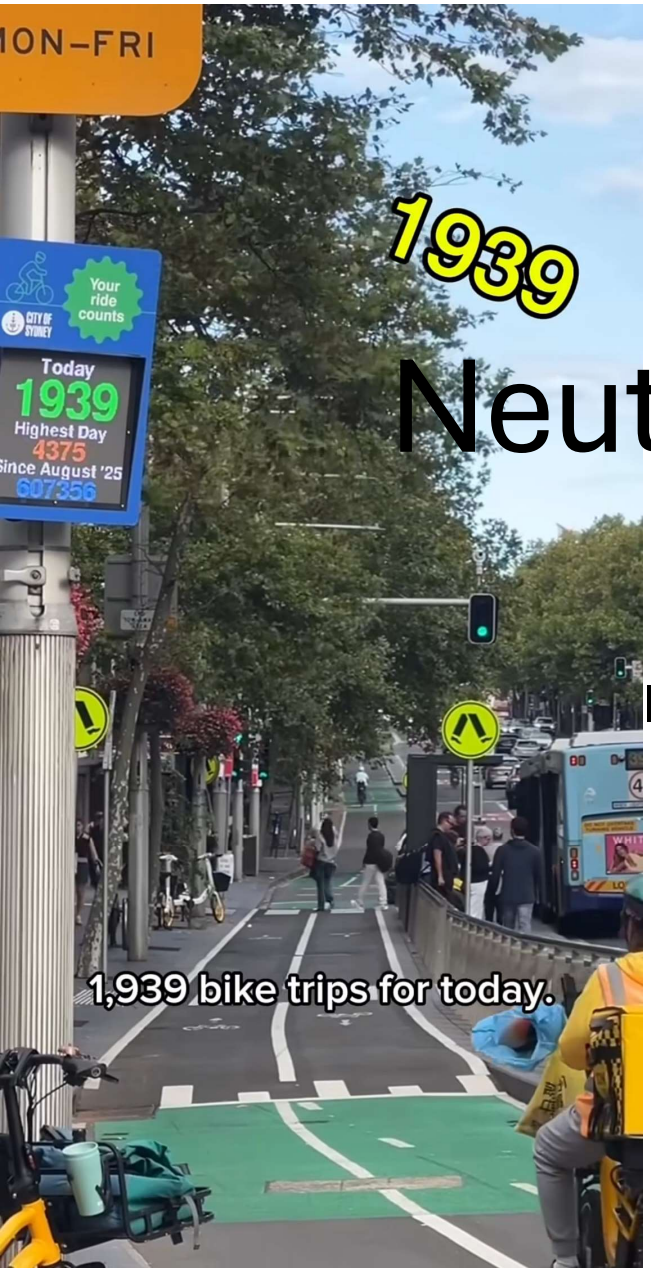
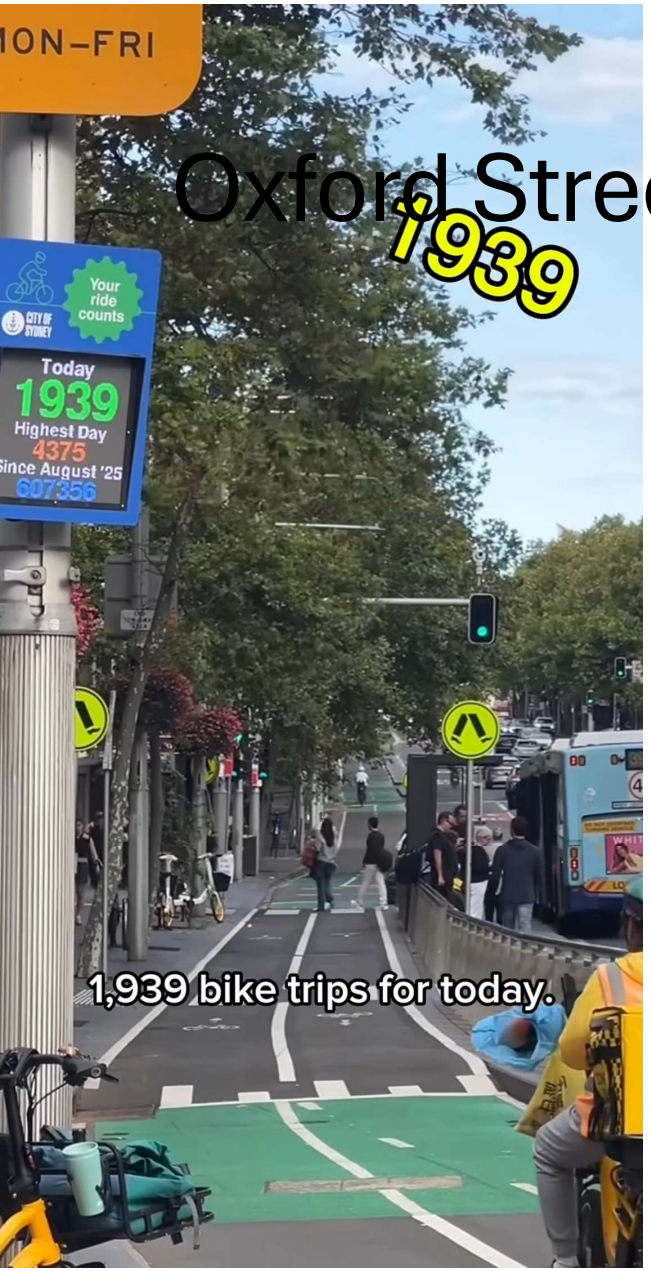


