



PART

2

# INFRASTRUCTURE AND COLLABORATION



## 2.1 Housing growth and relationship to infrastructure

### 2.1.1 Vision

A range of housing options in areas appropriately serviced by infrastructure will be provided, while preserving unique local character.



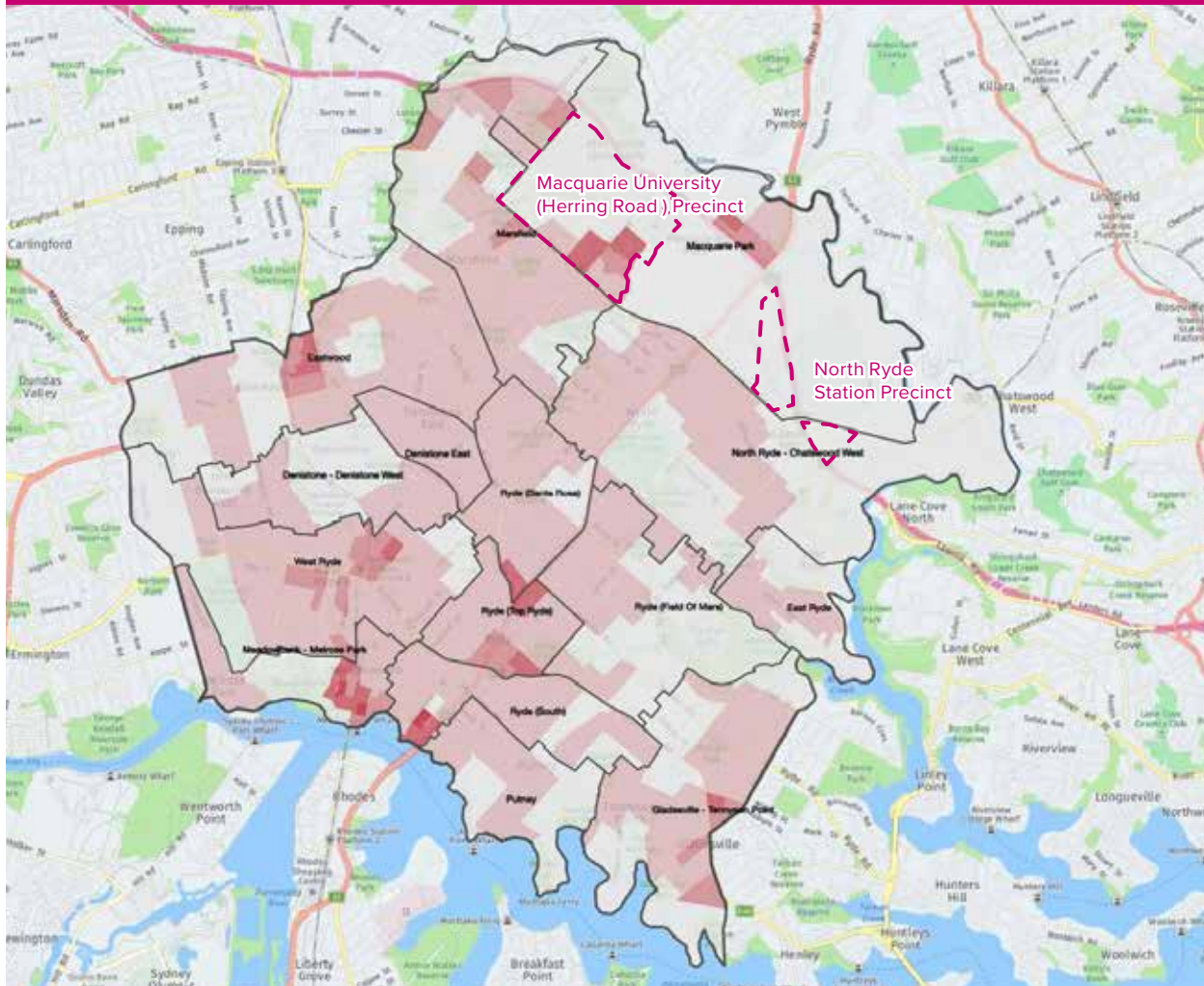
Shepherds Bay, Parramatta River

## 2.1.2 Context

### Population growth

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The population of Ryde LGA has been growing at a rate of 2.0% per annum between 2006-2016, which is higher than Greater Sydney of 1.7%.



