



 City of Ryde

# DRAFT SUSTAINABLE TRANSPORT PLAN

2031

# MESSAGE FROM THE CITY OF RYDE COUNCIL

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The City of Ryde is continuing to evolve and how we move around our area must evolve too.

With transport accounting for approximately 23 percent of CO2 emissions in our City, shifting to more sustainable transport modes is key to achieving our Net Zero targets for both Council and the community. This draft Sustainable Transport Plan 2031 supports a shift towards more sustainable transport choices by residents and workers.

This draft Plan outlines a series of actions to help Council and the community make more sustainable travel choices. By prioritising walking, cycling, public transport, shared mobility and low-emission vehicles, we can maintain the lifestyle and opportunity our community values.

Together we will create a healthy, connected and sustainable future for our City.



**Trenton Brown**  
City of Ryde Mayor



One of the guiding principles of the City of Ryde's Integrated Transport Strategy 2045 is to prioritise sustainable transport. This draft Sustainable Transport Plan 2031 has been developed with that principle at its core. It is a distinctive plan among NSW local governments, with its specific focus on making transport more sustainable.

From supporting the delivery of walking and cycling connections, to supporting charging for electric vehicles (EV) and transitioning our fleet to low emission vehicles, this draft Plan proposes practical and measurable actions aimed at reducing emissions from transport in our City.

As an organisation, we remain committed to working with residents, businesses and other transport partners to create a more sustainable and inclusive transport future.



**Wayne Rylands**  
City of Ryde  
Chief Executive Officer



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# ACKNOWLEDGEMENT OF COUNTRY

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The City of Ryde values the unique status of Aboriginal people as the Traditional Custodians of the lands and waterways across the Ryde Local Government Area. The City of Ryde acknowledges the Traditional Custodians of the lands and waterways across Ryde, the Wullumedegal Clan of the Darug nation. We pay our respects to Elders, both past and present, and extend that respect to all other Aboriginal and Torres Strait Islander peoples across Australia.

The Wullumedegal people survived for generations in a rich environment of river flats, creeks and mangrove swamps, fishing with pronged spears and handlines, feasting on shellfish, hunting birds and small game, and collecting a variety of edible bushland foods.

Consistent with the City of Ryde's commitments under its *Reconciliation Action Plan*, this *Sustainable Transport Plan*, seeks to improve outcomes for Aboriginal people living, working, and recreating in the City of Ryde. It reaffirms our commitment to collaboration, whereby Council will actively improve the design and delivery of its activities for Aboriginal people in partnership with Aboriginal people.

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<sup>1</sup> [www.ryde.nsw.gov.au/Library/Local-and-Family-History/Historic-Ryde/Aboriginal-History](http://www.ryde.nsw.gov.au/Library/Local-and-Family-History/Historic-Ryde/Aboriginal-History)

# 1

## INTRODUCTION



The City of Ryde recognises its responsibility to provide leadership in shaping a transport system that is sustainable, inclusive and responsive to the needs of the community. By setting a pathway for more sustainable travel choices, Sustainable Transport Plan (STP) 2031 will help create a Connected, Accessible, and Sustainable City – aligning with Council’s Community Strategic Plan (CSP), Ryde to 2035.

The population of the City of Ryde is projected to exceed 160,000 residents by 2031 (REMPPLAN, 2025). This poses significant challenges for the local transport network and reinforces the need to strike the right balance between development and infrastructure and to foster a shift to sustainable transport modes – active transport (walking, cycling), public transport (train, bus, ferry etc.), shared transport (car share, rideshare) and low-emission private transport, such as electric vehicles.

Transport in our City will need to adapt to ensure that we maintain the great lifestyle and opportunities of our area. STP 2031 has been developed to help us achieve this goal.

## WHAT IS SUSTAINABLE TRANSPORT?

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In 2023, the United Nations General Assembly passed a resolution declaring the first-ever UN Decade of Sustainable Transport 2026-2035. The definition of sustainable transport adopted by the UN is:

*“Sustainable transport is defined as transport that is accessible, safe, efficient, and environmentally friendly, supporting economic growth and reducing inequalities while minimising environmental impact.”*

A definition of sustainable transport adopted in the Australian Government’s Net Zero Roadmap:

*“Sustainable transport supports economic growth while reducing emissions through cleaner vehicles and efficient systems.”*

## WHY DO WE NEED A SUSTAINABLE TRANSPORT PLAN?

The City of Ryde is experiencing rapid population growth, with projections forecasting over 160,000 residents by 2031. This growth places increasing pressure on our transport infrastructure, contributing to congestion, longer travel times and rising greenhouse gas emissions. Currently, transport accounts for approximately 23 percent of all CO<sub>2</sub> emissions in the City of Ryde, mirroring national trends and highlighting the urgent need for change.

STP 2031 is an implementation plan intended to address these challenges by promoting a shift towards more environmentally friendly modes of travel. It supports Council's broader climate goals, including our Net Zero Emissions Pathway (NZEP), which sets ambitious targets for both Council operations and the community (see Strategic Alignment section).

Beyond environmental benefits, sustainable transport enhances liveability; it reduces noise and air pollution, improves public health and ensures equitable access to opportunities for all residents, including those without access to private vehicles. As urban development intensifies, STP 2031 will help ensure that transport planning keeps pace with this growth and the rise of new transport technologies and innovations.

By defining concrete, measurable actions, STP 2031 empowers Council to lead, partner, and advocate for a more sustainable transport future.

## STRATEGIC ALIGNMENT

STP 2031 aligns with outcomes and targets in Council's relevant strategies and plans:

- The 'Our Natural and Sustainable City' outcome of Ryde to 2035 CSP
- The 'Sustainable' outcome of Council's Local Strategic Planning Statement (LSPS) and Integrated Transport Strategy (ITS) 2045
- Emission reduction targets in Council's Net Zero Emissions Pathway (NZEP), which was developed after Council's declaration of a climate emergency in 2019.

Council's NZEP contains two targets:

- **Council Net Zero Target:** Net Zero emissions for Council operations by 2035, with interim emissions reduction targets of 70 percent reduction on 2018/19 emissions by 2029/30, or as soon as possible.
- **Community Net Zero Targets:** Support the community to meet Net Zero Emissions by no later than 2040 or sooner, if possible, with interim emissions targets of a 76 percent reduction on 2018/19 emissions by 2029/30.