Neutral Bay to Mosman to Bikeway

Is it a great idea to improve child safety?

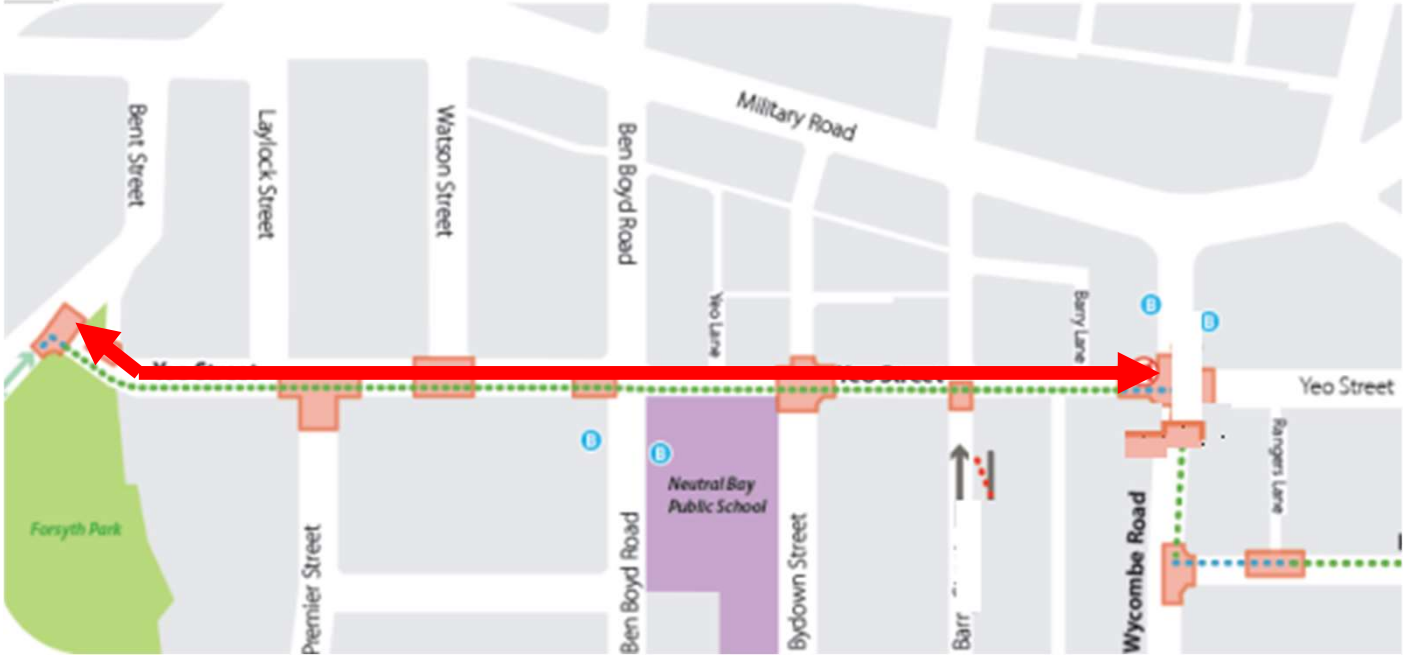


Oxford Street Bikeway Positive Characteristics

- Started this with an open mind
- Oxford street Bikeway is properly segregated from heavy traffic
- All turning traffic across the bikeway is controlled by traffic lights
- No residential driveways
- Our equivalent road would be Military Road

