



10,000 FRIENDS OF GREATER SYDNEY

Sustainable Sydney Scorecard

2 May, 2006

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TABLE OF CONTENTS

1	<u>INTRODUCTION</u>	4
2	<u>OBJECTIVES</u>	5
	OVERALL OBJECTIVE	5
	ADDITIONAL OBJECTIVES	5
3	<u>RESEARCH METHOD</u>	6
	TELEPHONE SURVEY	6
4	<u>KEY FINDINGS</u>	7
	OVERVIEW	7
	LOCATION OF HOME AND WORK	8
	COMMUTING TO WORK	9
	4.1.1 MOVEMENT FROM HOME TO WORK	9
	4.1.2 MODE OF TRANSPORT TO WORK	9
	VIEWS ON SYDNEY'S TRAFFIC AND TRANSPORT SITUATION	12
	OPTIONS FOR THE IMPROVEMENT OF SYDNEY'S TRANSPORT AND TRAFFIC SITUATION	14
	WAYS THAT POSSIBLE TRANSPORT IMPROVEMENTS COULD BE FUNDED	17
	WAYS OF PLANNING FOR FUTURE HOUSING	19
	RATING OF STATE GOVERNMENT'S MANAGEMENT	20
5	<u>APPENDIX</u>	21
	SAMPLE PROFILE	21
	5.1.1 AGE AND GENDER	21
	5.1.2 EMPLOYMENT STATUS	22
	5.1.3 HOUSEHOLD INCOME	23
	QUESTIONNAIRE	24
	DEMOGRAPHICS	26

1 INTRODUCTION

As part of the Warren Centre's Sustainable Transport project, The NTF Group conducted a large and comprehensive study into community values in relation to transport in 2000.

This community values study involved qualitative research (with residents of different ages and in different locations as well as politicians and bureaucrats) followed by a random telephone survey of 1,200 residents of Sydney with a mail-out self-completion choice modeling component and follow-up telephone interview. This survey was part of the overall Sustainable Transport study which was a landmark study for Sydney, in recognition of which the Warren Centre received the Bradfield Award.

The NTF Group was asked by 10,000 Friends of Greater Sydney to conduct some further research, now the previous study is 6 years old, to check how residents currently perceive Sydney is being served by its transport infrastructure.

This current study is intended to be no more than a 'toe-in-the-water', briefly evaluating five key areas: the current transport situation; what should be done if improvement is seen as needed; what is the preferred funding model; urban consolidation; state government portfolio management.

These are the essential components of the 'scorecard' which is likely to be further explored in a more comprehensive study.

2 OBJECTIVES

Overall Objective

The main objective of the current work is to ascertain whether residents have changed their views in relation to key areas that were measured in the original study. That is, has there been any improvement, has the situation become worse or is it much the same.

Additional objectives

Further objectives are:

- Provide input into a press release for the launch of the 10,000 Friends of Greater Sydney campaign, using insights that may be topical,
- Analyse if there are any patterns for example in the responses that may be worthy of follow-up study, such as the way responses cluster for any groups of residents, although the ability to do this is limited in this study by sample size,
- Provide feedback on how Sydney residents are scoring the management of transport in relation to other portfolios, which may be of use to state government.

3 RESEARCH METHOD

Telephone Survey

The main component of this work is a telephone survey conducted amongst residents of Sydney.

The survey used a structured questionnaire covering the key question areas as well as a number of important and relevant demographics, including age, income, postcode where live, where work and current mode of transport. For a copy of the survey refer to Appendix 1.

Sample size was 400. Interviewing was undertaken by the Social Research Centre during late February and early March. Interviews were conducted at random within age quota bands using random digit dialing within the Sydney area. This ensured that the survey is representative of the Sydney area and not over-represented by groups that are more likely to be at home, such as aged pensioners and unemployed people. For sample profile refer to Appendix 2.

4 KEY FINDINGS

Overview

This study has provided a quick and effective scoring of the key elements that were of interest following on from the major 2000 study.

The scorecard is not showing a positive reading of the situation, on the contrary it shows that residents of Sydney have become more clearly critical of the transport situation and of the State Government's management of it.

A summary of the key areas is given below:

Views on Sydney's Traffic and Transport

Attitudes towards Sydney's traffic and transport situation since 2000 have hardened. The proportion of Sydney residents who consider 'There are major problems and something needs to be done urgently' has nearly doubled (increased from 20% to 37%). In all, 79% judge that there are significant or major problems.

Options for improvement:

There is strongest agreement that there is a need for 'Providing more public transport' (79% agree strongly, 10% inclined to agree). It was lowest for 'Building more roads' (23% agree strongly, 20% inclined to agree). This also is a firming of the trend towards wanting more public transport that was evident in the 2000 study

Funding Methods

Residents were at least three times more likely to 'Agree strongly' for the funding to be 'by the state government borrowing the money and paying it back over 50 years' than any of the other possible funding methods.

Approximately 3 in every 5 respondents indicated that they 'disagree strongly' with 're-directing expenditure from other areas; and 'a transport levy on households'.

Housing Planning

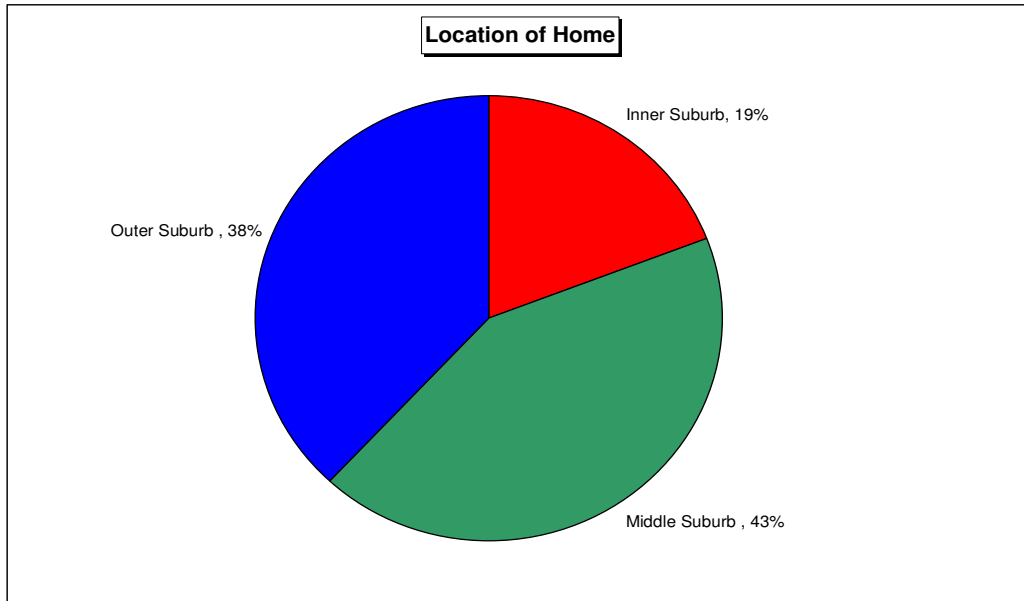
Residents were most likely to strongly agree (33%) with 'Sydney is too dense already, there should be no more housing in established areas.' They were most likely to strongly disagree with the statement 'There should be more high rise apartments so bushland can be preserved' (27%)

Government Management.

