



Liveable Sydney 2051

STRATEGIES & ACTIONS PLAN FOR 2051

Workshop Output

A VISION FOR SYDNEY 2051

A vibrant, environmentally sustainable, exciting City in which to live, now with a population of 7 million persons, spreading from the east coast to the Blue Mountains, from the Shire in the south integrated with the Central Coast in the north and linked to the Illawarra south and the Hunter north;

- Reborn as the *City of Cities* with defined Regions (between 7 and 12, e.g. Central Coast as one such region, and a Sydney Central taking in the existing CBD as a second) and a clear hierarchy of Centres within the Regions each with an identifiable focus/branding;
- each Region shaped by its environment aimed to preserve scarce agricultural land, with its own major city centre or centres each being an employment centre, a cultural centre and a centre for learning but also with other major employment centres in the Region and a University, all providing a focus for active transport – walking and cycling at the local level and for high capacity transport links to be established between centres; and
- with a competitive, ambitious governance system for each city region, and an over-viewing Metro Commission with an elected chair or commissioner and representatives of the State Government and each region, to establish metropolitan wide policies to co-ordinate and integrate the city and plan to develop as the hierarchy of centres with a firm time scale;
- each Region with its team of ambitious, competitive place managers for each precinct as the person on whom the local community focus for interaction and each with a personal determination “to make his/her precinct the best in the World”; and
- the whole delivering –
 - an identifiable place in which to live, play, learn and work;
 - highly accessibility to places of choice for playing, learning and working; and
 - the economic power house of the Nation built as a world class knowledge based city .

Actions - for Federal Government – FG; for State Government – SG; for Local Government – LG; for the private sector – PS; and for community action – CA

SHAPE THE CITY FOR THE FUTURE WE WANT

Enhance the City of Cities concept but open opportunities to Outer Regions

- Identify self-containable Regions in Greater Sydney (areas of ½ to 1 million population) including Hunter and Illawarra and enhance functionality of each Region (SG with LG).
- Develop an economic development growth plan for sustainable development of each Region and its centres with preservation of agricultural land.
- Identify and foster development of Regional Centres and major employment centres in each region as component of an economic development plan for each Region (SG with LG).
- Provide incentives to attract I investment in non CBD centres.
- Plan extension of the Golden Arc to embrace Parramatta.
- Develop transport plan to drive economic development of Centres.
 - Develop, plan and build high speed rail routes to serve Hunter and Illawarra; reserve corridors now (FG and SG).
 - Accelerate conversion of existing rail network to modern Metro style to serve Sydney CBD Regional Centres and major employment centres (SG).
 - Develop, plan and build high capacity transport to serve Northern Beaches (SG and LG)
 - Develop, plan and build road and high capacity transport routes to link north west and south west Sydney to support centres, Badgerys Creek Airport and accommodate freight movement; reserve corridors now. (SG).

➤ Grow the Regions and Increase Density at Centres

- Recognise cities as the economic centres of Australia and Sydney as the power house of the Nation (FG and SG.;
- Review development plans for each Region of Greater Sydney with the aim to achieve a self-supporting Region with appropriate mix of housing, jobs, services, education and cultural facilities. Specifically focus on achieving closer population to jobs mix (SG with LG).
- Review planning of regional centres and major activity centres to grow density e.g. for Macquarie Park, Parramatta CBD and along Parramatta Road when relieved of through traffic by M4 extension (SG with LG).
- Use specific catalysts to grow regional CBDs and other activity centres and to create jobs in them (SG & LG).
 - Build new two-track fast rail CBD to Parramatta to grow Parramatta and western regions giving incentive to public and private businesses to relocate prime workforce at those locations.
 - Confirm Badgerys Creek as the site for the 2nd Sydney Airport to create certainty and meet the needs of western Sydney businesses and thereby grow jobs in western regions.

ESTABLISH AN ACCESSIBLE FUTURE CITY

➤ **Plan & Build Accessibility**

- Develop, plan and build to planned time scale a strategic integrated, land use, transport plan for 2051 to support economic development of the Region, grow Regional and employment centres, embracing all transport modes, walking, cycling, bus, light rail, heavy rail, high speed rail, air transport, shipping and car, including person and freight movement but with primary focus on active transport in centres and mass transit to centres (SG); e.g.
 - Optimise efficiency and effectiveness of existing road, rail and bus networks with equitable charging and pricing. Consider system like Opal card for tolling.
 - Light rail routes to Parramatta CBD.
 - Western road bypass of Sydney CBD.
 - Western Sydney outer north-south road and rail routes.
 - Road and fast, efficient, high capacity transit to Badgerys Creek Airport.
 - Freight rail and road network across Western Sydney with intermodal terminals e.g. at Moorebank, Enfield, St Marys and the like.
- Build economically sound transport appropriate to demand to support community health and amenity with appropriate pricing structure to offset cost.
- Plan for 50 year vision to reserve transport corridors and airport and port needs now (SC).

