

Integrated Transport



North Sydney's next ten years
HAVE YOUR SAY

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RECOGNITION OF THE CAMMERAYGAL PEOPLE

*We respectfully acknowledge the
Traditional Custodians of the land
and waters of North Sydney local
government area (LGA), the
Cammeraygal people*

We recognise the Cammeraygal people as the Traditional Owners of the area known today as North Sydney. We acknowledge that the alienation of Cammeraygal Country occurred with a land grant in 1794 without consultation, treaty, or compensation.

Western archaeological evidence shows that Aboriginal people have been in North Sydney at least 5,800 years, and likely for thousands more. We treasure and seek to preserve Cammeraygal connection to Country.

In 1890, when North Sydney Council was formed through the merging of three boroughs, the word Cammeraygal was included on its coat of arms. Today it holds a central position in the Council's logo as a reminder of the long and ongoing Indigenous heritage of this place.

In recent years the spelling of Cammeraygal has varied to include Gammaraigal and Gai-maragal as our community has sought to reflect and honour the heritage of First Nations people in a more culturally appropriate manner.

We need you!

North Sydney Council seeks your views on the future transport system in the North Sydney Local Government Area (LGA).

This discussion paper highlights some of the strengths, challenges and strategic opportunities within our LGA and encourages you to think about...

Where we are now?

Where we want to be?

How will we get there?

North Sydney continues to grow in population (both residential and employment). Our LGA serves the local community and the people of Greater Sydney as home to the second CBD. It also provides critical north-south movement function for those making long journeys across NSW.

Our community says that North Sydney is congested and we know first-hand that road widening won't solve this problem (as evidenced by the recent challenges faced at the Rozelle Interchange) and will have serious consequences like tree loss and impacts on public space. We need to act now to plan a transport future which creates a North Sydney we all enjoy.

Did you know...

The Western Harbour Tunnel project resulted in the loss of green space and more than 900 trees to make way for a new motorway facility.

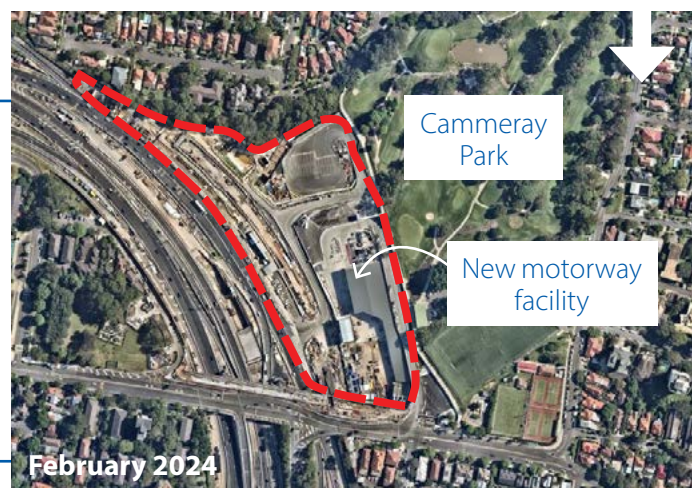


As NSW's population grows, congestion on our networks will continue to be a challenge, affecting productivity and the wellbeing of customers and communities.

Building our way out of congestion is not sustainable; we must get more from our existing assets.

Transport will focus on optimising the system through managing demand and performance before providing additional supply or capacity.

- Future Transport Strategy, NSW Government



Purpose of this paper

This Discussion Paper presents information to guide community consultation on the future of North Sydney's transport system. It highlights some of strengths, challenges and strategic opportunities within the North Sydney Local Government Area (LGA) and encourages thinking about where we are now, where we want to be and how we will get there.

The information collected through the consultation will help to identify the needs and aspirations of the North Sydney community and will be used to develop our Integrated Transport Strategy for the next 10 years.

The Integrated Transport Strategy is one of eight Informing Strategies being prepared by Council that together will consider needs and priorities in the following key areas:

- Culture and Creativity
- Economic Development
- Environment
- Governance
- Housing
- Open Space and Recreation
- Social Inclusion

Once prepared, these eight informing strategies will be combined to form our new 2025-2035 Community Strategic Plan, Delivery Programs and Operational Plans. They will determine our priorities and ensure that Council's resources are focused on delivering outcomes needed and wanted by our community.



What is integrated transport?

Integrated transport is a cohesive, interconnected and balanced system that seamlessly connects various modes of transportation, such as rail, metro, buses, ferries, cycling, walking and other forms of micromobility, as well as private vehicles.

An integrated transport system is resilient to disruptions and provides travellers with efficient, convenient and varied options for reaching destinations, delivering freight and accessing services.

Get involved

We have a number of opportunities for the community to provide feedback, including:

Complete an online survey

Complete our 10-minute online survey to provide your feedback and ideas about transport networks within North Sydney.



Attend a Community Forum

Join us for the Integrated Transport Community Forum where a panel of experts will provide insights and encourage discussion about the future of Transport in North Sydney.

