

Item 9.3 - Neutral Bay to Mosman Route - street upgrade project

Good evening Mayor and Councillors,

My name is Lachlan Steenson, I partly reside in Cremorne Point, and I'm speaking on behalf of the North Sydney Transport Association, where I serve as President. I agree to the terms.

NSTA supports the Neutral Bay to Mosman Route project and welcomes the revised concept design before Council tonight, with some exceptions.

This project represents a significant opportunity to improve how people move between Neutral Bay, Mosman and North Sydney. Importantly, it isn't just a cycling project. It connects neighbourhoods, schools, the North Sydney CBD and Victoria Cross Metro, and provides an important link within Council's broader active transport network.

For young people in particular, projects like this can make a real difference. Many young people don't have access to a car, and rely on walking, cycling and public transport to get to school and around our communities. A genuinely continuous cycling connection could, for example, make journeys between Cremorne Point and schools in North Sydney a realistic everyday option.

However, NSTA's primary request tonight concerns something slightly different.

Recommendation 5 identifies NSW Fire and Rescue, Neutral Bay Public School, Redlands School, Mosman Council, Transport for NSW and bus operators as stakeholders who will contribute to the final design.

We strongly welcome that approach. But we believe one important voice is missing: young transport users themselves.

NSTA is currently the largest active youth-led transport advocacy organisation in New South Wales. We represent young people who actually use this network every day — often without cars, and often combining walking, cycling and public transport to get where they need to go.

Young people shouldn't simply be the users of the transport network being designed around us. We should have a voice in designing it.

So tonight, NSTA asks Council to formally engage with us as this project moves into detailed design, alongside the operational stakeholders already identified in the report.

We aren't asking to replace technical expertise or community consultation. We're asking to contribute our perspective as young people who experience the transport network differently, and to make sure the final design works for the people who will use it for decades to come.

There are also several practical matters we encourage Council to consider during that process.

Firstly, the separated cycleway should provide a genuinely continuous connection beyond the immediate 1.5-kilometre project area, rather than ending abruptly and requiring cyclists to navigate an uncomfortable transition.

Secondly, clear and consistent wayfinding should connect the route with Victoria Cross Metro, North Sydney CBD, schools, bus stops and the wider cycling network. Infrastructure is much more useful when people can actually understand where it takes them.

Finally, we encourage Council to establish measurable outcomes for the project. Before and after implementation, Council should consider monitoring cycling and pedestrian volumes, traffic speeds, bus performance, safety outcomes and traffic impacts on surrounding streets, and report those results publicly.

We acknowledge the extensive reach of the consultation, with more than 5,400 people engaged. While only 16 percent made an active contribution, we don't believe that should prevent Council from proceeding with a project that has clear benefits. Rather, it demonstrates why engagement should continue as the project moves from concept to reality.

We are really excited about this project. Because NSTA is the largest youth transport group in NSW—and specifically focused right here on the North Sydney LGA—we have a ton of local insight to share. We encourage Council to involve us in a direct dialogue moving forward so we can partner with you to deliver the best possible outcome. Thank you.