

## **6.2. MM02 Sydney Harbour Bridge Cycleway Options – outcomes from TfNSW August consultation report**

Councillors will recall that in June this year Transport for NSW (TfNSW) placed two cycleway ramp options to access the Harbour Bridge on exhibition for public comment. The two designs were similar to proposals rejected by the community a decade earlier and local residents expressed immediate concern about the loss of open space and the heritage impacts of the proposal.

At an Extraordinary General Meeting on 7 June 2021, Council resolved to write to TfNSW stating that the community strongly rejected both the linear option and the spiral option. Council also represented the community's views about the alienation of precious public open space, the diminishment of the architecture of the Harbour Bridge and its curtilage. The impacts on the heritage listed entrance to Milsons Point Station and pedestrian safety were also raised. We also resolved to develop a community information campaign with a maximum cost of \$15,000 (\$10,166.85 were spent).

Despite our request, TfNSW continued with the consultation and has now released a comprehensive report (attached) detailing the results. The Department received 2578 responses to its survey. Of these, 18.7% of respondents lived in the immediate vicinity (postcodes 2060 and 2061), and 23.4% lived in the local area (within 10km north of the project area). The remaining respondents came from further afield.

The linear ramp was the preferred design (68% support) with 9% supporting either design, 5% supporting the looped ramp and 17% opposing both ramp options.

On Monday 16 August 2021 I had calls from residents who live near the Bridge expressing their disappointment that TfNSW will proceed with a cycleway ramp from the Sydney Harbour Bridge. Resident concerns were clearly reflected in the survey responses with 61% of respondents from postcodes 2060 or 2061 objecting to both options.

I recognise that many local residents are frustrated and angry that their concerns did not lead to their desired outcome which was that the current facility remain and a supplementary lift be installed.

However, the community campaign was not in vain. 42% of survey respondents lived in the immediate or local area, so our community's voice was heard. Council, among others, called for a long-term world class solution to be developed and TfNSW heard that feedback.

Rather than proceed with the linear ramp, it has decided to hold a ramp design competition in September to find an architectural team with heritage and Connecting with Country expertise. Shortlisted designs are expected to go on exhibition for public comment in October. TfNSW has also committed to consult the local community about the cycle path along Alfred St South.

I remain hopeful that thoughtful and creative designs will now emerge that respect the heritage of the Harbour Bridge and have a less intrusive impact on Bradfield Park North. I'd like to acknowledge the efforts of local residents who worked hard to raise community awareness and put the community concerns on the table.

We now need to ensure that our community continues to be involved and informed so they can provide feedback on the designs in October. We also need to ensure Council is provided with timely information from TfNSW and our feedback on the exhibited designs is considered.

**I therefore recommend:**

**1.THAT** Council writes to TfNSW and:

- I. Expresses its extreme disappointment that the option of maintaining the current facility and installing a bike lift were not included as a third option during the community engagement process.
- II. Requests Council be kept fully informed of the progress of this project in order to represent the best outcomes for the North Sydney Community.
- III. Ensures Council has a seat at the table in any future working groups.

**COUNCILLOR JILLY GIBSON  
MAYOR**