

# Sydney Harbour Bridge Northern Cycleway Access

## Alfred Street South, Cycleway Options

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This report was prepared by Cox  
Architecture on behalf of Transport  
for NSW, Infrastructure & Place

# Introduction

The following assessment outlines the seven options considered to achieve safe transit for bike riders connecting from Burton Street to Middlemiss Street, Milsons Point.

The connection along Alfred Street South is a tier one regional bike route connecting North Shore residents to Sydney City via the only eastern harbour cycleway crossing on the Sydney Harbour Bridge (SHB).

The SHB cycleway is one of the busiest bike paths in Sydney.

Currently, able-bodied riders either ride amongst motorists on Alfred Street South or use the shared path along Bradfield Park to get to the SHB. Riders must then dismount and push their bikes up 55 stairs to get to the SHB cycleway.

The provision of safe and convenient bike infrastructure within NSW is paramount to achieving Transport for NSW's Future Transport Strategy and to align with customer's feeling of safe travel on paths that are separated from road traffic and other conflicts.

The delivery of a ramp solution connecting to the SHB cycleway will eliminate the need for riders to dismount and push bikes up the stairs. This will open the transport option for novice and lesser able-bodied riders to use the SHB cycleway for both commuting and recreation.

The Alfred Street Cycleway will form part of the journey to and from the SHB and will provide an enhanced street design that emphasises safety not only for bike riders but those on foot, using public transport and in private vehicles.

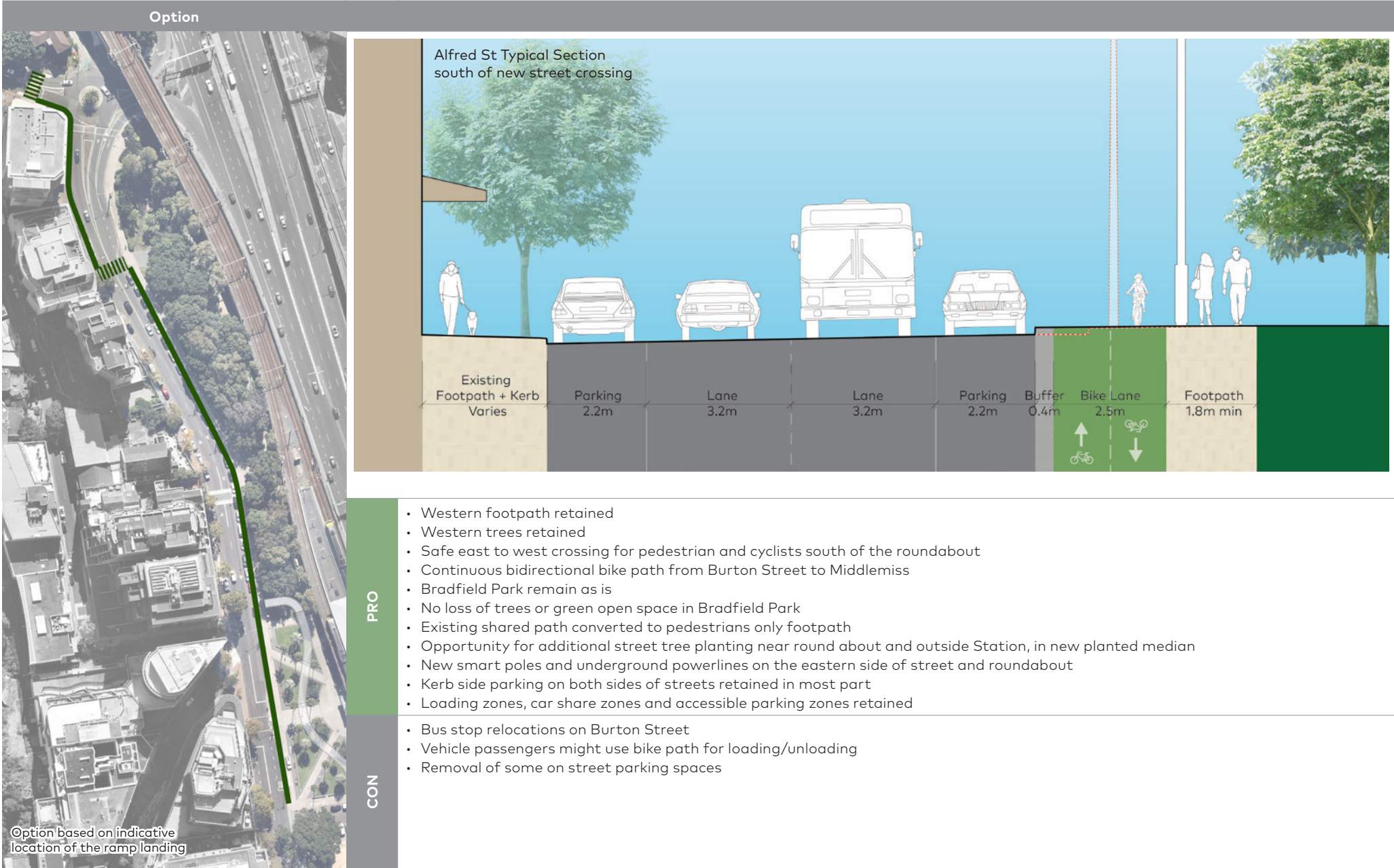
The assessment of appropriate road space allocation on Alfred Street South takes in to consideration;

