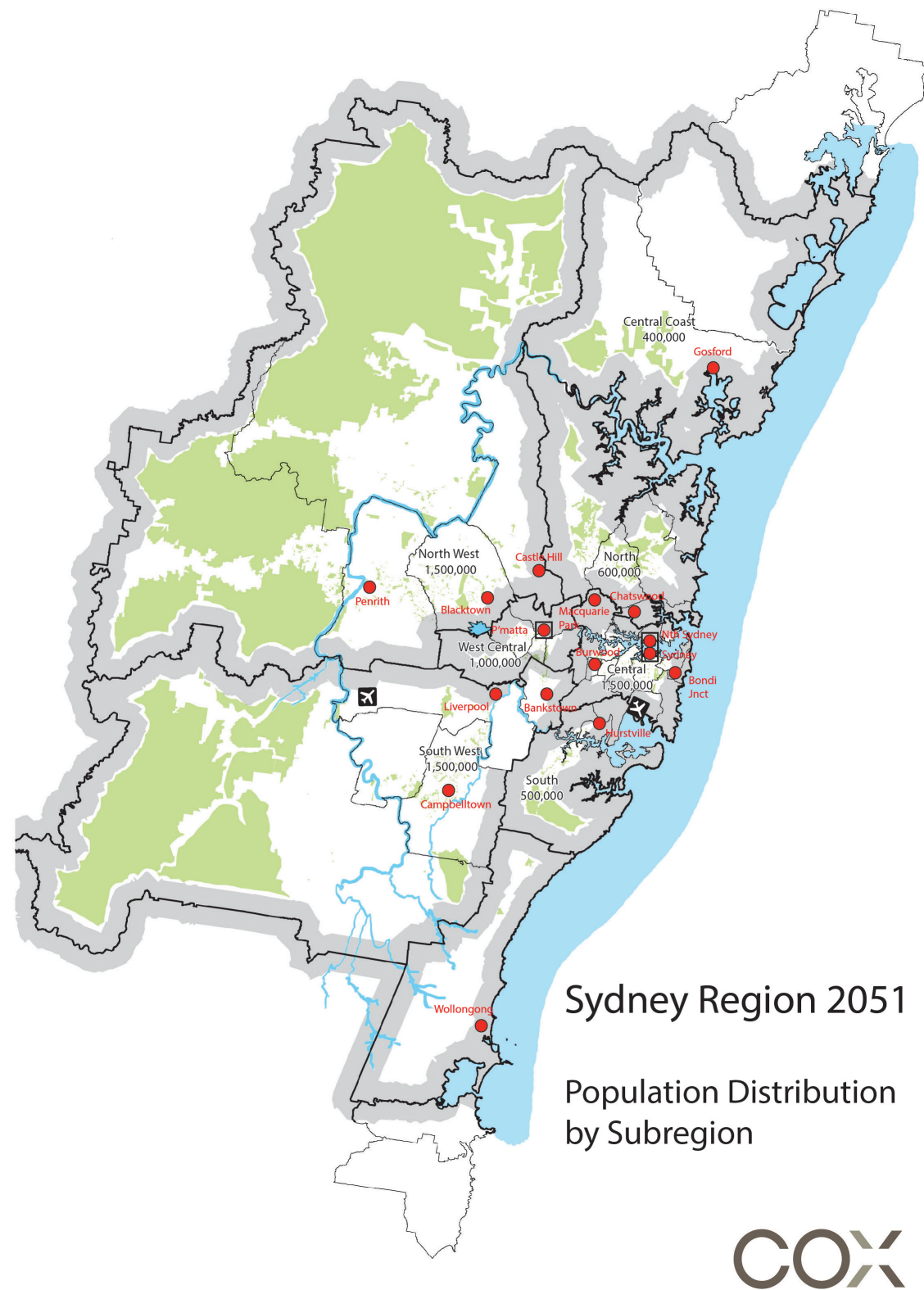


Shaping Sydney 2051





THE VISION FOR SYDNEY IN 2051

By 2051, an estimated seven million people will be living in Sydney, a vibrant, environmentally sustainable and bustling city that will stretch from the east coast to the Blue Mountains, from the Shire to the Hawkesbury River, integrated with the Central Coast, and linked to the Illawarra and the Hunter.

But what will it look like? How will this city work? How and where will its inhabitants work and play?

"We need a vision of the city we want to create so we can invest in the right infrastructure over coming decades and set the right policies that will shape Sydney and affect its economic fortunes for many decades to come."