Wednesday 12 June | 6pm-7.30pm

Hutley Hall, North Sydney Council

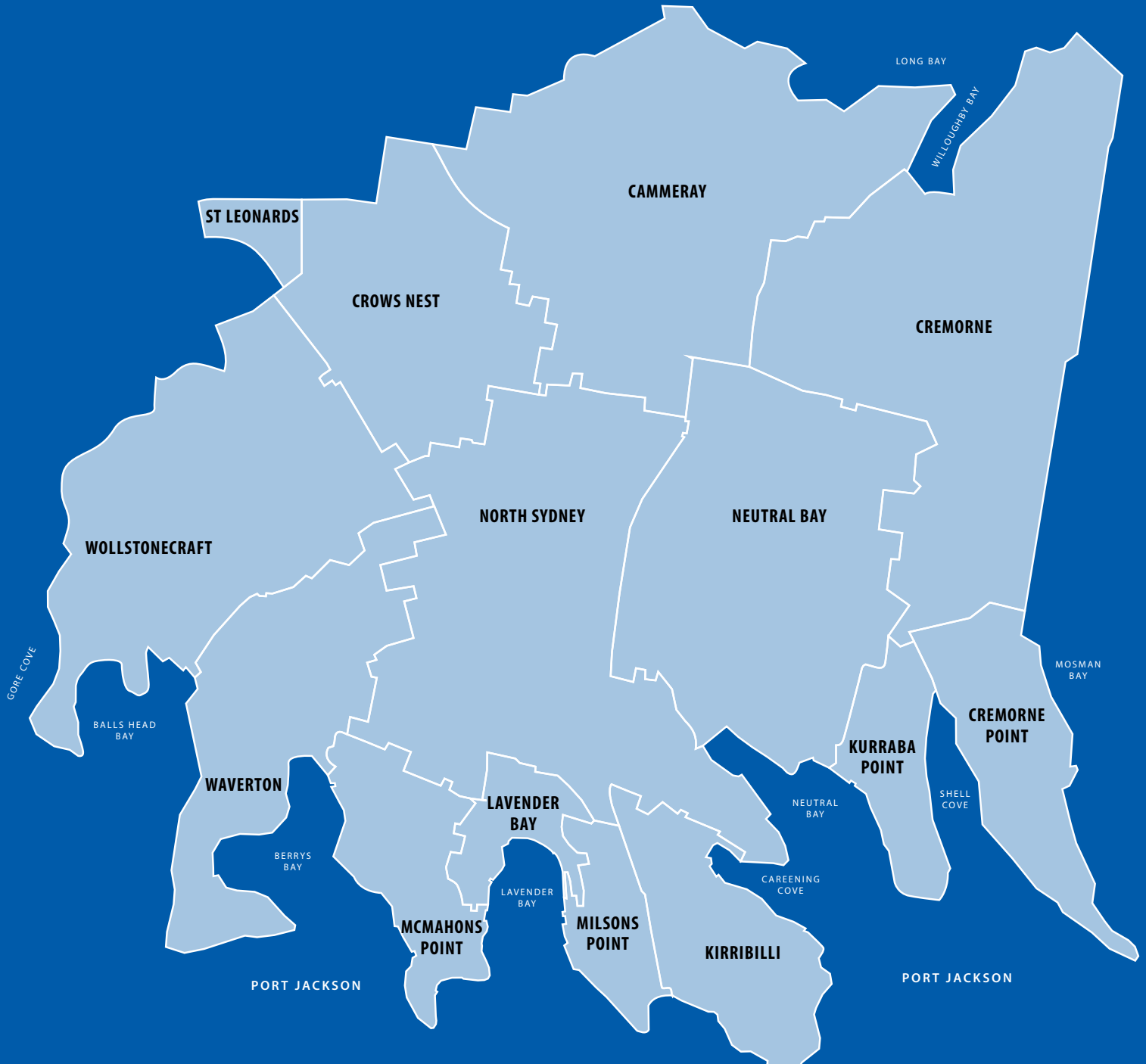
Register your interest to join us on a neighbourhood walk

Walk and chat with Council representatives. Raise concerns on site, show us what works.

For more information visit

yoursay.northsydney.nsw.gov.au/our-next-ten-years

About North Sydney



Sources: 1. Australian Bureau of Statistics Estimated Resident Population 2023
2. Australian Bureau of Statistics 2022
3. NSW Land and Housing Corporation Analysis 2023

OUR COMMUNITY



72,014

Estimated resident population (2023) ¹

79,442

Forecast population (2036) ¹

38

Median age ²

0.4%

Population who are Aboriginal and/or Torres Strait Islander ²

40%

Residents born overseas ²

17.7%

Population engaged in some form of voluntary work ²



OUR GEOGRAPHY

10.49 Km²

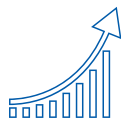
Land Area ²

8%

Open Space

14

Suburbs



OUR ECONOMY

\$20.75 billion

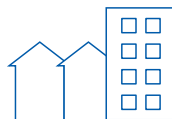
Gross Regional Product (GRP) representing 3.13% of Gross State Product ²

80,652

Working population (13.3% live in the LGA) ²

\$1,593

Median total personal income (weekly) ²



OUR HOUSEHOLDS

89.3%

Population living in high/medium density housing ²

1.4%

Social housing ³

24.1%

Households with children ²

Transport in North Sydney

Now...

Residents and visitors to the North Sydney LGA have access to a variety of transport options that facilitate movement within the LGA and across Sydney.

Trains offer frequent services to the Sydney CBD, North Shore suburbs, and beyond, while a comprehensive **bus** network connects residential areas, commercial precincts, and other local destinations. **Ferry** services operate from various points along the harbour foreshore, including McMahon's Point Ferry Wharf and Milsons Point Ferry Wharf, providing convenient links to Circular Quay in the Sydney CBD and other harbourside destinations.

There is a growing uptake of healthy and sustainable travel modes promoted by provision of **bike lanes**, **pedestrian-friendly infrastructure**, and **shared paths** that connect public transport hubs with residential and commercial areas. A majority of residents in the LGA are located within walking or cycling distance to mass transit options (particularly in the western portion of the LGA), contributing to the economic development and liveliness of place.

