

# Sydney Harbour Bridge Cycleway Northern Access Project

## Livestream Q&A

The following questions were raised at the project livestream event on Monday 15 December but, due to time constraints, were unanswered. This document provides responses to those questions.

### Cycling demand and numbers

- **How does TfNSW justify quoting 2,000 cycle trips per day when the data counter was removed in Sept 2020 and TfNSW's own data shows trips declining since 2013?**
- **All evidence to date is that cycling is actually decreasing. How do you justify a much wider ramp than the 2.4 metre cycle track by the Bridge?**
- **If the designs were based upon 2000 cyclists a day, are they still valid? Would the ramps be different if they were designed for 350 cyclists a day? The actual numbers?**
- **There is hard evidence that numbers are decreasing so how would that change the need for a ramp**
- **Is it 2000 cycle trips a day or 2000 cyclists? very different**

Cycle counters on the Sydney Harbour Bridge are currently in place - they have not been removed. Data from these counters show that the ten-year average number of weekday trips (as opposed to riders) is just below 2000 per day. It also shows that the highest 365-day rolling weekday average occurred in March 2014 (2350) and that Tuesdays and Wednesdays are the busiest day of the week. This suggests that most bike trips over the bridge are journeys to work.

It is correct that the data also shows that the number of bike trips over the bridge has been declining since 2014. However, demand data from the City of Sydney, bike sales data, Journey to Work information, and our own customer research all demonstrate that the popularity of, and interest in, cycling is growing strongly. So, far from disproving the need for this project, we have concluded that demand for cross-bridge bike trips is suppressed, and that improved access would be met with increased and wider ridership.

The following points are relevant to this conclusion:

1. **Bike sales are growing:** bicycle sales have hit record levels in Australia over the past year, with Bicycle Industries Australia forecasting 50% growth in sales. Sales of e-bikes are increasing year-on-year as the technology matures, from around 9000 in 2016/17 to around 50,000 in 2019/2020
2. **Demand grows strongly where infrastructure is provided:** The City of Sydney's twice-yearly cycling count, which has run since 2010, has shown strong demand growth since 2015 and doubling of bike trips over the last 10 years.
3. **There is unmet need for bike trips across the bridge:** An analysis of Journey to Work data shows that in the AM peak alone there are 73,801 trips across the bridge.

These trips come from within a 10km distance and therefore could be done by bike. The cycleway is the only cross-harbour bike link in the Eastern Harbour City. Anyone cycling between the North Shore and Sydney CBD will have no choice but to use it.

4. **There is high latent demand in the local area:** The Bike Use Propensity Index created by the Institute of Sensible Transport shows that areas with the highest estimated latent demand for bike usage include McMahons Point, Milsons Point, Neutral Bay, St Leonards, Crows Nest and Cremorne.
5. **There is high latent demand across Greater Sydney:** Transport's Cycling Customer Value Proposition Research shows that almost half of the Greater Sydney population is 'interested but concerned' about cycling. The research also showed that uninterrupted and undisturbed travel is important to encourage cycling
6. **There is high latent demand for tourism and leisure cycling:** Despite its iconic location, the bridge cycleway attracts limited tourism and leisure trips, with average weekend trips 56 per cent below the average weekday. This contrasts with walking trips on the eastern side of the bridge, where the average weekend day is 25 per cent higher than an average weekday according to City of Sydney data.

## Alfred Street cycle path

**Why are the interests of cyclists who do not live in the area more important to TfNSW than the majority of local residents who strongly oppose a cycle ramp?**

Transport values the interests of local residents and cyclists (both existing and potential) in equal regard. We are working hard to deliver an asset that is designed to the highest calibre, and which benefits the local, city-wide and cycling communities.

**Cars exit two apartment blocks onto the northern end of Alfred St. The designs create danger for bikes and cars due to congestion.**

The separated cycle path on Alfred Street has been designed to ensure intersections operate effectively. The designs will go through a safety in design process and be presented to the North Sydney Council Traffic and Transport Committee.