- safe movement by all road users, speeds, lane and path widths
- existing and forecast road user and transport customer numbers
- safe access and egress to residences, businesses and infrastructure
- user desire lines
- open space and adjacent uses
- kerbside parking demand (accessible spaces, loading zones, car share and private vehicle)
- wayfinding and;
- amenity (canopy cover for walkers, materials, surfaces, lighting etc.)

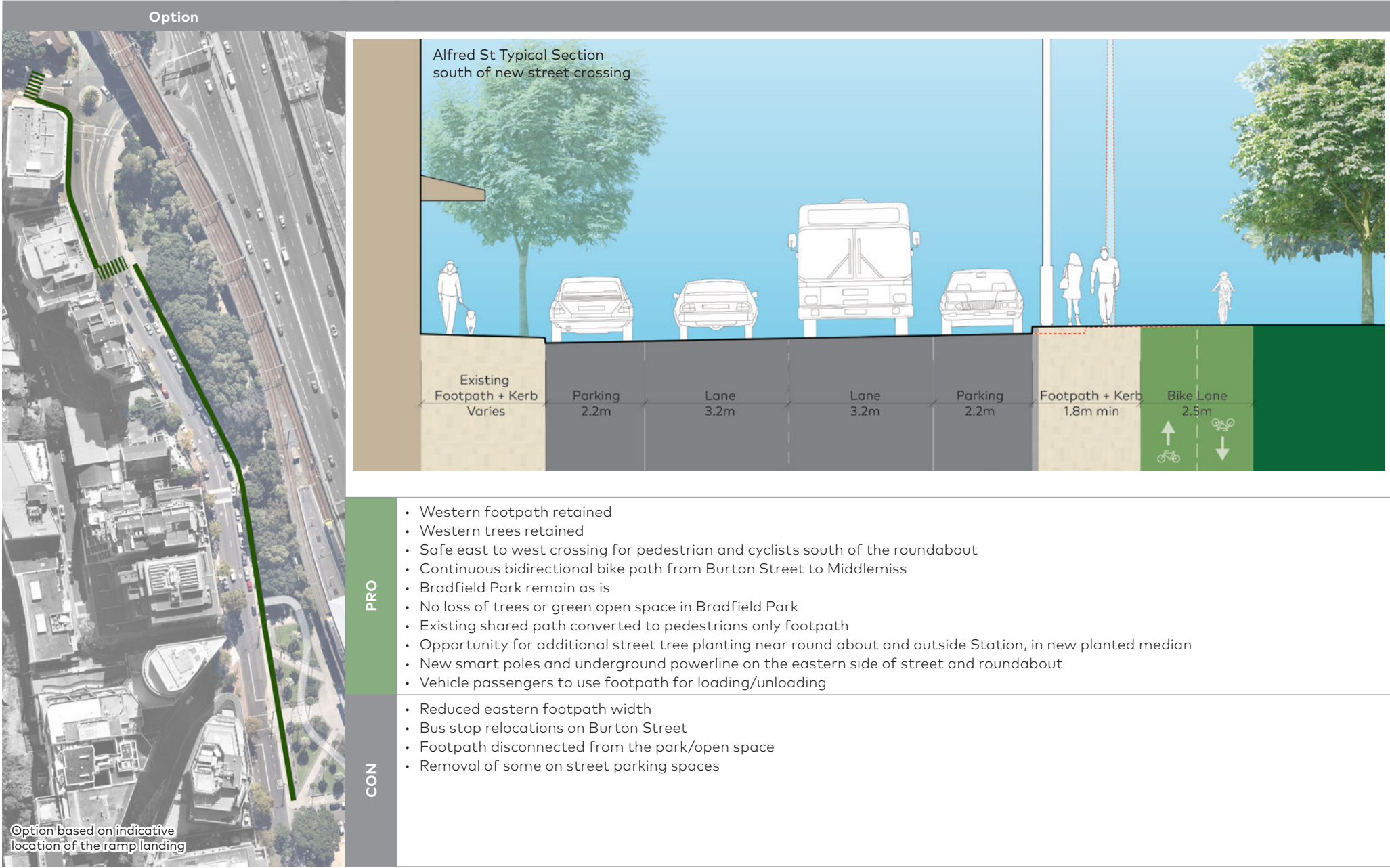
These, among other considerations have guided the preferred design for Alfred Street South as seen in option one. The design is at around 15% and will continually be refined through Transport safety assurance processes and community and stakeholder input, prior to construction. An indicative outline of the linear cycleway ramp is shown on the plan of each option. The exact alignment will be confirmed in 2022, based on the three options submitted for concept design.