Given transport accounts for approximately 23 percent of all CO<sub>2</sub> emissions, STP 2031 is one of Council's key plans to help decarbonise our City and achieve these Net Zero Targets. An overview of Council's strategic transport planning framework is detailed below.

## RELATIONSHIP TO SELECTED OTHER CITY OF RYDE STRATEGIES AND PLANS

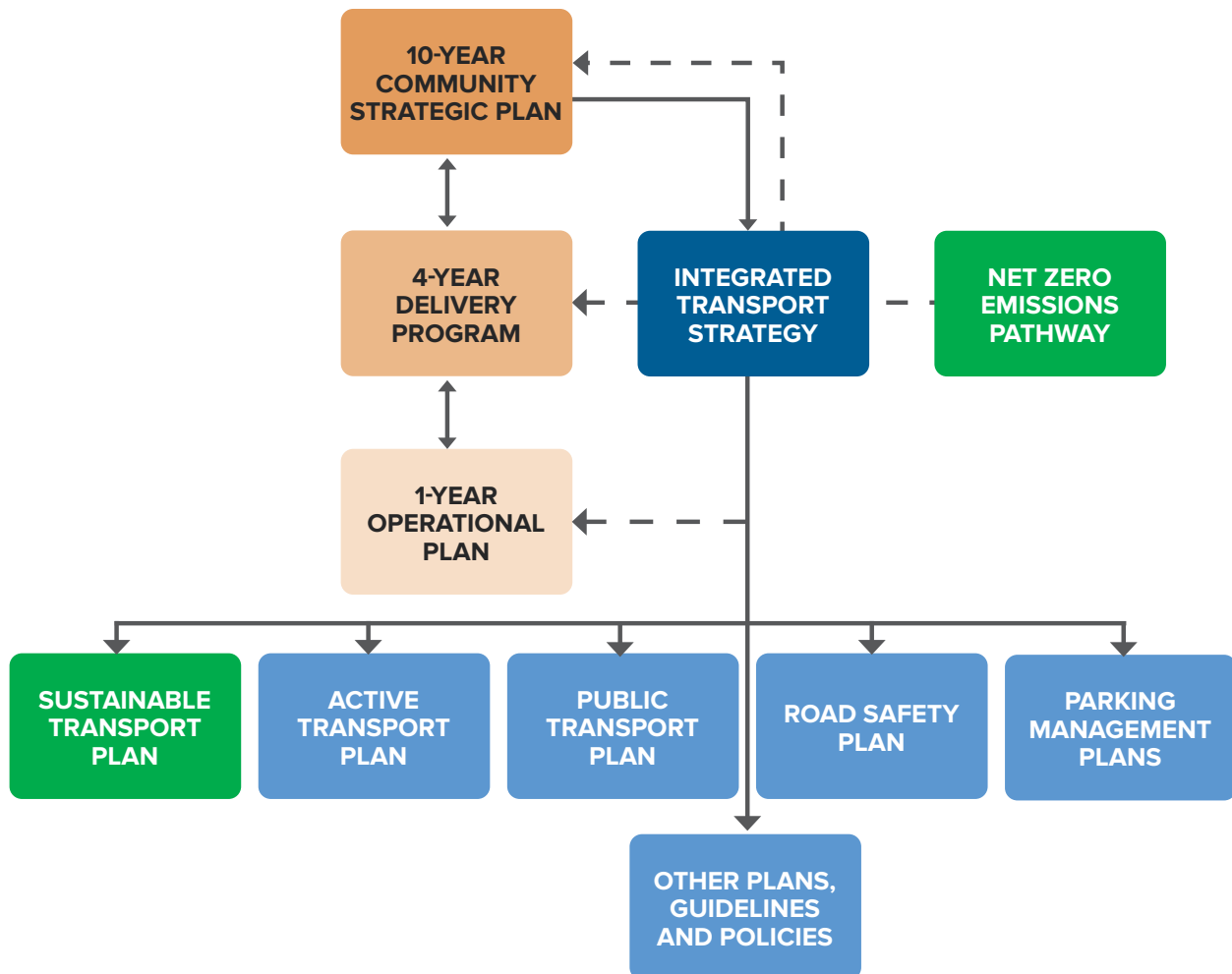


Figure 1 – Relationship between STP 2031 and other City of Ryde strategies and plans.

# 2

## CITY OF RYDE PROFILE



With an area of over 40km<sup>2</sup> and located 12km from the Sydney Central Business District (CBD), the City of Ryde offers a diverse mix of residential, commercial, industrial, retail, education and employment opportunities across 16 distinct, liveable and well-connected suburbs.

## TRANSPORT MODAL SHARE

Transport modal share refers to the share of journeys made by each transport mode. Transport for NSW’s Household Travel Survey (HTS) and the Australian Bureau of Statistics (ABS) Census provide a snapshot of the modal split for City of Ryde residents:

### HOUSEHOLD TRAVEL SURVEY

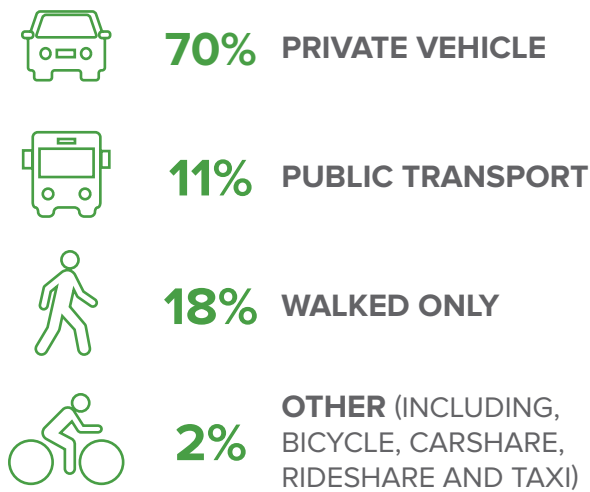


Figure 2 – Household Travel Survey modal share on an average weekday in 2022/23. Source: Transport for NSW, 2025b. Household Travel Survey Data for 2022/23.

