

Transport for NSW

Alfred Street Cycleway

Project overview



Contents

1	Overview	2
2	Key features of the cycleway	2
	2.1. Location	2
	2.2. Design	4
	2.3. Crossings	5
	2.4. Roundabout	5
3	Discounted options	6
4	Next steps	6



Bradfield Park, Milsons Point

1 Overview

Transport for NSW is proposing a new two-way, separated cycle path along Alfred Street South in Milsons Point as part of the Sydney Harbour Bridge Cycleway Northern Access Project. The cycle path would take bike riders safely between Burton Street and the existing bike network beginning on Middlemiss Street.

The cycle path is needed to ensure the safe separation of riders and pedestrians following the completion of a bike ramp connecting Alfred Street to the northern end of the Sydney Harbour Bridge cycleway.

Initial plans for the cycle path were consulted on in June 2021 along with alignment options for the ramp. Feedback showed support for the cycle path but also indicated that people want to know more about the designs.

Supporters saw the cycle path as a sensible plan for the safety of both pedestrians and cyclists, and as a way of reducing conflict and collision. However, there were concerns about the loss of on-street parking and the safety of a proposed shared path on the west of Alfred Street near the Lavender Street roundabout. There were also suggestions for the cycle path to be one-way in the line of traffic flow and for a proposed zebra crossing to be brought further south along Alfred Street.

Plans have been reviewed in response to these comments and further feedback is being sought.

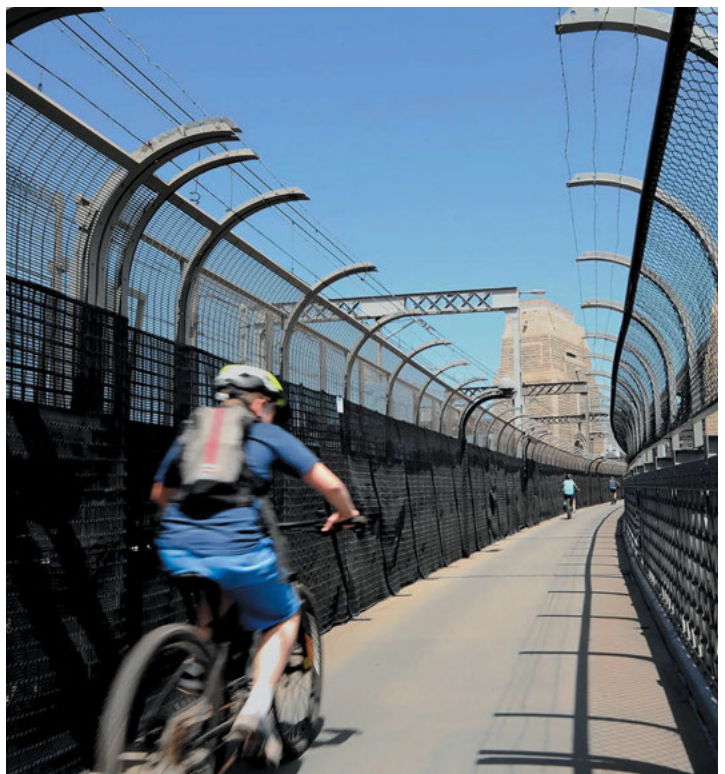
2 Key features of the cycleway

2.1 Location

The cycle path builds on North Sydney Council's 2017 plans for a cycle route along Alfred Street. It would run along the eastern side of Alfred Street from Burton Street, past the Milsons Point Station and base of the new bike ramp, to a new crossing on Alfred Street. The path would then continue on the western side of Alfred Street, turning left before crossing Lavender Street.

