



# Shaping Sydney as a Liveable City towards 2051 A Strategy

## REPORT ON WORKSHOP 1

*10,000 Friends of Greater Sydney*

### The Project Aim and Structure

The aim of the project is to produce a strategy for shaping Sydney as a liveable City as we move towards 2051.

This will be achieved through a series of three workshops -

- Workshop 1 - Visioning, to collect the views of participants on four key questions that will guide us in understanding our aspirations for the Sydney we want to create for our children and grandchildren
- Workshop 2 – Strategic Choice, to build on the vision and agree the strategic choices for shaping our city - build on the city of cities concept with higher densities at centres; or infill the intervening areas or decentralize to outer centres or a mix of these. See paper by Bob Meyer below.
- Workshop 3 – Critical Strategies and Actions, to implementation and delivery the vision.

The findings from each workshop will be used to build the plan for each ensuing workshop.

### Aim of Workshop 1 - Visioning:

To collect the views of the participants on four key questions -

1. Issues - To make Sydney more liveable for our children and grandchildren what is the primary aspect of living in Sydney that we must address? Affordability? Work location? Transport? Accessibility? Economy? Etc
2. Future State, Inspirational - What do we want the city to be like for our children and grandchildren in terms of how they will - Live (consider affordability issues); Work; Play and Learn
3. Immediate Actions - What do we need to do now to ensure this future happens? Possibly consider, landuse, planning, State investment, transport, energy, water, housing, health, and education
4. Blockages & Impediments - What are we doing now that we need to stop in order to move to a better future?

### Participants Responses

- Issues
  - Liveable City - accessibility around the whole City (need for access to activities, 'accessibility' not necessarily movement for the sake of moving, 'mobility').

Manage travel time to achieve activities within one hour (Marchetti principle), density around transport, make use of existing infrastructure, allocation of road space, cycling and walking; housing lifestyle/ageing choices, balance between location of housing and jobs, affordability; energy efficient, restructure to minimise energy use (low carbon city)

- Role of Sydney in National context - social structure; economic prosperity; costs of dispersion, a limiting factor, needs incentives to disperse
- Resilience to cope with future - ability to cope with stress and change e.g. climate change, peak oil and energy costs, ageing of community; environment sustainable choices in longer term; health, density will help this; anticipating forces of change in environment, technology and inbuilt uncertainty; decreasing journey length and frequencies of public transport; cascading interrelationships of transport/land use and work; ability to solve problems of cities, innovative/creative.
- Inspirational Future State - the good life
  - Make meaningful communities with sense of belonging - allow and maintain flexibility of choice; allow balance in desires in relation to family, religion, community and affordability; use human resources effectively; planning system better geared to produce what we seek; pricing as incentive to behavioural change.
  - Maintain/enhance status as global city
  - Live - access to goods, services and activities, less car usage more walking cycling and use public transport (sustainable travel) equity in access; range of housing options, affordable housing;
  - Work - flexibility in work locations; diversity of work sectors/types; Parramatta as case study for liveable centre
  - Play - flexibility and diversity of leisure locations and more opportunities; safe places for kids
  - Learn - equity of access to high quality education, universities in town centres; physical mobility to school, parent concerns with safety; opportunities for new knowledge and learning through social networks.
- Immediate actions -
  - Show leadership - (politicians, industry, community) governance with outcome focus and long term; regional governments with power, less local government
  - Plan to accommodate change and uncertainty; pragmatic long term planning (within our means); fully integrated (land use, transport, health education, energy); engage the community

- Partnerships of public and private sector - NSW government bureaucracy to work with specialists to address the vision/issues and actions required to focus on 2051; focus on effectiveness, efficiency and transparency.
- Develop metrics for management to ensure effectiveness (cost to provide access) and make transparent to community (to show accountability)
- Blockages & Impediments
  - Governance - lack champions; too many councils, too many tiers of government
  - Caution and conservatism - reluctance by government and officials to make decisions and be accountable.
  - Transparency - being silent about options, insufficient openness and debate, insufficient community /professional participation; failure to release existing plans/research in transport planning for broader discussion on planning the city; failure to produce/ release long term plans to guide the future; failure to engage community and gain support
  - Integration - failure government bodies to work with each other and with the wider community
  - Assessment of projects - wasting money on ineffective projects; defective analysis of major projects
  - Pricing - failure to use pricing to encourage behavioural change

## **Summary of Workshop Findings**

The convergence of views across the 4 dispirit groups was amazing.

