

Transport for NSW

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# Consultation outcomes report

## Sydney Harbour Bridge Cycleway Northern Access



March 2022

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# Summary

Between Monday 6 December 2021 and Sunday 16 January 2022, Transport for NSW (Transport) invited community and stakeholder feedback on three design concepts for a bike ramp at the northern end of the Sydney Harbour Bridge cycleway, and updated plans for a two-way, separated bike path along Alfred Street South, Milsons Point.

The consultation was promoted widely via traditional media, social media, an electronic mailout and a letter box drop. In total, we estimate the reach of the engagement was around 35,000 people.

Information about the ramp designs was provided via a bespoke engagement platform and at two community livestream events and three face-to-face pop-up events.

Feedback was invited on the ramp designs via an online survey, and on the Alfred Street bike path through an interactive map.

Throughout the consultation, we had more than 1,600 conversations and responses, including 1,063 responses to the survey, 65 comments on the interactive map and 116 emails commenting on the project.

Survey responses, map comments and emails have been analysed and have shaped three key outcomes.

## Outcome 1

The design by ASPECT Studios is clearly preferred by all locality groups and cyclist types. The design was considered the least visually intrusive response to the heritage location and open space, and the most rideable of the three designs on offer.

*As a result of this feedback, Transport will progress the design by ASPECT Studios. ASPECT was shortlisted by the Design Jury for Transport to make the final decision based on stakeholder and community feedback.*

## Outcome 2

Separating bikes and pedestrians along Alfred Street is supported. However, there is a clear desire for a more direct bike route between the ramp landing and Middlemiss Street, and several suggestions were received about the locations of the bike and pedestrian crossings on Alfred Street and Lavender Street.

*Transport will work with community members as we develop the design further.*

## Outcome 3

Sections of the immediate community remain concerned about the project's impacts on Bradfield Park North and are advocating for an alternative looped ramp concept for Bradfield Park Central. Transport has assessed this option and found that it would not be accessible to all ages and riding abilities. A compliant concept would have greater open space, heritage and integration issues.

*After two decades of optioneering and significant consultation over the past year, the linear ramp and ASPECT concept design will progress to the detailed design phase of the project. We extend an open invitation to local community groups to work with us on refining the design.*

# Background to the project

In July 2020, Transport took a fresh look at a long-standing project to upgrade access at the northern end of the Sydney Harbour Bridge (SHB) Cycleway.

Currently, bike riders negotiate 55 steps to the cycleway, and it has long been understood that these steps prevent many people – including e-bike users, children, riders with child seats, people with a disability on modified bikes, older and less fit riders – from accessing the cycleway and taking up bike riding for shorter trips.

Our investigations began with an exploration of lifts, elevators and putting a bike path on the deck of the bridge. We determined a ramp presented a technically feasible response to the problem and addressed all project objectives. In particular, it would unlock latent capacity on the SHB cycleway to meet significant expected growth in cycling demand over the next 20 years and beyond.

We then assessed around 30 ramp options against heritage, open space and rideability criteria to arrive at two alignment options that were consulted on in June 2021. They were a double loop ramp in Bradfield Park Central and a gently curving linear ramp above Milsons Point Station Plaza.

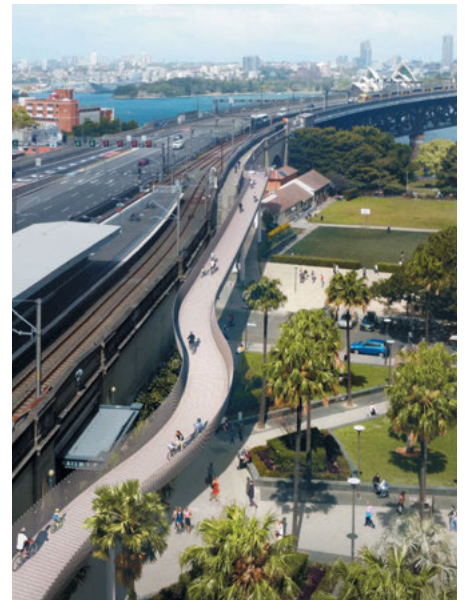
As a result of this consultation, we learned the project has broad public support.

Eighty-two per cent of survey respondents expressed a preference for either the linear or the loop option and 68 per cent supported the linear option.

We also heard concerns the loop option would affect the Kirribilli Markets, school sports and the La Capaninna restaurant, and present conflicts between increased numbers of cyclists, pedestrians, and other road users on Burton Street.

As a result, in August 2021, the Minister for Transport announced that a linear alignment had been selected as the preferred ramp concept. He also announced a competitive design process to attract leading urban design and architectural teams, with Designing for Country, active transport and heritage expertise, to evolve this concept further.

Following a Registration of Interest process, three teams were shortlisted to enter a four-week design competition throughout November 2021. These were led by ASPECT Studios, REALMstudios and Cville.



Concept designs from top ASPECT Studios, REALMstudios and Cville

# Engagement process

The designs developed by the three shortlisted teams were displayed for public comment for an extended period between Monday 6 December 2021 and Sunday 16 January 2022. In addition, feedback was sought on updated plans for a two-way, separated bike path along Alfred Street.

## Promotion and reach

The consultation period was promoted to a wide geographic area, given the Project's relevance and interest to Sydneysiders. Consultation was launched on Monday 6 December and follow-up promotion was undertaken during the six-week period.

It is estimated the campaign reached about 35,000 people over the consultation period. Table 1 outlines the communication channels used and estimated reach for each.

Table 1: Promotion channels and reach

Channel	Details	Measure	Reach
Traditional Media	The three shortlisted designs and consultation period was covered in an article in the Sydney Morning Herald on Monday 6 December.	Comments on the online article	144
Postcard drop	A postcard promoting the consultation was distributed to properties in Milsons Point, Kirribilli, Neutral Bay McMahons Point, Lavender Bay, North Sydney on Monday 6 December.	Postcards delivered	16,438
Engagement portal	The engagement portal was launched on Monday 6 December.	Visits to the portal	14,243
Electronic direct mail (EDM)	An electronic direct mail was sent to the project mailing list on Monday 6 December providing a link to the engagement portal. A second EDM was sent on Friday 17 December informing people of an additional pop-up event and that hard copy design reports were available for viewing and Transport and Council offices.	Individuals registered to the project mailing list.	1,383
Facebook	Two Facebook campaigns ran between 6-12 December and 13-16 January 2022 to drive traffic to the engagement portal, and to remind people to provide feedback before the consultation closed.	Total clicks, comments, reactions, shares and saves	3,876
Instagram	Two Instagram stories ran in December 2021 and January 2022 to drive traffic to the engagement portal, and to remind people to provide feedback before the consultation closed.	Total clicks	135
		<b>TOTAL REACH</b>	<b>34,836</b>

## Consultation activities

Transport took a digital-first approach to engagement given uncertainty surrounding the COVID-19 pandemic, producing a bespoke engagement platform ([nswroads.work/cycleway](https://nswroads.work/cycleway)) where the three design reports were uploaded in their unedited form. This platform also included short videos of the project team, design teams and Aboriginal Elders outlining the Project’s rationale, design schemes and significance to Country.