**Is it expected that cyclists will dismount at the exit and entry to Alfred Street?**

No. We are proposing a bike and pedestrian crossing that gives riders and pedestrians right of way over cars. This means that bike riders won't need to dismount at the crossing.

**Where is the crossing on Alfred Street for exiting the ramp?**

The new bike and pedestrian crossing on Alfred Street is currently proposed to be located close to 110-116 Alfred Street South, near the Sidano Cafe. Connection to the proposed Alfred Street cycle path varies across the three shortlisted ramp design options. The Civile and Realm ramp designs propose a ramp exit point near the existing *Harbour Cycles* sculpture. The Aspect design proposes a ramp exit point further north near the Bradfield Park rotunda.

## Other

**Do we actually know the demographics of the cycling users and you have a process in place to gather their views?**

Transport conducts significant market and customer research into bike user demographics, behaviours, requirements, preferences and barriers.

We have been consulting closely with Customer Experience and Design, internal and external active transport experts throughout development of the project to understand user needs and get feedback on options.

**Are there connected plans for North Sydney Council to improve safe connections between the Harbour Bridge cycleway and West Street?**

The scope of this project is to take cyclists safely from the Sydney Harbour Bridge cycleway to the existing bike network on Middlemiss Street. Transport for NSW will continue to work with North Sydney Council to enhance other parts of the bike network through North Sydney.

**Will construction occur while the Bradfield Park south is still under construction and the Olympic Pool? It is getting difficult for all the trucks to move through the area.**

Construction should begin in early 2023, subject to design development and approvals. We understand that the North Sydney Community is experiencing a lot of construction activity as a result of infrastructure investment in the area. We will work hard to reduce the impact of the ramp's construction on local people and aim to ensure effective integration of other construction activities in the area.

**Out of interest what is the existing width of the path on the SHB?**

The existing cycleway is 2.5 metres wide. This is the minimum standard for a bi-directional cycle path as per the Austroad guidelines (see Section 7.5.4 of Cycling Aspects of Austroads Guides (Austroads), 2011).

**Seems like government wants to encourage cycling. Why encourage them to ride over the bridge in and around the city?**

The NSW Government's *Future Transport 2056* strategy identifies the need for safe, connected active transport links within cities. Numerous health, well-being, economic and social benefits are directly attributed to active transport.

The Sydney Harbour Bridge connects two of Sydney's major commercial centres and has a wide catchment of residents within 10 kilometres of each. This makes cycling a viable transport mode for commuting, short everyday trips for shopping or services, walking or riding to school and reducing demand on road infrastructure. Key tourism and recreational benefits have been identified with the project and will support visitation and economic activity within the area.

**Can some elements of the design be incorporated? Yes or No. So Ben is that a yes? we can pic bits of each design?**

We will work with the winning team to evolve, enhance and improve the design in response to the Competition Jury's and the community's feedback, while also respecting the intellectual property of each team's design.

## Consultation

**Why was it decided to have two sessions (today and Wednesday)?**

We decided to hold two sessions to provide adequate time and focus on the two elements of the project: The ramp designs and the Alfred Street separated cycle path.

**Will questions be answered in writing?**

We received a great many questions during the livestream. Recordings and transcripts are available on the project website. This document outlines answers to the questions that weren't covered during the event.

## Contact us

If you have any questions or would like more on the Sydney Harbour Bridge Cycleway Northern Access project, please contact our project team:



1800 581 595



[sydneyharbourbridgeprojects@transport.nsw.gov.au](mailto:sydneyharbourbridgeprojects@transport.nsw.gov.au)



[transport.nsw.gov.au](http://transport.nsw.gov.au)



18 Lee Street, Chippendale NSW 2008  
PO Box K659, Haymarket NSW 1240



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 581 595**

---

January 2022

Privacy Transport for NSW ("TfNSW") is subject to the Privacy and Personal Information Protection Act 1998("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery this project. The information received, including names and **addresses** of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise we will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by us at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.