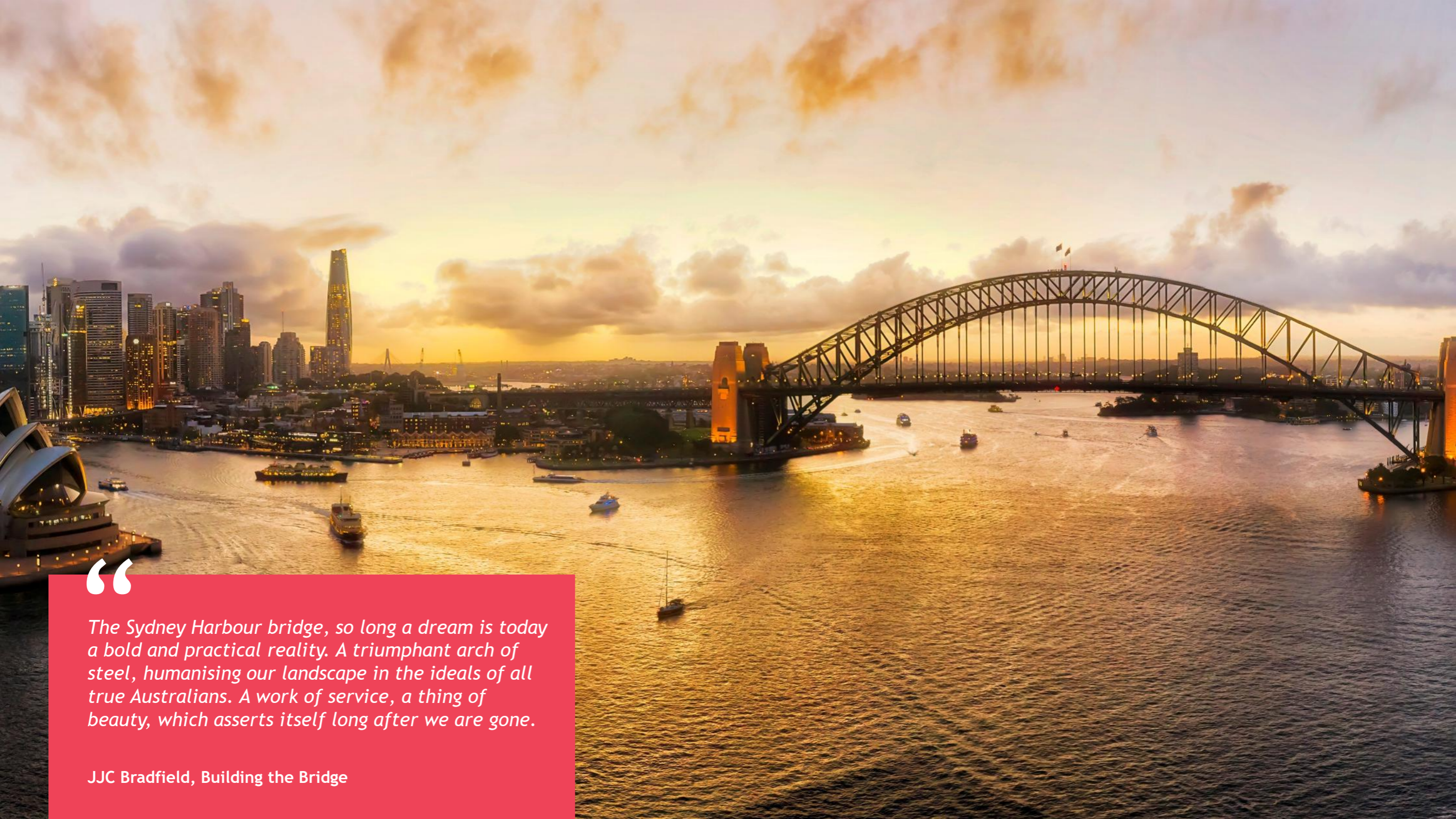


➤ State of the City

A Bold City

February 2026





“

The Sydney Harbour bridge, so long a dream is today a bold and practical reality. A triumphant arch of steel, humanising our landscape in the ideals of all true Australians. A work of service, a thing of beauty, which asserts itself long after we are gone.

JJC Bradfield, Building the Bridge

Introduction

Sydney has always advanced through bold decisions backed by long-term vision.

The opening of the Sydney Harbour Bridge is one of the clearest examples. What was once a bold and practical reality to link the north and south has become an enduring and iconic symbol of our city on a global scale.

In 2026, Sydney is at a pivotal moment – we are growing, shifting and adapting at a pace that demands coordinated action across our infrastructure and our communities.

This State of the City report provides an evidence base of where Sydney is now and the strategies, decisions, and actions required to secure a strong, fair and resilient future, covering six key themes (see below).

The analysis in this report depicts a city performing strongly, but facing challenges that require the same bold, coordinated, systems-level approach that once built the infrastructure defining Sydney's modern identity.

To keep moving forward we must focus on creating a Sydney that remains competitive, liveable and fair – long after we are gone.



ECONOMY

Sydney remains Australia's largest urban economy, but productivity growth must accelerate if we are to maintain living standards and compete globally.



RESILIENCE

Sydney's world-leading data centre growth is already causing energy and water demand stresses. Sydneysiders are taking matters into their own hands with significant growth in solar battery installations, a much-needed respite with growing home insurance premiums.



MOBILITY

Public transport has returned to pre-COVID levels, empowered by strong investment in Sydney's transport. Looking forward, buses and bikes will play a critical role in delivering a comprehensive and integrated transport network and giving commuters options.



CULTURE

Sydney's cultural heart is shifting fast, with Western Sydney's cultural development redefining our city's economic footprint, global identity and local quality of life. Harnessing this growth requires sustained and public support for culture and creativity.



FAIRNESS AND EQUITY

Sydney's aging population will need continued support and access to aged care and home care facilities. However, many local government areas (LGAs) are seeing a decline in facilities, signifying a need to consider the long-term requirements of Sydney's social infrastructure.



HOUSING

Sydneysiders are prioritising well-connected, amenity-rich locations, even if it means compromising on living space. However, the development of family-friendly apartments is falling behind dramatically, pushing Sydneysiders away from where they want to live.

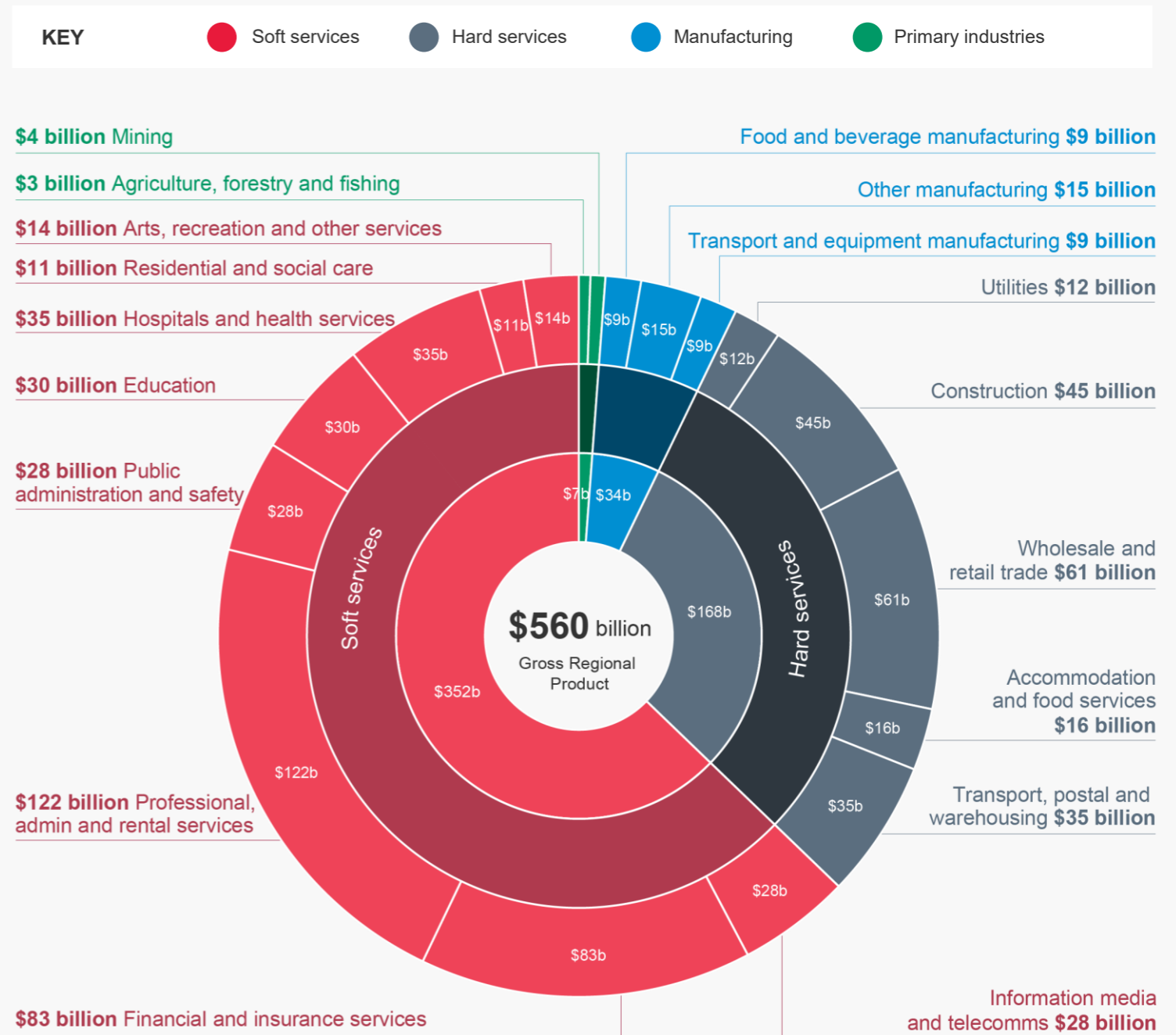
Economy

Sydney stands as Australia's boldest economy, delivering over 20 per cent of Australia's gross domestic product (GDP) in the 2024-25 financial year

Insights

- Sydney's Gross Regional Product (GRP) is powered by services, which account for 93 per cent of the state's economic activity (Figure 1). Soft services (e.g. professional services, finance and health) make up 63 per cent, while hard services, (wholesale and retail trade, construction, transport, postal and warehousing) make up a further 30 per cent of GRP
- Sydney's economy has transformed over the past two decades, with a continued shift towards services. 20 years ago, services contributed a smaller but still substantial 87 per cent of GRP
- GRP growth was more subdued in 2024-25, rising by 0.9 per cent and falling short of the twenty-year average growth rate of 2.2 per cent. Growth has been driven by key soft services, including professional services, healthcare, and financial services, and hard services, including wholesale and retail trade and construction
- The complexity of our economy is driven by the breadth of our industries, which has allowed us to adapt and grow our GRP for many decades, becoming even more valuable amidst the current global uncertainty when we look forward.

Figure 1: Gross regional product (GRP) of Greater Sydney (2025)



Source: BDO analysis of [ABS State Accounts](#)

Economy

Sydney has a diverse and complex economy, but as labour productivity slowly declines, bold decisions will be essential to deliver the growth needed for the city's next chapter

Insights

- Sydney has an incredibly complex economy (Figure 2), driven by the variety of capabilities, particularly in the soft services industry. This complexity allows Sydney to compete at the global scale and provides the foundation for improvements in productivity
- Sydney's productivity is significantly higher than the rest of NSW, highlighting the city as the state's economic engine
- However, [labour productivity is reducing gradually over time](#), driven by declining business dynamism and competition, slower technological diffusion in the economy and lower growth in the amount of capital per worker.

The five pillars of productivity

The Australian Government and the Productivity Commission are working towards developing five pillars of productivity across the economy:



Creating a more dynamic and resilient economy



Investing in cheaper, cleaner energy



Harnessing data and digital technology



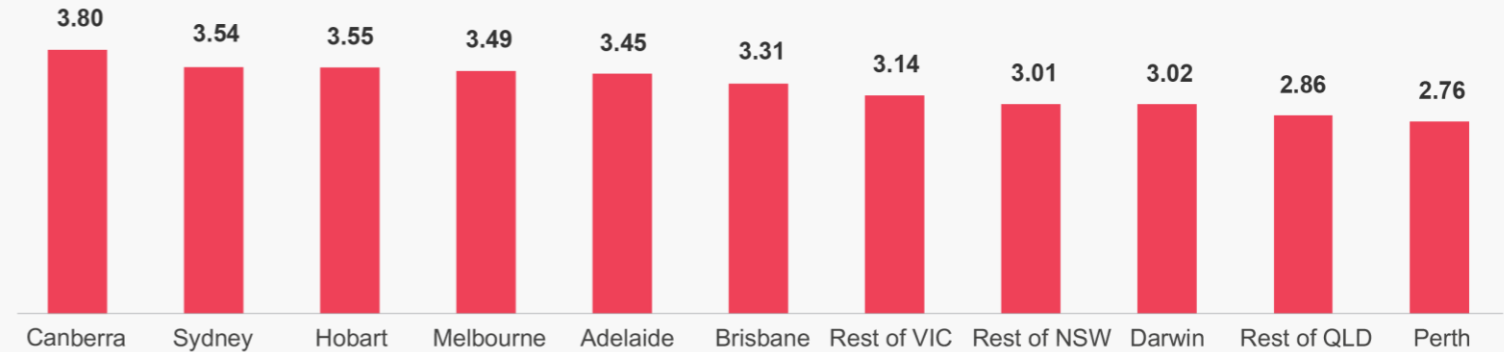
Building a skilled and adaptable workforce



Delivering quality care more efficiently.