Two online livestreams were held on Monday 13 December and Wednesday 15 December. The first livestream involved lead representatives from each of the design team and focused on the ramp designs, and the second involved the Transport design team and focused on the Alfred Street bike path proposal.

As the consultation period drew nearer, restrictions eased sufficiently to enable face-to-face, pop-up events under the Burton Street tunnel (8 December), the Kirribilli markets (12 December) and in front of Milsons Point Station (12 January 2022).

On 21 December, copies of the three design reports were also placed at North Sydney Council offices and Transport offices at Ennis Road. A second electronic newsletter was issued on 17 December to let people know.

Community members were invited to provide feedback on the ramp designs via an online survey. For each design, respondents were able to leave free text comments and rate the designs between 1 (lowest) to 5 (highest) against the following five criteria:

1. Acknowledgment of Country
2. Respect for the Sydney Harbour Bridge
3. Respect for Milsons Point Railway Station
4. Integration with Bradfield Park
5. Quality of the design
6. Rideability

In addition, we created an interactive map showing the Alfred Street bike plan and invited community members to place comments and make suggestions.

Both the survey and the interactive map comments provided the main source of feedback to the team. However, some people chose to provide their feedback via email, and the team received around 116 emails and submissions during the six week consultation period.



Filming Uncle Charles Madden for the engagement platform



Pop-up consultation event at Kirribilli Markets, 12 December 2021

## Holiday closedown period

The consultation period was set at six weeks to account for the NSW Government holiday closedown period from 24 December 2021 to 9 January 2022. However calls and emails were monitored over this period.

## Response and interactions

The project team had conversations and interactions with more than 1,600 people over the course of the six-week consultation period. These are documented in Table 2.

Table 2: Engagement responses and interactions

Channel	Details	Total
Survey	Completed survey responses	1,063
Interactive map	Map comments	65
Livestreams	Total attendees – 115 on Monday 13 December and 67 on Wednesday 15 December	182
Pop-ups	Total attendees – about 30 on Wednesday 8 December, 80 on Saturday 12 December and 50 on the Wednesday 12 January	160
Calls to 1800 number		25
Emails	To <a href="mailto:sydneyharbourbridgeprojects@transport.nsw.gov.au">sydneyharbourbridgeprojects@transport.nsw.gov.au</a>	116
	<b>Total responses and interactions</b>	<b>1,611</b>



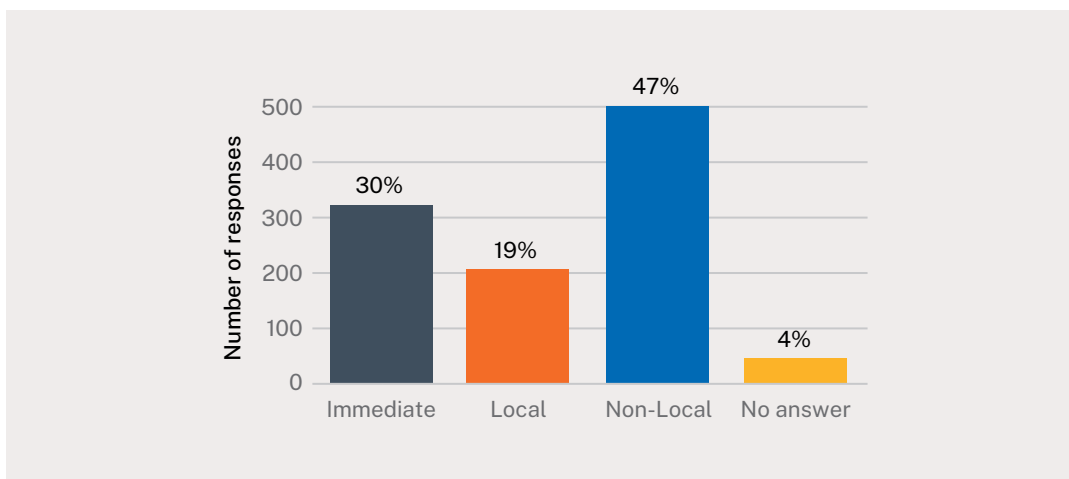
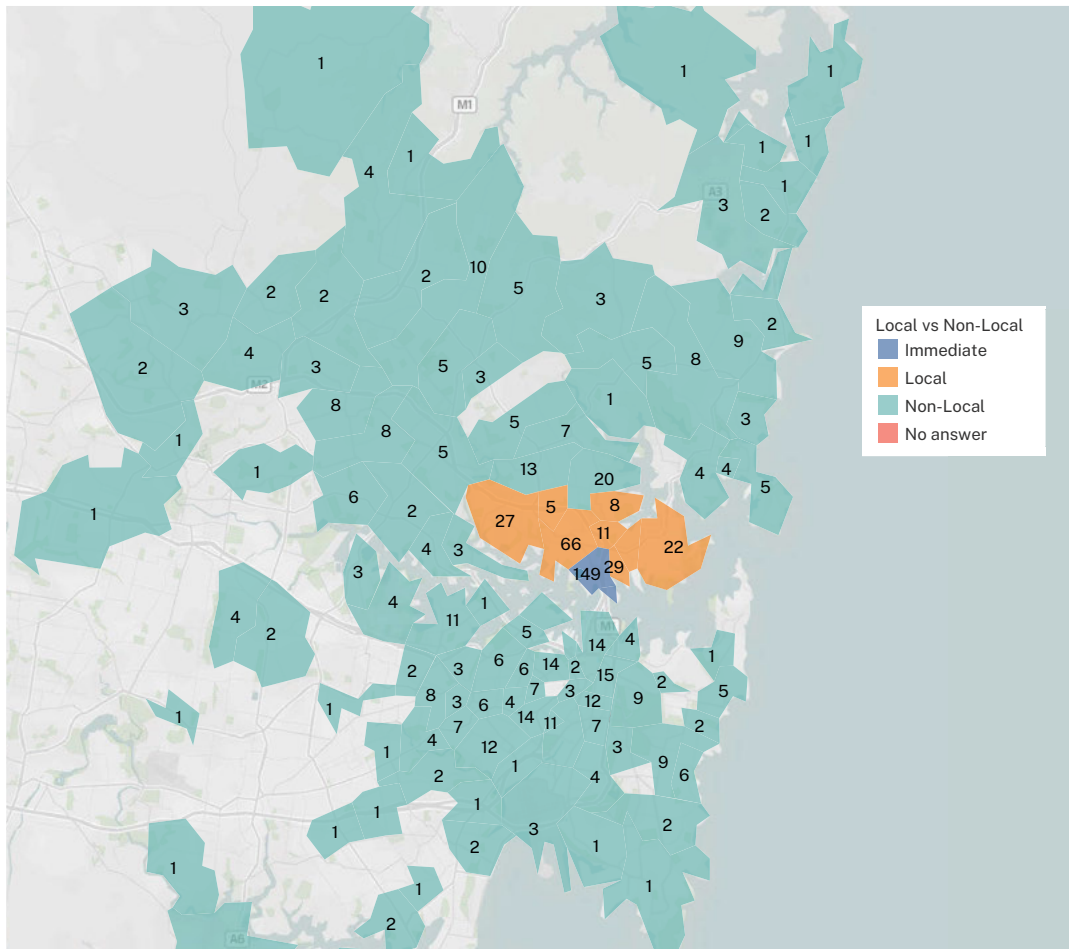
Milsons Point Station Plaza

