

Introduction

This submission addresses the conduct of the process, and the intention of TfNSW to pursue at any cost the installation of a linear elevated cycle access ramp to the Sydney Harbour Bridge at Milsons Point. The REF document is the culmination of that process, and it exhibits the inherent failure of TfNSW to conduct its business responsibly and faithfully in the interests of the public and the state.

This submission is concerned with the access ramp component, specifically the location of the access ramp.

Since June 2021, I - and many others - have been reaching out to TfNSW, drawing to its attention the reckless folly of the TfNSW Linear Ramp scheme located in Bradfield Park North (BPN), and to the benefits of the alternative Community Concept, located in Bradfield Park Central (BPC).

The Milsons Point Residents Group (MPRG) has been the common channel for many individuals to express their points of view, and to make significant measured and accurate submissions and to seek audience with Power to prosecute the case for a scheme that fully achieves the Project Objectives as set out in the REF, whilst preserving and enhancing the natural, cultural, and heritage values of the existing Place. The MPRG is making a separate detailed submission, as is North Sydney Council, and hopefully many other groups and individuals.

This submission is made in good faith, with the benefit of more than 40 years of the design and delivery of significant public domain infrastructure, in the hope that TfNSW will step back from the precipice that it has brought us all to, and that it will remember, and return to the position of trusted stewardship of the public domain that it once occupied and enjoyed and was lauded for. It is not too late, but it soon will be.

Statement of Important Principles and Issues

- Truth
- Truth Matters
- Truth Matters Always
- Truth Matters Always, as the basis for Trust.
- Trust
- Trust Matters
- Trust in Government Matters most.
- Trust in Government is easily trashed.
- TfNSW conduct at Milsons Point has not enhanced Community Trust in Government.

TfNSW Conduct at Milsons Point

- Divisive wedging of citizens by way of authoritarian populist techniques. Distant & transient virtuous and long-suffering cyclists vs local invisible cyclists and a local community of NIMBYS.
- False Flag operations - propaganda masquerading as 'independent expert evidence' throughout, and especially in the REF. Where one stands depends on where one sits.
- Deliberate obfuscation by TfNSW- information padding and deflection of attention from core issues; the triumph of style over substance, and the stonewalling or deflection of enquiries.

- Truth Decay - As the process unfolded the resort to denial of truth and facts became ever more exaggerated. The REF is at the extreme end of this. The design competition that was not a design competition is another example.
- False facts repeated many times remain false facts, no matter how often and loudly they are repeated. Misrepresentation of engagement with Council and other agencies.
- False binary choice propaganda - linear ramp good, community concept ramp bad.
- Overreach and needless association with meaningless grandiose terminology to artificially clothe their activities in 'unique virtue'- World Class, Best Practice, Connection to Country, Consultation, Design Excellence, Design Competition, Dutch Cycle Infrastructure Guidelines.
- Ramping up of single-issue partisan views (inflaming cycle lobbyists), whilst ignoring more holistic solutions that deal with many matters.
- Institutional Groupthink, leading to loss of objectivity and accuracy in all phases of operation, and suppression of possibility of errors and mistakes.
- Politicisation of the desires of single-issue partisans to suppress the voices and values of those whose place is being exploited in the name of those single-issue partisans.

The [TfNSW REF document](#) is very loose with truth and facts. It misrepresents the interactions with Milsons Point Residents Group (MPRG), and it omits 'facts' and fails to acknowledge TfNSW's own gross mistakes (during the 'options' review process) that they have then attempted to cover up, rather than admit to and then re-consider options. This relates to the 'refinement' of the 'linear' and 'looped' options in 2021.

Instead of focusing on a solution that best suits this place (Place Making Charter), TfNSW is hell bent on defending their mis-chosen preferred scheme. They - and numerous partisan interest groups - clinging to the false binary argument that this is about granting or denying universal accessible cycle access to the SHB cycleway (itself severely and permanently constrained in terms of 'standards').