### MEDIAN AGE



**37 YEARS**

### CHILDREN



**16.2%**  
of residents

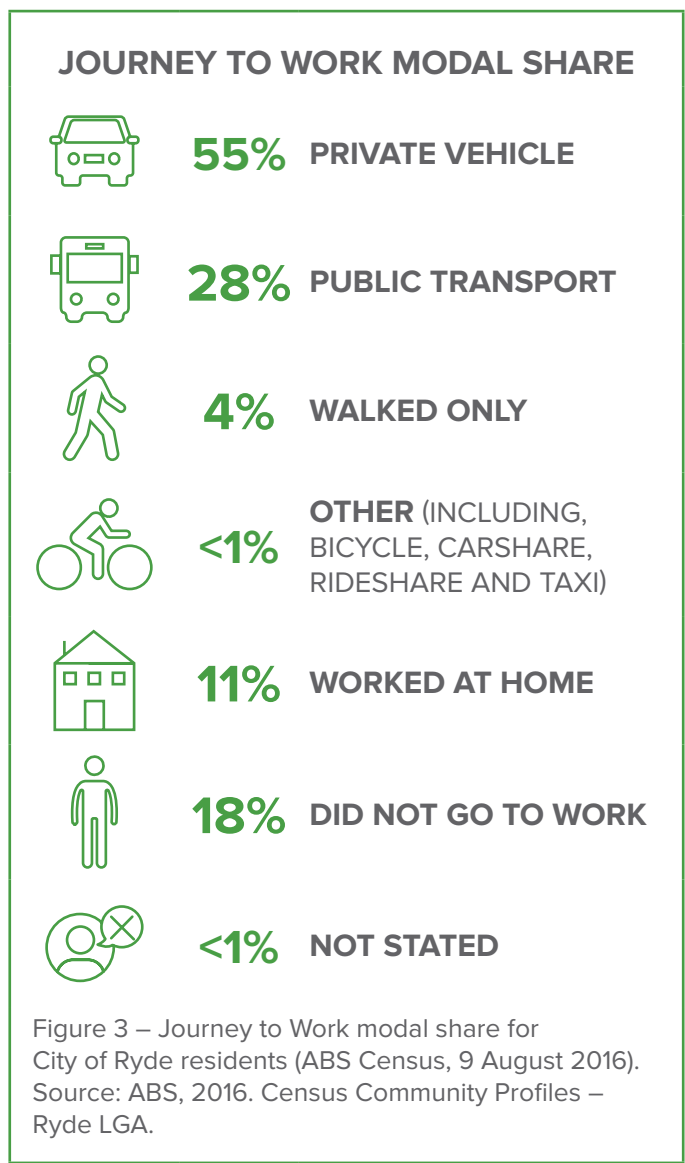
### SENIORS



**15%**  
of residents

## VEHICLE OWNERSHIP

As of October 2025, approximately 93,400 vehicles were registered in the City of Ryde, up from approximately 92,700 registrations recorded in October 2024 (Transport for NSW, October 2025). There has been a significant rise in electric vehicle (EV) adoption within the City, with the number of registered EVs increasing from just 85 in 2020 to over 3,100 Battery Electric Vehicles (BEV) and 470 Plug-in Electric Vehicles (PHEV) by October 2025 (Transport for NSW, October 2025) representing approximately four percent of the total number of vehicles registered in the City of Ryde as of October 2025.



Note: 2016 Census data has been used given that the 2021 Census occurred during a statewide lockdown due to the COVID-19 pandemic. This meant that the 2021 data was not representative of typical travel patterns.

### VEHICLES REGISTERED



**93,400**

### INCLUDING:

#### PRIVATE PASSENGER CARS



**67,900**

#### BATTERY ELECTRIC VEHICLES



**3,138**

#### LIGHT COMMERCIAL VEHICLES



**10,050**

## EMISSIONS IN THE CITY OF RYDE

Based on 2022 – 2023 data provided by Resilient Sydney, Figure 4 shows that CO<sub>2</sub> emissions from transport currently account for approximately 23 percent of overall CO<sub>2</sub> emissions attributed to City of Ryde. This mirrors the national CO<sub>2</sub> emissions profile for transport which is approximately 20 percent of overall CO<sub>2</sub> emissions.