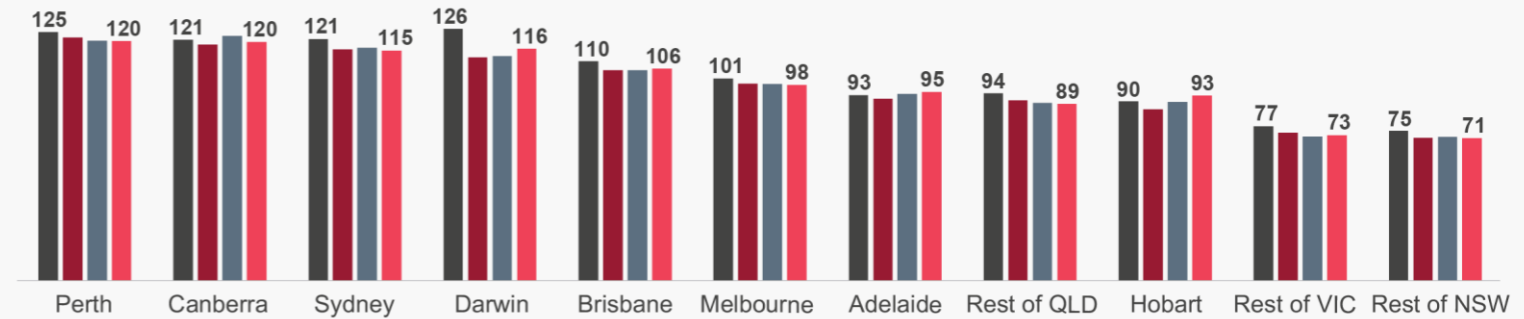
Source: [Productivity Commission](#)

Figure 2: Primary – Manufactured – Hard services – Soft services (PMHS) economic complexity by region (2025)



Source: BDO Analysis of [ABS State Accounts](#)

Figure 3: Labour productivity by region (2022 - 2025)



Source: BDO analysis of [ABS State Accounts](#)

● FY22 ● FY23 ● FY24 ● FY25

Economy

Sydney's economy has gained strong international interest, placing it third across the Asia-Pacific region (APAC) for venture capital investment attraction

Figure 4: Investment in venture capital by state (2019 – 2024)

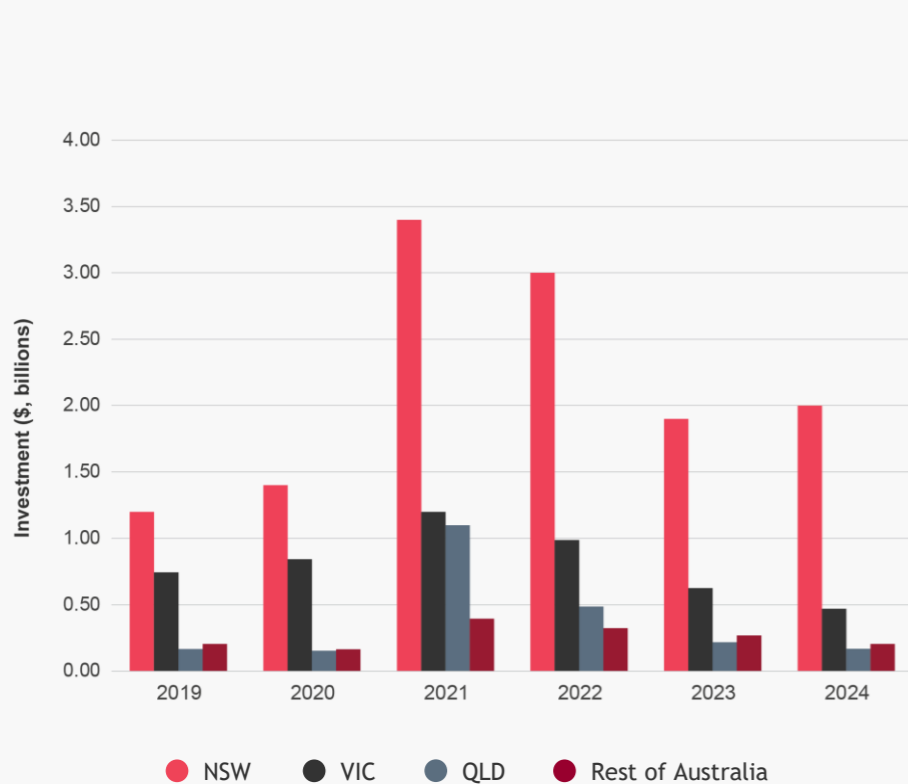
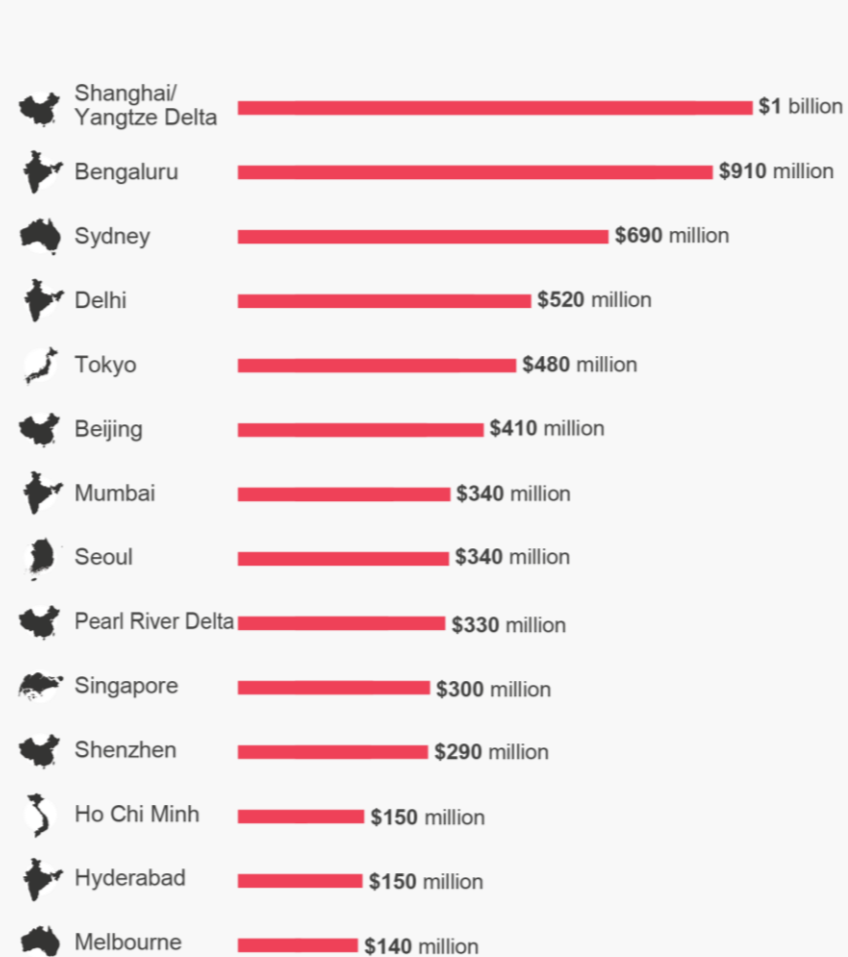


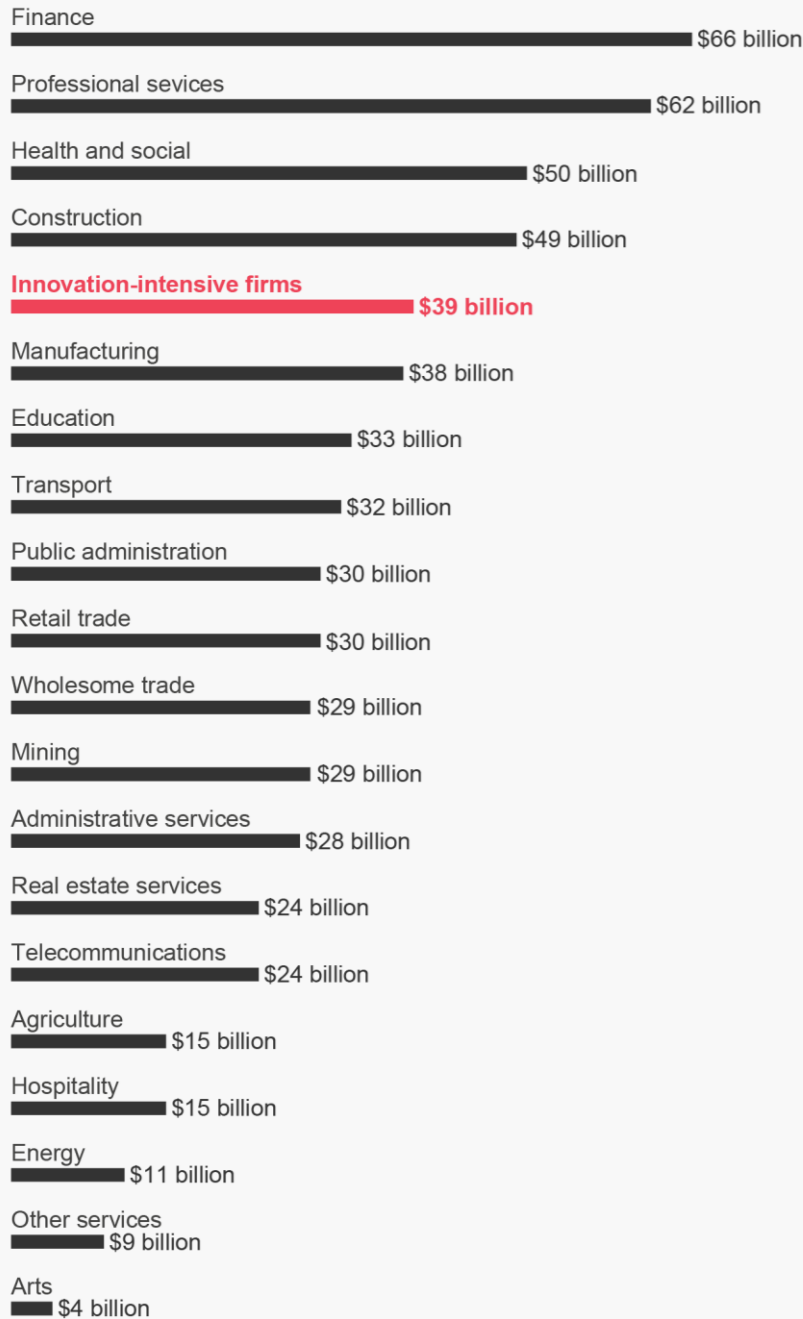
Figure 5: Venture capital investment by city, APAC (2025)



Insights

- Sydney is consistently Australia's leader in innovation, leading the country's attraction of venture capital (VC) funding (Figure 4), reaching up to \$3.5 billion in 2021
- Across the APAC region, [Sydney is placed in the top three cities for VC investment](#), behind only Shanghai (China) and Bengaluru (India) (Figure 5), highlighting our ability to perform beyond our size. In the past 24 years, 57 per cent of all VC allocated in Australia has flowed to NSW
- In the technology sector alone, NSW has produced 17 unicorn companies, the highest number of any state, with a further 28 future unicorns in the pipeline
- [These companies are vital to economies](#) because of their high job generation and significant contribution to exports and growth
- [In 2022, innovation intensive firms employed 136,000 people in NSW](#), more than mining and agriculture combined. They also pay their employees nine to 30 per cent more than non-innovative companies in the same industry.