The Community Concept (BPC) is – in fact - superior to the TfNSW linear ramp scheme (BPN) when evaluated in accordance with Minister Stokes' required design principles, and indeed the TfNSW stated Project Objectives for the scheme. The TfNSW linear ramp proposal reduces the access to the SHB for cyclists from the east (Kirribilli & beyond), comprising 20% of current cycle users. In addition, all the supposed 'additional tourist cyclists' from the south side that TfNSW has proclaimed that are wishing to visit Milsons Point and Kirribilli and all the other harbourside foreshore attractions are also deposited much further away from their desired destinations by the TfNSW linear ramp scheme.

This false binary (linear scheme good, community concept scheme bad) is a complete nonsense, promulgated by the distant North Shore cycle lobby and Cycle NSW that has TfNSW and other agencies and political actors in thrall to the prospect of being labelled 'anti cycling' by these single-issue social media warriors. The Community Concept Scheme (BPC) does not result in a 'loss' of cycling safety, comfort, or convenience. In fact it provides much greater access and utility to a greater number of cyclists, from all origins and destinations. Keep in mind that this is not about installing a cycling 'veloway' on the SHB. That can never occur due to other existing and permanent constraints on the bridge itself.

This project is all about providing place specific rideable cycling access to the SHB cycleway at Milsons Point, in the context of protecting and even enhancing the existing heritage and open space for the benefit of this local community as well as visitors from other places.

The REF reads like a marketing document, riddled with hubris, rhetoric, and irrelevant association with many 'regulatory' considerations that are themselves unrelated to the proposed 'works' in this location. It also falsely conflates the 'elevated ramp' component with the 'on ground' cycleway works. They are separate activities, neither necessarily reliant on the other.

Other respondents will respond in detail to the veracity of the contents of the REF and its appendices, to reveal the total meaninglessness of it, and how it does not meet the lawful requirements for a REF.

The Community Concept at Bradfield Park Central

- The Community Concept achieves - and exceeds - all the cycle and other design objectives that TfNSW states that it set out to achieve.
- The Community Concept preserves and enhances all the locally and nationally cherished - and heritage important - open space and features at Bradfield Park.
- The TfNSW Linear ramp is the complete antithesis of their self-proclaimed design led, best practice process.
- The TfNSW REF document is heavy on rhetoric, and erroneously reports the facts and the actual conduct of the consultation process.

After all that has been said and done, all that this community wants is the Community Concept solution that equates to world's best practice and preserves Bradfield Park. What is driving TfNSW?

The Sliding Door Moment, and the Consequences

TfNSW's dismissal of the Community Concept is 'founded' on the so-called important findings of the so-called 'independent expert'. They wilfully cling to their false claims about the inferior technical and operational performance of the Bradfield Park Central concept. In other words, their explanation/ rationale for the linear scheme is based on a deliberate manipulation of facts.

