

# Greater Sydney Commission District Plans

## Yfoundations Submission

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## Summary

The draft District Plans, and the Greater Sydney Commission (the Commission) responsible for their implementation, are a once in a generation opportunity to ensure that the Greater Sydney area is a productive, liveable and sustainable city for the next generation.

In our submission, Yfoundations draws the Commission's attention to a number of key areas that are common across all of the draft District Plans, and the successful implementation of which lies at the heart of ensuring that the Commission is prosperous in its endeavour.

### Affordable Housing

Sydney is ranked as one of the least affordable markets, behind only Hong Kong. Young people are hit hardest by the unaffordability of the private rental market as their wages are generally lower, forcing young people to turn to the public rental market for housing, where supply is failing to keep pace with demand. Unsurprisingly and as a result, a disproportionate number of people experiencing homelessness are under the age of 25, and numbers are rising.

To counteract the effect of the private rental market's unaffordability on young people, the Commission must focus on ensuring a good supply of affordable housing is available to all income levels. There is a strong argument for ensuring a good mix of housing is available to all income levels; workers who cannot find affordable housing near their place of work are likely to move to more affordable parts of the country. The result will be businesses suffering in an economy that relies on key workers such as retailers, police officers, paramedics and teachers. It also makes good economic sense to divert funds otherwise spent on crisis-response homelessness services towards helping those young people to build a future and contribute to the economy of their country.

A scheme for developer contributions for affordable housing on major redevelopment precincts led by state government to require 15% of the total floor area of development to be provided as affordable housing, in the case of privately-owned land, and 30% in the case of government-owned land, would be a positive step towards achieving this goal. Further, have all local government areas in greater Sydney named as having a need for affordable housing, in a state environmental planning policy. Encourage all local councils in greater Sydney to prepare inclusionary-housing schemes, to apply to land where the proposed state government levy will not operate

### Transport to Employment

Sydney's current transport network is at odds with the Commission's vision of a truly liveable and productive city. Most of the transport network is concentrated around Sydney's centre, excluding those who live and work outside of these boundaries. Where transport is available, workers face long commute times at high prices.

Given the current housing unaffordability problem, with many workers only able to afford in the outer suburbs of Sydney, it is vital that the city's transport network is able to connect its

residents to work, education, health, services and social venues expeditiously and cost-effectively.

In doing so, Transport NSW must steer away from solely connecting central Sydney to outer suburbs, and take steps to better connect outer suburbs with one another. This is especially important if the Commission's vision of a super city bolstered by strategically placed district and strategic centres is to be successful.

Transport NSW must further support workers within the economy who work outside of the current opening and closing times of the transport network, for example teachers, waiters, policemen, health workers and barmen, to name but a few. For those living outside of central Sydney, the work they are able to take on is being dictated by the operating hours of the transport network, stymieing Sydney's chance of becoming a truly global economy and world leading city.

## **Youth Services**

All six Districts will see an increase in the percentage of young people over the next twenty years of between 20 and 60%. The Commission must work with FACS to ensure that the supply of youth services meets the rising demand and strain that will inevitably be placed on them. Further, access to these vital services must form part of the Commission's '30-minute city' vision, alongside employment, social venues and education.

## Recommendations

*Recommendation 1: A balanced portfolio of housing types to meet the needs of a socio-economically diverse community including student housing, affordable rental and for sale housing, subsidised housing and private housing.*

*Recommendation 2: Increase the Affordable Rental Housing Target to require 15% of total floor area of development to be provided as affordable housing in the case of privately owned land, and 30% in the case of government-owned land.*

*Recommendation 3: Guarantee that affordable housing facilitated via inclusionary zoning is not subject to any sunset clauses or time limitations.*

*Recommendation 4: Have all local government areas in Sydney named as having a need for affordable housing in a state environmental planning policy.*

*Recommendation 5: Encourage all local councils in Greater Sydney to prepare inclusionary-housing schemes to apply to land where the proposed state government levy will not operate.*

*Recommendation 6: Plan towards ensuring that the public transport network operates as a web, allowing individuals in regional parts of NSW to benefit from the Commission's vision of a '30-minute city'.*

*Recommendation 7: Implement a 24/7 public transport service to meet the needs of all those who contribute to Sydney's vibrant economy.*

*Recommendation 8: The Commission must work with FACS that funding to youth services is aligned with demand for those services, and that funding is reassessed as demand increases.*

*Recommendation 9: Ensure that youth services are accessible within 30 minutes by either public transport or car.*

# About Yfoundations

Since 1979 Yfoundations has been the NSW peak body on youth homelessness, representing young people at risk of, and experiencing, homelessness, as well as the services who provide direct support to those young people.