Figure 6: Gross value added (GVA) by industry (2022)



Source: [Pounder Review](#)

Economy

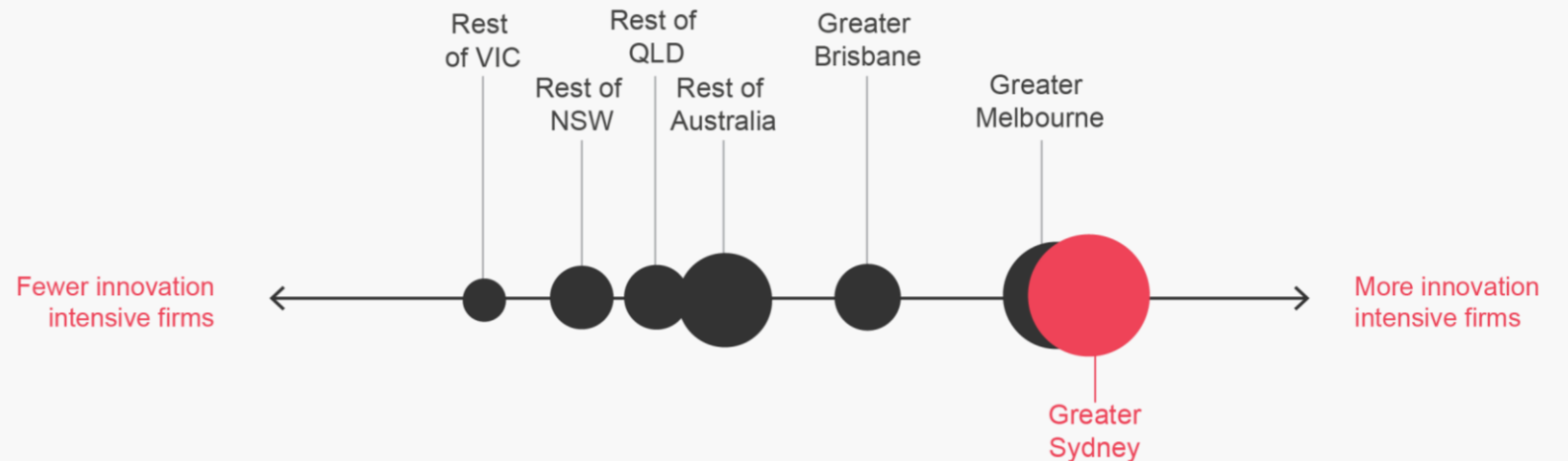
Sydney is attracting innovators, with their success driving jobs, investment and economic growth

Insights

- If innovation intensive firms were an industry, they would be the fifth biggest sector in the state (Figure 6), [contributing \\$39 billion in gross value added \(GVA\) per annum](#)
- Sydney has the highest number and highest proportion of innovation-intensive firms across Australia, with over 4,000 calling Sydney home
- This number continues to grow strongly each year, with a 20 per cent increase in innovation-intensive firms in Sydney from 2020 to 2023, showing that Sydney continues to be the preferred Australian city for innovative and cutting-edge firms looking to expand their trade to the world (Figure 7).

Figure 7: Number of innovation-intensive firms across Australia, location quotient relative to national average (2025)

Note: size of circles denotes number of innovation-intensive firms across the geography



Source: BDO analysis of [Pounder Review](#) and Investment NSW data

Economy

Sydney is a global leader in enabling AI and tech innovation, supported by rapidly accelerating data centre investment that is second only to the United States

Figure 8: Data centre investment by country (2024)



Figure 9: Data centre locations across Australia (2025)



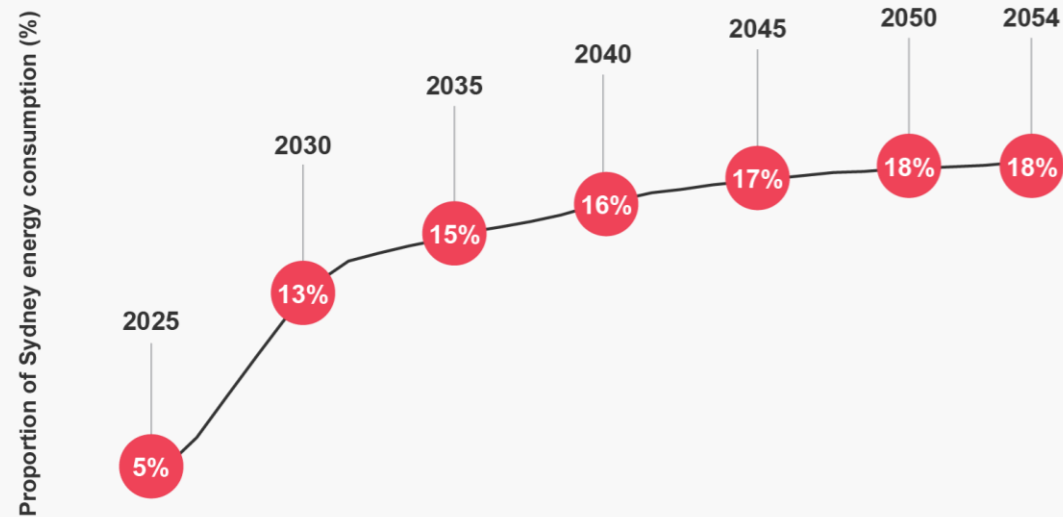
Insights

- In terms of data centre investment globally, Australia is second only to the United States, with Australia investing \$6.7 billion in data centres in 2024 alone (Figure 8)
- As one of just four APAC nations exempt from export restrictions, [Australia has privileged access to Nvidia's AI chips](#) – a strategic advantage that creates meaningful opportunities for growth
- Sydney leads the way in Australia [with 88 data centres, which accounts for over a third of all data centres nationally by number, and over 60 per cent of the national total data centre capacity](#) (Figure 9)
- Data centre development is forecast to expand significantly, [drawing as much as \\$150 billion in business investment by 2027](#), concentrated in Western Sydney.

Resilience

Sydney's rising energy and water demand from accelerating data centre growth will require strategic long-term planning and investment

Figure 10: Data centre energy forecasted demand (2025 – 2054)



Insights

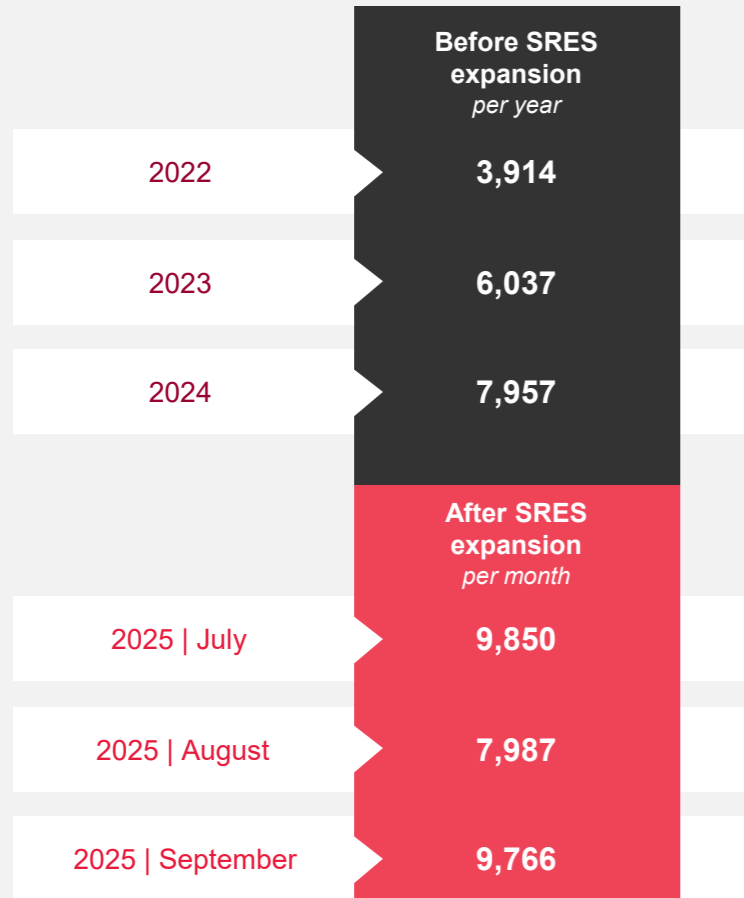
- Data centre [supply](#) and demand (and [forecasted demand](#)), are growing rapidly (Figure 10), with electricity consumption expected to increase [from 3 TWh currently to over 17 TWh](#) in 2050. Due to the relatively mature pipeline in Sydney, accounting for only existing and committed projects, data centres would consume over 11 TWh in the 2050 financial year
- We've seen a 40-fold increase in data centre occupancy in Australia in the last two decades, with 67 per cent of this occurring since COVID-19 due to remote work and the rise of AI
- Data centres require significant water supply for the cooling process, [with all 88 data centres in Sydney drawing from the public drinking water supply](#)
- Data centre management will therefore require some bold decisions and investments by the NSW Government and private industry to ensure a sustainable yet forward-thinking future where energy and water demands are balanced with growth. [Opportunities include](#) reusing wastewater and building data centres close to treatment plants.



Resilience

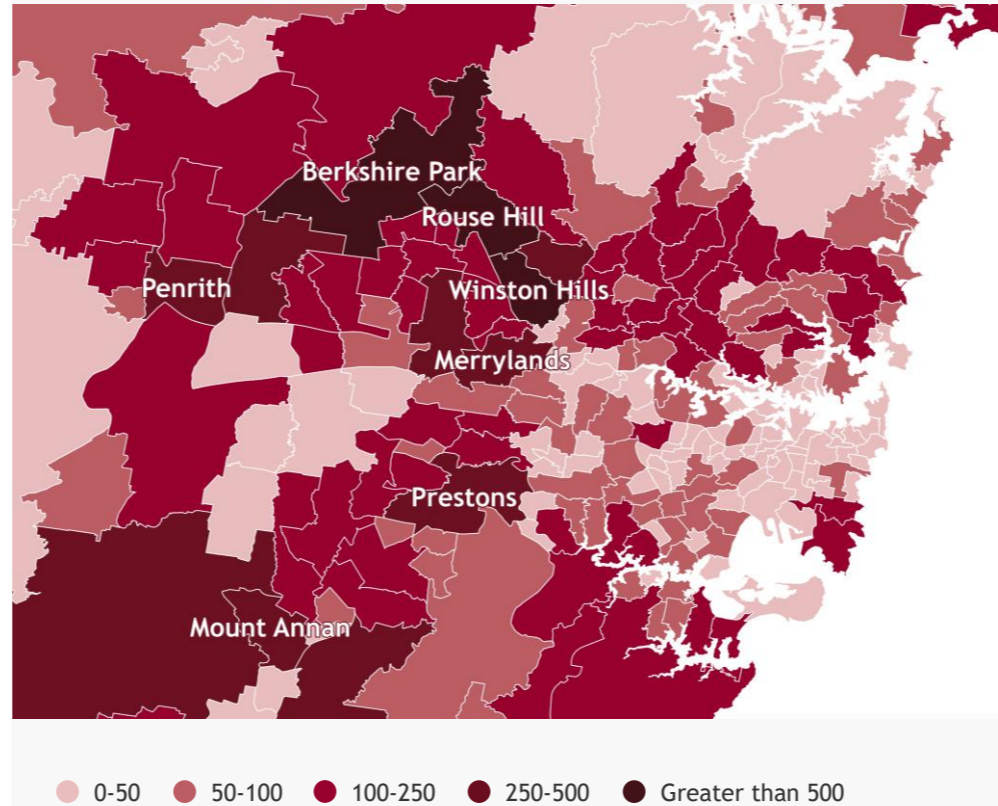
Western Sydney is driving a surge in solar battery installations

Total solar battery installations in NSW



Source: [Clean Energy Regulator \(CER\)](#)

Figure 11: Number of solar battery installations since July 1 (2025)



Source: BDO analysis of [Clean Energy Regulator \(CER\)](#) data

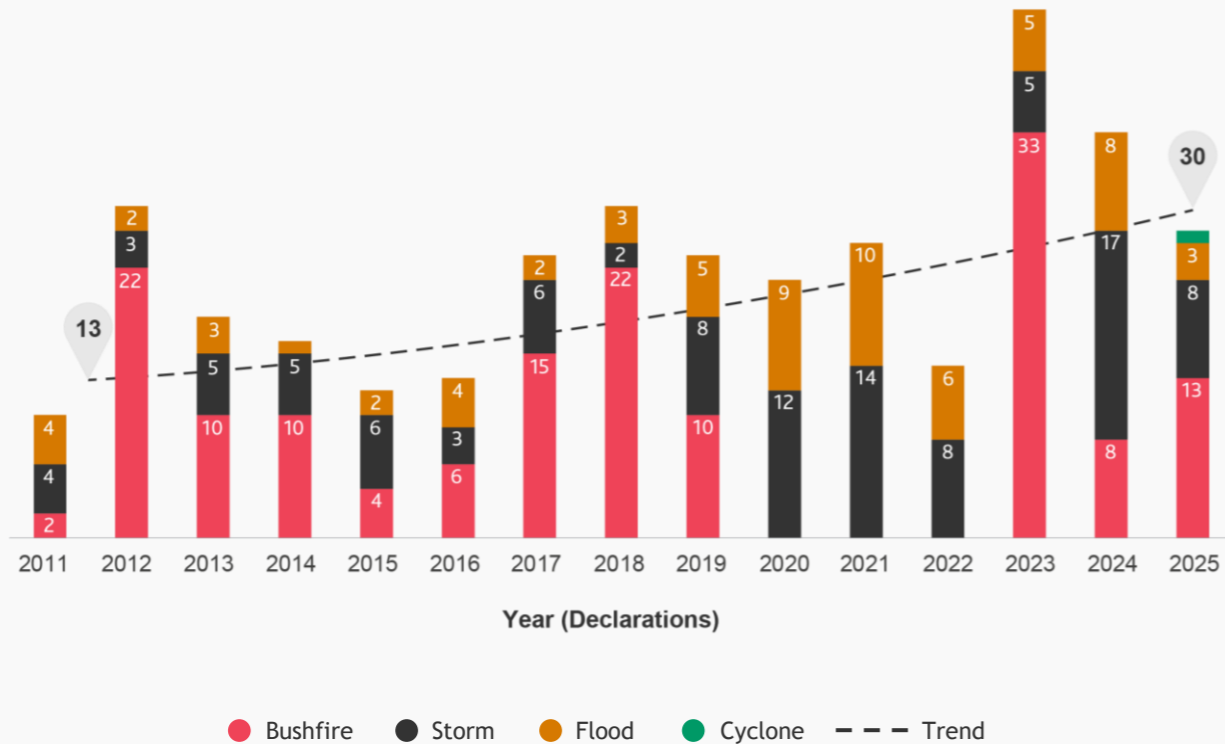
Insights

- The expansion of the [Small-scale Renewable Energy Scheme \(SRES\)](#) in mid-2025 has driven a significant uptake of solar batteries across Sydney
- Over the last six months, NSW has installed nearly twice as many solar batteries as any other state
- The average size of installed battery capacity is increasing rapidly, growing from [18kWh in July 2025](#) to [26 kWh in October 2025](#), highlighting the increasing appetite and ability for Sydneysiders to meet their own energy needs
- Since July 2025, most solar battery capacity in Sydney has been delivered in areas across Greater Western Sydney (GWS). Nine of the top 20 suburbs by number of installations nationally are in NSW, with all of them being in GWS (Figure 11).

