



10,000 Friends of Greater Sydney™

MEASURING UP

The Sustainable Sydney Scorecard project Community Values survey

Sydney residents are more concerned about transport and related planning issues today than they were six years ago



They now rate transport as the worst performing major government service

Summary

The Community Values study undertaken in 2000 as part of The Warren Centre's *Sustainable Transport in Sustainable Cities* project demonstrated that residents have a deep and passionate interest in major issues affecting their city. They also perceive a lack of effective long-term planning for the city. *Sustainable Transport in Sustainable Cities* made a number of recommendations for improved transport and land use planning directed towards a more liveable, sustainable city.

10,000 Friends of Greater Sydney has now taken up the pursuit of the *Sustainable Transport* goals. It commissioned the 2006 Community Values survey as part of the scorecard it has developed to assess progress towards these goals.

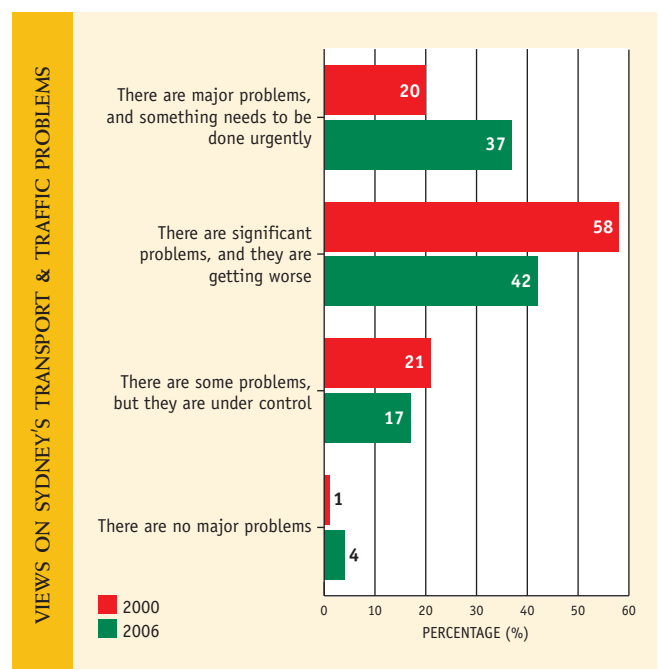
This survey has shown that, in the eyes of the community at least, no overall progress has been made in the transport area and, in fact, the community perceives transport services have gone backwards. Essentially:

- the proportion of respondents who see transport problems as major and requiring urgent attention, already high in 2000, has doubled.
- Government's management of transport is rated the lowest of the six essential services surveyed.

The survey shows clear support for positive change in a direction aligned with 10,000 Friends' sustainability goals: more public transport now, funded through government borrowing.

Key Findings

What has emerged from the study is broad agreement that there are continuing significant transport problems, that they have worsened since 2000 and that the solutions lie in better planning and public transport rather than roads.



Transport problems have worsened since 2000



Perception of transport problems

Views on Sydney's traffic and transport situation have hardened since 2000. More than three quarters of respondents indicated that transport problems are either 'significant' or 'major' in Sydney. While this is comparable to the 2000 survey results, the proportion indicating that the problems are '**...major problems, and something needs to be done urgently...**' has almost doubled (from 20% to 37%).

The people more likely to perceive Sydney's transport problems as being most severe were found among:

- people aged 35 and over (43%);
- bus passengers (50%); and
- people who live in the outer suburbs (44%).

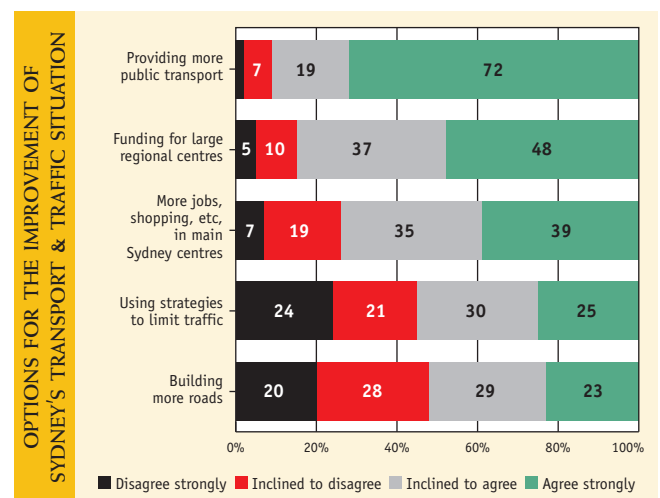
Sydney residents want more and better public transport

Options for improvement

Sydney residents favour more and improved public transport as the best option for addressing Sydney's transport problems.

The survey presented respondents with several options for improving Sydney transport. The options were to:

- build more roads;
- introduce strategies to reduce traffic (e.g. parking limits, pricing, bus only lanes);
- provide more public transport;
- increase funding for large regional centres to encourage growth outside Sydney (e.g. Wollongong, Newcastle); and
- reduce the need for travel by providing more jobs, shopping and entertainment in main centres within Sydney (e.g. Parramatta, Liverpool, Penrith).



The 'provide more public transport' option generated the strongest agreement. Of the 400 survey respondents, 72% agreed strongly and a further 19% were inclined to agree. Agreement was lowest for 'build more roads', with 23% agreeing strongly and 29% inclined to agree. These responses represent a firming of the desire for more investment in public transport that was evident in the 2000 survey.

