

3 December 2017

Future Transport 2056  
The Government of New South Wales

By email: [futuretransport@transport.nsw.gov.au](mailto:futuretransport@transport.nsw.gov.au)

Dear Sir / Madam,

### **Draft NSW Future Transport Strategy 2056 - Submission**

Sustainable Business Australia (SBA) welcomes the opportunity to comment on the draft NSW Future Transport Strategy 2056 (FTS 2056).

Future mobility coupled with an effective mass transit system has the potential to improve the lives and livelihoods of people across NSW - their quality of life, their health, their environment. Autonomous vehicles (AVs), electric vehicles (EVs) and shared mobility models can reduce emissions, and other airborne particulates, remove cars and/or journeys from the road, significantly improve safety and accessibility, especially for those in areas poorly served by mass transit and people with limited existing accessibility such as the elderly and disabled.

However, undirected, future mobility may also exacerbate existing social and environmental impacts. A mobility system dominated by private autonomous travel could increase journeys and vehicles on the road. Private autonomous vehicles could subsume public transport routes, increasing mobility inequality. Without widespread adoption of EVs, emissions will increase.

Sustainable Business Australia (SBA) fully supports development of the FTS 2056. A sustainable transport future for NSW requires a deliberative and ambitious shift from the status quo as well as multi-sector collaboration between and within the public and private sectors, as demonstrated by SBA research<sup>1</sup>. Establishment of an integrated strategy across government levels and departments outlining investments, plans and policy commitments will be an essential bedrock to achieve this vision and deliver livable, sustainable communities across NSW, in the short, medium and long term.

We applaud FTS 2056 for its strong sustainability focus throughout. We acknowledge and support the draft strategy highlighting the importance of 'a sustainable society' and of minimising the environmental costs imposed by the transport system. We also support the strategy's aim to increase the mode share of public transport services and reduce the use of single occupant vehicles, consideration of how active transport can be increased, and focus on delivering flexible, integrated solutions for customers that work across transport modes.

### **Our Recommendations**

#### **1. Align with the UN Sustainable Development Goals**

Transport is critical to a sustainable world and to the achievement of many of the UN's Sustainable Development Goals, of which Australia is a signatory<sup>2</sup>. SDG 11 relates directly to sustainable cities and includes Target 11.2:

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<sup>1</sup> See Appendix and <http://www.wbcsd.org/Projects/smp2/News/Business-involvement-key-to-Sydneys-mobility-future>

<sup>2</sup> The Sustainable Development Goals (SDGs) are a universal call to action to end poverty, protect the planet and ensure that all people enjoy peace and prosperity. These 17 goals are interconnected – often the key to success on one will involve tackling issues more commonly associated with another. More information can be found at <http://www.undp.org/content/undp/en/home/sustainable-development-goals/>

*Provide access to safe, affordable, accessible and sustainable transport systems for all.* Many other goals and targets also directly relate to the achievement of sustainable transport and its importance on achieving a sustainable economy for all members of society. Australia's achievement of the goals will be dependent on concerted effort from all layers of government, as well as the private sector.

The FTS 2056 should align with the SDGs, and explain how the NSW Government will work towards the goals, including relevant targets and monitoring framework.

## **2. Include a business-government working group to ensure the transition to connected, autonomous and electric is sustainable**

Business is a uniquely placed co-collaborator in the delivery of a sustainable mobility future. It is a conduit between Government and individuals to influence the travel behaviour of their employees, visitors, customers, suppliers as well as the public at large through the products and services they bring to market. The public and private sectors need to work together to catalyse business action, and ensure the right environment to deliver market solutions that contribute to sustainable future mobility.

We commend the FTS 2056 commitment to “consulting outside of Government” on future developments and the business engagement methods listed with “working with our customers to solve problems”. We think the strategy should go further and include commitment to establish a working group representing business, consumers and government and tasked with forming a coordinated roadmap to enable the transition to connected, autonomous and electric vehicles to lead to a sustainable mobility future. This would include pathways to ensure such a transition enables the maximum safety, accessibility and productivity gains, as well as a pathway to zero carbon and other emissions.