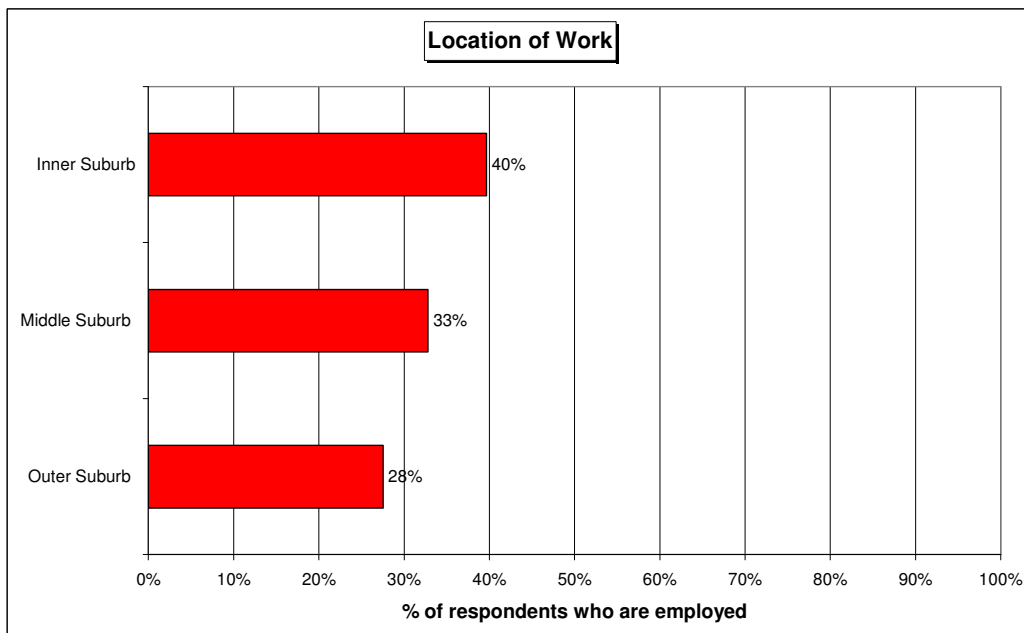
All respondents were asked to provide a rating between 1 and 10 regarding the State Government's management of six different areas. Transport received the lowest average rating of all the areas examined. This rating was 3.95 out of 10.

Location of Home and Work

Forty three percent of respondents live in a middle ring suburb, 38% in an outer ring suburb and 19% in the inner ring of Sydney.



Location of respondent's workplace was more evenly split between the three rings than the location of homes with 40% working in an inner ring suburb, 33% in a middle ring suburb and 28% in a outer ring suburb.

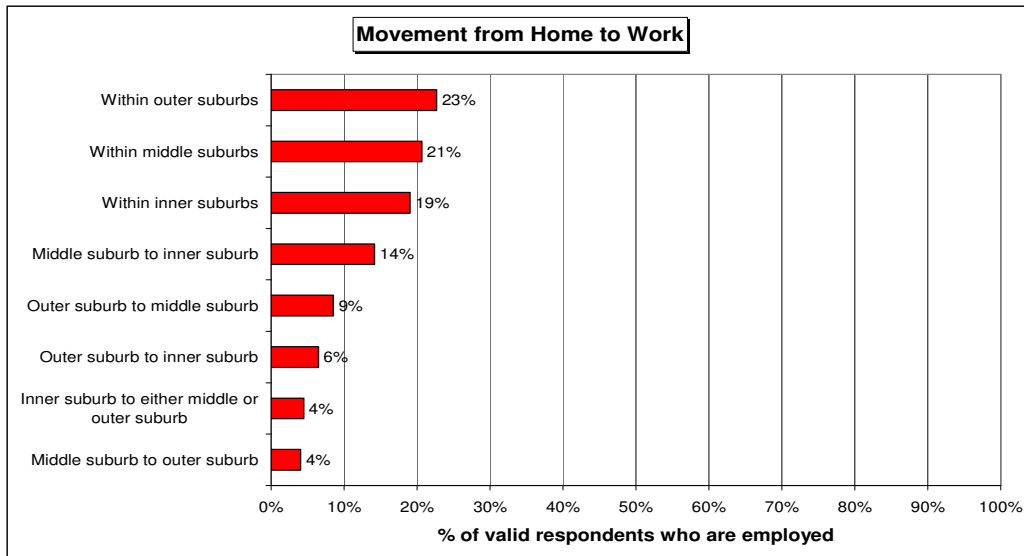


Commuting to Work

4.1.1 Movement from Home to Work

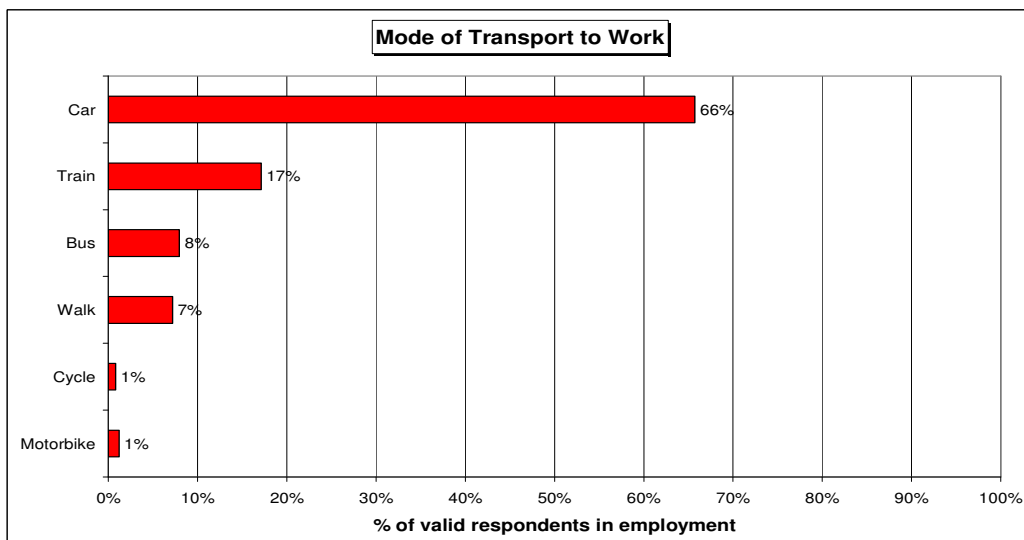
Sixty three percent of respondents work within the same ring of suburbs of Sydney within which they live (i.e. 23% live and work in outer suburbs, 21% live and work in middle suburbs and 19% live and work in inner suburbs).

Those who work outside their ring of suburbs mainly travel inwards, closer to the city (29%). Few respondents travel outwards, that is further away from the city (8%).



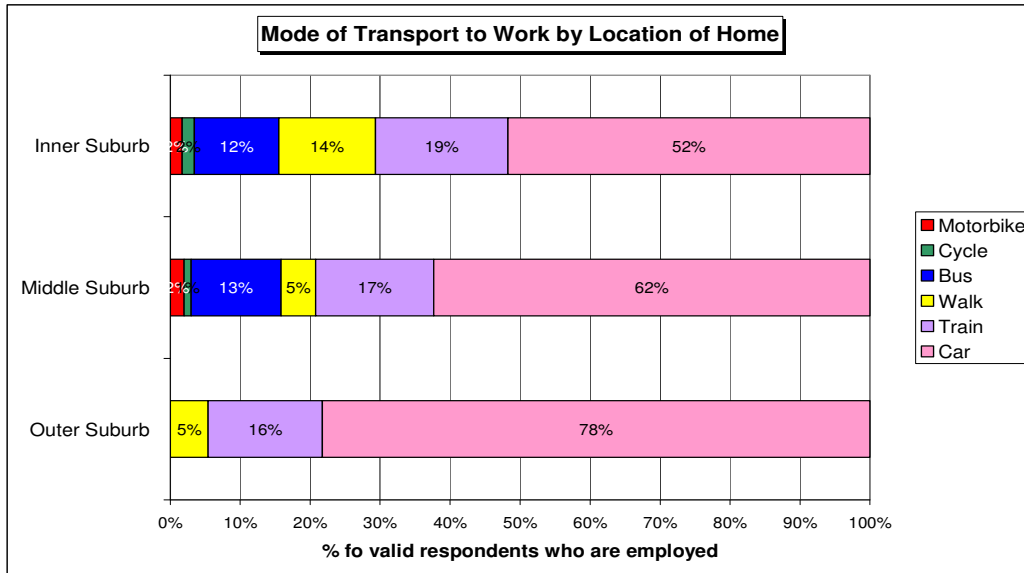
4.1.2 Mode of Transport to Work

Car was by far the most popular method to get to work (66%). This is close to three times the proportion of respondents who catch either a train or bus (23%).