The eastern side of the North Sydney LGA relies on buses for public transportation. Residents may choose to drive due to the limited public transport alternatives, leading to increased travel time for both bus passengers and car drivers during peak hours.

The **Warringah Freeway**, the **Pacific Highway** and **Military Road** facilitate mass vehicular movement across the region, serving as some of Sydney's busiest road corridors. While the function they serve for vehicles is integral to the success of the wider transport network, they create barriers for walking and cycling from east to west across the LGA and the cost of construction is high.

The *Future Transport Strategy* (NSW Government) prioritises a shift towards sustainable and active modes of transportation, emphasising walking, cycling, and public transit over freight and private vehicles. This approach responds to the need to 'do more with what we have' in planning for a transport system that continues to meet the needs of its users as our population grows.

We need to be smart in the use of our finite land resource, and plan for transport options that provide efficient, safe and reliable travel for all.

consider first



consider last



The NSW Government transport priorities as identified in the Future Transport Strategy



North Sydney LGA is **divided** by the Warringah Freeway, the Pacific Highway and Military Road which provide an essential 'through' travel function for vehicles making longer journeys across the LGA or wider Sydney. They also act as vehicular **gateways** to suburbs across the LGA.

Our strengths...

- ▶ The North Sydney LGA is set to grow by close to 7,000 residents by 2036¹. More people = diversity, opportunity and economic growth.
- ▶ The LGA provides many opportunities to live, work, recreate and learn within a 15-minute commute (for those who choose it).
- ▶ Walking, cycling and public transport demand is growing at a significantly higher rate than private vehicle travel demand².
- ▶ The suburbs of North Sydney and Crows Nest have the highest residential population and forecast population growth in the LGA³, and are well located near to public transport and amenities. Walking and cycling to these destinations is also a viable option for many residents.
- ▶ North Sydney provides great access to railway stations and bus services in the western portion of the LGA where a majority of employment is located.
- ▶ The Metro will improve transport choice, offering another accessible and affordable option for commuters within, and to and from North Sydney.
- ▶ The new Metro stations represent a significant opportunity to boost the appeal of North Sydney as a vibrant destination.
- ▶ The diversity of transport options provides resilience in the network.
- ▶ There is an abundance of car share options across the LGA.



Our challenges...

- ▶ As an established area, there is very little surplus space in North Sydney LGA. Adding new infrastructure (such as parking) means taking other elements away.
- ▶ The Warringah Freeway divides the east and west, making it difficult for people living in the south-eastern suburbs of the LGA to access employment at North Sydney CBD, Crows Nest and St Leonards.
- ▶ The Western Harbour Tunnel, while improving capacity in and around Sydney Harbour is expected to alter traffic patterns in and around North Sydney. While it may divert some traffic away from certain areas, it will increase congestion through the North Sydney CBD⁴.
- ▶ Town centres are typically located at highpoints in the landscape, meaning access from residential areas is often an uphill journey. Flatter land is generally utilised by major roads (that run along ridgelines) which present an uncomfortable environment for walking and cycling.
- ▶ The number of people choosing to cycle to and from work is low. This is despite a large percentage of residents (26%)⁵ of the North Sydney LGA also working within its boundaries.
- ▶ The Pacific Highway and Military Road are key vehicle corridors and present an environment that is vehicle dominated and not designed for walking and cycling comfort.
- ▶ Over 80,000 people work in the LGA, the majority of whom live outside of the LGA and commute to the North Sydney CBD.
- ▶ Over 70% of working residents of the North Sydney LGA are employed in jobs located outside of the LGA⁶ and commute to other areas of Sydney. This is a complex arrangement with many 'coming and going' movements occurring at peak times.
- ▶ Students come from across Sydney to access education. While most independent schools provide school bus services, they are not always convenient due to sparse service times and limited route options. This results in students either driving (year 12) or being driven to school.
- ▶ Heavy traffic congestion is a common issue across the LGA, leading to delays, productivity losses, increased pollution, and heightened frustration among commuters.
- ▶ Public transport options to and from low-density areas (particularly in the east of the LGA) are limited, with buses providing connectivity along key corridors only.
- ▶ Car ownership varies across suburbs within the LGA. 17% of North Sydney households do not own a car, while over 80% do, with 27% owning 2 or more⁷. Given the provision of public transport, and in comparison to the Sydney LGA, car ownership is high.
- ▶ There is a high demand for parking, driven by a growing population, increasing car ownership, and commercial activities, as well as a desire for convenience in everything we do.



Public transport in the west portion of the LGA is well subscribed and available within walking distance of most residential areas. In the east, public transport is provided by bus only.



Town centres are typically located at high points in the landscape, meaning access by walking and cycling is an uphill journey which may be uncomfortable for some.



Thousands of students come from across Sydney to access school education.



The Warringah Freeway divides the east and west.

The majority of the western portion of the LGA is within walking distance of a railway or metro station.

Thousands of commuter trips in and out of the CBD during the week.

KEY

- Railway + station
- Future metro + station
- Ferry stop
- B-Line bus route
- Local centres
- School
- Areas within a 10 minute walk from railway/metro station
- High topographical points
- Low topographical points

In the future...

Current transport projects

Sydney Metro

The Metro will provide a direct connection from Crows Nest and Victoria Cross station to the CBD within 5 minutes. Apart from improving public domain and safety opportunities around the stations, the new public transport connection will offer local residents and commuters increased mode choice.