### EMISSIONS 2022 – 23

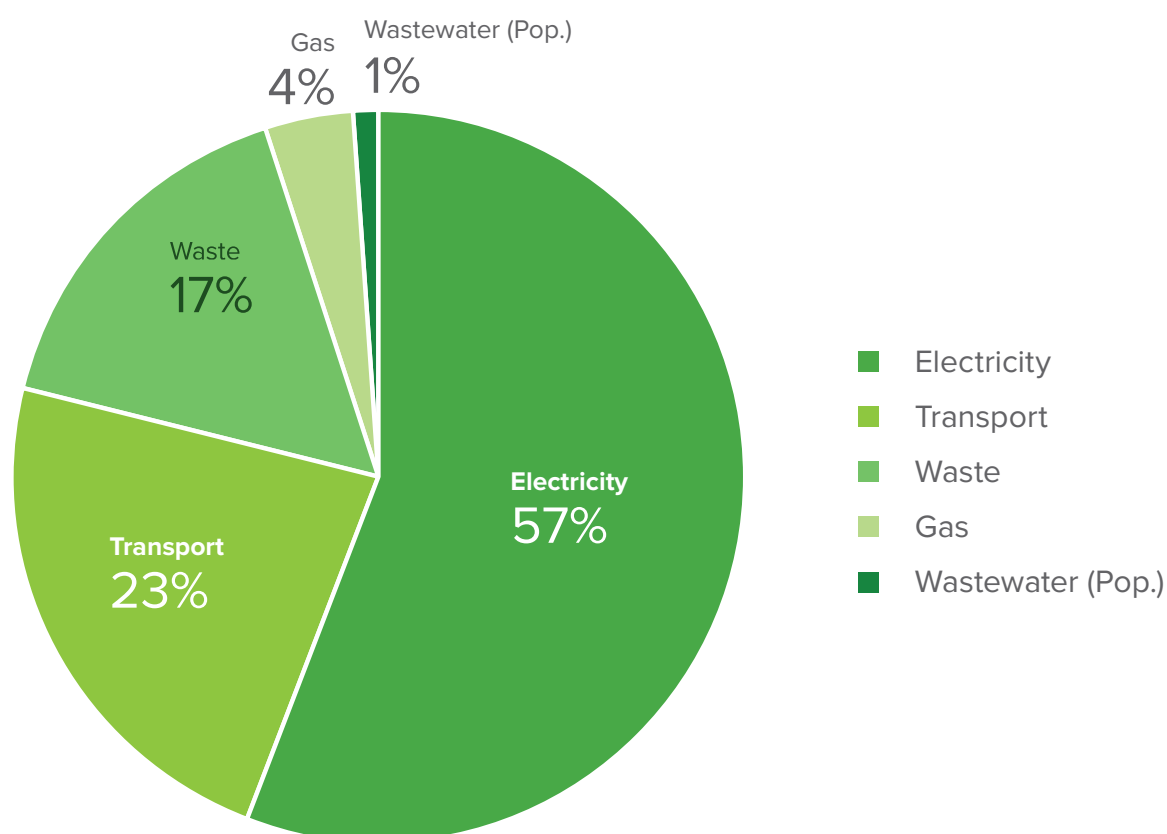


Figure 4 – CO<sub>2</sub> emissions in Ryde LGA by sector.  
Source: Resilient Sydney Platform – Kinesis – 2025.

The Electric Vehicle Council (EVC) maintains that a reduction of carbon emissions compared with ICE vehicles is achieved over the lifetime of an EV, even when charged using the current electricity grid. According to the Australian Government's Department of Climate Change, Energy, the Environment and Water (DCCEEW), passenger cars and light commercial vehicles contributed 60 percent of Australia's transport emissions and over 10 percent of Australia's total emissions. DCCEEW considers that increasing the number of EVs can reduce emissions from the transport sector, and that EVs powered by renewable energy will contribute to achieving the Australian economy-wide emissions reduction target of 62 to 70 percent by 2035 – and net zero emissions by 2050<sup>2</sup>.

In addition, EVs can reduce traffic noise and improve air quality at local scale, removing the carcinogenic pollution produced by petrol/diesel vehicles.

Net zero – [www.dcceew.gov.au/climate-change/emissions-reduction/net-zero](http://www.dcceew.gov.au/climate-change/emissions-reduction/net-zero)

<sup>2</sup> [www.dcceew.gov.au/energy/transport](http://www.dcceew.gov.au/energy/transport)

## ELECTRIFICATION OF MOBILITY IN THE CITY OF RYDE

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Electric Vehicles (EVs) are driven by electric motors, instead of internal combustion engines (ICE) that burn liquid fuels to generate power. Hybrid vehicles use a combination of electric motors and ICE. As a form of private transport, EVs are a key component of the sustainable transport mix. They are particularly effective when powered by electricity produced from renewable sources and play an important part in achieving the targets set in Council's NZEP.

City of Ryde is actively advancing the electrification of mobility as part of its broader commitment to sustainability, innovation and net-zero emissions. Recognising the potential impact of EVs in reducing greenhouse gas emissions, improving air quality, and enhancing community wellbeing, Council is taking a multi-faceted approach to support the transition to more sustainable transport.

## NSW GOVERNMENT GRANTS

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Council acknowledges that a major barrier to the adoption of EVs by consumers is lack of access to home charging. This is particularly the case for residents of multi-unit developments that represent over 50 percent of existing dwellings and is the predominant form of new developments planned in the Ryde LGA.

In 2024, the City of Ryde commenced participation in the NSW Government's EV Kerbside Charging Grants – Round 2, an initiative designed to expand public EV charging in areas with limited access to private, off-street parking to support the growth of EV ownership across NSW. Through this initiative, the City of Ryde is working to provide accessible, cost-effective charging options for residents and visitors, with installation planned to be completed by 2026.

In July 2025, the NSW Government announced the successful Charge Point Operators (CPOs). The City of Ryde is now collaborating with CPOs to finalise contractual agreements, confirm charging locations and address operational requirements. As part of the approval process, all proposed charger locations are reviewed by relevant Council teams to assess feasibility, safety and potential impacts. This will be followed by a community engagement process to gather feedback and ensure local support.