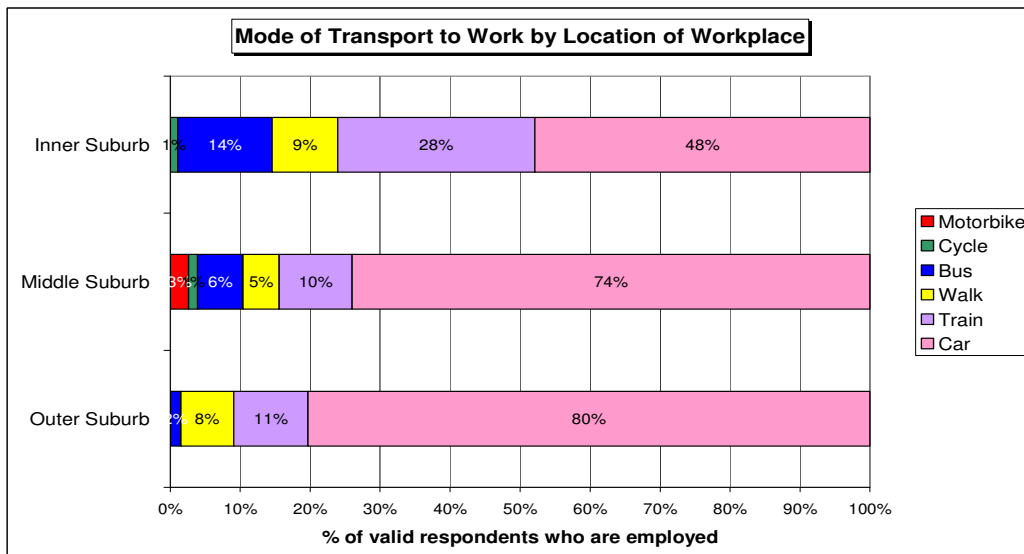
4.1.2.1 By Location of Home and Workplace

The further out that a respondent lives from the city the greater the likelihood that they drive to work. Use of public transport (i.e. train or bus) was greatest amongst respondents living in inner and middle suburbs, 31% and 30% respectively. In comparison use of public transport amongst outer ring residents is just over half of that (16%).

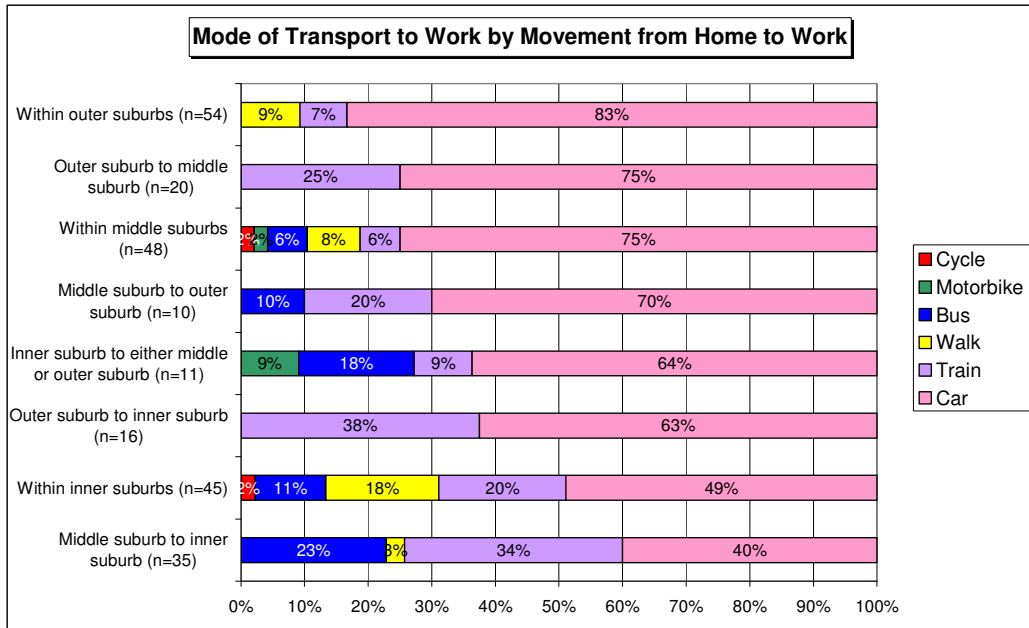


Location of the workplace had an impact on the mode of transport to work. Approximately three quarters of respondents whose workplace is in either a middle or outer suburb drive to work. In comparison only half of those whose workplace is located in an inner suburb drive.

Forty two percent of those who work in an inner suburb workplace catch public transport to work, compared to less than 16% of those with a middle and outer suburb workplace.

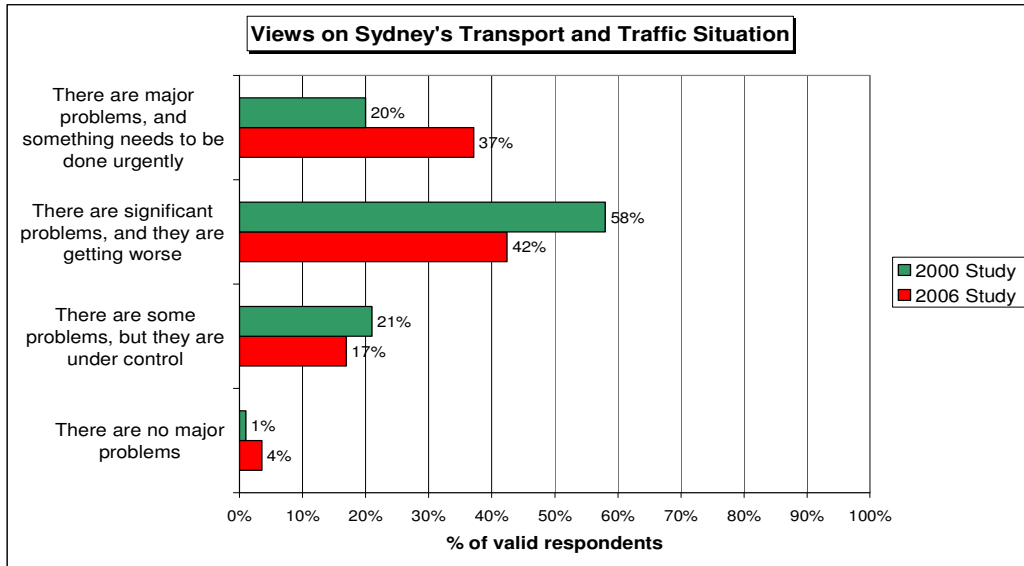


The groups with the highest proportion of respondents who drive to work are those that are travelling within the middle and outer ring suburbs (ranges between 70% to 83%). The majority of respondents who are travelling within an inner city suburb or to an inner city suburb from a middle suburb were the most likely to use other forms of transport (ranges between 51% and 60%).