A liveable city remains closely linked to an accessible city.

Density is a key to a more sustainable city and more sustainable transport, as is the creation of a 'sense of place' for the local communities and their interaction with the wider city community.

More sustainable transport is linked to a denser city with greater opportunities for walking and cycling and use of public transport; enhanced use of public transport is linked to 24/7 frequent services encouraged by pricing incentives; provision of public transport must be linked to economic viability and financial affordability.

And the whole must be based on community engagement (dialogue with the community especially the younger community, our kids and grandkids for whom we seek to plan) and not 'community consultation' as we have at present; transparency by government is a key to this approach.

"Accessibility" is the challenge we must accept, true integration of land use and transport, not land use and transport as separate entities. We must do this within a framework of creating a sense for place for communities, a balance between location of housing and activity centres (for jobs, recreation, shopping, sport and education) and access between these.

And we must do this through strategies that allow flexibility in planning that does not close off options, that leaves all opportunities open, not through immutable plans of coloured areas and lines on a map.

And we must strive in our strategies to encourage strategic thinking, integration of effort and care in spending scarce resources - regional governance rather than a multitude of councils, greater flexibility and wider options in planning, enhanced metrics to ensure value for money so we can afford the infrastructure we seek to provide, pricing to encourage behaviour change and community engagement to ensure we speak for the community.

### **The Way Ahead**

With the clear focus/vision and challenges given by the participants at this workshop we must now develop a series of optional shapes for our city and report the contribution each is seen to contribute to the vision and meet the challenges set.

This we will bring to the next workshop. But as you have clearly indicated should we now bring to that workshop representatives of the people for whom we plan - our kids and grandkids ?

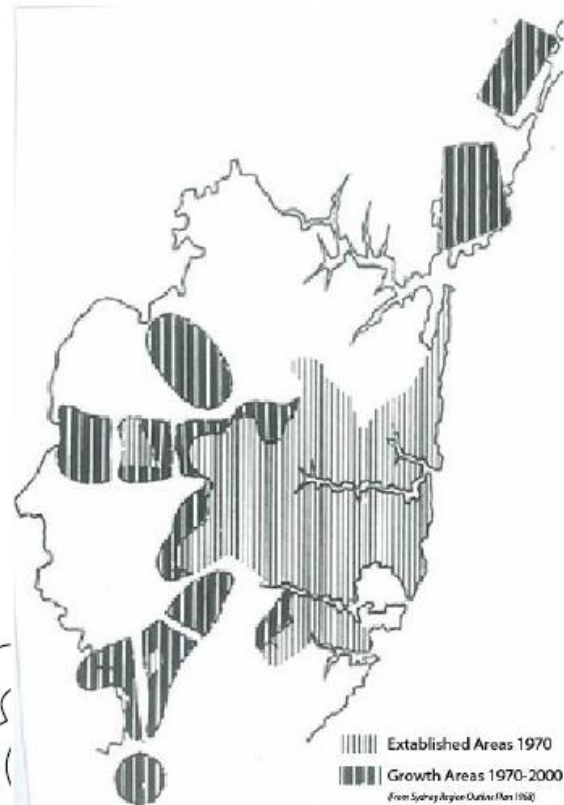
I think we must.

