

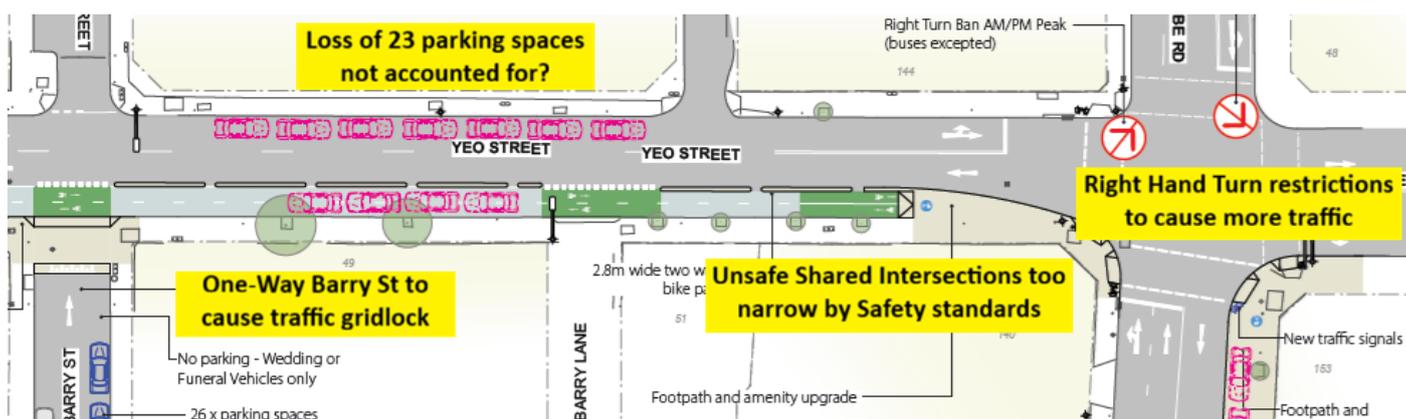
Neutral Bay to Mosman Bike Plan: A Flawed Design

URGENT: OBJECTION NEEDED BY 29 MARCH

North Sydney Council is planning to spend **\$9.5 million** of NSW Government funding to install a 2.4m two-way bicycle lane through the heart of our community. While the idea of bike lanes is popular, the **specific details of this design** create significant safety and traffic risks for residents.

The Reality of the Proposal

- **Fails Safety Standards:** Does not meet Austroads bicycle/pedestrian/road design standards. This specific design simply does not fit!
- **Worsens Traffic: Makes Barry St and Harrison St one-way. No Right Hand turn Yeo/Wycombe,** creating "traffic nightmares" near Neutral Bay Public School.
- **Removes Parking:** Deletes net **23 essential car spaces**. No parking along Yeo St
- **Endangers Pedestrians:** Allows e-bikes and bicycles to share already busy pedestrian crossings at Wycombe Rd and Ben Boyd Rd. Deemed "unsuitable" option by TNSW.
- **Ignores Unprecedented Development:** Fails to account for massive planning changes underfoot with **220+ new dwellings** and the new Woolworths Plaza currently under development.



HAVE YOUR SAY BY 29 MARCH

If Council receives more "Support" votes than "Objection" votes, this flawed design will proceed. Every person in your household must have their say.

1. COMPLETE THE SURVEY

Or email yoursay@northsydney.nsw.gov.au Subject: **OBJECTION – NB2M Bike Plan**

2. EMAIL YOUR COUNCILLORS



Demand they **DELAY** the plan until the impact of new high density Neutral Bay development is understood, and to **CONSIDER ALL OPTIONS** not just this one that meets Grant Funding.

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Why This Design Fails Our Community

*"Council is only looking at options that meet NSW Funding criteria.
We want options that actually work for our community."*

The Issue	The Impact
Safety Risks	<ul style="list-style-type: none"> Shared Paths are deemed “unsuitable for busy pedestrian crossings” - Austroad guidelines. 400 pedestrians/hr at Wycombe Rd/Yeo St on a Shared Path only 2.5m wide in parts (minimum safe standard is 4.5m). Ben Boyd Rd/Yeo St Shared Path directly outside NB Public School only 3.4m wide.
Gridlock	<ul style="list-style-type: none"> One-way Barry St and Harrison St. No right-hand turns at Yeo/Wycombe imposed (during peak-hours) as these become single-lane entries. Forces residents to divert into already congested streets and does nothing to reduce non-resident traffic.
AustRoad Design Flaws	<ul style="list-style-type: none"> The design simply does not fit on these existing roads in a high pedestrian zone. Reducing Harrison St to 7.5m width (against 9.9m Austroad standard) Shared Paths maximum 3.4m (against 4.5m minimum Austroad standard) Dedicated Bike Path crosses multiple driveways along Harrison St and Rangers Road in particular. Austroad - unsuitable use crossing multiple driveways. TNSW - Inadequate width and separation for safety
Parking Loss	<ul style="list-style-type: none"> Council claims +57 / -57 car spaces for no net loss however plans shows +36 / -59 spaces. This is a <u>significant net loss of 23 parking spaces</u> in the immediate area. Council has acknowledged the issue as shown, but has not explained the difference.
Heritage Loss	<ul style="list-style-type: none"> No Heritage Impact Assessment has been conducted for the Cremorne Heritage Conservation Area and 12 Heritage Sites en route. This plan significantly alters heritage fabric contravening Heritage planning requirements.
Unprecedented Development Growth Ignored	<ul style="list-style-type: none"> Design started in 2024 before considering 7 major new developments (220+ dwellings) including at 50 Yeo St (Woolworths Plaza), 54 Barry St, and many more expected under the new NSW State planning laws.