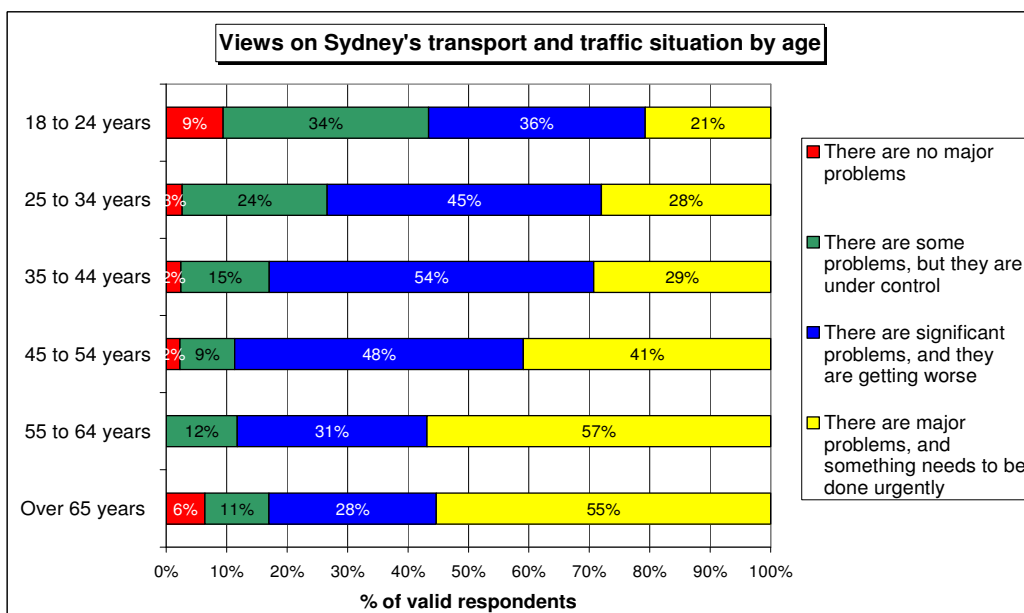


Views on Sydney's Traffic and Transport Situation

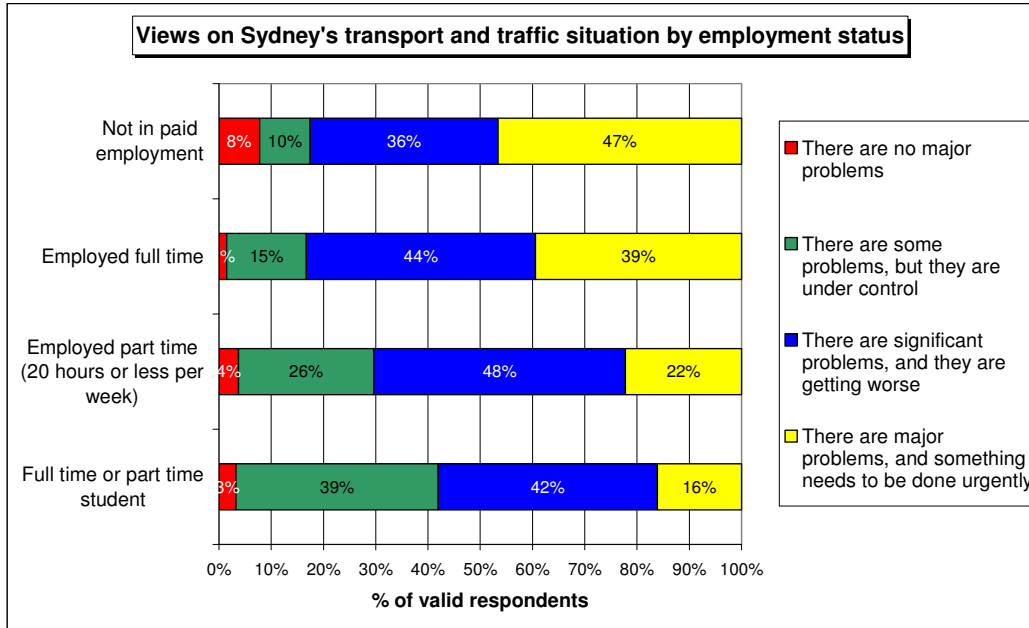
Views on Sydney's traffic and transport situation have become more severe. In comparison to 2000, the proportion of respondents indicating the more severe response of 'There are major problems and something needs to be done urgently' has nearly doubled (increased from 20% to 37%), while fewer respondents indicated that 'There are serious problems and they are getting worse' (decreased from 58% to 42%).



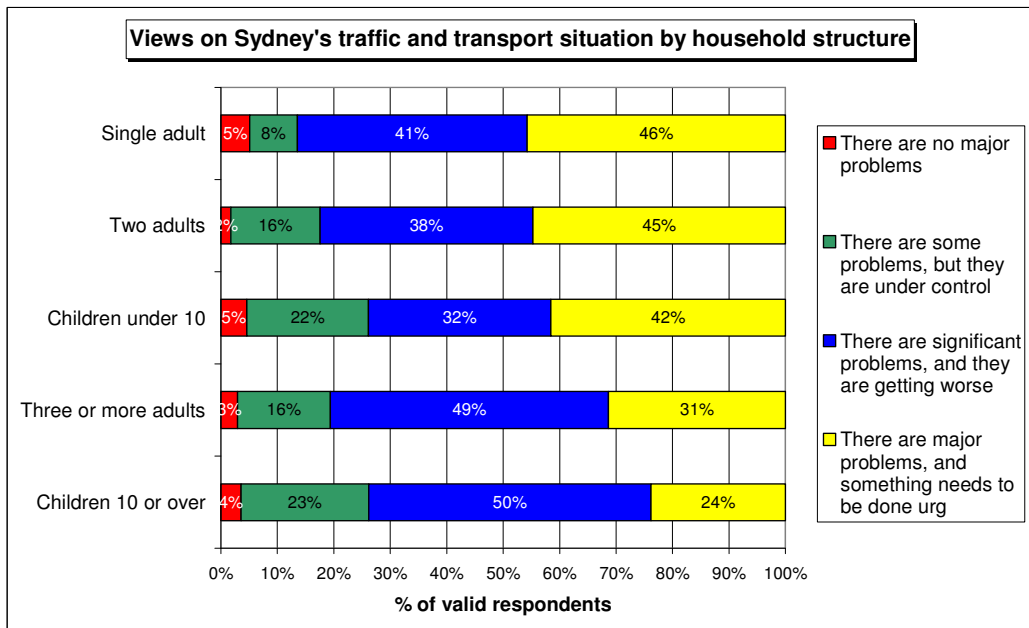
Perceptions of Sydney's transport and traffic problems tended to become more severe as the age of the respondents increased. Over 55 year olds were the most likely to indicate that 'something needs to be done urgently'.



Employment status also had a significant impact on perceptions. Part time workers and students did not tend to perceive the situation to be as severe as those who are either in full time employment or who are not in paid employment.

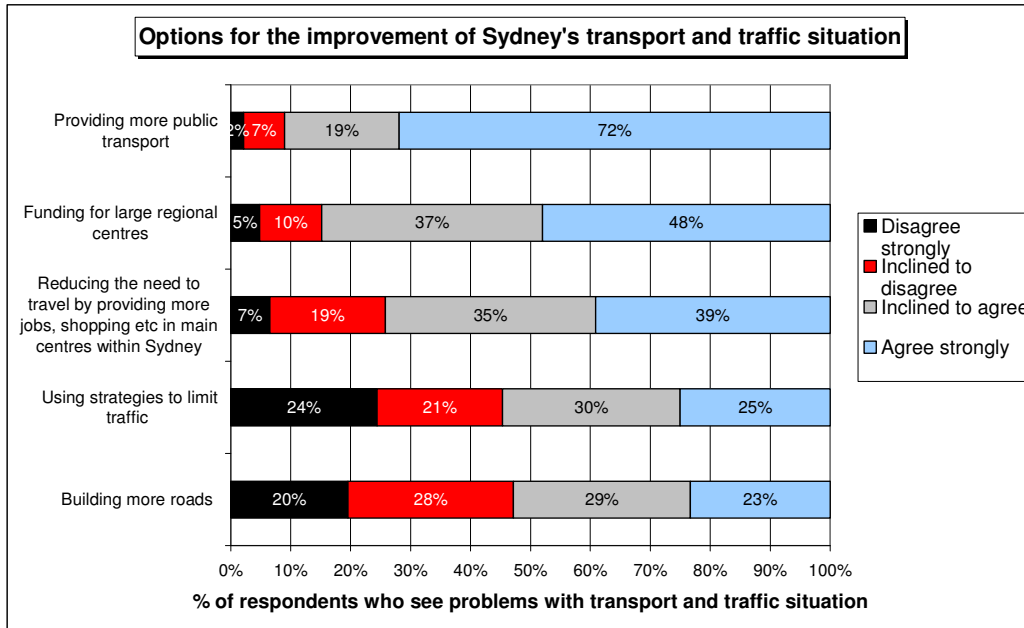


Concern regarding Sydney's traffic and transport situation tended to be lowest amongst respondents who have older children in their household (i.e. between 10 and 17 years). Adults living alone or with one other adult tended to have more severe views of Sydney's situation.