**Figure 13** Population density by suburb, 2016 (source: id (the population experts), 2019 based on ABS Census data)

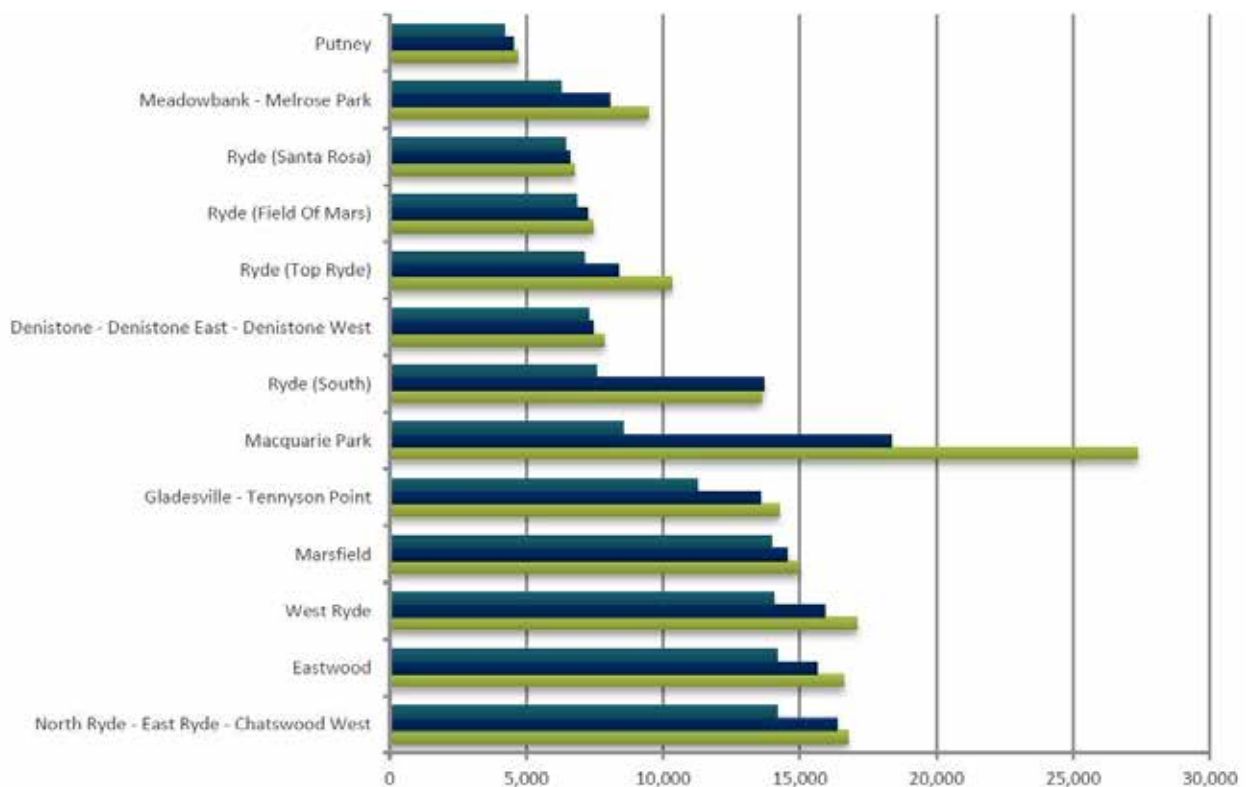
**KEY**

- 0.04 to 27.79 people
  - 27.80 to 64.35 people
  - 64.36 to 125.62 people
- 125.63 to 204.98 people
  - 204.99 to 504.60 people
  - Planned Precinct

In 2017, .id – the Population Experts forecasted that the annual population growth rate is expected to increase to 2.64% (2016-2021) and then steadily decrease to 0.98% to (2031-36). In terms of total population forecasts, the LGA is forecasted to have 150,294 persons in 2026, 159,191 in 2031 and 167,109 in 2036.