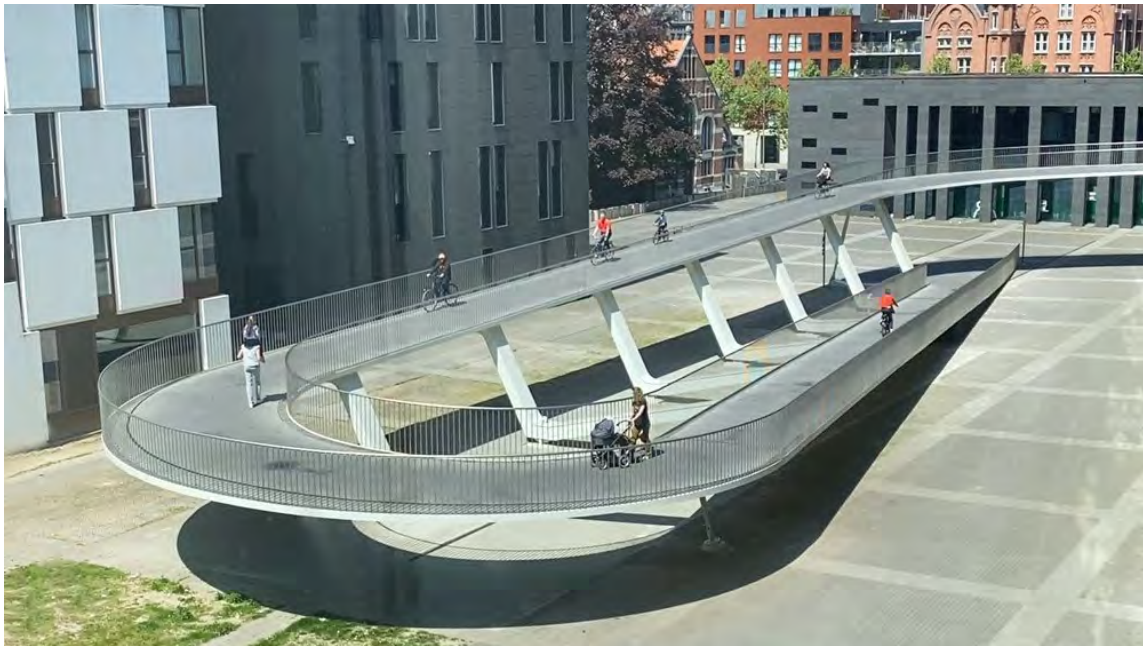
During our meetings with the TfNSW project team (10th February 2022), when the proponents of the Community Concept explained the details of the scheme, the TfNSW project team admitted that *'they had got it wrong'* regarding the levels involved, and also the required length of ramp needed when they prepared their own *'loop option'*, and also subsequently when they erroneously *'dismissed'* the alternative community solution that was submitted at the time of the June 2021 public consultation and submission phase. **Once they became aware of this fact, instead of correcting the course of action, they doubled down.**

The significant and detailed MPRG response submissions to Minister Stokes' requirement to demonstrate compliance with his four key principles, plus the rebuttals to the various TfNSW papers, that were prepared and submitted in March- April 2022 should also have been addressed and considered by TfNSW as part of the REF process. A true REF is required to truthfully report on feasible alternatives / options that have been considered. TfNSW has not conscientiously done this. In fact, it has done the opposite.

TfNSW insists that the Community Concept design is unacceptable because **only** the European cycle ramps standards are acceptable to them. TfNSW appointed what it claimed to be an independent expert (Arcadis) to assess the Community Scheme for compliance with best practice (itself a

nebulous term). The TfNSW 'independent Dutch based expert' reviewed the Community Scheme in March 2022. No mention of this acclaimed new [existing ramp](#), located in Antwerp, in the heavily edited seven-page version of the Arcadis assessment that was published by TfNSW, and used to advise Minister Stokes of the inadequacy of the Community Concept in Bradfield Park Central. Information obtained under GIPA suggests that the technical facts and findings are otherwise.

Curiously TfNSW has vigorously resisted a [GIPA](#) request for the original two-page report from the Dutch expert. The actual deficiency in the REF is the attempt by TfNSW to suppress this ordinarily banal or innocent piece of information. See [video here](#)