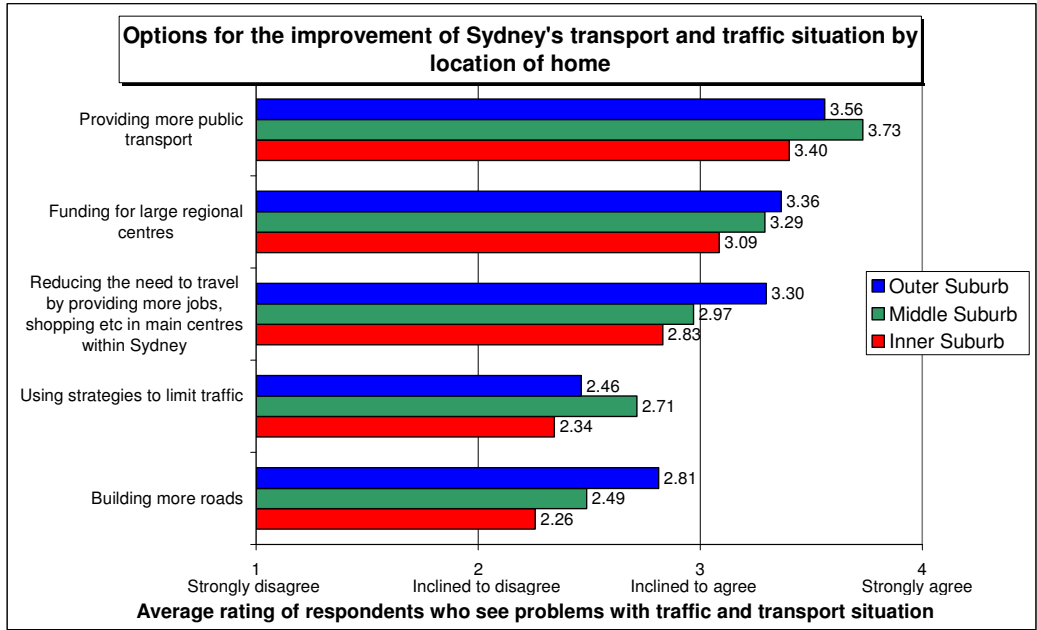


Options for the improvement of Sydney’s Transport and Traffic Situation

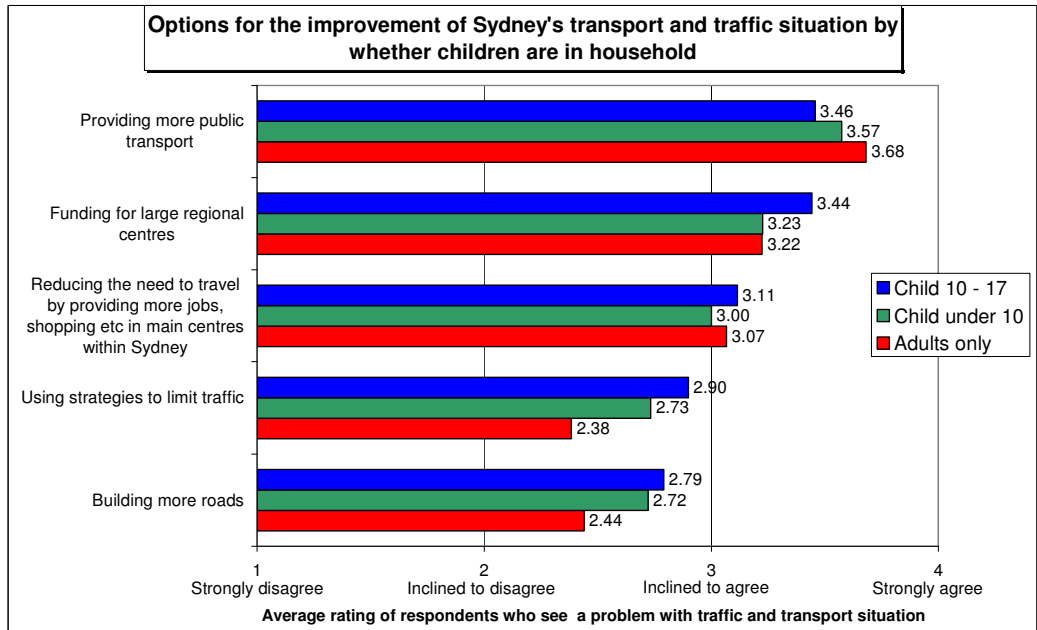
When respondents who think there are problems with Sydney’s traffic and transport situation were asked their level of agreement with 5 different options for improving Sydney’s traffic and transport situation; agreement was strongest for ‘Providing more public transport’. It was lowest for ‘Building more roads’ and ‘Using strategies to limit traffic.’



The level of agreement for the options tended to differ depending on the location of the suburb that the respondent was living. Agreement for ‘building more roads’ and ‘reducing the need to travel by providing more jobs, shopping and entertainment in main centres within Sydney (like Parramatta, Liverpool and Penrith)’ tended to increase the further out that a respondent lived. Agreement for ‘providing more public transport’ was highest amongst those living in the middle suburbs of Sydney.

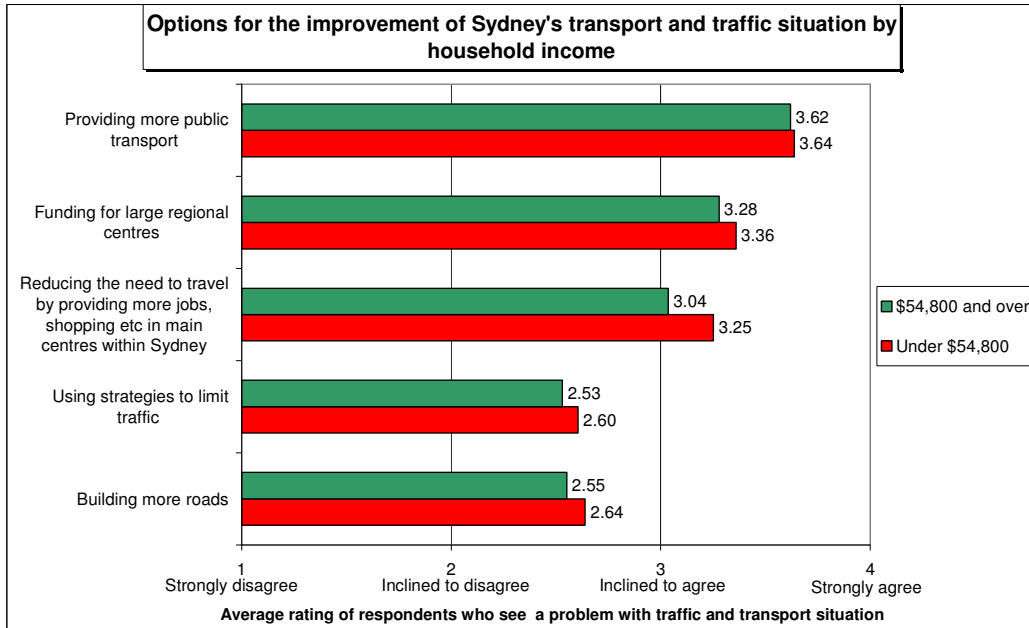


Whether there were children in the home of the respondent tended to have an effect on their level of agreement with the different options for improvement. Respondents living with an older child (i.e between 10 and 17 years) had significantly stronger agreement than those living in an 'adult only' household with the options 'Funding for large regional centres (like Wollongong and Newcastle)', 'Strategies to limit traffic' and 'Building more roads' and weaker agreement for 'Providing more public transport'.



Household income did not have a significant impact on agreement levels for the different options for improving Sydney's traffic and transport situation. The one exception however was for 'Reducing the need to travel by providing

more jobs, shopping and entertainment in main centres within Sydney'; where those on a lower income bracket (under \$54,800) were more likely to agree.