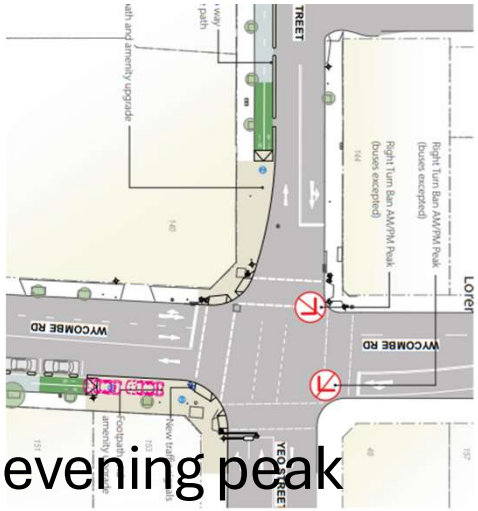
Proposed Bikeway

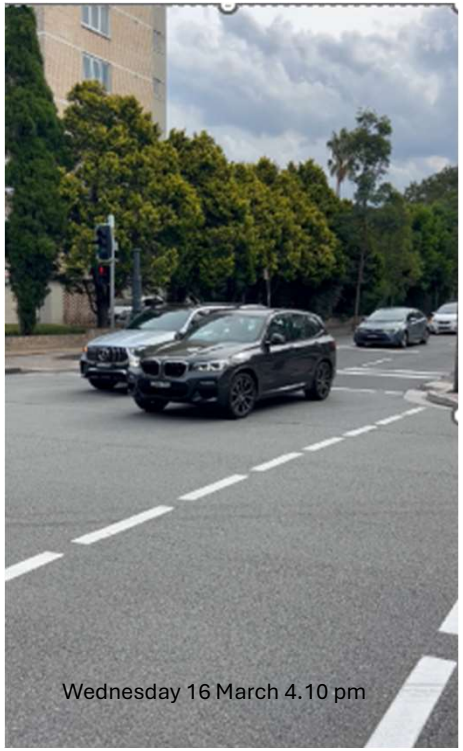
We will be concentrating on the 600m section from Wycombe to Bent Street



Yeo/Wycombe Changes

Plan reduces this intersection to one lane east bound
Recommends no right turn at evening peak
Right hand turn users to proceed to Murdoch Street
This intersection WORKS 24/7 365 days a year, not just the evening peak