Warringah Freeway Upgrade

The Western Harbour Tunnel and Warringah Freeway Upgrade is a major transport infrastructure project that will make it easier, faster and safer to get around Sydney. By creating a western bypass of the Sydney CBD, the Western Harbour Tunnel will take pressure off the Sydney Harbour Bridge, Sydney Harbour Tunnel, Anzac Bridge and Western Distributor corridors to improve transport capacity in and around Sydney Harbour.

The NSW Government are simplifying the Warringah Freeway, making it safer and easier to use, and more efficient and reliable for the benefit of all road users, including public transport users.

(source: <https://caportal.com.au/rms/wfu/about-the-project>)

Western Harbour Tunnel

The new connection between Cammeray and Rozelle tunnelled under Sydney Harbour, will provide Sydney's third travel route across the harbour. Coupled with the Warringah Freeway upgrade, this link between the Inner West and North Sydney is intended to alleviate existing north-south traffic conditions, however will result in extra traffic in and around North Sydney,

North Sydney Public Domain Strategy, 2020

The strategy addresses how public domain works can support changes to North Sydney's growing commercial hub. North Sydney CBD is envisioned as a 'place for people' with improved pedestrian priority, safety and connectivity through traffic calmed streets. This will support the 21,000 extra jobs expected by 2036 and the additional 16,000 people per hour Metro foot traffic during the morning peak hour.

Key projects include:

- Miller Place: A new 7,450m² public plaza outside the Victoria Cross Metro Station achieved through the closure of Miller Street between Berry Street and the Pacific Highway

- Post Office Square: An intimate, new 1,675m² plaza outside the iconic North Sydney Post Office
- Tramway Park: Converting the under-utilised deck of the tramway viaduct near North Sydney Train Station into a 4,650m² active recreation space
- Central Laneways: Turning Denison, Mount, Hill, Spring and Little Spring Streets into pedestrian areas or shared zones

Updates to the North Sydney Integrated Cycling Strategy 2014

West Street Cycleway is part of a priority cycle route in the 2014 Integrated Cycling strategy. Stage 2 of the project will extend the cycleway for 1.1km between Ridge Street and Amhurst Street, which will provide people with a safe separated cycle route from Cammeray to North Sydney. This highlights the inclination to shift toward pedestrian and cycling-friendly streets in the North Sydney LGA.

Sydney Harbour Bridge Cycleway Access Program

Sydney Harbour Bridge is the busiest cycleway link in the metro network with 2,000 trips taken every weekday. The proposed bike ramp on the northern end of the Sydney Harbour Bridge cycleway closes the accessibility gap in the network. Providing seamless connectivity for cyclists removes a major cycling deterrent on the route and encourages an uptake in cycling.

Future transport trends

TfNSW's Future Transport 2056 highlights key transport trends including:

- Advancing transport technology: road upgrades to accommodate Connected and Automatic Vehicles (CAV), charging of electric cars, and implementation of intelligent transport systems (ITS)
- Addressing climate change: focus on more sustainable transport modes like cycling, walking and active transport, and electrification of the bus fleet (re-imagining depot facilities and bus changeovers)
- Changing travel patterns: reliance on shared mobility services and more flexible working arrangements.



KEY

- Cycling upgrades
- Walking upgrades
- M Future metro + station
- Local centres
- Public domain upgrades



How can our transport network cater for these anticipated changes?

Focus areas to guide discussion

Integrated transport themes

The following themes have been developed based on a review of policy and planning context and set the high level aims for the Integrated Transport Study.

Encouraging healthy and active travel behaviour that balances the needs of all types of transport users.

A transport network that meets the needs of businesses, residents and visitors, and supports economic growth.

A transport network that prioritises user safety and caters to the needs of all demographic groups and physical abilities, particularly vulnerable users.

Beliefs and attitudes shape our transport choices.



[Click to jump to more detail](#)



What does your future transport system look like?



1

Healthy and balanced

Click to jump to... 

Encouraging healthy and active travel behaviour that balances the needs of all types of transport users.

Choosing ways to move around that limit environmental harm is an easy way to reduce our carbon footprint. It may also improve our personal health both physically via exercise, and mentally via the social interaction afforded by these modes.

According to 2021 Household Travel Survey data, nearly half of all daily trips taken are by private vehicle (either as a driver or passenger), while 39% are by walking, and close to 10% by public transport.

% mode share split on an average weekday in 2022/23 for North Sydney LGA⁸



When viewed as a group, more people are choosing sustainable travel options such as public transport, walking and cycling, in far greater numbers than people who choose to drive.

This suggests that our community see the benefits of these travel modes, whether it be for health, efficiency or affordability. It is important that we continue to provide the infrastructure to allow people this travel choice within a safe and comfortable environment.





Images and information courtesy of the Government of Western Australia, Department of Transport

CASE STUDY

Transforming roads back into streets

The Safe Active Streets program was an initiative undertaken by the Government of Western Australia and local councils to transform roads into more pedestrian-friendly streets. The program promoted community well-being and active lifestyles by creating safer and more attractive streets for people that walk and ride a bike.

The program aimed to prioritise active travel modes, create 30km/h shared space environments, improve active transport connections and increase the awareness and use of safe active streets within the community.

The results indicated improved road safety, increased walkability and cycling, enhanced community engagement, and a more vibrant neighborhood environment.

"It provides a safer, more convenient access between the park and the shops, and the station. I think it also provides an example for future planning. Because it goes past the school, I hope it encourages more walking and cycling to school."
Resident.



Key benefits of the project include:

- ▶ Road safety: less vehicle traffic and slower vehicle speeds.
- ▶ Public health: more opportunities for active living through walking and riding.
- ▶ Liveability: more planting to provide shade, connected paths, and improved access to play spaces.
- ▶ Community interactions: providing opportunities for people to linger, socialise and shop locally.