The forecasted change in population between 2016, 2026 and 2036 across suburbs in the LGA are shown below. There is population growth expected across the suburbs with Macquarie Park expecting significant growth averaging 11.0% per year over the 20-year period, and Ryde South expecting an average of 4.0% per year (although most of this growth is expected between 2016 and 2026). Meadowbank and Top Ryde also experienced high average growth rates. Santa Rosa, Denistone area and Field of Mars are all expected to have fairly stable populations.

### Housing growth by areas



**Figure 14** Forecasted Population of Ryde LGA Suburbs: 2006, 2026, 2036 (source: id (the population experts), 2019 based on ABS Census data)

KEY



The North District Plan includes housing targets for each of the councils within its boundaries. For Ryde, this target is set at an additional 7,600 homes by 2021. Council's *Dwelling Delivery City of Ryde 2016-2021* draft report (see Attachment 1) anticipates that 12,786 homes will be created (based on Local Development Application approvals. Not all approved dwellings are completed, actual delivery can vary widely location to location). Detailed analysis of future capacity

will be detailed in City of Ryde's updated Housing Strategy (anticipated completion mid-2020).

Around 80 per cent of these new homes are expected to be located in Shepherds Bay Meadowbank and the North Ryde Station and Macquarie University Station Priority Precincts.



Residential development in Putney Hill

## 2.1.3 Key Challenges

The City of Ryde is a unique place to live with a valued natural environment, a strong suburban character with locally and regionally significant centres. Housing in the City of Ryde is generally distributed across two areas: centres with high-density apartments and within low-density residential areas in the form of detached and medium-density homes. In recent years, centres within the City of Ryde have supported historically high residential growth which is expected to continue into the future. Having experienced significant growth, the Ryde community wants to see balance in how their neighbourhoods accommodate future growth.

There is sufficient capacity within the Ryde LEP 2014 to meet anticipated population growth. As a result the key challenges for future planning in Ryde is to develop a clear strategy and medium to long term vision, balancing the need for growth with protecting the natural environment and the traditional suburban character while ensuring that population and housing growth occurs in line with the provision of infrastructure and facilities; and provides housing choice that meets community needs and expectations.

### **Key challenge: transforming West Ryde into a vibrant centre**

In terms of housing supply and economic performance, West Ryde has lagged behind other suburbs during a period of strong growth for the LGA. While the suburb has development potential, the feasibility of planning controls and small lot structures has meant there has been a single approval granted between January 2016 and December 2018 (for 40 homes). There is also some visible evidence of economic stress such as vacant sites, poor building maintenance, lack of retail activity and blank façades. The LSPS will consider how West Ryde should look and function in the future, including community and other infrastructure needs.

### **Key challenge: preserving Macquarie Park as a key economic centre**

A key goal of the LSPS is to maintain the precinct's role as a key economic powerhouse for Sydney and transform it into a vibrant and accessible CBD. A key challenge is ensuring Macquarie Park can continue to offer employment opportunities and strong economic growth, while we also continue to improve public transport patronage to address congestion. The precinct is well situated on Sydney's Economic Development Corridor between Parramatta and the City; and is currently serviced by the Sydney Metro North West and key arterial roads. The LSPS will plan for new links to improve connectivity between Macquarie Park and other centres within the City of Ryde and beyond to support the precinct as it grows, and ensure its benefits are accessible to residents across the LGA.

The Ryde Local Environment Plan allows for housing diversity and controlled medium density (dual occupancy and multi dwelling) development within this low density zone. This approach has resulted in Ryde delivering a higher than average proportion of medium density housing for the North District.

In 2018, the NSW Government revised the *State Environmental Planning Policy (Exempt and Complying Development Codes 2008)*, to encourage more medium density housing across metropolitan Sydney. This revision reduced controls and increased the number of sites available for medium density housing in the City of Ryde, and introduced additional medium density forms such as terrace housing and manor houses (small scale flat buildings). The combined impact of these changes could result in out of character developments in low-density residential areas across the City of Ryde.

**Key challenge: protecting the valued character of low density residential areas whilst allowing for growth**

City of Ryde has a strong pipeline of high and low density housing options. Through Council's Housing Strategy and subsequent updates to Council's plans and controls, we will explore options for the most appropriate approach to deliver medium density housing at a similar quantum to current levels. We will also continue to deliver higher density options around transport hubs and in local centres

## 2.2 Infrastructure

### 2.2.1 Vision

The infrastructure needs of the City of Ryde community will continue to be met as the area grows and develops. The provision of new infrastructure will match the pace of development and growth, and deliver the same or a better experience for the community. Infrastructure provided by the State Government will be planned and provided in a timely and constructive way in collaboration with Council and the community.