## PLANNING SYDNEY FOR 2051

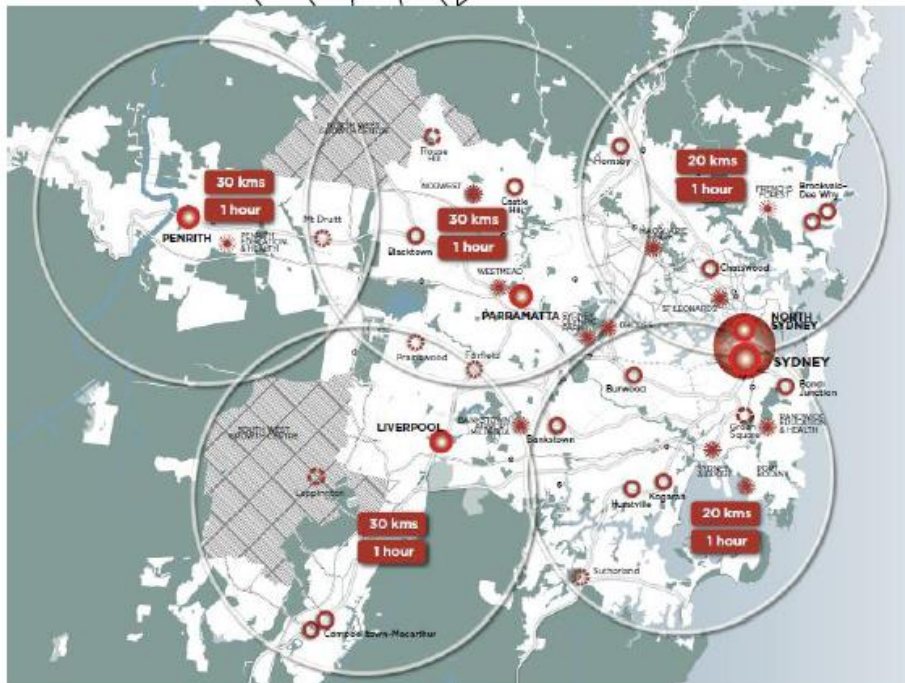
Is 40 years too early to start preparing a plan to guide Sydney's growth to 2051 for when the population is expected to reach 7 million?

The 1968 Sydney Region Outline Plan (SROP) shaped Sydney to what it is today, the key principle being to concentrate Sydney's growth along urban corridors focussed on established railway lines. These corridors were in the form of new towns, each with a town centre. One measure of success has been that Sydney now has a higher use of public transport than any other Australian city.

The last forty three years has seen a strengthening of the concepts behind SROP particularly that of the centres policy, now termed Strategic Centres, which contain around 40% of all jobs.



Sydney Regional Outline Plan 1968



### A City of Cities: Sydney Metropolitan Plan 2036

The concept is based on the Marchetti principle of a 'one hour city' - a city that can be travelled comfortably in one hour per day

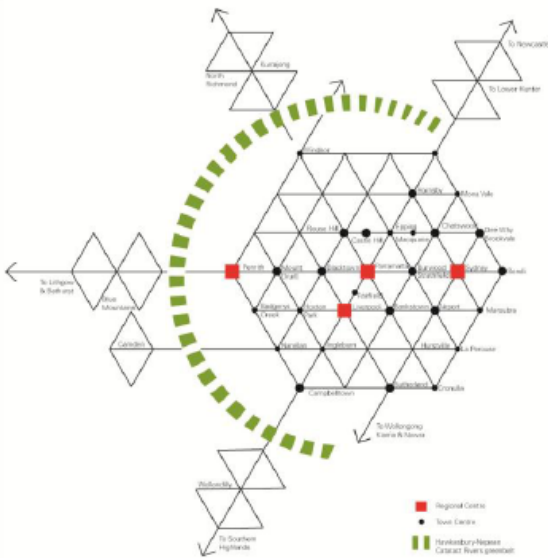
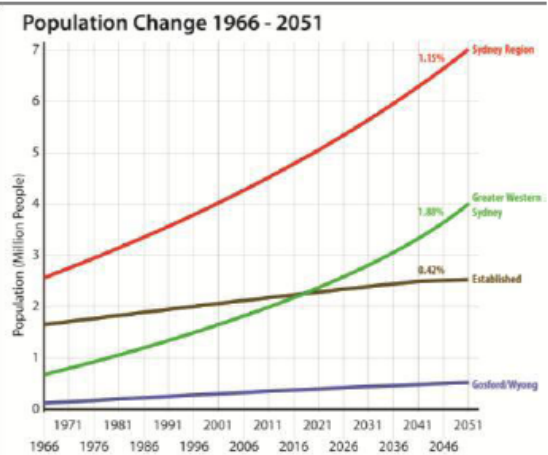
## ASSUMPTIONS

To formulate a long term strategic plan for 2051, a number of assumptions need to be made.