Discussion Prompts

1

Thousands of students travel by car to attend one of the **14 schools** in our LGA.

Evidence suggests that physical activity levels of Australian children remain consistently low, despite access to and availability of facilities and open spaces⁹.



What improvements to your local area would encourage you and your family to walk and cycle more often?

Is there anything preventing you from allowing your child to walk or cycle independently?



2

Walking and riding a bike to the shops, school and other amenities provides opportunities to engage with your community and **meet new people**.

What areas of North Sydney are the most desirable for walking and cycling?
What makes it so appealing?



3

Air pollution from cars and trucks in New South Wales is estimated to cause 46 premature deaths and increase health costs by \$4.8bn each year¹⁰.

What could North Sydney do to reduce air pollution and improve the health and wellbeing of the community?



2

Reliable and strategic

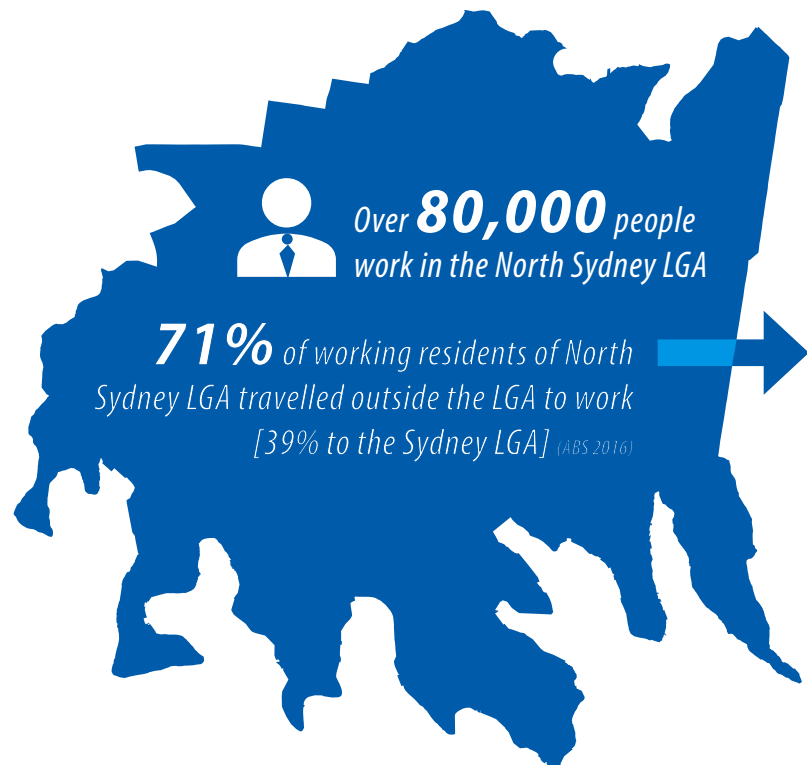
Click to jump to...



Meeting the transport needs of businesses, residents and visitors to support a vibrant economy.

A reliable and well planned transport system is essential to support economic growth, quality of life and foster sustainable urban development.

The North Sydney LGA attracts over 80,000 workers to its central business district, town centres of Crows Nest and St Leonards, as well as local centres such as Neutral Bay and Cammeray and schools across the LGA. Providing a reliable transport network for commuters, freight and other services, as well as customers to businesses is integral to a successful and thriving economy. It is also important to appropriately manage parking and access to meet business needs and provide customers with convenient options that service the activities they undertake.



North Sydney provides great access to railway stations and bus services in close proximity to employment and residential growth areas. Investment in the metro will improve transport choice, offering another accessible and affordable option for commuters. The new Metro stations at Victoria Cross and Crows Nest represent a significant opportunity to not only improve access, but also boost the overall appeal of North Sydney as a vibrant commercial and recreation destination.

Council has actively reduced private parking requirements for new development in certain highly accessible areas to encourage greater public and active transport use and reduce reliance on private vehicles.

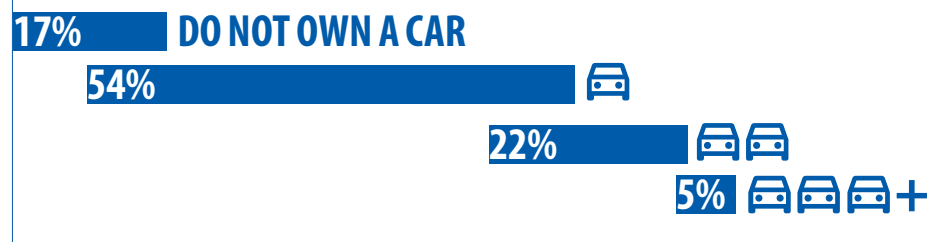
Discussion Prompts

- Public transport options to and from low-density areas (particularly in the east of the LGA) are limited, with buses providing connectivity along key corridors only. This results in **reliance on private vehicles** to service movement needs either in part, or whole.



Despite the provision of strong public transport options in the LGA, **car ownership is high** in some suburbs.

North Sydney LGA household car ownership (ABS, 2016)



Heavy traffic congestion is a common issue across the LGA, leading to delays, productivity losses, increased pollution, and heightened frustration among commuters.

Sydney LGA household car ownership (ABS, 2016)



Why do you think car ownership in the LGA is so high?
What would help residents reduce car dependence?



- North Sydney is **space restricted**.
As an established area, there is very little surplus space. Adding new infrastructure (such as parking) means taking other elements away. The provision of more parking generally leads to encouragement of more car trips and therefore congestion. We know, however, that parking is an integral part of servicing business and community needs.