PROPOSED LOCATIONS OF KERBSIDE EV CHARGERS

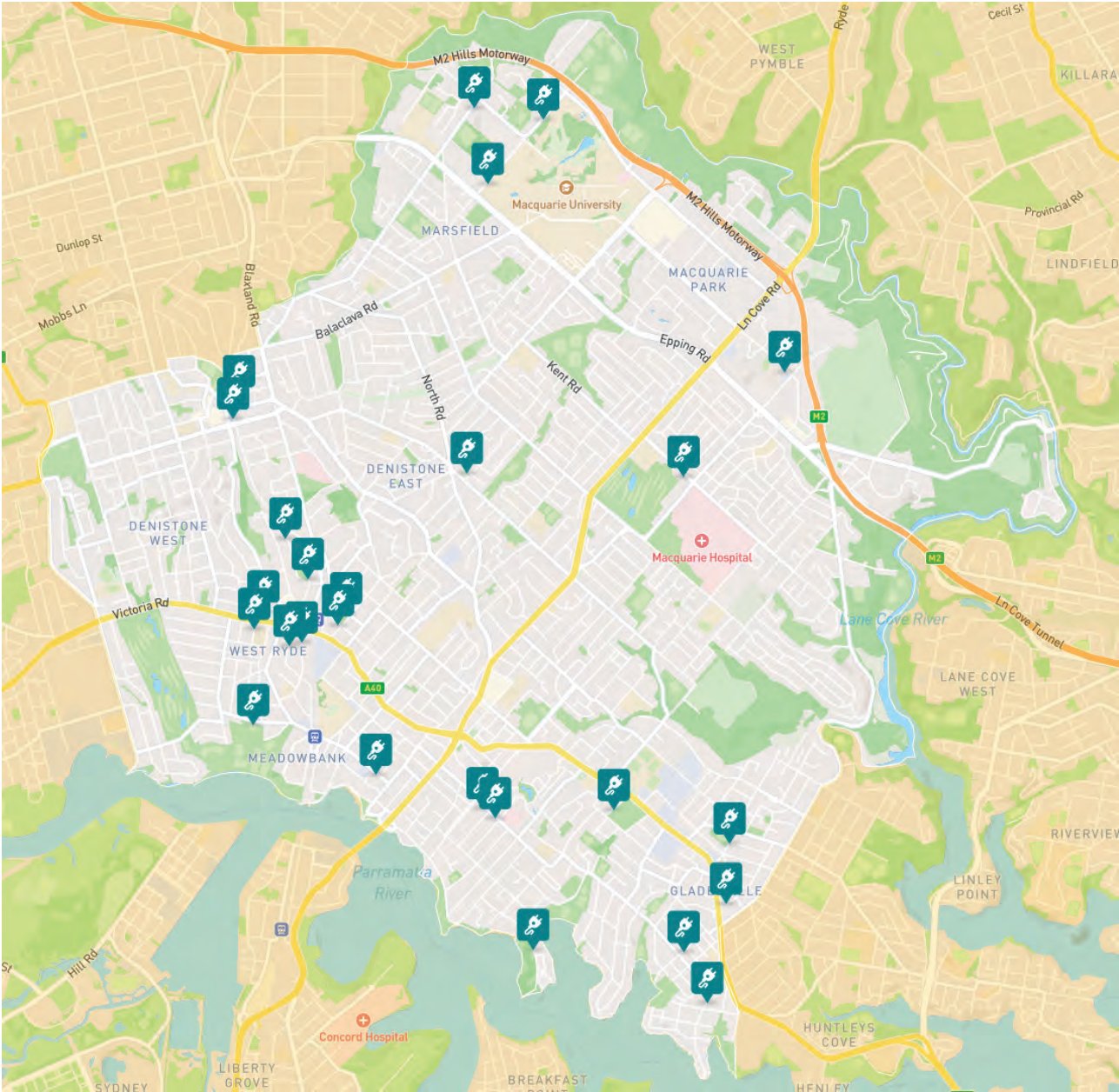


Figure 5 – Proposed locations of kerbside EV chargers.



## CITY OF RYDE'S FLEET TRANSITION

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As part of City of Ryde's NZEP, Council has begun transitioning its vehicle fleet from ICE vehicles to low- and zero-emission alternatives. This strategic shift focuses on progressively incorporating hybrid and fully electric vehicles into Council operations to reduce fuel consumption, emissions and maintenance costs, while demonstrating leadership in sustainable transport.

The number of hybrid vehicle models and EVs within the Council fleet has increased significantly in the last two decades – from just seven hybrid vehicles in 2007 to 70 hybrid vehicles and eight battery electric vehicles (BEVs) as of October 2025 – reflecting a steady commitment to environmental responsibility and the integration of emerging clean technologies.

The latest revision of the Council's Motor Vehicle Policy reinforces this direction by removing ICE vehicles from consideration where equivalent hybrid or electric models are available in the market. This approach ensures that all new vehicle acquisitions align with the City of Ryde's sustainability objectives. The policy also supports a staged transition toward full electrification, allowing the necessary charging infrastructure and fleet management systems to develop in parallel.

To further enable this transition, Council has upgraded its Operations Centre charging facilities, including the replacement of the existing 7kW charger with a faster 22kW charging station. This enhancement provided more efficient vehicle turnaround times and supports the practical use of EVs by staff members, particularly those eligible for leaseback vehicles.

In addition, Council is developing an internal education and engagement program to familiarise staff with EV technology and charging systems. This initiative aims to address common concerns regarding vehicle range, charging availability and operational readiness, thereby increasing staff confidence and willingness to adopt EVs for work-related travel. The program aligns with Council's broader goal of cultivating a workplace culture that embraces sustainability, innovation and climate action.

# 3 ACTION PLAN



Council's Integrated Transport Strategy 2045 (ITS 2045) includes several objectives under the 'Sustainable' transport outcome:

## SUSTAINABLE

- O1. Encourage active transport by continuing to invest in walking and cycling infrastructure, including taking advantage of grant funding to assist in the realisation of projects.
- O2. Reduce emissions by inducing a modal shift to sustainable transport.
- O3. Increase sustainable travel by Council staff.
- O4. Support residents and businesses transition to electric and hydrogen-powered passenger, freight and utility vehicles.

This Action Plan has been created to implement these objectives. The actions as listed below are grouped under categories in the Sustainable Travel Hierarchy:

### SUSTAINABLE TRAVEL HIERARCHY

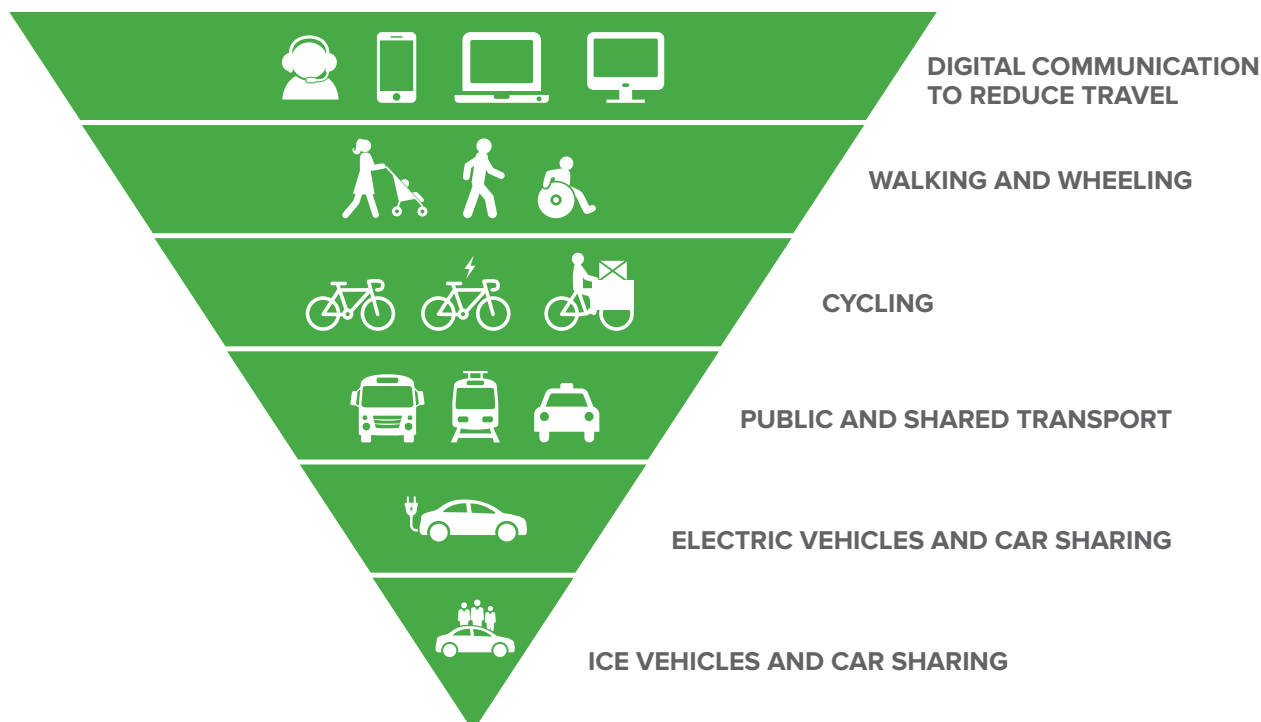


Figure 6 – Sustainable Travel Hierarchy.

Adapted from Source: UK Energy Savings Trust (2025<sup>3</sup>).

<sup>3</sup> <https://energysavingtrust.org.uk/an-introduction-to-the-sustainable-travel-hierarchy>



Each action includes several measures of success – indicators that allow us to track our progress. These indicators are a combination of:

→ **Leading indicators:** forward-looking signals that estimate the likely impact of a proposed initiative before it is implemented. They draw on modelled forecasts and policy alignment, and highlight which strategies show the strongest promise.

← **Lagging indicators:** retrospective measures drawn from existing data. They are used to assess past behaviours or performance to highlight challenges / opportunities for change.

The role played by Council in fulfilling these actions varies depends on the nature of each action. Three main roles have been identified:

- **Lead:** When Council has the authority, resources and mandate to implement transport initiatives directly. Examples include collecting data, undertaking projects, applying for grants or updating its own strategies, plans and policies.
- **Partner:** When Council collaborates with other stakeholders – including state agencies, neighbouring councils, private sector, and community groups – to co-deliver transport solutions. Examples include kerbside EV chargers, innovative public transport systems, shared mobility solutions.
- **Advocate:** When Council has no direct control over infrastructure or initiatives but still represent community interests. Examples include lobbying the NSW Government for improved public transport services or advocating for funding to support the delivery of active transport infrastructure.

The estimated costings associated with each action is listed to support transparent decision making and prioritisation. Details on progress are provided regularly in Council's annual report and its quarterly progress reports.

# USE DIGITAL COMMUNICATION TO REDUCE THE NEED FOR TRAVEL

## Challenges

- Company policies mandating office attendance
- Working hours concentrate travel during peak periods
- Need for young professionals to attend workplace
- Most jobs (60 – 65 percent) require at least some physical presence (ABS, 2024).

## Actions

| ITS 2045 OBJECTIVE                                                                                                                | ACTIONS                                                                                                                                                                      | Council's Role | Timing  | Estimated Cost to Council                      | KEY MEASURES OF SUCCESS                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O2. Reduce emissions by inducing a modal shift to sustainable transport.<br><br>O3. Increase sustainable travel by Council staff. | • Continue to deliver Council information, services, consultations (e.g. via Have Your Say), webinars, events etc. online wherever possible to minimise the need for travel. | Lead           | Ongoing | Delivered by Council staff – no external costs | → Increase in number of online events or webinars offered from a 2026 baseline.<br><br>← Increase in website traffic and engagement metrics (e.g. page views, feedback submissions) from a 2026 baseline.<br><br>← Increase in participation rates for online consultations and events / webinars from a 2026 baseline. |
|                                                                                                                                   | • Continue to provide flexible working options to Council staff to reduce travel demand, congestion and emissions, particularly during peak times.                           | Lead           | Ongoing | Delivered by Council staff – no external costs | → Maintaining flexible work arrangements for at least 80 percent of office-based staff from 2026.                                                                                                                                                                                                                       |

## Challenges

- Active travel requires a certain degree of fitness, especially given hilly terrain in parts of LGA
- Lack of shade, shelter and trees in parts of LGA
- Lack of direct, connected, high-quality cycling routes and supporting infrastructure such as end of trip facilities (EOTFs)
- Need for more and safer pedestrian crossings, and more ‘green time’ at signalised intersections
- High vehicle speeds and volumes decrease safety for pedestrians and cyclists
- Gaps in cycling networks that impact on the perception of active transport as a safe alternative.

## Actions

| ITS 2045 OBJECTIVE                                                                                                                                                        | ACTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Council's Role | Timing      | Estimated Cost to Council             | KEY MEASURES OF SUCCESS                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O1. Encourage active transport by continuing to invest in walking and cycling infrastructure, including taking advantage of grant funding to build infrastructure sooner. | <ul style="list-style-type: none"> <li>• Continue taking advantage of funding opportunities for active transport projects and initiatives through the NSW Government such as:               <ul style="list-style-type: none"> <li>• Get NSW Active (walking and cycling infrastructure and projects)</li> <li>• NSW Active Transport Infrastructure Program (larger infrastructure funding)</li> <li>• Open Streets Program (2025 – 28) (street activations and pedestrian-priority events)</li> <li>• Local Government Road Safety Program (pedestrian and cyclist safety works)</li> <li>• Other related infrastructure / liveability grants (e.g. Streets as Shared Spaces, climate resilience or place-based funds when offered).</li> </ul> </li> </ul> | Lead Partner   | 2026 – 2031 | Delivered internally / through grants | <p>→ Submission of application to at least one active transport grant program as available each year from 2026</p> <p>← Delivery of at least three state-funded or co-funded active transport projects by 2031</p> |

