

# Sydney Harbour Bridge Cycleway Ramp

## Detailed design fact sheet

April 2025



Transport for NSW is delivering a new bike ramp and cycle path from the Sydney Harbour Bridge cycleway to the bike network in Milsons Point. The project will improve the cycling experience for all bike users at this iconic landmark and support the predicted future growth in the number of bike riders travelling north and south of the Sydney Harbour Bridge.

### Design

#### What is detailed design?

The detailed design for the Sydney Harbour Bridge Cycleway Ramp project (the Project) began in early 2024 and is now complete.

At the detailed design stage, the design is refined to ensure it meets project requirements, is suitable for construction and integrates with nearby infrastructure.

For more information about the design and environmental approvals process, please see the March 2024 [Frequently Asked Questions](#) document on our website.

#### Is the ramp accessible for all bike riders?

The ramp has been designed for an 8 to 80 age group so people of all ages and abilities can safely and confidently access the Sydney Harbour Bridge Cycleway Ramp.

The new bike ramp is 170 metres long and will be 3.1 metres wide to provide sufficient space between cyclists.

The ramp has a gentle slope to provide a safe and comfortable ride for all bike riders. The ramp has been designed in line with Bicycle NSW's [Design Principals for Good Bicycle Infrastructure](#).

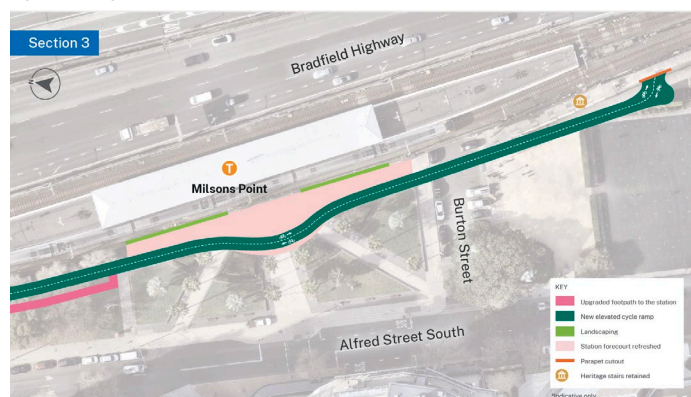
#### What will happen to the existing steps?

The existing 55 steps at the northern end of the Sydney Harbour Bridge cycleway will remain open during construction and be retained once the new cycle ramp is complete.

#### How does the bike ramp connect to the Sydney Harbour Bridge?

The new bike ramp connects into the Sydney Harbour Bridge at the northern end of the Sydney Harbour Bridge cycleway, just south of the existing 55 steps.

An 8.7 metre wide section of the Sydney Harbour Bridge concrete parapet (cut out concrete piece of the existing bridge cycleway wall) will be removed to connect the new ramp to the existing Sydney Harbour Bridge cycleway.



#### What will happen to the cut-out section of the bridge?

The removed concrete parapet piece will be relocated to the landscaped area at the ramp landing in Bradfield Park North.

#### What is the distance between the ramp and the Sydney Harbour Bridge wall?

The distance between the bike ramp and the Sydney Harbour Bridge viaduct (bridge wall) varies. South of the Milsons Point Station entry, the cycle ramp is about 3 metres from the bridge's wall. North of the station entry, the distance decreases from 3 metres to 1.5 metres to reduce impacts to Bradfield Park North.



Transport for NSW acknowledges the Cammeraygal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

## How did Transport for NSW incorporate International Design Excellence into the project?

An international design excellence approach was adopted for the cycleway, acknowledging the location's unique and highly significant heritage and public open space setting.

The Project design excellence approach has included the following processes to ensure the best possible architectural, heritage and place outcomes:

- Started with Country, engaging knowledge holders and incorporating a paving design to recognise and honour Aboriginal history and culture.
- Included an international design competition.
- Established a project-specific Design Integrity Panel, led by the NSW Government Architect, to independently review the design and achieve design excellence.
- Worked closely with Heritage NSW and other heritage specialists so that the design responds to the national heritage-listed Sydney Harbour Bridge in a sensitive and complementary way.
- Consulted with bicycle user groups, community and local organisations to develop a design that is fit for purpose.