# Option 1: Bidirectional - eastern side - next to parking (Preferred)

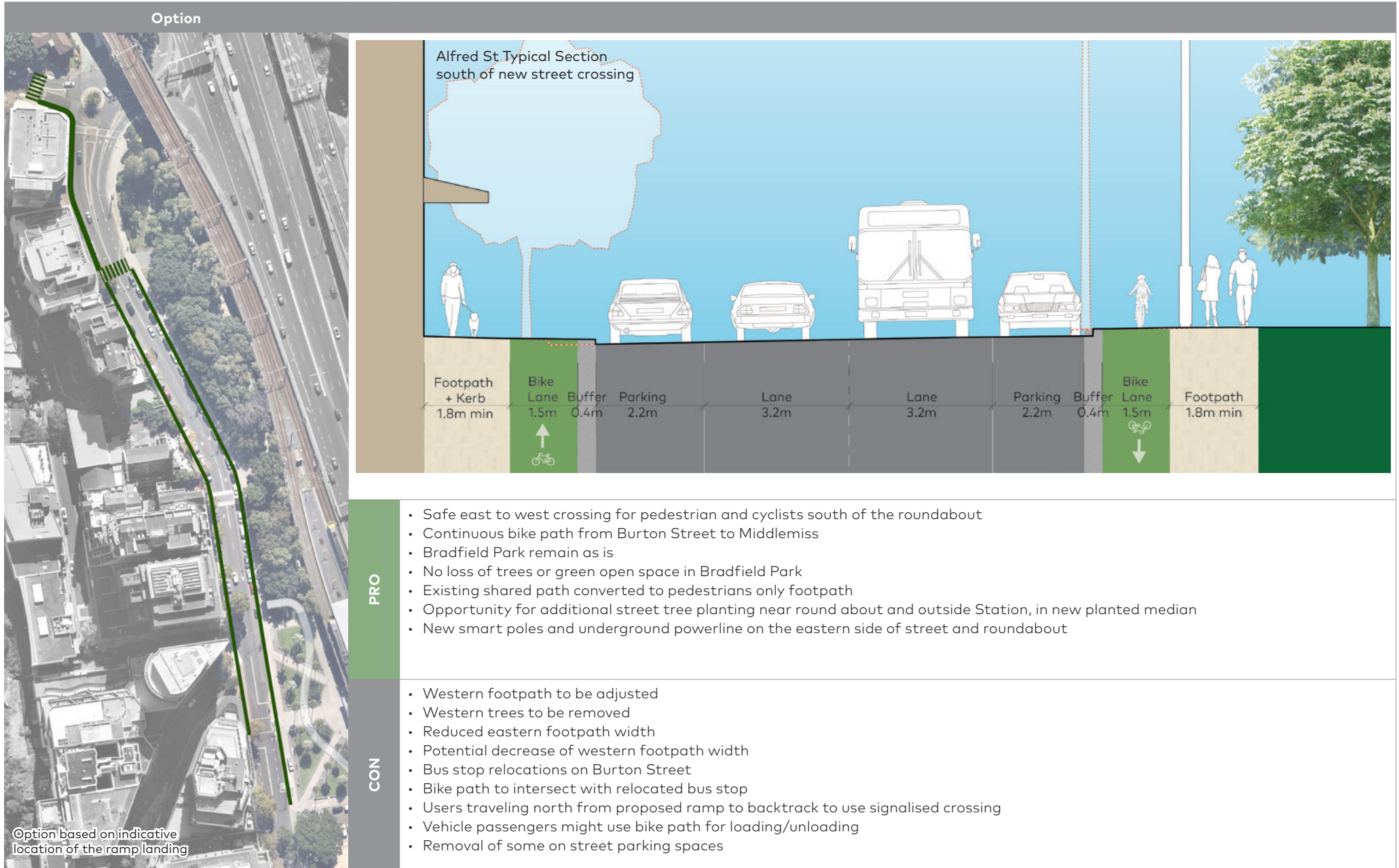


# Option 2: Bidirectional - eastern side - next to open space





# Option 3: One way - next to open space



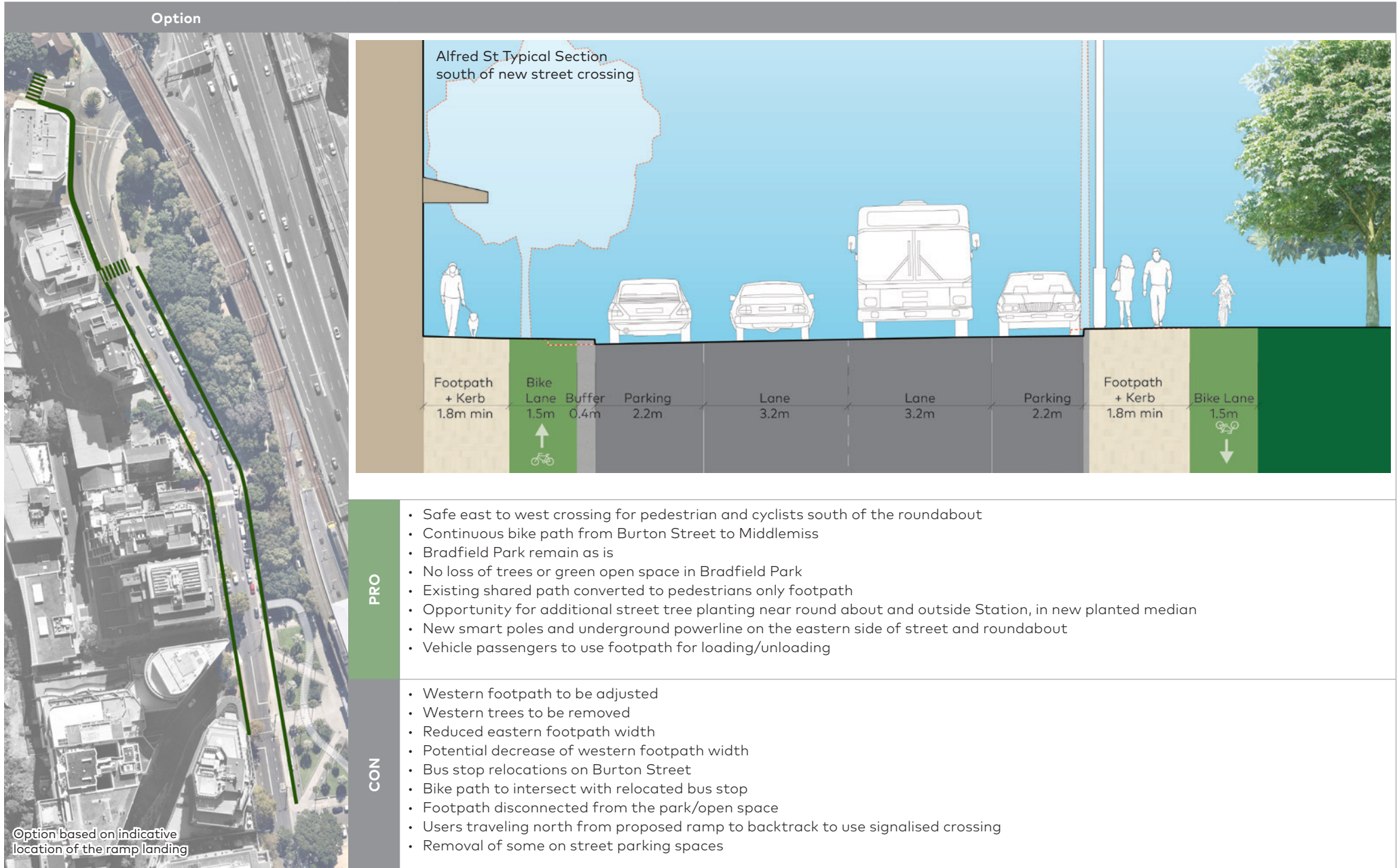
- PRO**
- Safe east to west crossing for pedestrian and cyclists south of the roundabout
  - Continuous bike path from Burton Street to Middlemiss
  - Bradfield Park remain as is
  - No loss of trees or green open space in Bradfield Park
  - Existing shared path converted to pedestrians only footpath
  - Opportunity for additional street tree planting near round about and outside Station, in new planted median
  - New smart poles and underground powerline on the eastern side of street and roundabout

- CON**
- Western footpath to be adjusted
  - Western trees to be removed
  - Reduced eastern footpath width
  - Potential decrease of western footpath width
  - Bus stop relocations on Burton Street
  - Bike path to intersect with relocated bus stop
  - Users traveling north from proposed ramp to backtrack to use signalised crossing
  - Vehicle passengers might use bike path for loading/unloading
  - Removal of some on street parking spaces