The 10000 Friends of Greater Sydney (FROGS) with Regional Development Australia has developed a vision and strategies that we believe can shape Sydney into becoming one of the world's great cities. This has been the result of six consultative forums over several years involving over 200 participants.



OUR VISION

- Enhance the "City of Cities" concept with between seven and twelve defined regions each with a clear identity, e.g. 'Central Coast', 'Sydney Central', 'The Hills'.
- Each region has its own major city centre or centres, with each being a place for employment, culture and education with an emphasis on active transport such as walking and cycling but with fast transport links to other regional centres.
- An ambitious new Metro Commission will oversee metropolitan-wide policies to co-ordinate, integrate and plan development of the regions.
- A team of ambitious, competitive place managers for each subregion will provide a focus for community, each determined to make his/her area the best in the world
- A city which is a desirable place to live, play, learn, work and is highly accessible.
- Recognising Sydney as the economic powerhouse of Australia.

LAISSEZ-FAIRE PLANNING HISTORY

In just over 200 years, Sydney has grown from a penal settlement with a few hundred people to a glamorous global city of nearly five million people.

Unfortunately, Sydney has had a long history of laissez-faire planning, which has largely been borne from a fixation for its beautiful and deep-water harbour. This ongoing fixation has created a unique urban dilemma in that the CBD is not the centre of the city – the centroid is Parramatta.

Having an off-centre CBD near the eastern coast means the city has grown in a semi-circle from east to the west, and created travel times that are double that of London, Paris and Rome, which have expanded as circles from a centre.

Thankfully our forefathers built a good rail network, which has served government planners well. In 1968,

inspired by a Scandinavian model, they focused on growing town centres along established rail networks.

Since 2005, planners have pushed the “City of Cities” concept by creating a number of smaller CBDs such as Parramatta, Liverpool and Penrith along the rail corridors. But despite these attempts at “shifting the centre”, we remain fixated on the CBD.

With around 260,000 people now working in the CBD each day, this figure will increase to 400,000 by 2051. Unfortunately, we are still planning road solutions with capacity of a 4 lane freeway limited to 5,000 persons in the peak hour when a modern two-track railway line can deliver 48,000 people.

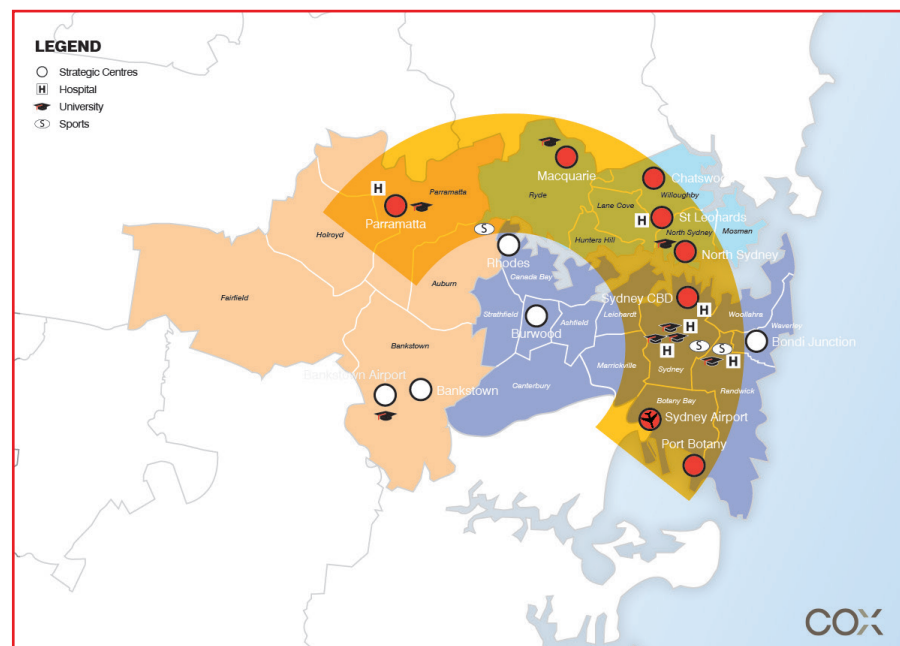
And what about Western Sydney? While the region is already exploding in growth and expected to have a population of four million in nearly 40 years –almost double that of the CDB and Eastern Sydney area – job creation continues to lag.

STRATEGIES AND ACTION PLAN 2051

1 SHAPE THE CITY

Enhance the City of Cities concept and expand to outer regions.