Resilience

As climate change impacts escalate, Sydney is confronting challenges such as rising economic losses and sharply increasing insurance premiums

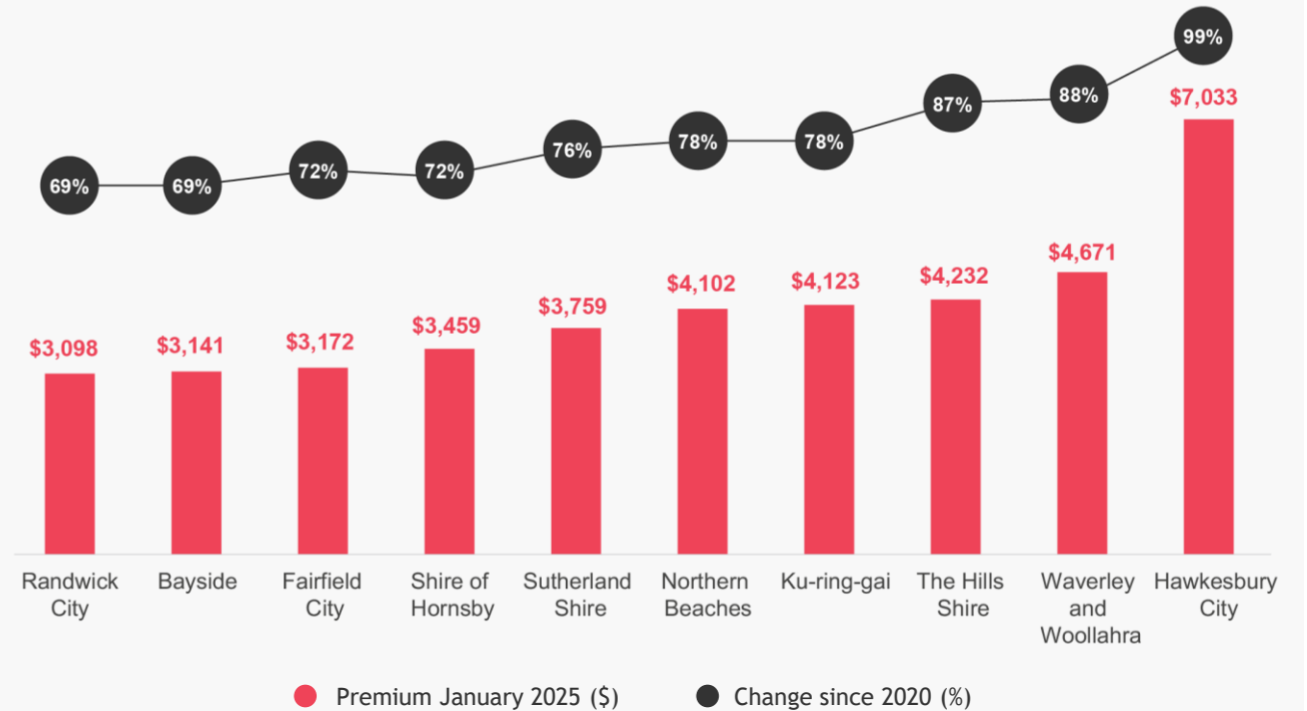
Figure 12: Natural disaster declarations, NSW (2011 – 2025)



Insights

- Natural disasters in NSW have more than doubled in frequency over the last 15 years, increasing from an average of 13 disasters each year, to 30 each year (Figure 12)
- Since the 1980s, Australia’s economic loss and insured loss per person from natural disasters have more than tripled (*adjusted for inflation*)
- This impact is seen across Sydney’s local government areas (LGAs), with insurance premiums increasing by at least 30 per cent across all councils since 2020 (Figure 13)
- The City of Hawkesbury, an area with already record-high insurance premiums, has seen the greatest increase, with a 99 per cent increase in their premiums since 2020
- A clear trend is emerging – the higher the existing insurance costs in a council area, the steeper the premium increases since 2020.

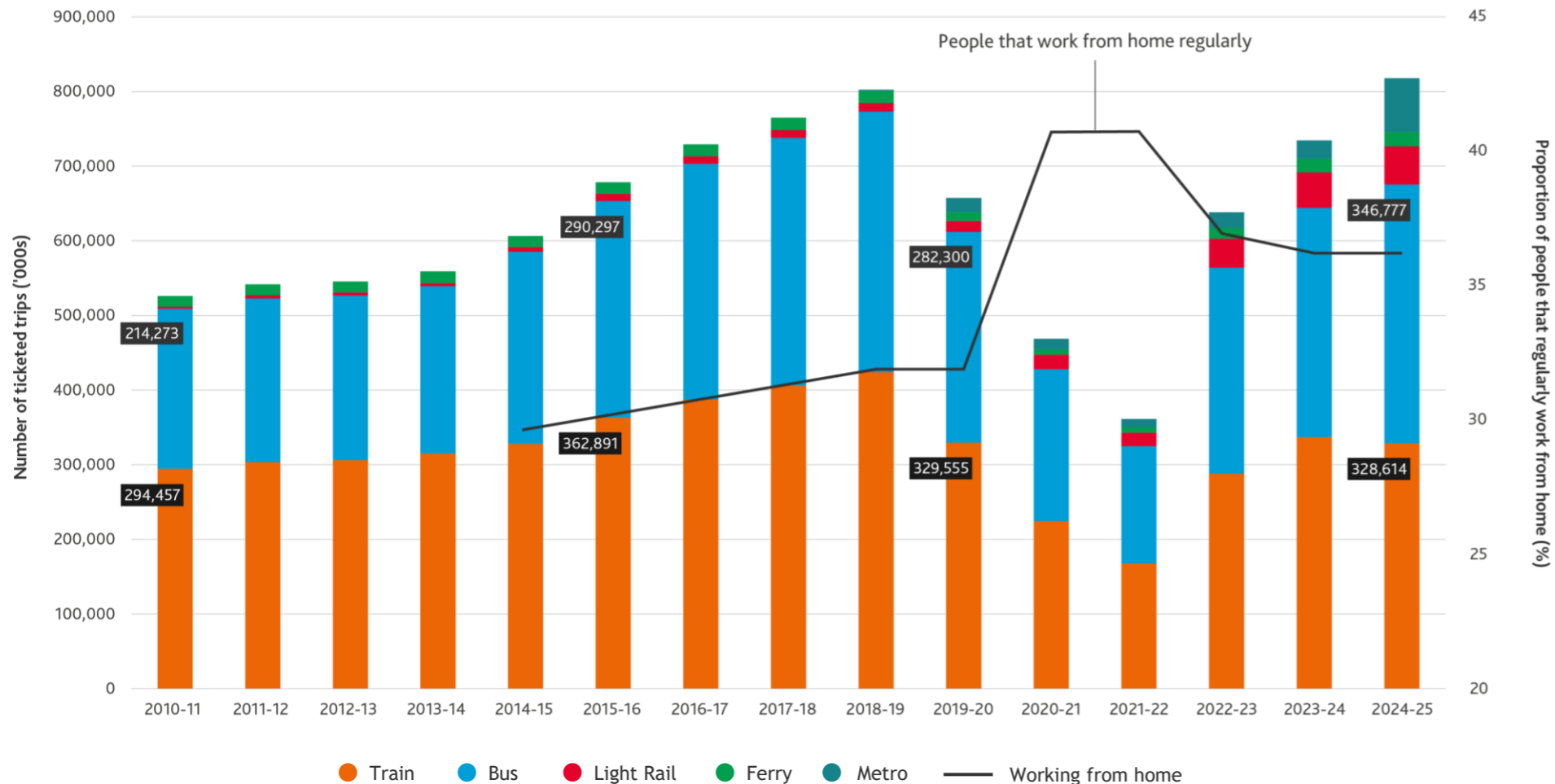
Figure 13: Average insurance premiums by LGA (2020 – 2025)



Mobility

Sydney's public transport usage has rebounded to pre-COVID-19 levels, despite more than a third of the workforce continuing to work from home

Figure 14: Total annual trips by mode, '000s (2011 – 2025)



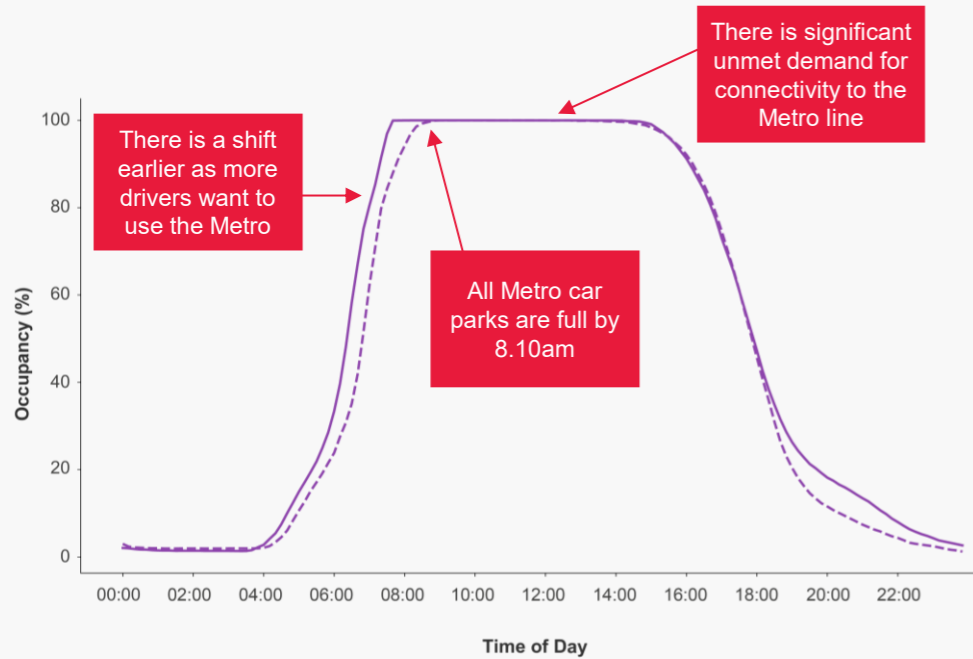
Insights

- Public transport usage has rebounded to pre-COVID-19 levels (Figure 14), despite around 35 per cent of the workforce continuing to work from home across the city. This signals a renewed confidence in the government's ability to deliver practical public transport options, and highlights the strength of long-term planning and investment
- Buses have become the most used form of public transport across Sydney, overtaking trains for the first time in 2025. This is a significant change from a decade ago, where trains accounted for [53 per cent of travel](#) and buses accounted for [43 per cent](#). These have now dropped to 40 per cent and 42 per cent respectively, with major increases in light rail (6 per cent of total), and metro (9 per cent of total) taking some of the share of usage
- Metro usage has skyrocketed since the City & Southwest (CSW) line opened, increasing to 72 million trips in 2025. With the Southwest extension set to launch in September 2026, and the Western Sydney Airport line not long after, this momentum is expected to continue.