Option based on indicative location of the ramp landing

0 20 40m

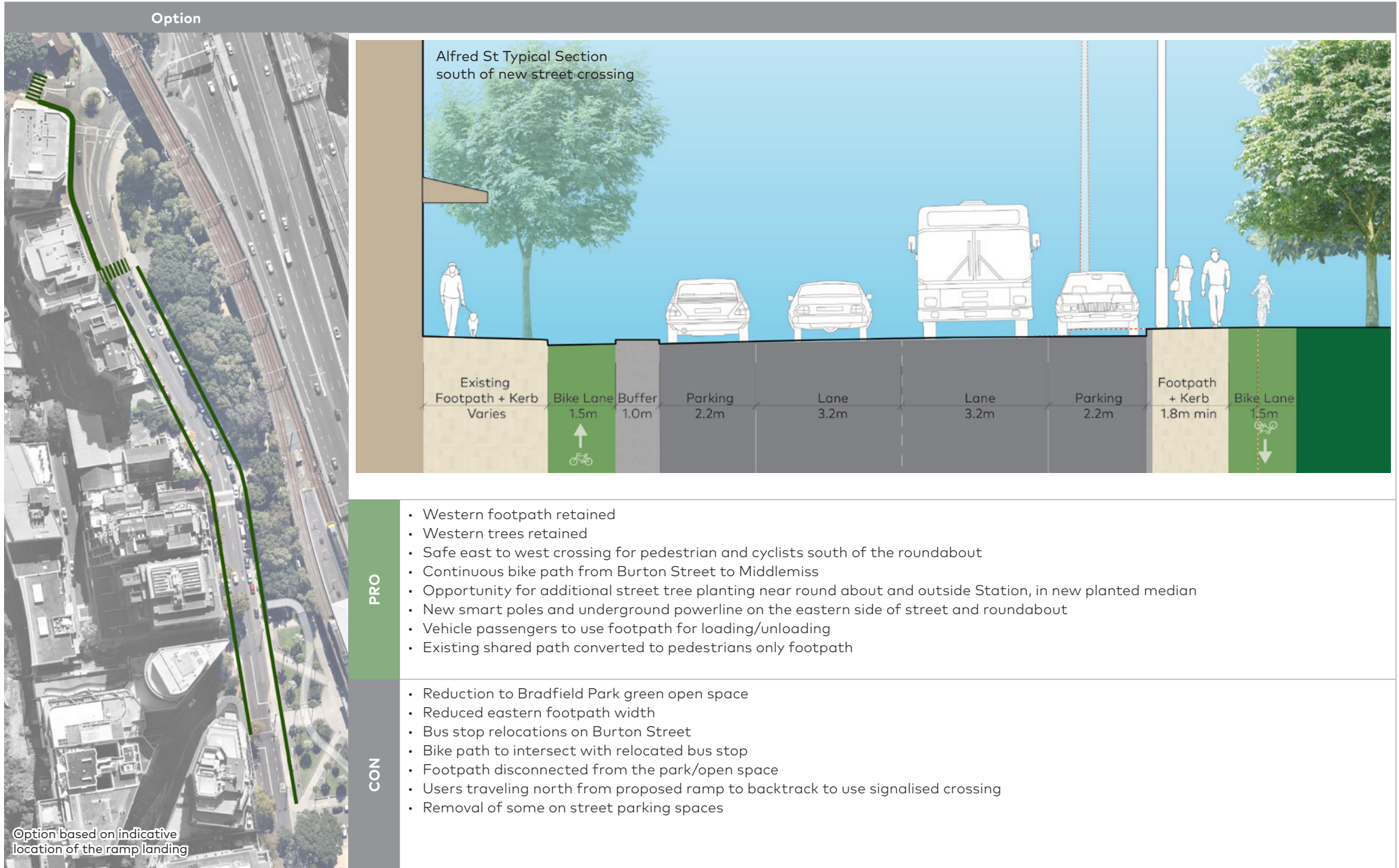
# Option 4: One way - next to open space