- Identify and grow self-contained regions in Greater Sydney (areas of between ½ to one million population) including the Hunter and Illawarra.
- Develop an economic and sustainable development growth plan for each region and its centres with preservation of agricultural land.
- Identify and foster employment, as well as educational and cultural facilities in regional centres.
- Provide incentives to attract investment in non-CBD centres especially through transport links.
- Plan extension of the Golden Arc to embrace Parramatta.



Grow the regions and their centres supported by transport.

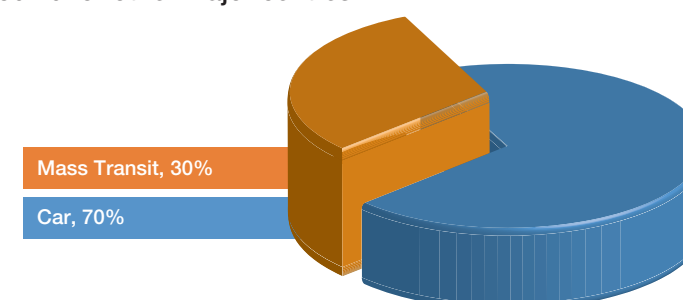
- Review development plans for each Greater Sydney region and aim to make them self-supporting by having the appropriate mix of housing, jobs, services, education and cultural facilities. Specifically focus on achieving closer population-to-jobs mix.
- Grow the density of regional and major activity centres such as Macquarie Park, Parramatta CBD, and along Parramatta Road.
- Use specific catalysts to grow regional CBDs and other activity centres, and create jobs.
 - » Build new fast rail to Parramatta and western

2 ACCESSIBLE CITY

Plan and build accessibility.

- Develop and build a strategic and integrated land-use and transport plan to 2051. Grow regional and employment centres by embracing all transport modes, including everything from walking and cycling to high speed rail and freight movement but with a primary focus on active transport within centres and mass transit to other centres.
 - » Optimise efficiency and effectiveness of existing road, rail and bus networks with equitable charging and pricing.
 - » Light rail routes to Parramatta CBD.
 - » Western road bypass of Sydney CBD.
 - » Western Sydney outer north-south road and rail routes.
 - » Efficient and high capacity transit to Badgerys Creek Airport, including roads.
 - » Freight rail and road network across Western Sydney with terminals at Moorebank, Enfield and St Marys.
- Plan now for 50-year vision to reserve transport corridors and airport and port needs.

Target 70:30 (car: mass transit) with 15:85 for CBD and 30:70 for other major centres



regions giving incentive to public and private businesses to relocate their workforce.

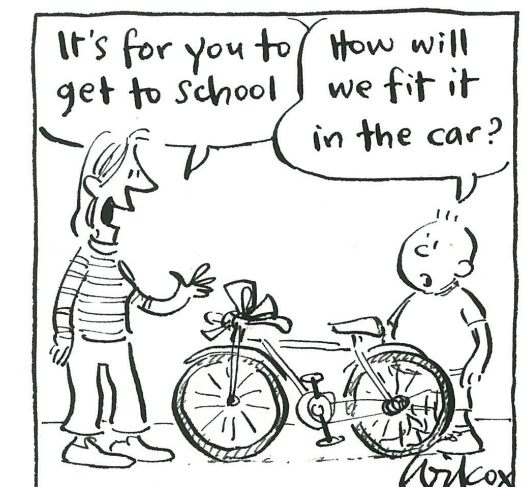
- » Confirm Badgerys Creek as Sydney's second airport to meet the needs and growth of the west.
- » Plan road and high capacity transport routes to link north, west and south-west Sydney to support centres and Badgerys Creek Airport, as well as accommodating freight movement; reserve corridors now.
- » Convert existing rail network to a modern Metro-style system.
- » Plan high speed rail routes to serve Hunter and Illawarra; reserve corridors now.

Encourage public transport.

- Improve existing rail transit - frequency of service, minimum travel time, integrated ticketing, make it easier to catch a train than drive and efficient interchanges.
- Improve, frequency and travel time of bus services to centres.
- Identify transport corridors needed to 2061 and preserve for all modes.
- Prioritise public transport funding

Enhance Active Transport

- Identify opportunities and prioritise investment for walkways and cycleways to the centres, and reserve corridors.
- Identify opportunities for mixed walkways, cycleways and light transit vehicles to service shorter trips to the centres



3 INVEST WISELY IN THE FUTURE CITY

“Funding is the beast that sleeps in all these reform. Are we prepared to pay for infrastructure?”

