

Heritage Council of NSW
Via email: heritagemailbox@environment.nsw.gov.au

21 April, 2023

To whom it may concern,

Re: SHR no. 00781: Sydney Harbour Bridge, approaches and viaducts (road and rail)

Thank you for the opportunity to provide feedback regarding the heritage affects of the Sydney Harbour Bridge northern access ramp.

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

Bicycle NSW strongly supports the heritage aspects of the proposed Sydney Harbour Bridge linear access ramp and Alfred St cycleway.

Bicycle NSW supports plans for the elegant, elevated light-structured ramp to ensure cyclists are well separated from pedestrians¹. Stylistically, it complements the iconic Art Deco bridge and is superior in form and function to all alternative designs². As an organization committed to promoting sustainable and accessible transportation, we would like to express our full support for the proposed linear cycleway ramp onto the Sydney Harbour Bridge Cycleway.

For too long, the 55 stairs on the northern end of the Sydney Harbour Bridge have prevented many cyclists from accessing this vital transport link between the City of Sydney and Northern Sydney³. As an organization committed to promoting sustainable and accessible transportation, we believe that it is crucial to create infrastructure that supports cycling as a viable mode of transport⁴.

We understand the importance of heritage preservation, and recognize that our built environment must adapt to the changing needs of our society. With the urgent need to address climate change and reduce our reliance on cars, the linear ramp is the only feasible solution that ensures safe and sustainable transport for people of all ages and abilities, including those with disabilities, across the bridge at all times of the day.

¹ <https://bicyclensw.org.au/wp-content/uploads/2022/12/221208-Sydney-Harbour-Bridge-Ramp-submission.pdf>

² <https://caportal.com.au/tfsw/sydney-harbour-bridge-cycleway/ref>

³ <https://bicyclensw.org.au/sydney-harbour-bridge-cycleway-northern-access-ramp/>

⁴ <https://bicyclensw.org.au/future-transport-strategy-2061-is-out/>



The award winning linear access ramp complements the heritage of the SHB profile and Bradfield Park. ([Aspect Studios](#))

Additional heritage advantages of the award-winning Aspect Studio design include preservation of Bradfield Park North⁵- The ramp sails above human activity across the park without marring the visual aesthetics of the bridge profile. Nor will it demolish the iconic La Campania Italian restaurant, situated at the foot of the south pylon- As is the case with previously rejected plans. Another important heritage consideration are the Kirribilli Markets- The ramp and adjoining cycleway will lead cyclist traffic away from and not directly into the busy weekend markets⁶. This is an important safety, heritage and environmental consideration for the site.

⁵ <https://www.northsydney.nsw.gov.au/projects-works/sydney-harbour-bridge-cycle-ramp#:~:text=Design%20announced%20April%202022,recent%20consultation%2C%20is%20publicly%20available>.

⁶ <https://www.aspect-studios.com/au/news/aspect-studios-leads-one-of-top-three-teams-selected-in-global-competition-for-the-new-sydney-harbour-bridge-cycle-ramp-project>



Unlike other designs, it will not spill cyclists into the densely crowded Kirribilli markets

Moreover, the linear design addresses existing safety issues in heavily pedestrianized areas of Burton Street and Milsons Point Station, making it a much-needed improvement to the existing infrastructure. We believe that this lightweight construction compliments the heritage-listed items and will further enhance the bridge's accessibility for all.

Bicycle NSW also supports Bike North's proposal to expand Bradfield Park North to the west by removing private motor vehicle storage on the eastern side of Alfred Street South. This expansion will more than compensate for the small ground space lost to the linear cycle ramp and will further emphasize the importance of creating spaces for people, not cars.

We believe that our built and park environment should serve the needs of our communities, and the proposed linear ramp and expansion of Bradfield Park North align with this vision. We wholeheartedly support this initiative and believe that it will contribute to a more sustainable and equitable future for all.

Yours faithfully,

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