0 20 40m



# Option 5: One way - next to open space (& western kerb as is)



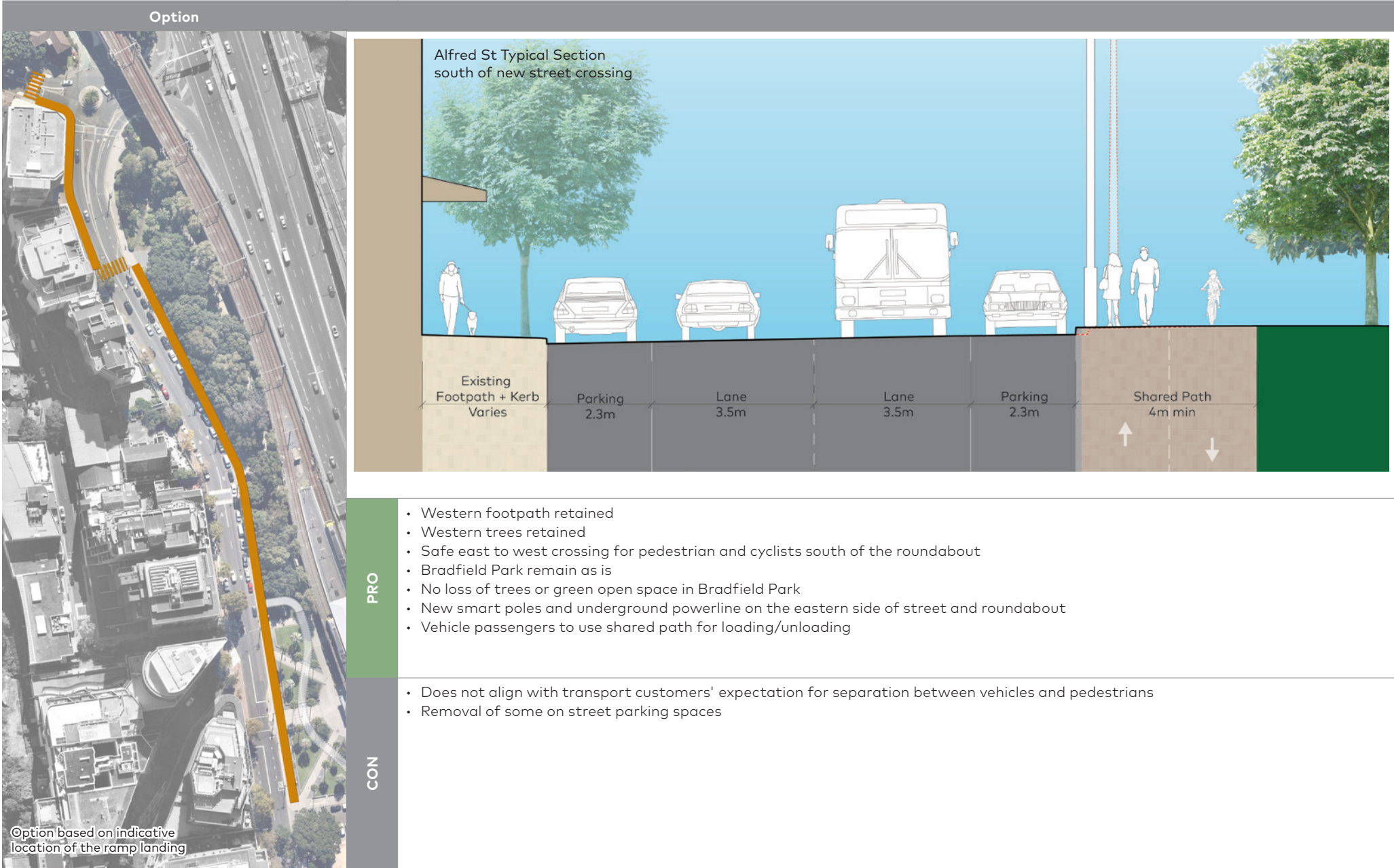
- PRO**
- Western footpath retained
  - Western trees retained
  - Safe east to west crossing for pedestrian and cyclists south of the roundabout
  - Continuous bike path from Burton Street to Middlemiss
  - Opportunity for additional street tree planting near round about and outside Station, in new planted median
  - New smart poles and underground powerline on the eastern side of street and roundabout
  - Vehicle passengers to use footpath for loading/unloading
  - Existing shared path converted to pedestrians only footpath

- CON**
- Reduction to Bradfield Park green open space
  - Reduced eastern footpath width
  - Bus stop relocations on Burton Street
  - Bike path to intersect with relocated bus stop
  - Footpath disconnected from the park/open space
  - Users traveling north from proposed ramp to backtrack to use signalised crossing
  - Removal of some on street parking spaces

Option based on indicative location of the ramp landing



# Option 6: Shared path - eastern side





# Option 7: Bidirectional - western side