| ITS 2045 OBJECTIVE                                                                                                                                                        | ACTIONS                                                                                                                                                                                                                                                                     | Council's Role        | Timing                | Estimated Cost to Council                          | KEY MEASURES OF SUCCESS                                                                                                                                                                                                                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O1. Encourage active transport by continuing to invest in walking and cycling infrastructure, including taking advantage of grant funding to build infrastructure sooner. | <ul style="list-style-type: none"> <li>Review Council's Development Control Plan (DCP) to require end-of-trip facilities (EOTF) in all new medium to larger commercial/ office and industrial developments, as well as retrofitting buildings wherever possible.</li> </ul> | Lead                  | 2026 – 2027           | Delivered by Council staff – no external costs     | <ul style="list-style-type: none"> <li>→ Amendment of Council's DCP by 2027 to enhance requirements for EOTF</li> <li>← Inclusion of EOTF in all new medium to larger developments from 2027</li> </ul>                                                          |
|                                                                                                                                                                           | <ul style="list-style-type: none"> <li>Advocate to Transport for NSW to trial a shared bicycle (including e-bikes) or other micro-mobility scheme.</li> </ul>                                                                                                               | Advocate Partner      | 2026 – 2028           | Delivered by Council staff – no external costs     | <ul style="list-style-type: none"> <li>→ Preparation of one shared transport project proposal by end 2027 for TfNSW consideration</li> <li>← Increase in availability and usage of shared micromobility options from 2026</li> </ul>                             |
|                                                                                                                                                                           | <ul style="list-style-type: none"> <li>Collaborate with Transport for NSW, NSROC and neighbouring councils on delivering regional active transport links, including the Parramatta to Sydney Foreshore Link (PSFL).</li> </ul>                                              | Lead Advocate Partner | Ongoing / 2028 – 2031 | Delivered internally / through grants              | <ul style="list-style-type: none"> <li>→ Completion of one regional active transport link by 2031</li> <li>← Development of two integrated active transport projects with neighbouring councils by 2028</li> </ul>                                               |
|                                                                                                                                                                           | <ul style="list-style-type: none"> <li>Ensure the walking and cycling network is accessible to people of all ages and abilities.</li> </ul>                                                                                                                                 | Advocate Partner      | Ongoing               | As per Council budget \$7 million over four years* | <ul style="list-style-type: none"> <li>→ Increase in number of DDA-compliant kerb ramps and crossings from a 2026 baseline</li> <li>← Introduction of systematic walking and cycling counts by end 2026 and increase in observed volumes year-on-year</li> </ul> |

| ITS 2045 OBJECTIVE                                                       | ACTIONS                                                                                                                                                                                                                                                                                                                                                                                                                             | Council's Role | Timing      | Estimated Cost to Council                      | KEY MEASURES OF SUCCESS                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O2. Reduce emissions by inducing a modal shift to sustainable transport. | <ul style="list-style-type: none"> <li>• Partner with major employers in the Macquarie Park Innovation District (MPID) to create and implement Workplace Travel Plans (WTP) with the aim of:               <ul style="list-style-type: none"> <li>• Measuring travel patterns</li> <li>• Promoting modal shift away from private vehicles</li> <li>• Reducing demand for peak-period private vehicle travel.</li> </ul> </li> </ul> | Lead Partner   | 2027 – 2031 | Delivered by Council staff – no external costs | <ul style="list-style-type: none"> <li>→ Engagement with at least 10 major employers in MPID on creation of WTPs by end 2027</li> <li>← Reduction in commuting trips by individual vehicles as measured by WTP data by 2031</li> </ul>                                                                                                                                                                                                                       |
|                                                                          | <ul style="list-style-type: none"> <li>• Encourage and monitor the adoption of Green Travel Plans (GTPs) for all new medium to large-scale Development Applications (DAs) (including state-significant applications) to manage travel demand and encourage sustainable modes of transport.</li> </ul>                                                                                                                               | Lead Advocate  | Ongoing     | Delivered by Council staff – no external costs | <ul style="list-style-type: none"> <li>→ Submission of GTPs by all proponents of medium to large-scale DAs from 2026</li> <li>→ Increase in number of businesses engaged in sustainable commuting initiatives from 2027</li> <li>← Reduction in peak-hour commuting trips by employees of participating businesses from 2027</li> <li>← Reduction in commuting trips by individual vehicle as measured by ABS Census Journey To Work data by 2031</li> </ul> |

# PUBLIC TRANSPORT

## Challenges

- Less frequent services outside of peak times
- Lack of integration between public transport routes and modes
- Inconsistent coverage and reliability of public transport services, particularly buses
- Cost of fares for lower income groups
- Lack of commuter parking and train and metro stations, and dedicated pick up / drop off zones at metro stations
- Perceptions of safety when using public transport, particularly at night
- Public transport is often not practical or convenient for dispersed, non-commuting trips.

## Actions

| ITS 2045 OBJECTIVE                                                       | ACTIONS                                                                                                 | Council's Role | Timing      | Estimated Cost to Council                                                          | KEY MEASURES OF SUCCESS                                                                                                                                             |
|--------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|----------------|-------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O2. Reduce emissions by inducing a modal shift to sustainable transport. | • Survey residents on specific issues with bus services to inform advocacy involving Transport for NSW. | Lead           | 2026 – 2027 | Delivered by Council staff – Community Engagement materials cost \$4,000 – \$6,000 | → Completion of a Have Your Say consultation on bus services by end 2026<br>→ Completion of report outlining bus service issues and proposed solutions by mid-2027  |
|                                                                          | • Advocate for improvements to the frequency and coverage of bus services.                              | Advocate       | 2026 – 2031 | Delivered by Council staff – no external costs                                     | → Creation of a Public Transport Plan by end 2026<br>→ Increase in service frequency or coverage of bus routes in collaboration with bus operator from 2026 to 2031 |

| ITS 2045 OBJECTIVE                                                       | ACTIONS                                                                                              | Council's Role   | Timing      | Estimated Cost to Council                      | KEY MEASURES OF SUCCESS                                                                                                                                                                                                              |
|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------|-------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O2. Reduce emissions by inducing a modal shift to sustainable transport. | • Investigate ways to improve integration between rail, bus and active transport modes.              | Advocate         | 2026 – 2031 | Delivered by Council staff – no external costs | <p>→ Number of integration opportunities identified and documented from 2026</p> <p>← Increase in multimodal trips (e.g. bike + train, bus + walk) as measured by travel surveys or smart card data from a 2026 baseline to 2031</p> |
|                                                                          | • Partner with Transport for NSW on an update of the Bus Network Plan for our bus region (Region 7). | Advocate Partner | 2026 – 2031 | Delivered by Council staff – no external costs | <p>→ Council contribution to the updated Transport for NSW Bus Network plan by early 2026</p> <p>← Improvement in frequency and coverage of bus services across LGA from 2026 to 2031</p>                                            |

