interacting with students riding, scooting, or walking to the school.
Establish workplace walking and cycling/public transport groups	– Staff members who live within walking/cycling distance of the school or able to utilise public transport are invited to travel together to work. Walking, cycling and taking public transport to work in a group can make the daily commute a more enjoyable and safer experience. – Encourage use of The Ponds On Demand bus service to and from railway stations and the school	Ongoing	The STC gathers interest from other staff and organises groups based on staff home locations.
Establish workplace carpooling groups	– Carpooling or carsharing is an important alternative for staff who live close together to commute together which will reduce car trips and parking demand. Designated parking spaces can be reserved for those who carpool or carshare in the staff car parks.	Ongoing	The STC gathers interest from other staff and organises groups based on staff home locations.
Emphasise the PDHPE syllabus on 'healthy, safe and active communities'	– The NSW PDHPE syllabus includes content on 'healthy, safe and active communities' or similar in stages 1 through 5. This includes suggested content on road safety for each stage. – In the delivery of the curriculum, teachers emphasise safe transport network behaviour through classroom teaching, excursions, assessment, and homework.	Teachers and classroom time are required to deliver the content on road safety The timing and frequency of the	Teachers deliver the content and may assisted by the STC or volunteers.

Activity	Description and target outcomes	Frequency	Responsibility
		delivery may differ	

5.4 School transport operations

5.4.1 Pedestrian access

Figure 5-1 shows the access arrangements for the school.

Footpaths are provided along most roads and streets around the school, supported by six pedestrian crossings on Riverbank Drive and Wentworth Street, also depicted in **Figure 5-1**.

Figure 5-1 Walking and cycling infrastructure surrounding the school



5.4.2 Cycling/ridable access

Shared paths along Riverbank Drive and Wentworth Street (as shown at **Figure 2-4**) connect to other shared paths more widely providing a safe and convenient network to cycle to and from school. Children aged 16 and under can also opt to cycle on footpaths.

5.4.3 Bus access

Bus services around the school are shown in **Figure 5-2**.

Figure 5-2 Public transport services



Source: Transport for NSW, 2025

The Ponds HS is serviced by six school buses during each of the AM and PM peak periods as well as the public bus route 734 which runs between Blacktown and Riverstone, serving nearby residential areas, including Kellyville Ridge, Stanhope Gardens, and Parklea. Additionally, bus stops on Ridgeline Drive to the east of the school—served by route 752—are within walking distance and offer connections to Blacktown and Rouse Hill Station. Buses take about six minutes between the stops and Rouse Hill Station.

Bus arrival and departure times and locations are provided at **Table 5-3**.

Table 5-3 Public bus and school bus arrival and departure times

Bus route	Stop	Origin/Destination	Arrival/departure time	
			AM peak	PM peak
Public buses				
734	The Ponds HS	Blacktown – Riverstone	8.02am	3.12pm
			8.35am	3.49pm

Bus route	Stop	Origin/Destination	Arrival/departure time	
			AM peak	PM peak
		Riverstone – Blacktown	8.11am 8.48am	3.28pm
752	Ridgeline Drive at Estuary Crescent	Blacktown – Rouse Hill	8.02am 8.46am	3.17pm 3.58pm
		Rouse Hill – Blacktown	7.59am 8.38am	3.12pm 3.46pm
School buses				
6078	The Ponds HS	From Merriville Rd at Vinegar Hill Rd, Kellyville Ridge	8.00am	
6080		From Stanhope Parkway	8.00am	
6081		From Sentry Drive opposite Parklea Drive	8.00am	
6083		From Conrad Road Yarrandale Street intersection	8.00am	
6095		From Acacia Gardens	8.00am	
6084		From Perfection Avenue, Stanhope Gardens	8.03am	
6605		To Stanhope Gardens Reserve		3.05pm
6607		To Merriville Road at Vinegar Hill Road, Kellyville Ridge		3.07pm
6611		To Parklea		3.07pm
6615		To Parklea via Stanhope Gardens		3.08pm
6610		To Perfection Avenue, Stanhope Parkway		3.09pm
6606		To Sentry Drive opposite Parklea Drive		3.10pm

5.4.4 Kiss 'n drop

Kiss 'n drop facilities are located on Riverbank Drive and Wentworth Street. Other streets surrounding the school provide parking that services 'park and walk' initiatives.

5.4.5 Staff car parking

Staff car parking on-site is available in two locations:

- Accessed via Riverbank Drive (98 spaces, including 2 accessible parking spaces)
- Accessed via Wentworth Street (129 spaces, including 2 accessible parking spaces).

5.4.6 Waste collection

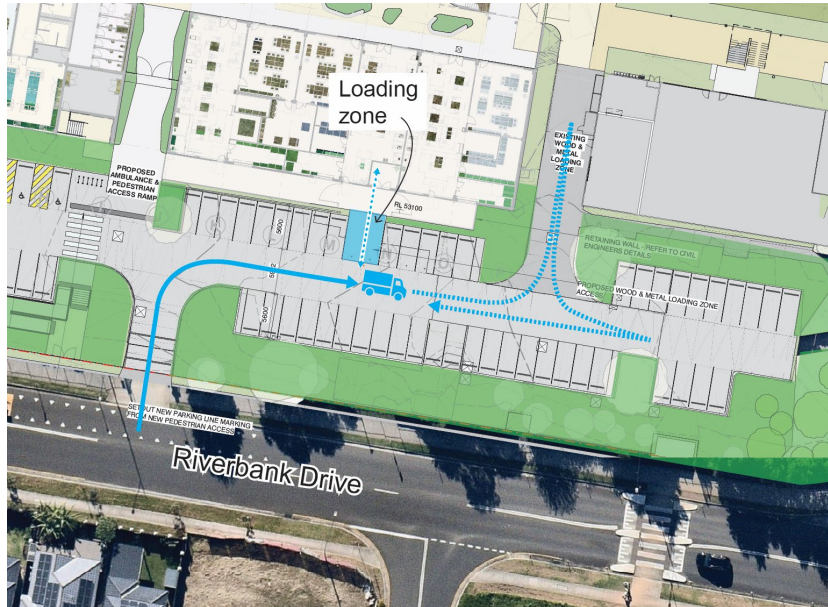
Waste collection occurs within the existing dedicated waste and loading area, which is accessed from Wentworth Street. Waste collection to occur between 5am – 7am and not during times when students are at school.