Bike ramp footbridge Parkbrug, Antwerp Belgium: NEY & Partners

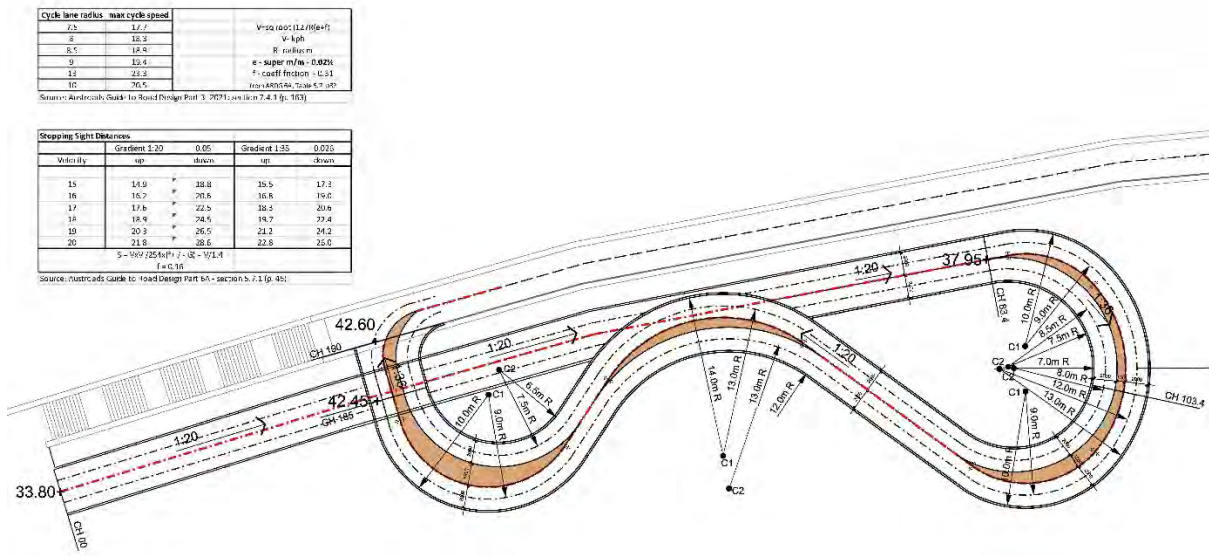


Bike ramp footbridge Parkbrug, Antwerp Belgium: NEY & Partners

The following images clearly illustrate the geometric similarity and differences between the acclaimed Antwerp cycle access ramp design and the Community Concept design.



Source: Nearmap 2022

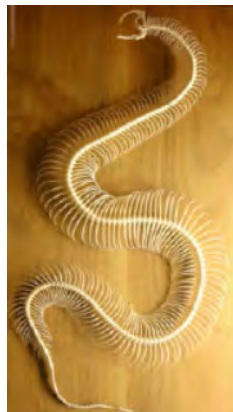


Community Concept Access Ramp Geometry

This [Antwerp cycle ramp](#) is the proof that the Community Concept scheme could be regarded as 'world best practice', as it in fact provides better amenity and better safety than the Antwerp scheme. In addition, the Community Concept scheme is place specific (like the Antwerp scheme) and more strongly responds to Country by virtue of its organic forms. This characteristic was similarly intended by Aspect in its original concept design studies, though not articulated in the subsequent TfNSW linear ramp scheme. **This unintended benchmarking by TfNSW has confirmed the site-specific appropriateness of the Community Concept scheme (European best practice, local biomorphic inspiration).**

This is at odds to the TfNSW response to the public, and to others relying on their faithful advice.

The serpentine form, an assembly of complimentary curves, is minimal in its solution and organic in its geometry. We have looked for inspiration from a wide range of sources in the natural and modern worlds to arrive at a design solution that ties this project to its place.



Source: Design Report, Aspect Studios, November 2021, p.12

The Community Concept scheme provides a unique and calm journey to and from the ground level up to the SHB, whilst revealing the vistas and views, and it can have landscape coming up through it (as shown in all the previous material provided by MPRG). How is that for 'connecting with country'?

In Conclusion

MPRG and Council, and individual residents have continuously pushed for this necessary ramp to be in Bradfield Park Central. This, in addition to enduring the inexplicable behaviour of TfNSW in its dealings with the local public, the Council, and the agencies that it overwhelms with its unelected political and institutional muscle. The REF document is riddled with hubris, rhetoric, and virtue signalling and does not honestly address the issues and the locality.

What is most worrisome is the so-called [Visual Impact Assessment](#), and the so-called [Heritage Impact Assessment](#), together with the [gaslighting](#) regarding participation of Council and other authorities and bodies.

If one were to put a filter on the TfNSW REF and Appendices reports to filter out all the rhetoric, the hubris, the greenwash, the virtue signalling, the hyperbole, the 'newspeak', the irrelevancies, and the fake facts, there would be very little left. The REF is supposed to be independent, impartial, and objective. It reads like a paid advert, including all the appendices and technical sections.

