City of Ryde

Lifestyle and opportunity
@ your doorstep

ATTACHMENTS FOR: AGENDA NO. 8/25 COUNCIL MEETING

Meeting Date: **Tuesday 22 July 2025**
Location: **Council Chambers, Level 1A, 1 Pope Street, Ryde and Online**
Time: **6.00pm**

ATTACHMENTS FOR COUNCIL MEETING

Item

9 INTEGRATED TRANSPORT STRATEGY REFRESH

Attachment 1 Draft Integrated Transport Strategy 2045

City of Ryde

DRAFT INTEGRATED TRANSPORT STRATEGY 2045

ACKNOWLEDGEMENT OF COUNTRY

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 Wallumedegal 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.[1]

Consistent with the City of Ryde's commitments under its *Reconciliation Action Plan*, this *Integrated Transport Strategy*, 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.

1 *www.ryde.nsw.gov.au/Library/Local-and-Family-History/Historic-Ryde/Aboriginal-History*

CONTENTS

GLOSSARY

Active transport – A transport mode using only the physical activity of a human being for movement (most commonly refers to walking and cycling but can also include other forms of micromobility).

Autonomous vehicles (AVs) – Also known as a self-driving car, an AV is a vehicle capable of sensing its environment and moving safely with little to no human input.

Electric vehicles (EVs) – A vehicle that uses one or more electric motors for propulsion and can include pure battery electric vehicles (BEV), hybrid electric vehicles (HEV), plug-in electric vehicles (PEV) and range-extended electric vehicles (REEV).

Green Travel Plan (GTP) / Workplace Travel Plan (WTP) – A plan for a residential (GTP) or workplace (WTP) building, site or area designed to reduce the transport impacts of a development by maximising the use of sustainable transport modes. These plans outline a range of actions and incentives to increase the share of walking, cycling, public and shared transport over private vehicles.

Household Travel Survey (HTS) – A household survey of personal travel for residents of the Greater Sydney Metropolitan Area, conducted annually by Transport for NSW and its predecessors since June 1997. The survey collects information about people's day-to-day travel such as where they go, when they travel, the purpose of the trip, the means of transport used and the costs associated with the trip. The survey collects data for all days through the year – including during school and public holidays. Typically, approximately 2,000-3,000 households participate in the survey annually. Data is collected on all trips made over a 24-hour period by all members of the participating households (Transport for NSW, 2025b).

Intelligent Transport Systems (ITS) – The application of technology to transport systems and management to make them safer, more efficient and smarter. This includes technology such as intelligent crossings and traffic lights, parking guidance systems, parking sensors and travel demand management tools.

Micromobility – Small, lightweight vehicles that can be used for transport. Examples include bicycles, e-bikes, cargo bikes, kick or e-scooters and skateboards.

Mobility as a service (MaaS) – The integration of trip planning, payment and navigating into a single, on-demand offering, typically through a phone or web-based app. Such services allow travellers to complete their journeys as quickly, efficiently and cost-effectively as possible, often using a variety of transport modes.

Modal share – The percentage of travellers who use a particular transport mode. The Journey to Work question in the Australian Census and Transport for NSW's HTS are two common sources of modal share data.

Modal shift – Changing the percentage of travellers using one transport mode over another.

Sustainable transport – Generally refers to active and public transport modes but can also include shared transport and electric vehicles depending on the energy source and emissions for these transport modes.

Transport mode – Different ways of transporting people or goods. The five broad categories are:

- Active transport – walking, cycling and micromobility devices
- Public transport – train, metro, light rail, buses and ferries
- Freight transport – delivery and service vehicles
- Shared transport – carshare, ride share and bike share
- Private transport – cars, trucks, motorbikes and other private vehicles

Travel Demand Management (TDM) – The application of strategies and policies that reduce or eliminate the need for travel, or redistribution of demand over space, time or different transport modes. The aim of TDM is to achieve more sustainable and efficient outcomes for transport systems.

MESSAGE FROM THE CITY OF RYDE COUNCIL

The City of Ryde has long recognised the benefits of integrated transport planning. Our first ITS was adopted in 2008 and our most recent refresh was in 2022.

However, a lot has changed since 2022. New housing targets under the National Housing Accord, NSW Government policy changes such as the Transport Oriented Development (TOD) program and major new transport projects like the extension of Sydney Metro from Chatswood to Sydenham in August 2024 have changed the transport planning paradigm. The growth in electric vehicles as well as active and public transport use have also showed us how the nature of mobility is transforming.

We recognise that our community wants us to be proactive and future focused in the face of such changes. This draft ITS 2045 has been developed to position our City at the forefront of best practice transport planning. In doing so, we ultimately aim to maintain access to lifestyle and opportunity for all of you who live, work, study or play in our wonderful City.

Thank you for taking the time to give your input on this draft. I look forward to your feedback as we develop a final version. Together, we are laying the foundations of a great transport future for our City

Trenton Brown

Trenton Brown
City of Ryde Mayor

As CEO of the City of Ryde, I am excited to present our City's draft Integrated Transport Strategy (ITS) 2045.

As our City continues to grow and evolve, so too must the way we move around it. Transport is about more than just getting from A to B – it is how we connect with each other, access essential services and participate fully in community life. Well-planned and efficient transport is vital for liveability, wellbeing and economic development.

This draft ITS has been developed to align with one of the key strategic outcomes of our Ryde To 2035 Community Strategic Plan – 'A Connected and Accessible City'. We have developed a vision statement, five outcomes and related objectives as a framework that our staff, community and all other stakeholders can look to for guidance as we plan for, manage and ultimately enhance transport choice across our City.

As an organisation, we want to be both a leader and an advocate for better transport. I invite you to read this document, give us your feedback and help us to realise this ambitious goal.

Wayne Rylands

Wayne Rylands
City of Ryde
Chief Executive Officer

HOW TO READ THIS STRATEGY

This Strategy is structured as follows:

1. **Introduction** – An explanation of what an Integrated Transport Strategy is, its role, the role of City of Ryde and why this Strategy was developed.
2. **City Profile** – A snapshot of our City including information on demographics, land use, vehicle ownership and travel patterns.
3. **State of Transport** – An overview of the different transport networks, transport modes and movement challenges in our City.
4. **Our Strategy** – The vision statement, guiding principles, outcomes and objectives of this Strategy.
5. **References** – A list of sources cited in this Strategy.

RELATIONSHIP TO SELECTED OTHER CITY OF RYDE STRATEGIES AND PLANS

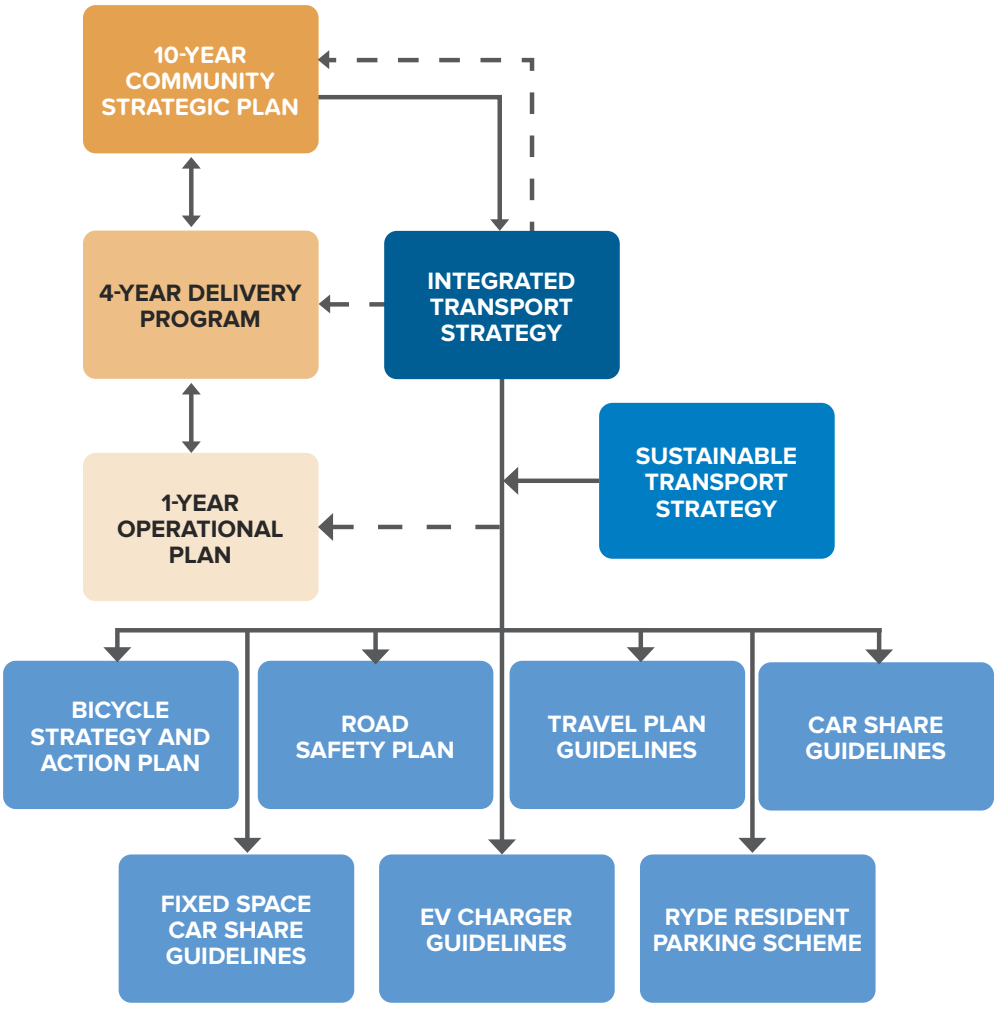


Figure 1 – Relationship between this Integrated Transport Strategy and selected other City of Ryde strategies and plans

1 INTRODUCTION

A well planned and efficiently managed transport system is essential to any city. It enables people to access education, employment, healthcare and recreation. It enhances sustainability, liveability and public health. It supports trade, tourism, and the movement of goods and services, contributing to productivity and economic development. It is also vital for social equity, inclusivity and community resilience.

Conversely, a poorly planned and inefficient transport system has negative effects such as traffic and parking congestion, accidents, excessive pollution, noise and greenhouse gas emissions. These can detract from the social and economic vitality, amenity, sustainability and resilience of a city.

The City of Ryde recognises the leadership role it must play to ensure that transport serves our community and enables equitable access to our City's great lifestyle and opportunities. This Integrated Transport Strategy (ITS) has therefore been created to define our City's vision, guiding principles, outcomes and objectives for transport. These are detailed in section 4 (Our Strategy) of this document.

