



Milsons Point Community Group

OPEN LETTER

August 13, 2021

Mr. Felicity Wilson, MP
North Shore Electorate Office
Sent by email to northshore@parliament.nsw.gov.au

Dear Felicity,

As you are very much aware, most residents of Milsons Point and Kirribilli are strongly opposed to both the linear or spiral cycle ramp proposals currently being obdurately forced upon us by Transport for New South Wales.

Since the close of public submissions, we have obtained, under Freedom of Information, the statistics used by TfNSW as the basis of the plans. It was shocking to discover that far from supporting the position that use of the bridge cycleway is substantially increasing, the figures show an actual decrease of 33% in the number of cycle trips across the Harbour Bridge between 2014 and 2020 – see chart attached. The community is angered that a government department misrepresents the data while propounding a project so against the amenity of our neighbourhood.

Another major concern is that of safety, not only for pedestrians but also for cyclists. There does not appear to be any analysis in the documents obtained of the potential conflicts between cyclists and the many pedestrian users around Milsons Point and Kirribilli. This includes 8,000 daily commuter trips via Milsons Point Station, school children from two large local schools, a large number of local residents, (of which a high proportion are elderly) as well as patrons of the numerous cafes, coffee shops and other retail businesses in the vicinity.

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Moreover, no consideration appears to have been given to the inherent danger of increasing the number of cyclists using the bridge cycleway itself. A 2.4 metre wide bridge cycleway would not be compatible with TfNSW's imagined vastly increased patronage, as evidenced by the proposed specification for the linear ramp to be 3 metres wide and the spiral ramp to be 3.6 metres wide. Until the bridge cycleway itself is radically improved to allow increased safe usage by larger numbers of cyclists, it will always be a safety hazard and a deterrent to use.

The State Government seems bent on building a cycleway to cater for decreasing numbers already limited by the narrowness of the current bridge cycleway. It would also appear set on destroying valuable open green space with no regard for the loss of local amenity in one of the more densely populated areas of Sydney, and certainly the most densely populated area of your electorate. This proposal seems very much at odds with your position as Parliamentary Secretary for the Environment.

Given the one-eyed determination of TfNSW to push ahead with ramp proposals little altered from those previously rejected by this community, it would seem that any representations by you, our elected representative, are inherently futile in the face of a publicly announced position by a powerful Cabinet Minister. Such reckless indifference to elector sentiment is remarkable given the current phenomenon of well-backed independent parliamentary candidates standing for ostensibly blue-ribbon coalition seats.

Regards,



Julia M. Connor, Convenor
Milsons Point Community Group.

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Harbour Bridge Mean cycle trips per day (Note 1 Jan to 11 Sept 2020 when counter removed)