➤ **Increase Transport Modal Split to Mass Transit,**

- Target 70:30 (car:mass transit) overall within 40 years with 15:85 for CBD and 30:70 for other major centres (SG).
- Optimise capacity and performance of existing rail transit - frequency of service, minimum travel time, integrated ticketing, pricing competitive with car travel, ease of interchange in use of services, (SG).
- Complement with strategic additional lines where demand dictates (e.g. CBD to Parramatta fast rail. And light rail routes to regional centres including Parramatta CBD) (SG).
- Review bus transit to optimise service to centres and sub-centres (SG and CA).
- Review transit to identify needs to 2061 for each mode, high speed rail (e.g. Sydney to Newcastle and Sydney to Wollongong and Canberra) heavy rail, light rail (e.g. to feed to Parramatta CBD) and bus; retain existing corridors where available and reserve corridors for newly identified needs , prioritise and give priority over road funding for implementation (SG).

➤ **Enhance Active Transport**

- Identify opportunities for high capacity use of walkways and cycleways to centres, reserve corridors and give priority to investment for implementation (e.g. Sydney Centre to Barrangaroo) (LG with support from SG).
- Identify opportunities for 'Greenways' of mixed walkways, cycleways and light transit vehicles to service shorter trips to centres (LG with support from SG).

INVEST WISELY IN THE FUTURE CITY

➤ Get the Pricing and Funding Right,

“Funding is the beast that sleeps in all these reform. Are we prepared to pay for infrastructure? We are reluctant to increase government debt; we baulk at raising taxes; we are uncomfortable in user pay system; we are opposed to the use of tolls; we are opposed to increases in utility charges to pay for capital investment and maintenance; government and community are against capital recycling to fund other infrastructure” (Civil Engineers Australia July 2013.)

- Develop long term funding and budgeting plan equated to 20 year infrastructure plan (FG & SG) Establish an independent body of experts or a coalition of professional bodies with expertise in finance to develop a structure for governments to finance and fund infrastructure over a 10 year period that takes into account reliable costings, practical funding and pricing options, economic viability of project, “willingness” of community to pay and capacity of government and/or private sector to fund.
- Provide incentive pricing to promote use of mass transit and reduce car use in cities (SG with support from FG).
- Progressively introduce road charging (SG with support from FG).
- Review tolling on City Motorways for equity in charging related to demand and congestion (SG).
- Review vehicle charging to promote preferred vehicle types with low energy consumption, least road impact and higher safety (SG with support from FG).
- Establish an effective mechanism for private investment in transport infrastructure to minimise cost to Australia with risks and initiatives allocated to party most able to take risk and capture incentive and to provide clarity and certainty to funders, investors and builders investing in project (SG with FG and PS).
- Establish a Federal investment bank to fund, or co-fund with State and/or private sector proponent, investment in economically viable public infrastructure; Investment Bank to ensure soundness of invested funds for repayment with sound cost/benefit analysis. (FG).
- Establish a State Transport Funding Authority to collect and allocate all funds derived for transport from Federal, State, Local Government and private sector to optimise benefits from its allocation (FG, SG and LG).

ENGAGE THE COMMUNITY IN PLANNING THE CITY

➤ Engage the Community

- Educate the community on planning and investment through school geography programs and through better and clearer (less vague) structured presentation of proposals (SG).
- Provide community with clear, unbiased information on transport plans and transport projects and cease withholding information available on forward plans (SG).
- Monitor and accurately report to community on performance of transport, even where adverse to aims of service or project (SG).
- Engage the community earlier, at initiation stage of proposals to seek community input before consideration by Government and re-engage at all stages of development before consideration by Government, to build confidence in Government determinations (SG and CA).
- Engage the community in active transport plans as an equal partner with Government to deliver the plan and ensure its success (SG, LG and CA).
- Develop dialogue with community to promote support for infrastructure investment and inhibit demonising debt financing.

PROVIDE GOVERNANCE TO DELIVER THE PLAN

➤ Deliver the Plan

- Plan the transport plan (SG) –
 - Develop 10 year forward plan seeking bi-partisan support and imbed in forward estimates and publish for community information.
 - Ensure overall plan is economically sound and financially viable of achievement related to forecast funding available over life of plan.
 - set targets and establish clear benchmarks i.e. to increase modal shift to public transport, and measure performance against targets.
 - Prioritize.
- Optimise output of what we have as a first priority (SG).
- Check projects for affordability – economically sound and financially viable, with wider (more strategic) cost-benefit analysis(SG).
- Develop investment plans with private sector to broaden infrastructure development (SG with PS).
- Work openly and closely with community to gain community acceptance as a partner in developing the forward plan and with delivery of its elements (SG with CA).
- Stick to the plan – deliver what is planned and promised (political will of SG Ministers).

➤ Provide appropriate Governance Structure

- Support the State, Regional and local planning thrust of the new Planning system for NSW (SG & CA).
- Support the State focus on Greater Sydney (east coast to the Blue Mountains, from the Shire in the south and integrated with the Central Coast) as a separate major planning region of NSW (SG, LG & CA).
- Support regionalisation of planning through integration of Councils for planning purposes, with regional organisations truly representative of region they represent (See first action in ‘Enhance the City of Cities concept’) and authorised to make planning decisions and funded accordingly (SG & LG).
- Establish an over-viewing with an over-viewing Metro Commission with an elected chair or commissioner and representatives of the State Government and each region, to establish metropolitan wide policies to co-ordinate and integrate the city and plan to develop as the hierarchy of centres with a firm time scale.

Establish place managers for each precinct in each Region as the person on whom the local community focus for interaction and each with a personal determination “to make his/her precinct the best in the World” (LG).
- Restructure Government agencies to place emphasis on delivery, with limited levels in structure, and full authority to act at frontline.