Public recreational facilities in Shepherds Bay, Meadowbank



## 2.2.2 Context

The LSPS considers infrastructure in its broadest sense, covering the public and private services and facilities that are fundamental to the quality of life, functioning and growth of places and communities.

Infrastructure can be categorised into ‘city shaping’ at the regional level and ‘enabling’ at the local level, as detailed in the diagram/table below:

**Table 2** City shaping and enabling infrastructure

	<b>City shaping (regional) infrastructure</b>	<b>Enabling (local) infrastructure</b>
<b>Overview</b>	Links between local and district areas in the greater region	Links from regional infrastructure to local centres and communities
<b>Examples</b>	Regional roads, Metro, rail, regional recreational facilities and National Parks	Local roads and transport, utilities, and community open space and sporting facilities
<b>Responsibility for planning, delivery and operation/maintenance</b>	NSW Government	City of Ryde Council
<b>Aims</b>	Contributes to the liveability, productivity and sustainability of a region and district	Enables communities to operate and grow
<b>Stakeholders involved in delivery</b>	Collaboration between NSW government agencies (e.g. Transport for NSW, Roads and Maritime Services and Sydney Water), Council and the community	Collaboration between the community, Council and developers
<b>Funding source</b>	Australian and NSW governments, from taxes or other revenue  NSW government funding can also come from State Infrastructure Contributions, which are negotiated with developers and apply in defined locations	Council through rates (maintenance and operation of existing infrastructure) or developer contributions (growth infrastructure) which are governed by the <i>Environmental Planning and Assessment Act 1979</i>

## The Funding Context

Sections 7.11 and 7.12 of the *Environmental Planning and Assessment Act* (the Act) require strict provisions to be followed by councils if developer contributions are to be levied on development. These restrictions include the preparation and adoption by councils of Developer Contributions Plans that detail growth projections, timeframes and specific infrastructure requirements for an area and exact contribution rates per extra person or dwelling created that will be levied on each development. The funds collected by councils are then set aside to be used to provide the infrastructure identified in the adopted Contributions Plan – they cannot be used for maintenance of existing infrastructure or additional, non-growth servicing infrastructure.

The Act also allows councils to enter into a Voluntary Planning Agreement (VPA) with a developer to provide required additional infrastructure, and governs such arrangements. The VPA must be related to the development and provide a material public benefit (that is, of wider material benefit to the community, not just the new residents of the development). There is less certainty in the outcome of VPAs as they are voluntary and developers cannot be forced into entering one.

The City of Ryde Council has prepared a Developer Contributions Plan under Section 7.11 of the Act and regularly reviews it to ensure it is up to date and relevant to the immediate and future needs of the community. Council is also considering the preparation of a Section 7.12 contributions plan.

Council also has a VPA Policy in place that has the following objectives:

- *Establish a fair, transparent and accountable framework governing the use of Planning Agreements by the Council of the City of Ryde*
- *Give stakeholders in development greater involvement in the type, standard and location of public facilities and other public benefits; and*
- *Adopt innovative and flexible approaches to the provision of infrastructure and other public benefits in a manner that is consistent with Council's strategic and infrastructure plans.*

VPAs are only used if there is a material public benefit that can be achieved that is equal to or greater than that identified in the adopted Contributions Plan.



Christie Park, Macquarie Park

## 2.2.3 Key challenges

- Coordination and collaboration with State infrastructure agencies to ensure that the necessary ‘city shaping’ infrastructure is provided when required and to an adequate standard to support the ongoing economic and social growth and cohesion of the community.
- Managing infrastructure growth and maintenance while providing housing diversity.
- Existing infrastructure is not adversely affected by development growth.
- Ensuring that infrastructure is provided by development with little or no lag in timing.

## 2.2.4 Targets

To better align infrastructure with future growth the following aspirations will inform decisions on future housing in the City of Ryde.



