DID YOU KNOW?

North Sydney Council is planning to spend $9.4 million on a Cycleway that doesn't meet NSW design standards.

Yeo St becomes narrower, loses 29 car spaces, no slip lanes… modelling assumes "no committed developments in the area"!

60% of community submissions did not support the design based on a 2023 traffic study that doesn't include Woolworths or other new traffic. Community asked for Barry St Carpark to be expanded to replace lost shopper and visitor parking. **Council has not responded to these issues.**



Bike lane conflict with pedestrians on Wycombe Rd. Slip lane removed on Yeo St.

This proposal fails the Transport for NSW Design Standards.

TfNSW Design Standard requires:	**North Sydney Council proposes:**
Shared Paths are "NOT SUITABLE in busy pedestrian intersections, near school entrances"	**Inadequate** Shared Paths in high pedestrian zones, and directly outside the Primary School
Shared Path 4m minimum width target	**Only** 1.5m – 2.4m Wycombe Rd; 3.4m Yeo St width
Footpaths 3.7m minimum Footpath width target when new works conducted (2.7m triggers work earlier)	**Only** 2.2 – 2.4m width on Wycombe Rd, Yeo St. No plan to increase Walking Space in the design.
$9.4m total Taxpayer Cost. How is Council Funding the Difference?	
NSW provides up to $5m via Get NSW Active Grants	Council estimates cost of $6.8m - $9.4 million.

The design includes changes to adjacent streets and doesn't consider actual, existing usage.

For example, all truck traffic that uses Barry Street





…will now be forced past the Neutral Bay Public School main entrance and then into narrow Lindsay Street.





Council argues increased congestion will force drivers out of their cars. How is this possible when the main source of congestion in Yeo St and Military Rd is through traffic from Mosman and the Northern Beaches. Unlike dedicated bike paths in other areas such as Glebe, Paddington, and even Lane Cove, Neutral Bay does not have heavy rail, light rail or diverted "through traffic" alternatives.

A bikeway needs to be considered as part of an integrated traffic plan.

SIGN THE PETITION

By 2 November