5.4.7 Deliveries

Deliveries occur within the existing dedicated waste and loading area, accessed from Wentworth Street. Deliveries to the wood and metal workshops occur via the Riverbank Drive access / southern car park as shown at **Figure 5-3**. It should be noted that turning circles in this car park are tight and may require the car park to be empty in order to enter/exit the car park safely. Existing delivery to the wood and metal workshop located in Building A demonstrates functional operation within the existing car park constraints.

It is recommended that vehicles not larger than an MRV are used to service the delivery should it need to occur during school hours/when the car park is being used for parking. The staff member responsible for the delivery should make the limitations known when placing an order.

Figure 5-3 Loading at the wood and metal learning spaces



Source: Nearmap 2025 and DJRD, July 2025

5.4.8 Emergency access to the oval

Ambulance access to the oval is also provided via the Riverbank Drive vehicle access point, via the southern car park, through a gap in new Buildings E and F as shown at **Figure 5-4**.

Figure 5-4 Emergency (ambulance) access to the oval



Source: Nearmap 2025 and DJRD, July 2025

5.4.9 Day to day operations

Day to day operations and policies are laid out in **Table 5-4**.

Table 5-4 Day to day operations by mode

Mode	Where provided	Parents/carers	School
Walking and riding	Footpaths and crossing facilities are shown in Figure 2-4	Walking - Parents/carers are responsible for the student's safety travelling to and from school. Riding - Students who wish to ride to school should always wear a helmet. - Students riding to school should avoid riding on the road and be cautious of vehicle conflict when crossing driveways. - Children under 16 years of age can ride on a footpath. An adult rider who is supervising a bicycle rider under 16 may also ride with the young rider on the footpath.	- For the school, learning activities that reinforce being a safe pedestrian are part of the NSW 7-12 PDHPE syllabus. - The school publishes a TAG (refer Appendix A) which is a visual guide advising staff and parents/carers which are the safer routes to the school and the location of road crossings.
Public transport (bus)	Dedicated bus bay on Riverbank Drive	Parents/carers are responsible for the student's safety travelling to and from school.	- The school provides links to the NSW Department of Education's 'Safe Travel' page on their website to inform and advise parents/carers what is expected of them. Appendix A provides a TAG indicating the location of bus stops and routes close to the school site.
Driving and Kiss and drop	Along Riverbank Drive and Wentworth Street	- Parents/carers are responsible for the student's safety travelling to and from school. - Parents/carers are advised by NSW DoE and TfNSW to drive cautiously around schools, park legally, and not perform U-turns or three-point turns next to a school. - Parents/carers will be expected to follow the school's instruction regarding kiss and drop.	- Blacktown Council imposes time limits on the duration of car parking to prevent congestion around the school which could potentially lead to unsafe parking. - Staff supervise the kiss and drop to ensure students safely enter the school and to discourage unsafe driving practices. - The school provides links to the NSW Department of Education's 'Safe Travel' page on their website to inform and advise parents/carers what is expected of them.
Staff parking	Accessed via Wentworth Street and Riverbank Drive	N/A	Staff to be encouraged to car pool by STC.
Deliveries and service vehicles	Waste servicing and deliveries are service within the staff car parking areas accessed via Wentworth Street and Riverbank Drive	N/A	- Waste collection occurs between 5am – 7am and not during times when students are at school. - Low impact deliveries, such as mail or small goods may be delivered at any time. Large or hazardous materials

Mode	Where provided	Parents/carers	School
	(wood and metal deliveries)		should be delivered at a time when there is no conflict with students, such as between 5am and 7am or after school hours.

5.5 Event operations

There are limited events which occur in the school calendar that have a transport impact, of which the end-of-year assembly is expected to have the most significant impact. Throughout the year, there may be infrequent small-scale events which only involve students and/or parents of one year group.

In general, events will be managed by:

- Communicating with parents and guardians in advance that there is no on-site parking available and that the car parks surrounding the school are privately operated and should not be parked in. Drivers should park on-street.
- Provide a Transport Access Guide (TAG) so that parents and guardians have access to information about non-car options to travel to the school.

Large-scale events should occur outside of peak periods to reduce impacts on the surrounding transport network.

5.6 Communications plan

5.6.1 Channels

Good communication of the available transport modes, infrastructure, and the benefits of sustainable transport is critical for building an uptake of walking, cycling, and public transport. The following are channels and strategies through which transport information should be communicated.

5.6.1.1 Transport information on the website

The aim of providing transport information on the school website is to ensure all staff and parents know where transport information relating to the school can be accessed. The website should also include an overview of walking and cycling initiatives, the TAG, and rules and expectations regarding car parking and kiss and drop activities.

The information is to be updated periodically by the STC so that the information on the website remains topical and relevant.

