



METRO STRATEGY FOR SYDNEY – PEAK GROUPS SCORECARD

How does the Metro Strategy rate against its own aims?

- 1. Enhance liveability**

Good – majority of growth is focussed in key centres, corridors and new land release areas, relieving the pressure on established suburbs.
But: the ability to absorb growth while maintaining living standards is highly dependant on sub-regional planning work still to come and a commitment to infrastructure which is lacking.
- 2. Strengthen economic competitiveness**

Strong – jobs and the economy have been incorporated as part of a Metro Strategy for the first time.
But: infrastructure strategy is yet to come, and a concrete strategy on how jobs targets will be achieved is required.
- 3. Ensure fairness**

Questionable – while the focus on growing jobs closer to where people live is good, we are still awaiting the housing affordability strategy. There is an urgent need for more public transport (especially cross regional links) and a need for human services funding. The key objective should be to reduce spatial inequality across Sydney, not the single measure of access to major centres.
- 4. Protect the environment**

More to do – the aim should be to reduce our per capita environmental footprint. Insufficient commitment is given to public transport. Improved protection of biodiversity is possible.
- 5. Improve Governance**

Improvements but no openness – strong use of targets, new implementation tools are adopted and stakeholder engagement is to occur at the subregional level, but there is no formal public scrutiny or accountability of review mechanism.

How does each of the document's seven strategies rate?

'City of Cities' strategies	Is it bold?	Are there targets and clear timeframes?	Is it deliverable?	Is it funded?	Verdict*
<u>Economy + Employment</u>	Clear commitment to jobs and economy. Employment lands are safeguarded, provides some focus on skills, developing clusters and identifying incentives, but more is needed.	Clear jobs targets set. No timeframes provided. Clearer actions about how job numbers will be created are needed.	Strong new tools announced. Reliant on sub-regional planning to deliver targets and distribute quality jobs across Sydney.	Servicing of employment lands needs to be a continuing priority. Funding needed to support skills and innovation.	Very good.
<u>Centres + Corridors</u>	Focusing growth in centres and corridors is a strength of the strategy.	Awaiting sub-regional work and Centres Reinvigoration Report in 2006.	Strong tools available. Need to strike balance between housing and jobs. Caution needed not to lose existing low cost housing. Market feasibility of targets needs to be tested.	Private investment will be dependent on the delivery of public transport.	Good.
<u>Housing + Human Services</u>	Clear commitment given to securing housing supply to meet demand. But affordable housing strategy is yet to come. Ignores human services.	Clear sub-regional housing targets set. There is a need for sub-regional affordable housing targets provided that a mix of financing strategies that balances government, private sector and NGO sector resources can be delivered. Human services spending should be aligned to Metro objectives and to State Infrastructure Strategy.	Delivery of housing targets is reliant on sub-regional plans. Land delivery timeframes will test planning capabilities. Strong tools available for urban renewal, but political commitment and leadership will be required. Capacity and willingness of councils will be tested.	No funding for affordable housing. No forward commitments for adequate levels of human services.	Housing – okay. Human services – poor.

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<u>Transport</u>	No. Reconfirms existing commitments, but nothing new. Lack of viable transport options is a serious handbrake on economic activity and liveability. Other cities lead in transport provision.	The north west-harbour-south west rail link and new bus links are welcome, but transport is a missed opportunity. Cross-regional transport options not addressed. Awaiting State Infrastructure Strategy.	Infrastructure implementation has been strengthened in recent months, but a lack of forward infrastructure imperils the delivery of the Strategy.	Awaiting State Infrastructure Strategy. Resolution of funding measures (levies, debt financing, PPPs) urgently required.	Poor.
<u>Environment + Resources</u>	Recognises Sydney's environmental footprint, but the performance target is weak.	Incorporates clear targets set for the first time. However, clear strategies on energy, water, recycling and increasing public transport are missing.	Implementation of environmental targets at sub-regional level essential. Awaiting completion of new delivery tools in addition to BASIX.	Current programs likely to be insufficient and some programs are completely unfunded.	Okay.
<u>Parks + Public Places</u>	Western Sydney Parklands is a major commitment. Reconfirms existing policies; needs fleshing out.	Commitment to open space in new land release areas. Need commitment to implement innovative and efficient joint use of government property.	Awaiting new regional open space strategies. Western Sydney Parklands Trust welcomed.	Existing programs continued, more needed.	Good.
<u>Implementation + Governance</u>	Strong new delivery tools such as clear targets, expanded role for Landcom and potential for renewal corporations. Reliance on sub-regional planning will require strong State Government oversight. Funding and public accountability are poor.	No clear external or public oversight, scrutiny or performance measurement identified beyond internal reviews.	Sub-regional planning strategies will be vital, needing strong leadership and oversight. Sustainability criteria is welcome, but needs more detail and road-testing.	None identified. Over-reliance on levies is not sustainable.	Implementation – good. Accountability – poor.

* Using qualitative criteria: very poor, poor, okay, good, very good to excellent.