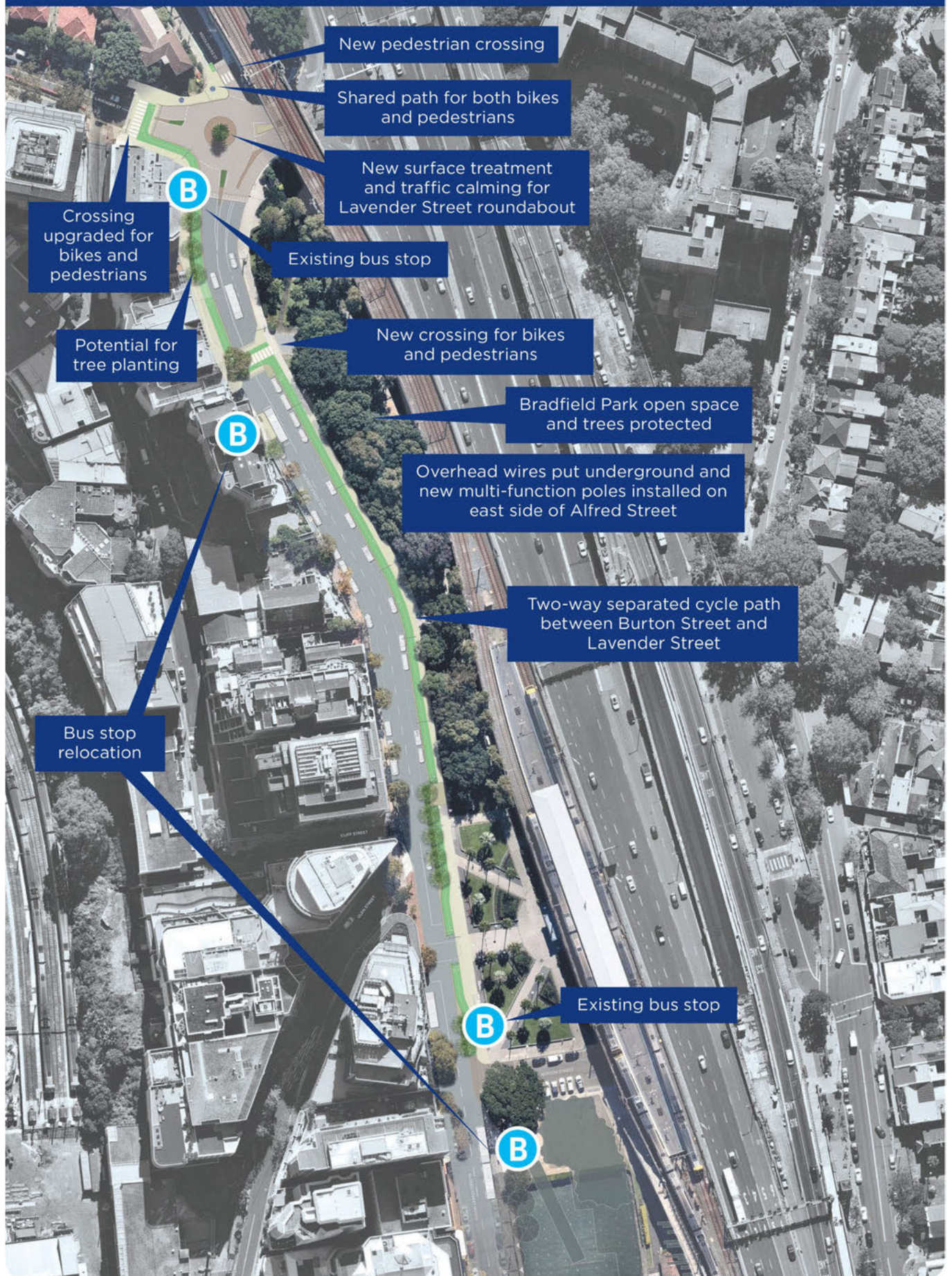
A shared path on the north side of Lavender Street would join the existing bike path on Middlemiss Street. On-road riders would still be able to cross the Lavender Street roundabout to reach the Middlemiss Street cycle path.

The cycle path extends to Burton Street for the benefit of the 20 per cent of cyclists who travel east towards Kirribilli.



Existing cycleway on the Sydney Harbour Bridge

Location of proposed cycle route



2.2 Design

The two-way, separated cycle path would be placed on the east side of Alfred Street to keep riders away from side-streets, loading zones and driveways on the western side of Alfred Street.

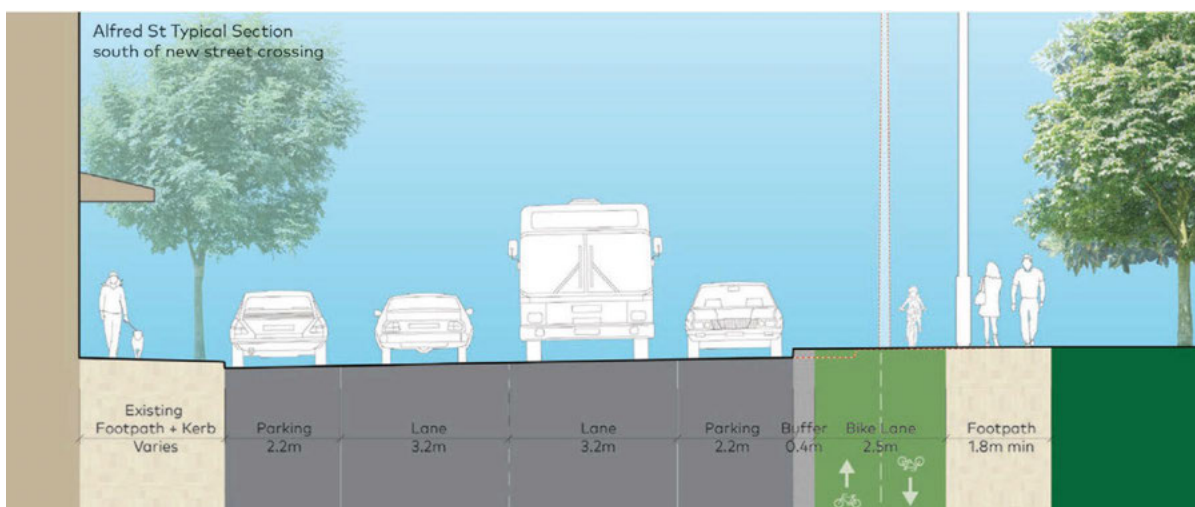
The cycle path would be separated from Bradfield Park by a footpath and there would be a buffer of about 400mm between the cycle path and parked cars. This would allow passengers space to stand, and also prevent car doors from obstructing bike riders. Bradfield Park open space would be retained.