5.6.1.2 New starter orientation

The new starter orientation provides new staff, students, and parents of students with information regarding public transport routes and times, safe walking routes to the school, and expectations about parking on site. The TAG provided in **Appendix A** (and also available on the school website) is to be provided to all new starting staff and students as part of the new starter orientation pack.

New starters will be directed to the transport information on the school website and be provided with a physical copy of transport information in the staff handbook. The new starter orientation pack also provides a map of the school site, including the location of bicycle parking and end-of-trip facilities.

5.6.1.3 Parents and Community Association social media

Buy-in from the PCA is a major factor for encouraging more sustainable modes of transport, particularly as the travel mode of a student is often the decision of their parents or carers.

Social media channels are used to promote walking, cycling, and public transport. The PCA raises awareness of the available alternatives to car use and their benefits, while at the same time improving the safety of these modes by increasing awareness of these user groups.

5.6.1.4 School newsletters/official communication from the Principal

The school provides weekly newsletter updates to parents and staff that highlight various events and notable information during the school year. Newsletter articles that promote and detail the benefits, provision, and safety of walking, cycling, and public transport will be drafted by the STC and included regularly at least once per quarter in newsletter updates.

This will also be shared on the school's social media channels.

5.6.1.5 Classroom content

The NSW PDHPE syllabus includes content on “healthy, safe and active communities” (or similar) in stages 1 through 5. This includes suggested content on road safety for each stage.

In the delivery of the curriculum, teachers emphasise safe transport network behaviours and encourage walking and cycling through classroom teaching, excursions, assessments, and homework.

5.6.1.6 Awareness days and initiatives

A minimum of three days during the school year are set aside to host and participate in activities that encourage walking or cycling to school. Events such as Walk Safely to School Day and National Ride Day, or Bicycle check-up days raise awareness of active transport alternatives and encourage mode shift away from car travel to and from the school.

The school also plans a short period during the school day for all students to complete a ‘Journey to School’ survey to collect travel data for planning and monitoring purposes.

5.6.1.7 Assemblies

School assemblies are a core part of school-wide communications and occur regularly in the school timetable. This is a great forum to present information on the benefits of active and public transport options. Assembly segments include interviewing students or teachers who walk or ride to school.

5.6.1.8 Provision of a Transport Access Guide

A TAG is a pamphlet showing school locality and the wider area and provides staff, parents, and students with useful information about how to access the school safely and efficiently. The TAG is provided in **Appendix A**.

5.6.2 Messages

Messages issued by the STC will aim to inform students, parents, and staff about walking, cycling, and public transport options available to them and their associated benefits. To this end, the following are suggested examples that can be followed:

Message

Walking to school safely

Walking to school with your child is the best way to teach them about safe pedestrian behaviours. Consider accompanying your student to school until they are comfortable (or too embarrassed) to have you join them.

We must not be complacent! Children are most likely to be injured close to home, often in their street or their driveway. Children can often talk about keeping safe long before they can behave safely. Accidents can occur at any time, anywhere and to anyone.

As adults, we are responsible for young children’s safety around traffic whether they are pedestrians, passengers, or playing.



- Look out for cars entering or leaving driveways
- Take your time whenever you’re crossing a road
- Keep an eye on drivers



- Use your mobile phones while walking with your child
- Cross the road in unsafe places

Message

Bike safely for you and your children

- Children under 16, and one supervising adult, are allowed to ride on the footpath
- Always wear a helmet, even when it is a short ride
- Watch out for cars entering or leaving driveways
- Take extra care near busy roads like Riverbank Drive and Hambledon Road

You and your children can incorporate more walking into your daily travel to school. Consider:

- Encourage your children to walk rather than being dropped off
- Get to know the bus route, timetable and pick routes with spare seats
- If you must drive, park the car a few blocks away from the school – they can walk the rest of the way
- Active kids are healthy kids! Regular exercise reduces the chances of a multitude of health problems including heart disease, obesity, and diabetes.

Make walking to school fun!

Here are a couple of ways to make the walk to school a bit more fun:

- Organise for your children to walk/cycle/scoot to school with some of their friends
- Reward – the right incentives might be all it takes!
- Make it a competition. See if you or your children can do more steps each day.

Walking is great exercise

Did you know that more than 80% of the world's adolescent population is not active enough (World Health Organisation)? Children between 5 to 17 years need several hours of light exercise a week – like walking!

Walking can work wonders. It can help prevent heart disease, stroke, type 2 diabetes, and high blood pressure. It increases energy levels, strengthens your immune system, and improves mood.

We could all benefit from more steps each day.

Message**School speed zones**

The dates below are the gazetted school days for *YEAR* so please make sure you're observing the 40km/h speed limit:

Term 1: XX January to XX April, *YEAR*

Term 2: XX April to XX July, *YEAR*

Term 3: XX July to XX September, *YEAR*

Term 4: XX October to X December, *YEAR*

Message



- On average, up to 30,000 people across NSW have their tickets checked every day
- While most people pay the correct fare, some people don't do the right thing
- The chances of getting caught are high because officers will be travelling across the whole transport network and at different times of the day

When everyone pays their fares, it means there is more money to spend on extra services and new infrastructure, and we can better plan for future services and develop accurate real-time information for you.

It's now easier than ever to pay for public transport because contactless payments are available on all public transport in NSW.

Remember, it is an offence to travel on public transport in NSW without being in possession of a valid ticket.

Tap on every time to avoid a hefty \$200 fine (maximum fine amount of \$550).