Mobility

Sydney commuters are arriving at stations earlier to secure parking as rail and metro demand surges

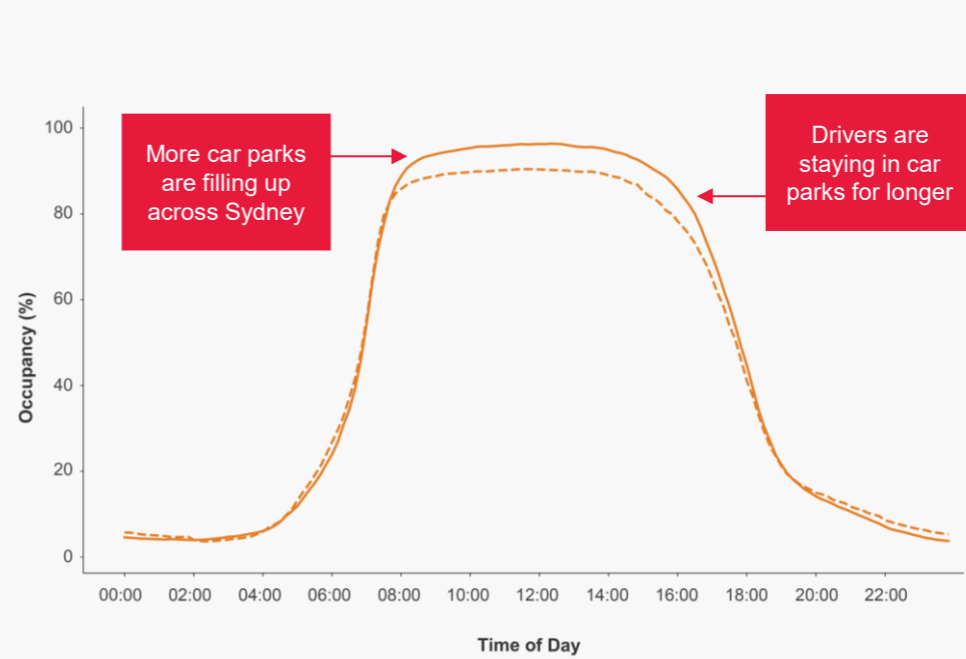
Figure 15a: Sydney parking occupancy for metro commuter car parks, by time



Key

- Metro | Feb 2024 | Before the opening of the Metro City section
- Metro | Sep 2025 | After the opening of the Metro City section

Figure 15b: Sydney parking occupancy for train commuter car parks, by time



Key

- Train | Feb 2024
- Train | Sep 2025

Insights

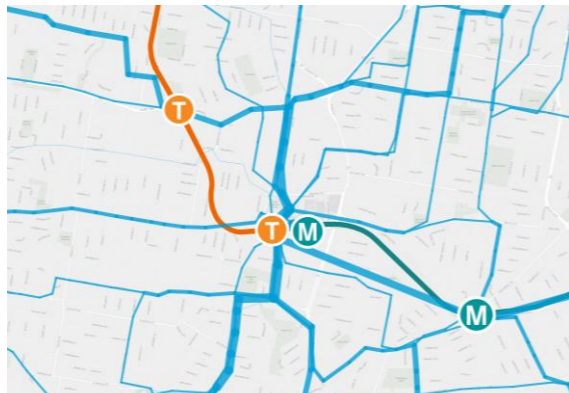
- The increased demand for public transport is resulting in ever-increasing demand on the [over-30,000 commuter car parking spaces](#) across Sydney
- Across the city, nearly all train station car parks are now filling up
- The opening of the Metro City section has resulted in a shift in parking demand at stations, with car parks reaching capacity 50 minutes earlier across the metro network, compared with levels prior to the opening of the Metro City section (Figures 15a and 15b)
- More people are combining modes of transport to get to their destinations, particularly in outer-suburban areas
- On some days, an estimated 2,400 motorists compete for the [975 available commuter car spaces](#) at Tallawong Metro Station.

Mobility

Sydney requires bold bus service improvements to ensure integrated transport outcomes can occur across the whole city

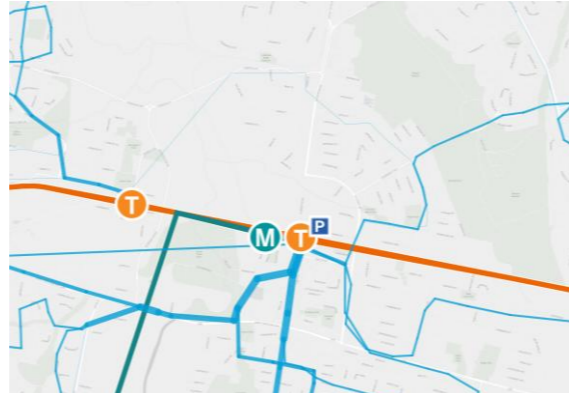
Figure 16: Sydney overview of rail and bus routes, and commuter carpark locations

Integrated hubs



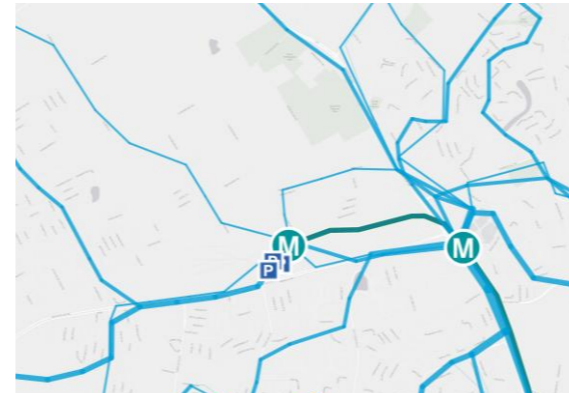
Bankstown |
65 buses per hour

Emerging hubs

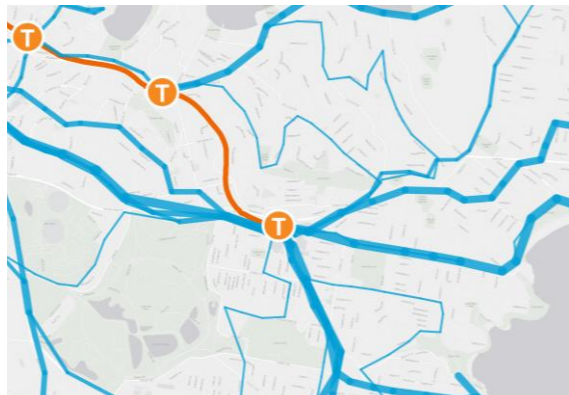


St Marys |
23 buses per hour

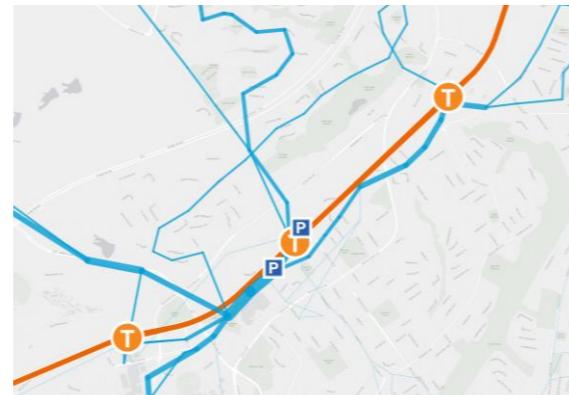
Unconnected hubs



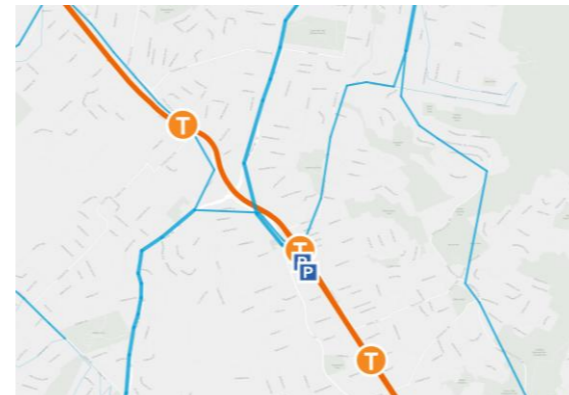
Tallawong |
15 buses per hour



Bondi Junction |
82 buses per hour



Campbelltown |
25 buses per hour



Gordon |
5 buses per hour



Insights

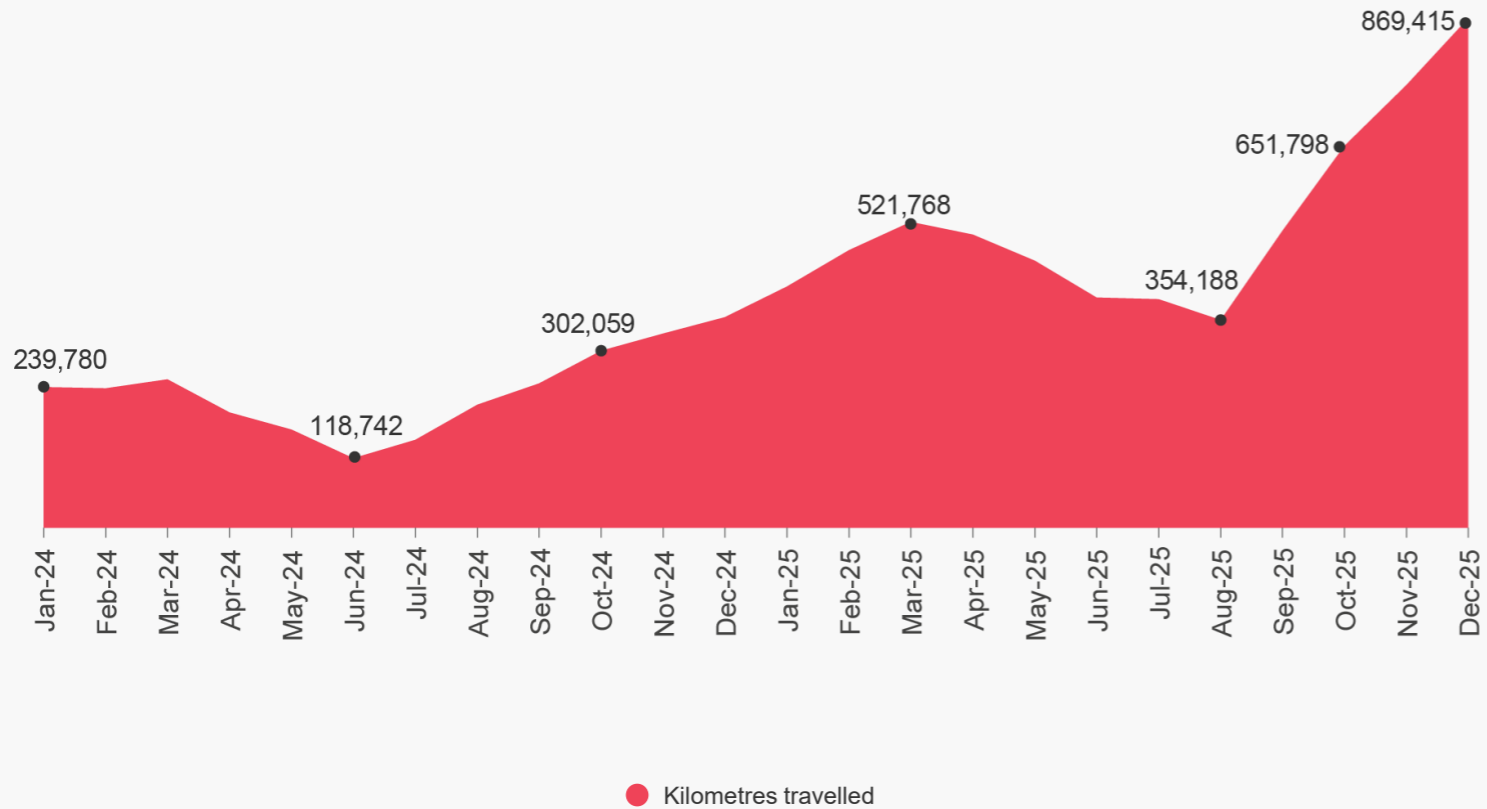
- Increased bus frequency and coverage to a train or metro station provides improved connectivity and reduces the need for commuter car parks across Sydney
- Suburban train stations such as Bankstown (65 buses per hour, no commuter car park) and Bondi Junction (82 buses per hour, no commuter car park) provide a blue-print for an integrated transport network (Figure 16)
- Stations across Western Sydney such as St Marys (23 buses per hour, [250 commuter car spaces](#)) and Campbelltown (25 buses per hour, [900 commuter car spaces](#)) provide options for all users looking to connect with the train and metro networks
- In contrast, stations including Tallawong (15 buses per hour, 975 commuter car spaces) and Gordon (5 buses per hour, over [300 commuter car spaces](#)) provide significantly fewer bus services, despite significant inherent demand for connectivity with the rail network
- There is scope to further improve bus connectivity for suburban rail connections across Sydney, particularly in areas of western and northern Sydney.