**Increase the proportion of the population within 400 meters of public open space greater than 1,500m<sup>2</sup> in size.**



**Increase the proportion of the population within 30 minutes of key community infrastructure. Council’s Social and Cultural Framework will outline Council’s how delivery of social and cultural infrastructure will assist in achieving this target.**



**Local primary schools will meet the demand of population growth and changing demographics.**



**95 sqm of community space will be provided per 1,000 people. Council’s Halls and Facilities Strategy will outline how current facilities and delivery of additional facilities will assist in achieving this target.**

Note: Council’s updated 7.11 and new 7.12 plan will be prepared in accordance with these strategies and targets.

## 2.2.5 Planning priorities and actions

**Table 3** Infrastructure: planning priorities and actions

Planning priority	
<b>IN1 Align growth with infrastructure: provide sufficient infrastructure to support current and future population growth</b>	IN1.1 Prepare Housing Strategy to identify residential growth projections and locations. Ryde Housing Strategy 2021
	IN1.2 Prepare Centres and Place Strategy and Macquarie Park Employment Strategy to identify non-residential growth projections and locations. 2021
	IN1.3 Identify current gaps in infrastructure and future infrastructure needs to appropriately service population growth. Ryde Infrastructure Strategy 2021
	IN1.4 Review developer agreement, policies and contribution plans. Ryde Infrastructure Strategy 2020 and S7.11 Plan 2021
	IN1.5 Investigate options for funding infrastructure. Ryde Infrastructure Strategy 2021
	IN1.6 Advocate for public transport, schools and hospitals to be accessible to residential development. Ongoing
	IN1.7 Require Planning Proposals to indicate existing and required infrastructure. Ongoing
	IN1.8 Provide new parks and social and community infrastructure in accordance with Infrastructure Strategies and Contribution Plans. Ongoing. New community facilities on the Ryde Council Civic site 2025
	IN1.9 Provide new and enhanced social and cultural infrastructure. Ongoing
<b>IN2 Reinvigorate the Macquarie Park Strategic Investigation Area</b>	IN2.1 Undertake a Macquarie Park Employment Land Study to identify a commercial core that can be protected from non-commercial uses to provide for the continued economic and employment function of Macquarie Park. 2021
	IN2.2 Confirm the planning principles to guide the strategic investigation of Macquarie Park. 2021
	IN2.3 Collaborate with the NSW Department of Planning, Industry and Environment to recommence the 2016 strategic investigation including to identify the infrastructure deficit in Macquarie Park. 2021

### Planning priority

#### **IN3 Collaborate with relevant stakeholders to achieve appropriate outcomes from existing renewal projects**

- IN3.1 Work with Macquarie University and NSW Government agencies to ensure that the appropriate infrastructure is provided in a timely manner to facilitate the success of the Macquarie Park Health and Education Precinct. Ongoing
- IN3.2 Provide relevant local data and context to the Greater Sydney Commission, NSW Department of Planning, Industry and Environment and developers in relation to existing development in the Herring Road and North Ryde Station precincts to ensure planning controls result in the desired mix of land uses to activate those precincts. Ongoing
- IN3.3 Provide relevant local data and context to the NSW Department of Education and TAFE NSW to assist with planning and coordinating the provision of adequate and timely infrastructure in the Meadowbank Education Precinct. Ongoing

#### **IN4 Ensure that transport infrastructure is provided at the appropriate capacity and timing to service existing and growth areas**

- IN4.1 Collaborate with Transport for NSW and local transport providers to adjust transport links to accommodate changes in commuter behaviour with the completion of the Sydney Metro North West. Ongoing
- IN4.2 Develop, with the assistance of the Greater Sydney Commission, a more collaborative approach between Council, Transport for NSW, for the planning of major transport upgrades to ensure that all stakeholders are working with the same growth and capacity forecasts and timelines. Ryde Coordination Committee. Ongoing
- IN4.3 Collaborate with Transport for NSW to build on their regional transport plans by expanding transport planning to the local level, based on Council's adopted strategies. Ongoing
- IN4.4 Collaborate with Transport for NSW to investigate future transport options (See Future Transport Structure Plan in Section 1.2.2). Ongoing

