

## 9.5. Northern Beaches Network Review submission to Transport for NSW

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<b>ATTACHMENTS</b>	1. Northern Beaches Network Review (NBNR) [9.5.1 - 16 pages] 2. Draft NSC Submission to NBNR [9.5.2 - 6 pages]
<b>CSP LINK</b>	<b>Outcome 4 – A connected LGA where safe, active and sustainable travel is preferred</b> T1. Deliver infrastructure and programs that support healthy and active travel T2. Promote sustainable transport options and make it easier for people to get around without a private car T4. Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours

### PURPOSE:

This report seeks Council's endorsement of the draft submission to the NSW Government in response to the Northern Beaches Network Review.

### EXECUTIVE SUMMARY:

- In September 2023, the NSW Government cancelled the Beaches Link tunnel project, aimed at providing an underground motorway connection from the Northern Beaches to the Warringah Freeway.
- On 24 March 2026, Transport for NSW (TfNSW) opened consultation on the Northern Beaches Network Review. The aim of the review is to look at how TfNSW can improve travel in and around the Northern Beaches, with a focus on practical proposals that can be delivered in the short to medium term.
- The first step of the review is to seek stakeholder comments on the main roads and public transport routes that connect the Northern Beaches to major centres such as North Sydney, Chatswood, Macquarie Park, and the Sydney CBD.
- The draft submission requests that the review avoid increasing private vehicle capacity on the network and instead provide traffic calming to protect local streets from short-cut routes, prioritise public and active transport, improve safety and accessibility, and deliver infrastructure that supports sustainable travel.

### RECOMMENDATION:

**1. THAT** Council endorse the draft submission attached to this report as a formal submission to the NSW Government in response to the Northern Beaches Network Review.

## **Background**

In September 2023, the NSW Government cancelled the Beaches Link tunnel project aimed at providing an underground motorway connection from the Northern Beaches to the Warringah Freeway. To address the removal of the planned link, the Northern Beaches Network Review was proposed, aimed at reducing congestion and travel times on key roads. On 24 March 2026, TfNSW began consultation on the Northern Beaches Network Review.

The Review, which is attached to this report, focuses on the main roads and public transport routes that connect the Northern Beaches to major centres such as North Sydney, Chatswood, Macquarie Park, and the Sydney CBD. The transport corridors in review include Military Road, Spit Road, Warringah Road, Mona Vale Road, and sections of the Pacific Highway travelling north from Artarmon.

The review identifies initiatives already underway, challenges the network faces in terms of safety concerns, unreliable public transport and congestion areas, and seeks comment from stakeholders on actions to address challenges.

Consultation on the review closes 15 June 2026.

## **Report**

North Sydney forms a critical connection point between the Northern Beaches, Lower North Shore, and the Sydney CBD. Changes to traffic conditions, public transport performance, and travel demand along the Northern Beaches corridor network directly influence movement, safety, and amenity within the North Sydney Local Government Area (LGA).

Decisions that increase vehicle capacity or travel speeds north of the LGA impact mode choice, and can result in increased traffic volumes, pressure on intersections, and traffic redistribution onto local streets within North Sydney.

Council acknowledges the stated aims of the Northern Beaches Network Review to provide a safe road network and corridor, support growth and connectivity of strategic and local centres, facilitate efficient movement with a focus on reliability and resilience, integrate with public and active transport, and enhance the liveability, safety, and connectivity of surrounding places.

The draft submission identifies support for these objectives. However, their successful delivery depends on clearly prioritising the movement of people over vehicles and ensuring that improvements do not disproportionately favour private vehicle capacity at the expense of other modes.

The draft submission identifies the key positions as follows:

- i. prioritise public and active transport over private vehicle capacity along corridors within the network;
- ii. improve bus service coverage and frequency, particularly on the eastern side of the freeway, to strengthen local connectivity and access to rail and metro services;

- iii. protect and improve pedestrian amenity, including reducing wait times at intersections and removing slip lanes, particularly in high pedestrian areas;
- iv. deliver Strategic Cycleway Corridors, including a protected connection along Military Road;
- v. protect people using local streets from safety impacts resulting from traffic redistribution associated with major network changes;
- vi. implement lower speed limits with improved priority and safety for people walking and people on bicycles on State roads.

The draft submission identifies that increasing capacity for private vehicle movements is unlikely to achieve the intended outcomes. Expanding road capacity typically reduces safety, accessibility, and amenity for people walking, cycling, and using public transport. It is also unlikely to resolve congestion, as additional capacity is absorbed by increased demand, limiting long term network performance. The draft submission therefore requests that TfNSW prioritise demand management and network optimisation measures over capacity expansion.

In line with Council's Delivery Program 2025 - 2029 and Operational Plan 2025 - 2026, the proposed submission requests the following actions:

#### **Delivery Program Action T1.10**

Advocate to TfNSW for delivery of the following two 'Cycling Super Highways':

- Sydney Harbour Bridge to Crows Nest along the Pacific Highway
- Crows Nest to Mosman and the Northern Beaches

In this case, the draft submission requests the delivery of the NSW Government's Strategic Cycleway Corridors Program through provision of a protected cycleway along Military Road, connecting North Sydney, Mosman, and the Northern Beaches. This reflects an established demand for safe and direct cycling infrastructure along this corridor and aligns with both State and Council policy directions.

#### **Delivery Program Action T2.7**

Advocate to TfNSW to review bus network service coverage and frequency on the eastern side of the freeway to improve local connectivity and links to rail and metro services.

#### **Delivery Program Action T2.10**

Advocate to TfNSW to reduce pedestrian dwell times at signalised intersections (to improve the level of service for walking and cycling) and remove slip lanes in high pedestrian activity areas.

#### **Delivery Program Action T4.3**

Advocate and work with TfNSW to develop and implement a plan to mitigate impacts of the Western Harbour Tunnel on movement and place within North Sydney LGA, leveraging TfNSW Network Performance Plans required for motorway projects, to provide better outcomes for

non-car users. This should include an updated review of the transport modelling to address discontinuation of the Northern Beaches Link.

Consistent with this objective, the Northern Beaches Network Review identifies a key focus on ensuring that traffic accessing the motorway network remains on major corridors rather than diverting through local streets. Council's submission highlights the need to address traffic redistribution impacts associated with network changes, including those arising from the Warringah Freeway Upgrade.

The draft submission identifies the following locations for investigation of traffic calming and road safety improvements:

- Spofforth Street, between Cabramatta Road and Rangers Road;
- Murdoch Street, between Bannerman Street and Florence Street;
- Winnie Street, between Gerard Street and Military Road;
- Ben Boyd Road, between Gerard Street and Military Road;
- Lytton Street, between Ernest Street and Falcon Street; and
- Moodie Street, between Ernest Street and Falcon Street.

The submission also identifies the need for pedestrian safety and accessibility improvements at the following intersections:

- Gerard Street and Macpherson Street; and
- Kurraba Road and Clarke Street.

#### **Delivery Program Action T4.4**

Advocate for lower speed limits and improved pedestrian and cyclist priority on State roads through the LGA.

Overall, the position outlined in the draft submission is that the review should prioritise public and active transport, improve safety and accessibility, and deliver infrastructure that supports sustainable travel. This includes delivery of Strategic Cycleway Corridors, improved bus network performance, and targeted local area traffic and safety treatments to address the impacts of broader network changes.

#### **Consultation requirements**

No additional community engagement is required as this report relates to a submission to a NSW Government consultation process.

#### **Financial/Resource Implications**

There are no financial implications for Council in receiving the advice within this report.

Transport  
for NSW

# Northern Beaches Network Review

Shaping transport on the Northern  
Beaches and Lower North Shore

[transport.nsw.gov.au](http://transport.nsw.gov.au)



## Acknowledgement of Country

Transport for NSW proudly acknowledges the traditional custodians of the lands and waters of Greater Sydney.

Many of the transport routes we use today, from rail lines to roads and water crossings, follow the traditional songlines, trade routes and ceremonial paths that Aboriginal people have followed for tens of thousands of years.