Tap on and off every time

If you forget to tap on or to tap off with the same card or device:

- You will be charged the default fare for an incomplete trip which is the maximum possible fare for that service, based on your Opal card type.
- You will miss out on Opal benefits
- You could also be fined for travelling without a valid ticket.

Transport for NSW uses Opal data to determine where new services should be funded. If you don't tap on and off our school might miss out on new services.

Driving and parking safely near the school

Help your children be safe by:

- You can pick up or drop off your student on Riverbank Drive or Wentworth Street
- Never call out to them from across the road - it is very dangerous
- Always take extra care in 40km school zones
- Follow all parking signs - these help keep your child as safe as possible
- Park responsibly even if it means you have to walk further to the school gate
- Never double park - it is illegal and puts children at risk
- Never do a U-turn or a three-point turn outside the school as it puts children at risk of harm
- Model safe and considerate pedestrian and driver behaviours to your child
- Always give way to pedestrians, particularly when entering and leaving driveways.

Kiss and drop

To reduce congestion and to ensure the safe collection of your child:

- Limit driving to the school
- Always have a clear plan about where you will collect your child
- Communicate with your child about which side of the road they should expect you on
- Wait in your car for your student to arrive.

5.7 Data collection and monitoring

5.7.1 Data collection

Data collection is important to monitor the successful implementation of sustainable transport targets. Data collection ambitions must not be overly complex or time-consuming and must be able to be run by volunteers in the case where a STC is no longer funded. An annual Journey to School questionnaire for staff and parents (or students) will be organised by the STC, and include questions on:

- Mode of transport used to get to school
- What would encourage mode shift to public transport, walking, or cycling
- Any suggestions on how to improve the journey to school
- Participation and feedback on specific transport awareness events, if applicable.

The questionnaire will also identify the suburb of residence so that the data can be paired with student location data for transport catchment and demographic analysis. The survey is to be implemented on a set day—such as Walk Safely to School Day and National Ride Day—to encourage participation and raise awareness of sustainable transport modes.

The STC will also include observations of travel behaviour to complement the mode share survey, such as the number of filled bicycle racks each day over a week.

These actions will be undertaken annually. A typical weekday should be selected for the observations, which should be a normal school day (with no excursions). The number of bicycle racks should be observed ten minutes after the last morning bell announcing commencement of classes.

TfNSW is responsible for the management of bus occupancy and will monitor the occupancy of routes to determine if additional services are required. The school is responsible for encouraging students to tap on and off every time to improve the accuracy of bus occupancy data and to provide evidence to justify route expansions should they be required.

Bus occupancy data is available on the TfNSW's Open Data website:

<https://opendata.transport.nsw.gov.au/dataset/boam-bus-opal-assignment-model>.

5.7.2 Program evaluation

The effectiveness of the STP will be monitored by the STC or the STP Committee as well as the PCA. The STC will monitor the progress of initiatives and suggest if amendments are required. The findings of the evaluation will be published on the school website for members of the wider school community to assess the progress for themselves.

Results from the annual Journey to School questionnaire will be analysed to produce an annual school mode share. This mode share will be compared to the school target as a measure of performance, and recommendations will be produced from the feedback received in the questionnaire.

The overarching goal of the STP is to achieve safe travel and the mode share targets identified in **Section 5.2**. In order to reach the targets, it is important that the school provide encouragement, information and support for students, parents and staff to ensure that active and public transport modes are preferred ways to travel to school.

In addition to the above, the STC will review the adequacy of school bus services based on questionnaires, hands up surveys, and general feedback, to cater for school demand. The STC will consult with TfNSW should changes to bus services be required to meet demand.

5.7.3 Report findings

The STC will report the findings of the STP evaluation to the school and will also make it available for SI. Recommendations that can be implemented internally, such as improvements to events and communications, while recommendations that require additional funding or state intervention will be presented to the NSW Department of Education for consideration. The responsibilities of each stakeholder group are presented in **Table 5-5**.

Table 5-5 Reporting responsibilities by stakeholder group

STC	Students/parents	SI	State/local government
– Framework for undertaking annual updates to Journey to School mode share – Consideration of suggestions and recommendations from the annual questionnaire – Evaluate the performance of STP in achieving target mode share at the end of the first year, and implement a framework for this ongoing assessment – Implement or refer to recommended actions because of the evaluation	– Reporting of transport-related issues to the STC – Reporting of Journey to School data and suggestions during annual questionnaire	– Receive future STPs including survey results – Receive travel evaluation reports	– Consideration of issues – Review school and public transport network and service

The STC will work collaboratively with SI, Council, and TfNSW to implement measures to improve mode share as required.

5.8 Governance framework

5.8.1 Governance structure

The proposed governance framework for the STP Committee and the initiatives identified in this STP are outlined in **Table 5-6**.

Table 5-6 Internal and external governance

STP Committee	Transport Working Group	SI and/or NSW Department of Health Education
– STC – PCA volunteers – Council representative – NSW Department of Education representative and/or school representative	– Representatives from Council – Representatives from TfNSW – STC – SI	– Principal – Road Safety Education Officer

5.8.2 STC roles and responsibilities

The role of the STC will be as follows:

- Implement transport programs to achieve travel behaviour change.
- Drive communication of transport options to raise awareness of sustainable transport modes.
- Monitor and evaluate the progress of the school in reaching its target mode shares.

- Process feedback and recommendations from the school community on transport-related matters
- Coordinate initiatives and events to promote mode shift away from cars.
- Work closely with the STP Committee and the PCA to identify the needs of the school community.
- Report data collection and evaluation to stakeholder groups.
- Following SI's appointment, implement the STP in the first four terms of the school's operations.
- Develop a framework for implementation, monitoring and evaluation of the STP.