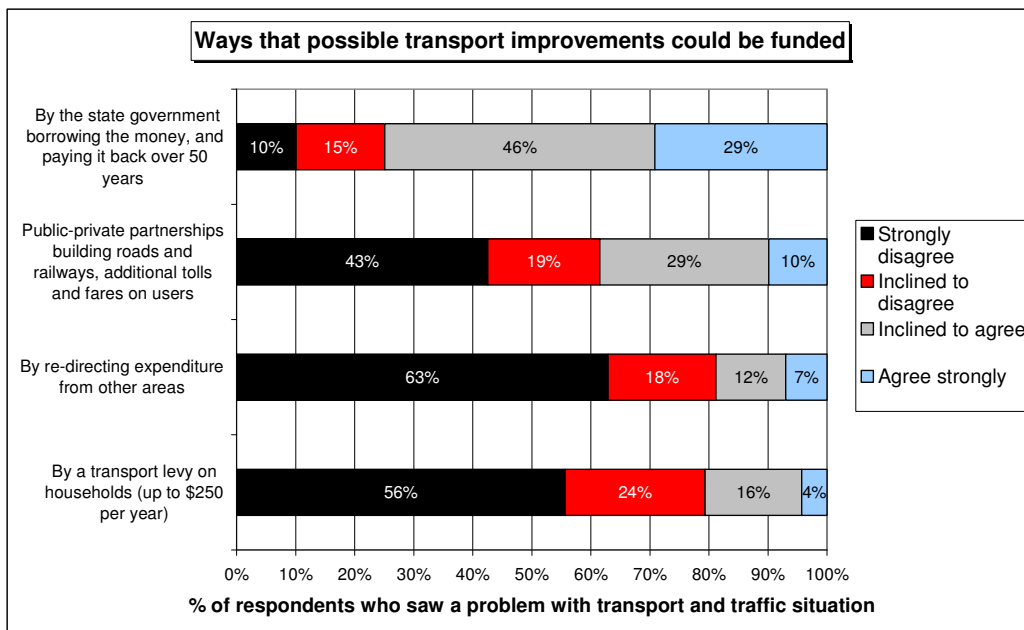


Ways that possible transport improvements could be funded

Respondents who think that there are problems with Sydney’s traffic and transport situation were then asked to indicate their agreement with four different ways that these possible transport improvements could be funded.

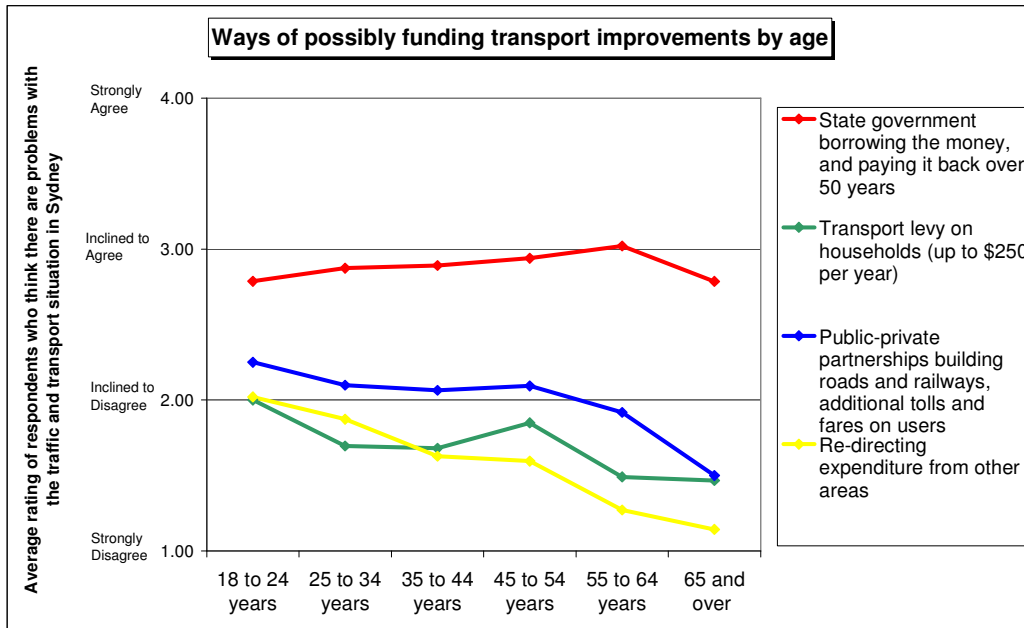
Respondents were at least three times more likely to ‘Agree strongly’ for the funding to be ‘By the state government borrowing the money and paying it back over 50 years’ than to any of the other possible funding methods.

Approximately 3 in every 5 respondents indicated that they ‘disagree strongly’ with ‘re-directing expenditure from other areas; and ‘By a transport levy on households’.



Agreement with funding the improvements through a transport levy, public-private partnerships or by re-directing expenditure from other areas tended to decrease as the age of the respondent got older.

Agreement with the funding to come from the State government borrowing the money tended to increase marginally with age until a significant drop amongst the 65 year olds and over. This method however was by far the most popular method of funding across all age groups.



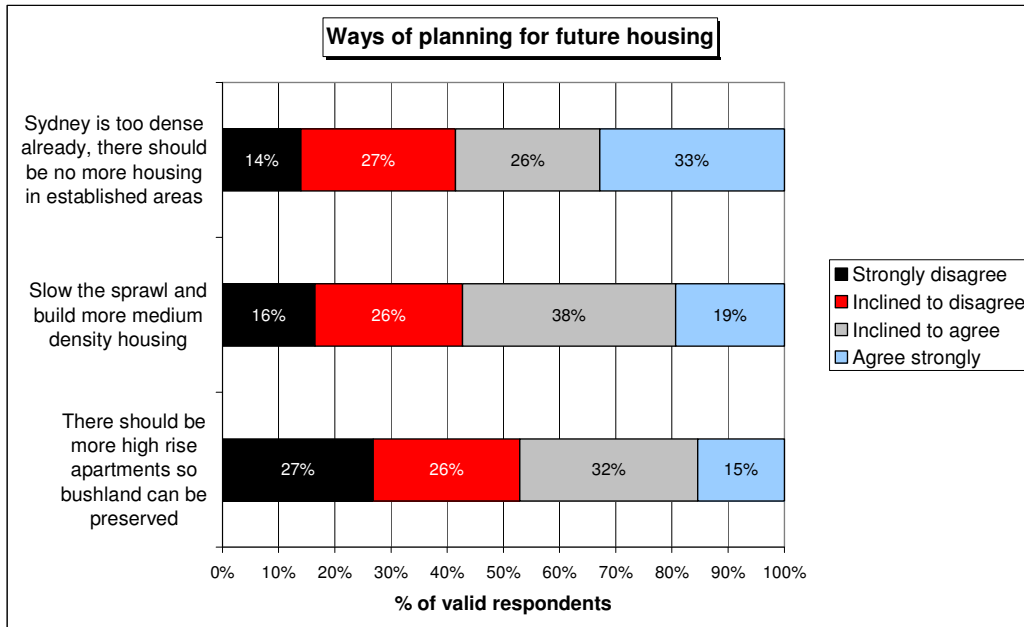
Other demographic factors also had an effect on agreement with methods of funding.

- Those not in paid employment had stronger agreement that the funding should be by the government borrowing the money.
- Students (full and part time) had higher than average agreement for the funding to be by public-private partnerships.
- Part-time employees and respondents with a household income under \$54,800 indicated weaker disagreement that expenditure should be re-directed from other areas.
- Respondents that work in a middle suburb of Sydney indicated weaker disagreement that funding should be via a transport levy on households.

Regardless of which group however, the method that was the most highly agreed upon for funding transport improvement was for the state government to borrow the money and pay it back over 50 years.

Ways of planning for future housing

When asked the extent to which they agreed or disagreed with three differing statements as a way of planning for future housing, respondents were most likely to strongly agree (33%) with ‘Sydney is too dense already, there should be no more housing in established areas.’ They were most likely to strongly disagree with the statement ‘There should be more high rise apartments so bushland can be preserved’ (27%).