Do you have any creative ideas for improving parking management given spatial constraints?





CASE STUDY

Bike/e-bike Courier services: Micro-hub Local Distribution Premises at Waverton Station

Transport for NSW have proposed an 18 month trial of a Micro-hub Local Distribution Premises at Waverton Station on a site (currently a car park/depot area) owned by Transport Holding Entity of New South Wales.

The project aims to reduce the size of freight traffic on local roads in North Sydney as well as reduce kerbside reliance, and congestion while achieving decarbonised freight environmental benefits.

Research by the Queensland Department of Transport and Main Roads demonstrates economic benefits of investment in cycling may result in a return of up to

***\$5 in economic benefit
for every \$1 invested***

mostly due to the health benefits of encouraging a more active lifestyle¹¹.

3

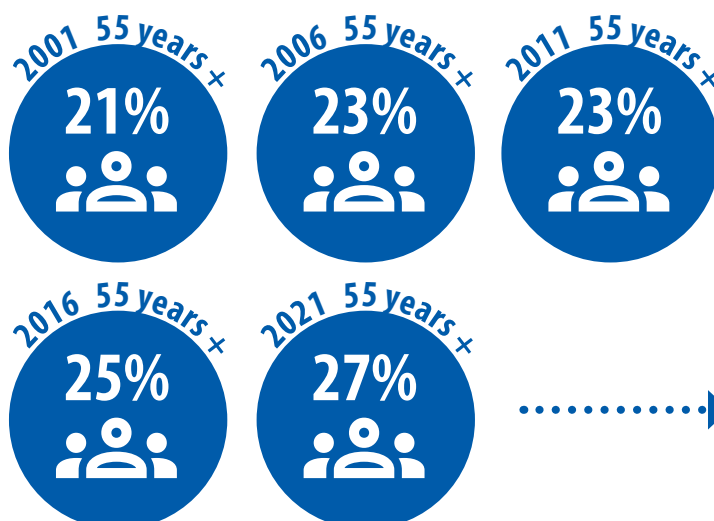
Safe and inclusive

Click to jump to... 

Prioritising safety, improving perceptions of safety and catering to the needs of all ages, abilities and backgrounds.

A safe and inclusive transport system is crucial for promoting equitable access and fostering social cohesion. A comprehensive approach to planning must prioritise the needs of vulnerable groups and consider physical accessibility, safety, affordability, gender equity, and community engagement. It is important that we recognise that different genders, age groups and cultures experience places in their own personal way, and that we design our transport network in consideration of this.

The residential population of North Sydney LGA is ageing, with the number of people aged over 55 increasing by 6% over the last two decades. This presents a challenge for our transport systems to provide appropriate movement options for those who are less able.



(ABS Census data)

There are around **1,700** people living in the North Sydney LGA **who need assistance**

due to disability, health conditions or old age¹².



While the average household income in the North Sydney LGA is significantly higher than the Greater Sydney average (2021), affordability of transport remains an important consideration, particularly for lower income earners, families and visitors. Public transport in the North Sydney LGA is well provided, and set to improve with the opening of the Metro, however we can continue to advocate for and improve accessibility and better connect underserved communities to vital services and amenities.



<https://www.transport.nsw.gov.au/projects/programs/safe-accessible-transport-program>

CASE STUDY

Safe Accessible Transport program, NSW Government

The 2023-2024 NSW Budget allocated over \$800m over four years to implement the Safe Accessible Transport program which will upgrade stations and wharves to achieve Disability Standards for Accessible Public Transport (DSAPT) compliance, improving amenity, access and safety.

A recently completed project under this program is the Redfern Station Upgrade - New Southern Concourse.

Key benefits of the project include:

- Easy access to platforms with six new stairs and lifts.
- Better connectivity with the surrounding areas including key destinations such as South Eveleigh (formerly known as Australian Technology Park), and education centres¹³.



Source: <https://www.transport.nsw.gov.au/projects/current-projects/redfern-station-upgrade-new-southern-concourse>



Safety after dark: Creating a city for women living and working in Sydney presents data and insights of women and girls living and working in Sydney as well as recommendations aimed at developing a holistic and strategic approach to an equitable and inclusive future for Sydney.

'This research also reveals that it is likely that the experiences of women in the city at night are not well factored into decisions that affect the urban environment – this must be changed at all levels of government as well as in decisions made by individual businesses.'



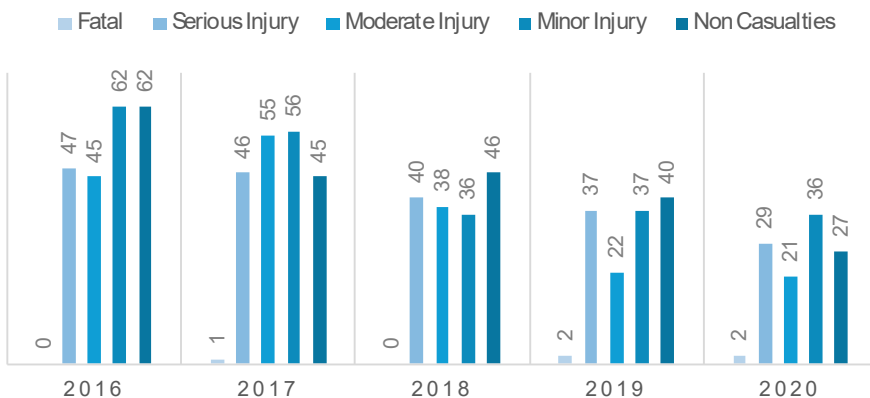
Discussion Prompts

1

59% of **women feel unsafe** most or all of the time in public spaces after dark compared to 32% of men¹⁶.