5.8.3 Internal school

The STC and the STP Committee provide insight into all school travel matters. Representatives from Council and the NSW Department of Education will consult internally regularly to inform the STC and STP Committee accordingly.

5.8.4 External state and local transport

External state and local transport organisations will be invited, where appropriate, to help facilitate planning around the school site.

5.8.5 Funding arrangements

The STC is funded for the first year of operation. The STC is to develop a framework for implementation, monitoring and evaluation of the STP on an ongoing basis.

6.0 Conclusion

This TAIA has been prepared to support the development application for the proposed upgrade to The Ponds High School. Key findings of the report include the following:

- The Project includes the construction of two new buildings, an expansion of an existing car park, and removal of demountables from the school grounds.
- As the Project is focused on the replacement of existing demountables with permanent teaching facilities, it will not generate increased travel demand.
- Since the Project does not intend to increase the capacity of The Ponds High School, this TAIA expects that the potential transport and accessibility impacts of the Project will be most noticeable during the construction phase.
- The Preliminary CTMP briefly outlines consideration for road safety and mitigation measures to manage the potential impacts associated with the construction phase.
- Due to limited public transport options around the school site, 100 per cent of the construction workers are assumed to travel to the site by car. Considering the amount and time of commute traffic associated with the construction workers, it is expected to have negligible impacts on the surrounding road network.
- During construction, the southern staff car park will not be available for staff parking. Staff will be encouraged to park in the northern car park or in public parking areas such as Ken Birdsey Park, rather than on-street during this time.
- A key mitigation measure includes providing for and encouraging all workers to park their vehicles in a designated area and avoid parking on the surrounding residential streets.
- The STP aims to promote the use of sustainable transport modes—including walking, cycling, and public transport—among staff, parents, and students.
- The STP proposes mode share targets for students and outlines specific tools and actions that will help achieve the set vision. It also provides an event operations plan, communications plan, data collection and monitoring framework, and governance framework.

7.0 Mitigation measures

The impacts of the proposed school are considered acceptable and able to be mitigated by the transport infrastructure proposed at **Table 7-1**. These measures have been discussed with the TWG.

Table 7-1 Mitigation measures

Project Stage	Measure	Reason for Mitigation Measure	Section of report
O	Install additional bicycle/scooter parking	Providing a safe and convenient place for students (and staff) to store their bicycles/scooters is an important part of encouraging mode shift to cycling.	Section 3.5.2
C	Pursue conversations with Blacktown City Council to install double barrier lines at the location of the kiss and drop on Riverbank Drive.	This would make U-turns illegal at this location and discourage drivers from undertaking this move which would improve road safety.	Section 2.4.5
D	Prepare a Construction Traffic Management Plan (CTMP) inform construction workers and heavy vehicle movements on safe traffic flow and minimise disruption to the school and surrounding areas. The CTMP must include a Construction Worker Access Management Plan (CWAMP) to outline strategies and measures to manage how construction workers access a construction site including carpooling initiatives.	To minimise traffic disruptions and manage construction-related movement safely.	Section 4.0
O	Appoint a School Travel Coordinator (STC) for the first 12 months of operation. The STC will establish a School Travel Plan (STP) Committee, develop a framework to guide ongoing STP implementation and educate the school community in accordance the Travel Access Guide to encourage active travel to school over car dependency.	To reduce congestion caused by private vehicle use and improve overall traffic management..	Section 5.0
O	Update the School Transport Plan at the end of the first year of operation.	To ensure the plan's ongoing effectiveness and responsiveness to changing conditions.	Section 5.0
C	Workers will be encouraged to avoid parking on residential streets and instead use the existing on-site parking spaces and those provided at Ken Birdsey Park. Construction worker parking can impact the safety and amenity of surrounding areas. This provision will be included as a clause in the CTMP following consultation with the construction team.	To prevent disruption to residential streets and maintain safety and amenity.	Section 4.1
C	Increase in staff parking spaces to a total of 227 on-site (including 6 accessible spaces)	To better service staff parking and reduce reliance on on-street parking.	Section 3.5.5

– *Note: Project stages include: (D) Design, (C) Construction, (O) Operation

APPENDIX A

TRAVEL ACCESS GUIDE



The Ponds High School

Travel Access Guide

August 2025

Project overview

The Ponds High School has undergone some changes with two new buildings replacing a number of demountables on the school site. This Travel Access Guide serves as a reminder to our school community around the sustainable travel options available and travel behaviours to ensure we all make it to school (and home again!) safely.

Active ways to get to school



Walking is an active and healthy way to get to school

- Please use the pedestrian crossings provided to access the school on Riverbank Drive and Wentworth Street



Ride your bike or scooter

- There are over 100 bicycle parking spaces available at school and a network of shared paths to residential areas surrounding
- Students under 16 are permitted to ride on footpaths
- Always wear a helmet when you ride your bike



- Take special care at driveways where vehicles may be driving in or out
- Where possible, do not cycle on the roads - used the shared paths instead