These assumptions need to be reviewed every 5 years in the light of census results and the plan rolled forward, where necessary, to reflect any relevant trends.

The assumptions in 2011, prior to the results of this year's census expected in 2012 are that:

- Sydney's population will continue to grow by an average of just over 1% p.a. resulting in populations of 5 million in 2021, 6 million in 2036 and 7 million in 2051,
- The employment/population ratio remains at the current 48%.
- The distribution of job location will be: strategic centres, 45%; employment areas 25% and dispersed employment, 30%.
- Distribution of population will be:  
Eastern Sydney: 45%  
Greater Western Sydney: 50%  
Central Coast: 5%
- The modal share for public transport will increase from 25% in 2011 to 35% in 2051.
- The proportion of households living in detached housing will fall from 62% in 2006 to 50% in 2051.





## METROPOLITAN PLAN TARGETS

When the 2010 Metropolitan Strategy Review and the 2010 Metropolitan Plan are analysed some significant issues are revealed.

### Population

In 2006 the distribution of population and employment, when divided between the outer areas of Greater Western Sydney and the Central Coast (GWS/CC) with Eastern Sydney there are certain disparities.

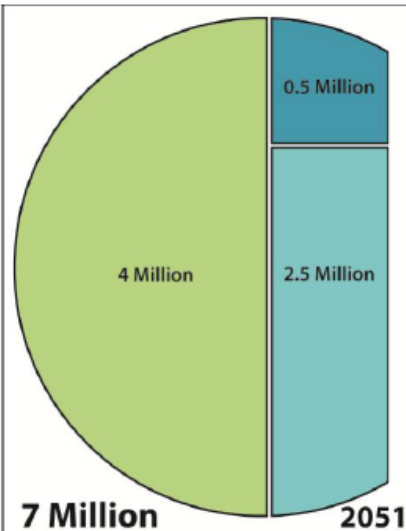
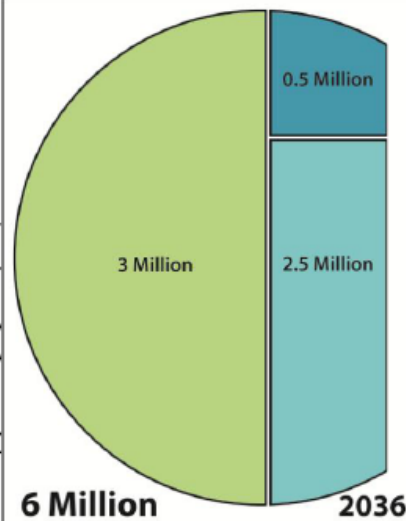
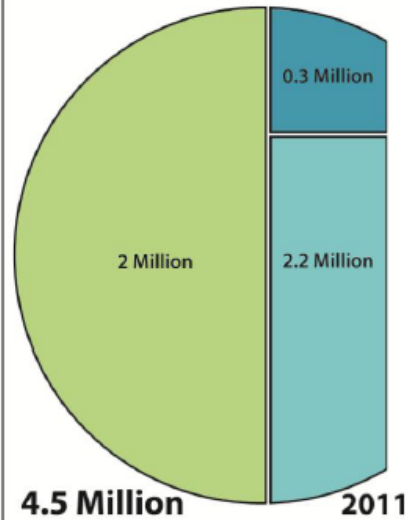
In 2006 the population of GWS/CC totalled **2,155,900**, representing **50.3%** of the Sydney total of **4,282,000**. In 2036 the proportions are projected to change to **56%** for GWS/CC of the total of **6,000,000** Metropolitan Strategy Review (Figure 4 p. 11).