Yfoundations' mission is to create a future without youth homelessness, where all young people have access to appropriate housing options that can address individual needs. This goal is pursued by: providing advocacy and policy responses on issues related to youth homelessness; promoting, and furthering the development of, good practice in addressing youth homelessness; and striving to ensure that youth homelessness remains a priority in public policy.

Youth homelessness interrelates with a range of issues, and ending it will require a whole of government and service system response, with coordination across different service areas and collaborative and integrated solutions. To place youth homelessness in this broader context Yfoundations has adopted, based on the insights and experience of services and young people, a framework of five domains in which each young person must have the opportunities to thrive. These five *foundations* for ending youth homelessness guide thinking on what is needed for young people's positive growth and development. The five *foundations* are:

## **Safety and Stability**

It is vital that all young people not only feel safe, but are actually protected from risk factors that may impede their developmental process. During childhood and adolescence, young people must receive the necessary support to ensure they develop a strong safety system, both internally and within their external networks. A strong and stable foundation will foster confidence and independence within a young person, which will promote active participation in community life.

## **Home and Place**

It is vital that all young people have access to a safe, non-judgemental Home and Place. A comfortable place that they identify with and feel a strong connection to. A Home and Place should be an environment that promotes growth and fosters positive development.

## **Health and Wellness**

It is vital that all young people, particularly during the formative stages of their growth and development, are physically, socially and emotionally well. To ensure this, young people must have access to all the necessary prerequisites for achieving health and wellness. Being well and feeling healthy will promote self-worth and ensure young people feel competent to participate in their communities.

## **Connections and Participation**

It is vital that all young people are given the opportunity to develop and nurture the connections in their lives. Connections to friends, family, community and society promote resilience and social inclusion. Youth people must be listened to and have the opportunity to influence outcomes. Positive connections to and genuine participation in community life during the formative stages of childhood and adolescence enables a young person to build a strong positive foundation and prepares them for adult life.

## **Education and Employment**

It is vital that all young people are given the opportunity to pursue their educational and professional goals. Education and training is crucial to the growth and development of young people. Education and training, including formal tuition and practical life skills, promotes self-confidence and independence and provides young people with the skills and competencies necessary to enter the labour force and remain competitive throughout adulthood.

More information on the *foundations* is available on Yfoundations' website:  
<http://yfoundations.org.au/explore-and-learn/publications/the-foundations/>

# Affordable housing

In the 2017 Demographia International Housing Affordability Survey, Sydney was again ranked Australia's least affordable market (the same as last year) and ranks second worst overall, trailing Hong Kong. Consistent with the experience in other overly expensive housing markets, the report confirms that Sydney is experiencing substantial domestic out-migration. The UBS Global Real Estate Bubble Index rates Sydney as having the world's fourth worst housing bubble risk. This trend is pricing an increasing number of young people out of home ownership altogether, and having disastrous impacts upon rental affordability.<sup>1</sup>

One measure of affordability is that rent must be no more than 30% of an individual's gross income. This allows renters to meet other basic needs such as food, transport, utilities, health care and education. Therefore, an individual living in a one bedroom flat (see Table 1) in the Inner West of Sydney would need to earn a gross weekly income of \$1,600 in order to pay no more than 30% of that income to rent. This equates to an annual gross salary of around \$83,200. Given that the average total earnings of all Australian employees, as at November 2016, is \$60,505pa gross, the reality is that many hard-working Australians are likely to be paying a significant proportion of their wages on rent.

Table 1: Median Weekly Rental Prices Greater Sydney Area – March 2016 quarter<sup>2</sup>

	North Sydney	Parramatta	Eastern Suburbs	Inner Sydney	Inner West	Sydney
<b>1 bed flat</b>	\$510	\$388	\$518	\$545	\$480	\$560
<b>2 bed flat</b>	\$650	\$430	\$650	\$700	\$550	\$750
<b>2 bed house</b>	N/A	\$430	\$800	\$685	\$580	\$720
<b>3 bed house</b>	\$1,103	\$500	\$1,000	\$850	\$700	\$910

In June 2015, less than 2% of Sydney's home sales and only 18% of rental properties were affordable to those on low incomes (down from a third of all rental properties in 2011).<sup>3</sup> Indeed, results from the 2011 census show that 92% of households in the very low-income bracket and 62% in the low-income bracket were under rental stress.