**Planning priority****IN5 Prepare a local Infrastructure Strategy**

- IN5.1 Collaborate with relevant NSW Government agencies and housing providers to identify infrastructure needs on a 'place-based' format, such as those identified in the Ryde Housing Strategy. Ongoing
- IN5.2 Collaborate with relevant NSW Government agencies to develop consistent growth forecasts, to ensure that the capacity and standard of existing and new infrastructure is appropriate and timely. Ongoing
- IN5.3 Coordinate existing Council and NSW Government agency plans to ensure existing infrastructure is used to its maximum potential and to ensure appropriate integration with relevant plans (such as Council's open space plans, Social and Cultural Infrastructure Framework, NSW Office of Sport plans and District and Regional Green Grid plans). Ongoing

**IN6 Develop guidelines for site-specific planning proposals**

- IN6.1 Complete Housing, Infrastructure and Centres and Places strategies so they can provide key inputs to the guidelines. 2021
- IN6.2 Suspend consideration of site-specific planning proposals until they can be assessed against the Housing, Infrastructure and Centres and Places Strategies and identified growth parameters. 2019-2020. This is in accordance to advice from the NSW Government's advice to Council to pause consideration of proposals as recommended by the Greater Sydney Commission's Ryde Assurance Review in 2019.
- IN6.3 Review Planning Instruments so that they are based on a centres hierarchy with a focus on maximising existing infrastructure capacity and utilisation. 2021



Gladesville Public School and street library

## 2.2.6 Case study

### Ryde Central: The New Heart of Ryde

The Heart of Ryde is the bold new vision for the Ryde Civic Centre. This vision is to redevelop the existing civic site into a new civic, cultural and community hub.

Community feedback on the proposal so far has been overwhelmingly positive, with 85% of respondents supporting the plan. Community feedback also highlighted several key themes for Council to consider when undertaking the detailed design for the project.

New concepts for the site have been released in response to community feedback. The latest concepts include the provision of public meeting rooms, offices, childcare facilities, commercial and retail facilities, a plaza and open space, on-site parking, Council chambers and a flexibly-designed cultural and community space.

Council has endorsed taking the project to its next stages. It is anticipated that the Development Application for the site will be submitted in 2019.



**Figure 15** Artist impression of the Ryde Central Development (courtesy of Plus Architecture)

## 2.3 Transport

### 2.3.1 Vision

**Transport links between town centres and other destinations – including open space, residential areas, schools and Macquarie University – will be improved with a focus on active and public transport .**

The aim is to encourage walking, cycling and public transport use by focusing growth in town centres, improving public domain and enhancing community safety.

This approach will benefit the local environment and encourage development of a holistic approach to freight and servicing activity to, from and within key precincts such as Macquarie Park. Desired outcomes include reducing the economic, wellbeing and amenity impacts of congestion and improving the efficiency of transport within the precinct.



Macquarie Centre Bus Interchange



## 2.3.2 Context

City of Ryde is home to a number of key transport corridors that service the LGA as well as the wider Sydney region. These corridors include:

- Road corridors: main and arterial roads including Lane Cove Road, Epping Road, Ryde Road and the Hills M2 Motorway connecting Ryde LGA to regional centres
- Rail corridors: Northern Rail Line and Sydney Metro Northwest
- Bus routes: including the Strategic Bus Corridors, which run along major roads through the city
- Ferries services: on the Parramatta River
- Future corridor considerations: including Eastwood County Road Reservation, the possible Northern rail line amplification for freight and passengers and the potential expansion of the Global Economic Corridor (an economic corridor of jobs and major infrastructure stretching from Macquarie Park to Port Botany – through to Rhodes/Homebush via Ryde/Meadowbank).
- Above average commuters into, out and through the LGA due to employment in Macquarie Park and major transport corridors in the LGA.