By setting the direction for transport into the future, this ITS will help create a Connected and Accessible City – one of the seven strategic outcomes of *Ryde to 2035* – Council's overarching Community Strategic Plan.

WHAT IS AN INTEGRATED TRANSPORT STRATEGY (ITS)?

An ITS is a strategic plan for transport. It is like a road map that defines what we want our transport system to look in the future and how we will get there. An ITS is integrated in three ways:

1. **Transport and land use planning –** An ITS integrates transport planning with land use planning to ensure that urban growth and development is supported by transport and that negative outcomes such as traffic congestion are minimised.
2. **Transport modes –** An ITS integrates planning across the different transport modes – active, public, freight, shared and private transport. This recognises that people (and freight) want to complete their journeys as quickly, efficiently and cost-effectively as possible, using whatever transport mode (or combination) is most convenient for them.
3. **Transport stakeholders –** An ITS unites all stakeholders in the transport system on a shared future vision. These stakeholders include the different levels of government (federal, state and local), the community, businesses, transport providers and other stakeholders.

THE ROLE OF THE CITY OF RYDE

The City of Ryde plays a crucial role in transport planning and management. The City is responsible for the planning, construction and maintenance of essential transport infrastructure such as local roads, footpaths, cycleways, bus shelters, signage and Council car parks. We also manage the Ryde Resident Parking Scheme and enforce parking regulations. We ensure that this infrastructure, facilities and management of policies are safe, equitable and fit for purpose as our community grows and changes.

While the planning and coordination of most public transport in Sydney is managed by the NSW Government and operated by private companies (except Sydney Trains and NSW Trains), the City of Ryde still plays a key role. By collaborating with the NSW Government and transport operators, we can influence decision making that benefits our City.

THE ROLE OF THIS ITS

The role of this ITS is to provide the framework for the long-term integrated transport planning in the City of Ryde. It will serve as a platform for advocacy to other levels of government, the private sector and broader community, defining our transport vision, guiding principles, outcomes and objectives for transport.

This ITS will be used to support our ongoing work with the community and other stakeholders to improve the way transport serves our City. It will serve as a resource to support our bids for grant funding, investment and initiatives with the federal and NSW governments, as well as the private sector and research institutions. It will be a tool we can use to leverage opportunities presented by major transport projects such as new Sydney Metro lines and Parramatta Light Rail Stage 2.

This ITS defines a clear, 'people-first' approach to transport; prioritising walking, cycling, public and shared transport. It recognises that a modal shift to these transport modes must be encouraged to reduce dependence on private vehicle travel, optimising movement of people and goods on a finite road network. It is recognised that this presents a challenge in our car-dependent society, but a behavioural change is needed to minimise the increase of traffic and parking congestion as our City continues to grow.

This ITS also promotes sustainability, focusing on reducing the harmful environmental impacts of transport, especially greenhouse gas emissions (GHG). This is in line with our *Net Zero Emissions Pathway for the City of Ryde and Community* (2022), in which we have defined our goal of net zero GHG for Council's operations by 2035 and net zero GHG for the community by 2040.

Increasing convenience and accessibility is a key focus, particularly for those who are 'transport disadvantaged' such as young people, seniors, people with a disability and those who do not have the ability to drive. This is particularly important as our population ages and given 21.4% of Australians have at least one disability, according to the most recent Australian Census 2021 (ABS, 2024).

Ultimately, this ITS recognises and articulates the need to protect and enhance access to lifestyle and opportunities for the City of Ryde community.

WHY REFRESH THE CURRENT ITS?

The City of Ryde has long recognised the benefits of proactively integrating land use and transport planning. Our first ITS was adopted in 2008, followed by further iterations in 2016 and 2022. Those strategies were informed by planning settings and data available at the time of their development.

However, in recent years many significant changes have occurred that required us to reevaluate the currency of our ITS. This includes significant new housing targets, changes to NSW planning legislation, population growth, shifts in travel behaviour, technological advancements, new transport projects as well as evolving environmental and economic conditions.

In relation to housing, the Federal Government announced the National Housing Accord in October 2022, which committed to delivering 1.2 million homes in well-located areas over five years from 2024. In turn, the NSW Government recently released five-year housing completion targets for 43 local government areas, aiming to deliver 377,000 new homes by 2029 (including approximately 15,800 social and affordable dwellings).

A five-year target of 11,600 new dwellings has been identified for the City of Ryde. By 2031, the population of the City of Ryde is projected to reach more than 160,000 residents (REMPLAN, 2025), which poses significant challenges for the transport network. This reinforces the need to strike the right balance between development and infrastructure.

Under the NSW Government's Transport Oriented Development (TOD) program, Macquarie Park and a part of North Ryde have been designated as one of the eight Accelerated Precincts. This means that they are a priority area to accommodate new housing, with a target of 9,600 new dwellings by 2040. This rezoning came into effect in November 2024. While this will help address the current

housing shortage, it represents a significant challenge to Macquarie Park's long-established identity as an Innovation Precinct, which prioritises commercial land uses and employment.

The NSW Government's Low and Mid-Rise (LMR) Housing Policy reforms have also recently come into effect. The town centres of Eastwood, West Ryde, Meadowbank, Top Ryde, Gladesville and Boronia Park have been identified as LMR Housing areas. This means we will have to plan for increased population and thus demand for transport in these areas.

The extension of Sydney Metro from Chatswood to Sydenham in August 2024 has improved public transport accessibility and changed established travel patterns. Patronage for the three Sydney Metro stations in our City has steadily increased, a trend that was already evident in the wake of the COVID-19 pandemic as more people returned to using public transport. Bus patronage has also increased however, there are ongoing issues with bus services in Sydney as an ongoing shortage of bus drivers has affected service reliability and frequency (Transport for NSW, May 2024).

It is clear that we needed to realign the purpose and role our ITS plays in our strategic planning framework.
A refreshed ITS means we can:

- Remain relevant and effective
- Manage growth and change
- Plan with new research, trends and technology
- Respond to changing community needs
- Build resilience into the transport network
- Support sustainable development, economic growth and community wellbeing

2 CITY PROFILE

With an area of over 40km^2 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.

Our community has consistently rated our great location, proximity to shopping, green spaces and natural environment as the things they love the most about our City. Our diverse, welcoming and culturally vibrant community is highly valued, along with local services and its public transport links.

A unique feature of the City of Ryde is Macquarie Park Innovation District (MPID)

Located 13km from Sydney's CBD and covering nearly 7km2, Macquarie Park is a thriving destination that is unique in its offering of a strategic location and a global business ecosystem, as well as access to a highly skilled workforce and a pipeline of future talent.

Easily accessible by public transport from the Sydney CBD, via train, bus or the Sydney Metro, Macquarie Park is home to one of Australia's top 10 universities, Macquarie University as well as Australia's first fully integrated academic health sciences centre, MQ Health.

Macquarie Park is home to a diverse range of businesses, including in knowledge-intensive areas for the pharmaceutical, technology, media and telecommunications industries. The area's dynamic ecosystem of innovation and research attracts both established and start-up companies.

Australia's national science agency, CSIRO, has strong relationships with Macquarie University and businesses operating in Macquarie Park.

Macquarie Park is one of Australia's largest non-CBD office markets, a hub of global innovation and business activity, home of 10 of the world's top 200 companies' headquarters. These include businesses operating in the fields of medical and pharmaceutical, digital and technology, as well as transport and automotive sectors. Genesis Motors Australia, Hyundai, Volvo, Kia and BYD all have a presence in the MPID; being some of the most important manufacturers of electric vehicles worldwide.

DEMOGRAPHICS

According to the 2021 Census, our City had a population of 129,123 people with the following age structure:

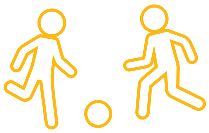
- **Median age:** 37 years, slightly younger than the national median of 38.
- **Children (0-14 years):** 16% of residents.
- **Seniors (65+ years):** 15% of residents.

Our City is known for its cultural diversity, with the majority of its population born overseas and 47.5% born in Australia. The median weekly household income in Ryde is $2,098, higher than the national median. Housing in the area is a mix of apartments (44%), separate houses (41%), and semi-detached dwellings (14%). The majority of households are family households (69%), followed by single-person households (27%) and group households (4%).

MEDIAN AGE

37 YEARS

CHILDREN



16.2%
of residents

SENIORS

15%
of residents

LAND USE

Our City contains a diverse range of residential, commercial, industrial and other land uses such as schools and hospitals. There is a wide array of green and open spaces, including along the Lane Cove and Parramatta River foreshores and smaller green corridors that often follow creeks or other smaller waterways.

While most of our City's residential areas are low and medium density housing, there are clusters of higher density in suburbs such as North Ryde, Macquarie Park and Meadowbank.

Macquarie Centre and Top Ryde Shopping Centre are regional shopping destinations. Local centres such as Gladesville, Eastwood and West Ryde provide dining, local shopping and a thriving night-time economy. They are culturally diverse places with a year-round offering of cultural activities, events and festivals.

The Macquarie Park Innovation District (MPID), Macquarie University and Macquarie Centre are centres for employment, education and retail. They form a major research and education precinct, contributing approximately $10 billion annually to the NSW economy. The MPID is the largest non-CBD office market in Australia.

While small in overall area, the light industrial areas of Gladesville and West Ryde are significant to our economy, providing services and employment that serve both our City and Greater Sydney.


