NSC Concept Plan	Legislative requirement	Get NSW Active Grant Criteria
Footpaths	**Walking Space Guide** **Road User Space Allocation Procedure (TS 00284)**	
Existing Footpaths fail standards. No proposed increases to Footpath widths. Proposed reductions in effective Walking Space at Shared Path intersections. **Footpath Width** Yeo St **2.4 – 2.6m** maximum width Wycombe Rd **2.25m** maximum width, minimum Walking Space <1.1m **NSC Concept Plan further reduces Walking Space by creating inadequate Share Paths on LOS F Footpaths.** Under Road User Space Allocation, pedestrians must be prioritised above cyclists. No count data / modelling of existing conditions completed. Pedestrian traffic of **585/peak hour** pm at Yeo / Wycombe intersection (as per 2024 Stantec Traffic Impact Study not referenced in this plan)	Pedestrians take first priority in road space allocation. Walking Space Level of Service (LOS) Type 4 – 1-block proximity to regional place of interest (school, supermarket) **LOS C 3.7m (minimum standard)** **LOS F < 2.7m (intervention trigger)** Where a project is being undertaken that affects the allocation of space and priority within a street the minimum design target is LOS C. **LOS F is categorised as an "Intervention Trigger".** Performance at this level is very poor and a project must be initiated urgently to increase the amount of Walking Space.	Project designs must align with guidance in the Walking Space Guide **FAIL –** allocation of space project required to meet **LOS C 3.7m** **Walking Space Guide triggers require NSC to initiate project urgently to increase Walking Space** for LOS F – Wycombe Rd and Yeo St.

Neutral Bay Cycleway Design - Get NSW Active Grant Criteria failures

NSC Concept Plan	Legislative requirement	Get NSW Active Grant Criteria
Cycleway	**Cycleway Design Toolbox** **Austroad Guide to Road Design Part 6A**	
2.4m width separated bi-directional cycleway, one small 90m section is 2.8m width Yeo between Wycombe / Barry **0.4m buffer** to parked cars (0.6m buffer to cars on Yeo) 13 driveways, 1 Laneway Harrison within 350m section 10 driveways Rangers between Murdoch and Spofforth within 200m section	**3m minimum width, 4m recommended** **1m minimum buffer recommended** Only appropriate if there is a limited number of driveway crossings **(preferably less than one per 100 m)**	**FAIL** Designs must align with all applicable standards and guidelines and the design guidance provided in the Cycleway Design Toolbox.

Shared Paths	Cycleway Design Toolbox Austroad Guide to Road Design Part 6A	
Unsuitable Shared Paths proposed at already LOS F Footpaths with high pedestrian activity, pedestrian crossings, outside primary schools. • **Yeo / Wycombe (SW) 1.5 - 2.4 m width,** high pedestrian 600 pph • **Yeo / Ben Boyd 3.4m width** , high and vulnerable pedestrian area, directly outside primary school • **Yeo / Wycombe (SE) 3.8 m width** high pedestrian intersection 580/ph, significant cross cycleway movement NSC Report responds “the width of the shared path has been maximised to the greatest extent possible given the context of the location” Bike NSW submission “the shared path will create conflict in a high pedestrian activity area”	**Minimum 4m width in suitable settings** **Shared paths are not suitable** in the following environments: • Locations with intersecting pedestrian and bicycle movements, such as near entrances to schools, rail interchanges or near busy pedestrian crossings, • Locations with moderate to high bicycle or pedestrian activity, including where there is significant pedestrian queuing and storage such as at busy signalised pedestrian crossings Austroad Standard - not appropriate for >100 pedestrians per peak hour.	**FAIL** Designs must align with all applicable standards and guidelines and the design guidance provided in the Cycleway Design Toolbox. **FAIL** Shared paths submitted for Get NSW Active funding should be at least 3.0m wide. Paths **wider than 3.0m should be used** in busier areas such as in front of schools or retail areas.