# Who we heard from

## Locality

Thirty per cent of the 1,063 survey respondents came from the two immediate post codes of 2060 and 2061, around 20 per cent came from the North Shore and within 7.5 kilometres of the site (which we defined as 'local'), and just under half were from further afield. The spread of responses is shown in Figure 1 below, which demonstrates the high rate of response from the immediate area.

Figure 1: Location of survey respondents

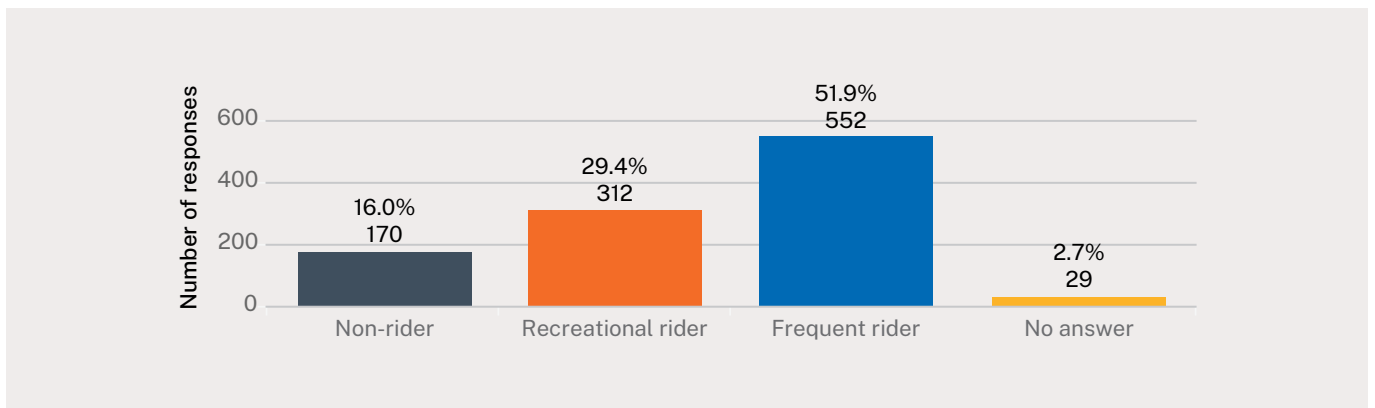




## Cyclist type

Based on the response to the questions “How often do you ride” and “why do you ride,” it was determined that just over half of those respondents were frequent riders, just under a third were recreational riders and 16 per cent were non-riders.

Figure 2: Riding experience of survey respondents



Bike riders on the Sydney Harbour Bridge Cycleway

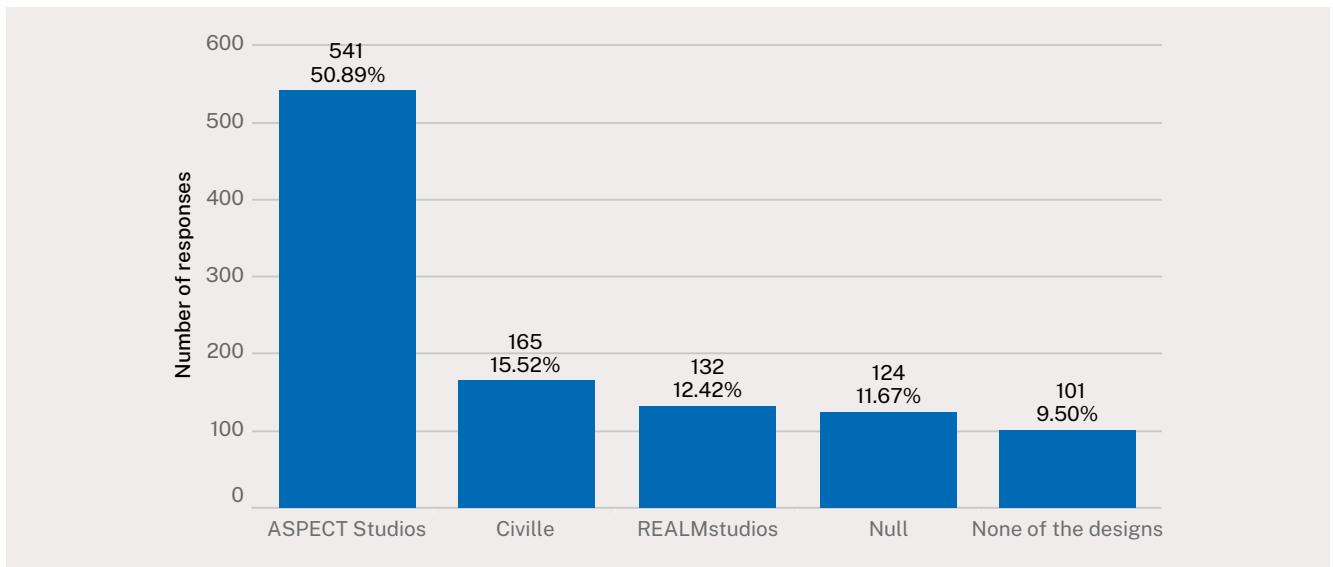
# Ramp designs

## Quantitative feedback

### Design preference

When asked for a preference, just over half of all respondents said they preferred ASPECT's design. Eleven per cent of people provided a null response.