We recognise and value the extraordinary contributions that Aboriginal people and communities make to life in Greater Sydney.

We pay our respects to Elders past and present.



Aboriginal rock carving art in Ku-ring-gai Chase

## Starting with Country

The areas covered by the Northern Beaches Network Review hold rich and enduring Aboriginal heritage, shaped by the Cammeraygal, Gayamaygal and Garigal peoples who have cared for these lands, waterways and coastlines for thousands of years. This Country contains some of Sydney's most significant cultural places, including rock engravings, shell middens, sandstone shelters and ancient pathways that speak to a deep and ongoing connection to land and sea. Today, this heritage continues through the knowledge, stories and custodianship of local Aboriginal communities, whose cultural practices remain central to the identity and spirit of the region. Aboriginal perspectives, voices, and values will be included wherever possible and or appropriate.

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## Minister's Foreword



I am pleased to present the Northern Beaches Network Review, which sets out the first step towards a safer, more reliable and better connected transport network for the communities of Sydney's Northern Beaches and Lower North Shore.

The Northern Beaches is a place of unique natural beauty, with strong, diverse communities who rely on a small number of highly constrained routes to access jobs, education, services and the broader city. For too long, people in the area have faced unreliable travel times, limited public transport options, and growing congestion across key corridors such as Military Road, Spit Road, Warringah Road and Mona Vale Road. This review is an important step in changing that.

Transport is fundamental to opportunity. Reliable buses, safer roads, and better walking and cycling links all play a vital role in supporting people to get to school, work, healthcare and everyday services. For young people, older residents, people with disabilities, shift workers and those without a car, public and active transport are essential.

The NSW Government is focused on getting back to basics and improving the services people rely on each day. For the Northern Beaches, that means delivering a public transport network that is more dependable and easier to use, upgrading critical intersections, targeting known safety hot spots, and improving connections to Metro, rail and major employment centres. It also means

strengthening access to housing, jobs, local centres and the wider motorway network through targeted, practical and cost effective improvements.

Community feedback has been central to this work. We have listened to the many people who have told us about long bus trips, unreliable services, congestion pinch points, safety concerns, and the need for more travel choice. Their lived experience has shaped the findings in this Review, and it will continue to shape the actions we take next.

As we plan for the future of the Northern Beaches, we are committed to ensuring that improvements deliver real benefits for local communities - safer roads, faster and more reliable public transport, healthier and more accessible streets, and a transport system that reflects the needs and aspirations of the people it serves.

I look forward to continuing to work with the community, councils and stakeholders as we refine the opportunities identified in this Review and build a more connected, resilient and sustainable future for the Northern Beaches.

**The Hon. Jenny Aitchison, MP**

## Executive summary

The Northern Beaches Network Review examines how the transport network serving the Northern Beaches and Lower North Shore is performing and where improvements could be made. This Review presents early analysis and options by Transport for NSW (Transport) to help inform discussion and seek feedback.

The area relies on a limited number of key road corridors to connect people to jobs, education, health services and the wider Sydney transport network. As population and travel demand continue to grow, these corridors are under increasing pressure, resulting in congestion, unreliable travel times and safety challenges, particularly during peak periods.

The Review focuses on the main roads and public transport routes that connect the Northern Beaches to major centres such as North Sydney, Chatswood, Macquarie Park and the Sydney CBD. Corridors including Military Road, Spit Road, Warringah Road, Mona Vale Road and the Pacific Highway carry high volumes of traffic and buses each day. With very limited opportunities to build new roads, improving the performance of the existing network is essential.

The Review identified several key challenges affecting the network. Congestion leads to long and unpredictable journeys for motorists, bus passengers and freight operators. Incidents and disruptions can quickly impact a wide area, reducing network resilience. Public transport services are often delayed and do not consistently provide a clear travel time advantage over driving. In addition, some busy roads divide local centres, creating barriers to walking and cycling and reducing local amenity.

At the same time, substantial investment is already being made to improve transport outcomes across the Northern Beaches. Major road upgrades, targeted safety programs, resurfacing works and network efficiency improvements are underway to improve reliability and resilience. Public transport initiatives include new and upgraded buses, bus priority infrastructure, service adjustments linked to Sydney Metro, and trials of technology to help buses move more efficiently through traffic. These initiatives are already delivering benefits and provide a strong foundation for future improvements.

Building on this work, the Review identifies a range of short to medium term opportunities that could further improve safety, reliability and connectivity. These opportunities focus on practical, cost-effective measures such as intersection upgrades, enhanced bus priority, corridor optimisation and improvements to walking and cycling. The emphasis is on making better use of existing infrastructure, rather than constructing new major road links.

The opportunities outlined in the Review are not funded and are presented as options for discussion only and are subject to future government consideration. The Review presents early findings on which to seek community and stakeholder feedback. This will help refine priorities, inform trade-offs and guide decisions on next steps, ensuring future investment reflects the needs of people who live, work and travel in the Northern Beaches.

# The Northern Beaches Network Review

## Strategic context

Transport for NSW (Transport) is here to make moving around NSW safe, easy and accessible for all. We're focused on better understanding how we can deliver a safe, reliable, integrated and equitable transport network for NSW. In response to independent reviews and NSW Government direction and priorities, Transport has prepared the **Connecting NSW Strategy** which responds to the critical challenges facing NSW. Across the state, we're getting back to basics and reconsidering where and how we prioritise investment to support the greatest benefits for our customers, passengers and communities.



## Our priorities

### Towards zero trauma



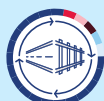
Aspire to eliminate trauma across the entire NSW transport network and ensure the safety and peace of mind of communities across NSW.

### Reduce transport disadvantage



Connect all people in NSW to the jobs and health, education, cultural and recreational services they need to prosper, regardless of where they live and their ability to pay.

### Restore reliability and build resilience



Enhance transport access and connectivity by minimising disruptions, restoring reliability, ensuring safety and strengthening the resilience of our networks to keep our communities and supply chains moving.

### Reimagine road space to drive mode shift



Accommodate the travel demands of a growing population, and support sustainability goals without sacrificing quality of life and health outcomes.

### Transition to net zero emissions



Drive a reduction in emissions and accelerate the decarbonisation of NSW's transport sector to transition to a net zero future to combat climate change.

### Enable whole-of-government outcomes



Work collaboratively with our cross-agency partners to support the Government's key priorities, including the delivery of more housing, energy transition and Closing the Gap.

## Background

In 2022 the Beaches Link and Gore Hill Freeway Connection (Beaches Link) was placed on hold. In 2023 a Strategic Infrastructure Review was undertaken, which reassessed infrastructure investment priorities across Government. As a result of that review, the Government made the decision to formally cancel the Beaches Link project.

In response, Transport has prepared a comprehensive network review. The review focuses on our key state road corridors across the Lower North Shore and the Northern Beaches, with the aim of identifying short-term and medium-term opportunities that will allow us to better manage the network and improve public transport performance and reliability. It is not a replacement for the Beaches Link.

## About the Review

The Review has assessed and identified a range of short to medium term opportunities which support our vision for the Northern Beaches, deliver the goals of the Connecting NSW Strategy and support the NSW Government's broader plans and priorities.

This document outlines the outcomes of the Northern Beaches Network Review and provides a high level summary of the opportunities identified so far. Its purpose is to share our current thinking, invite your feedback, and ensure the community has a clear understanding of the work underway. More detailed information is available on our website or scan the QR code on this page.



The opportunities identified in this report are currently unfunded and decisions about next steps will be made once we understand the community's views and priorities. Your feedback is essential in shaping what should be progressed, refined or reconsidered as we work towards a future transport network that better serves the Northern Beaches.

## Stakeholder Engagement

Transport received feedback through a series of meetings with local councils and key stakeholders. Key themes raised included ongoing traffic challenges on the Pacific Highway, Spit Road and Warringah Road, and strong support for better bus connections between Dee Why, Chatswood and along Eastern Valley Way as key corridors. Stakeholders also expressed clear community willingness to choose public transport in the Northern Beaches, provided services are more reliable and frequent. There was also strong emphasis that any road network improvements should support and safeguard councils' active transport aspirations, particularly along the Pacific Highway and Mowbray Road.