The unaffordability of the rental market impacts on young people to a greater extent than the general population, as their income is generally lower. In 2010/11, young people (defined in this case as aged between 15 and 34 years of age) who lodged tax forms reported average income from wages of half this amount at \$40,055, narrowly above the low-income bracket and well under the national average of \$51,923 (ABS, 2013). It must be borne in mind that this average excludes those who did not file any tax forms, such as those on incomes of less than the tax-free bracket.

Other research looking at young Australians aged 15 to 24, found that one in five spends more than 30% of their income on rent, compared to just one in ten for the overall population. University students, young people living away from their parents, or youth

<sup>1</sup> NSW Council of Social Service, 'NCOSS Submission: Greater Sydney Commission District Plans' (NCOSS, March 2017) 3.

<sup>2</sup> NSW Government, *NSW Local Government Housing Kit (2011 Census)* (2011) Family and Community Services <<http://www.housing.nsw.gov.au/centre-for-affordable-housing/nsw-local-government-housing-kit>>

<sup>3</sup> Nicole Gurrán, *What is Affordable Housing and Why do we Need It?* (May 2016) Inner Sydney Voice <<http://www.innersydneyvoice.org.au/pub/affordable-housing-need/>>

transitioning from foster care, faced twice the risk of finding themselves in a form of housing stress than the general population, while three out of four Youth Allowance recipients receiving rental assistance were still in housing stress after they received the payment.<sup>4</sup>

Despite these facts, as at June 2011, the median age of tenants in affordable housing in North Sydney was 38.4 years of age. Notwithstanding being in greatest need of affordable housing, it is simply not accessible by many young people.

It should therefore come as no surprise that homelessness is highest among young people, with 52% of people experiencing homelessness under the age of 25, and figures are rising.<sup>5</sup> For those young people presenting to specialist homelessness services in 2015/16, the most common needs identified were accommodation related including long-term accommodation (37%).<sup>6</sup>

Neither the supply of social housing, nor new residential development produced by the market, has been able to meet the needs of Sydney's low or moderate-income earners. So more must be done to support the provision of affordable housing, for these lower and moderate-income groups. Without sufficient levels of affordable housing, young people will continue to be priced out of the Greater Sydney Area, along with the '30-minute city' vision, jobs, opportunities and global outlook that it brings with it.

The aim of affordable housing is to ensure a mix of income and age groups are able to live and work in vibrant, big cities where most career opportunities are concentrated. Property renters and buyers, all of whom keep the economy going, should be able to afford to live near their place of work but the high-cost of private rental properties and the insufficient stock of affordable housing means that this is often not possible for those on lower wages such as nurses, teachers and retailers.

There is a strong argument for ensuring a good mix of housing is available to all income levels. If workers cannot find affordable housing near their place of work, businesses will suffer as employees move to more affordable cities or rural parts of NSW leaving behind a shortfall of, for example, local teachers, nurses and retailers.

A balanced portfolio of housing types to meet the needs of a socio-economically diverse community including student housing, affordable rental housing, subsidised housing and private market housing is needed. The current lack of housing choice undermines global competitiveness in an international community that depends on key workers such as retailers, police officers, paramedics, fire-fighters, medical staff, mechanics and teachers. International firms may hesitate to invest in cities where their staff will face high housing costs.

It is crucial for the economic health and vibrancy of any city that the people needed to run essential services and grow businesses are able to live near their place of employment.

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<sup>4</sup> Chris Zappone, *Housing Stress Hits Young People Hard* (18 April 2012) The Sydney Morning Herald <<http://www.smh.com.au/business/housing-stress-hits-young-people-hard-20120418-1x6ii.html>>

<sup>5</sup> Greater Sydney Commission, 'Affordable Rental Housing Targets' (Draft District Plan Information Note 4, Greater Sydney Commission, November 2016) 1.

<sup>6</sup> NSW Government, *Household Median Incomes 2016-17* (2016) Family and Community Services <<http://www.housing.nsw.gov.au/centre-for-affordable-housing/for-managers-of-affordable-housing/household-median-incomes-2016-17>>

Failing to ensure this results in skills shortages and slows down growth, as workers start to move to more affordable cities, regions or more affordable parts of the State.