Note: the bus network denoted in the maps are an aggregation along routes, showing stop-to-stop frequencies across Sydney, using the Transport for NSW General Transit Feed Specification (GTFS) static-schedule data source

Mobility

Sydney's bike sharers are doubling their trips and riding farther than ever before

Figure 17: Share bike distance travelled per month across City of Sydney (2024 – 2025)

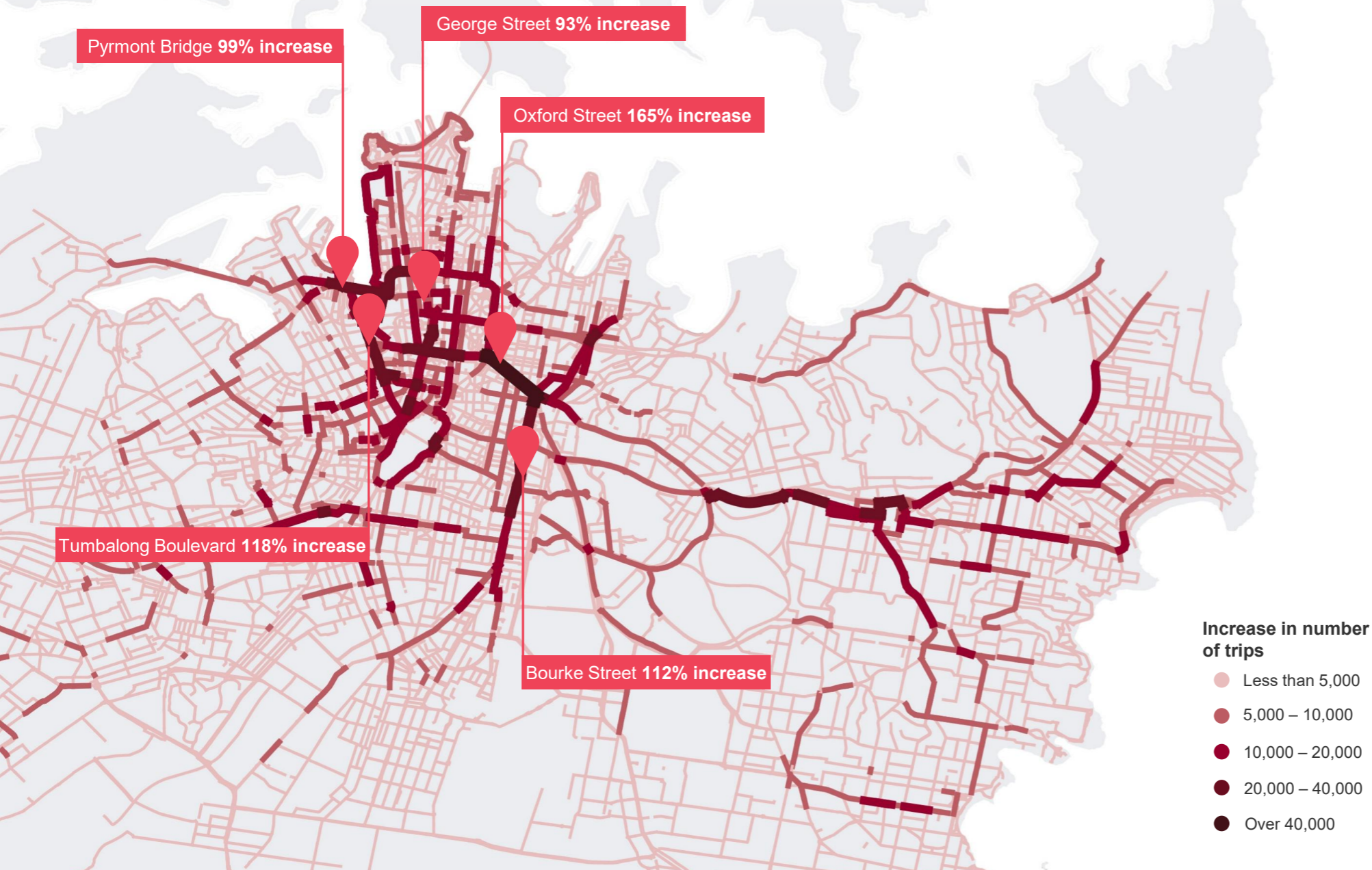


Insights

- Share bike usage has surged across Sydney in 2025, increasing more than 100 per cent through 2025 (Figure 17)
- In the City of Sydney, riders travelled over 6.2 million kilometres throughout 2025, up from 2.8 million in 2024
- Almost 500,000 trips were made in December 2025 alone, up from 160,000 trips in January 2025.



Figure 18: Volume increase of shared bike service trips (Q1 2024 – Q4 2025)



Mobility

Sydneysiders are embracing cycling across the CBD and surrounding areas, as new infrastructure supercharges growth

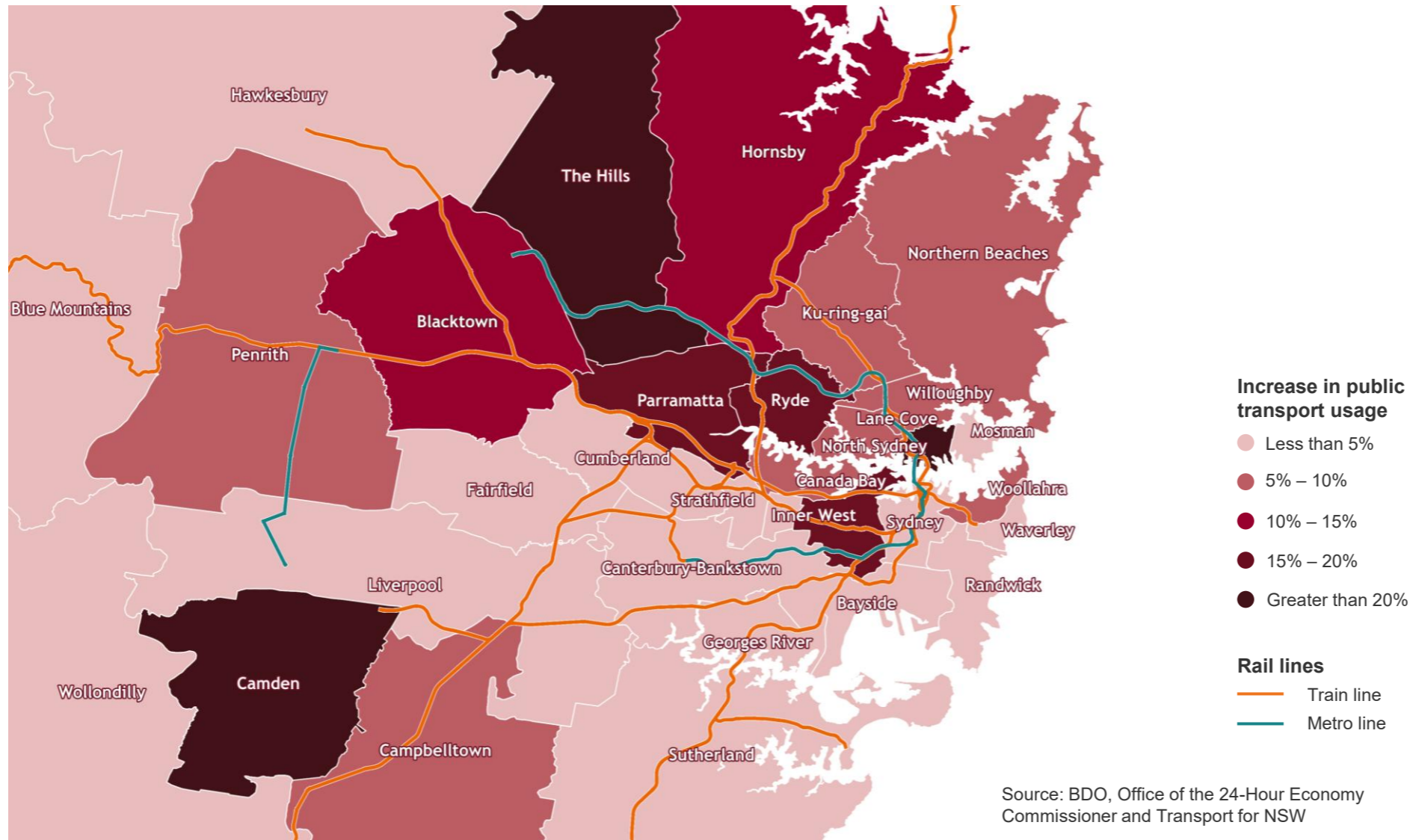
Insights

- The CBD and surrounds have witnessed significant momentum in cycling, with notable increases across key corridors. A major success has been the new Oxford St cycleway, driving a 165 per cent rise in share bike usage along the route (Figure 18)
- This trend underscores the value of targeted infrastructure investment and the growing appetite for active, low-emission modes of travel.

Culture

Sydney's expanding public transport network is driving more night-time movement in metro-serviced areas, creating a platform for bold cultural and economic growth

Figure 19: Increase in public transport usage by LGA, 6pm – 6am (2023 – 2025)



Source: BDO, Office of the 24-Hour Economy Commissioner and Transport for NSW

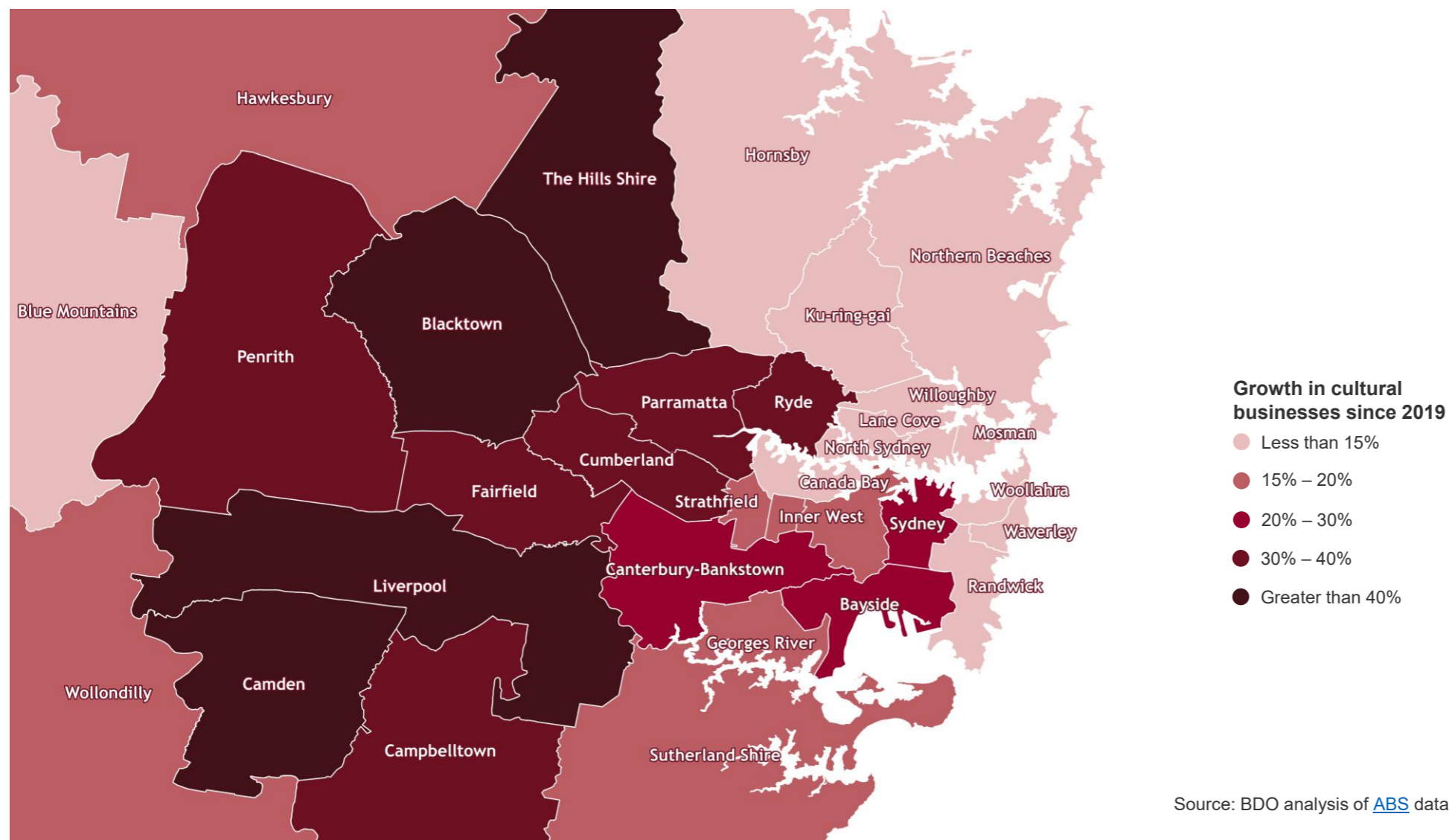
Insights

- Areas serviced by the Metro have experienced a significant increase in public transport usage from 6pm to 6am over the last two years (Figure 19)
- In contrast, there is minimal change in public transport usage in areas without Metro
- This highlights how high-quality, highly reliable and safe public transport can impact travel patterns
- Similar impacts can be expected with the opening of the Metro South West (2026), Metro Western Sydney Airport (2027) and Metro West (2032) lines
- However, we are yet to see any major shifts in public transport usage after 9pm, signifying an opportunity to improve late night public transport across the city
- There were also minimal changes to citywide spend on public transport between 6pm to 9pm across the city since 2023.