Is it now possible for TfNSW to reflect on its past actions, and step back from the precipice that it has brought us all to? Will it remember, and return to the position of trusted stewardship of the public domain that it once occupied and enjoyed and was lauded for? It is not too late, but it soon will be.

I, and many other concerned citizens of North Sydney and elsewhere, will only know the answer to that question by witnessing the immediate and future actions of TfNSW, and its record of behaviour on this matter, in its duty of responsible stewardship of our cherished places.

May due process, enlightened officials, and the law find the way to foil this long running attempt at what has been described as wanton foolishness by TfNSW and its enablers.

Yours faithfully.

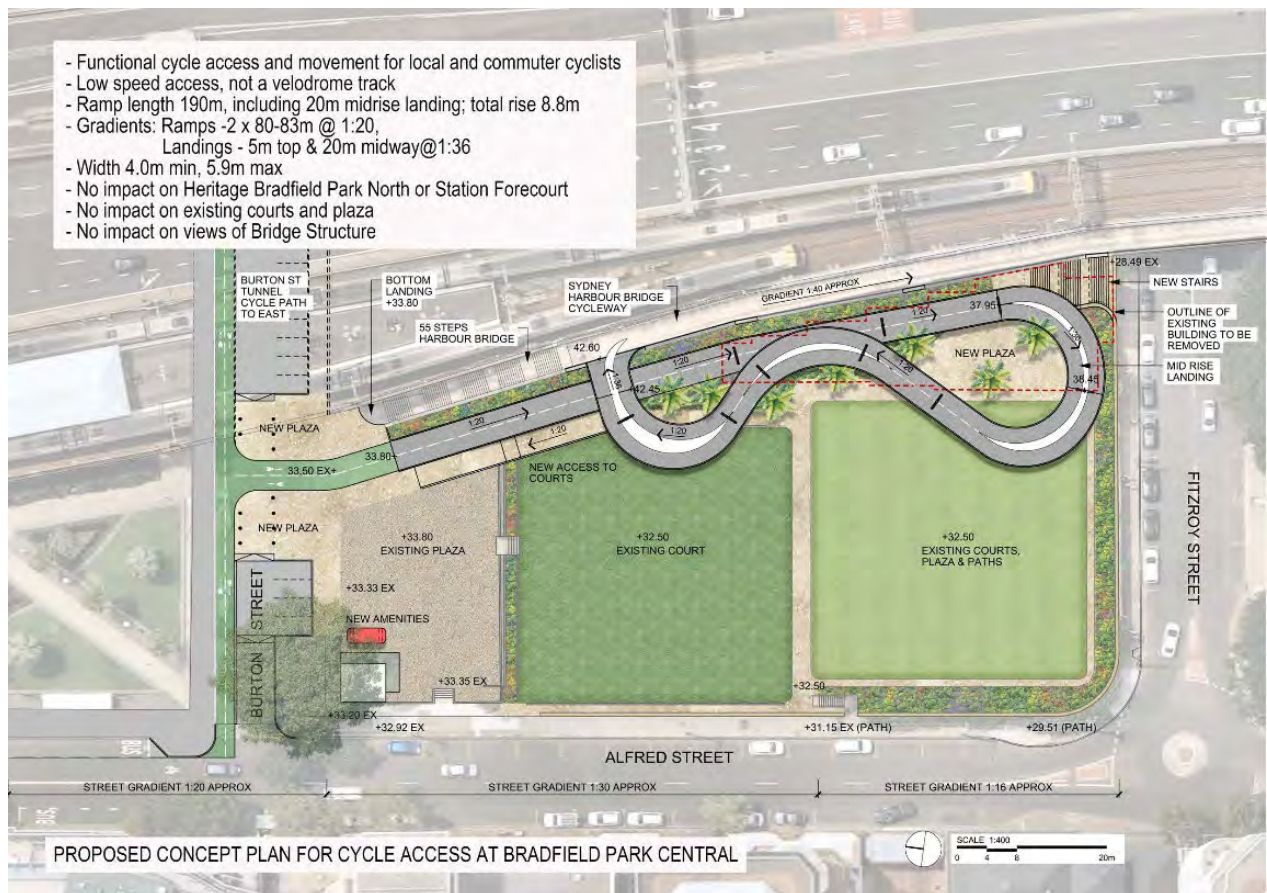


George Gallagher
French Street McMahon's Point
19th December, 2022

Enc

**Plan & Perspective View –
Document -**

Community Concept Plan for Bradfield Park Central Cycle Access
*The value and importance of Bradfield Park North is not
diminished by the inability of TfNSW to recognise it.*