## Heritage

### What will happen to the heritage inlays in Bradfield Park North?

The Bradfield Park heritage walk elements (ground inlays) interpret the former properties of Milsons Point that stood on the site prior to their demolition for the construction of the Sydney Harbour Bridge. The inlays were installed by Council in 2007. As part of the project, they will be restored into the finished surface of the park and the new landscaping in the ramp landing area. Their final placement will align with their original location.

### How is heritage considered and preserved throughout the project?

An approach to the Project's design has been adopted which respects the status of the Sydney Harbour Bridge as an iconic cultural landmark.

Working closely with Heritage NSW and the NSW Government Architect, the Project has been sensitively designed to minimise impacts and enhance heritage features of the Sydney Harbour Bridge by:

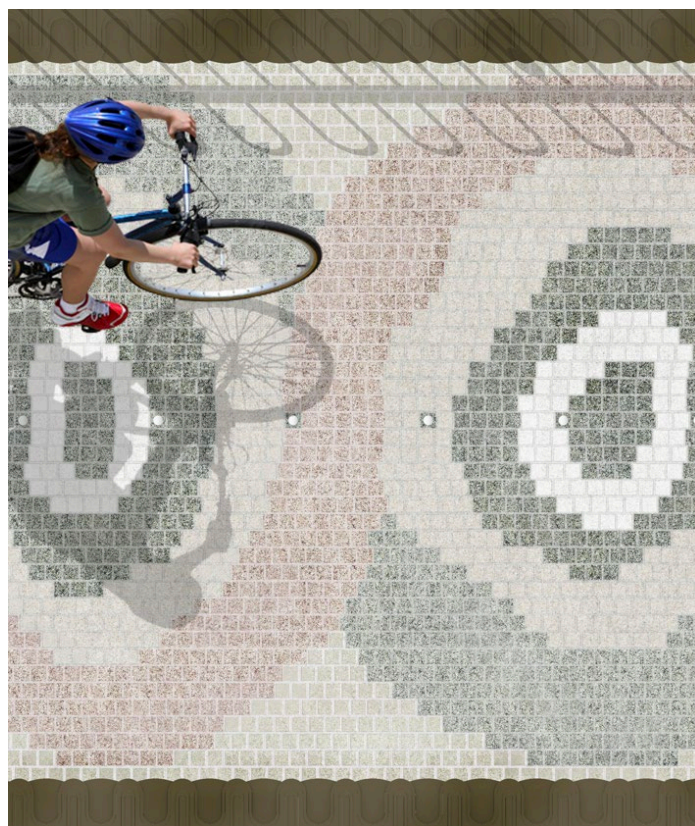
- Locating the linear bike ramp close to the bridge wall.
- Respecting the heritage significance of Milsons Point Railway Station by positioning the ramp away from the main entrance to maintain views of the historic cartouche, the iconic 'date' symbol above the station.
- Ensuring ongoing independent design reviews of the Project by the NSW Government Architect and experts in architecture, urban design, heritage and designing with Country.

- Including additional heritage interpretation initiatives.

### How is the project incorporating Connecting with Country?

The ramp will feature a design that honours the important Aboriginal history of the area. Aboriginal artists Maddison Gibbs and Jason Wing, in collaboration with ASPECT Studios, have developed a paving design for the ramp, drawing on the imagery and themes of local marine life in Gadigal and Cammeraygal land and waters.

Stone for the paving design is being sourced from across Australia in the ochre palette, a unique range of warm earth colours. This will include granite from Moruya on the NSW South Coast, the same granite used for the original Sydney Harbour Bridge pylons tying together the old and the new.



Artist's impressions of ramp paving design, indicative only.



## Safety

### What safety measures have been included in the design of the project?

The safety of pedestrians and bike riders, as well as motorists, has been carefully considered throughout the design development to reduce possible conflicts between these modes.