BLACKTOWN 611
NO
RIGHT
TURN

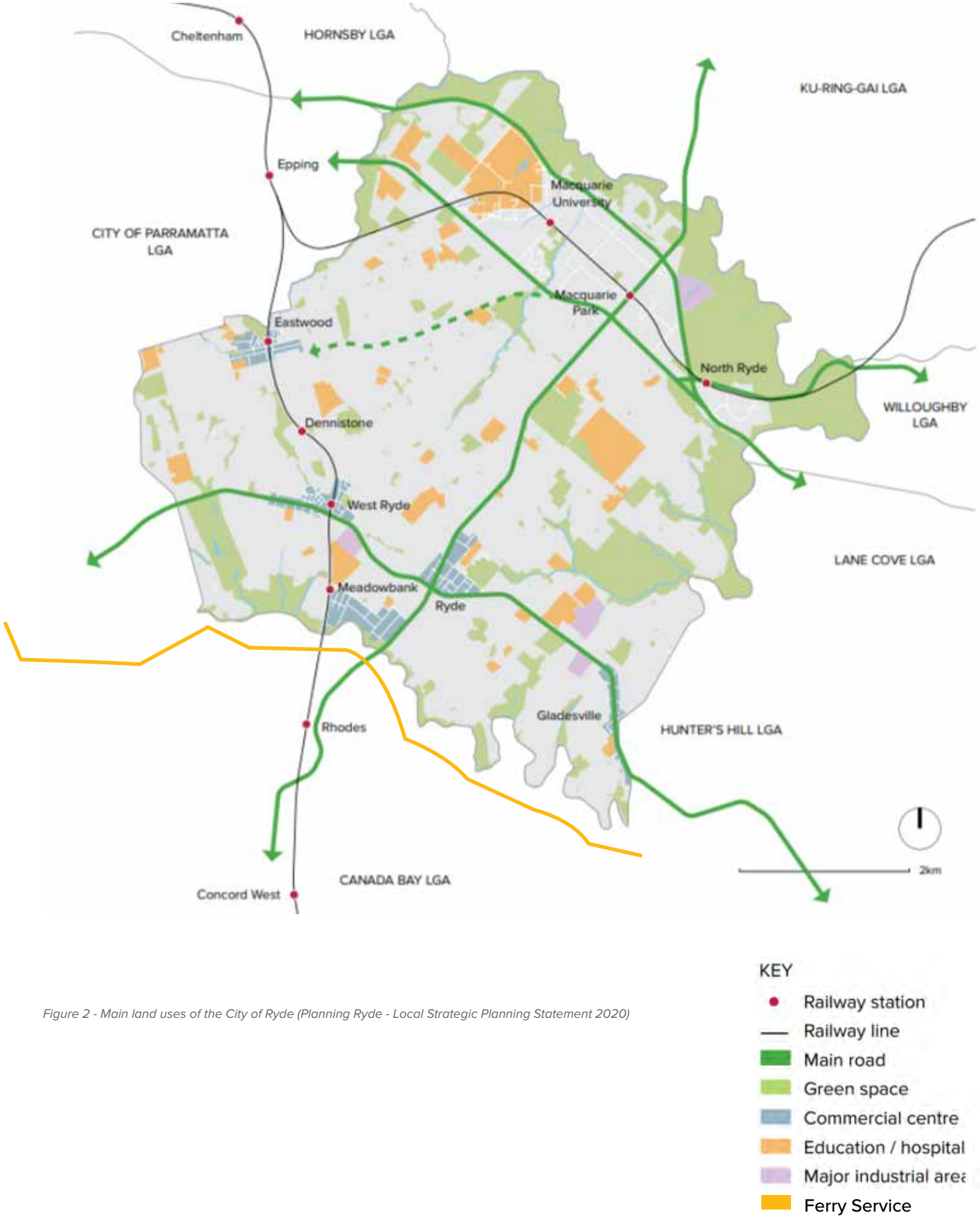


Figure 2 - Main land uses of the City of Ryde (Planning Ryde - Local Strategic Planning Statement 2020)

VEHICLE OWNERSHIP

As of April 2025, 93,673 vehicles were registered in the City of Ryde, up from 90,943 registrations recorded in April 2024 (Transport for NSW, April 2025). This growth reflects the area's low residential density and reliance on private transport in parts of the LGA. The total number of registered vehicles included 75,170 private passenger cars with an increasing number of electric vehicles (2,706) - aligning with broader trends in the Greater Sydney metropolitan area - and 11,684 light commercial vehicles.

By 2031, the population of the City of Ryde is projected to reach more than 160,000 residents (REMPLAN, 2025) with corresponding increase in vehicle ownership. This growth represents a significant increase, reflecting the area's ongoing development and its appeal as a residential and commercial hub in Sydney's northern suburbs.

TRAVEL PATTERNS

Journey to Work (JTW) data, sourced from the Australian Bureau of Statistics 2016 Census, offers insight into primary travel patterns prior to the COVID-19 pandemic[1], highlighting the City of Ryde as both a key point of origin and destination. The JTW data provides detailed insights into employment by industry, occupation, and travel mode at the travel zone level and is a key resource for analysing and forecasting employment trends, commuting patterns, and land use changes.

JTW data (Figure 3) indicates that commuter trips from the City of Ryde had the following main destinations:

- Sydney CBD
- North Sydney
- Pyrmont
- Chatswood
- Canada Bay
- Parramatta

A significant number of trips also occurred within the City, particularly between the Top Ryde and Macquarie Park areas.

JTW data (Figure 4) indicates that commuter journeys to workplaces within the City of Ryde had the following main origins:

- Carlingford
- Epping
- Dundas
- Rydalmere
- Chatswood

The major destinations for commuter trips were Macquarie Park, Top Ryde, Eastwood, and West Ryde.

1 2016 Census data has been used given the 2021 Census occurred during a lockdown in NSW. This meant that the 2021 data was not representative of usual travel patterns. This data will be updated in a future using data from the next Census due in 2026.

VEHICLES REGISTERED

93,673

INCLUDING:

PRIVATE PASSENGER CARS

75,170

ELECTRIC VEHICLES

2,706

LIGHT COMMERCIAL VEHICLES

11,684

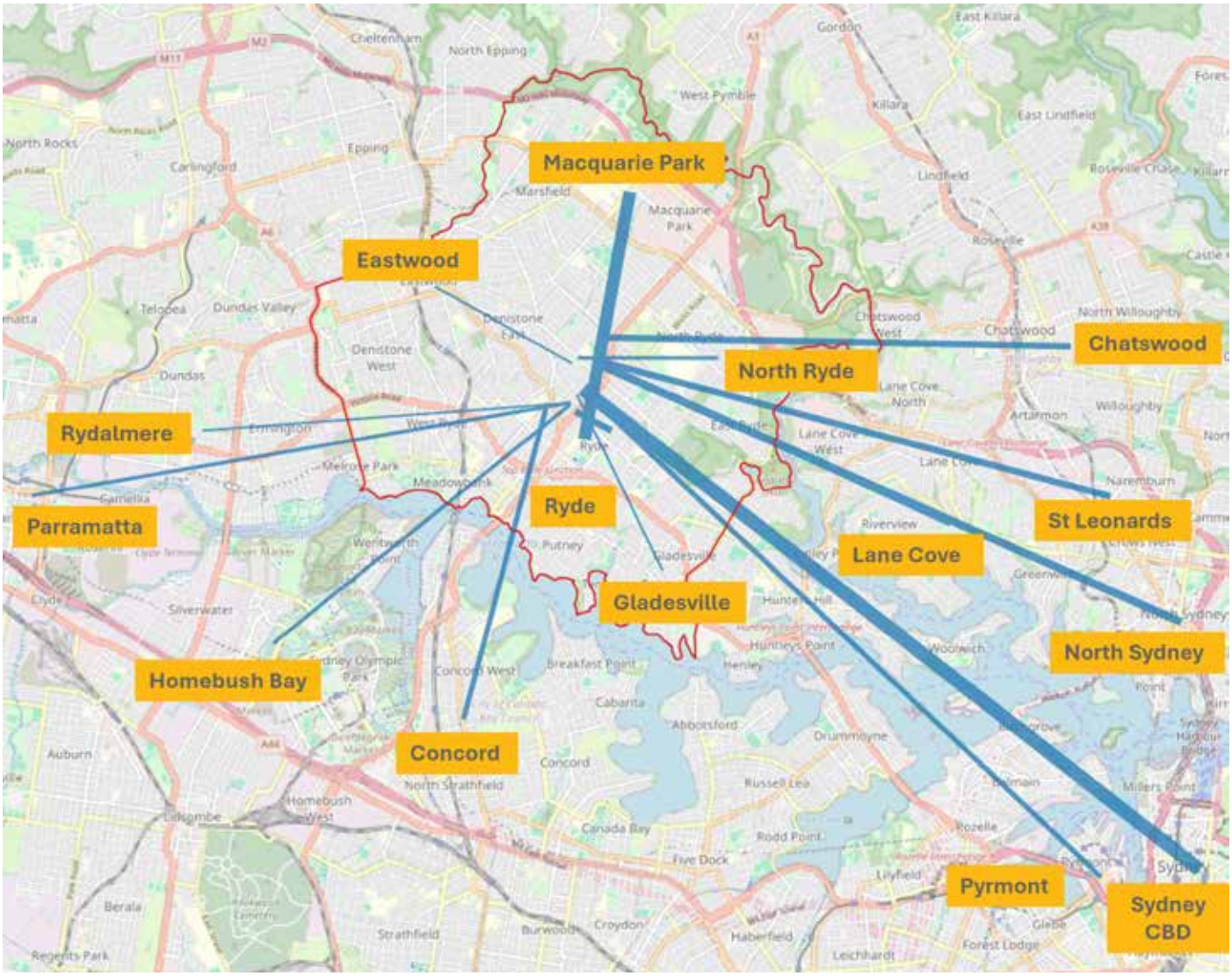


Figure 3 - Trips originating from the City of Ryde (ABS, 2016)