### Employment

As for employment, in 2006 GWS/CC contained **40%** of all of Sydney's jobs. In 2036 the target is for **44%** of all jobs to be in GWS/CC (Metropolitan Plan Table E1 p. 133.)

### Strategic Centres

The disparity is particularly critical when the distribution of Strategic Centres employment is considered (Metro Plan Table E2, see appendix). In 2006 GWS/CC contained **23.3%** of all jobs in Strategic Centres; in 2036 this proportion reaches **29.3%**. As the strategic centres are those served by public transport, it is critical that in all possible growth options this disparity between inner and outer Sydney is addressed given that by 2036 the population distribution is 56% for GWS/CC and 44% for Southern Sydney. To raise the use of public transport this is an urgent issue which needs to be addressed.



## SCENARIOS

Assuming that Sydney's growth to 2036 will be successfully guided by the 2010 Metropolitan Plan, there are a number of scenarios which could guide the location of the additional one million people to 2051. These can be broadly categorised into the following three options.

### Compact City

Consolidation into the established areas as they stand in 2036 and no more greenfield releases. Development in established areas would be equally shared between Greater Western Sydney and the Central Coast and Eastern Sydney.

### Existing Situation

More greenfield releases and the remainder in established areas. This would be in the form of revitalisation and infill in a ratio of say **60% GWS/CC, 40% Eastern Sydney**.

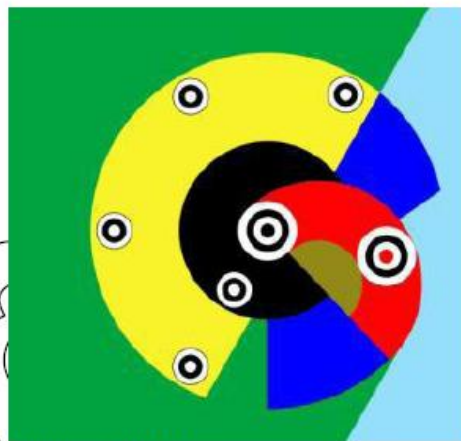
### Decentralisation

This assumes a program of selective decentralisation within a radius of say 150 – 180kms, allowing a one hour commute from regional cities to the heart of Metropolitan Sydney, say Parramatta Centre, by high speed rail, say up to 180kms/hour. The additional **one million** would be distributed to regional cities in the lower Hunter, Central West, Southern Tablelands and the Illawarra.

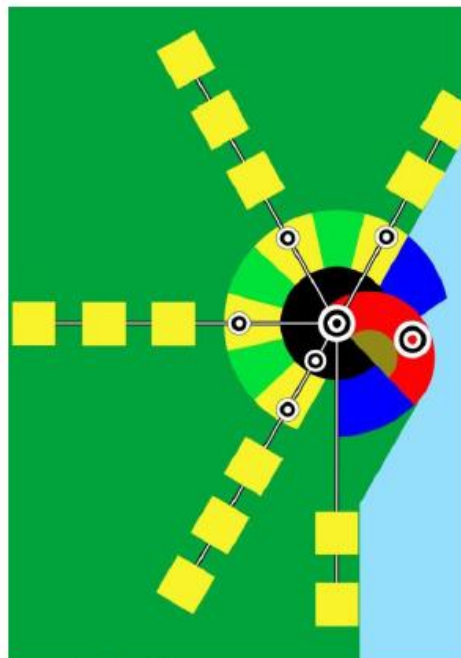
At this time the City of Cities scenario for Sydney appears sound but the scenarios above should be reviewed by Government as Sydney grows and additional data becomes available from censuses.