## Vision for the future

Our vision for the Northern Beaches is to:



Provide a safe road network and corridor.



Support growth and connectivity of strategic and local centres by helping to deliver 30-minute cities and 15-minute neighbourhoods



Facilitate efficient movement with a strong focus on reliability and resilience.



Integrate with public and active transport, providing the right type of infrastructure to support public transport interchanges, pedestrians and cyclists, and local movements.



Leverage future transport infrastructure and services to enhance the liveability, safety and connectivity of surrounding local centres and places.

# The Northern Beaches Network Review

The Northern Beaches Network Review (the Review) provides an analysis of the key road corridors in Sydney's Lower North Shore and Northern Beaches. The Review will help Transport to better understand the needs and challenges facing these communities, the future transport demands and possible opportunities to address them.

## Network challenges and context

The Northern Beaches road network experiences congestion during peak periods which results in poor travel time reliability for road users and public transport services. Access to the Northern Beaches is primarily provided through three key corridors, Mona Vale Road, Warringah Road and Spit Road, with limited opportunities for expansion for these urban corridors. The constrained road network requires an evidence-based approach, with targeted, cost-effective measures that optimise the road network and deliver benefits to the community.

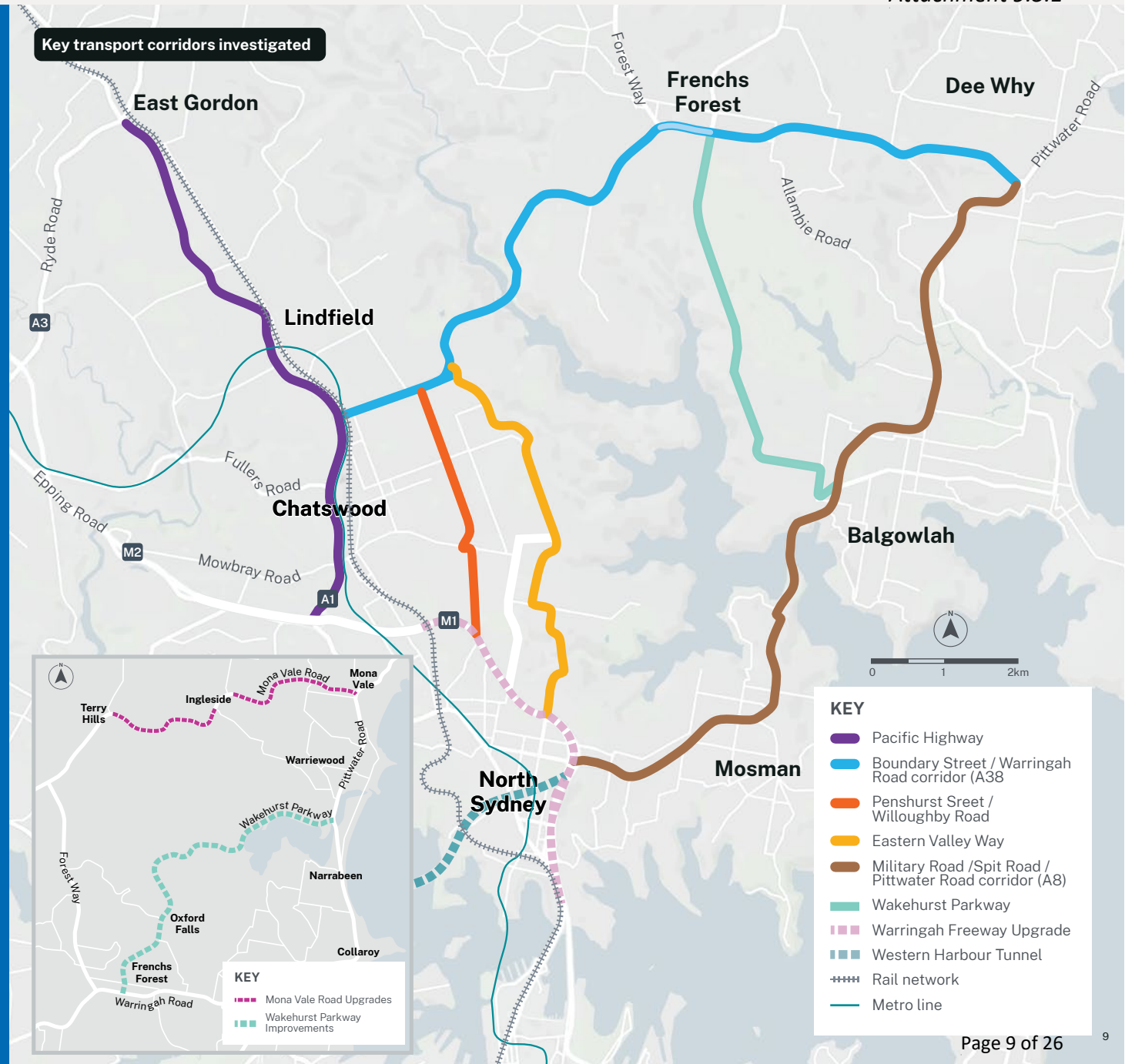
## Approach and methodology

The Review completed a traffic and transport assessment to help understand current and future conditions. It also reviewed and considered existing strategic planning and policy frameworks and other studies in the area. Road traffic patterns, adjacent local roads, public transport use, parking and pedestrian and cyclist movements were also considered.

Transport used traffic modelling that considers future population growth, land use changes and other major road and public transport projects. The Review has also taken into consideration feedback from local councils and any community issues previously reported as part of other projects or initiatives.

## Alignment with NSW Government priorities

In keeping with NSW Government priorities, the Review focused on opportunities to manage road network performance and reliability of public transport at critical locations, facilitate the efficient movement of people and goods, and improve accessibility for for active transport.




# Understanding the study area

## Natural features

Rugged coastlines, expansive white sandy beaches and mature bushland characterise the Northern Beaches. This area of remarkable natural beauty includes the leafy beach suburbs of Frenchs Forest, Brookvale, Dee Why and Manly.

The geographic isolation of the Northern Beaches from the rest of Sydney is defined by Middle Harbour, the adjoining Garigal and Ku-ring-gai Chase National Parks, and the steep topography of the coastal escarpment. Access to and from the Northern Beaches is only available via either water (for example, Manly Ferry) or three road points through the adjoining Local Government Areas (LGAs) of Mosman, Ku-ring-gai and Willoughby: Spit Bridge (on Spit Road), Roseville Bridge (on Warringah Road) and Mona Vale Road.




Limited connectivity poses several challenges for performance and reliability of the road network and public transport.

## People and communities

The Northern Beaches lies within the North District of the Greater Sydney Region Plan – A Metropolis of Three Cities, with the economy focused on the cluster of strategic centres along the Eastern Economic Corridor, including North Sydney, St Leonards, Chatswood, Macquarie Park and smaller centres further north within the Northern Beaches, including Frenchs Forest and Brookvale/Dee Why.

The Review study area covered an area over 390 km<sup>2</sup>, including six LGAs within the northern district, and is home to over 875,000 residents (around 19 per cent of Greater Sydney’s population). This is forecast to increase by 18 per cent by 2036. A relatively modest growth rate of 10 per cent to 2041 is expected within the Northern Beaches LGA, reflecting a higher proportion of growth planned closer to rail and metro stations.

Housing varies significantly across the study area, ranging from densely populated urban centres to semirural villages, and includes the North Shore’s mix of established detached homes, townhouses and growing areas of low and mid rise apartments near transport hubs.



Balancing growth, sustainability and community wellbeing  
Accommodate the travel demands of a growing population, and support sustainability goals without sacrificing quality of life and health outcomes.



# Moving people and goods

## Moving people

People in the Northern Beaches travel daily for work, education, shopping, services and recreation, but their access to major employment hubs to the south is constrained by reliance on a few congested corridors.

Access between the CBD, North Sydney, Willoughby and Chatswood is serviced by the Metro and rail network, providing fast and frequent connections to key employment and education centres along the North Shore.

