



4: Roads and Traffic

Our Objective

To develop and manage an efficient road network that supports connectivity for the movement of people and goods within and beyond the Northern Beaches, and that can be safely shared by all users.

Our Challenges

There are high levels of traffic and congestion on the major roads on the Northern Beaches during peak and non-peak periods (see Appendix 2). Numerous Government reports document the congestion, long journey times and poor accessibility to and from the area ¹³.

Travel speeds on major roads on the Northern Beaches are well below posted speed limits. Speeds on The Spit Bridge/Military Road are typically below 13 km/h during afternoon peak ¹⁴ period. Speeds on the Warringah Road corridor

are between 30-40 km/h throughout the week ¹⁵. A recent review shows that Warringah Road is already at capacity and that clearways will only provide minor improvements to traffic flows and congestion ¹⁶.

Freight connectivity to the region is also constrained. Vehicles over 19 metres are prohibited on Sydney Road/The Spit Bridge and Warringah Road. This increases freight travel times, adds to the cost of deliveries and the need for smaller trucks. There are also time limits placed on the delivery of goods and truck

movements in some areas to balance commercial and residential demands (e.g. The Corso restrictions in the Manly Town Centre). This is a challenge for the future as more and more online business purchases mean increased delivery and freight movements.

Extreme weather events are increasing in both frequency and intensity. This is affecting the efficiency and resilience of the road network. For instance, Wakehurst Parkway and Pittwater Road from Collaroy to Narrabeen and at Warriewood, are susceptible to flooding.

¹³ Infrastructure Audit Report 2015, and Infrastructure Australia, Australian Infrastructure Plan, Infrastructure Priority List, Project and Initiative Summaries, February 2016, states the cost of congestion in Sydney is projected to rise from \$5.6 billion in 2011 to \$14.8 billion in 2036. Our three main roads are cited among the third, fourth and tenth worst in Sydney – Wollongong-Newcastle.

¹⁴ Beaches Link and Gore Hill Freeway Connection Scoping Report, NSW Government, October 2017.

¹⁵ Proposed Clearways on Warringah Road, Roseville Bridge to Beacon Hill Road, Beacon Hill, Volume 2, Review of Environmental Factors, Appendices A – G, NSW Government, November 2017

¹⁶ As above.



The limitations of Mona Vale Road (single lane from Ingleside to Pittwater Road at Mona Vale) are also documented¹⁷. Incremental improvements to Mona Vale Road are the only likely options via additional lanes. The planned development of the Ingleside centre will also depend on its connectivity by road. This accessibility is even more important when bushfire risks from the surrounding Garigal and Ku-ring-gai Chase National Parks are considered.

The safety of the roads and transport network is critical to residents, workers and visitors. This requires an integrated approach and a commitment to safety from the various stakeholders involved in transport planning, design and management.

The availability of up to date information on transport and traffic drives travel options and choices. There is limited up-to-date information

on traffic volumes. Some parts of the Northern Beaches road network have no regular traffic monitoring available to the public.

Our Opportunities

The NSW Government is planning the Beaches Link Tunnel to seek to improve road and public transport between the Northern Beaches and Greater Sydney. Council has an opportunity to work with the NSW Government to ensure the project delivers the maximum benefit for our residents including fast public transport and minimises impacts on local communities.

Congestion cannot solely be addressed by building more road capacity. This inevitably makes driving more attractive, leading to more people driving for more trips. The road network needs to be managed to discourage increases in traffic and promote alternative modes of travel.

We will consider the needs of all road users and where possible prioritise walking, cycling and public transport as preferred travel modes in moving around and beyond the Northern Beaches.

Improving the efficiency of the transport network is also part of the equation. Council will work more with NSW State agencies and key transport providers. There are currently a number of planned improvements underway, and others coming in the next year or so.

'On-street rapid transit corridor via light rail or rapid bus' has been identified for the Northern Beaches, both in the North District Plan and Future Transport Strategy 2056¹⁸. Specifically, this is the Brookvale/Dee Why route through Frenchs Forest to Chatswood and Macquarie Park, with possible extensions to both Terrey Hills and Manly. Improving the east-west transport corridor is a priority for Council.

¹⁷ The Beaches Link and Gore Hill Freeway Connection Scoping Report, October 2017 (p.7)

¹⁸ Future Transport Strategy 2056, Future Transport, NSW Government, March 2018

Advancement in technology may assist in managing transport and traffic on the Northern Beaches. The NSW Government's Future Transport Strategy 2056 identifies a range of possibilities including technology-enabled mobility; world-class mass transit, more service possibilities with connected and autonomous vehicles¹⁹, new personalised devices for short trips, use of drones, and use of alternative fuels. Council supports initiatives which provide more reliable customer information and assist transport availability.

Continued participation in programs such as the Local Government Road Safety Program, will deliver road safety education projects across the community. It also provides road safety information around schools. There are opportunities to expand these services in partnership with the Roads and Maritime Services.

Our Future Priorities

- Work with the NSW Government and advocate on behalf of the community in the planning of the Beaches Link Tunnel.
- Continue to advocate for the full delivery of the Mona Vale road upgrade.
- Continue working with State agencies and key transport providers to improve roads and traffic network and town and village developments
- Advocating for road improvements to reduce travel times on the east-west and north-south road corridors
- Supporting the efficient movement of freight and deliveries within commercial areas, villages and centres to support the economic productivity of the Northern Beaches and new commercial precincts
- Supporting improved decision making

through more accurate and up-to-date traffic information

- Supporting environmental improvements and innovation in vehicle technology
- Continue partnering with the NSW Government to deliver travel change behaviour and road safety programs

Have Your Say on Roads and Traffic

1. Do you support these priorities? Why or why not?
2. How do we reduce car travel and congestion on our roads?
3. What do you think about 'driverless or autonomous cars or vehicles', and their impact on our traffic network?

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¹⁹ 'Driverless vehicles will fix Sydney's Transport mess', Laurie Patton, 14.1. 2018, <https://thenewdaily.com.au/news/state/nsw/2018/01/14/sydney-trains-driverless-cars/>