Agreement with “Sydney is too dense already, there should be no more housing in established areas” was highest amongst

- Women
- Lower income households (under \$54,000)
- Those that live in outer suburbs

Agreement with ‘Slow the sprawl and build more medium density housing’ was highest amongst:

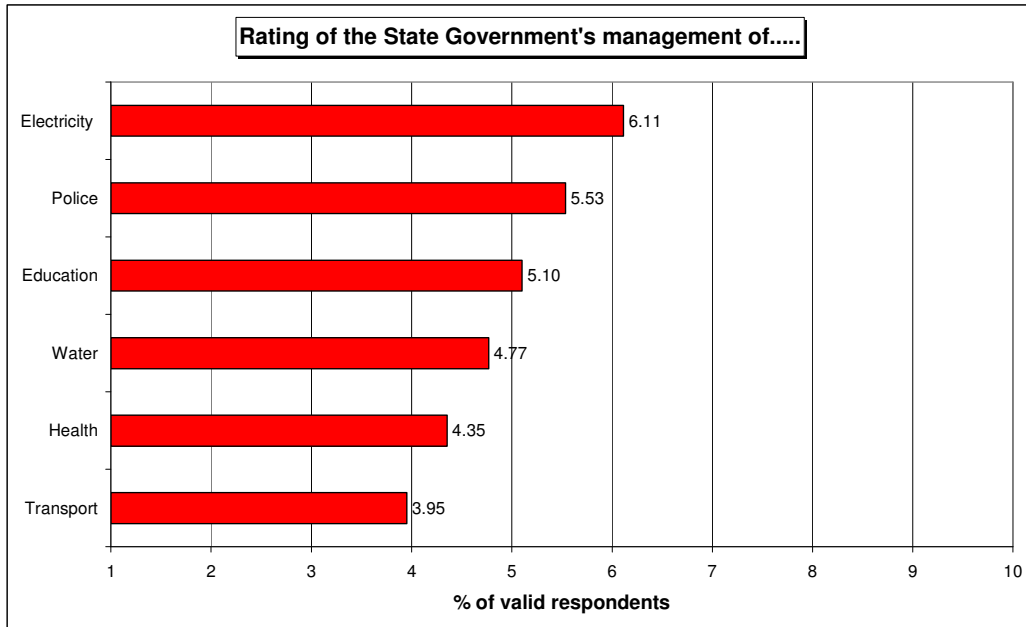
- Those that live in the inner suburbs
- Younger respondents (under 25 years)
- Students

Agreement with “There should be more high rise apartments so bushland can be preserved” was highest amongst:

- Younger respondents (under 25 years)
- Students

Rating of State Government's Management

All respondents were asked to provide a rating between 1 and 10 regarding the State Government's management of six different areas. Electricity received the highest rating for the government's management on average; while Transport received the lowest average rating of all the areas examined.



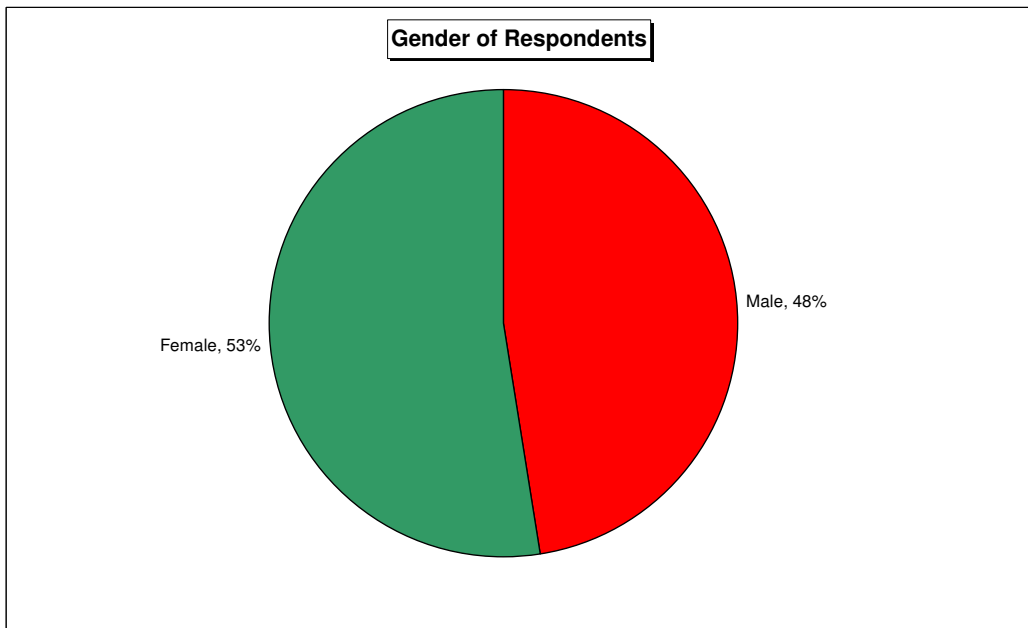
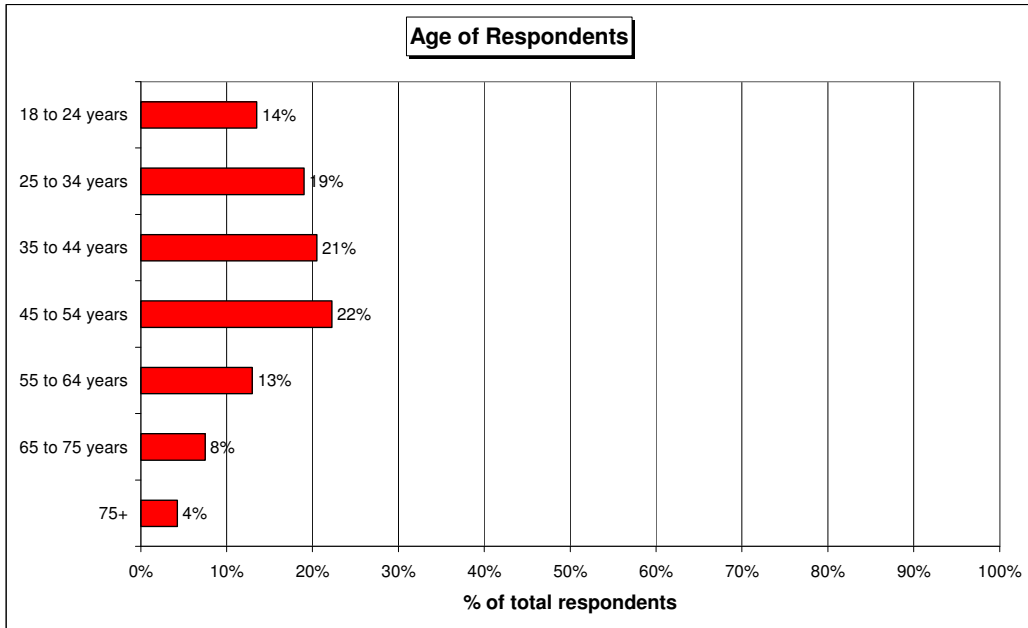
The respondents with a lower rating for transport were:

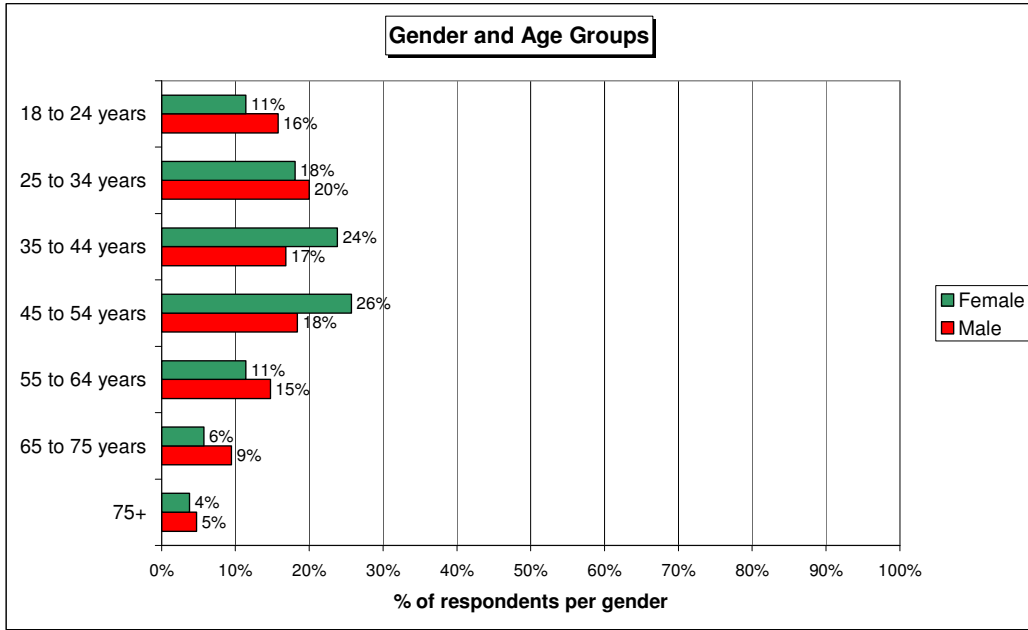
- 55 years and over
- Households with incomes over \$82,200
- Households with older children (10-17 years old) living there