Access between the Northern Beaches and the larger employment hubs south of the North District, or beyond to Sydney's CBD, is primarily by private vehicle and bus services using the Military Road - Spit Road (A8) and Warringah Road (A38) Eastern Valley Way corridors. These arterial links are highly congested during peak periods, with over 65,000 and 75,000 vehicles using these corridors daily.

Only a small proportion of jobs within Greater Sydney are accessible to Northern Beaches residents within 30 minutes by private vehicle or public transport during the morning peak.



## Moving goods

Freight in this part of Sydney mainly involves local deliveries, trade suppliers and service vehicles rather than large industrial trucking. Between North Sydney and Ku-ring-gai, freight mostly uses the Pacific Highway, which is the key north-south corridor for couriers, trades and light-to-medium trucks. Reliable access along this route is essential for supplying the area's many small businesses and retail centres.

Between North Sydney and the Northern Beaches, freight activity relies on Pittwater Road, Mona Vale Road and connecting arterials. These corridors support daily deliveries to the Northern Beaches' light industrial precincts in Brookvale, Warriewood, Cromer and Frenchs Forest, which house warehouses, workshops and logistics businesses.

Understanding these freight movements is important, because freight vehicles share the same constrained road network as buses and private cars. Ensuring these routes operate smoothly helps maintain reliable deliveries, supports local business activity, and reduces conflicts that can contribute to congestion across the region.

### Current situation

**Spit Bridge**  
The only remaining opening bridge on the Sydney road network. Tidal flow arrangement provides extra lanes in the peak periods.

**Roseville Bridge**  
Carries over 75,000 vehicles per day  
9,500 bus passengers per day

**Mona Vale Road**  
Carries 56,000 vehicles per day

**Eastern Valley Way**  
Carries 28,000 vehicles per day



# Initiatives already underway

## Improving the road network

We're already driving progress and delivering a number of initiatives across the Northern Beaches as part of the NSW Government's commitment to improving access and reliability of the Northern Beaches road network.

**Wakehurst Parkway Improvements project** is upgrading the road between Frenchs Forest Road and Pittwater Road in North Narrabeen. The project will improve safety and reduce congestion and delays for this key link in Sydney's Northern Beaches.

**Wakehurst Parkway flood improvement project** (delivered by Northern Beaches Council) is a dedicated flood mitigation program along Wakehurst Parkway to reduce how often the road is forced to close during heavy rain.

**Mona Vale Road East upgrade** includes 3.2 kilometres of Mona Vale Road between Manor Road, Ingleside, and Foley Street, Mona Vale. Improves safety with additional lanes, widened shoulders, and a heavy vehicle emergency run off ramp. The upgrade was open to traffic in March 2024.

**Mona Vale Road West upgrade** includes 3.4km of Mona Vale Road between McCarrs Creek Road, Terrey Hills and Powderworks Road, Ingleside, from two lanes to four lanes. Improving safety, traffic flow and efficiency.

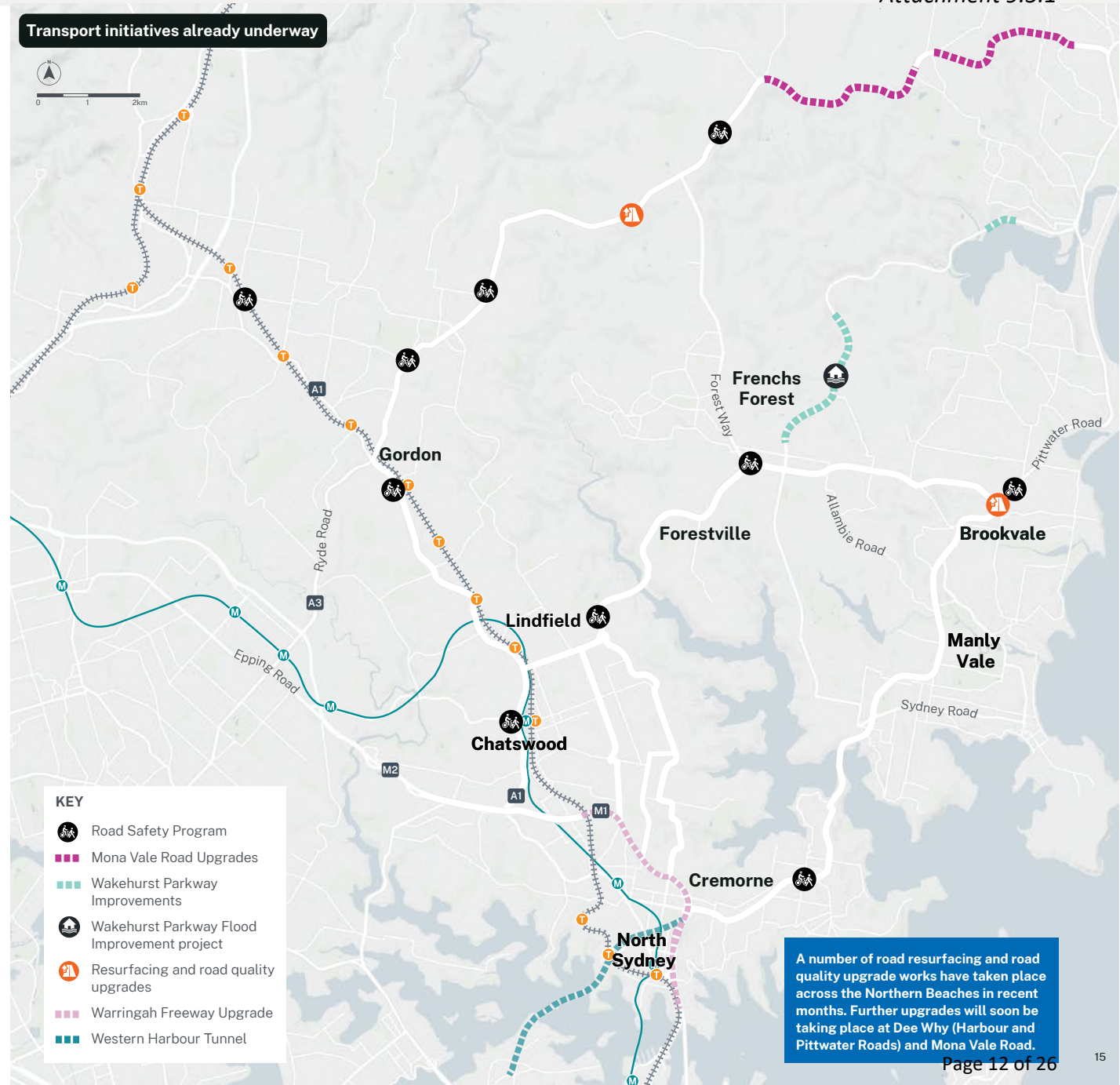
**Resurfacing and road quality upgrades across the Northern Beaches** Resurfacing and road quality upgrades are taking place at Dee Why (Harbord and Pittwater Roads) and Mona Vale Road in the coming months. The work is being carried out to keep our key corridors safe, smooth and reliable.

**Road Safety Programs** The Road Safety Program delivers targeted infrastructure and speed management treatments to create a safer, more resilient road network aimed at reducing fatalities and serious injuries.

**Network Efficiency Program** The Network Efficiency Program is a rolling program that delivers a range of cost-effective solutions that aim to improve the reliability and efficiency across the Sydney road network. The program aims to enhance traffic flow, road safety, accessibility and connectivity for all road users, including motorists, freight operators, public transport passengers, and active transport users. The program seeks opportunities to maximise the effectiveness of the existing infrastructure network to achieve enhanced customer outcomes.

**Bus Priority Infrastructure Program** The Bus Priority Infrastructure Program is a rolling program that delivers infrastructure improvements to address the reliability and efficiency of bus services in Sydney. The program delivers a wide range of low-cost infrastructure and operational changes including dedicated bus lanes, traffic signal technology and layover facilities.

**Major Projects Integration** Transport is preparing a pre-opening Road Network Performance Plan and an Operational Road Network Performance Review for the Western Harbour Tunnel and Warringah Freeway Upgrade. These include updated impact assessments and considers how the project performs once open.