We can make room for the cycle path by putting existing overhead power lines underground, and by slightly reducing the width of the traffic lanes. New multi-function poles would replace the existing timber power poles. The new poles would be safely located between the cycle path and the footpath.

Multi-function poles can accommodate lots of street 'accessories' such as lighting, signs, CCTV, and banners and therefore help to reduce street clutter. The undergrounding of existing wires will enhance views of Bradfield Park and the Sydney Harbour Bridge.



Artist's impression of the Lavender Street roundabout



Typical cross section south of the new street crossing

2.3 Crossings

The new and upgraded crossings on Alfred Street and Lavender Street would serve both pedestrians and bike riders and are not proposed to be signalled. The exact location of the Alfred Street crossing is still to be finalised but it would help to connect businesses and residences on Alfred Street with Bradfield Park.

The crossings would improve safety for all street users by both slowing vehicles and making pedestrians more visible to drivers.

Parking spots would need to be removed to ensure safe and mandated sight lines to the new crossing is achieved. Transport will explore opportunities to offset parking spots nearby.



Artist's impression of the Alfred Street cycle path

2.4 Roundabout

Traffic calming measures would be introduced at the Lavender Street roundabout. This would include raised and textured paving, new traffic islands and public domain improvements.

These measures would encourage cars to slow down as they enter Alfred Street from the Bradfield Highway and also help to enhance the streetscape through new garden beds and street trees.

3 Discounted options

Transport looked at several options for the cycleway before selecting the current preferred option. These included:

One-way cycle paths: We investigated installing one-way cycle paths on each side of Alfred Street with the northbound lane on the west side and the southbound lane on the east side. This would have allowed bikes to travel in the same direction as traffic. However, this option was discounted as it would require the removal of trees and the reduction of the footpath width on the west side of Alfred Street.

Two-way cycle path on the west side: We explored putting a two-way cycle path on the west side of Alfred Street instead of the east. This would have enabled a longer, more continuous route for cyclists. However, it was discounted due to the potential conflicts of bike riders with traffic entering and exiting side streets and driveways along Alfred Street.

Shared paths: A shared path on either the east or the west sides of Alfred Street was also explored. These options were discounted as separated paths are much safer for pedestrians and less confident bike riders.

We also looked at whether it was better for the cycle path to be close to Bradfield Park or close to on-street parking. Our preference is to put the cycle path close to the parking / road so pedestrians can walk between the footpath and the park and not feel “closed in” between bikes and cars.

4 Next steps

Although these designs are updated from an early concept we consulted on in June, there is still more work to be done.

Later this year we will conduct a Road Safety Audit to identify further refinements to enhance safety for all road users. We will then put the designs to the North Sydney Local Pedestrian, Cyclist and Traffic Calming Committee early next year. Updated plans will be put out for further consultation in 2022 as part of a Review of Environmental Factors for the cycleway on Alfred Street and the winning ramp design.

We will also be consulting Alfred Street businesses and residents on the plans as they evolve. Please email us at sydneyharbourbridgeprojects@transport.nsw.gov.au if you would like to take part in upcoming consultation activities.



transport.nsw.gov.au

Phone: 02 8202 2702

Locked Bag 928
North Sydney NSW 2059

Disclaimer:

While all care is taken in producing this work, no responsibility is taken or warranty made with respect to the accuracy of any information, data or representation. The authors (including copyright owners) expressly disclaim all liability in respect of anything done or omitted to be done and the consequences upon reliance of the contents of this information.

© Transport for New South Wales

Users are welcome to copy, reproduce and distribute the information contained in this report for non-commercial purposes only, provided acknowledgement is given to Transport for NSW as the source.



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 770 973.

December 2021



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 of 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 Transport for NSW will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by Transport for NSW at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe it is incorrect.