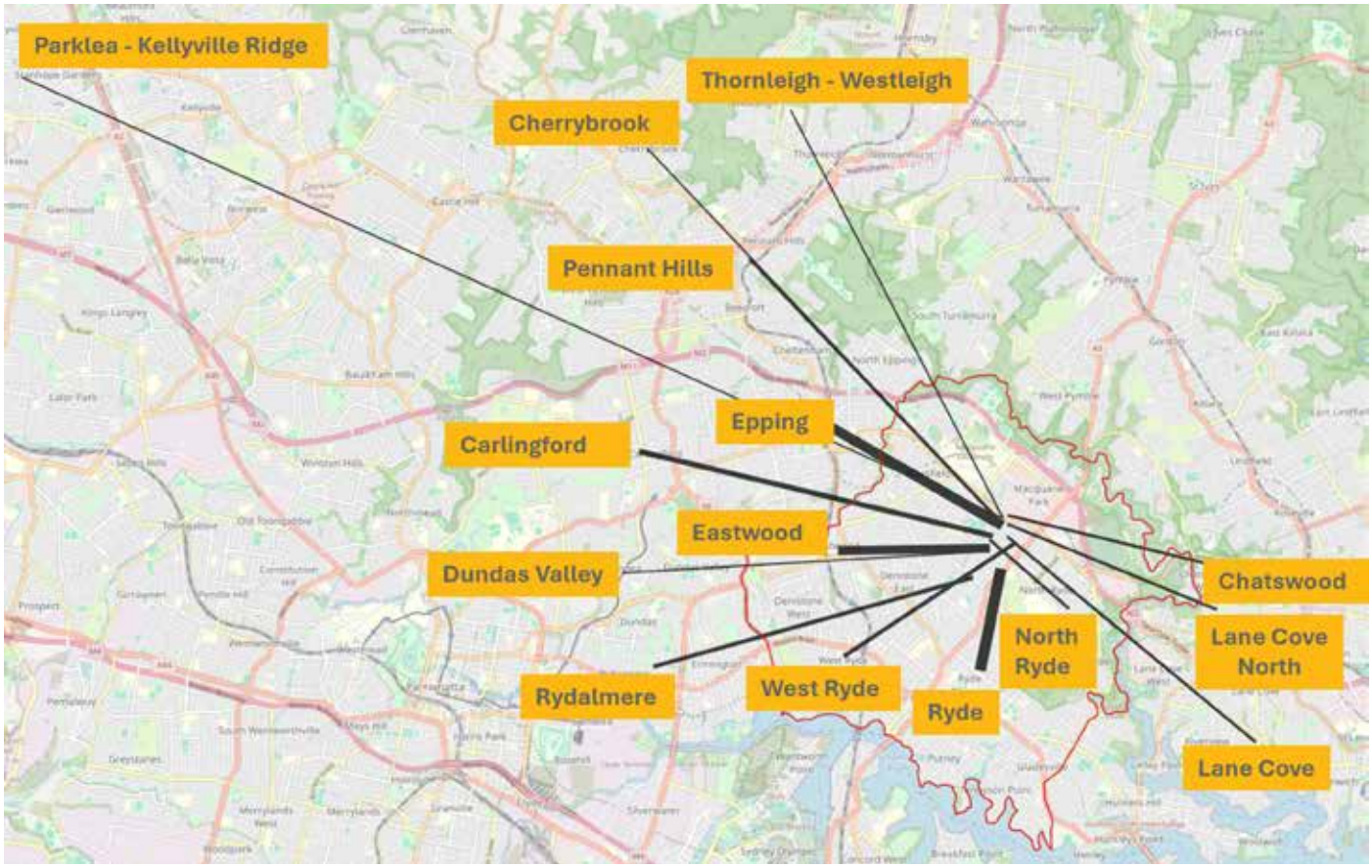


Figure 4 - Trips destined to the City of Ryde (ABS, 2016)

3 STATE OF TRANSPORT

TRANSPORT SUMMARY

The Ryde LGA offers a diverse range of transport options across active, public, private and shared transport modes. However, our community has told us that traffic management, road safety and public transport are key issues with congestion and parking scarcity detracting from liveability.

Main roads such as Lane Cove Road, Epping Road and Victoria Road provide capacity for high traffic flows, including buses and freight transport. However, local centres along these corridors experience significant negative impacts, including traffic congestion, pollution, noise, road safety risks and reduced connectivity for pedestrians and cyclists.

While major local, residential and employment centres are concentrated around railway and metro stations, other areas of the City are less accessible by convenient public transport. Much of the City comprises low-density residential neighbourhoods connected by a network of local streets. Like much of Greater Sydney, this creates car dependency and disadvantages those people without the ability, means or desire to drive.

ACTIVE TRANSPORT

Our City offers a variety of infrastructure for pedestrians and cyclists. This includes an extensive network of footpaths, shared paths and cycleways, particularly along the foreshore of the Parramatta and Lane Cove Rivers, as well as along Epping Road, Waterloo Road, Talavera Road and Pittwater Road.

The shared path along the foreshore at Meadowbank and Putney is a major recreational destination and a high-quality link that connects to the Parramatta River Cycleway in the west and Rhodes, Wentworth Point and Sydney Olympic Park in the south. Plans are underway to integrate this route into the broader Parramatta to Sydney Foreshore Link, enhancing access and amenities along the way. While this will be a welcome improvement, areas of our City still lack dedicated, high-quality cycling infrastructure.

Secure bicycle parking facilities are also needed to support active transport. Existing secure bicycle lockers at railway and metro stations managed by Transport for NSW are at capacity, indicating that the demand for these services is not being met. There are opportunities to improve the integration of active and public transport network, which is key to encouraging more sustainable travel.

While much of our City is quite hilly, presenting a challenge to traditional cycling, the increasing popularity and lower cost of e-bikes and other electric forms of micromobility present a game-changing opportunity for growth. Electric-assisted cycling and micromobility allows riders to access areas that were once considered too challenging.

PUBLIC TRANSPORT

Thanks to its location in the heart of northern Sydney, our City plays a pivotal role in facilitating both east-west and north-south public transport journeys by train, metro, bus, ferry and (in future) light rail.

The Main Northern railway line traverses the western part of the City, including the four stations of Meadowbank, West Ryde, Denistone and Eastwood. This corridor serves the T9 Northern Line within the Sydney Trains network as well as intercity and regional services towards the Central Coast and Newcastle.

Sydney Metro's Northwest & Bankstown Line includes the stations of North Ryde, Macquarie Park and Macquarie University. Since being extended to Sydenham in August 2024, this line has seen increased patronage which is likely to further increase after the last stage between Sydenham and Bankstown is opened in 2026.

Bus services are available along main road corridors however some areas fall outside the rail and metro catchment zones and are also underserved by the existing bus network. This leads to limited public transport options for residents in these areas, highlighting the need for improved connectivity and service coverage.

Sydney Ferries F3 Parramatta River route skirts the southern boundary of our City, with stops at Meadowbank and Kissing Point, providing links to Parramatta or and the Sydney CBD. The Mortlake Ferry / Putney Punt also provides vehicle and passenger transport across the Parramatta River to Canada Bay.

Parramatta Light Rail Stage 2 (currently under construction) will connect Parramatta with Sydney Olympic Park, running through Melrose Park on the western edge of our City, further enhancing public transport accessibility and unlocking development opportunities in the area.

Finally, a future Sydney Metro project will create a planned link between the new Western Sydney Airport and Macquarie Park, facilitating domestic and international connections between the Macquarie Park Innovation District and the wider Australian and international economies.

Figure 5 - Sydney Metro and Sydney Trains routes within the City of Ryde (Google

FREIGHT TRANSPORT

Freight transport in the City of Ryde primarily relies on the road network, with major corridors such as Victoria Road, Epping Road, and Lane Cove Road facilitating the movement of goods across the region. These routes support both local deliveries and regional freight connections, linking industrial, commercial, and retail precincts – particularly around Macquarie Park and West Ryde. Additionally, proximity to the M2 and M4 motorways facilitates long-distance freight transport.

The proportion of heavy vehicles in total traffic volumes has steadily increased over the past decade (National Freight Data Hub, 2023). The percentage of heavy vehicles rose from 5% in 2009 to a peak of 8.5% in 2021, before decreasing slightly to 7.8% in 2022. The number of heavy vehicles more than doubled from 1.75 million in 2009 to a peak of 4.28 million in 2018, suggesting both increased commercial activity and reliance on road-based freight.

However, increasing congestion, limited dedicated freight infrastructure and proximity to residential areas present ongoing challenges for efficient and sustainable freight operations. Increasing freight volumes place added pressure on major road corridors. Increased heavy vehicle volumes contribute to excessive noise, emissions, and safety concerns, particularly in mixed-use or residential zones. Strategic freight corridors, delivery hubs, as well as a modal shift to rail would help moderate future freight demand and increase

SHARED TRANSPORT

Shared transport options in the City of Ryde are growing, reflecting a broader trend toward sustainable and flexible mobility. These services complement public and private transport modes and help reduce congestion and car dependency.

Shared transport services generally include bike share, car share, rideshare and community transport:

- **Bike share:** Dockless bike share services have been intermittently available in the City in the past, with varying success due to issues like improper parking and low usage in some areas. Our City's hilly terrain and disconnected active transport networks in some suburbs can limit uptake, but areas like Macquarie Park and Top Ryde offer better potential.
- **Car share:** Car share services (e.g., GoGet, Flexcar, Popcar) operate in higher-density areas such as Macquarie Park, West Ryde, and near major transport hubs. These services reduce the need for car ownership, especially for residents in apartments or near transport-oriented developments (TODs).
- **Ride share:** Some popular ride-hailing services, including Uber and Didi, offer shared vehicle options, offering convenient door-to-door and last-mile transport services.
- **Community transport:** Specialised shared transport services (e.g. Stryder) cater to seniors and people with disability, helping them access medical appointments, shopping centres, and community services.

Current challenges in the shared transport space includes limited coverage in low-density suburbs, lack of designated parking for shared vehicles, and insufficient cycling infrastructure. Integrating shared transport into planning for TODs and new developments as well as improving access to hubs like Macquarie Park and Eastwood will be crucial to enhance the appeal of shared transport services.

PRIVATE TRANSPORT

Private vehicle travel remains the dominant mode of transport in the City of Ryde, particularly in low-density residential areas and locations with limited access to frequent and direct public transport services. A significant proportion of residents rely on private vehicles for daily travel, including commuting, education, and access to services.

Much of our City consists of detached housing and suburban streets, that can make fixed-route public transport less efficient and active transport less viable due to walking distances and lack of a complete cycling infrastructure network. The City has an extensive network of local roads that support high volumes of private vehicle use, contributing to congestion, especially around arterial corridors.

Victoria Road, Epping Road, and Lane Cove Road are the primary arterials carrying high volumes of general traffic, including private cars, freight, and buses. These corridors regularly experience congestion, particularly during peak periods, contributing to increased travel times, noise, and air pollution.

Parking pressure is significant in centres such as Macquarie Park, Eastwood, and West Ryde. New developments often rely on underground or on-site parking, which may encourage car use. In residential areas, narrow streets and high car ownership per dwelling creates high demand for on-street parking and can detract from amenity.

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 2,700 by April 2025 (Transport for NSW, April 2025).

The City of Ryde has implemented several initiatives to support EV adoption, including the installation of public charging stations. Currently, the City has installed EV charging stations in Eastwood (Rowe Street East Carpark) and Ryde (Church Street Carpark) and Macquarie Park (Giffnock Street).

The City has introduced four 100% electric vehicles into its fleet as part of the Council's commitment to Net Zero emissions. To facilitate widespread EV adoption, the City of Ryde is working with private providers and the NSW Government to facilitate the installation of charging stations across the City, including kerbside chargers for use by residents and visitors.

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 give a snapshot of the modal split for City of Ryde residents:

HOUSEHOLD TRAVEL SURVEY

70% **PRIVATE VEHICLE**

11% **PUBLIC TRANSPORT**

18% **WALKED ONLY**

2% **OTHER** (INCLUDING, BICYCLE, CARSHARE, RIDESHARE AND TAXI)

Figure 5 – Household Travel Survey modal share on an average weekday in 2022/23. Source: Transport for NSW, 2025b. Household Travel Survey Data for 2022/23

JOURNEY TO WORK MODAL SHARE

55% **PRIVATE VEHICLE**

28% **PUBLIC TRANSPORT**

4% **WALKED ONLY**

<1% **OTHER** (INCLUDING, BICYCLE, CARSHARE, RIDESHARE AND TAXI)

11% **WORKED AT HOME**

18% **DID NOT GO TO WORK**

<1% **NOT STATED**

Figure 6 – Journey to Work modal share for City of Ryde residents (ABS Census, 9 August 2016). Source: ABS, 2016. Census Community Profiles – Ryde LGA

The HTS shows modal share on an average weekday. Data is most recently available for 2022/23. This data shows that most trips by households surveyed are by private vehicle, with the modal share for other modes making up the balance.