## Initiatives already underway

### Improving public transport services

Public transport plays a vital role in keeping the Northern Beaches moving. As the area continues to grow and travel patterns shift, we're focusing on providing reliable, frequent and accessible services that meet the needs of local communities.



We're maximising the benefits of Sydney Metro. The opening of the Sydney Metro has influenced how people travel across the wider network. We're monitoring these changes and adjusting connecting bus services to maximise benefits.



We're delivering more bus services - 60 new high-capacity buses to improve reliability across key routes.



We're delivering more reliable buses for your everyday journeys and repairing the fleet and getting them back on the road as soon as possible.



We're delivering greener buses. Cleaner, quieter, zero emission buses are coming to the Northern Beaches soon.



We're engaging more bus drivers - but we still need more! If you're looking for a new role please contact us!



The Bus Priority Infrastructure project is making small changes but having big benefits. Delivering quick, low cost upgrades - like bus lanes, signal priority and better bus facilities - to keep buses moving and improve everyday reliability.



We're trialling new technology to give buses priority at traffic lights, with results guiding future upgrades and coordinated improvements to keep the corridors moving smoothly.

### Improving active transport

Active transport is planned as part of the wider Strategic Cycleway Corridors program for Greater Sydney. Opportunities to improve walking and cycling are considered in all road upgrade projects, and we are working closely with councils through the Get NSW Active program to deliver new paths, safer crossings and better local connections.

Work is underway across NSW Government to help promote and enable e-micromobility. Find out more in the E-micromobility Action Plan 2025.



# Challenges

The Review identified four key challenges which limit our ability to realise our vision for the Northern Beaches.

**Most crashes happen on the busiest corridors linking the Northern Beaches and Lower North Shore**

In the last five years, there have been 995 reported crashes along the six State Road corridors included in the review. The greatest number of crashes were recorded on Military Road (338 crashes), followed by Pacific Highway (263 crashes) and Warringah Road (237 crashes). Mona Vale Road and Eastern Valley Way have a greater proportion of crashes resulting in serious injury (31 per cent and 29 per cent of crashes along the corridors, respectively). The highest crash rate, of any crash type, per kilometre was found on the Pacific Highway corridor, followed by Military Road.

**There is limited capacity along the key corridors connecting the Northern Beaches to the wider Sydney Road network**

Access between the Northern Beaches, the CBD and beyond – and to additional public transport options such as rail and metro – is primarily provided by private vehicle and bus services using the Military Road - Spit Road (A8) and Warringah Road (A38) – Eastern Valley Way corridors. Each day, 43 bus routes traverse the Spit Bridge, with 117 buses crossing in the period between 8 and 9am alone. A further 13 bus routes use Military Road, most carrying passengers to and from Mosman, Cremorne and Neutral Bay. This creates a heavy dependency on one primary access route for connection to Sydney's broader transport network.

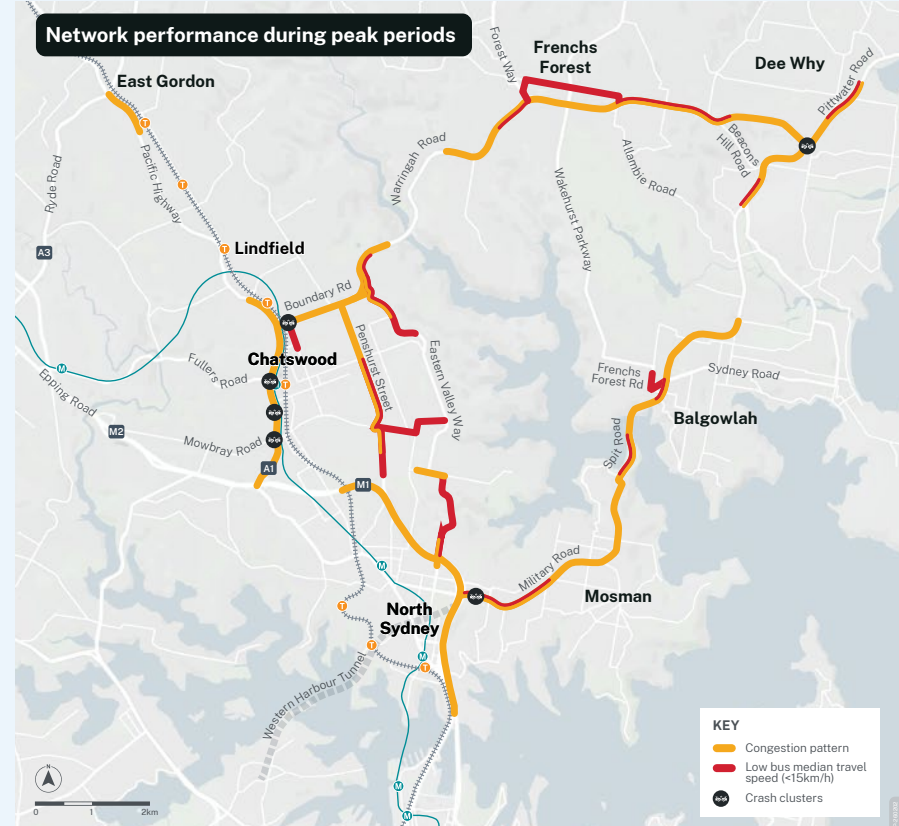
Research indicates individuals within the Northern Beaches find the bus network complex, confusing, unreliable, indirect and infrequent. Driver shortages were considered a significant contributor to lack of reliability. Due to the topography and limited movement corridors, both local and regional trips compete for road space as road users, of all modes, attempt to access the broader motorway network for connection across Sydney.

**Public transport is sometimes unreliable and doesn't provide a consistent time advantage when compared to car travel**


A key contributor to low bus speeds, particularly along corridors like Military Road - Spit Road (A8) around Cremorne and before / after the Spit Bridge, is the high number of buses that mix with cars and other traffic. This creates competition for limited road space and results in increased congestion and lengthy delays. These delays make it harder for buses to start and finish their trips on time, which then causes flow on problems for services during busy peak periods. Lower bus speeds in the AM and / or PM peaks are also present along the Penshurst Street corridor and at multiple locations for outbound bus services, i.e. away from the CBD on the eastern end of the Warringah Road (A38) corridor approaching Pittwater Road.

**Peak period congestion leads to long delays and less reliable journeys for both people and goods**

The existing network, under current demand, has congestion issues that significantly impact the reliability and resilience of trips. The key challenge lies in creating more capacity within constrained road corridors. Key locations within the study area that experience congestion in either the AM, PM and / or on a weekend are shown in the map.



# Addressing the challenges

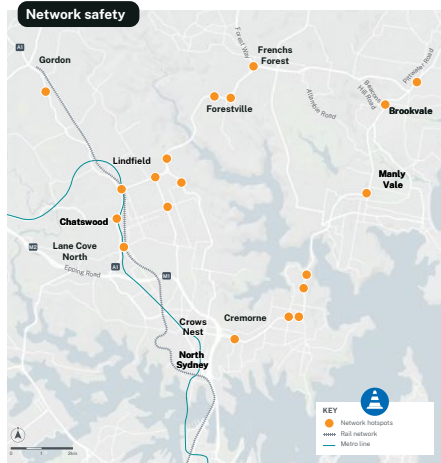
 Improve safety of transport corridors to the Northern Beaches - aiming towards net zero


Safety is the highest priority for Transport. The 2026 Road Safety Action Plan aims to reduce fatalities by 50 per cent and serious injuries by 30 per cent by 2030, with an aim of zero road trauma by 2050. Transport analysed crash data along the Review corridors and identified crash clusters (groups of 10 or more crashes) at several intersections.

The greatest number of crashes over the period is along Military Road (338 crashes), followed by Pacific Highway (263 crashes) and Warringah Road (237 crashes). Excess speed has contributed to 11 per cent of all crashes in the Northern Beaches. Some of the highest casualties in the Northern Beaches include motorcyclists (16.7 per cent), pedal cyclists (10.6 per cent) and pedestrians (8 per cent). These are all higher or equal compared to NSW and Sydney.