Message from your Principal

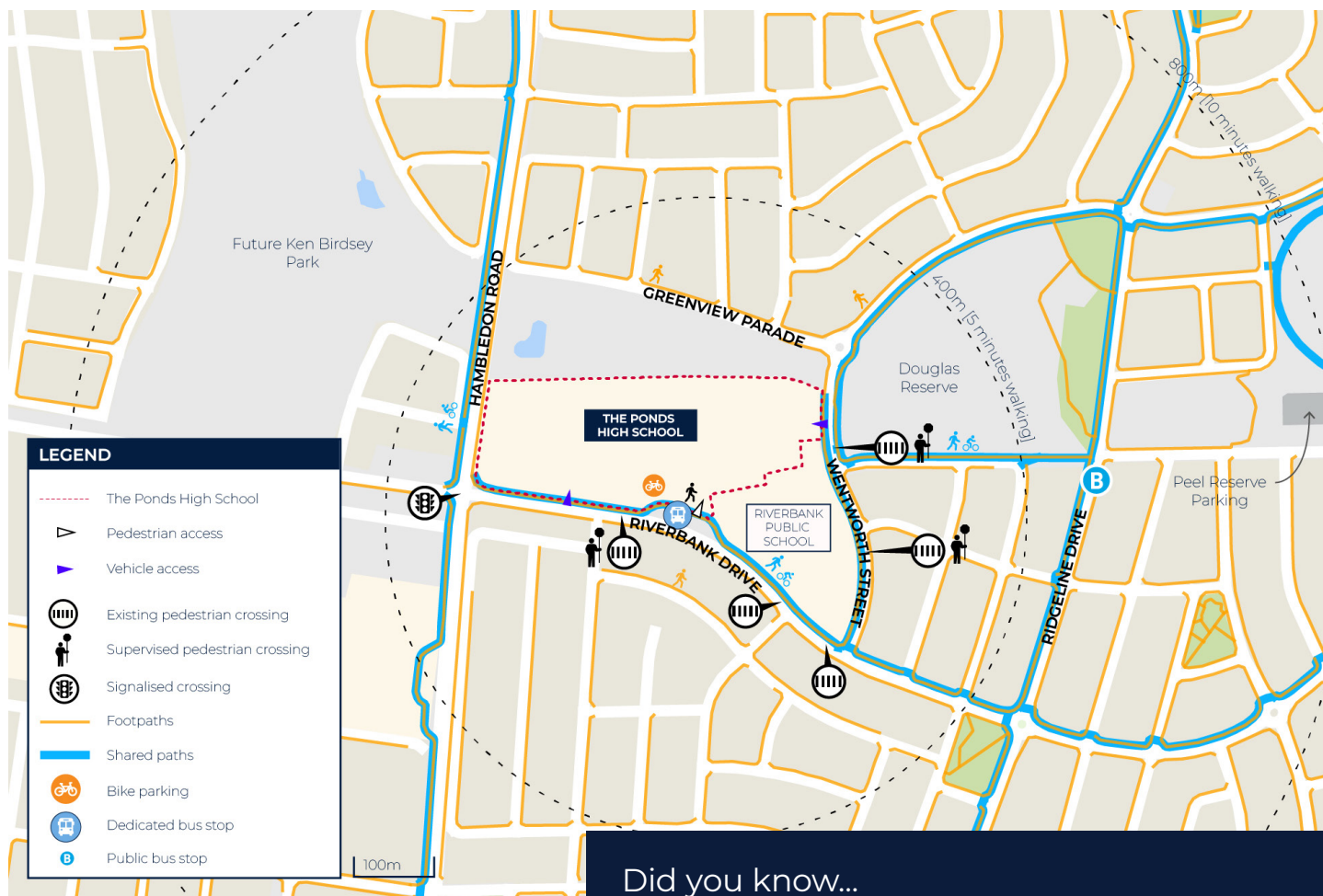
Whether you are using buses, walking, cycling, or being driven to school, please take extra care on the roads and footpaths.

I encourage you all to make safe and sustainable travel choices. Where possible, please travel to school via public or active transport. Our school is supported by a well connected school bus network and has a good footpath and shared path network, as well as multiple safe crossing opportunities to make sure our students and staff make it here and home safely.

Safety is a shared responsibility and together we can ensure that every student arrives at school, and returns home, safely. Stay on the footpaths, do not run across the road and look before you cross to ensure that you are visible to oncoming traffic as you cross the road.

Let's all do our part to make our community safer and more sustainable!

Local map: Active Travel



Did you know...

Around 50% of our students live within a 15-minute walk and 90% within a 15-minute cycling distance of our school?

Physical activity is great for your health and can boost brain activity and cognitive function! Arrive at school ready to learn!



Something broken on the way to school?

Use the Snap Send Solve app or website to report issues to the people who can fix them.

Things like abandoned trolleys, broken footpaths or water leaks can all be reported in the app.

Download it today from the App Store or Google Play. Or visit www.snapsendsolve.com



Bicycle parking available at the school

Route	Stop	Origin/Destination	Arrival/departure time	
			AM peak	PM peak
Public buses				
734	The Ponds HS	Blacktown – Riverstone	8.02am 8.35am	3.12pm 3.49pm
		Riverstone – Blacktown	8.11am 8.48am	3.28pm
752	Ridgeline Drive at Estuary Crescent	Blacktown – Rouse Hill	8.02am 8.46am	3.17pm 3.58pm
		Rouse Hill – Blacktown	7.59am 8.38am	3.12pm 3.46pm
School buses				
6078	The Ponds HS	From Merriville Rd at Vinegar Hill Rd, Kellyville Ridge	8.00am	
6080		From Stanhope Parkway	8.00am	
6081		From Sentry Drive opposite Parklea Drive	8.00am	
6083		From Conrad Road Yarrandale Street intersection	8.00am	
6095		From Acacia Gardens	8.00am	
6084		From Perfection Avenue, Stanhope Gardens	8.03am	
6605		To Stanhope Gardens Reserve		3.05pm
6607		To Merriville Road at Vinegar Hill Road, Kellyville Ridge		3.07pm
6611		To Parklea		3.07pm
6615		To Parklea via Stanhope Gardens		3.08pm
6610		To Perfection Avenue, Stanhope Parkway		3.09pm
6606		To Sentry Drive opposite Parklea Drive		3.10pm

Public bus and school bus arrival and departure times

Using public transport to get to school

The Ponds High School is well serviced by multiple school bus services in both the AM and PM as shown in the table opposite.