Design measures to address safety and create a welcoming environment for all users include:

- A curve at the ramp landing, to slow down bike riders before entering a pedestrianised area.
- Clearly defined bike rider and pedestrian areas on the Alfred Street South cycle path.
- Pavement markings to inform pedestrians and cyclists that they are in a shared zone.
- New pedestrian and bike crossings on Alfred Street South and Lavender Street.
- A ramp landing connecting to a two-way dedicated cycle path along Alfred Street South.
- Signage to slow down cyclists as they approach the top of the ramp from the existing cycleway on the Sydney Harbour Bridge.

### Will pedestrians be separated from the cycle path on Alfred Street South?

The footpath along Alfred Street South will be widened to accommodate the two-way dedicated cycle path and separated pedestrian path. The pedestrian footpath will sit between the cycle path and parked cars to separate cyclists from people entering and exiting their vehicles.

### How will bike riders and pedestrians cross Alfred Street South safely?

Two new raised crossings with dedicated pedestrian and bike paths will allow pedestrians and bike riders to safely cross Alfred Street South and Lavender Street.

### How will the bike riders be separated on the bike ramp?

The bike ramp deck will incorporate integrated metal markers to identify laneways to separate bike riders. The deck is 3.1 metres wide with enough space for riders to safely pass each other.

### Will the cycle ramp be safe to use at night?

Lighting will be incorporated for pedestrians, bike riders and road users and to minimise the creation of unwelcome dark spaces.

Three light poles will be installed at the ramp landing in Bradfield Park North, with one light pole including a fixed closed-circuit television (CCTV) camera.

Four new CCTV cameras will also be installed, two at the ramp landing in Bradfield Park and two at the top of the existing stairs on the Sydney Harbour Bridge.





# Bradfield Park North

## What are the planned changes in Bradfield Park North?

The new bike ramp will land in Bradfield Park North and join a dedicated 2.5 metre wide, two-way separated cycle path. The bike path will take riders along Alfred Street South, over two new crossings and connect with the existing bike lane on Middlemiss Street.

The pedestrian walkway at the base of the ramp will be defined with paving materials including a raised textured surface used to warn pedestrians as well as important signage.

The ramp and cycleway will integrate seamlessly into Bradfield Park. The new paved area will have seating, a drinking fountain and bike pump stand. It will provide a welcoming space for people to stay or pass through to reach Milsons Point Station.

# Overhead power lines

## What is happening to the above ground power lines?

The existing above ground low voltage power lines between the new bike ramp landing area on Alfred Street South and the existing pedestrian crossing on Lavender Street will be placed underground. Nine new light poles will be installed along the pedestrian footpaths on Alfred Street South and Lavender Street.

The power lines are being placed underground to improve the visual amenity in the local area and to provide a safer environment for bike riders and pedestrians.