NSC Concept Plan	Legislative requirement	Get NSW Active Grant Criteria
Continuous Paths / Shared Environment treatments	**Cycleway Design Toolbox** **Austroad Guide to Road Design Part 4A**	
Continuous Path treatments including Barry / Yeo - Premier / Yeo Harrison / Wycombe - Rangers Lane / Harrison Shared Environment treatments Bydown / Yeo (high pedestrian and vehicle, major school crossing and access area) Projected sight lines 10-20 metres attached- **SISD cannot be met**	Shared Environment treatment appropriate where <30 vehicles per hour and "not preferred" as "priority is not clearly defined, safety issues may occur and vehicles waiting to enter the carriageway could block people cycling." SISD Austroad standard of 69 - 97 metres required for 50 km/h intersections	**FAIL** Designs must align with all applicable standards and guidelines and the design guidance provided in the Cycleway Design Toolbox.
Traffic Assessment Report	**AustRoad Part 12: Traffic Impacts of Developments**	
● Conducted using October 2023 and weekend December 2023 (school holiday) data and assumes "no major land use changes or committed developments were informed in proximity to the study area for future horizon planning" ● With NSW SEPP changes in 2024- 1222 new dwellings already approved or in planning within project area. ● No assessment of existing pedestrian / cyclist flows ● No assessment of Barry St one-way change ● No assessment of Harrison St one-way or one-lane dead-end change ● Swept path analysis, SISD analysis not disclosed	Significant changes (**more than 5-10% increase in traffic**) require new modelling. Eg Woolworths Rangers Road / Yeo St new development Traffic Study 2024 modelled **8.2% increase** in pm peak hour through Wycombe/Yeo intersection.	**FAIL** Designs must align with all applicable standards and guidelines

NSC Concept Plan	Legislative requirement	Get NSW Active Grant Criteria
Community Consultation		
Community Consultation provided on Concept Plan March 2026 (28 days extended 10 days as notification letters not sent to residents initially) ● Significant change to design after this period – closure of Harrison street – NSC advises no intention for further Community Consultation other than “key stakeholders” ● Key information missing from Consultation docs ● Key issues raised not included in Consultation Report. e.g. no Heritage Assessment despite requiring removal of Heritage fabric ● Many issues unsatisfactorily addressed e.g. **no response to option of Harrison St for Quietway** treatment - meets TfNSW Cycleway criteria, potential to save $1.88m cost (based on North Sydney Council Bike Action Plan 2024 estimates), preferred option of residents and Bike NSW, “Harrison has an existing modal filter and low traffic volumes… for a Quietway to allow safe, all-ages, and all abilities, on-road cycling” ● **YourSay Surveys:** 728 survey responses, majority against the proposal ● **Written Submissions:** 192 written submissions received ● **Public Forum Speakers:** 21 residents spoke against the proposal at the 10 August 2026 Council meeting ● Consultation does not include any Disability groups.		**FAIL** A council that fails to demonstrate appropriate engagement — or fails to show it is managing key community issues raised in feedback — receives an automatic 'Unsuccessful' outcome.

NSC Concept Plan	Legislative requirement	Get NSW Active Grant Criteria
Network Connectivity		
• **No consideration of active transport link to new Woolworths Rangers Rd development** – large shopping centre, supermarket, medical centre, new Public Plaza pedestrian link to major bus transport hub, +167 bicycle spaces, +200 cars • No integration of **Neutral Bay Village Planning and Traffic Study** recommendations predicting large increase in Yeo St pedestrian activity, suggesting crossings as Yeo to link to Rangers Plaza and Yeo at Barry as wayfinding link. • **Unresolved connections** at Spofforth St to Mosman (no cycleway in Mosman Walking and Cycling Strategy 2023-2029), and High St to North Sydney (difficult steep, dangerous on-road sections not considered) • **Connection to Neutral Bay Public School limited** given the small area of cycleway path and uphill access vs students' catchment area • Connection to **Redlands Primary School** responses question safety of route on wrong side of the road		**FAIL** Project connects to a major trip attractor or multiple local trip attractors.

Example of Dangerous New Share Path Proposed – Yeo / Wycombe

Pedestrian network performance – PM Peak Hour (8am – 9am) (from planning submission Woolworths Rangers Rd, 2024 Traffic Impact Study)

Mov ID	Crossing	Dem. Flow (ped/h)	Aver. Delay (sec)	Level of Service (LOS)	Prop. Que	Effective Stop Rate	Travel Time (sec)	Travel Dist. (m)	Aver. Speed (mm/sec)
P1	South: Wycombe Road (S)	94	64.4	LOS F	0.4	0.4	243.7	215.2	0.88
P2	East: Yeo Street (E)	195	64.7	LOS F	0.7	0.7	244.0	215.2	0.88
P3	North: Wycombe Road (N)	177	64.6	LOS F	0.7	0.7	243.9	215.2	0.88
P4	West: Yeo Street (W)	120	64.5	LOS F	0.5	0.5	242.0	213.1	0.88
All	**All Pedestrians**	**585**	**64.6**	**LOS F**	**0.7**	**0.7**	**243.5**	**214.8**	**0.88**

High Pedestrian Intersection Yeo / Wycombe (looking South East from Yeo) – **only 1.5 metres Walking Space** in parts now proposed Shared Path with cyclists to crossover the path of Pedestrians.







Safe Intersection Sight Distances - SISD

Achieve estimated 10 - 20 metre Sight Line on Yeo St intersection proposed crossings vs 69-97 metre Austroad requirement