There are 6 school buses that stops in the dedicated school bus bay on Riverbank Drive.

Public bus service 734 also stops in the bus bay at the front of the school, while service 752 stops on Ridgeline Drive at Estuary Crescent, just a few minutes walk from the school.

Tap on and tap off every time

Use your School Opal card every time you catch public transport to school.

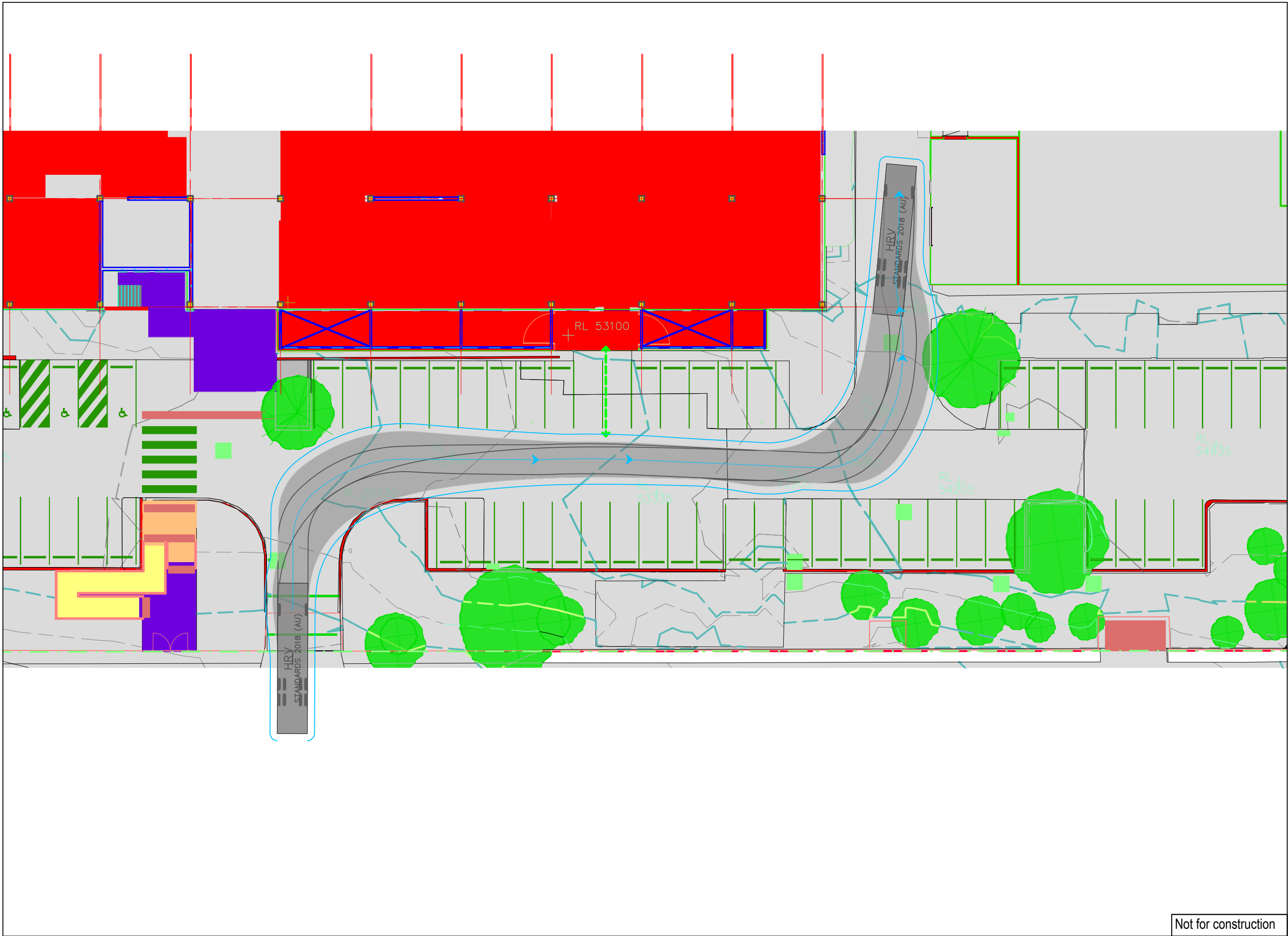
It tells us how many people are using public transport to help us plan buses, trains and ferries to suit you.

Kiss and drop expectations

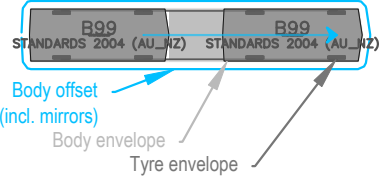
- Please cross at pedestrian crossings on Riverbank Drive and Wentworth Street if you are dropped off on the opposite side of the road to the school
- Be safe! Please do not perform u-turns at kiss and drop locations
- Always drive with extra caution in school zones and be mindful of where you park. Do not stop within the bus bay and follow all road rules to ensure a safe and efficient environment for student pick up and drop offs.