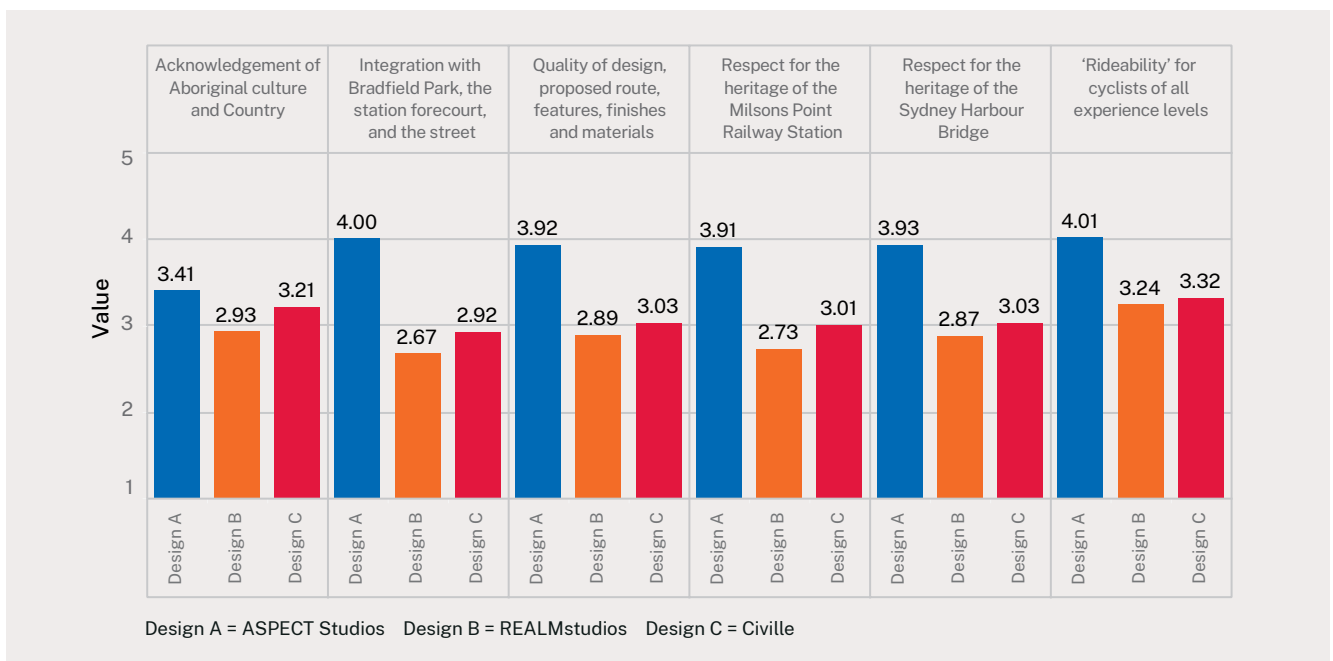
Figure 3: Design preference



### Design ratings

On average, the community rated ASPECT Studio's design overwhelmingly higher against the six assessment criteria compared to the other two design teams (see Figure 4). ASPECT's ratings ranged from 3.41 to 4.01 (out of 5) and had an overall average of 3.83. By comparison, the overall average rating was 3.01 for Civille and 2.89 for REALM.

Figure 4: Average ratings by design and criterion



ASPECT was the highest rated design among immediate, local, and non-local respondents, and among frequent, recreational, and non-riders, receiving average ratings of above 3 out of 5 by all groups. Civile was the next highest rated design across all groups, and REALM the third. Table 3 provides a summary of the average ratings overall. The text in red shows average ratings of less than 3.

Table 3: Average overall ratings by locality and cyclist type

Design	Locality	Average rating	Cyclist type	Average rating
ASPECT Studios	Immediate	3.53	Non-rider	3.47
	Local	4.01	Recreational rider	3.84
	Non-Local	4.02	Frequent rider	4.01
REALMstudios	Immediate	2.33	Non-rider	2.19
	Local	2.90	Recreational rider	2.78
	Non-Local	3.23	Frequent rider	3.18
Civille	Immediate	2.58	Non-rider	2.44
	Local	3.11	Recreational rider	2.97
	Non-Local	3.39	Frequent rider	3.37



Steps to the Sydney Harbour Bridge Cycleway

# Ramp designs

## Qualitative feedback

2,108 comments were extracted from qualitative comments to the survey. These were analysed to identify common themes and then assessed to determine whether they were positive, negative, or a suggestion. Table 4 describes these themes and orders them by the total number of comments received for each.

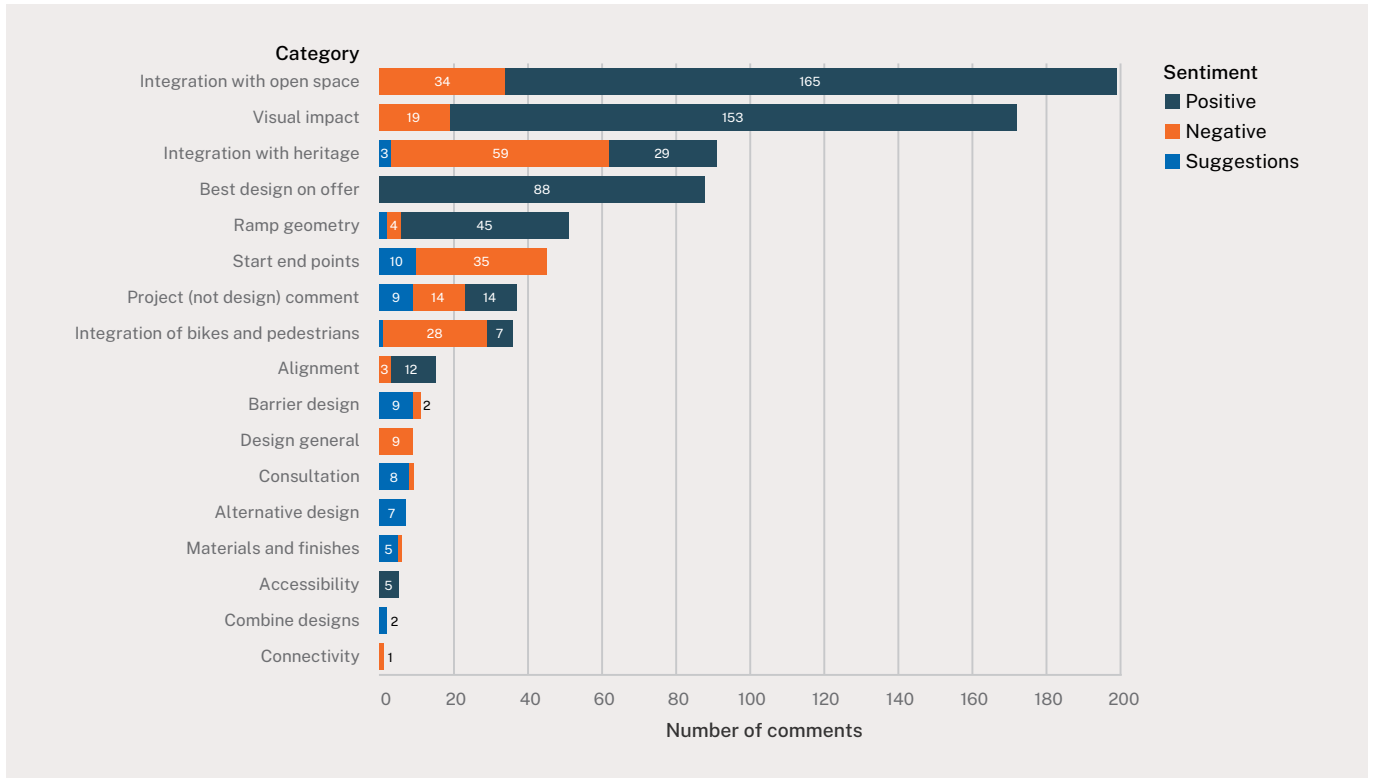
**Table 4: Feedback themes in order of frequency**