Transport improvements should be funded by government borrowing

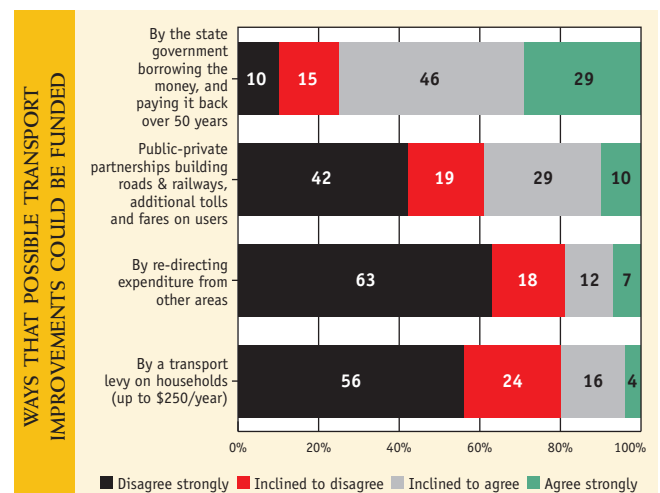
Funding methods

The survey put a range of funding options to address Sydney's transport problems to the survey respondents.

Residents were at least three times more likely to 'agree strongly' that funding for transport improvements be by public (state government) borrowing than by any other funding method.

Approximately three in every five respondents disagreed strongly with 'redirecting expenditure from other areas' or with a 'transport levy on households'.

More than 60% either strongly disagreed or were inclined to disagree with 'public-private partnerships building roads and railways, with additional tolls and fares on users'.



Slow the sprawl and build more medium-density housing

Ways of planning for future housing

Attitudes are more evenly divided on alternative housing patterns.

Respondents were surveyed on their attitudes to the low-density versus medium-density (urban consolidation) versus high-density debate. They were asked to what extent they agreed or disagreed with three alternative propositions:

- 'Sydney is too dense already, there should be no more housing in established areas'

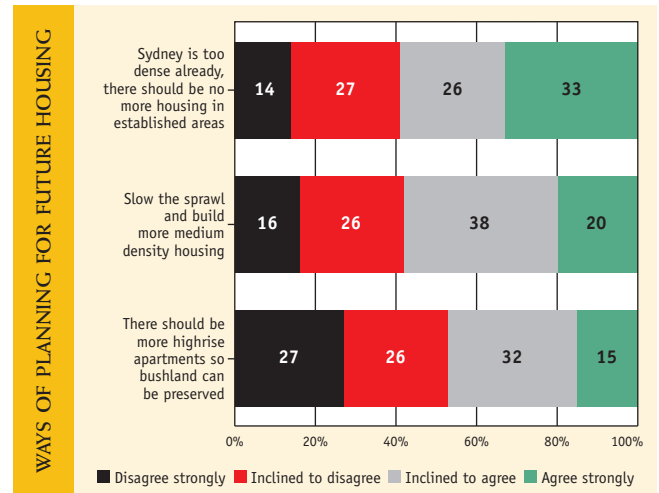
Agreement was highest amongst women, lower-income households (under \$54,000) and those who live in outer suburbs;

- 'Slow the sprawl and build more medium-density housing'

Agreement was highest amongst those who live in the inner suburbs, younger respondents (under 25 years) and students; and

- 'There should be more high-rise apartments so bushland can be preserved'

Agreement was highest amongst younger respondents (under 25 years) and students.

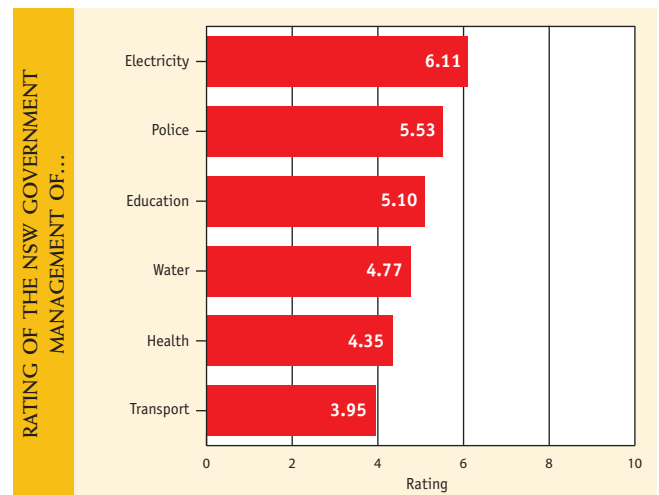


Management of transport rated lowest of six essential services

Rating NSW Government's management of transport services

For 10,000 Friends of Greater Sydney to effectively undertake its role of championing strategies for a more sustainable city, it was important to find out community perceptions of how well the NSW Government is delivering transport services compared to other major city services. Respondents were asked to rate government's management of six essential services on a scale of 1 to 10.

Transport received the lowest average rating of all the areas examined.



Sydney's residents have a passionate interest in issues affecting their city

This Community Values survey was undertaken for 10,000 Friends of Greater Sydney as part of its *Measuring Up* project - the development of a scorecard for Sydney that focuses particularly on sustainability issues. The survey builds on The Warren Centre's major *Sustainable Transport in Sustainable Cities* project completed in 2002. That project brought together governments and industry to focus on new and better transport solutions for Sydney, and its Community Values study of 2000 provided the baseline for this current survey.

A representative sample of 400 people participated in this latest study by structured telephone interview undertaken by the market research organisation, the NTF Group. The study examined community attitudes, values, expectations and responses concerning Sydney's transport and land use planning in 2006 and compared them with the data obtained in The Warren Centre survey of 2000.



"...no overall progress has been made in the transport area and, in fact, the community perceives transport services have gone backward."



10,000 Friends of Greater Sydney would like to acknowledge the Foundation Members without whom this would not have been possible and the dedicated team led by John Bliss who made it happen: Des Dent, Ken Dobinson, Gary Glazebrook, Joan Nelson, Ann Turner and Richard Walker.



10,000 Friends of Greater Sydney™

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