M2 Motorway, Macquarie Park

### 2.3.3 Key challenges

- An above average ratio of jobs to residents
- Above average congestion issues
- The wide dispersal of incoming workers
- A relatively minor public transport interchange servicing Macquarie Park Station
- Growing transport demands, including both quantity and servicing expectations
- The rate of population and employment growth exceeding the rate at which patrons are moving to non-private-car transport options (reducing car dependency)
- Through traffic creating amenity problems on local streets
- Complex parking demands and patterns
- Inefficient bus routes, including service frequency, travel times, bus stops etc
- Parts of the City of Ryde LGA are not serviced by mass transit at all
- Gaps in cycling and footpath networks and supporting infrastructure and designs, constraining the uptake of active transport as a viable alternative to private and mass transit
- Unknown or untested future transport technologies and patterns that need to be considered in transport planning
- Managing conflicts between freight and commuter needs in a network that currently services both
- Future development will significantly increase the amount of conventional freight movements occurring to, from and within the City of Ryde (in particular, Macquarie Park). The future transport network will need to provide for the efficient movement of freight
- Public transport often caters for through movement rather than destinations in Ryde LGA
- The quantum and availability of car parking in Macquarie Park precinct are a key attractor to private vehicle use
- Limited road access points for cars and on-road public transport to/from Macquarie Park
- Balancing the needs of travel to/from Macquarie Park with the regional through traffic on key arterial roads.



Ryde Riverwalk shared path

## 2.3.4 Targets

The following targets will guide future developments, Council policies and programs.



**Fine grain roads will continue to be delivered in Macquarie Park, which will reduce block sizes, increase permeability and connectivity for vehicles and pedestrians, increase route options and reduce traffic congestion.**



**In accordance with Council’s adopted Integrated Transport Strategy 2016-2031 there will be a 60/40 private vehicle/active and public transport modal split of total journeys to and from work.**



Transit-oriented development adjacent to North Ryde Station

## 2.3.5 Planning priorities and actions

**Table 4** Transport: priorities and actions

Planning priority	Actions
<b>T1 Ensure public transport can efficiently move commuters to key destinations within and outside City of Ryde using logical, accessible and connected services and maximising the use of infrastructure that gives a travel time advantage over cars. Ensure social equity in service coverage throughout the LGA.</b>	T1.1 Maintain and develop planning controls to encourage residential densification in areas with high public transport accessibility and high trip activity to education, employment, recreational and commercial destinations. 2020 Ongoing
	T1.2 Integrate transport modes more efficiently at public transport hubs to reduce interchange times and increase interchange convenience. Ongoing
	T1.3 Prioritise Park and Ride capacity at major train stations and bus stops that do not have large walk up catchments and do not contribute to centre congestion. Denistone 2025
	T1.4 Advocate for a simple and direct bus network with equitable access for all users. Ongoing
	T1.5 Collaborate to improve the competitiveness of public transport travel times to be equal or less than private vehicles in peak times in key corridors. Ongoing
	T1.6 Invest in public transport by leveraging off new development and to shape a sustainable land use. Ongoing
	T1.7 Complement land use development with parking policies that encourage public and active transport use, including limiting additional car parking in constrained precincts such as Macquarie park. Ongoing
	T1.8 Investigate a major upgrade to Macquarie University bus station and new/modified bus routes via Denistone Station and Meadowbank Station to improve the integration of buses and trains and allow for significant increases in bus capacity. 2030
	T1.9 Council will work with Transport for NSW to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement travel plans to encourage the use of sustainable transport choices.

Planning priority	Actions
<b>T2 Manage transport network to maximise traffic efficiency and safety for local freight movements, private vehicles and public and active transport users. Design and manage streets to maximise accessibility while prioritising safety and amenity.</b>	<p>T2.1 Develop a transport network strategy for the Ryde Local Government Area that will: 2025</p> <ul style="list-style-type: none"> <li>a. Improve the efficiency of through traffic movements on arterial roads while recognising local accessibility and safety needs</li> <li>b. Preserve residential amenity in streets by limiting the volume and speed of through traffic using local area traffic management schemes</li> <li>c. Maximise the person-movement capacity of arterial corridors</li> <li>d. Invest in road infrastructure targeting value for money, pinch-point improvements</li> <li>e. Prohibit heavy vehicle movements on local streets and limit freight operating times in specific centres (excluding waste vehicles)</li> <li>f. Improve pedestrian and cycle connections to and from train stations and major bus stops.</li> </ul> <p>T2.2 Review development controls in Ryde to improve permeability and ease of movement for pedestrians and cyclists. 2021</p> <p>T2.3 Consider pedestrian and cycling facilities, including bicycle racks, in design development investigations for new major bus stop and train station upgrades and Council's public domain upgrades. Ongoing</p> <p>T2.4 Implement bicycle training and awareness programs throughout the City of Ryde. 2021</p> <p>T2.5 Undertake speed limit reviews in high pedestrian activity areas commencing with Macquarie Park and West Ryde. 2025</p> <p>T2.6 Develop a PAMP program for schools and key locations in the City of Ryde. 2025</p>

