



Sydney Harbour Bridge Cycleway Northern Access Project

Have your Say

Transport for NSW is seeking community feedback on a shortlist of three concept designs for a bike ramp at the northern end of the Sydney Harbour Bridge Cycleway.

Feedback closes on **Sunday 16 January 2022**. Responses will be analysed and presented to the Design Jury for consideration, along with their own assessment of the three designs. We will only be including responses to the feedback form in our report to the Design Jury.

To submit a hard copy of the questionnaire, please complete the survey on the following pages and either email or scan to sydneyharbourbridgeprojects@transport.nsw.gov.au or send a printed copy by post to:

Sydney Harbour Bridge Cycleway Northern Access Project

Locked Bag 928

North Sydney NSW 2059

Sydney Harbour Bridge Cycleway Northern Access Project – survey

About you

1. What is your age?

- ☐ Under 24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☒ Prefer not to say

2. What is your gender?

- ☐ Woman
- ☐ Man
- ☐ Non-binary
- ☐ Prefer not to say
- ☒ Prefer to self-describe below

Bicycle NSW is an membership organisation _____

3. What is your postcode?

2000

4. Are you of Aboriginal or Torres Strait Islander origin?

- ☐ Yes, Aboriginal
- ☐ Yes, Torres Strait Islander
- ☐ Yes, both Aboriginal and Torres Strait Islander
- ☐ No
- ☒ Prefer not to say

5. Why are you interested in this project? (please select all that apply)

- ☐ I am a local resident
- ☐ I am a local business owner
- ☐ I use the cycleway to travel to work
- ☐ I use the cycleway for recreation
- ☐ I am interested in the Harbour Bridge
- ☐ I am interested in the Milson's Point Railway Station
- ☐ I am interested in Bradfield Park
- ☒ Other (please state below)

Bicycle NSW is the peak bicycle advocacy group in NSW and we support improvements to facilities for cyclists for transport and recreation

6. How often do you ride a bike or other micro mobility mode (such as a scooter)?

- ☒ Nearly every day
- ☐ About once a week
- ☐ About once a month
- ☐ A few times a year
- ☐ Never

7. Why do you ride a bike or other micro mobility mode (such as a scooter)?

- ☐ I don't ride and don't intend to
- ☐ I don't ride but am thinking about it
- ☐ I ride for commuting
- ☐ I ride for recreation
- ☒ I ride for commuting and recreation

8. How did you hear about this survey? (please select all that apply)

- ☐ By mail/letterbox
 - ☒ Social media
 - ☐ From my local council
 - ☐ From a local community or interest group
 - ☐ From someone I know
 - ☐ Other (please state below)
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Your views on the ramp designs

Score each design against our key criteria. 1 is the lowest score and 5 is the highest score.

9A. Aspect Studios

Acknowledgement of Aboriginal culture and Country

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Respect for the heritage of the Sydney Harbour Bridge

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Respect for the heritage of the Milsons Point Railway Station

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Integration with Bradfield Park, the station forecourt, and the street

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Quality of the design, proposed route, features, finishes and materials

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 – highest

‘Rideability’ for cyclists of all experiences

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☒ 4
- ☐ 5 - highest

Please tell us more about your responses for Aspect Studios:

Bicycle NSW recommends proceeding with the Aspect Studios design. The ramp will be elegant and discreet against the heavy granite of the bridge with minimal impact on the park. The cycleway sits over an existing path and there is no loss of trees or additional hard surface. The handrails will be visually interesting and accentuate the sweeping curves of the ramp, without an unnecessary fixed horizontal line of a handrail. The small bend over the station entrance allows this area to breathe and the ramp provides extra shelter for those exiting the station. We suggest gently widening the cycleway at this point to allow overtaking. The landing point at the north end is well-resolved, providing plenty of space for cyclists to slow down and turn before crossing the shared zone to reach the Alfred St cycle path. We agree that it makes sense to take people riding bikes further north up Alfred Street to minimise the gradient of the ramp and remove conflict with pedestrians using the busy forecourt area of the station. However, some cyclists coming from Burton St may prefer to continue using the stairs and we recommend retaining access to the Sydney Harbour Bridge by stairs.