# Lavender Street

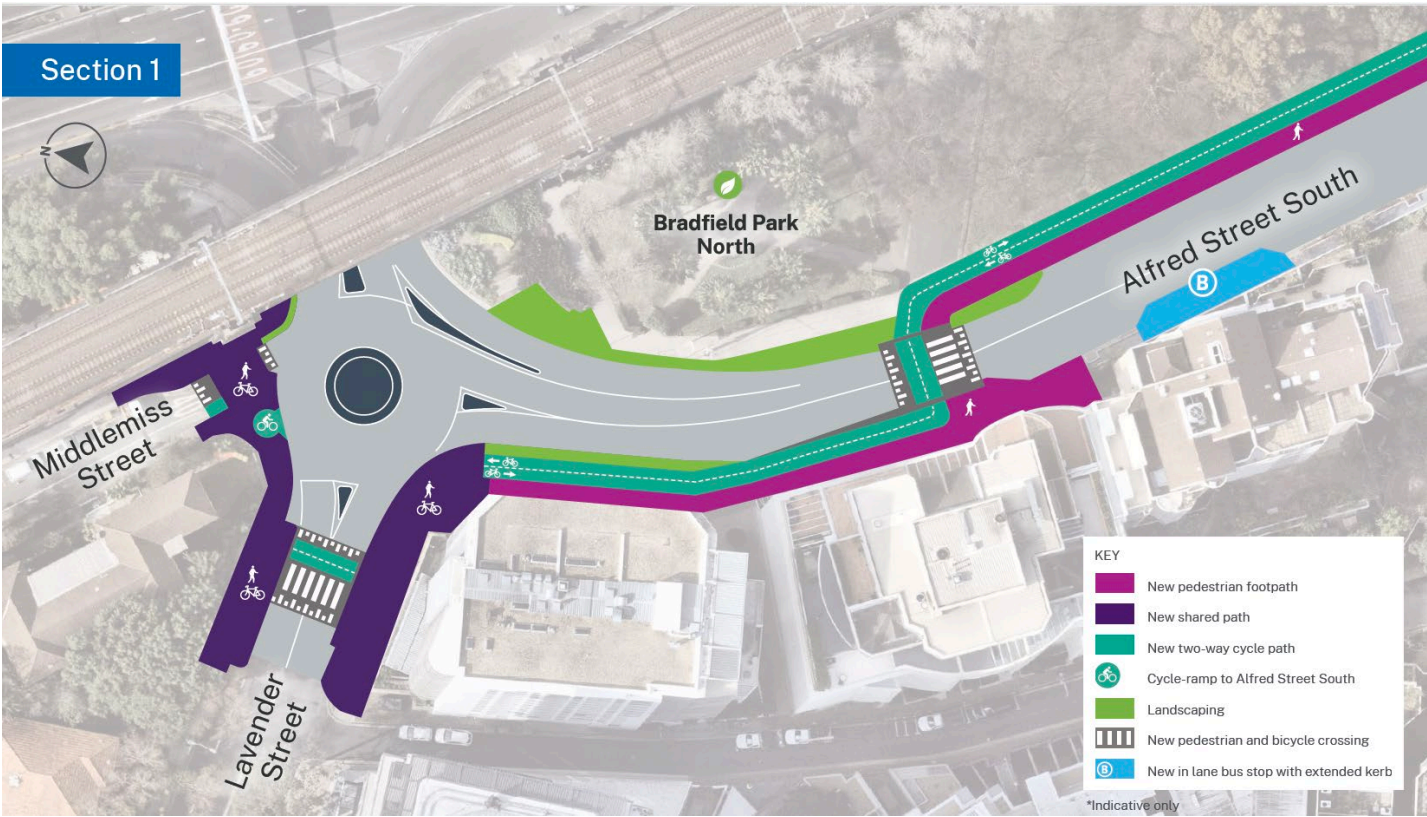
## What are the changes at the Lavender Street roundabout?

The following changes will be made at the Lavender Street roundabout:

- The roundabout will be moved to the east to accommodate the widened shared paths on Alfred Street South, Lavender Street and Middlemiss Street.
- Upgrading the existing pedestrian and bike rider crossing.
- A new raised crossing with a continuous footpath to prioritise pedestrians and allow southbound bike riders to safely join the shared path on Middlemiss Street.
- New cyclist kerb ramps so riders can join the shared paths from Middlemiss and Lavender streets.

## What has happened to the palm tree in the roundabout on Lavender Street?

In March, the Canary Date Palm was relocated to St Leonards Park.





## Parking

### What is the impact on street parking?

To build the new dedicated bike lane and footpath, 15 parking spaces will be permanently removed on Alfred Street South. Two additional car parking spaces will be converted into parking for eight motorcycles.

We understand parking is important to the local community and have carefully designed the project to minimise parking loss.

On-street parking is available in adjoining streets such as Lavender Street, Cliff Street, Glen Street, Burton Street and Fitzroy Street.

The local area is also well served by public transport, being located close to Milsons Point Station, bus stops, as well as active transport links.

### Will there be changes to the bus stop on Alfred Street South?

The existing bus stop on Alfred Street South near Lavender Street will be relocated about 60 metres south. It will become an in-lane bus stop. This means the bus will stop to pick up passengers in the vehicle lane. A new kerb line will be created, along with upgrades to the pavement.



## Contact us



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**[nswroads.work/cycleway](https://nswroads.work/cycleway)**

## Explore detailed design

Scan the QR code to learn more about how we will bring this iconic landmark into a new era with cycling for all.

We hope you enjoy the journey as we guide you through the history of the area, key features of the ramp, how we've adopted best practice in design and honoured the projects unique features and significant heritage.