According to the HTS, approximately 11% of trips in the City of Ryde are made using public transport, which in line with the other similar local government areas (LGAs) and slightly higher than the North Sydney and Parramatta LGAs and over twice as much as Mosman LGA.[2] The share of public transport trips in the City of Ryde (11.1%) is also slightly higher than for the Sydney Greater Capital City Statistical Areas overall (9.5%).

The Journey to Work question of the Australian Bureau of Statistics (ABS) Census asks employed people which mode(s) of transport they use on Census day. This data from 2016 shows a lower share of trips by private vehicle and a higher percentage by public transport and walking.

2016 Census data has been used given the 2021 Census occurred during a lockdown in NSW due to the COVID-19 pandemic. This meant that the 2021 data was not representative of usual travel patterns. For reference, on that day the transport modal shares were private vehicle (32%), Public transport (7%), walked only (2%), worked at home (46%), did not go to work (12%) and not stated (4%).

In the Macquarie Park Innovation District (MPID), the modal share of workers is as follows:

MACQUARIE PARK MODAL SHARE

55% **PRIVATE VEHICLE**

40% **PUBLIC TRANSPORT**

5% **ACTIVE TRANSPORT** (WALKED OR CYCLED)

Source: Connect MPID & Hadron Group. 2023. Connectivity for Tomorrow: Enhancing public transport and connectivity for the Macquarie Park Innovation District – 2023 Ask Macquarie survey.

2 It must be noted that the absolute number of trips made in the Mosman LGA is significantly lower than most other LGAs, therefore the statistical significance of the Mosman-related data is reduced.

TRAVEL TIMES COMPARISON ALONG THE MAIN COMMUTER ROUTES

One of the main challenges when trying to achieve a modal shift from private to public transport is the competitiveness of car travel times relative to other modes. The disparity in travel times by modes has led to a high proportion of trips being made by private vehicles in the City of Ryde.

Travel times to the City vary significantly depending on the mode of transport and origin location. In general, travel by car is faster than public transport, particularly from suburbs further away or less directly connected by railway/metro lines or bus routes.

A high-level comparison of peak period travel times between the main commuter trips origins and destinations indicates that using public transport involves significant time penalties on some commuter journeys .

Suburbs with a significant travel time advantage by car include:

- **Parramatta:** Travel by car takes around 35 minutes, while public transport takes up to 60 minutes, making car travel roughly 25 minutes faster.
- **Willoughby:** Car travel is nearly twice as fast, at 20 minutes compared to 40 minutes by public transport.
- **Carlingford, Baulkham Hills, Pennant Hills, and Lane Cove:** These areas show a 15–30 minutes advantage when travelling by car, with public transport often involving transfers or less direct routes.

SUBURBS WITH SIMILAR TIMES BY BOTH MODES:

- **Burwood, Frenchs Forest, and Turramurra** have comparable travel times regardless of mode, indicating good public transport connectivity.

SUBURBS IN CLOSE PROXIMITY TO THE CITY OF RYDE:

- **Epping and Chatswood** are relatively close and well connected to our City, with car travel taking 10–20 minutes, and public transport taking 20–35 minutes. While private vehicle may offer faster journeys, the difference is less when the cost and availability of parking are considered.

4 OUR STRATEGY

VISION

The vision statement of this ITS is:

Transport in the City of Ryde is sustainable, convenient, safe, efficient and innovative, connecting our community to lifestyle and opportunities.

This statement defines the ideal future of transport in the City of Ryde. It sets the direction for transport in line with the 'Our Connected and Accessible City' strategic outcome in Ryde To 2035, our City's ten-year Community Strategic Plan.

GUIDING PRINCIPLES

This ITS establishes the following guiding principles:

1. **Prioritise people –** Put people first in decision making for transport, as per the Movement and Place approach and Transport Hierarchy (see box).
2. **Promote sustainability –** Champion sustainability, health and equitable access to transport.
3. **Improve integration –** Integrate transport and land use, trips across transport modes and collaboration between the many stakeholders in the transport system.
4. **Embed a 'safety-first' approach –** Ensure that safety is paramount in all transport projects.
5. **Look to the future –** Use new technology and data to improve efficiency and convenience of the transport system.

These principles were formulated to guide the creation of this ITS, however they will also feature in our future decision making and prioritisation of projects.

MOVEMENT AND PLACE

All roads, streets and other public spaces generally have two functions – 'movement' and 'place'. The movement function refers to how they are corridors to transport people or goods (by any transport mode). The place function refers to the value we assign to these spaces as places to spend time. This includes the history, identity and meaning of places and the opportunities they give us to participate in civic life, including as places for work, education, shopping, socialising and recreation.

Movement and Place is an internationally recognised, best-practice concept in urban planning and transport. It is like a lens that can be applied to shift the way we view places and transport networks, ensuring that movement and place are considered together as part of a place-based approach to the planning, design, delivery and operation of projects. It was developed from 'Link & Place: A Guide to Street Planning and Design' (2007) by Peter Jones, Natalya Boujenko, and Stephen Marshall.

The NSW Government has further evolved the concept with a range of guiding documents and toolkit, known as the Movement and Place Framework. A key element of the Framework is the Four Street Environments model, which shows how roads, streets and public places can be grouped across four categories based on the respective importance of their movement and place functions.

Figure 7 - The Four Street Environments within the NSW Movement and Place Framework (Source: NSW Government, 2025)

The four categories and some examples in the City of Ryde are:

- Main roads (High movement, low place) e.g. Epping Road (Macquarie Park)
- Main streets (High movement, high place) e.g. Victoria Road (West Ryde and Gladesville)
- Civic spaces (Low movement, high place) e.g. Rowe Street (Eastwood)
- Local streets (Low movement, low place) e.g. most residential streets

Using a Movement and Place approach is intended to lead to better outcomes that strikes an appropriate balance between these two functions on a case-by-case basis.

THE TRANSPORT HIERARCHY

The City of Ryde road network is heavily utilised, with people across the different transport modes competing for finite and valuable road space. This requires road managers (generally councils and Transport for NSW in the NSW context) to make often contentious decisions on how to best allocate this space. Traditionally, the movement function of roads and streets has taken precedence in such decisions; most road space is devoted to moving vehicles, often to the detriment of other road users and the place value of roads, streets and other public places.

However, best-practice transport planning now recognises that we need to strike a better balance between different road users. This is in line with the Movement and Place, applying a holistic approach to this process to achieve broader environmental, social and economic outcomes.

Accordingly, we have defined the following Transport Hierarchy that is to guide future decision making. This aligns with Transport for NSW's Road User Space Allocation Policy (2024), which defines how Transport for NSW considers different transport users on its 'classified' (State) roads, excluding motorways.

By considering these users in order from left to right, we can accommodate the needs of all road users in decision making, ultimately supporting the realisation of our vision for transport and one of the key guiding principles – to put people first.

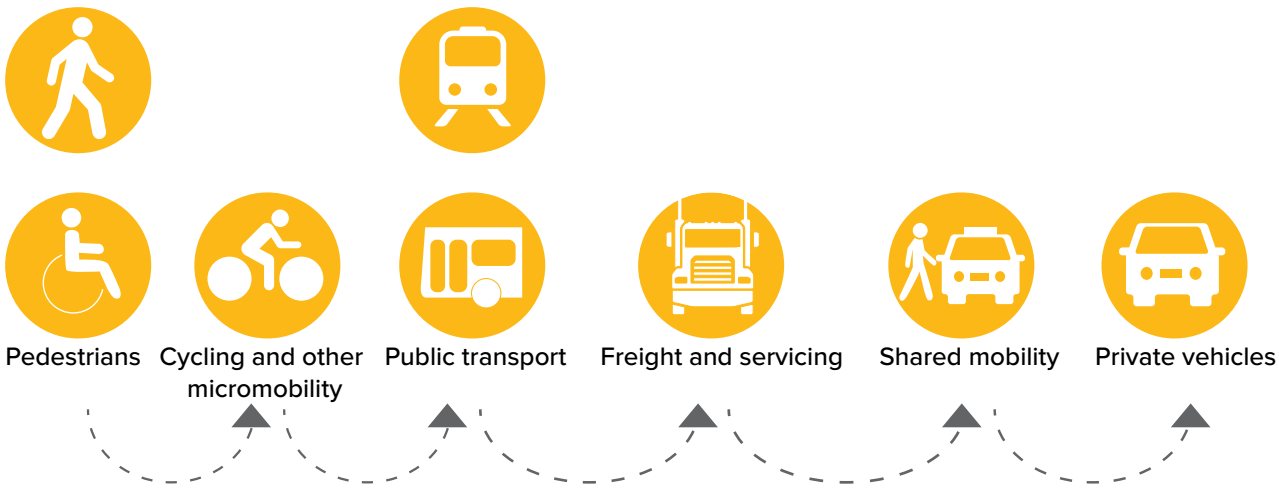


Figure 8 - The Transport Hierarchy

OUTCOMES

The vision statement is comprised of five outcomes that describe what successful achievement of our vision will look like:

SUSTAINABLE	Transport is sustainable, supporting active, public and low-emission transport choices.
CONVENIENT	Transport is convenient, especially for trips by public transport.
SAFE	Transport is safe, prioritising the safety of vulnerable road users.
EFFICIENT	Transport is efficient, managing congestion and demand for parking.
INNOVATIVE	Transport is innovative, embracing new and emerging technology.

OBJECTIVES

Under each of the five outcomes are several objectives. Each of these objectives represent a specific focus area or priority related to its outcome. All the objectives are accompanied by some examples of 'key measures of success' that will allow us to track our progress.