Theme	Description	Total
Integration with open space	How the ramp integrates with open space	555
Visual impact	The impact on heritage views	389
Design general	The design in general	204
Integration with heritage	How the ramp integrates with the local heritage	195
Ramp geometry	Including gradient, elevation, width, and radii	146
Start end points	How the ramp connects to the Sydney Harbour Bridge cycleway or lands on Alfred Street	107
Integration of bikes and pedestrians	How the ramp integrates with pedestrians	91
Best design on offer	The design is the best overall, or the 'least worst'	88
Barrier design	The design of the ramp balustrade	73
Project (not design) comment	Comments about the project in general	43
General not support	Comments opposed to the project	35
Alignment	The alignment of the ramp through Bradfield Park	34
General support	Comments in favour of the project	32
Process	The design or consultation process	28
Rideability and accessibility	The ramps' rideability and accessibility	27
Materials and finishes	The proposed materials and finishes of the ramp	22
Alternative designs	Alternative designs to those displayed	21
Aboriginal	How the design references Aboriginal culture	12
Combine designs	Suggestions to combine elements of all three designs.	5
Connectivity	How the design connects with the bike network	1
	<b>TOTAL</b>	<b>2,108</b>

## ASPECT studios

ASPECT’s design received more positive comments than negative, with open space, visual impact and heritage integration being the top three issues raised. Figure 5 shows how many comments the design received by category and splits each category by sentiment.

Figure 5: ASPECT – qualitative comments by category and sentiments



### Support

ASPECT’s design was viewed by many as ‘the best design on offer’ either from those who really liked the design, or from others who saw it as the better of the three options.

The design was noted for its ‘lightness’ and ‘modesty’. The positioning close to the bridge was seen as an effective way to keep visual impacts to a minimum and avoid the structure from cutting across the park. Many felt the design blended in respectfully with the Sydney Harbour Bridge.

Many commented on the gentle gradient, narrow width and good sightlines, noting that this would do much to encourage cycling. Others appreciated that the ramp would take many riders closer to their destination.

“A beautiful respectful design. Doesn’t intrude on Bradfield Park, blends with [the] bridge. Gradient is most suitable for my grandchildren and myself as an older cyclist.”

### Concern

Comments were received about potential tree loss caused by the design extending too far into the park. Several people viewed the design as ‘boring’.

Commenters were critical of the design’s heritage impacts, noting that running the ramp close to the entrance of Milsons Point Station could impede views of the Art Deco station façade.

A few commentators were concerned about the ‘bump’ around the entrance to Milsons Point Station and its impact on rideability. There were also many critical comments about the angle of the take-off from the bridge, and a perceived narrowness at this location potentially causing a ‘pinch point’.

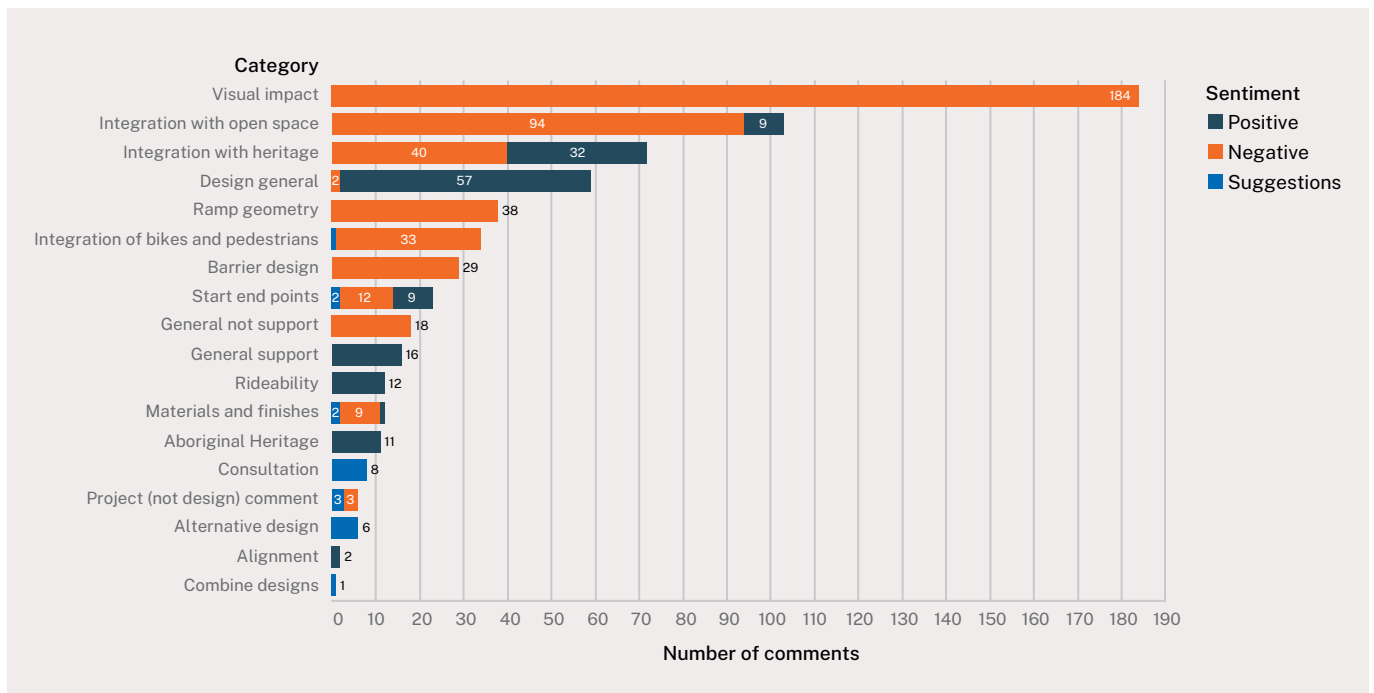
Many people were concerned about how cyclists would integrate with pedestrians on Alfred Street. This was a common theme for all designs.

“Placing the cycleway close to the railway line has a negative impact on Bradfield Park. There are also issues at the off-ramp section with disruption of the park and poor traffic /pedestrian interaction.”

## REALMstudios

REALMstudios’ design mostly attracted comments about visual impact, open space, and heritage integration. Figure 6 shows how many comments the design received by category and splits each category by sentiment.

**Figure 6: REALMstudios – qualitative comments by category and sentiment**



### Support

People who liked REALMstudios’ design noted its natural, organic shape and bold, contemporary, and interesting design.