**We will prioritise safety in all of our investigations and options assessment**

Read more in the Road Safety Action Plan -2026 Road Safety Action Plan | NSW Government



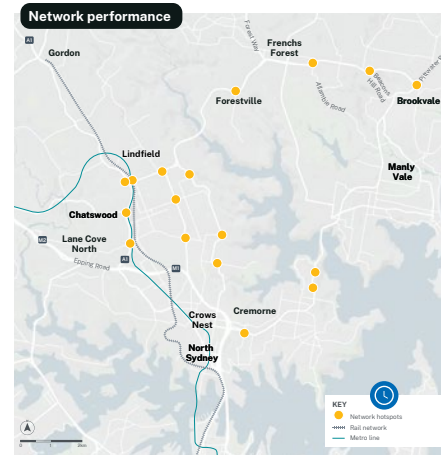
 Improve travel time to support the movement of people and goods -making our roads reliable and resilient when disrupted


Our road network is under growing pressure. Traffic volumes and freight demand continue to rise, while the cost of maintaining and upgrading roads is increasing, making it harder to keep pace with what the network needs. When incidents or disruptions occur, the effects are felt quickly and across a wide area.

A key part of improving reliability is helping buses move more efficiently. Introducing bus lanes in the counter peak direction, particularly in the morning, would allow buses to reach the start of their routes more quickly. This supports better on time running, more reliable timetables and a more dependable bus network overall. Some parts of the Northern Beaches already benefit from substantial bus priority during the morning peak, while others have very little, resulting in inconsistent performance across the network.

Building a more resilient road network means improving its ability to adapt, prepare for disruptions, keep roads available and safe, and recover quickly when issues do occur. A more resilient system will be better able to handle long term pressures and withstand future shocks.

Our goal is to improve reliability and strengthen road network resilience so communities are better supported during everyday travel as well as during weekends. While we will continue to build and upgrade roads to support access and productivity, we need to re-evaluate how we respond to road congestion. By providing short-term relief, in the absence of attractive alternatives to driving, we often see the congestion return. Rethinking how we use our roads to make public and active transport the first choice is essential.



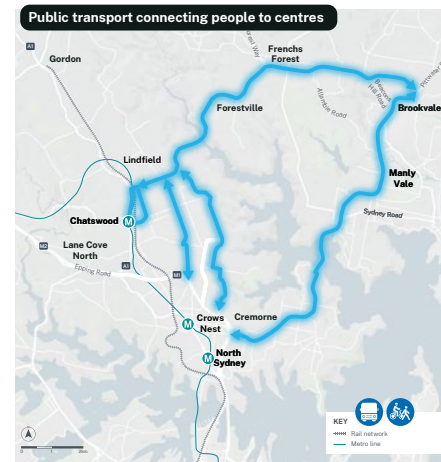
 Create attractive, sustainable transport choices -rethinking how we use our roads to make public and active transport the first choice


Our roads and streets perform essential functions for transport, commerce, social interaction and public life. When our roads are congested or used inefficiently the impacts are widespread.

Providing more car-free options gives people more choices. Public transport moves far more people in the same road space by replacing dozens of private cars with a single bus, maximising existing infrastructure and delivering greater mobility for the entire community. More people choosing sustainable modes of transport such as active and public transport will reduce traffic congestion, improve air quality and urban amenity, and improve health and wellbeing.

**We want walking and cycling to be the preferred mode of transport for short trips**

We will continue to support trips that combine different modes by improving the links between walking, cycling and public transport. A key priority is building continuous, connected cycling networks so bike riding becomes a practical and attractive option for everyday travel. This includes working closely with councils to fill the gaps and create a fully connected cycle network across the area.

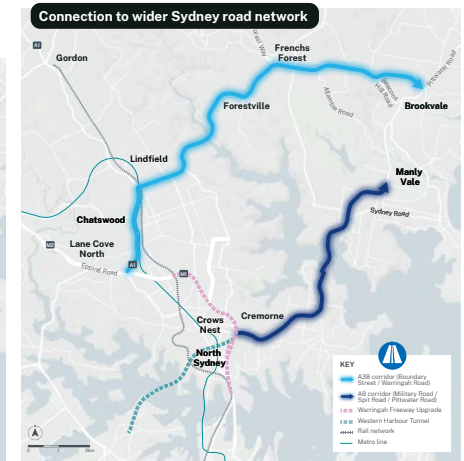


 Improve connectivity and travel choices between Northern Beaches and Sydney's motorway network -reducing disadvantage and restoring reliability

As Sydney continues to grow, improving access to key motorways and major transport hubs is essential for keeping communities connected. One of the NSW Government's top priorities is supporting new housing, and better transport links play a major role in making new and existing neighbourhoods easier to reach.

A key focus is ensuring that people who need to access the motorway network use the major corridors designed for that purpose, rather than diverting through local streets. Strengthening traffic flow on key approaches to the Gore Hill Freeway and Warringah Freeway, such as the Pacific Highway, Willoughby Road, Eastern Valley Way and Penshurst Street, will help reduce bottlenecks, improve reliability and minimise diversions through residential areas.

These road and public transport improvements will be coordinated with the broader network integration work underway for the Western Harbour Tunnel and Warringah Freeway Upgrade, ensuring all projects work together to deliver smoother journeys and better connected communities.



# Opportunities

The opportunities proposed aim to get more value from the network by improving, integrating and fine tuning existing roads, public transport and active transport links. They also seek to align with council priorities and address some of the recurring issues we have heard from the community. We have provided three examples of the opportunities in this document. To view all of the opportunities proposed please see the website.

## Improving safety

All of the opportunities we're exploring - as well as the initiatives already underway across Transport for NSW - are focused on improving safety for everyone who uses our roads. This includes work to address known safety hot spots across the network. Read more about our current [Road Safety Program](#)

## Prioritising buses

We're looking at ways to make buses faster and more reliable on busy roads, including improving bus priority on major car dominated corridors like Warringah Road, to give people better access to key centres such as Chatswood, North Sydney and the CBD. A strong focus is on making Metro transfers easier, improving links to Macquarie Park and reducing delays for access to Chatswood Interchange. The bus priority on Military, Spit and Pittwater roads can also be strengthened to support future growth by making public transport a more attractive option.

## Improving intersections

We're exploring ways to improve traffic flow on key roads including the Pacific Highway, Warringah Road and Pittwater Road; reduce pressure on surrounding streets; and make it easier to deliver future public and active transport projects. This work supports new housing areas around Chatswood, Roseville and Frenchs Forest, and looks at improving safety by upgrading intersections and making it easier for people walking and riding to move across busy roads.

## Corridor planning

As part of corridor planning, we're looking at how the Pacific Highway can better operate as a key connection to the wider motorway network, while also recognising the importance of supporting housing growth and local places like the Willoughby Road town centre and balancing the needs of through traffic with the needs of the local community. Future planning work will help us better understand what's needed - so we can support new active and public transport connections. We will continue to work closely with councils and other stakeholders to identify these needs.

## Overarching opportunities



To view all the opportunities identified please scan the QR code or visit [nswroads.work/haveyoursay-nbnr](https://nswroads.work/haveyoursay-nbnr)



Council Meeting 25 May 2020 Agenda

## Realising the opportunities

### Pacific Highway / Mowbray Road

#### Challenge

At peak times, the Pacific Highway and Mowbray Road are heavily congested, causing long delays and affecting a key east west local traffic route. Chatswood's growing population is adding more pressure, and intersection delays are making bus services less reliable.

#### Opportunity – intersection improvements

Upgrading the Mowbray Road and Pacific Highway intersection will help cut peak-time congestion and reduce bus delays, while improving safety, active transport access and traffic flow to major routes like the M2 and Gore Hill Freeway.