What can we do to improve safety and the perception of safety for women?

Of a total **115 crashes** reported in the North Sydney LGA in 2020, 2 resulted in fatalities while 50 more resulted in moderate-serious injury¹⁸.



(Source: Local Government Road Safety Program, 2022-23 Statistical Analysis Report North Sydney Council, May 2022)



Pedestrians have a 40% risk of dying in a crash with an impact speed of 40km/h, but this falls to a 10% risk when the impact speed is

30km/h¹⁷

2

Despite record investment in road safety, there were **351 fatalities** on NSW roads up until midnight 31 December 2023, 70 (25%), more fatalities than the same period last year¹⁵

*Where are the problems on our local roads?
Do you have ideas for improvement?*



4

Perceptions and behaviour

Click to jump to...



Beliefs and attitudes shape our transport choices.

The transport landscape in North Sydney is poised for change. The LGA's population is projected to grow by 14% (+10,000 residents) by 2041. North Sydney's bustling CBD is also set to accommodate up to 21,000 new jobs by 2036. Combined with the Warringah Freeway Upgrade and the Western Harbour Tunnel, North Sydney will have even busier roads. We need to be smarter about the way we approach all aspects of life, including rethinking the way we move and changing our learned behaviours of the past.

Evidence shows it can be done! The COVID-19 pandemic made us all change the way we perceived what is necessary in our daily lives and completely changed not only the way we work, but also the way we move.

60.9% of North Sydney LGA residents worked from home during COVID (2021 Census), in comparison to only 5.9% in 2016



During the peak of COVID-19, Sydney witnessed a notable decline in public transport and private car usage due to restrictions on non-essential travel. Concerns for personal health prompted individuals to prioritise outdoor activities for exercise, mental health and local/short trips, leading to a surge in walking and cycling.

Transport has to adjust to these changing demands to mitigate disruptions and keep North Sydney moving forward.

The multi-modal transport system available to North Sydney is crucial to ensure its resilience. In addition, intermodal hubs and efficient transfer points enhance connectivity and reduce the environmental footprint of transport activities.

North Sydney must prioritise a robust transportation network that accommodates diverse modes of travel and adjusts to changing demands to mitigate disruptions. This ensures accessibility for all users to keep North Sydney moving forward. It also must demonstrate climate-resilience and the potential impacts of climate change, including sea-level rise, extreme weather events, and shifting precipitation patterns. Adaptation measures such as elevating infrastructure, improving drainage systems, and implementing green infrastructure help mitigate risks and ensure long-term functionality.



Discussion Prompts

1 *In 2023, commuters across the Sydney metro area spent 145 hours driving - 53 hours due to congestion¹⁹.*

As the population grows, so will the number of cars. Without action, congestion will only worsen. More and/or wider roads means less space for other things we love such as open space and trees.



What do commuters stand to **save per year** by adjusting their travel habits (for a 10 km commute in **Sydney**)?



One day of working from home (Tuesdays)

30 hours

131 AUD

158 kg

Three days of working from home (Tuesdays, Wednesdays, Thursdays)

90 hours

394 AUD

475 kg

(Source: <https://www.tomtom.com/traffic-index/sydney-traffic/>)



What do we need to do to change behaviours and encourage drivers to choose other transport modes?



2 The NSW Government Budget 2023-2024 commits **\$72.3 billion** for new and improved transport infrastructure, of which only **\$60 million is noted for active transport infrastructure²⁰.**



How should North Sydney advocate for investment in the right infrastructure to serve our future needs?





CASE STUDY

COVID-19 Pandemic : Impact on travel patterns

The COVID lockdowns had a significant impact on the way we moved around, with many people working from home and not moving much at all. Local walking and cycling networks became very popular and public transport use dropped significantly and has not yet recovered to pre-COVID rates.



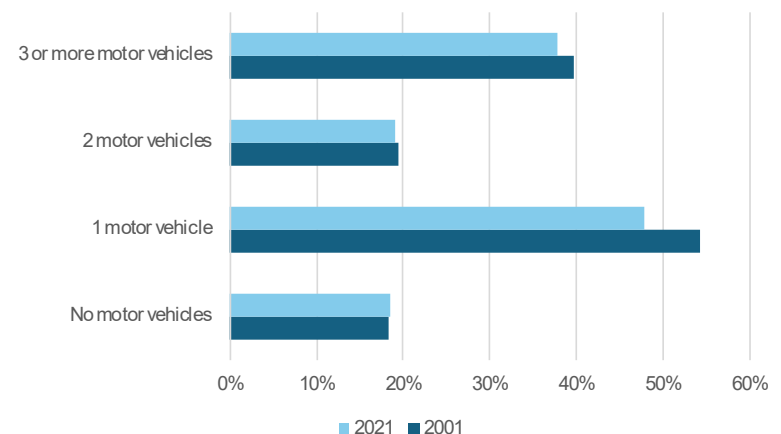
Figure 6
Monthly trips on the
Greater Sydney and
Outer Metropolitan
networks 2016-2022
(TfNSW Opal data).