The Community Concept for Best Practice Cycle Access at Milsons Point

The value and importance of Bradfield Park North is not diminished by the inability of TfNSW to recognise it.

The TfNSW "jargon-speak" around gradients and radii is very bad form for a responsible agency. It just serves to inflame the uninformed public that then indiscriminately latches onto such data to conceal their true lack of understanding and unwillingness to see the broader picture.

Further to the terrain modelling that shows the gradients of all the streets in the entire precinct surrounding Alfred Street, we have conducted a field survey with a digital gradient measuring device to accurately check the gradients of key locations. We have also located and measured existing TfNSW cycle ramps.

TfNSW and BikeNorth have been fulminating about the idea of an [Austroad compliant](#) 1:20 (5%) gradient on the proposed Bradfield Central Cycle Ramp as being a cruel and unusual impediment to cyclists, or somehow inferior, and using that as a basis for unilaterally imposing a 2-3% gradient requirement on any ramp solution. This stance needs to be exposed for what it is - hyperbole and overreach by out of touch persons operating in a vacuum, wilfully ignorant of the existing terrain, and the existing heritage and landscape assets within Bradfield Park North. They are proposing to unnecessarily devastate the parkland and station forecourt in the pursuit of pure dogma, rather than provide a rideable cycle ramp in Bradfield Park Central and avoid Bradfield Park North entirely.¹

The proposed 1:20 (5%) **gradient** of the Bradfield Park Central Cycle Access Ramp is the **same gradient**, approximately, as large portions of **Alfred Street** and the **Station Forecourt** pedestrian promenade.² Is this not already traversed by thousands of pedestrians, and hundreds of cyclists of all ability, every day of the week? In addition, this gradient is 'flat' compared to the vast lengths of the linking cycle routes on surrounding streets.³ Why does TfNSW persist with its claim that a 1:20 (5%) gradient on a new access ramp in this location is unacceptable?

¹ Attachment 1 – Bradfield Park Central Cycle Access Ramp

² Attachment 2 – Site photos and the gradients for key locations leading to Burton Street

³ Attachment 3 - The gradient plan for the wider area leading to Burton Street

Bradfield Park Central Cycle Access Ramp to SHB

Based on the intransigent behaviour of TfNSW, it is difficult to dismiss the suspicion that we are witnessing an elaborate charade, grossly magnified by ambitious elements of that previously progressive and sound organisation, to serve a narrow bureaucratic political end. How else to explain the insatiable - and inexplicable - determination to wilfully diminish the existing Bradfield Park North and to severely compromise the heritage Station Forecourt in the name of 'best practice', whilst refusing the opportunity to provide a perfectly rideable cycle access in Bradfield Park Central?

If the first principle of responsible design and place making is ['Do No Harm'](#), then the proposed elevated linear cycle structure in Bradfield Park North fails at the first assessment. Responsible place making is [Government Policy](#).

The attached photographs clearly illustrate that a 1:20 (5%) gradient on a cycle ramp is not onerous, nor is it unusual in the context of hilly Sydney. Go and visit these locations, and experience the existing gradients, and share that with all and sundry.

Expose the wilful errors of TfNSW throughout this process. Note the gradients and geometry of other TfNSW cycle ramps.⁴

Offer the [Minister](#) the opportunity to intervene, and to be on the right side of history on this issue. Voice support for the vastly superior Bradfield Park Central solution and save Bradfield Park North. Contact and support your [North Sydney Councillors](#) to engage with TfNSW and to bring the [Council vision for Bradfield Park Central](#) to reality.