The draft District Plans nominate an Affordable Rental Housing Target of 5 to 10% in urban renewal and land release areas, subject to viability, to support the needs of low and very low income earners (set at \$25,000 and \$40,000 for single households in the Sydney Region, respectively).<sup>7,8</sup> As at June 2014, the small number of affordable rental houses aimed at those with very low or low income was in line with the Commission's target, with 2.4% and 7.3% respectively of the affordable rental stock in Sydney.<sup>9</sup> This however, is far too low and is failing to keep pace with need and demand.

There are a number of levers available to government and local government to encourage the development and provision of additional affordable housing.

These include:

- Introduce a scheme for developer contributions for affordable housing on major redevelopment precincts led by state government to require 15% of the total floor area of development to be provided as affordable housing, in the case of privately-owned land. In the case of government-owned land 30% of the total floor area of development. The rents in the housing should be capped at a rate so that the household is not in housing stress and ensure that this affordable housing is not subject to any sunset clause.
- Have all local government areas in greater Sydney named as having a need for affordable housing, in a state environmental planning policy. Encourage all local councils in greater Sydney to prepare inclusionary-housing schemes, to apply to land where the proposed state government levy will not operate.
- Look to invest or divert money currently spent managing the consequences of youth homelessness, into alternative rent subsidies or other forms of subsidised housing. By focusing support on basic housing need, youth that might otherwise fall by the wayside can be supported into more positive outcomes of employment, building more productive lives and taking responsibility for their lives.

*Recommendation 1: A balanced portfolio of housing types to meet the needs of a socio-economically diverse community including student housing, affordable rental and for sale housing, subsidised housing and private housing.*

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<sup>7</sup> Greater Sydney Commission, 'Affordable Rental Housing Targets' (Draft District Plan Information Note 4, Greater Sydney Commission, November 2016) 1.

<sup>8</sup> NSW Government, *Household Median Incomes 2016-17* (2016) Family and Community Services <<http://www.housing.nsw.gov.au/centre-for-affordable-housing/for-managers-of-affordable-housing/household-median-incomes-2016-17>>

<sup>9</sup> NSW Family and Community Services (FACS), *Housing Market Snapshot – Central Sydney Sub Region* (undated) Housing NSW <<http://www.housing.nsw.gov.au/centre-for-affordable-housing/for-planners-of-affordable-housing/housing-snapshots/housing-market-snapshot-central-sydney-sub-region>>

*Recommendation 4: Have all local government areas in Sydney named as having a need for affordable housing in a state environmental planning policy.*

*Recommendation 5: Encourage all local councils in Greater Sydney to prepare inclusionary-housing schemes to apply to land where the proposed state government levy will not operate.*

# Transport to Employment

Currently the majority (approximately three fifths) of the State's employment activity is located in the east. As a result, a significant number of people have to commute long distances from the west to access employment.<sup>10</sup> A priority for the Commission is to ensure that workers are able to get to their place of work within 30 minutes either by car or through public transport.

Table 2: Per cent of residents in each district who can access jobs within 30 minutes

<b>District</b>	<b>% residents with 30 min access to jobs</b>
Central District	34%
North District	16%
West Central District	14%
South District	12%
South West District	6%
West District	3%

The lack of affordable housing, together with the high private rental prices in the Greater Sydney Area will continue to force many young people to move to outer parts of Sydney where rental properties are more affordable but where there are poor transport links, fewer employment and education opportunities and limited social opportunities. Where there are transport links, the investment in time and money to get to jobs in the Greater Sydney Area may sometimes not seem worth the effort.

Table 3: Median Weekly Rental Prices Rural NSW – March 2016 quarter<sup>11</sup>

	<b>Penrith</b>	<b>Orange</b>	<b>Wollongong</b>	<b>Kiama</b>	<b>Gosford</b>	<b>Newcastle</b>
<b>1 bed flat</b>	\$250	\$220	\$260	N/A	\$270	\$280
<b>2 bed flat</b>	\$315	\$250	\$350	\$340	\$350	\$360
<b>2 bed house</b>	\$330	\$280	\$380	NA	\$373	\$370
<b>3 bed house</b>	\$420	\$320	\$450	\$480	\$450	\$410

For example, travelling from Penrith to Central station takes approximately 1 hour and 30 minutes each way at a total cost of \$12.92 (excluding the cost of additional public transport and time needed to get to and from the station at both ends). A week, this equates to a minimum of 15 hours travel time getting to and from work at a minimum cost of \$64.60.