# SHARED TRANSPORT

## Challenges

- High car ownership in low density residential areas
- Competition between residents and shared cars for on-street parking
- Car share mostly suitable for occasional users, not for everyday car users
- Community bus services and shuttles are expensive and dependent on subsidies to be financially viable.

## Actions

| ITS 2045 OBJECTIVE                                                       | ACTIONS                                                                                                                                                                                                      | Council's Role   | Timing      | Estimated Cost to Council                                                       | KEY MEASURES OF SUCCESS                                                                                                                                                                    |
|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O2. Reduce emissions by inducing a modal shift to sustainable transport. | • Continue car share programs, working closely with car share operators to remove barriers and investigate alternative ways to expand car share services in our City, including as part of new developments. | Lead             | 2026 – 2031 | Delivered by Council staff – no external costs<br>Generates revenue for Council | → Increase the number of car share spaces across Ryde LGA by 20 percent from 2026 to 2031<br>← Increase in the number of car share members in the Ryde LGA by 20 percent from 2026 to 2031 |
|                                                                          | • Partner with Charge Point Operators (CPOs) and car share companies to facilitate shared EVs and charging infrastructure for car share schemes.                                                             | Partner          | 2026 – 2031 | Delivered by Council staff – no external costs                                  | → Increase in number of kerbside EV chargers at car share spaces by 2031<br>← Increase in number of trips made by electric share vehicles by 2031                                          |
|                                                                          | • Work with developers, building owners, employers and other groups to promote the provision of shuttle services to and from train and metro stations.                                                       | Partner Advocate | Ongoing     | Delivered by Council staff – no external costs                                  | → Engagement with developers, building owners, employers and other groups from 2026<br>← Introduction of at least one new shuttle bus shuttle service by 2031                              |
|                                                                          | • Work with community transport providers to provide services to vulnerable community members e.g. aged people and people with a disability.                                                                 | Advocate         | 2026 – 2031 | Delivered by Council staff – no external costs                                  | → Engagement with community transport providers from 2026 to investigate expanded services<br>← Introduction of at least one new community transport service by 2031                       |

## Challenges

- Availability of charging infrastructure not as widespread as fossil fuels, leading to range anxiety and unplanned stoppages
- Competition between ICE and EV owners for on-street parking in case of kerbside chargers using dedicated parking
- Cost of purchasing new EVs is still relatively higher than most low-end ICE cars.

## Actions

| ITS 2045 OBJECTIVE                                                    | ACTIONS                                                                                                                                                                              | Council's Role | Timing                | Estimated Cost to Council                                                         | KEY MEASURES OF SUCCESS                                                                                                                                                                                                                    |
|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O4. Support residents and businesses transition to electric vehicles. | • Update Council's DCP to ensure all new medium to large-scale developments (including state-significant development applications) include requirements for EV-ready infrastructure. | Lead           | 2026 – 2027 / Ongoing | Delivered by Council staff – no external costs                                    | → Amendment of Council's Ryde DCP to include EV-ready requirements by end 2026<br>← 100 percent of all new medium to large-scale developments to include provision for EV charging infrastructure from 2027                                |
|                                                                       | • Facilitate the installation of up to 50 kerbside EV charging points by 2027 under the NSW Government's EV Kerbside Charging Grant.                                                 | Lead Partner   | 2026 – 2027           | Delivered by Council staff – no external costs<br>Funded by NSW Government grants | → Engagement with Charge Point Operators (CPO) on installation of kerbside EV chargers from 2026<br>← Installation of up to 50 kerbside EV chargers by 2027 (subject to community feedback)                                                |
|                                                                       | • Educate the community about lower and zero emission vehicle technologies and their role in helping reduce emissions, through Council newsletter, webpage, events and magazines.    | Lead Advocate  | 2026 – 2031           | Delivered by Council staff – no external costs                                    | → Participation in at least two major events every year from 2026<br>→ Publication of content in newsletters and Council website from 2026<br>← Increase in number of EV registrations within the City of Ryde each year from 2026 to 2031 |

# DECARBONISATION OF COUNCIL'S FLEET

## Challenges

- High proportion of the fleet are large vehicles (e.g. SUVs, utes)
- Lack of home or on-street EV charging that would support transition to EVs
- Hydrogen vehicles only suitable for local use; only one existing hydrogen vehicle refuelling station in NSW (Macquarie Park).

## Actions

| ITS 2045 OBJECTIVE                                | ACTIONS                                                                                                                                                | Council's Role | Timing                | Estimated Cost to Council                      | KEY MEASURES OF SUCCESS                                                                                                                                               |
|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------------------|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| O3. Increase sustainable travel by Council staff. | • Update Council's fleet policies and list of fit-for-purpose vehicles to reflect emissions reduction targets.                                         | Lead           | 2026 – 2031           | Delivered by Council staff – no external costs | → Update of Council's fleet policy and vehicle list by end 2026<br>← At least 50 percent of vehicles in use by staff to be electric by 2031                           |
|                                                   | • Monitor the performance of Council-owned EVs and produce a comparison report of their operating costs against equivalent petrol and diesel vehicles. | Lead           | 2026 – 2030 / Ongoing | Delivered by Council staff – no external costs | → Production of annual report monitoring performance each year from 2026<br>← 70 percent reduction in fleet emissions by Council's fleet by 2030 from a 2018 baseline |

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