SUSTAINABLE

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
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.	Active transport is a key component of a sustainable transport system. The more people who walk or cycle, the better for the environment, congestion and public health. Council implements various capital works projects each year to improve walking and cycling facilities. Such infrastructure can include footpaths, cycleways, shared paths and supporting infrastructure such as wayfinding, signage, lighting, seating, shade structures, shade planting and end of trip facilities (e.g. bike parking/racks, showers and public toilets). Council's current Bicycle Strategy and Action Plan 2022-2030 is a supporting plan to this ITS which defines Council's vision, strategic direction and actions for cycling. By continuing to identify, fund/co-fund, construct and maintain such infrastructure, Council can enhance the 'green web' of links across the City and ultimately support walking and cycling for transport, exercise and leisure.	Expansion and maintenance of walking and cycling infrastructure, as per Council's annual operation plan. Collection of data and increase in cyclist and pedestrian numbers in key locations. Submission of bids for funding each year to NSW Government programs such as the annual Get NSW Active program for walking and cycling projects. Implementation of actions in Council's Bicycle Strategy and Action Plan.
O2. Reduce emissions by inducing a modal shift to sustainable transport.	Emissions from transport currently account for approximately 21% of overall emissions within the City of Ryde (Kinesis, 2025). This mirrors the national emissions profile for transport which is approximately 20% (DCCEEW, 2025). By achieving a modal shift to more sustainable active and public transport modes, transport can contribute to our City's goal of net zero emissions by 2040 for the community, as per our Net Zero Emissions Pathway for the City of Ryde and Community (2022). Modal share targets to the right have been carried over from Council's previous ITS. These targets were chosen in collaboration with Transport for NSW, considering the capacities of different transport modes and how much modal shift would be required to maintain existing levels of vehicular traffic, given the projected increase in population and levels of development. Council's *Sustainable Transport Strategy* includes a range of actions to support this modal shift.	A modal shift for the Journey to Work by City of Ryde residents as follows: **Modal share in 2016 (and target for 2040):** Private vehicle – 66% (decrease to 50%) Public transport – 28% to (increase to 40%) Active transport – 6% (increase to 10%) **A modal shift for the journey to work by workers in Macquarie Park as follows:** **Modal share in 2023 (and target for 2040):** Private vehicle – 55% (decrease to 40%) Public transport – 40% (increase to 45%) Active transport – 5% (increase to 15%) Implementation of actions in Council's *Sustainable Transport Strategy*.

SUSTAINABLE

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O3. Increase sustainable travel by Council staff.	Council's Sustainable Transport Strategy details a range of actions focused on supporting a modal shift to sustainable travel by Council staff. By creating a Workplace Travel Plan, Council can help its staff to make sustainable transport choices when commuting. We also plan to decarbonise our fleet by prioritising more fuel-efficient, low emission vehicles (e.g. hybrid and electric vehicles) wherever possible. By inducing a modal shift to active and public transport modes, transport in the City of Ryde can contribute to the goal of net zero emissions by 2035 for Council's operations, as per our Net Zero Emissions Pathway for the City of Ryde and Community (2022).	Implementation of a Workplace Travel Plan for City of Ryde staff. Implementation of ongoing surveys to track modal share data for staff journeys to work; an increase in the share of active and public transport modal share. 100% reduction in Council fleet emissions by 2035 compared to 2018/19.
O4. Support residents and businesses transition to electric and hydrogen-powered vehicles.	As the world transitions away from internal combustion engine (ICE) vehicles to reduce fossil fuel use and tailpipe emissions, Council can promote initiatives to make electric and hydrogen-powered vehicles more attractive for residents, businesses and visitors. This could include facilitating the installation of public EV chargers, modifying parking management policies to promote the take up of EVs, or trialling electric or hydrogen-powered vehicles for waste and freight delivery.	Increase in the number of kerbside EV chargers across the City by 2040. Increase in the share of EV and hydrogen-powered vehicles registered in the City by 2040. Implementation of actions in Council's Sustainable Transport Strategy.

IMPLEMENTING BEST PRACTICE IN THE CITY OF RYDE

Hydrogen fuel cell powered Hyundai vehicles in Macquarie Park

Dual port, on-street charger in Sydney

Council has a leading role to play in supporting the global transition to electric vehicles (EV) and hydrogen fuel cell powered vehicles. Council is working with private-sector charge point operators to facilitate the installation of kerbside EV chargers throughout our City. This includes a planned rollout of up to 50 kerbside EV chargers by mid-2026 under the NSW Government's EV Kerbside Charging Grant Round 2 (above).

Council is also investigating the use of hydrogen fuel cell powered vehicles for staff use (left). Hydrogen fuel cell powered vehicles are still a relatively small proportion of new vehicles sold, but such innovative forms of technology are forecast to become an increasingly important part of a more sustainable transport future.

City of Ryde's North Ryde Office with shuttle bus

As part of its sustainable transport initiatives, the building manager at Council's North Ryde Office operates a free shuttle for staff and other tenants to promote sustainable travel and help reduce car dependency (left).

Council also promotes sustainable travel more widely through recommending the implementation of Workplace Travel Plans and Green Travel Plans for major new developments. Such plans are important for connectivity and convenience for last-mile trips to and from public transport hubs. As our City continues to grow in future, such travel demand management (TDM) measures will be critical to support more sustainable transport choices.

CONVENIENT

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O5. Support public transport use by improving integration between the Sydney Trains / Sydney Metro networks and other modes of transport.	The Sydney Trains and Sydney Metro networks are the backbone of public transport between the City of Ryde and Greater Sydney. However, this network is not always well integrated with other transport modes. By working proactively with Transport for NSW and other stakeholders, Council can help improve integration between rail/metro and other transport modes. This could include better integrated bus services, cycling links and end of trip facilities including bike parking/ storage at train and metro stations. The modal share targets at right have been carried over from Council's previous ITS. These targets were chosen in collaboration with Transport for NSW, considering the capacities of different transport modes and how much modal shift would be required to maintain existing levels of vehicular traffic, given the projected increase in population and levels of development in Macquarie Park.	A modal shift for the Journey to Work by City of Ryde residents as follows: **Modal share in 2016 (and target for 2040):** Private vehicle – 66% (decrease to 50%) Public transport – 28% to (increase to 40%) Active transport – 6% (increase to 10%) **A modal shift for the journey to work by workers in Macquarie Park as follows:** Modal share in 2023 (and target for 2040): Private vehicle – 55% (decrease to 40%) Public transport – 40% (increase to 45%) Active transport – 5% (increase to 15%)
O6. Enhance how buses serve our City by working with Transport for NSW and transport providers.	Journeys by bus make up approximately 44% of all public transport journeys across Sydney (Transport for NSW, July 2023a). While the Sydney Trains and Metro networks can move more people across longer distances, buses provide vital links for local and regional destinations. Council will continue to advocate for improved bus service routes that serve the needs of our community, businesses and visitors by working with Transport for NSW and private bus operators. Council will also support community transport providers to ensure that groups such as seniors and people with a disability can have their transport needs met.	Increased service frequency and improved journey times on key bus routes by 2030.
O7. Increase the proportion of active travel to and from schools by making it a safer and more convenient option.	Schools are significant generators of traffic and parking congestion. Primary school children are more likely to be driven by car, creating congestion and safety risks. However, given their generally smaller catchments, primary schools have great potential to pilot ideas aimed at reducing car dependency in favour of active travel. While improvements to infrastructure can promote active travel, Council can also play a leading role in supporting behavioural change, such as via a schools active travel project. This would encourage students and parents to walk, cycle or use other forms of micromobility (e.g. kick scooters) to and from school.	Implementation of at least two schools active travel projects by 2030.


B

CONVENIENT

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O8. Leverage opportunities for improved connectivity for the City of Ryde as part of major transport infrastructure projects.	There are many large-scale transport projects currently under construction or planned across Greater Sydney including: • Western Sydney Airport and Aerotropolis • Sydney Metro extensions - Sydney Metro West and Sydney Metro Western Sydney Airport lines • Parramatta Light Rail Stage 2 • Sydney-Newcastle High Speed Rail By working with key stakeholders, Council can capture the benefits of these projects to improve connectivity, support economic development and enhance the City's attractiveness for investment.	Engagement in Environmental Impact Statement (EIS) process and submissions on 100% of major transport infrastructure projects.

IMPLEMENTING BEST PRACTICE IN THE CITY OF RYDE

Integration of transport modes (including bicycles) at Utrecht Central Station, Netherlands

Integration of transport modes (including buses and trolley buses) at Arnhem Central Station, Netherlands

Integration between transport modes makes using active, public and shared transport more attractive and convenient.

At Utrecht central station in the Netherlands (top left), the world's largest bicycle parking facility has been built directly under the station. With space for 12,500 bicycles, it includes real-time parking guidance and availability information. This provides a vital connection for last-mile trips to and from the country's busiest railway hub and nearby city centre. Facilities for all other transport modes – including buses, trams, taxis, rideshare and private vehicles – are also located close by.

At Arnhem central station, also in the Netherlands (bottom left), trains, buses (including trolley buses), cycling and road-based transport all converge, offering easy interchange between different modes.

For the City of Ryde, we envision implementing similar best practice integration between transport modes. This includes working with Transport for NSW and other stakeholders on upgrading the Macquarie Park Precinct and Bus Interchange, which is planned to become a true multimodal interchange that serves Macquarie University, Macquarie Centre and the broader Macquarie Park Innovation District.

SAFE

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O9. Reduce road trauma by continuing the development and implementation of road safety initiatives.	Council's Road Safety Plan (RSP) defines a range of initiatives including education, awareness campaigns and behavioural programs targeted at reducing accidents and road trauma within the City of Ryde. The NSW Government's 2026 Road Safety Action Plan (2023) is the most recent statewide plan for road safety. It has the vision of zero fatalities and serious injuries on NSW roads by 2050. It has targets of a 50% reduction in fatalities and 30% reduction in serious injuries by 2030. Council aims to at least match the 2030 targets within the City of Ryde. Council's targets combine fatal and serious injuries into a single figure. This is given the low number of road fatalities in the City of Ryde each year (0-3 per year in the period 2019-2023) (Transport for NSW, 2025a) such that a larger sample size presents a more accurate picture of the overall trend.	Reduction in the overall number of fatal and serious injury casualties on the City's roads by 30% by 2030 (from a baseline of 63 in 2023). Reduction in the number of fatal and serious injury crashes by 30% by 2030 (from a baseline of 54 in 2023).
O10. Make better informed decisions on road safety by using data and innovative tools to identify crash and 'near miss' hotspots.	The advent of technology allows us to gather fine-grain data on locations within the road network where crashes and near misses occur. Council collaborates with the NSW Government's Centre for Road Safety and private companies who collect such data. Collecting and analysing this data will help Council make more informed decisions about where to focus improvements to the road network. This could include projects focusing on: • Traffic signals • Pedestrian crossings • Footpaths, shared paths and cycleways • Modifying speed limits • Traffic calming • Creation of High Pedestrian Activity Areas (HPAAs) or shared zones • Changes to road markings, signage or traffic furniture • Creation of Pedestrian Access and Mobility Plans (PAMPs) for specific areas.	Exploration of innovative tools to assess the likelihood of crashes and identify near-miss hotspots.