Wednesday 16 March 4.10 pm


Saturday 14 March 10:52am


Monday 3 August 3.23 pm

Yeo/Wycombe Changes

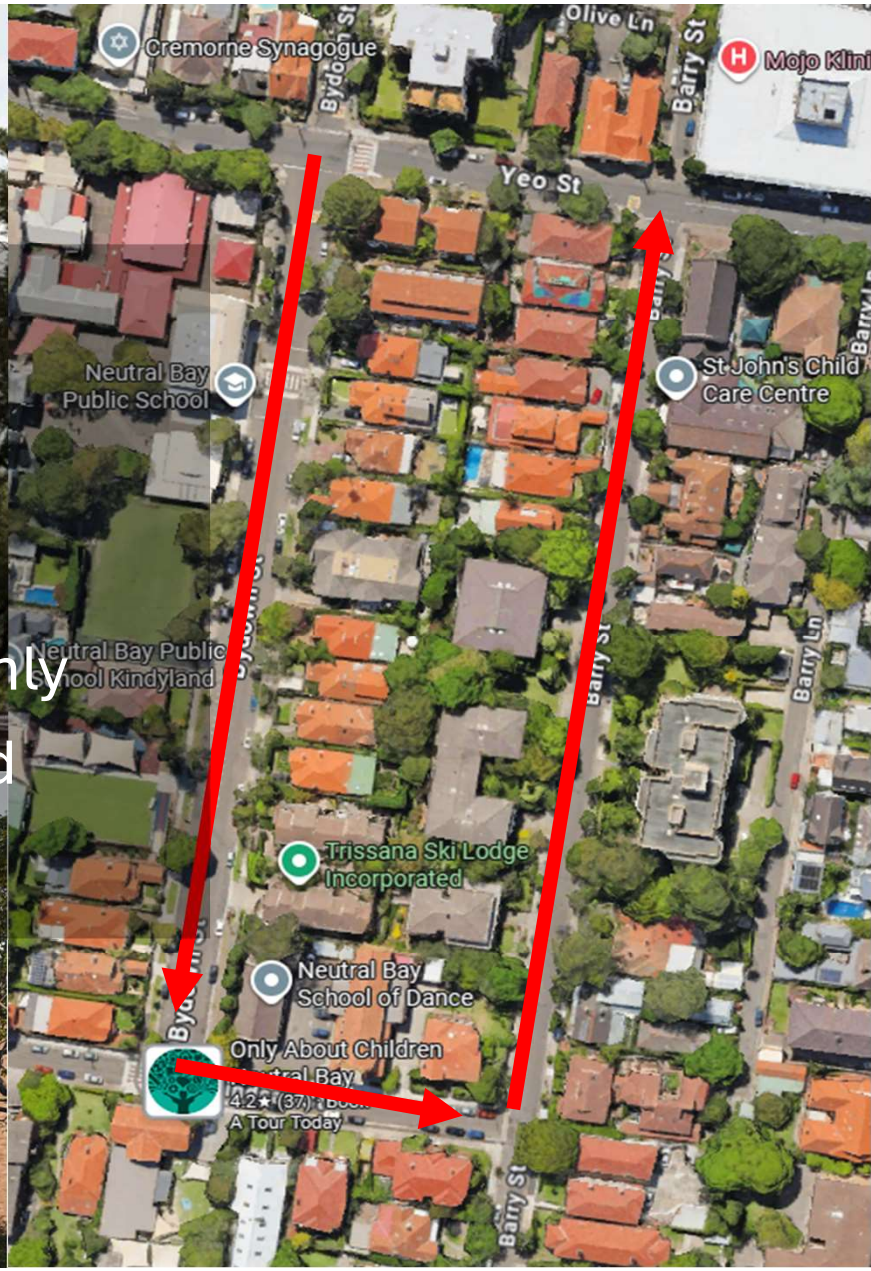


- Bikeway benefits <100 NBPS children before and after school.
- Changes at Yeo/Wycombe disrupts traffic for > 1,000 drivers, 24 hours a day, 7 days a week, 365 days a year.

Rerouting Barry Street, to replace parking on Yeo

- Traffic study predates LMR
  - 54 – 64 Barry Street 62 Car Spaces
  - 19 – 21 Barry Street 28 Car Spaces
  - 26 – 28 Barry Street 57 Car Spaces
  - Total new vehicles 147
- Barry street is narrow, parking on one side only
- Barry Street to become one way north bound
- Barry Street to have parking on both sides






Living in a narrow one-way street with two-sided parking

Rerouting Barry Street - Lindsay Street

- All Barry Street inward traffic to be routed along this street
- Narrow two-way three lane street
- Childcare centre on right, NBS of Dance on left
- Services approx. 200 vehicles from southern Barry street, Westleigh St and Neutral Bay Club
- 3.00 to 3.30 pm NBC Waste Pickup
- This street is not in the traffic report nor is it shown on the bikeway plan.



Rerouting Barry Street – NBPS at pick-up

Barry Street Trucks and Cars will be rerouted along here

- All truck traffic to Barry Street must now pass in front of NBPS main entrance
- This includes a waste pick up approx. 3.15pm Mondays at Neutral Bay Club
- Will include all future construction trucks: Low Loaders, Semis, Cement Trucks, Mobile Cranes