Compact City



Existing Situation



Decentralisation



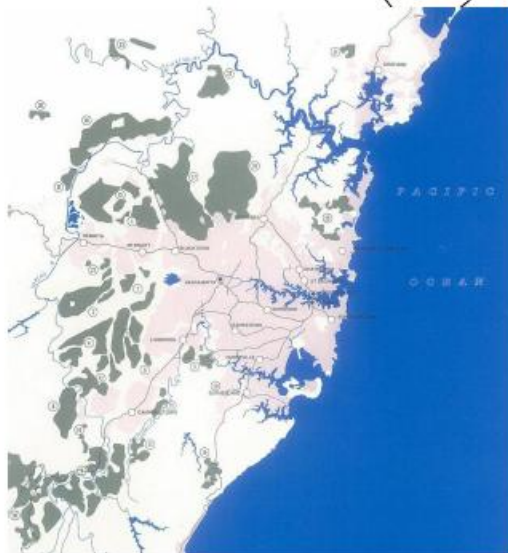
## PUBLIC TRANSPORT IMPLICATIONS

Each scenario has basic transport requirements.

**Scenario 1 – the compact city**, would require a network of metros to supplement existing rail, best suited for longer distance travel.

**Scenario 2 – the existing situation**, would need to rely on the existing rail network supplemented by new routes such as to Dural/Glenorie; Londonderry, Glossodia, Macarthur South and Holsworthy; all potential greenfield sites identified in the land audit undertaken as part of the 1988 Metro Strategy “Sydney Into its Third Century”.

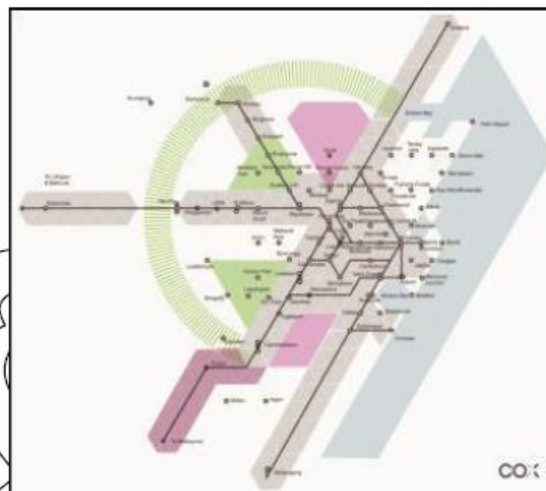
**Scenario 3 – Decentralisation**, would require a series of high speed railways similar to the South East England and Greater London benchmark. These may or may not use the existing rail network or at least the corridor. It is assumed that Sydney's existing rolling stock by 2036 will be able to travel at the required speed.



Areas not subject to primary constraints  
(1988 Metro Strategy)



Compact City



Existing Situation



Decentralisation

## ARTERIAL ROAD IMPLICATIONS

**Scenario 1 – the compact city**, will require providing more capacity by additional lanes on the established motorway network. Many existing arterial roads will need to provide additional capacity by traffic management measures.

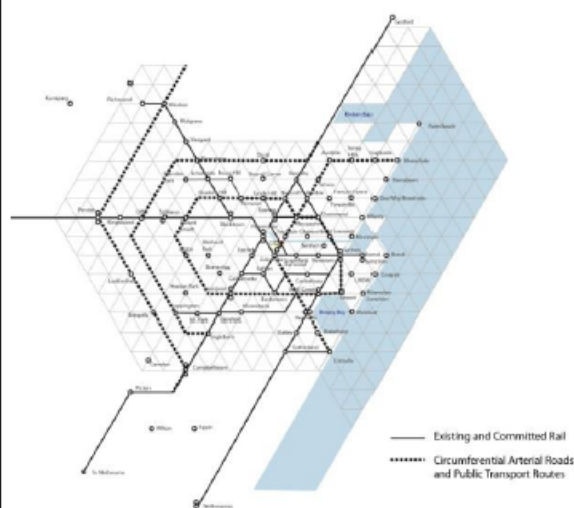
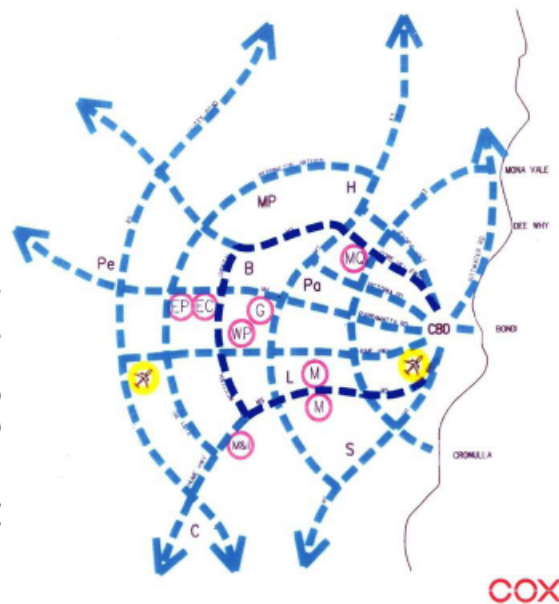
Care will need to be taken to ensure that centres are not oversaturated by car traffic as the current CBD and surrounds already are.