Culture

Sydney is experiencing growth in arts and recreational, and accommodation and food service businesses, with Western Sydney leading the way

Figure 20: Growth in cultural businesses by LGA (2019 – 2025)



Insights

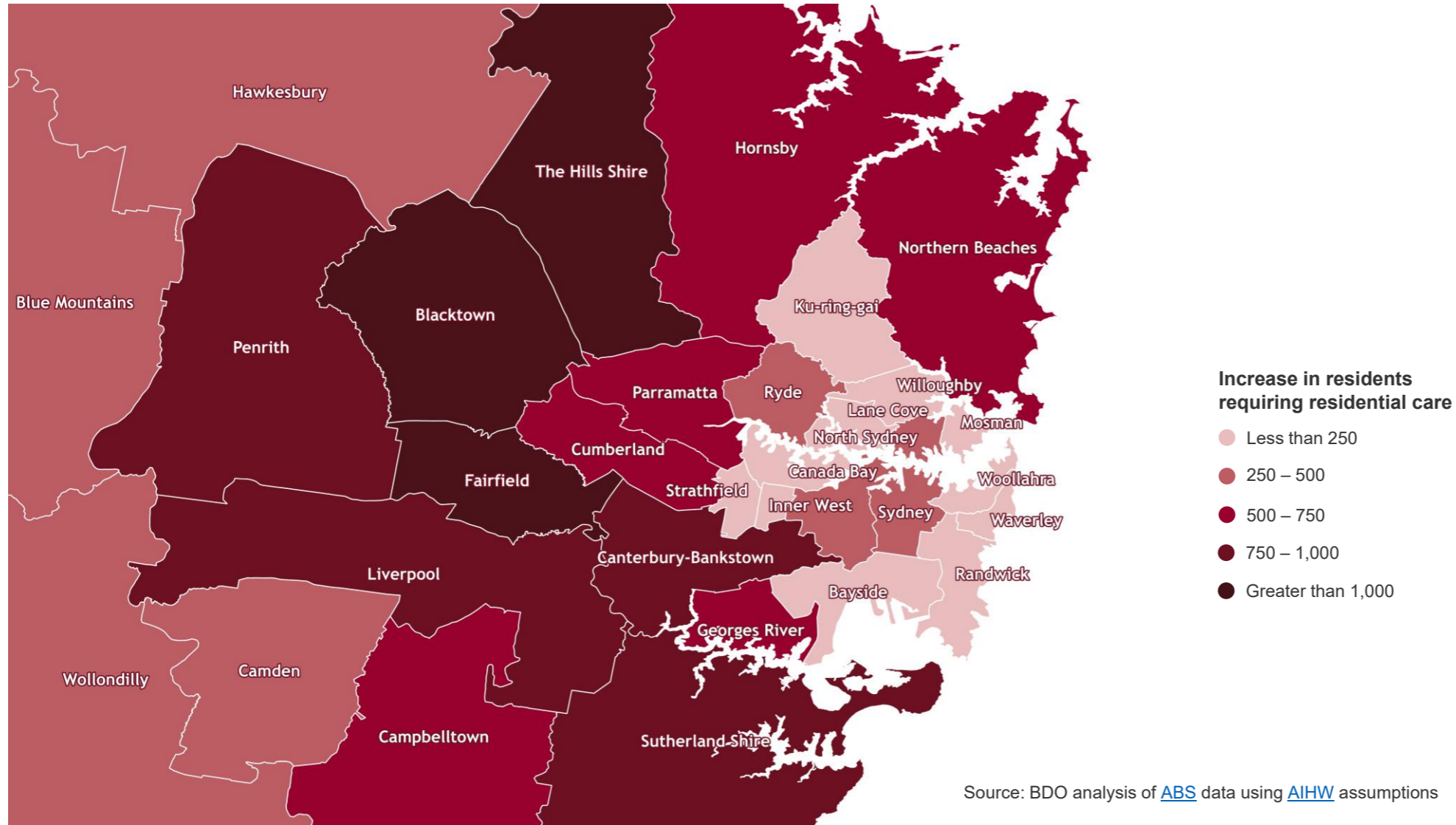
- Western Sydney has seen substantial growth in the number of cultural businesses, including arts and recreational, and accommodation and food service businesses from 2019 to 2025 (Figure 20)
- LGAs with significant growth in the number of such businesses include Camden (80 per cent), Blacktown (64 per cent), Liverpool (48 per cent) and The Hills Shire (40 per cent)
- Sydney’s west and southwest regions have observed a strong resurgence in nighttime spending at bars and restaurants since 2019
- LGAs experiencing less than 15 per cent relative growth occurred in eastern and northeastern sections of Greater Sydney
- Mosman and Hunters Hill were the only two LGAs experiencing a negative change of eight and three per cent, respectively.

Source: BDO analysis of [ABS](#) data

Fairness and equity

Sydney is facing rising demand for aged care, with the most significant growth occurring across Western Sydney

Figure 21: Increase in number of residents requiring aged care (2017 – 2024)



Insights

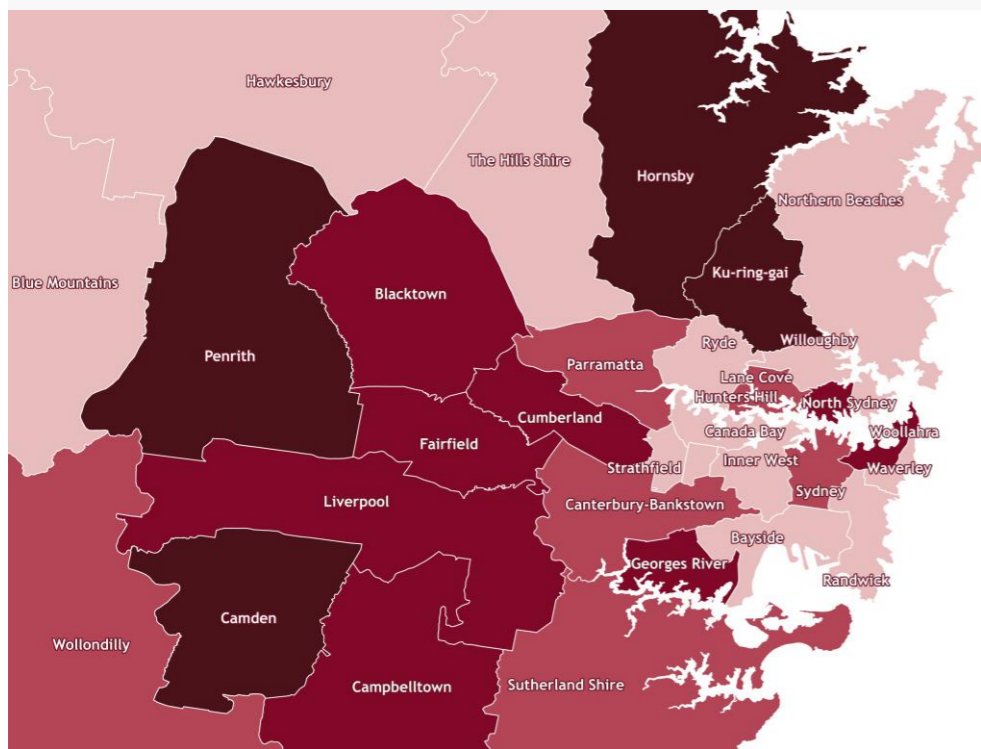
- Western and north-western Sydney have seen substantial growth in the number of residents requiring residential aged care since 2017 (Figure 21)
- The LGAs with the most significant growth in the number of residents requiring residential aged care include Blacktown (1,361), The Hills Shire (1,185), Fairfield (1,020) and Canterbury-Bankstown (942)
- LGAs experiencing the smallest growth include Lane Cove (80), Strathfield (59) and Hunters Hill (27)
- Waverley (-73) was the only LGA that experienced a reduction in the number of residents requiring residential aged care.

Note: the number of residents requiring aged care has been derived using the current formula by the AIHW; for women, 9% of 65-84, 54% of 85+; for men, 5% of 65-84, 41% of 85+

Fairness and equity

Sydney is seeing a decline in aged-care beds across 13 LGAs, however home care provides some relief across many areas

Figure 22: Change in number of residential aged care beds by LGA (2017 – 2024)

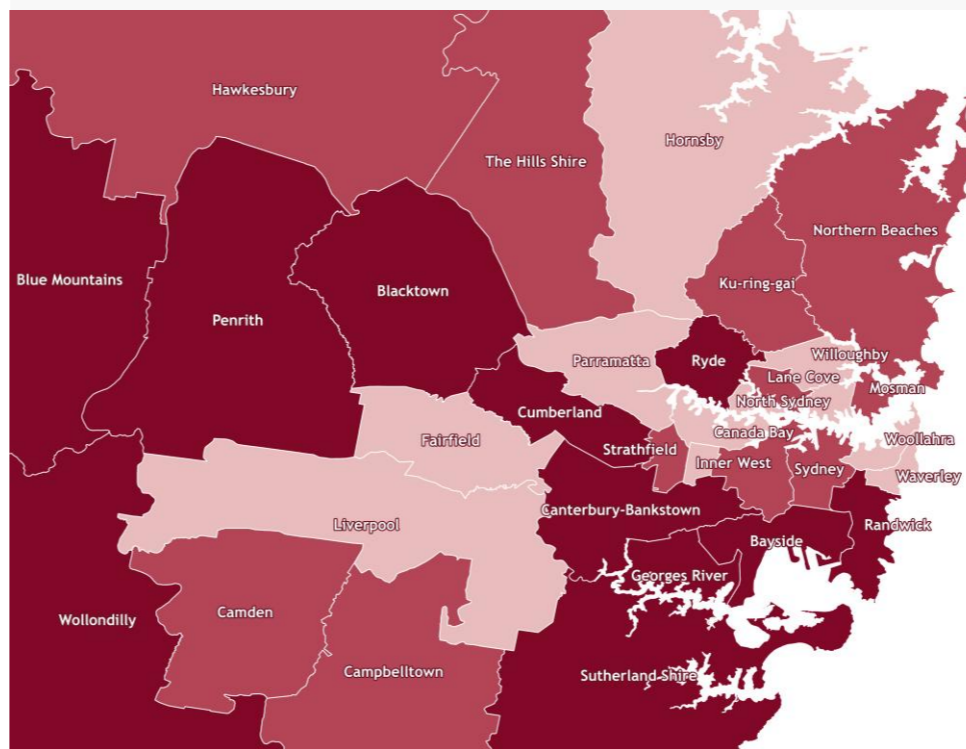


Percentage change in beds from 2017 to 2024

- Decrease | -30 – 0%
- Lower increase | 0% – 10%
- Medium increase | 10% – 25%
- Higher increase | Greater than 25%

Source: BDO analysis of [AIHW](#) data

Figure 23: Proportion of residents over 65 years-old using Home Care (2024)



Proportion of residents over 65 years-old using Home Care

- Lower usage | Less than 13%
- Medium usage | 13% – 15%
- Higher usage | Greater than 15%

Source: BDO analysis of [ABS](#) and [AIHW](#) data

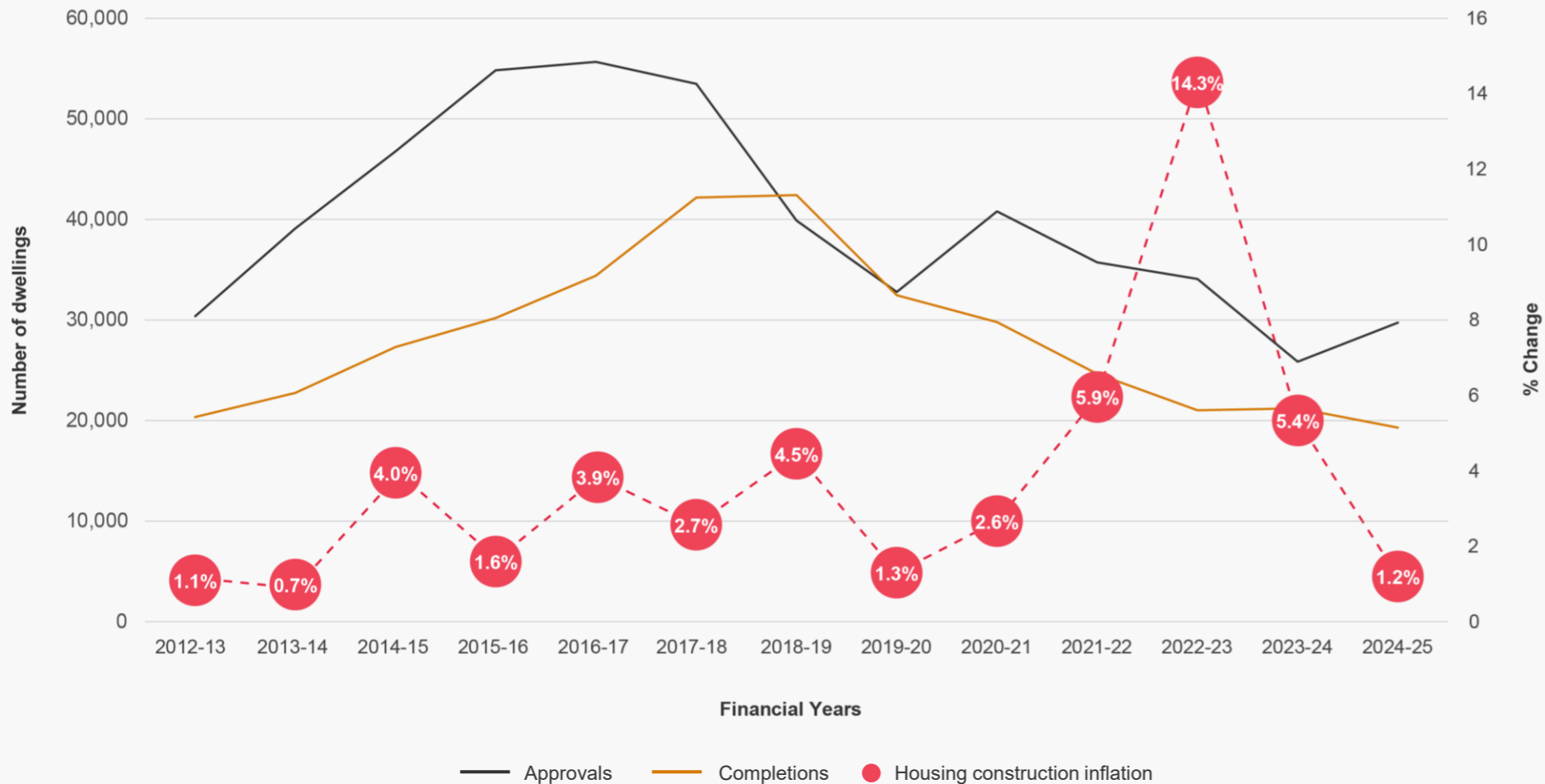
Insights

- The number of aged care beds has decreased in 13 LGAs across Sydney
- Areas that have seen the greatest reduction in aged care residential beds since 2017 include the Inner West (-16.4 per cent), Strathfield (-26.7 per cent) and Burwood (-27.0 per cent) (Figure 22)
- More people are accessing the Home Care Package, which has now been replaced by the [Support at Home](#) program, particularly in areas with less aged care beds available (Figure 23)
- The highest proportion of users of home care in Sydney are around the Sutherland Shire (18 per cent) and across Greater Western Sydney (up to 16 per cent)
- In contrast, the areas with the least uptake of home care are the northern beaches (10 per cent) and eastern suburbs (up to 12 per cent)
- However, [reports have shown](#) there are difficulties in finding appropriate home care support across Sydney, with long distances between workers and those needing support.