Supporters appreciated that the design mimicked and transition the design of the Sydney Harbour Bridge. The lighting and provision of shade by the ramp were noted as a positive feature.

REALMstudios were also commended their considered approach to Aboriginal culture and Designing for Country.

“I think this design is so fantastic. The way it has embraced looking at the project from an indigenous lens is outstanding ... in fitting with the aesthetic of the harbour bridge... The gradient and shape of entry ramp looks best, more gradual... I love how they’ve created a social space amongst the curves as well.”

### Concern

REALMstudios’ design also received many comments expressing the view that it was too ‘dominating and ‘imposing’.

The alignment over the park was seen by many as intrusive, with potential for shadowing. The ramp balustrade, with its exterior structure, was considered ‘heavy’ with respect to the heritage precinct.

Comments were also received about an apparent sharp turn-off where the ramp connects with the Bridge, and how the ramp integrates with pedestrians at ground level. Some riders viewed the relatively steep gradient at the bottom of the ramp, with no opportunity for a ‘run-up’, as problematic for inexperienced riders.

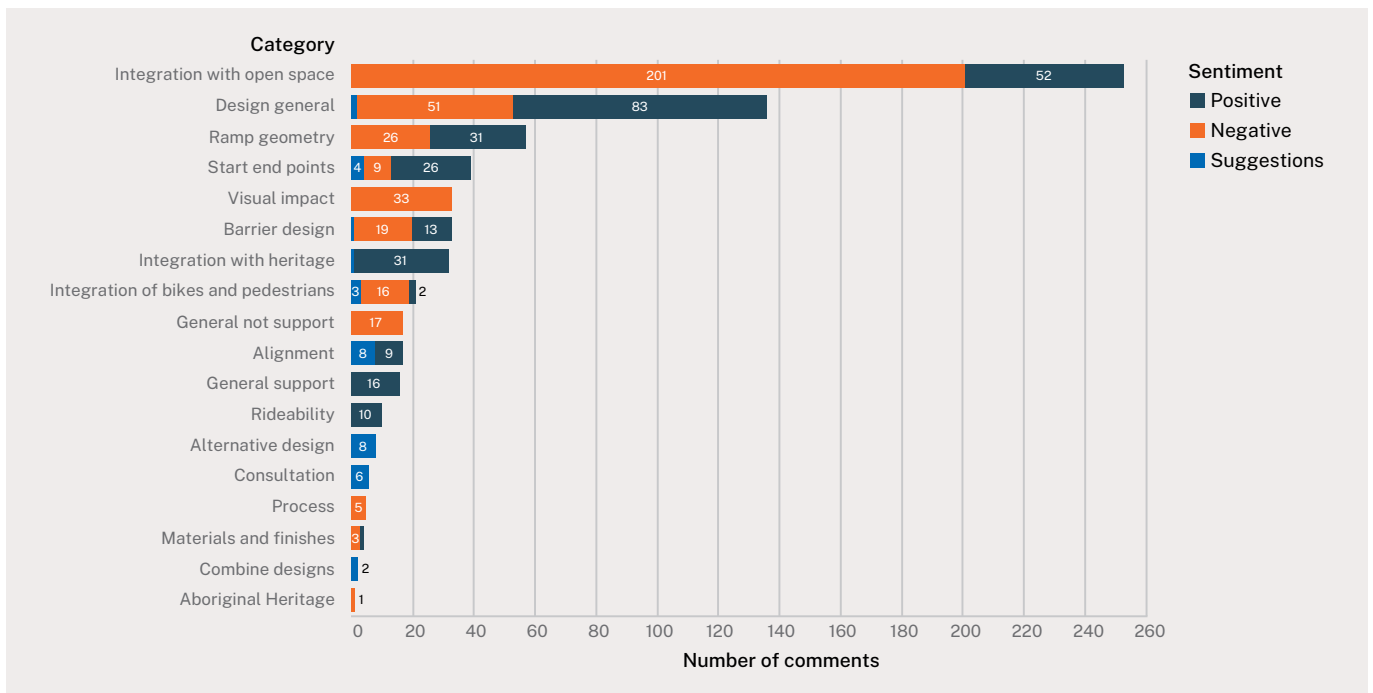
There was also concern about how this design would integrate safely with pedestrians at ground level.

“Structure is very bold, competes with the Sydney Harbour Bridge and is very intrusive on Bradfield Park and views to Milsons Point Station.”

## Civille

Comments about Civille’s design were generally balanced with the top three issues being open space, design general and ramp geometry. Figure 7 shows how many comments the design received by category and splits each category by sentiment.

Figure 7: Civille – qualitative comments by category and sentiment



### Support

Supporters noted the design’s consideration of the landing including the water feature, native plantings, and dwelling spaces.

The design was considered ‘modest’, ‘graceful’ and ‘simple’. The viewing platform and lightweight balustrade were also commended.

Some noted the merits of bringing the alignment back from the entrance to Milsons Point Station and liked the rideability of the design’s broad sweep. Many also noted the smooth transition of the ramp to the existing cycleway with its diagonal connection.

It was also noted that Civille had measured and considered pedestrian movement in their design and had provided a suggestion to how the top of the existing stairs could be adjusted for pedestrian access.

“I like this design because it provides a visually pleasing element to the park, is sensitive to Indigenous heritage... is slender and light... and understands cyclists requirements”.

### Concern

While some people considered the design treatments as ‘thoughtful’ and ‘considered’, others felt they were ‘outdated’, ‘boring’, and ‘whimsical’.

The alignment of Civille’s design and its width at the most westerly point, was seen as having a physically intrusive impact on Bradfield Park that would be visually dominant, particularly as the ramp comes to the ground.

Some commentators noted the steep section at the end of the ramp, believing it might be difficult for inexperienced riders.

“Materials not aesthetically pleasing. Looks practical but plan view shows ramp occupying too much ground area in front of station and becoming too much of a feature in its own right.”

# Alfred Street bike path

## Quantitative feedback

An interactive map was used to gain feedback on the plans for the Alfred Street bike path. It received 65 separate comments from 45 different people. This included 28 comments from 17 people in the immediate area (postcodes 2060 and 2061). Six comments were about the ramp and haven't been included in this analysis.

Respondents were asked to drop comments on the map to indicate what elements of the bike path design their feedback related to. They were also asked to categorise their comments under one of five topics: crossings; parking and bus stops; the separated bike path; the shared path; and 'other'. In addition, respondents were asked to mark their comments with a 'thumbs up', 'thumbs down' or 'unsure' to provide an indication of sentiment. Table 5 provides a breakdown of map comments and sentiments.