Civil Engineers Australia July 2013

Get the Pricing and Funding Right

- Establish an independent body of experts to develop a plan for governments to finance and fund infrastructure, related to long term infrastructure plan.
- Provide incentives to make public transport financially attractive to reduce car use in cities.

- Progressively introduce road user charging.
- Make tolling charges on City Motorways more equitable and related to demand
- Promote low energy road vehicles by review of vehicle charging.
- Make investment in infrastructure attractive to the private sector by certainty of investment and minimising risk.
- Establish a Federal investment bank to finance sound, cost/effective projects.

4 ENGAGE THE COMMUNITY IN PLANNING

Planning the city.

- Educate the community on planning and investment through better and clearer proposals.
- Provide community with clear, unbiased and transparent information on transport plans and projects.
- Accurately report on transport performance — even when there are problems.
- To build public confidence, the community must be actively engaged and be partners in all stages of a project.
- Develop dialogue with the community to promote support for infrastructure investment and pricing.



5 GOOD GOVERNANCE

Execution of transport plan

- Develop a 10 year-plan seeking budgeted, bi-partisan support.
- Ensure overall plan has long-term financial viability.
- Establish clear benchmarks.
- Prioritise projects.
- Encourage private sector investment in infrastructure development.
- Work with community to develop and deliver the plan.

Provide the structure

- Support the State, regional and local planning thrust of the new planning system for NSW.
- 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 in NSW.
- Support the integration of councils for planning purposes, with regional organisations truly representative, well-funded and authorised to make planning decisions.
- Establish an ambitious new Metro Commission that will oversee metropolitan-wide policies to co-ordinate, integrate and plan development of the regions.
- The Commission will have an elected chair or commissioner and consist of representatives from State Government and each region.
- Make sure place managers of each suburb in each region have outstanding abilities.
- Restructure government agencies to place emphasis on delivery, accountability and reduced red tape.

Total Employment in Strategic Centres		
Sydney Region	Employment	
	2011	2051
Western Sydney	178,000	670,000
Eastern Sydney	564,000	730,000
Sydney Region	742,000	1,400,000

Western Sydney Strategic Centres		
Major Centre	Employment	
	2011	2051
Bankstown	11,000	30,000
Blacktown	13,000	40,000
Castle Hill/Rouse Hill	4,000	40,000
Campbelltown/Macarthur	17,000	40,000
Leppington	0	30,000
Liverpool	22,000	40,000
Parramatta	49,000	200,000
Penrith	23,000	40,000
Subtotal	139,000	460,000

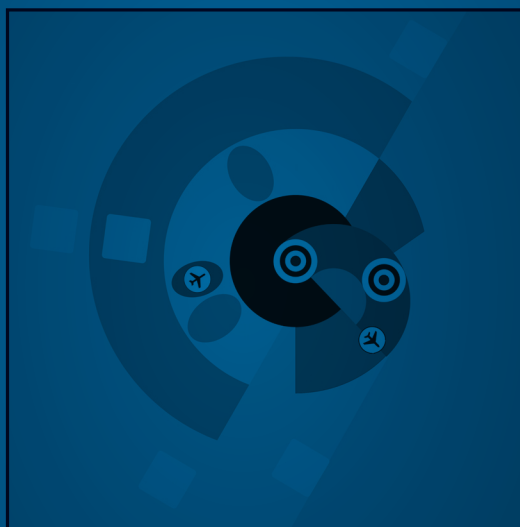
Business Parks and Specialised Centres	Employment	
	2011	2051
WSEA including Badgerys Creek Airport	0	60,000
Norwest	15,000	40,000
Olympic Park	7,000	40,000
Penrith Health and Education	0	20,000
Rydamere UWS	0	20,000
Westmead Health	17,000	30,000
Subtotal	39,000	210,000
Western Sydney Total	178,000	670,000

Eastern Sydney Strategic Centres		
Major Centre	Employment	
	2011	2051
Sydney CBD	300,000	400,000
North Sydney	48,000	40,000
Bondi Junction	13,000	20,000
Burwood	10,000	20,000
Chatswood	22,000	25,000
Hurstville	12,000	20,000
Subtotal	405,000	520,000

Business Parks and Specialised Centres	Employment	
	2011	2051
Sydney Airport	39,000	50,000
Port Botany	12,000	10,000
Macquarie Park	45,000	75,000
Randwick Health and Education	14,000	20,000
Kogarah	12,000	10,000
St Leonards	37,000	40,000
Subtotal	159,000	210,000
Eastern Sydney Total	564,000	730,000

"It is not the strongest of the species that survive, nor the most intelligent, but the one most responsive to change"

Charles Darwin



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