Source: Future Transport Strategy
(NSW Government)

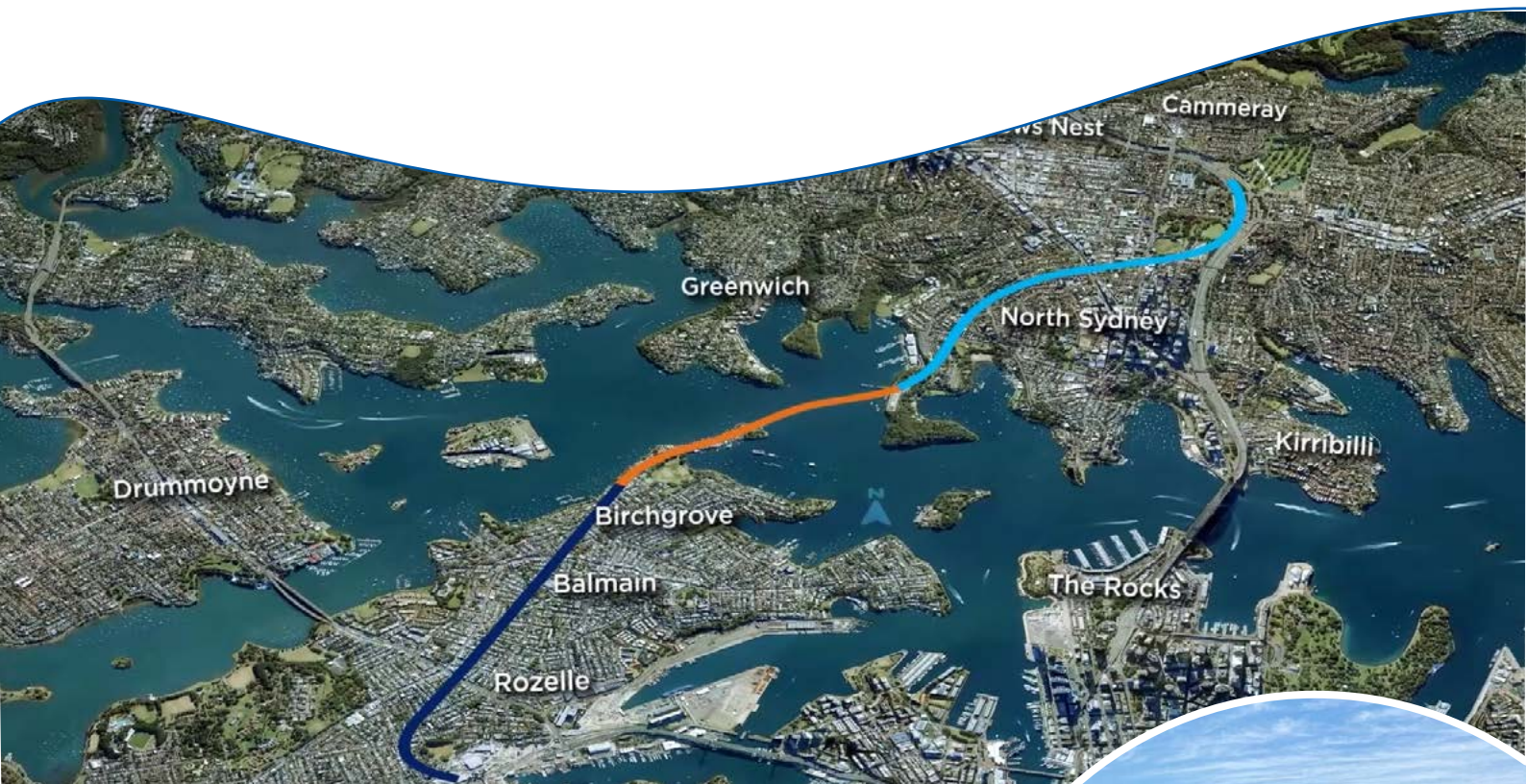
Due to these significant changes in travel patterns, much of the travel data available for this period is skewed toward private vehicle use.

Despite the changes in behaviour due to COVID, car ownership across the North Sydney LGA continues to trend down over the last decade with slightly less households owning vehicles and slightly more choosing to have no vehicles at all²¹.

Car ownership by % of North Sydney residents between 2001 and 2021



Source: ABS Census Data, <https://profile.id.com.au/north-sydney/car-ownership?EndYear=2001&DataType=EN>



The Western Harbour Tunnel alignment (Image source: <https://caportal.com.au/rms/wht>)

CASE STUDY

Motorways in Sydney

The NSW Government is undertaking one of the most significant motorway expansion programs in the state's history. WestConnex, Sydney Gateway, the Rozelle Interchange and the Western Harbour Tunnel provide connections between Sydney's M4 Motorway, M5 Motorway, Sydney Airport and onto the M1 Motorway via a harbour tunnel crossing.

Motorway projects improve long distance car travel times, however tend to suffer from induced demand and increased congestion where the motorway meets the surface road network. Rozelle Interchange is a prime example. The Environmental Impact Statement stated that *"the eastbound journey time is forecast to increase due to increased demand and capacity constraints at Sydney Harbour Bridge, resulting in queuing back along Western Distributor and Anzac Bridge."*²² The community in Rozelle and Balmain and drivers through the area are experiencing this impact.

Modelling forecasts for the Western Harbour Tunnel state: *"network performance indicators all show significant improvements, despite a 24% increase in forecast demand. However, the queue from the Bathurst Street off-ramp still has the potential to queue back to the Western Distributor and negatively impact eastbound traffic on Anzac Bridge"*. As shown by the Western Harbour Tunnel EIS, North Sydney CBD and Neutral Bay will be impacted by increased congestion. Council has consistently raised their objections to the Western Harbour Tunnel project. Construction costs for the Western Harbour Tunnel are likely to be over \$6.5 billion, with access for users to be tolled.



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