Table 5: Number of map comments by category and sentiment

Category	Total comments	Thumbs up	Thumbs down	Unsure
Bike path	25	11	6	8
Crossings	10	4	4	2
Shared path	9	4	4	1
Parking and bus stops	7	6	1	0
Other	8	2	3	3
<b>TOTAL</b>	<b>59</b>	<b>27</b>	<b>18</b>	<b>14</b>

## Qualitative feedback

An analysis of the map comments showed support for the principle of separating bikes and pedestrians. However, the crossings received several concerned comments and suggestions from both residents and cyclists. A common suggestion was to continue the bike path on the east side of Alfred Street and then upgrade the Lavender Street Roundabout so bikes could go straight over.

Feedback against each of the key topic areas are summarised below, along with our response.

### Separated bike path

#### Themes and sentiment

**Support:** Separating riders from pedestrians will make it safer for all.

**Concern:** The western side of Alfred Street is not the right place for a bike path.

**Concern:** How do riders using the road join the ramp?

**Suggestion:** Continue the separated cycleway down Burton Street and through to Broughton Street.

**Suggestion:** Do not encourage cyclists to use the Burton Street tunnel as a through-fare to Broughton Street.

#### Response

Reallocating road space to encourage a much-needed mode shift from cars to bikes often means making a trade-off with car parking. For this project, around 15 spaces would be lost, which we believe is necessary to facilitate the safe separation of bikes and pedestrians. We have tried to keep this to a minimum.

We have also tried to keep the bike path to the east of Alfred Street South to avoid the driveways, building entrances and bus stops along the western edge. It is necessary to direct riders to the west side so they can cross Lavender Street and join Middlemiss Street. This crossing needs to be located far enough south to avoid the slipway from the Sydney Harbour Bridge.

Burton Street is part of North Sydney Council's Cycle Route 3. Continuing the separated bike path from Burton Street to Broughton Street would be a matter for North Sydney Council to progress.



## Crossings

### Themes and sentiment

**Concern:** The position of the Alfred Street crossing may cause tailbacks and conflicts with traffic coming off the slip road from the Harbour Bridge.

**Concern:** The two crossings require cyclists to make several right-hand turns. This is dangerous, particularly if riders are carrying loads. The Lavender Street crossing is in the wrong spot and takes riders off the direct north / south desire line. Riders will just continue to use the road.

**Concern:** Unsure how the bike and pedestrian crossing will work and whether bikes and pedestrians would be separated.

**Concern:** The bike path will require the removal of parking and relocation of bus stops, causing inconvenience for local people.

**Suggestion:** Move the Alfred Street crossing south to improve safety and reduce congestion. Consider a crossing between 110 Alfred Street and the North Residences. There are no building exits here and the footpath is wider.

**Suggestion:** Consider signals at the Street crossings to reduce the risk of collision.

**Suggestion:** Continue the bike path to Lavender Street and upgrade the roundabout so riders go directly over to Middlemiss. Consider Dutch-style roundabouts as they are good at integrating bikes, pedestrians, and cars. The roundabout at the junction of Oxley and Albany Streets in Crows Nest is a good example.



Example of a pedestrian and bike crossing

### Response

We have modelled the proposed Alfred Street crossing. It is expected to result in minimal queues and delays to road traffic, while significantly enhancing the level of service for pedestrians and bike riders moving safely through Milsons Point.

We appreciate that directing riders across the road to the west side of Alfred Street South is not in keeping with the 'directness' typically sought in bike path design. However, this is necessary so riders can then safely cross Lavender Street and join the bike path on Middlemiss Street.

Continuing the bike path all the way to Lavender Street on the east side of Alfred Street would bring it into direct conflict with the Sydney Harbour Bridge slip road. This slip road cannot be closed as it is a primary northbound connection to Milsons Point from the Bridge.

The Alfred Street South crossing needs to avoid the slip road that merges from Lane 1 of the Sydney Harbour Bridge to Alfred Street South. Bringing the crossing further south would have the effect of extending the bike path on the western side of the road. This would create additional conflict points with driveways and result in more parking spots being removed.

We have tried to keep the bike path on the eastern side as much as possible for these reasons.

The crossing is proposed for pedestrians and bikes and would be similar to Figure 11. These have become common in other parts of Sydney and typically don't have signals, in keeping with the stated road hierarchy that prioritises pedestrian and bikes over cars.

Cars would be slowed through road treatments and good urban design to slow them further at this point.

A Dutch-style roundabout would not be appropriate in this location mainly because we need to keep the slip lane from the Sydney Harbour Bridge. In addition, spatial constraints and the existing street geometry also work against the feasibility of this kind of response.

## Parking and bus stops

### Themes and sentiment

**Support:** Removing more parking spots will improve aesthetics and create areas for people to enjoy the park and local eateries and businesses.

**Support:** Bike path is a better use of public space than parking.

**Support:** Lots of parking is not needed as the area has a well serviced train station and is walkable.

**Concern:** Removing parking will reduce transport choice for residents and make it difficult to service visitors, deliveries, and the Kirribilli markets.

**Concern:** Moving the southern bus stop will take away parking, add extra distance to walk between the station and bus stop, and require people to cross over Burton Street causing potential conflict.

**Suggestion:** Two bus stops might not be needed on the western side of Alfred Street. Would prefer to keep the northern bus stop where it is due to the narrowness of the footpath in the proposed new location.

**Suggestion:** Provide better shade at the new, relocated bus stops.

### Response

We note the support for removing parking to make way for the bike path crossings, but also appreciate there is opposition as well.

Reallocating road space to encourage a much-needed mode shift from cars to bikes often means making a trade-off with car parking. We have tried to keep the number of lost parking spaces (estimated at around 15) to a minimum, and there will still be plenty of spaces for visitors and deliveries.

We note the concern about moving the southern bus stop and have met community representatives to discuss this matter. We will consider this issue during the next stage of the design process.

We can certainly explore options for shade and cover for any relocated bus stops.

## Shared path

### Themes and sentiment

**Support:** There were several comments in support of the shared path at the corner of Lavender and Middlemiss Street on the grounds it would give pedestrians more separation from cyclists and cars.

**Concern:** However, there were concerns that a shared path would create risks for both parties as it is not wide enough for bikes and pedestrians and people with child trailers. A redesigned roundabout to allow riders to safely go straight over to Middlemiss Street would be preferable.

### Response

The proposed section of shared path meets the minimum width of 2.5m, required to enable bikes and pedestrians can pass safely.

The road has been narrowed as much as possible to allow for the greatest amount of space for walkers and riders around the roundabout.

Transport is anticipating that confident riders will continue to ride on the road through the roundabout with the shared path being available for novice and slower riders.

Narrowing the road lanes and changing the surface of the roundabout will slow vehicles and allow for a calmer traffic environment for all road users.



# Feedback from correspondence

In addition to the survey and map feedback, Transport received 116 emails directly to the project in-box from 76 different people over the course of the six-week consultation period. Of these people, 35 were seeking clarification about the portal or consultation events. The rest provided feedback on the project in general, the three ramp designs, or the Alfred Street bike path proposal. Fourteen emails stated support for the project, 13 of which preferred the ASPECT design and one the Civile design. Twenty seven people expressed concern about the project.