## **3. Include strategies to incentivise corporate uptake of sustainable future transport**

Business owns over half of all registered vehicles on the road<sup>3</sup> and their investment and its influence on employees and customers can both significantly enhance mass demand and behavioural acceptance for sustainable future mobility modes, EVs and shared transport in the short term and further afield AVs and mobility as a service.

## **4. Include a commitment to integrate sustainable mobility into NSW planning legislation**

As part of an integrated cross-Government strategy, the FTS 2056 should expressly acknowledge the role of sustainable transport planning measures in delivering sustainable development. This should include a commitment to establish a robust legislative framework to support sustainable transport for new developments, including specific requirement for the development, monitoring and evaluation of Travel Plans for all new developments of a certain size or impact.

Such inclusions should support a partnership approach to delivery of sustainable mobility, a collaborative response with shared responsibility between the public and the private sector and a transparent framework for equitable transfer of responsibility from developer to tenant. Travel Plans, provide the incentive for an innovative and flexible private sector response including technological improvement, developing and scaling up new business models, and leading behavioural change<sup>4</sup>.

The development of the FTS 2056 provides a significant and timely opportunity to ensure that NSW has a integrated and strategic vision that works across all areas of NSW Government and involves business, enabling future mobility to deliver sustainable outcomes throughout NSW.

Should you require any clarification or have further questions, please contact the undersigned.

Yours faithfully,

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<sup>3</sup> <https://www.theclimategroup.org/project/ev100>

<sup>4</sup> See SBA Submission on Amendments to EP&A Act 1979:

[http://planspolicies.planning.nsw.gov.au/?action=view\\_submission&job\\_id=8188&submission\\_id=197106](http://planspolicies.planning.nsw.gov.au/?action=view_submission&job_id=8188&submission_id=197106)

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## Appendix

Sustainable transport is an SBA priority area and as such we have established the **Sustainable Mobility Project** - a cross-sector collaboration to lead an Australian business response to the challenges and opportunities of meeting Sydney's mobility needs more sustainably. The project's aim is to explore what sustainable mobility means for Sydney and how business can bring forward solutions that can shape sustainable mobility; through collaborative engagement, innovation and new business models.

In its inaugural year, the Project established a baseline of Sydney's sustainable mobility performance using a globally benchmarked mobility monitoring and evaluation framework developed by the World Business Council for Sustainable Development. The results found that Sydney's mobility performance is let down by extremely poor scores for both greenhouse gas emissions from transport and long journey to work times, the latter are exacerbated by congestion. This in turn affects employment choices with only 34% of surveyed respondents being satisfied that transport options are available for them to reach job opportunities, due to long, complicated and expensive commutes.

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## About SBA

SBA was established in Australia in 1991, and is the peak body for support and advocacy for sustainable business activities in Australia. In 2014 SBA was appointed Australia's Global Partner for World Business Council for Sustainable Development. Its members include leading Australian businesses, from all sectors, who share a commitment to economic, environmental and social development. SBA represents member companies, public sector enterprises and institutions, BINGOs and community organisations, which in turn represent 100,000 + Australian employees. [www.sba.asn.au](http://www.sba.asn.au).

SBA is the Australian Network Partner of the World Business Council for Sustainable Development (WBCSD).

## About WBCSD

The World Business Council for Sustainable Development (**WBCSD**) is committed to galvanising the global business community to create a sustainable future for business, society and the environment. The WBCSD provides a forum for its 200 member companies to scale up business solutions that change the status quo. SBA, as the Australian global partner with the World Business Council on Sustainable Development (WBCSD), is interconnected in the WBCSD's global sustainable mobility project methodology, creating it within the Australian context. The WBCSD global mobility project is a data-driven, multi-stakeholder approach that helps cities accelerate progress towards multimodal, inclusive and low-environmental impact mobility. Now tested in nine cities around the world over the past three years, the WBCSD methodology has already led to the development of Sustainable Urban Mobility Plans in Europe, India, China and Brazil. [www.wbcsd.org](http://www.wbcsd.org).