#### Benefits

- Smoother travel on major corridors
- Less traffic on local streets

- **Changes to turning movements** some right turns or left turns may be restricted or relocated to keep traffic flowing more smoothly or to give buses a clearer run.
- **Road space reallocation** creating space for bus lanes, wider footpaths or safer cycling routes may mean relocating road space along the corridor and may change some travel lanes and parking spaces. This can provide more reliable public transport, safer active travel options, and a more comfortable streetscape for pedestrians.
- **Changes to traffic patterns** when intersections are redesigned, some drivers may need to adjust their routes or travel habits. Better organised traffic patterns reduce bottlenecks, improve peak hour performance, and create a more reliable journey for everyone.
- **Visual changes to the street** new signals, signage, kerb adjustments or lane markings can change the look and feel of an area.
- **Additional capacity (new lanes or turn lanes)** adding lanes or new turning options to reduce queuing and improve performance. This boosts intersection capacity, cuts delays, and supports safer merging and turning.

### What does intersection improvements mean?

Improvements are changes made to busy intersections to help traffic move more smoothly and safely. The goal is to reduce delays, improve safety, and make it easier for everyone to move around. These changes are designed to benefit the broader road network, but they may require adjustments to how people travel. Some examples of different intersection improvements and what they may mean are:

- **Road layout improvements** small changes, within the existing intersection footprint, or adjusting turning lanes, that reduce delays for all road users.

### Warringah Road

#### Challenge

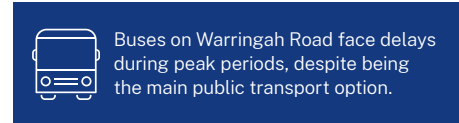
There is very little bus priority along Warringah Road, even though buses serve the largest catchments and are the only public transport option. The corridor needs better access and faster, more reliable bus travel to give people a real alternative to driving and stronger connections to Metro services.

#### Opportunity – bus prioritisation

Introducing bus priority lanes would improve reliability and travel times, support more sustainable travel, and strengthen connections to Metro and major employment centres like Chatswood, Macquarie Park and the CBD.

#### Benefits

- Improved bus travel times
- Improved reliability for key bus routes
- Improved connections to Metro and major employment centres like Chatswood, Macquarie Park and the CBD



### What does prioritising buses mean?

There are a number of different ways we can prioritise bus movements along corridors and at intersections to improve journey time. These include:

- **Dedicated bus lanes** lanes reserved for buses during peak periods or all day, allowing them to bypass general traffic.
- **Queue jump lanes** short bus only lanes at intersections that let buses move to the front of the queue and get through the lights first.
- **Traffic signal priority** smart traffic lights that extend a green light or shorten a red light when a bus is approaching, helping it keep to schedule.
- **Transit lanes** encourage people to shift from single driver vehicles to public transport or car pooling, which helps buses move faster than general traffic.
- **More efficient use of road space** adjusting kerbside restrictions during peak periods, so buses have a clear path during busy times.
- **Better stop placement and spacing** moving stops to more efficient locations or reducing unnecessary stops to keep buses moving.
- **Intersection improvements** small changes, localised widening at intersections or adjusting turning lanes, that reduce delays for all road users.

Some changes may be needed to deliver these benefits. To tell us what you think about this opportunity and to view the others identified, please visit our website or scan the QR code



# Realising the opportunities

## Pacific Highway

### Challenge

Chatswood is undergoing significant housing and development growth, with more than 6,000 new homes planned by 2036. The Pacific Highway faces performance and reliability challenges, especially during morning, evening and weekend peak periods, impacting access to Chatswood CBD and the Interchange/Metro for both cars and buses. Tidal flow traffic management changes how traffic lanes operate between Eddy Road and Fullers Road at different times throughout the day, adding to the complexity for drivers on the corridor.

### Opportunity - corridor planning

We're exploring ways to improve peak period traffic flow between Mowbray Road and Fullers Road. This planning work responds to housing growth and congestion and councils' vision for the precinct, aiming to deliver safer, more reliable access to Chatswood and key transport connections. These opportunities would support growth and development, and councils' plans for the future.

### Benefits

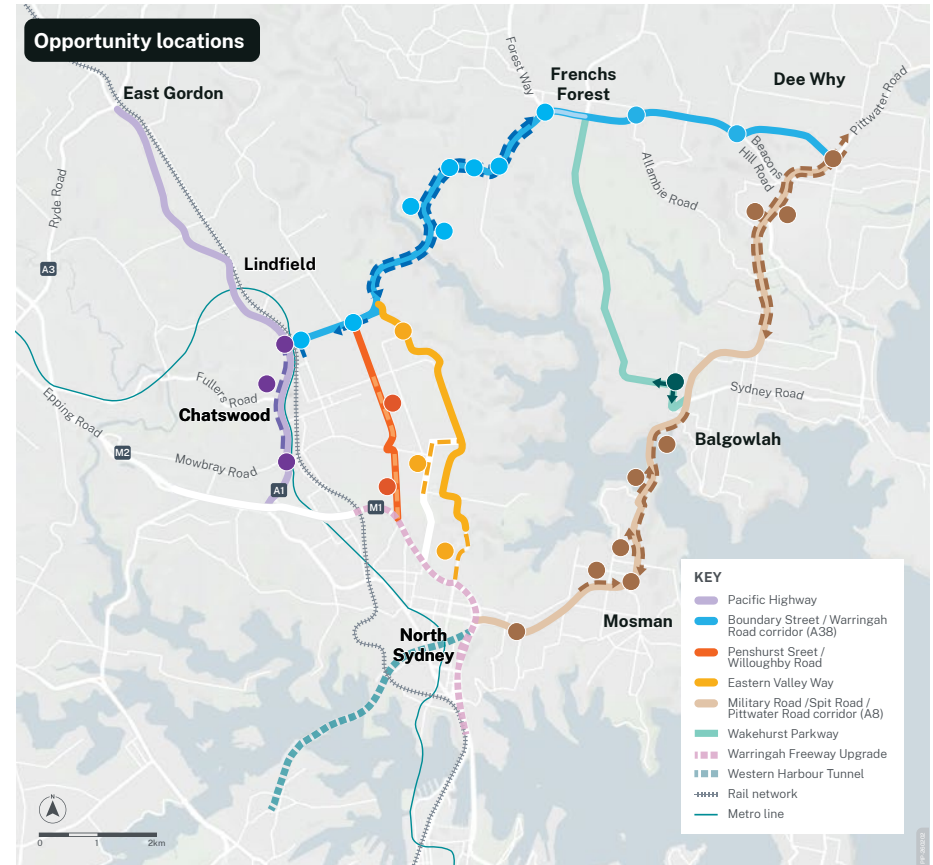
- Smoother travel along the Pacific Highway
- Easier access into and out of Chatswood
- More reliable public transport connections
- Safer and easier access to local shops, services and homes

### What do we mean by corridor planning?

Corridor planning is about making the whole transport corridor work better — not by building big new roads, but by improving how the existing road network functions so people can move more easily and reliably.

In practice, this can look like:

- **Improving access to key motorways** Improving traffic flow on the main roads feeding the Gore Hill and Warringah freeways, like the Pacific Highway, Willoughby Road, Eastern Valley Way and Penshurst Street, to reduce bottlenecks and keep people moving.
- **Strengthening connections to public transport hubs** This includes making it easier to reach rail stations and Sydney Metro precincts, where new homes and jobs are growing. Better walking and cycling links help people reach these hubs safely and conveniently.
- **Making buses a more attractive choice** Enhancing bus priority along corridors like Willoughby Road and Eastern Valley Way gives buses a clearer run, making services faster and more reliable so more people choose them over driving.
- **Working with councils to align future planning.** Partnering with local councils to understand their long term planning goals and ensure transport upgrades support and integrate with their vision for housing, jobs and movement across the precinct.
- **Coordinating upgrades with major projects** Ensuring improvements align with the Western Harbour Tunnel and Warringah Freeway Upgrade so the whole road network works together, rather than each project operating in isolation.



# Next steps

## Have your say

Our goal is to make the transport network work better for everyone, improving efficiency and supporting more people to choose public and active transport. What we focus on next will be shaped by your feedback.

We want to hear about your experience using the transport network: how you travel, when you travel, and whether the challenges and opportunities we've identified reflect what you see day to day.