SAFE

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O11. Embed the use of Movement and Place across projects for roads, streets and other public spaces.	As previously described, Movement and Place is like a lens that can be applied to shift the way we view places and transport networks, ensuring that 'movement' and 'place' are considered together as part of a place-based approach to the planning, design, delivery and operation of projects. Council will use the Movement and Place as it develops and implements transport-related projects, such as master plans, local area traffic management plans (LATM) and Pedestrian Access and Mobility Plans (PAMP). By doing this, Council can ensure that better outcomes are achieved that put people first and prioritise safety.	Use of the Movement and Place approach in all road-related projects from 2026.
O12. Prioritise the safety of vulnerable road users, as per the Transport Hierarchy.	Pedestrians, cyclists and motorcyclists are known as 'vulnerable road users' given their higher likelihood of injury or death in road crashes, especially when involved in a crash with a motor vehicle. Sports utility vehicles (SUVs) and light truck vehicles (LTVs) pose a particular danger, with one meta-analysis (Robinson et al., 2025) finding that a pedestrian or cyclist is on average 44% more likely to be killed when hit by a SUV or LTV compared with a traditional passenger car. For children, the figure is even higher at 82%. While motor vehicles are the greatest risk to vulnerable road users, the increasing popularity of electric micromobility (e.g. e-bikes and e-scooters) is creating an additional risk, in particular for pedestrians. This will become more of an issue given planned NSW Government legislative change that will make riding e-scooters legal on roads (with a posted speed limit of 50km/h or less) and on shared user paths. Council can contribute to decreased road trauma by prioritising the safety of these vulnerable road users in transport-related projects, as per the Transport Hierarchy. This could include infrastructure-focused initiatives, such as the use of intelligent transport system (e.g. adaptive signal control systems through optical recognition) that will improve the experience of using roads, for pedestrians in particular.	Use of the Transport Hierarchy in all road-related projects from 2026. Reduction in the number of fatal and serious injury pedestrian and cyclist casualties by 30% by 2030 (from a baseline of 15 in 2023). Implementation of at least one intelligent transport system project or technology focused on improved pedestrian safety by 2030.

SAFE

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O13. Increase perceptions of personal safety when using public transport.	Unsafe routes, poor lighting, lack of surveillance and criminal behaviour can make people feel unsafe, discouraging them from using public transport. While this can affect anyone at any time of day, studies have shown that this particularly affects women, girls and gender diverse people at night (Transport for NSW, 2023b). By working with the community, local businesses, Transport for NSW, transport providers (e.g. Sydney Trains) and NSW Police, Council can help identify and improve both actual and perceived safety when using public transport, including access to and from stations by walking and cycling. This will ultimately encourage public transport use and reduce car usage.	Collection of data on perceptions of safety when using public transport and an increase in satisfaction scores over time.

IMPLEMENTING BEST PRACTICE IN THE CITY OF RYDE

Car-Free Sunday in Brussels, Belgium

Closure of Avenue Mont-Royal during summer months in Montreal, Quebec, Canada

An increasing number of cities around the world recognise the social, economic and environmental benefits of making more space for people within their existing street network.

In the Belgian capital of Brussels, a Car-Free Sunday is held each year where all motor vehicles are banned from the entire city's territory for a day. The streets are given over to pedestrians, cyclists and other micromobility users, as well as various other street-based events and uses (top left). Exceptions to the ban are made for taxis, some route buses and people with disabled parking permits.

In Montreal, Quebec, Canada, many major thoroughfares are closed to vehicle traffic during the summer months (bottom left). This creates vibrant civic places, while still allowing vehicles to cross over these streets at certain points, and local delivery vehicles to access the areas early in the morning or late at night.

Such ideas could be implemented in the City of Ryde, using the Movement and Place approach and the Transport Hierarchy as guides. Whether temporarily like these examples or more permanent changes, Council can lead the way in creating streets that are safer and more welcoming places to spend time, supporting community wellbeing and local businesses.

EFFICIENT

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O14. Foster a modal shift towards shared transport to reduce congestion and parking demand.	Supporting a modal shift towards shared transport can result in a more efficient use of valuable road space. Shared transport includes car sharing, ridesharing and shared bicycle/e-bike and e-scooter schemes. Car share has been proven to reduce the need for individual vehicle ownership while still providing the flexibility and convenience of car travel when needed. Bicycle/e-bike/e-scooter sharing can also provide an option for shorter trips, when deployed as part of a broader network. Council's *Sustainable Transport Strategy* includes a section related to shared transport. Given the proposed changes to legislation relating to e-scooters, Council has to plan for this new form of mobility accordingly.	Revision of the Shared Transport section of Council's Sustainable Transport Strategy to define goals for carsharing, bike share and other shared mobility. Exploration of the feasibility of a pilot project for shared bicycle/e-bike and/or e-scooters by 2030.
O15. Ensure the amount of car parking for new developments is consistent with the vision and outcomes of this ITS.	The population and density of the City of Ryde continues to rise. The NSW Government-led rezoning of Macquarie Park, the Transport Oriented Development program and Low and Mid-Rise Housing policy changes in particular will increase housing supply, but also potentially increasing traffic congestion and competition for parking if not managed. Council will need to update the Ryde Development Control Plan (DCP) relating to transport and parking management to ensure that parking for all new developments is provided efficiently and fairly, and to minimise overflow onto already crowded streets. This review will allow Council to implement the vision of this ITS and reflect best practice transport planning.	Implementation of revised parking rates under Ryde DCP, including the supply of bicycle, motorcycle and car share spaces.
O16. Promote more sustainable travel through Green Travel Plans (GTP) and Workplace Travel Plans (WTP).	GTPs (for residential sites) and WTPs (for workplaces) are plans designed to reduce the transport impacts of a development by maximising the use of sustainable transport modes. These plans outline a range of actions and incentives to increase the share of walking, cycling, public and shared transport over private vehicles. Council's Travel Plan Guidelines provide guidance to proponents of large new developments. Council will review its Travel Plan Guidelines periodically to ensure they are updated and current.	Implementation of a revised Green Travel Plan Guideline by 2026. 100% of medium to large-scale development approvals (including all state-significant developments) to have a Green Travel Plan from 2026.

EFFICIENT

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O17. Manage parking efficiently to strike a fair balance between the needs of different users, including for service, freight and delivery vehicles.	Good parking management is essential to support liveability, convenience and economic activity as part of an efficient transport system. However, like any urban area, there is a high demand for parking in our City – especially in key centres. This is evident in the case of car parking, but can also be true of parking for bicycles, motorcycles, service and freight vehicles. Different users have different needs for parking depending on the day of the week, time of day, location and purpose. Best-practice parking management recognises that the optimal 'parking occupancy rate' – the percentage of parking spaces occupied at a point in time – is around 85% (Shoup, 2011). This strikes a balance between an undersupply and oversupply. 85% occupancy allows spare capacity for drivers to find vacant spaces. Beyond this number, drivers may leave an area or circulate unnecessarily on the road network, creating congestion. Council can create parking management plans to guide the overall strategic direction for parking at specific locations such as town centres to achieve this 85% target. This would be particularly useful for service, freight and delivery parking, which is often challenging due to how town centres have developed and competition for loading zone or similar parking spaces. Council can also leverage technology to drive efficiency in parking management. This could include creating an online parking finder tool for key destinations within the City that includes a map with parking information e.g. the type (on-street or off-street parking), location, number and type of restriction and any applicable fees that apply. It could also include smart parking systems to monitor and optimise availability of spaces across an area in real time.	Implementation of parking management plans for all the City's town centres by 2030. Exploration of smart parking and/or a parking guidance system in at least one town centre by 2040. Achievement of an average peak parking occupancy of 85% in at least one town centre by 2040.

EFFICIENT

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O18. Support a coordinated approach to the long-term management of Council's road network.	Council manages local and regional roads, which make up the majority of the City of Ryde's road network. Maintenance of these roads is funded through sources such as rates, development contributions and NSW and federal government grant funding. However, typically these funding programs are tied to specific outcomes or asset types, which limits Council's flexibility to apply them to locally identified priorities. With future growth in population and employment, Council's road network will come under increasing pressure, particularly from freight traffic due to the increasing popularity of online shopping. Council can take a leading role to ensure that our road network remains fit for purpose. This includes working with Transport for NSW to understand future traffic demands across our City and advocating for greater flexibility in grant allocations to direct towards priority road projects.	Collaboration with Transport for NSW on strategic traffic modelling to understand future demand across Council's road network. Advocacy to the NSW and federal governments for greater flexibility in grant allocations for maintenance of Council's road network.

IMPLEMENTING BEST PRACTICE IN THE CITY OF RYDE

Bixi docked bicycle share system in Montreal, Quebec, Canada

Docked bicycle share systems have been implemented by many cities around the world. The Bixi system in Montreal, Quebec, Canada (left) is the second-largest in North America with an annual ridership of 13 million trips using 12,600 bikes, of which roughly a quarter are e-bikes (CBC News, 2025).

Although bicycle and e-scooter schemes operate in parts of greater Sydney, docked systems are generally easier to manage, with less chance of vehicles being damaged, misused or left in locations that clutter the urban environment, as is sometimes seen with undocked systems.

Council can explore the implementation of similar docked bicycle share systems. Given the hilly terrain of our City, a shared system which include e-bikes could be trialled in a smaller network area such as Macquarie Park to test the concept. Such a system could provide a viable alternative for shorter trips, reducing demand on our congested roads and increasing the overall efficiency of the transport network.

INNOVATIVE

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O19. Employ intelligent transport systems to improve transport provision in a cost-effective way.	Intelligent transport systems refers to the application of technology to transport systems and transport management to make it safer, more efficient and smarter. This can include technology such as: • Adaptive traffic lights at intersections and pedestrian crossings • 'Smart parking' tools such as parking guidance systems using parking sensors. Council can partner with Transport for NSW, industry and research institutions on intelligent transport solutions that exist elsewhere but have not yet been tested in our City.	Partnering with Transport for NSW, industry and research institutions on at least three intelligent transport solutions by 2040.
O20. Use smart technology for data collection to inform decision making.	Gathering meaningful data can enhance the understanding of movement flows and trends for data-driven transport planning. Data can be collected in different ways including: • Smart cameras with Artificial Intelligence (AI) to count vehicles, cyclists, and pedestrians and map flows of these road users • Software solutions that provide insight into traffic patterns. Council can explore opportunities to leverage technological solutions with partners such as Transport for NSW and software providers to gather data such as travel times, congestion and modal share.	Trialling the use of smart cameras in collaboration with Transport for NSW and software providers by 2030. Trialling at least one traffic software solution to enhance the proactiveness and effectiveness of transport planning by 2030.
O21. Improve Mobility as a Service (MaaS) options for residents, workers and visitors.	Most people want to complete their journeys as quickly, easily and cost-effectively as possible. Mobility as a Service (MaaS) allows people to do this. MaaS refers to the integration of trip planning, payment and navigating into a single, on-demand offering, typically through a phone or web-based app. Such services allow travellers to complete journeys as quickly, efficiently and cost-effectively as possible. By working with stakeholders such as Transport for NSW, transport providers and the private sector, Council can increase the range and choice of MaaS services available for commuters.	Partnering with Transport for NSW, industry and research institutions on a MaaS pilot project by 2035.