Please share and circulate this information to your contacts and to any citizens that value good cycle infrastructure and our existing parkland and heritage assets.

The value and importance of Bradfield Park North is not diminished by the inability of TfNSW to recognise it.

⁴ Attachment 4 - photos and data descriptions of existing TfNSW Cycle Ramps, and the Bradfield Park Central Cycle Concept ramp geometry

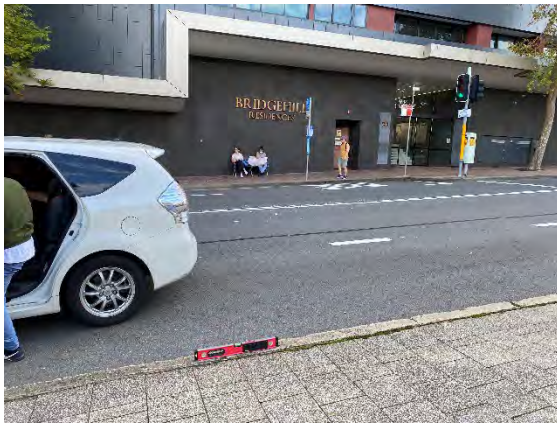
- Functional cycle access and movement for local and commuter cyclists
- Low speed access, not a velodrome track
- Ramp length 190m, including 20m midrise landing; total rise 8.8m
- Gradients: Ramps - 2 x 80-83m @ 1:20,
Landings - 5m top & 20m midway @ 1:36
- Width 4.0m min, 5.9m max
- No impact on Heritage Bradfield Park North or Station Forecourt
- No impact on existing courts and plaza
- No impact on views of Bridge Structure



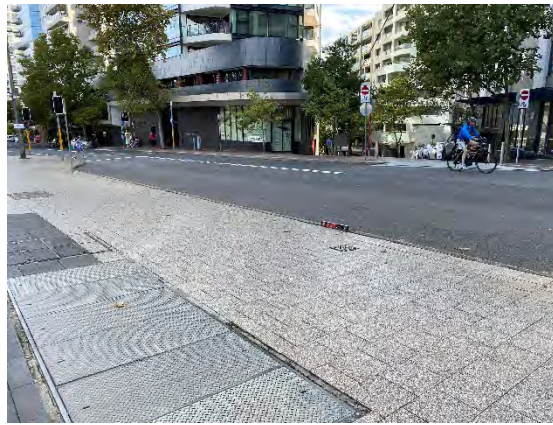
PROPOSED CONCEPT PLAN FOR CYCLE ACCESS AT BRADFIELD PARK CENTRAL



SCALE 1:400
0 4 8 20m



Alfred Street 4.5%



Alfred Street 5.0%



Forecourt Promenade 4.8%



Alfred Street 4.1%



Alfred Street 5.2%



Pacific Highway 8.5%



Alfred Street 4.1%



Alfred Street 5.2%



Middlemiss Street 5.5%

Bradfield Park Central Cycle Ramp – Local Streetscape Cycle Route Gradients

TfNSW Cycle Ramp Examples



Anzac Bridge Cycle Ramp – Inside Structure radius – 6.0m approx. Width varies, 3.60m av. Gradient varies, 5-8 % approx. Length 180m approx.

