

25 May 2026

The Hon. Jenny Aitchison MP
Minister for Roads and Regional Transport
GPO Box 5341
Sydney NSW 2001

Dear Minister,

RE: Submission – Northern Beaches Network Review (NBNR)

Thank you for the opportunity to provide feedback on Transport for NSW's Northern Beaches Network Review (NBNR).

Mosman Council acknowledges the work undertaken to assess the performance of the transport network across the Northern Beaches and Lower North Shore. The Review clearly identifies the significant constraints impacting key corridors, particularly the Spit and Military Road (A8), which form the primary regional transport spine through Mosman. These corridors are already experiencing high levels of congestion, poor reliability and limited resilience, with direct impacts on the daily movement of residents, workers and visitors accessing employment, education and essential services.

However, Council considers that the Review is limited in both scope and ambition. The proposed measures are largely incremental in nature, focusing on bus priority and optimisation of the existing road network. While these may deliver some short-term improvements, they do not represent a response commensurate with the scale of the transport challenge facing the region. From a Mosman perspective, these measures will not resolve the structural constraints of the A8 corridor, nor will they adequately respond to the significant growth anticipated across the Northern Beaches and Lower North Shore.

This issue is particularly critical in the context of the NSW Government's Low and Mid-Rise Housing reforms, which will facilitate increased dwelling capacity and population growth across the region, including along already constrained corridors. Through the Mosman Masterplan, Council is undertaking detailed work to understand the infrastructure implications of this growth. While Council does not have responsibility for planning or delivering State transport infrastructure, the evidence available clearly indicates that increased density will require a corresponding uplift in transport capacity. Without this investment, existing congestion, safety and reliability issues will be exacerbated.

In this context, Council strongly advocates for a shift toward more ambitious, regionally significant transport outcomes. The current reliance on incremental bus-based improvements is not sufficient to meet projected demand and should not be considered either a long-term solution or an effective interim response. A step-change in infrastructure investment is required, consistent with an integrated regional approach to transport planning.

A critical gap in the current Review is the absence of transformational infrastructure solutions. In particular, the cancellation of the Beaches Link Tunnel has removed a key piece of enabling infrastructure that was previously supported by a comprehensive business case. From Mosman's perspective, this has resulted in increased pressure on the Spit/Military Road corridor and reduced overall network resilience. Council therefore supports renewed consideration of strategic, high-

capacity infrastructure, including major road connections and mass transit solutions capable of delivering a meaningful improvement in network performance.

The Review also does not adequately address key structural weaknesses, most notably east–west connectivity. Strengthening connections between the Northern Beaches and major centres such as Chatswood represents a significant opportunity to reduce pressure on the A8 corridor. Council supports further investigation of enhanced east–west public transport services, improved bus–rail interchange at Chatswood, and the potential for B-Line style services connecting Brookvale and Chatswood as part of a broader regional network solution.

In addition, the Spit Bridge remains a critical constraint within the network. As an ageing structure with limited capacity and regular openings, it is a unique vulnerability within Sydney's arterial road system and significantly reduces network reliability. Council considers that the Review does not adequately address this issue and that a long-term, transformational solution is required to improve movement, reliability and network resilience for all users.

At the local level, Council emphasises the importance of maintaining an appropriate balance between movement and place along the A8 corridor. Military Road and Spit Road function not only as key regional transport routes, but also as Mosman's primary commercial and community spine. Any proposed upgrades must carefully consider impacts on streetscape quality, amenity and the character of Mosman Village.

Council also supports a range of complementary measures to improve safety, accessibility and network performance. These include enhancing B-Line capacity, improving pedestrian crossing safety—particularly at Spit Junction where grade-separated solutions should be considered—expanding active transport infrastructure and regional bicycle connections, and investigating opportunities to increase ferry usage. Council also supports improved bus stop design and accessibility, smarter traffic management systems, and initiatives to better manage demand through collaboration with schools, health facilities and major trip generators.

Environmental and resilience considerations must also be incorporated into future planning, including addressing emissions along the corridor and the increasing risk of inundation in low-lying sections of Spit Road. The NBNR should also align with the outcomes of the Outer Sydney Harbour Coastal Management Program currently in development.

Finally, Council emphasises the importance of ongoing collaboration. Transport for NSW must engage with Mosman Council at all stages of planning and delivery, ensuring local knowledge and strategic planning work—particularly the Mosman Masterplan—are integrated into decision-making processes. Consultation should occur early and continuously, rather than at the final stages of project development.

Mosman Council considers that the Northern Beaches Network Review must evolve beyond a program of incremental improvements to a framework for transformational, regionally integrated transport investment. Without this shift, the proposed measures will not deliver the capacity, resilience or connectivity required to support future growth and maintain the liveability of the area.

Council looks forward to continued engagement with Transport for NSW and the NSW Government to progress a more ambitious and coordinated approach to transport planning for the region.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A Kimber', written in a cursive style.

Cr Ann Marie Kimber
Mayor of Mosman