Housing

After the cost pressures and high inflation of the 2022–23 financial year, construction is beginning to recover, with rising approval numbers in the 2024–25 financial year indicating a positive shift

Figure 24: Approvals, completions, and housing construction inflation across Greater Sydney (2012 – 2025)



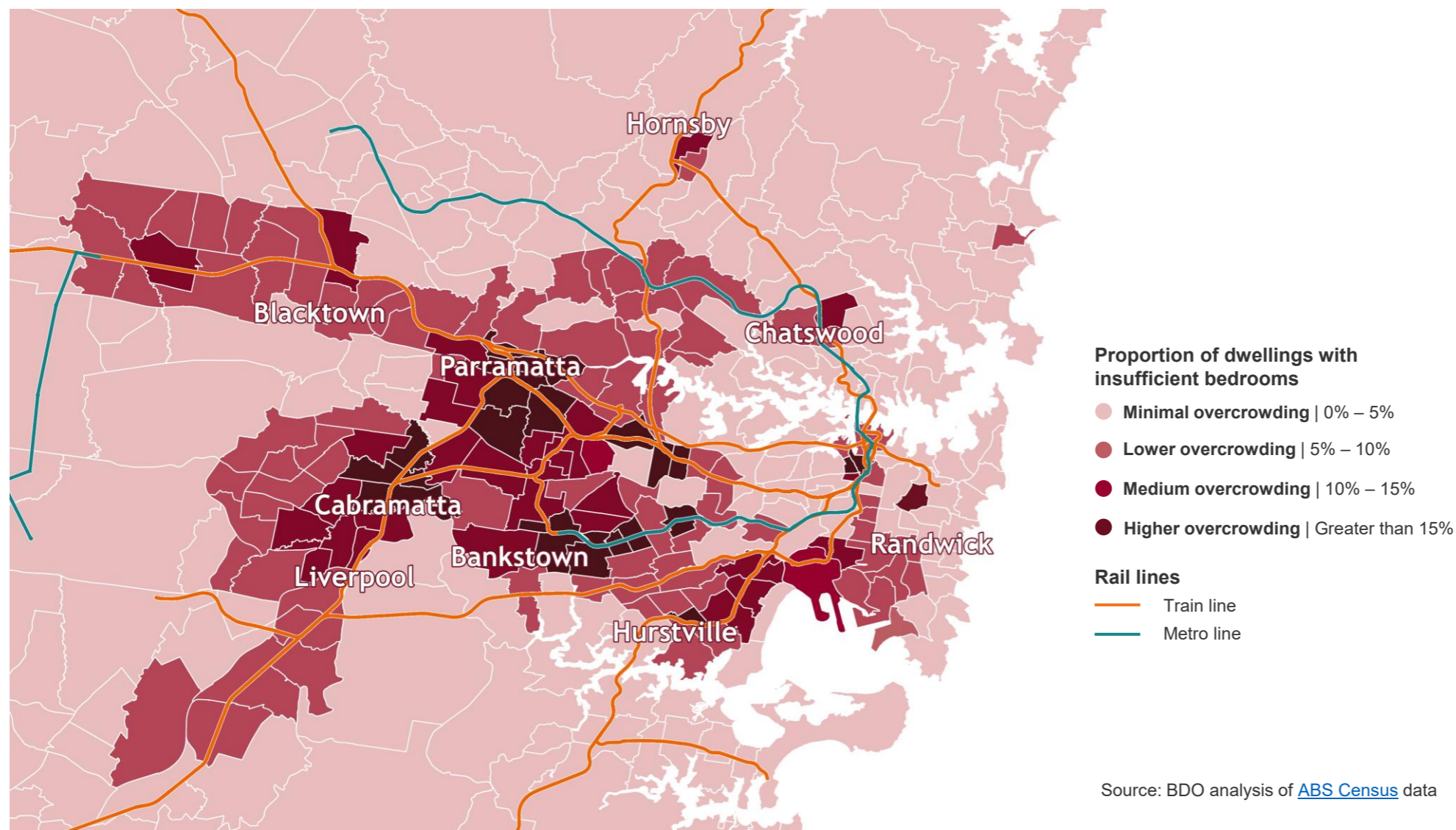
Insights

- Dwelling completions have declined over the last five years, driven by persisting supply shortages and increasing costs of construction materials and labour
- Housing-related price inflation rose to over 14 per cent in the 2022-23 financial year, driven by global supply shortages following COVID-19, amongst other factors. This caused significant challenges for the delivery of housing across Sydney (Figure 24)
- The decline in approvals has been largely-driven by the decline in apartments over four storeys being built. Completed dwellings in this category fell from over 30,000 in the 2015-16 financial year, to under 13,000 in the 2023-24 financial year
- However, approvals are converting to dwelling completions more reliably, which has likely resulted from developers needing to prioritise the strongest and most viable projects
- The NSW Government has forecast a need for Greater Sydney to deliver over 28,800 dwellings per annum until 2041 to meet population growth, which is expected to be exceeded by 2029 through the [National Building Reform Blueprint](#).

Housing

Sydneysiders are trading living space for access to public transport and amenities, reinforcing the need to focus new development around well-connected areas

Figure 25: Proportion of dwellings with insufficient bedrooms (2021)



Insights

- Sydneysiders are increasingly prioritising well-connected, amenity-rich locations, even if it means compromising on living space
- Across Sydney, the greatest proportion of overcrowding occurs in key centres across central and western Sydney, such as Parramatta, Liverpool and Bankstown (Figure 25)
- Areas such as Auburn (32 per cent), Lakemba (27 per cent) and Haymarket (25 per cent) experience high overcrowding, with almost all areas experiencing high amounts of overcrowding located next to train stations
- This highlights the importance of continuing the proposed [transit-oriented development program](#), particularly in central and western Sydney, ensuring that Sydneysiders are provided with affordable dwellings, particularly apartments, in desired areas.

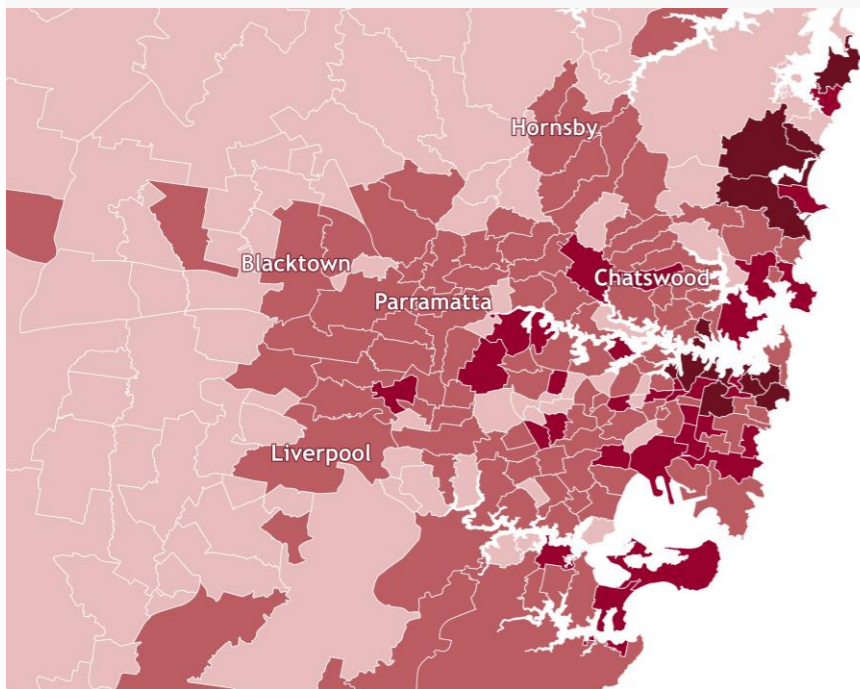
Note: Overcrowding is measured by whether a dwelling lacks sufficient bedrooms to support the number of residents, as reported in the latest Census (2021)

Source: BDO analysis of [ABS Census](#) data

Housing

Construction of three-bedroom homes has slowed compared to other dwellings, leaving 116 Sydney postcodes now unaffordable for families seeking apartment-style housing

Figure 26a: Affordability of 3-bedroom apartments, by postcode (2021)

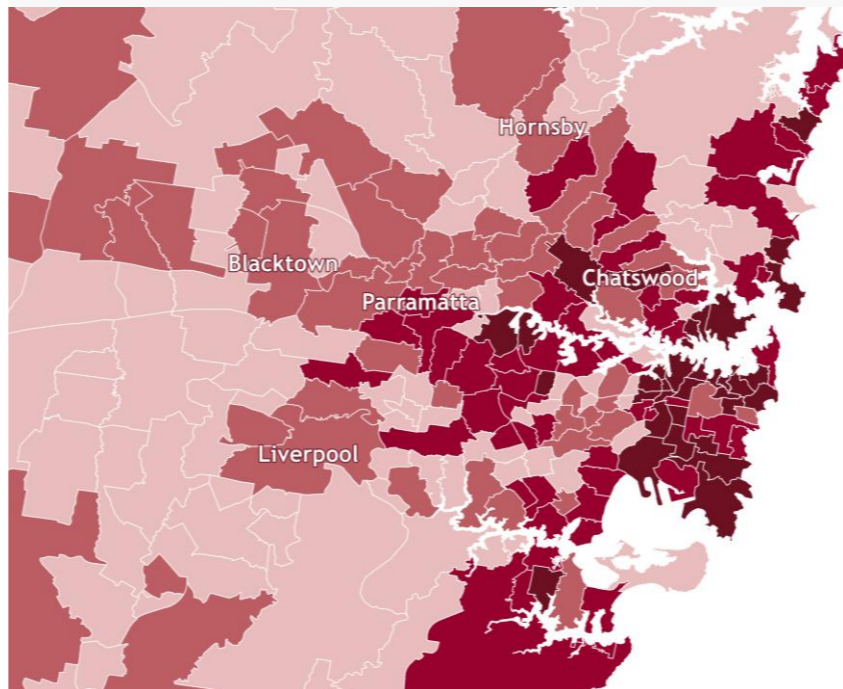


Rent-to-income ratio

- Affordable rents | Less than 20%
- Acceptable to moderately unaffordable rents | 20% – 30%
- Unaffordable rents | 30% – 40%
- Severely unaffordable rents | Greater than 40%

Source: BDO analysis of [ABS](#), [AIHW](#), and [NSW Government](#) data

Figure 26b: Affordability of 3-bedroom apartments, by postcode (2025)



Rent-to-income ratio

- Affordable rents | Less than 20%
- Acceptable to moderately unaffordable rents | 20% – 30%
- Unaffordable rents | 30% – 40%
- Severely unaffordable rents | Greater than 40%

Source: BDO analysis of [ABS](#), [AIHW](#), and [NSW Government](#) data

Figure 27: Percentage growth in dwellings (2011 – 2021)



Source: BDO analysis of ABS Data

Insights

- Growth in three-bedroom dwellings has been very low over the past decade (Figure 27) compared with one and two-bedroom dwellings, resulting in a widening mismatch between family housing demand and supply needs. There has been a 3 per cent growth in the total number of three-bedroom dwellings since 2011, in contrast to a 50 per cent increase in one-bedroom dwellings and a 27 per cent increase in two-bedroom dwellings
- Family-sized apartments across Greater Sydney exceed the affordability threshold in over 116 postcodes, up from 69 in 2021, with households spending more than 30 per cent of median income on rent
- Areas such as Greenacre (38 percentage point increase in rent-to-income), San Souci and Dolls Point (36 percentage points) and Burwood and Strathfield (31 percentage points) have experienced the greatest change (Figures 26a and 26b)
- Families are being pushed further from key centres, which increases travel times and reduces access to employment, schools and services.

Looking out towards a bold future

When the Harbour Bridge opened in 1932, John Bradfield delivered a piece of infrastructure that connected the north and the south, redefining how Sydney moved, grew and worked. His vision showed what is possible when bold ambition and coordinated planning come together with a long-term view of the city's future.

Almost a century later, Sydney again stands at such a moment. In 2026, we continue the journey of connecting east to west, as we eagerly await the opening of the Western Sydney International Airport and the development of the new Bradfield City Centre.

Bold strategies, decisions and investments will be crucial to ensure that all Sydneysiders have access to a sustainable future, connection to community and culture, and opportunities to live and play where Sydneysiders want to be.

Meeting the demands of a bold city will require coordinated decisions across government, industry and community, just as the Harbour Bridge once did at its inception.

If we act with that same ambition today, Sydney's next defining achievement will be a more connected, more resilient and more equitable city — a new kind of bridge that carries Sydney into its boldest chapter yet.



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Keep in touch

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