The same is true for all of the areas listed in Table 2, all of which are contenders for housing outside of the Greater Sydney Area for those who cannot afford to live closer to the city of Sydney. Travelling to and from Wollongong or Gosford, for example, takes 1 hour 30 minutes each way at a total cost of \$16.60.

When considered alongside the fact that many young people aged 15-24 are employed as casuals, on zero-hour contracts, it is understandable why it may not seem worthwhile to

<sup>10</sup> JBA, 'Creating a 30 Minute City' (District Plan Series, JBA, November 2016) 2.

<sup>11</sup> NSW Government, *NSW Local Government Housing Kit (2011 Census)* (2011) Family and Community Services <<http://www.housing.nsw.gov.au/centre-for-affordable-housing/nsw-local-government-housing-kit>>

travel so far at such a high cost. In 2013, 39.3% of all casuals were aged 25 years or under compared with 11.6% of those who are permanent.

Casual workers have no guaranteed hours of work, usually work irregular hours, do not get paid sick or annual leave and can have their employment terminated without notice (unless agreed otherwise) at any time. Casuals are frequently given shifts no longer than 4 hours – ‘the lunch cover’ – and often at short notice. In 2009, 72% of all casual workers worked part-time hours and only 33% of casual workers had a say in their start and finish times.<sup>12,13</sup> This can also make it difficult for those living far from their jobs to get from their work, especially when working night shifts and trains have stopped running.

It must also be kept in mind that many young people will have to depend on public transport as they do not have the resources to access private transport. The cost and length of time it takes to acquire a licence means that disadvantaged young people are priced out of, not just car ownership, but acquiring a driving licence altogether. There are seven steps and it takes a minimum of four years to progress through all the licence stages for a young person aged 25 and under. Completing these seven steps will cost a young person around \$7,473 (with a 5-year full licence fee of \$178). Add on to that the cost of a vehicle, registration fees (\$31), stamp duty (\$3 per \$100 of the vehicle’s value), fuel and insurance. Insurance for a black 2013 3-door manual Renault Clio without modifications or accessories for a 22 year-old male driving an average of 15,000km annually costs a minimum of \$2,662pa. It is therefore unsurprising that 61% of unemployed under-25s lack a driver’s licence, compared with 19.9% in the 25-54 age group and 1.2% in the 55 and over age group; they are simply priced out of the market and this is yet another policy which unfairly discriminates against the poor.<sup>14</sup>

It is therefore important that Sydney gets their transport network right, to best serve the needs of its users. As things stand, the current transport network is just one of the factors hindering Sydney’s desire and ability of becoming a truly liveable and productive city.

Young jobseekers are particularly likely to rely on public transport services, which are well known to be limited in the outer suburbs of Australia’s cities and in regional areas, where youth unemployment rates are often the highest and hardest to dislodge. Data from the latest Household Labour Income and Family Dynamics in Australia (HILDA) survey shows that young people under the age of 25 perceive the lack of adequate transport as a main reason why they are unable to find employment.<sup>15</sup> This limited access to transport not only hinders the search for jobs, but also the capacity to sustain employment once in a job. These findings align with British research

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<sup>12</sup> Australian Bureau of Statistics, *Casual Employees* (15 September 2010) Australian Bureau of Statistics <[<http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/by%20Subject/1370.0~2010~Chapter~Casual%20employees%20\(4.3.5.4\)>](http://www.abs.gov.au/ausstats/abs@.nsf/Lookup/by%20Subject/1370.0~2010~Chapter~Casual%20employees%20(4.3.5.4))>

<sup>13</sup> Australian Bureau of Statistics, *Casual Employment and Conditions are Stable* (20 April 2012) Australian Bureau of Statistics <<http://www.abs.gov.au/ausstats/abs@.nsf/Previousproducts/6359.0Main%20Features4November%202011?opendocument&tabname=Summary&prodno=6359.0&issue=November%202011&num=&view>>

<sup>14</sup> Brotherhood of St Laurence, ‘U-Turn: The Transport Woes of Australia’s Young Jobseekers’ (Brotherhood of St Laurence, November 2016) 1.