INNOVATIVE

OBJECTIVES	DETAIL	KEY MEASURES OF SUCCESS
O22. Support innovation in service, freight and delivery transport.	With the increasing popularity of online shopping and ever larger freight and logistic networks, innovation in this sector is vital to minimise journeys involving heavy and carbon-intensive vehicles. Council can support emerging technology such as autonomous freight delivery via drones to reduce congestion and parking demand.	Partnering with Transport for NSW, industry and research institutions on at least two innovative last-mile freight / delivery solutions by 2035.
O23. Support innovative forms of shared mobility and public transport.	Innovation can play a vital role in encouraging a shift toward more sustainable transport options by making shared and public transport more accessible and convenient. This can include: • Shared autonomous vehicles – including driverless taxis and pods that offer flexible, on-demand transport • Trackless trams – modern mass transit systems that provide the benefits of light rail without the need for tracks.	Partnering with industry, Transport for NSW and research institutions on at least two innovative mobility solutions by 2040.

IMPLEMENTING BEST PRACTICE IN THE CITY OF RYDE

Electric buses charging at terminus stop in Utrecht, Netherlands

Dynamic bus interchange using intelligent transport systems in Leiden, Netherlands

Trackless tram on a test circuit in Nanjing, China (Photo credit: Mike Day, Hatch Urban Solutions)

Innovation in public transport service provision is happening worldwide. For example, the bus fleet of Utrecht, the Netherlands is entirely electric and includes charging points at key terminus stations. This kind of infrastructure supports more frequent charging in shorter periods over the course of the day, rather than only overnight charging at depots, as is usually the case with electric bus fleets.

Around the world, many cities have created dynamic bus interchanges at key locations. For example, in the city of Leiden, the Netherlands, the central bus interchange next to the city's main train station integrates real-time availability of bus stops with GPS tracking. This ensures the most efficient use of limited space and facilitates bus movements in and out of the interchange, minimising queuing and delay to services.

Ideas such as these could be implemented locally. Council is working with Transport for NSW and other stakeholders on the construction of an electric bus depot in Macquarie Park, with gradual rollout of such vehicles across our region. We can also incorporate best practice bus interchange design, such as in the planned upgrade of the Macquarie Park Precinct and Bus Interchange located on Herring Road between Macquarie University and Macquarie Centre.

Trackless trams are an innovative form of medium-volume, mass-transit technology, with each vehicle carrying up to 300 people. Vehicles are battery electric or hydrogen powered, thus creating no tailpipe emissions and minimal noise. Magnetic markers are utilised to guide the tram along its route, with no need for traditional rail or overhead wires. The vehicles can be driven like an articulated bus or be entirely driverless.

Trackless trams offer routes that are flexible and relatively quick to implement with minimal impact on existing roads and related infrastructure. They represent a more cost-effective solution compared with light rail, whilst still offering superior ride quality and increased capacity compared with buses.

Council is working on enabling the trial of a trackless tram in the Macquarie Park Innovation District. This would be only the second trial of the technology in Australia after a similar trial in the City of Stirling, Western Australia.

IMPLEMENTING BEST PRACTICE IN THE CITY OF RYDE

Adaptive traffic signal control systems (left) use real-time data from traffic sensors, intelligent cameras and artificial intelligence to adapt traffic signals dynamically based on current traffic conditions.

This innovative technology can also adapt pedestrian crossings timing to the needs of individuals crossing the road, such as providing more time for mobility-impaired pedestrians. Systems of this type have been adopted in various countries including the United Kingdom, Germany, France and Taiwan.

Council can play an advocacy role with Transport for NSW (who install and manage traffic signals) to explore the use of intelligent transport solutions such as this. Such technology would optimise traffic flow, reduce emissions from idling vehicles and improve safety outcomes for all road users.

IMPLEMENTATION – ACTION PLAN

The implementation of this ITS will be led by Council's Transport team, in collaboration with other Council teams and other key stakeholders including:

- Residents and residents' associations
- Local businesses, chambers of commerce and developers
- Schools and community organisations
- Adjacent councils
- Delivery and freight drivers/riders
- Transport providers (bus companies, taxis, rideshare and carshare companies)
- NSW Government (e.g. Transport for NSW, Department of Planning, Housing and Infrastructure)
- Northern Sydney Regional Organisation of Councils (NSROC)

It is intended that this ITS will be supported by an Action Plan, currently in development. The Action Plan will be reviewed annually as part of Council's operational planning process in consultation with key stakeholders.

MONITORING AND EVALUATION

Council's Transport team will be responsible for monitoring and evaluating progress outlined in this ITS. Regular monitoring will involve tracking the implementation in line with the vision statement and outcomes. It is intended that the ITS will be reviewed after five years to ensure it remains aligned with Council's overall strategic direction.

Stakeholder feedback, data analysis, and benchmarking will support the evaluation process. Evaluations will include process-based evaluation (evaluating how we are implementing the ITS) and outcomes-based evaluation (evaluating whether we are on track to achieve our objectives). This process will in turn inform the refresh of this ITS after its first five years.

6 REFERENCES

Australian Bureau of Statistics (ABS). 2016. Census Community Profiles – Ryde LGA. Retrieved May 2025 from: **https://www.abs.gov.au/census/find-census-data/community-profiles/2016/LGA16700**

Australian Bureau of Statistics (ABS). 2021. Census All Persons QuickStats – Ryde LGA. Retrieved May 2025 from: **https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA16700**

Australian Bureau of Statistics (ABS). 4 July 2024. Disability, Ageing and Carers, Australia: Summary of Findings. Retrieved May 2025 from: **https://www.abs.gov.au/statistics/health/disability/disability-ageing-and-carers-australia-summary-findings/2022**

DCCEEW (Department of Climate Change, Energy, the Environment and Water - Australian Government). 2025. Australia's National Greenhouse Accounts. Retrieved May 2025 from: **https://www.greenhouseaccounts.climatechange.gov.au/**

CBC News. 31 March 2025. 'Bixi expands beyond Montreal, adding 4 new cities this spring'. Retrieved June 2025 from: **www.cbc.ca/news/canada/montrea/bixi-expands-network-quebec-1.7497939**

City of Ryde. 2020. 'Planning Ryde – Local Strategic Planning Statement 2020'. Retrieved May 2025 from: **https://www.ryde.nsw.gov.au/Planning-and-Development/Planning-Controls/Planning-Ryde**

City of Ryde. 2022. 'Net Zero Emissions Pathway for the City of Ryde and Community'. Retrieved May 2025 from: **https://www.ryde.nsw.gov.au/Council/Plans-and-Publications/Environmental-and-Sustainability-Plans-and-Publications/Ryde-Net-Zero-Emissions-Pathway**

Connect MPID & Hadron Group. 2023. 'Connectivity for Tomorrow: Enhancing public transport and connectivity for the Macquarie Park Innovation District – 2023 Ask Macquarie survey'.

Kinesis – Resilient Sydney Platform. Retrieved June 2025 from: https://app.kinesis.org/login/resilientsydney

National Freight Data Hub – Australian Government. 2023. Harmonised Traffic Counts. Retrieved April 2025 from: **https://datahub.freightaustralia.gov.au/explore/interactives/Harmonised%20Traffic%20Counts**

NSW Government. July 2023. '2026 Road Safety Action Plan – Towards zero trauma on NSW roads'. Retrieved May 2025 from: **https://www.transport.nsw.gov.au/news-and-events/reports-and-publications/2026-road-safety-action-plan**

NSW Government. 2025. Movement and Place - Identifying street environments. Retrieved May 2025 from: **https://www.movementandplace.nsw.gov.au/place-and-network/identifying-street-environments**

REMPLAN. 2025. Ryde Demographic and Community Insights. Retrieved May 2025 from: **https://app.remplan.com.au/ryde/community/summary**

Robinson E, Edwards P, Laverty A, et al. Published online first: 29 April 2025. 'Do sports utility vehicles (SUVs) and light truck vehicles (LTVs) cause more severe injuries to pedestrians and cyclists than passenger cars in the case of a crash? A systematic review and meta-analysis'. Injury Prevention. DOI: 10.1136/ip-2024-045613. Retrieved May 2025 from: **https://injuryprevention.bmj.com/content/early/2025/04/11/ip-2024-045613.info**

Shoup, Donald. 2011. The High Cost of Free Parking: Updated Edition. Chicago: Planners Press.

Transport for NSW. July 2023a. 'Bus Industry Taskforce – First Report'. Retrieved May 2025 from: **https://www.transport.nsw.gov.au/system/files/media/documents/2023/Bus-Industry-Taskforce_First-Report_July-2023_0.pdf**

Transport for NSW. July 2023b. 'Safer Cities Survey Report: Perceptions of safety in public spaces and transport hubs across NSW'. Retrieved May 2025 from: **https://www.transport.nsw.gov.au/system/files/media/documents/2023/Safer-Cities_Survey-Report_0.pdf**

Transport for NSW. May 2024. 'The Forgotten Mode: A call to action for buses'. Bus Industry Taskforce. Retrieved May 2025 from: **https://www.transport.nsw.gov.au/industry/independent-reviews/bus-industry-taskforce**

Transport for NSW. 1 July 2024. 'Road User Space Allocation Policy CP21000.1'. Retrieved May 2025 from: **https://www.transport.nsw.gov.au/system/files/media/documents/2024/road-user-space-allocation-policy_july-2024.pdf**

Transport for NSW. April 2025. Registration snapshot report. Retrieved April 2025 from: **https://www.transport.nsw.gov.au/data-and-research/drives-reporting-portal/registration-snapshot-report**

Transport for NSW. 2025a. Centre for Road Safety – Crashes by type and region – Ryde LGA. Retrieved May 2025 from: **https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/crashes-by-type-and-region**

Transport for NSW. 2025b. Household Travel Survey – Data by LGA (Ryde) for 2022-23. Retrieved May 2025 from: **https://www.transport.nsw.gov.au/data-and-research/data-and-insights/surveys/household-travel-survey-hts**

City of Ryde

Lifestyle and opportunity at your doorstep

July 2025