5 APPENDIX

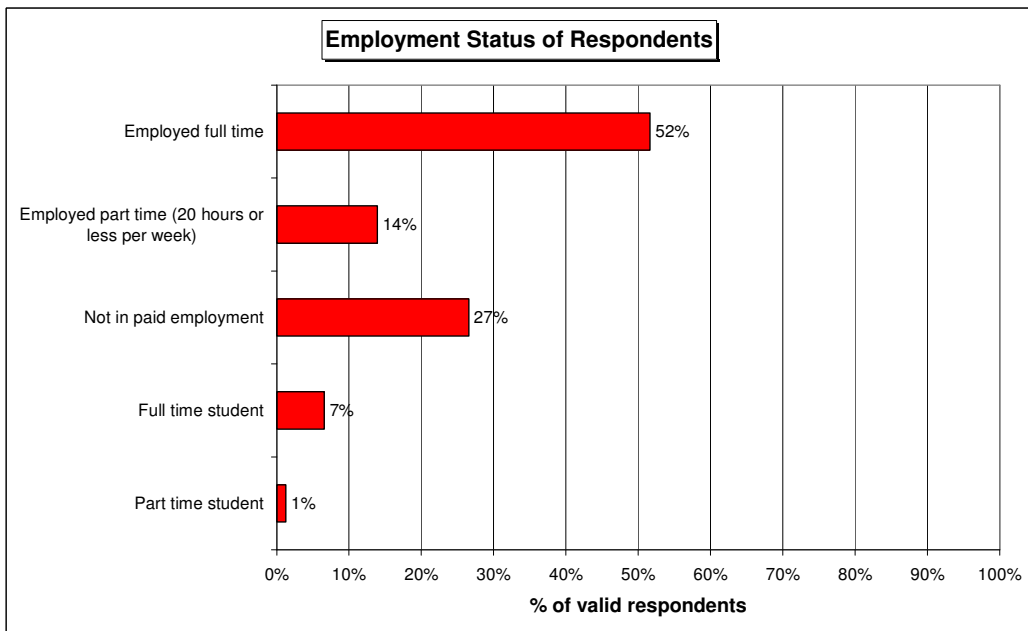
Sample Profile

5.1.1 Age and Gender

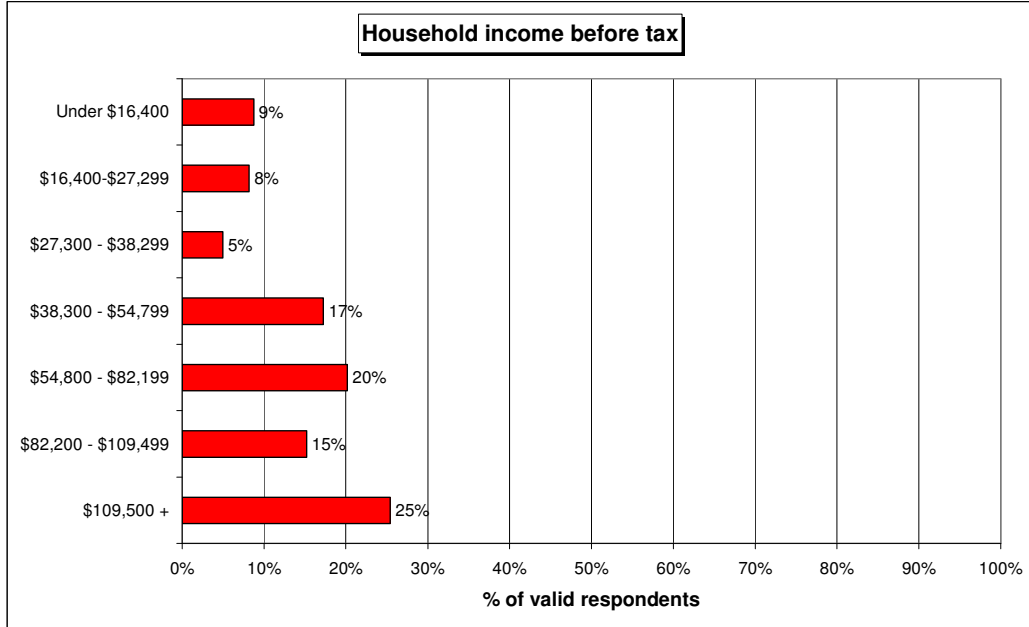




5.1.2 Employment Status



5.1.3 Household Income



Questionnaire

Q1. Current Situation

Which of these views about Sydney's transport and traffic situation do you agree with most?

Transport Situation

a. No major problems	1
b. Some problems, but under control	2
c. Significant problems, getting worse	3
d. Major problems, something needs to be done urgently	4

Q2. (if 2,3,4 in Q1) What should be done

Options for improvement could be ...

	Agree Strongly	Inclined to Agree	Inclined to Disagree	Disagree Strongly
a. Build more roads	1	2	3	4
b. Provide more public transport	1	2	3	4
c. Strategies to limit traffic (for example parking restrictions, pricing, road closure and bus only lanes)	1	2	3	4
d. Reduce the need to travel by providing more jobs shopping and entertainment in main centres within Sydney (e.g. Parramatta, Liverpool, Penrith)	1	2	3	4
e. Increase funding for large regional centres to encourage growth outside Sydney (e.g. Wollongong, Newcastle)	1	2	3	4

Q3. (if 2,3,4 in Q1) Different ways of funding transport improvements

Options for funding could be ...

	Agree Strongly	Inclined to Agree	Inclined to Disagree	Disagree Strongly
a. State government to borrow the money, paying it back over 50 years	1	2	3	4
b. Transport levy on households (up to \$250 per year)	1	2	3	4
c. Public- Private Partnerships to build roads and rail funded by additional tolls and fares on users	1	2	3	4
d. Re-direct expenditure from other areas such as health, education, police	1	2	3	4

Q4. Urban Consolidation

Current planning for housing growth is 60% in outer western Sydney, and 40% in existing suburbs. Which of the following statements do you agree with?

	Agree Strongly	Inclined to Agree	Inclined to Disagree	Disagree Strongly
a. Slow the sprawl and build more medium density housing	1	2	3	4
b. Sydney is too dense already, there should be no more housing in established areas	1	2	3	4
c. Have more high rise apartments and preserve more bushland	1	2	3	4

Q5. Management

On a scale 1 to 10, where 10 is excellent and 1 is very poor, how would you rate the State Government's management of the following?

Portfolio Comparison

a	Health	1 - 10
b	Education	1 - 10
c	Transport	1 - 10

d	Police	1 - 10
e	Water	1 - 10
f.	Electricity	1 - 10

Demographics

Finally, could I ask some questions so we can see if we've interviewed a wide range of people. Remember, we are bound by Privacy legislation. We do not collect your name and will not use this information for anything other than research.

D1. Into which of the following age groups do you fall?

18 to 24 years	1
25 to 34 years	2
35 to 44 years	3
45 to 54 years	4
55 to 64 years	5
65 to 75 years	6
75+	7

D2. Record gender

Male	1
Female	2

D3. How many people live in your household (including yourself)?

Age group	Number of people in household
Adults (18 plus)	

Teenagers (13 to 17)	
Older children (10 to 12)	
Young children (0 to 9)	

D4. Which of the following best describes your main activity?

Employed full time	1
Employed part time (20 hours or less per week)	2
Not in paid employment	3
Full time student	4
Part time student	5

D5. If Employed, where do you work?

Suburb/Post code	
CBD	

D6. How do you travel to work? (single response)

Walk only	1
Train	2
Bus	3
Ferry	4
Car	5
Motorbike	7
Cycle	8

D7. What is your home postcode?

Postcode	
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D8. Which best describes your household income before tax?

Under \$16,400	1
\$16,400-\$27,299	2
\$27,300 - \$38,299	3
\$38,300 - \$54,799	4
\$54,800 - \$82,199	5
\$82,200 - \$109,499	6
\$109,500 +	7
Refused	11