APPENDIX B

SWEPT PATH ANALYSIS – DELIVERIES SOUTHERN CARPARK

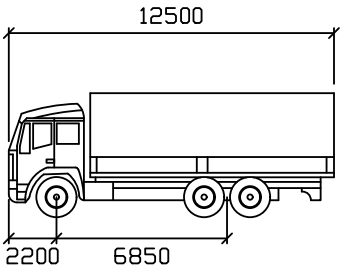


Legend



This swept path assessment is based on:

- 600mm body offset
- Vehicle speed of 5-10km/h
- A HRV



HRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

Not for construction



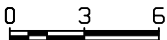
v	Description	Date
1.0	DRAFT	22/07/2025

Prepared for:
SINSW

Quality information

Date	07/25
Prepared	QL
Reviewed	JB
Authorised	JB

Scale @ A3



Scale 1:300

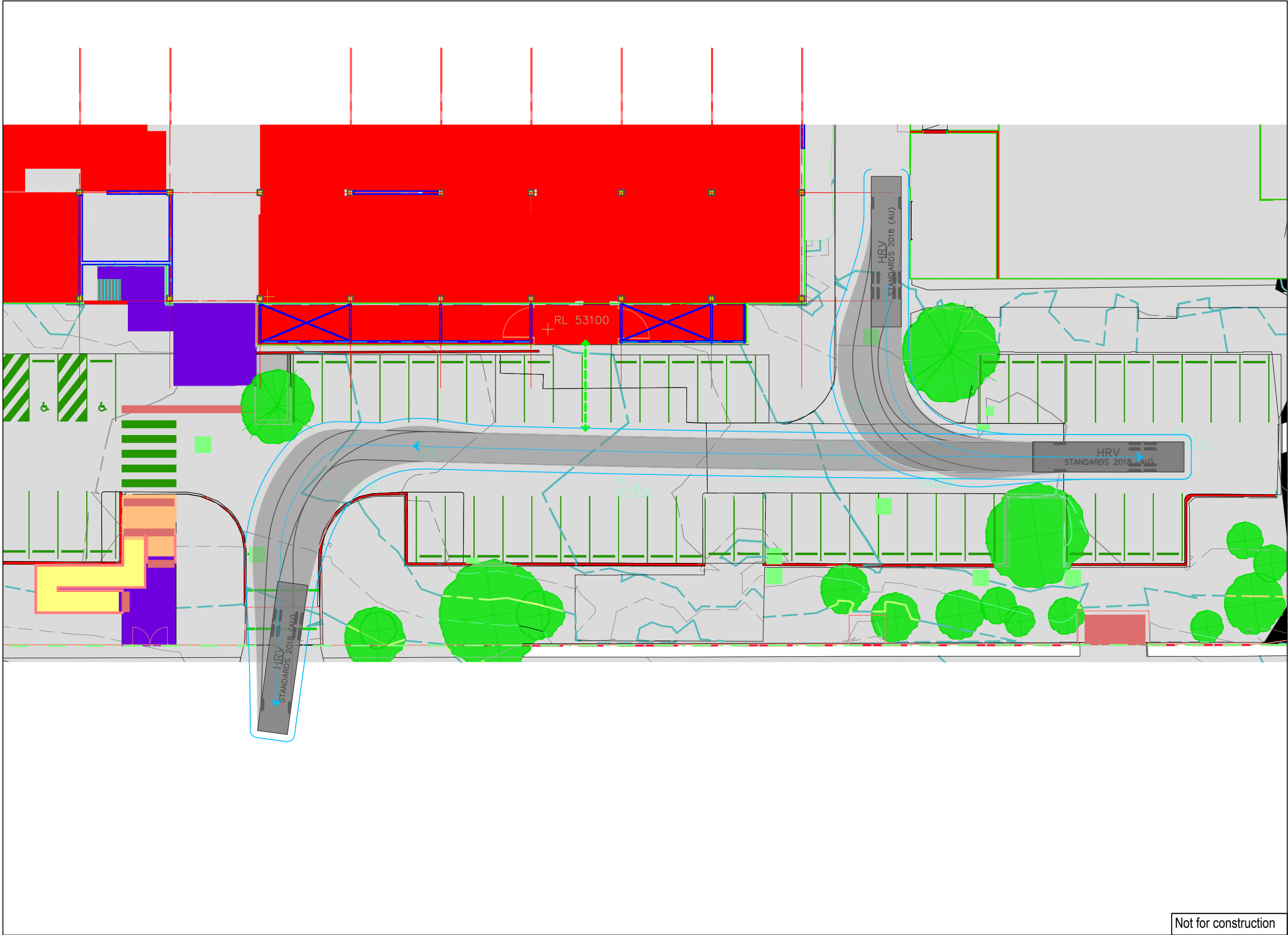
The Ponds HS

Loading Dock
HRV (Inbound)

Project Number
SCT_00521_CAD>LoadingDock

Sheet number
1

A3



Legend

B99 STANDARDS 2004 (AU_HZ) B99 STANDARDS 2004 (AU_HZ)

Body offset (incl. mirrors)
Body envelope
Tyre envelope

This swept path assessment is based on:

- 600mm body offset
- Vehicle speed of 5-10km/h
- A HRV

12500

2200 6850

HRV

Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 36.7

Not for construction



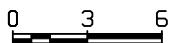
v	Description	Date
1.0	DRAFT	22/07/2025

Prepared for:
SINSW

Quality information

Date	07/25
Prepared	QL
Reviewed	JB
Authorised	JB

Scale @ A3



Scale 1:300

The Ponds HS

**Loading Dock
HRV (Outbound)**

Project Number
SCT_00521_CAD>LoadingDock

Sheet number
2

A3



Thoughtful Transport Solutions

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