Whilst a metro public transport system should skew the modal share away from road based traffic, the additional one million people in a compact situation is likely to place considerable pressure on Sydney's road network.

**Scenario 2 – the existing situation**, will result in a more even spread of activity throughout the region as distinct from the current radial/tidal-flow situation. A more even spread of dwellings and jobs will call for a grid system of roads to cope with more dispersed activities.

This will require a series of north – south circumferential roads to form a grid with the existing radial arterials, particularly in the outer areas of GWS where the new greenfield sites will need to be located. And again care will need to be taken that centres are not over saturated with car traffic.

**Scenario 3 – Decentralisation.** This scenario will take pressure off the metropolitan regions arterial road system; however there will be considerable pressure on the motorways leading in and out of Sydney from the decentralised regional cities.



## Action

There is an urgent need to evaluate the three broad options to guide Sydney's growth to 7 million people.

The tasks are to prepare a land use plan for each scenario, propose the necessary transport infrastructure and then evaluate each in terms of social, environmental and economic criteria. The specific measure is to position Sydney as one of the Asia Pacific's key cities for the 21<sup>st</sup> century.

Experience indicates that a forty year plan is required to ensure that infrastructure and necessary land are available to achieve population and employment targets. As the first stages of land and necessary infrastructure need to be available, theoretically by 2037, planning 25 years ahead is not too soon.

It is suggested that an analysis of the 2011 census results in 2012 be the trigger to commence the forty year plan for Sydney.

## Appendix

### Strategic Centre Employment in GWS and Central Coast

Strategic Centre	Metropolitan Plan 2006	Metropolitan Plan 2036
Penrith	20,000	31,000
Blacktown	11,000	16,000
Castle Hill	8,000	13,000
Rouse Hill	-	12,000
Norwest	13,000	30,000
Parramatta	43,000	70,000
Bankstown	10,000	14,000
Westmead	14,000	21,000
Bankstown Airport	16,000	20,000
Olympic Park	4,000	23,000
Liverpool	16,000	31,000
Campbelltown – Macarthur	14,000	25,000
Leppington	-	13,000
Gosford	13,000	18,000
Wyong	10,000	15,000
<b>SUB TOTAL</b>	<b>192,000</b>	<b>352,000</b>
	<b>23.3%</b>	<b>29.4%</b>

### Strategic Centre Employment in Eastern Sydney

Strategic Centre	Metropolitan Plan 2006	Metropolitan Plan 2036
Sydney	358,000	454,000
Green Square	2,000	16,000
Bondi Junction	12,000	14,000
Randwick H+E	12,000	17,000
Port Botany	12,000	16,000
Sydney Airport	34,000	56,000
Hurstville	10,000	17,000
Kogarah	10,000	12,000
Burwood	9,000	13,000
Rhodes	10,000	14,000
North Sydney	47,000	61,000
Chatswood	22,000	31,000
St Leonards	34,000	39,000
Macquarie Park	39,000	58,000
Dee Why	12,000	17,000
Hornsby	10,000	12,000
<b>SUB TOTAL</b>	<b>633,000</b>	<b>847,000</b>
	<b>76.7%</b>	<b>70.6%</b>