<sup>15</sup> Brotherhood of St Laurence, ‘U-Turn: The Transport Woes of Australia’s Young Jobseekers’ (Brotherhood of St Laurence, November 2016) 3.

that identifies transport availability and affordability as important barriers to employment for young jobseekers.<sup>16</sup>

The Greater Sydney Area needs to work towards developing a public transport network that has the characteristics of a web rather than a funnel (see below pictures of other major city transportation systems), and this web must not be concentrated in and around the CBD. The current underground network, when travelling from regional parts of NSW, obliges people to first take a train into the City before jumping on another train to another part of regional NSW, for example someone wanting to get from say Cronulla to Parramatta would have to take two trains through the city for 17 stops over 1 hour and 20 minutes. Someone wanting to travel from Campbelltown (an envisaged strategic centre) to Sutherland (an envisaged District Centre) would have to take T2 to Wolli Creek for 18 stops before taking T4 to Sutherland in 13 stops. This takes an hour and 15 minutes and there are no alternative public transport routes. Conversely, it takes just 40 minutes to drive from one to the other.

However, if the public transport network was extended to connect affordable housing hubs with employment hubs, for example, a line running from Sutherland to Parramatta via Bankstown and Lidcombe, then this time could be halved.

While investing in transport infrastructure and new urban facilities improves accessibility and catalyses housing and economic growth, it is critical to ensure that these benefits are not solely capitalised in higher rents and prices which exacerbate the affordability pressures faced by lower income groups. Rather, the value created through urban renewal and development processes can and should be used to leverage a pipeline of diverse and affordable homes to meet the needs of households across the income spectrum.<sup>17</sup>

The cycle and walking tracks are a great addition to a safe and active city but the average person walks 2.5km and cycles 7-8km every 30 minutes (not taking into account time waiting at traffic lights), therefore they are purposeless to those individuals who do not live centrally or within the inner Sydney suburbs.

Secondly, the Greater Sydney Area should look to implement an all night public transport service. Jobs in the Greater Sydney Area start and finish at all times of the day and night. Currently, the network only caters for those working jobs between 7am and 11pm, with services outside these times being extremely limited or non-existent.. Effective globalisation of a city happens at all hours of the day and night with Sydney's productivity and economic capabilities stymied and dictated by the transport systems opening and closing times.

In fact, an analysis of London's night-time economy found that it contributed £17.7bn to £26.3bn in Gross Value Added to the UK Economy in 2014, directly supported 723,000 jobs (1 in 8 in London) in a number of sectors including hotels and restaurants, arts and entertainment, transport and storage, health and social work, admin and support services, professional, scientific and technical, wholesale, retail and repair, and information and communications.

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<sup>16</sup> Brotherhood of St Laurence, 'U-Turn: The Transport Woes of Australia's Young Jobseekers' (Brotherhood of St Laurence, November 2016) 4.

<sup>19</sup> Nicole Gurrán, *What is Affordable Housing and Why do we Need It?* (May 2016) Inner Sydney Voice <<http://www.innersydneyvoice.org.au/pub/affordable-housing-need/>>

The economic benefits delivery by a move towards a 24-hour economy in London were further bolstered by the introduction of the 24-hour tube service, adding up to 2,200 new jobs and adding £77m to London's economy each year by 2029. London's 24-hour economy is therefore broad and deep. It is not only waiters and barmen but also engineers, security staff and shopkeepers; nurses, cleaners and taxi drivers; and IT support experts, administrators and artists – as well as an extraordinary range of others. While the Night Tube has greatly increased London's prosperity, the city is only catching up to some of its international competitors in its support for the night-time economy (Amsterdam, Zurich and Paris have night-time Mayors and the first international Night Mayor Summit was held in April). If Sydney is to keep pace and, more importantly, if it is see the full potential of a 24-hour economy, a 24 hour underground service must be just the start of our journey. Sydney must cater to the needs of all of its residents if it is not too become an elitist hub, and support the needs of all those who contribute to the economy.<sup>18</sup>

*Recommendation 6: Plan towards ensuring that the public transport network operates as a web, allowing individuals in regional parts of NSW to benefit from the Commission's vision of a '30-minute city'.*

*Recommendation 7: Implement a 24/7 public transport service to meet the needs of all those who contribute to Sydney's vibrant economy.*