Planning priority	Actions
<p><b>T3 Plan freight movements to be efficient and ensure they adhere to placemaking principles.</b></p>	<p>T3.1 Complete a freight and logistics study for the City of Ryde that will:</p> <ul style="list-style-type: none"> <li>a. ensure efficiency through and within the City of Ryde</li> <li>b. minimise congestion through the adoption of space-efficient movement</li> <li>c. ensure there is sufficient capacity developed within or between facilities to adequately accommodate logistics activity</li> <li>d. maintain place-making principles.</li> <li>e. include an action plan. 2025</li> </ul>
<p><b>T4 Manage parking with controls and policies that reflect available infrastructure.</b></p>	<p>T4.1 Investigate reduced or maximum parking rates, centralised parking stations and developer contribution schemes in near Eastwood, West Ryde, Meadowbank and Macquarie Park train stations. 2025</p> <p>T4.2 Develop a location approval policy and procedure for car share schemes such as GoGet, considering the kerbside allocation policy. 2025</p> <p>T4.3 Adopt a city-wide car share program and prioritise car and ride share parking to enhance transport sustainability. 2025</p>



Intersection of Victoria Road and Devlin Street

## 2.3.6 Case studies

### New roads in Macquarie Park

Several new roads have recently been built in Macquarie Park as a result of Council’s updated planning controls, which aim to support the development of appropriate infrastructure. These roads include Rennie Street, Network Place, Halifax Street, Hyundai Drive and the Waterloo-Talavera connecting road.

Council’s planning controls seek to make it easier for people to move freely within Macquarie Park and to and from neighbouring areas. They enhance the streetscape presentation and provide roads tailored to accommodate surrounding development. This includes requiring developers to provide public roads on their sites where appropriate, and to upgrade adjacent public roads to accommodate increased use.



New roads delivered – Rennie Street and Network Place



New roads delivered – Halifax Street and Jarvis Circuit



New roads delivered – Waterloo-Talavera connecting road



New roads delivered – Hyundai Drive

**KEY**

- New road as per RDCP2014 (delivered)
- - - New road as per RDCP2014 (under DA)
- Existing road

**Figure 16** New roads in Macquarie Park

## Connect Macquarie Park and North Ryde

Connect Macquarie Park and North Ryde is a partnership of employers in the Macquarie Park and North Ryde areas. Their mission is to work with member businesses to reduce company costs and boost employee satisfaction and productivity by improving transport connectivity in the area.

The not-for-profit organisation is funded by local businesses, City of Ryde Council and Transport for NSW. It acts as a two-way advocate – providing readily accessible information about a range of transport options to employees (including personalised journey options via the online ‘Connect Concierge’), and seeking greater support from local transport network providers, including a growing sector of on-demand services.

Connect is also the founder of the highly successful Co-Hop ride-sharing and carpooling scheme, which connects Macquarie Park and North Ryde employees with others driving or cycling along a similar route. The scheme offers further benefits to users such as prime and designated parking spaces, free drinks, Opal card credit and occasional prizes.

Connect is both a key player and a strong example of Council’s vision for smarter, more efficient and more sustainable transport options in Macquarie Park, and in the City of Ryde more broadly.

**connect**  
MACQUARIE PARK & NORTH RYDE

## Goulbourn Street Courier Hub

In 2016, the Sydney Coordination Office of Transport for NSW, in association with the City of Sydney Council, set up a Courier Hub to assist deliveries to be made into the Sydney CBD.

The Courier Hub enables logistics operators in vans to drop freight into lockers and cages for collection by bike couriers who will complete the last kilometres into the CBD. Collections from the CBD to deliver to the rest of Sydney will also pass through the hub.

Due to congestion and parking challenges, a bike courier can make a series of deliveries in half the time it takes a van.

Around 60 couriers visit the hub each day.

The space uses around 150 square metres of disused washbay in a public car park at the fringe of the CBD.



Goulbourn Street Courier Hub