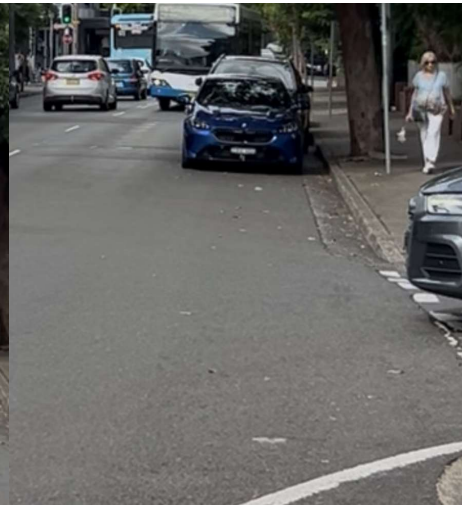




Yeo Street – bikeway conflict points

- Yeo Street carries through traffic to and from Mosman
- Highly congested with traffic lights x 2 and a crossing
- Heavy vehicles, including multiple buses and trucks use it
- 600m between Bent St to Wycombe Rd will have 10 conflict points
  - Bydown Street
  - Premier Street
  - 7 Driveways
  - Barry Lane











10 possible conflict points in Yeo Street

either driveways or uncontrolled intersections



Conflict point Example - Barry Lane

Barry Lane provides vehicle and pedestrian access to

- An aparment high rise and a town house development in Barry Street
- Numerous houses in Barry Street
- Houses and apartment blocks that front Wycombe Road





On Friday, 8 December 2023, the Amy Gillett Foundation and CrowdSpot released the interim results from BikeSpot – Australia's largest crowd-sourcing cycling safety project – revealing the best and worst places to ride a bicycle in New South Wales. The interim data for New South Wales is based on over 3,000 public submissions since mid-October 2023. Data will continue being collected until January 2024, before being de-identified and made public. Lane Cove scored the distinction of having the most unsafe cycle path, with the Epping Road cycle path taking out the title. Cyclists were particularly concerned about the Cox's Lane, Moore Street and Munro Street Lane Cove North intersections.

Conflict point conclusion – web search

Primary Vulnerability: Intersections & Driveways While mid-block collision rates drop drastically on protected lanes, **intersections remain the primary point of conflict**.

Drivers turning right or left across a bike lane may fail to see fast-approaching cyclists hidden behind parked cars or street furniture.

On Friday, 8 December 2023, the **Amy Gillett Foundation** and **CrowdSpot** released the interim results from **BikeSpot –** Australia's largest crowd-sourcing cycling safety project – revealing the best and worst places to ride a bicycle in New South Wales. The interim data for New South Wales is based on over 3,000 public submissions since mid-October 2023. Data will continue being collected until January 2024, before being de-identified and made public. Lane Cove scored the distinction of having the most unsafe cycle path, with the Epping Road cycle path taking out the title. Cyclists were particularly concerned about the Cox's Lane, Moore Street and Munro Street Lane Cove North intersections.

Conclusion

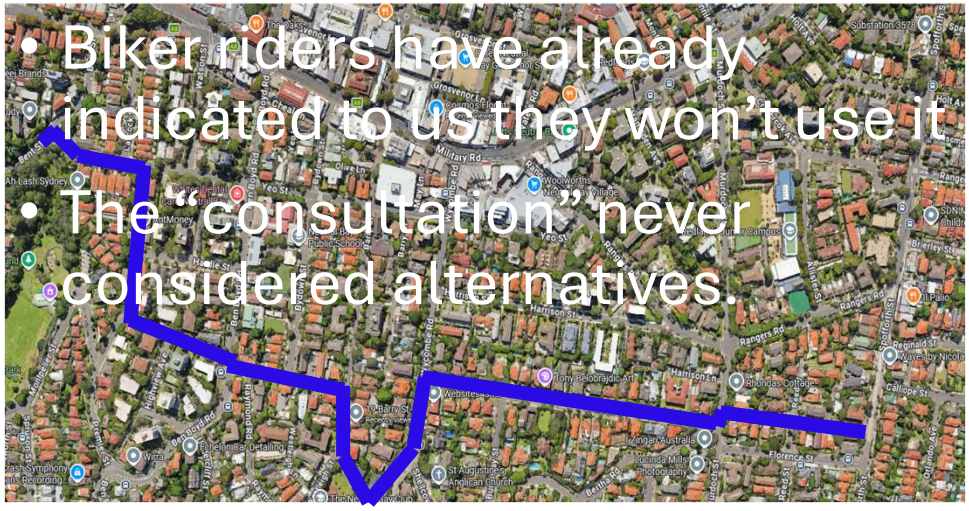
- **In MARCH, Neutral Precinct sent Council the following Motion**
    1. Undertake a new traffic assessment, during the peak periods, of the proposed project area to identify the impact on traffic circulation networks created by the proposed establishment of one-way traffic in Barry Street
    2. Seek funds from the Department for Transport to upgrade the Barry Street carpark to accommodate the lost parking spots.

