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Commercial-in-Confidence

Transport for New South Wales
18 Lee Street
Chippendale

AECOM's response to the TfNSW Draft Future Transport Strategy

AECOM would firstly like to thank TfNSW for the opportunity to comment on the Draft Future Transport Strategy. By enabling both the industry and, more importantly, the residents of New South Wales to provide feedback you have allowed everyone to feel engaged and included in the decisions being made about the future of transport in our state.

We are also pleased to see the connection between the Draft Strategy and the Greater Sydney Commissions Draft Greater Sydney Regional Plan. This illustrates how you have both worked and collaborated to provide a coherent vision for the future.

In a world that is becoming more globally connected and competitive, AECOM believes that Sydney can maintain its status as a world-class metropolis which is characterised by its' liveable communities, diverse built and natural assets and growing economy that rivals the most dynamic cities in the world.

But to achieve this, Sydney needs to plan for the social, environmental, employment and health needs of the city's rapidly growing population. The number of people in Sydney is expected to grow from 5 million to 8 million in coming decades; which on paper sounds reasonable, but the pace of accommodating this growth is a challenge we have never faced before in our short history. Residents will need more homes, hospitals and high schools. They will need better access to public transport and less congested roads. Sydney will need to support an older and more culturally diverse population.

It takes more than just spending to create a city like this. What's needed is the right vision and governance. Leaders must start working to a master plan that encompasses all aspects of transport and the Future Transport Strategy is a positive step towards that goal. The inclusion of planning, health and place, and collaboration with the Department of Planning and Environment, is a huge step forward since the 2012 Long-term Transport Master Plan.

Sydney's infrastructure shortages are well-known. Transport capacity is particularly stretched, with a 10 percent increase in the number of peak-hour commuters on Sydney trains in the year to September 2015. The NSW Government is currently delivering a \$41.5 billion public transport and road infrastructure program but in the decades to come, Sydney's local, regional and intercity transport infrastructure will likely need to accommodate a greater share of on-demand transport services, such as shared autonomous vehicles and bus routes shaped by real-time passenger demand'.

Doing nothing to address these challenges could result in greater traffic congestion, longer commute times and lower productivity which would leave residents with less time for social and physical activities and could lead to poorer public health. This why we are pleased to see inclusion of "The 30 Minute City" in the strategy, where people can conveniently access jobs and services meaning people can reach their nearest Metropolitan and Strategic Centres within 30 minutes 7 days a week. Crucial to this is improved public transport to ensure people can move efficiently around the city.

To meet the challenges of today and tomorrow, AECOM believes we need to have a Sydney that is:

- **Brilliant** - Brilliant cities depend on metrics beyond transport capacity and housing availability for measures of success. A brilliant Sydney would prioritise job prospects, education opportunities, housing affordability, open space for sport and recreation, and the health of the population. Digital connectivity would support innovative industries. Residents could spend less time commuting, allowing more time for other activities. This could lead to better health, more social interaction and higher productivity.
- **Diverse** - Sydney could truly welcome diversity by addressing the disparity in income and amenity between Sydney's east and west. This requires not just better transport, but much more evenly distributed infrastructure, amenities and services. That would allow Sydneysiders to live closer to where they work, shop and play sport.

- **Connected** - Sydney can grow and prosper by sharing amenities, housing and natural resources with neighbouring cities and towns – including Wollongong, the Illawarra and Shoalhaven regions to the south; Orange, Bathurst and Lithgow to the west; and the Central Coast and Newcastle to the north. By improving connections to surrounding regions, Sydney could become the hub of a true economic mega-region. This regional approach to long-term urban planning would allow Sydney to excel at a faster rate, just as innovation precincts benefit businesses by encouraging them to collaborate
- **Global** - Sydney has many underlying advantages it can leverage to compete with other cities as a place to live, visit and do business. Our healthcare services lead other countries in the Asia Pacific region, and put the city in a good position to support an ageing population. Our universities are well-regarded by international students throughout the region, and the climate, space and proximity to beaches and other natural attractions sets Sydney apart from some cities

We are encouraged that our vision for Sydney (and NSW) is reflected in the Draft Future Transport Strategy. We applaud bold moves like re-prioritising our road space to encourage more multi-modal transport options. Visionary step changes like this will deliver a Brilliant, Diverse, Connected and Global Sydney.

In light of both the Draft Future Transport strategy and associated Greater Sydney Commission Draft Structure Plan for Sydney, we are currently preparing a more detailed proposition for Sydney at 8 million people. This will be released in Q1 2018, and will flesh test the detail of both of the Government's frameworks and help people understand the huge transformation our city is about to experience. We would appreciate the opportunity to discuss this further with the TfNSW as we finalise its production.

This document will include ideas for:

- Creating 'next generation' streets
- Shifting from Smart to Brilliant Cities
- The creation of a hyper-connected economic mega-region for NSW
- Valuing Green Infrastructure as a treasury-recognised asset class
- Prioritising our road network to encourage a digitally optimised multi-modal transit network

Finally, we would like to commend the Future transport team and all other contributors for creating a comprehensive and inclusive strategy. Achieving the outcomes identified in the document requires a framework that encompasses all our state, rather than individual plans that focus only on individual growth centres or suburbs. To make Sydney **brilliant, diverse, connected** and **globally competitive**, we have to be bold, embrace innovation, change and deliver infrastructure which promotes intergenerational equity. This strategy is the shot in the arm Sydney and NSW needs to start this journey.

Yours faithfully



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