## Organisational feedback

Five organisations provided feedback in writing. These are outlined in Table 6 along with a summary of the feedback and our response.

Table 6: Organisational submissions

Organisation	Summary of feedback	Response from Transport
<b>Kirribilli Neighbourhood Centre</b>	<ol style="list-style-type: none"> <li>1. Do not support the bike ramp proposal</li> <li>2. Is seeking financial compensation for the impact to, and relocation of, the markets.</li> <li>3. Ramp columns should not be in the zone of the existing bollards between the steps and the gravel area.</li> <li>4. The ramp should be prefabricated</li> <li>5. Site sheds should not be located in the Burton Street tunnel.</li> <li>6. Contract tenders should be made aware the markets have a standing licence for the free, unobstructed use of the tunnel</li> <li>7. Would like to be involved in the staging plan of the contractor.</li> <li>8. Seeks assistance in finding a temporary location for the market</li> <li>9. Requests the incorporation of power poles and banner anchor points in the columns.</li> </ol>	<ul style="list-style-type: none"> <li>• We note the Centre's position and thank officers for their collaboration to date.</li> <li>• We are working with the Centre to develop a plan for the temporary relocation of the market stalls. These are progressing well, and we are confident we will be able to ensure the markets operate fully during the construction period.</li> <li>• We are confident the market will be able to continue operating in the Burton Street Tunnel, and that we can keep site sheds away from this prime location during market days.</li> <li>• We can commit to involving the Centre in the ongoing design and construction planning processes.</li> </ul>

Organisation	Summary of feedback	Response from Transport
<p><b>Milsons Point Community Group, Lavender Bay Precinct Committee and Cr Ian Mutton</b></p>	<p>This was an extensive submission which contended that the project:</p> <ul style="list-style-type: none"> <li>• fails to meet Transport’s key objectives</li> <li>• is based on a misrepresentation of data</li> <li>• fails to consider alternatives that could gain broad support.</li> </ul>	<p>We thank the contributors for this submission. A full response to this submission can be found on the project engagement portal at <a href="http://nswroads.work/cycleway">nswroads.work/cycleway</a>.</p>
<p><b>Bicycle NSW</b></p>	<p>“Bicycle NSW supports the ASPECT Studios design and suggests widening sections to allow rest and overtaking; retaining the steps for the benefit of cyclists heading east; reconsidering the junction to ensure the angle of approach is comfortable.”</p>	<p>Transport thanks Bicycle NSW for its ongoing support. We note these comments and will consider them during the next phase of the design development.</p>
<p><b>Edward Precinct</b></p>	<p>“Edward Precinct is a community group in North Sydney with around 700 members and lies immediately to the west of the North Sydney business district. Edward Precinct wrote to note that it prefers the ASPECT design because it has least impact on green/open space and on the residents of the apartments on Alfred St South.”</p>	<p>We thank Edward Precinct for their submission. We note their preference and have included it in our analysis.</p>



Bradfield Park North

Organisation	Summary of feedback	Response from Transport
<p><b>National Trust</b></p>	<ul style="list-style-type: none"> <li>• Both the northern and southern approaches to the Harbour Bridge cycleway must be designed at the same time as an integrated project. This is the only way to ensure the design integrity of the bridge and its approaches is maintained.</li> <li>• The cycleway approaches must not be considered in isolation, but instead as part of a wider network which itself requires further improvement.</li> <li>• Construction funding and necessary land acquisition should be resolved at both the northern and southern approaches prior to further design work to ensure this long-awaited project can be fulfilled</li> <li>• The concerns of all members of the community, including pedestrians, station and park users, and cyclists of all skill and fitness levels, must be considered.</li> <li>• All the current options will have varying levels of impact upon the heritage values of the Harbour Bridge itself and Milsons Point Station and the associated Bradfield Park in particular.</li> <li>• Any design should seek to minimise the intrusion of the structure on the park and its landscape setting and be recessive in nature to the bridge and its environs as far as possible.</li> </ul>	<ul style="list-style-type: none"> <li>• We thank the National Trust for its submission.</li> <li>• Our strategic examination of the need for investment in the cycleway considered both the northern and southern cycleway access points.</li> <li>• We are committed to getting the right long-term solution for cycleway but are not proposing to upgrade the southern access project just yet.</li> <li>• We will keep looking at the investment needed for the south as demand increases in response to the northern upgrade.</li> <li>• However, our Design Excellence Strategy does consider the southern approach and has developed Design Excellence and Heritage Principles that we would apply to plans for the southern access.</li> <li>• The National Trust is a key stakeholder for the southern access project, and we look forward to working with the organisation in the future.</li> </ul>

## Community feedback

The points raised in emails opposing the project are similar to the joint submission by the Milsons Point Community Group and the Lavender Bay Precinct Committee.

A response has been provided at [nswroads.work/cycleway](https://nswroads.work/cycleway).

Table 7 provides a summary of additional issues raised in community submissions.

**Table 7: Additional issues raised in community submissions**

Issue	Response
<p><b>The ramp designs interfere with the radial elements of the Milsons Point Station Plaza Design</b></p>	<p>The alignment of all designs respond to the historic radial geometry of the plaza and maintain pedestrian access to/from the three radial pathways and Railway Station. The ASPECT design has the least physical impact of the three designs on the plaza and lawn terraces.</p>
<p><b>The ramp designs</b></p> <ul style="list-style-type: none"> <li>• impede recreational use of Bradfield Park North</li> <li>• result in a net loss of public open space</li> <li>• cut Bradfield Park North off from rest of park</li> </ul>	<p>The linear ramp would result in a marginal net loss of open space where the ramp and columns meet the ground. All design teams thoroughly considered how the ramp landing could ‘give back’ through the provision of enhanced landscaping and community dwelling spaces. Aside from the area where the ramp meets the ground, there is no reason ground level activities could not continue.</p>
<p><b>The linear ramp restricts views and creates visual clutter.</b></p>	<p>All three designs strived to make a positive contribution to the public open space through high-quality design treatments and finishes and considered responses to the ground integration. However, we acknowledge that each design would impact view corridors. In part, this led us to select ASPECT as the winning design as its location, closer to the bridge viaduct wall, lowered the visual impact overall.</p>
<p><b>The ramps would cut off sunlight</b></p>	<p>Contrary to cutting off sunlight, we believe each of the designs could provide shade and cover in the otherwise exposed Station Plaza.</p>
<p><b>The ramps force cyclists onto the streets – and into positions of conflict with pedestrians. An elevated cycleway is needed.</b></p>	<p>An elevated cycleway would have far greater impacts than the ramps proposed. It is not structurally possible to cantilever a cycleway to the side of the Sydney Harbour Bridge, so column supports would be needed for the entire length of the cycleway, including through Bradfield Park North and up Middlemiss Street.</p>



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