Since the March motion Neutral Precinct has now come to believe that the safety benefits of a Cycleway on Yeo Street are questionable.

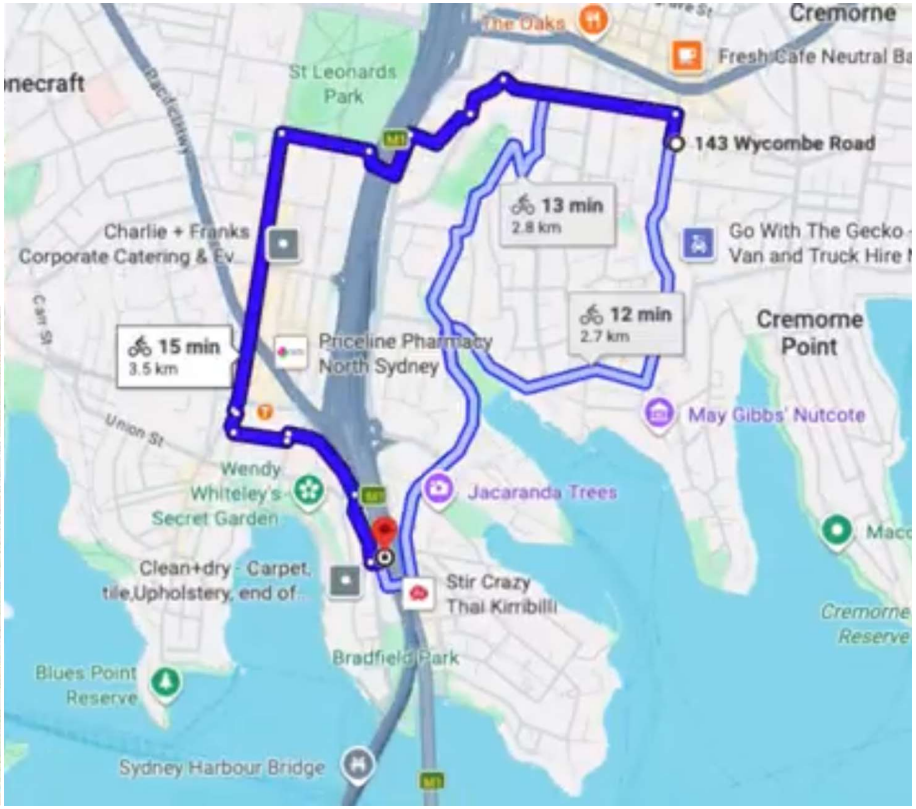
Neutral Precinct maintains that Council should have considered a more comprehensive Traffic Management Plan which includes the effect of the cycleway on local traffic in consultation with all stakeholders including Police and local residents.

Conclusion

- We believe the proposed route is too congested and adding a bikeway will make it potentially more dangerous



- Biker riders have already indicated to us they won't use it
- The "consultation" never considered alternatives.



Outcome

- **On 10 August 2026 Council approved the “concept plan” for the Mosman to Neutral Bay Cycleway**
- At our last precinct meeting, Neutral Precinct reiterated to Council, its position on the cycleway

Traffic Study vs Yeo Street Bikeway Characteristics

- Traffic Study does not even mention Barry Lane intersection
- Traffic Study appears to have been commissioned to give a positive answer supporting the bikeway
- Traffic study was conducted over school holidays and not in peak periods such as school drop off/pick up
- Traffic study reviews collision history without a bikeway and is NOT a risk assessment
- Bikeway is not properly segregated from heavy vehicle traffic
- Turning traffic across the bikeway is not controlled by traffic lights
  - Multiple residential driveways
  - Multiple streets with no traffic lights
- Yeo Street is highly unsuitable for a bikeway, because it is so narrow
  - For example, buses cannot pass each other at the same time
- Is there a best practice standard for bikeways which should be applied here?