9B. REALMstudios

Acknowledgement of Aboriginal culture and Country

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Respect for the heritage of the Sydney Harbour Bridge

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☒ 4
- ☐ 5 - highest

Respect for the heritage of the Milsons Point Railway Station

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Integration with Bradfield Park, the station forecourt, and the street

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☒ 4
- ☐ 5 - highest

Quality of the design, proposed route, features, finishes and materials

- ☐ 1 – lowest
- ☐ 2
- ☒ 3
- ☐ 4
- ☐ 5 – highest

'Rideability' for cyclists of all experiences

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Please tell us more about your responses for REALMstudios:

The REALM design is striking but has a greater visual and physical impact on the park. Bicycle NSW likes the creation of a 'verandah' over Alfred St but the ramp may feel too close to the footpath and impact the sense of pedestrian comfort. The railings are quite complex and draw unnecessary attention to the cycleway. Bicycle NSW suspects that this will be the least popular option with the community. However, the landing point on Alfred Street creates an exciting new public space that will be popular with all users of the park. By finishing the ramp behind the seating area and switching to a wider sandstone path, the cyclists receive plenty of warning that the conditions are about to change. There is sufficient space to slow down before crossing the shared zone to access the Alfred St cycle path.

9C. Civile

Acknowledgement of Aboriginal culture and Country

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Respect for the heritage of the Sydney Harbour Bridge

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 – highest

Respect for the heritage of the Milsons Point Railway Station

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 – highest

Integration with Bradfield Park, the station forecourt, and the street

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☒ 4
- ☐ 5 – highest

Quality of the design, proposed route, features, finishes and materials

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 – highest

'Rideability' for cyclists of all experiences

- ☐ 1 – lowest
- ☐ 2
- ☐ 3
- ☐ 4
- ☒ 5 - highest

Please tell us more about your responses for Civile:

The Civile design is elegant and balances its impact on the park with improving both pedestrian and cyclist experiences. The structural columns are very slim and sensitively reference the trees. Bicycle NSW likes the creation of a canopy over Alfred St but, as with the REALM design, the ramp may feel too close to the footpath for pedestrian comfort. The railings are simple and functional. The widened sections of the cycleway are well-located and add visual interest while allowing cyclists to overtake or pause to rest and admire the view - this should be a feature of any final design. The landing point on Alfred Street creates an appealing new public space that will be popular with all users of the park. However, the ramp finishes too abruptly at the edge of the shared footpath. Although the ramp narrows to restrict the area of the shared zone, this may not be an adequate refinement to minimise conflict with pedestrians. The treatment of the junction with the bridge is commendable - by taking the ramp onto the bridge, there is no awkward turn at the top of the ramp, and cyclist can cross the line where the materials change at a 90 deg angle, reducing the risk of catching a wheel in a gap. However, the community may prefer the ramp to remain visually separated from the sandstone structure of the bridge at this junction.

Final comments

10. Which design do you prefer?

- ☒ Aspect Studios
- ☐ REALMstudios
- ☐ Civile

11. Your other comments about the project, if any:

Bicycle NSW is delighted to see progress with the delivery of the ramp after so many years of advocacy on behalf of our members. All three designs are of a very high quality and would be a great asset for Transport of NSW, North Sydney, the local community and cyclists from all over the city. The ramp will enable a far wider range of people to ride their bikes across the harbour and help the NSW Government to achieve a significant increase in the mode share of active travel as set in recent strategies and plans such as Future Transport 2056 and the Great Sydney Region Plan: A Metropolis of Three Cities.

Overall we prefer the Aspect Studios solution but suggest:

- creating widened sections to allow cyclist to rest or overtake
- retaining the existing stairs for people riding lightweight bikes if arriving from Burton Street
- considering the junction with the bridge to ensure that the angle of approach is comfortable