We've carried out a detailed review of the Lower North Shore and Northern Beaches transport network to understand what's working well and where the biggest challenges and opportunities are. This includes looking closely at key roads, public transport, safety, and how people move around every day.

Now we want to hear from you. Do our findings reflect your experience? Do these challenges and opportunities feel right based on how you travel across the area?

We're also keen to understand what matters most to you, where you think effort should be focused, and how you view the trade offs involved in improving a constrained road network.


Your insights will help refine priorities and shape practical, community focused solutions from the opportunities and initiatives identified.

**To have your say and shape the future of Transport on the Northern Beaches and Lower North Shore, view the interactive map on our website**

## What happens next

Your feedback will be consolidated, analysed and used to help shape the blueprint for the future transport network in the Northern Beaches. An engagement report will be prepared and shared, outlining what we heard and the themes that emerged. Once the analysis is complete, we'll come back to you to show how your feedback has influenced our priorities and informed the next steps.

If you have questions or would like to stay updated on transport planning in your area, get in touch and register for updates.



Email: [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)  
 Phone: 1800 684 490  
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# North Sydney Council

Submission to the NSW Government on the Northern Beaches Network Review

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## Executive Summary

North Sydney Council (Council) welcomes the opportunity to comment on the NSW Government's Northern Beaches Network Review.

Council supports the review objectives to improve safety, connectivity and network performance across the corridor. These objectives align with Council's adopted Community Strategic Plan, which establishes a clear vision for:

"A connected LGA where safe, active and sustainable travel is preferred."

Council's support is contingent on the review prioritising public and active transport outcomes over increased private vehicle capacity, and delivering improvements that support safe, efficient and equitable access for all users.

Council's key positions are:

- i. Prioritise public and active transport over private vehicle capacity along corridors within the network.
- ii. Improve bus service coverage and frequency, particularly on the eastern side of the freeway, to strengthen local connectivity and access to rail and metro services.
- iii. Protect and improve pedestrian amenity, including reducing wait times at intersections and removing slip lanes, particularly in high pedestrian areas.
- iv. Deliver Strategic Cycleway Corridors, including a protected connection along Military Road.
- v. Protect people using local streets from safety impacts resulting from traffic redistribution associated with major network changes.
- vi. Implement lower speed limits with improved priority and safety for people walking and people on bicycles on State roads.

## 1. Introduction

North Sydney Council welcomes the opportunity to comment on the Northern Beaches Network Review.

Council recognises the importance of this review in shaping a transport network that supports population growth, improves connectivity between centres, and integrates effectively with public and active transport.

Council's Community Strategic Plan identifies the need to build a connected LGA where safe, active and sustainable travel is preferred. This direction reflects strong community feedback supporting improved walking, cycling, and public transport outcomes over increased reliance on private vehicles.

## 2. Alignment with Review Objectives

Council acknowledges the stated aims of the Northern Beaches Network Review to:

- provide a safe road network and corridor;
- support growth and connectivity of strategic and local centres;
- facilitate efficient movement with a focus on reliability and resilience;
- integrate with public and active transport; and
- enhance the liveability, safety, and connectivity of surrounding places.

Council supports these objectives. However, their successful delivery depends on clearly prioritising the movement of people over vehicles and ensuring that improvements do not disproportionately favour private vehicle capacity at the expense of the priority modes of people walking, cycling and using public transport.

## 3. Transport Network Priorities

### 3.1 Public and Active Transport First

Council requests that any improvements made as part of the corridor review prioritise public and active transport.

Increasing capacity for private vehicle movements typically results in reduced safety, accessibility and amenity for people walking, cycling and using public transport. Any road capacity increase, even capacity increase within existing intersection footprints, will not resolve congestion and will induce additional demand, limiting long term network performance.

With high trip demand across North Sydney, vehicle use must be supported by a high-quality public and active transport network that is accessible, convenient, and reliable. Travel Demand Management strategies that improve and incentivise active and sustainable public transport must be implemented with infrastructure and service improvements and allowed time to take effect to fully realise the benefits of mode shift, including reduced traffic, reduced emissions, and better health outcomes.

### 3.2 Bus Network Improvements

Council supports the NSW Government's review bus network service coverage and frequency along the key routes. Council requests a targeted review of bus services on the eastern side of the freeway to improve local connectivity between suburbs and access to rail and metro services.

Improved bus coverage and frequency is critical to reducing reliance on private vehicles and achieving broader network efficiency outcomes. Priority can be provided to buses without expanding road capacity by converting existing lanes to bus priority and with bus queue jumps at intersections.

## 4. Walking and Public Domain Outcomes

Council requests that amenity for people walking be protected and improved along key corridors. This includes:

- maintaining and increasing footpath widths;
- reducing pedestrian wait times at signalised intersections;
- removing slip lanes, particularly in high pedestrian activity areas; and
- reducing speed limits and providing improved pedestrian and cyclist priority on State Roads.

Improving safety and amenity for people walking is essential to achieving the NSW Government's objective stated within the Review of encouraging walking as the preferred mode for short trips.

## 5. Cycling and Strategic Connections

The NSW Government goal to encourage walking and cycling as preferred modes for short trips is supported by the Strategic Cycleway Corridors Program.

This program identifies key connections within the Eastern Harbour City, including links between North Sydney, Mosman, and the Northern Beaches along Military Road.

North Sydney Council's adopted Bike Action Plan supports the delivery of protected cycling infrastructure along these corridors.

Council receives regular community feedback regarding safety concerns associated with people riding on footpaths along Military Road. This reflects a lack of safe, direct, and legal cycling connections along the corridor.

There is a clear and established demand for safe cycling infrastructure.

Council requests that, as part of the Northern Beaches Network Review, the NSW Government prioritise delivery of a protected cycleway along Military Road as part of the Strategic Cycleway Corridors Program.

## **6. Managing Congestion and Network Performance**

Community feedback consistently identifies congestion as a key concern. Council notes that the long-standing practice of increasing road capacity alone is insufficient to address congestion. Any additional road capacity, including increased through put at intersections, has the opposite effect and increases demand, particularly during peak periods.

Effective network performance should instead focus on:

- managing demand;
- improving public and active transport options; and
- optimising existing road space.

The reallocation of existing road space to more efficient transport modes will provide greater long-term benefits compared with expanding capacity for private vehicles. To achieve the best outcomes for the greatest number of people, the reallocation of road space must be coordinated with over travel demand management initiatives sustained over time.

## **7. Local Impacts and Road Safety**

Council and the local community have identified safety concerns associated with traffic redistribution, particularly following major network changes such as the Warringah Freeway Upgrade.

These impacts include increased number of people driving on local streets as short cut routes, often at speeds and volumes not suited to local conditions.

Council requests that the review consider traffic calming and safety improvements on the following streets:

- Spofforth Street between Cabramatta Road and Rangers Road
- Murdoch Street between Bannerman Street and Florence Street
- Winnie Street between Gerard Street and Military Road
- Ben Boyd Road between Gerard Street and Military Road
- Lytton Street between Ernest Street and Falcon Street
- Moodie Street between Ernest Street and Falcon Street

Council also requests pedestrian accessibility and safety improvements at:

- Gerard Street and Macpherson Street; and
- Kurraba Road and Clarke Street.

## 8. Place Outcomes

Road widening and increased vehicle capacity can result in significant impacts, including the loss of trees and urban canopy, the reduction of public space, and diminished place outcomes for local centres.

Council supports the stated objective of the review of improving safety of transport corridors. Council requests that the review consider lower speed limits with improved priority and safety for people walking and people on bicycles on State roads.

It is important that future transport planning supports liveability by refining the definition of movement and protecting public domain quality to prioritise better place outcomes, particularly in urban centres such as Neutral Bay.

## 9. Conclusion

North Sydney Council supports the stated objectives of the Northern Beaches Network Review.

To realistically achieve these objectives, the review must prioritise public and active transport, improve bus network performance, deliver safe cycling infrastructure, and address local safety impacts particularly for people walking.

Council looks forward to continued collaboration with Transport for NSW to deliver a transport network that is safe, connected, and supports sustainable travel outcomes.