TfNSW Cycle Ramp Examples



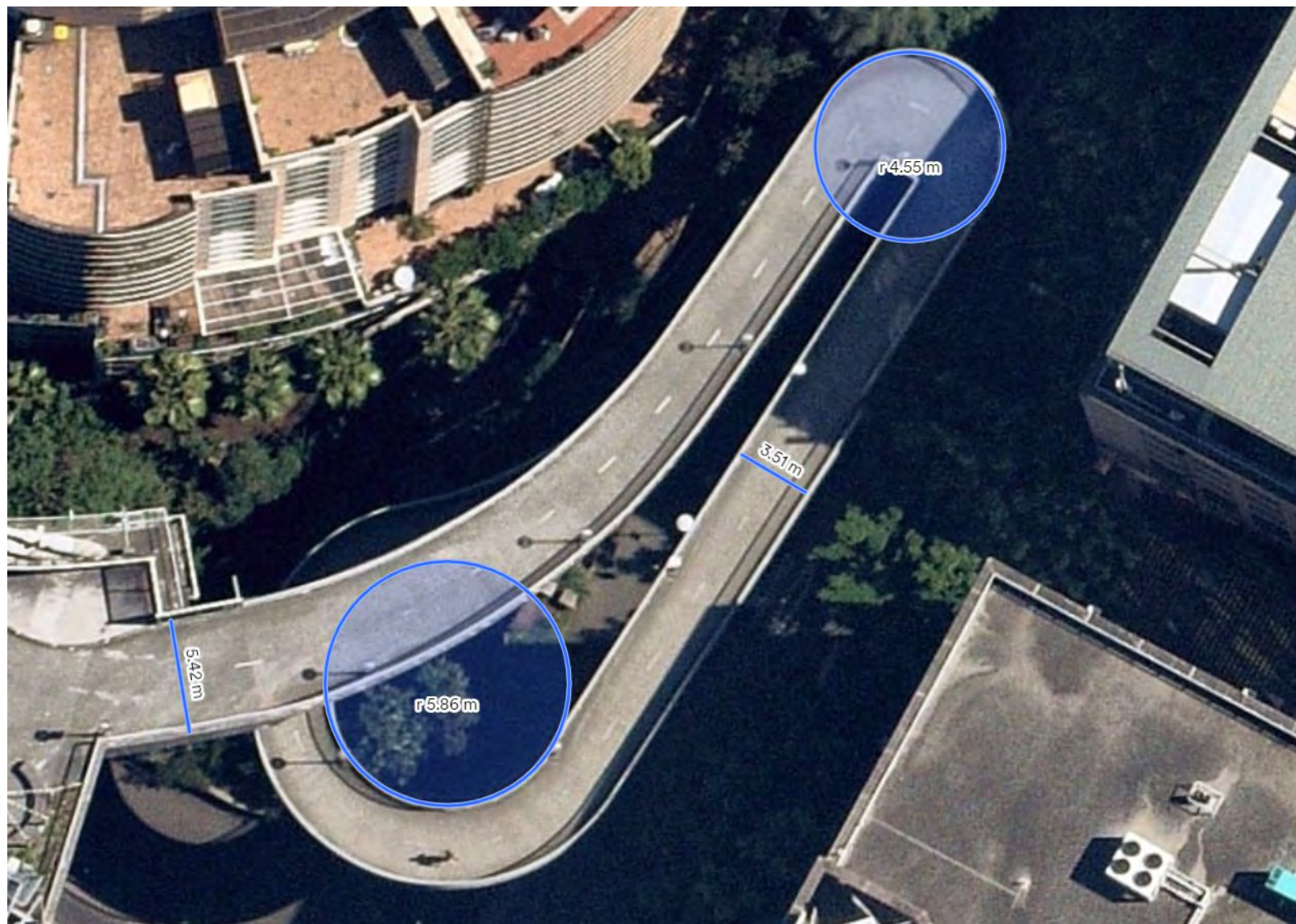
Anzac Bridge Cycle Ramp – Inside Structure radius – 6.0m approx. Width varies, 3.60m av. Gradient varies, 5-8 % approx. Length 180m approx.

TfNSW Cycle Ramp Examples



Anzac Bridge Cycle Ramp – Inside Structure radius – 6.0m approx. Width varies, 3.60m av. Gradient varies, 5-8 % approx. Length 180m approx.

TfNSW Cycle Ramp Examples



Anzac Bridge Cycle Ramp – Inside Structure radius – 6.0m approx. Width varies, 3.60m av.

TfNSW Cycle Ramp Examples



Forest Way Frenchs Forest – Compound Curve Ellipse (inside structure radii - 6m & 8.5m approx.) Width 3.0m approx.

TfNSW Cycle Ramp Examples



Forest Way Frenchs Forest – Compound Curve Ellipse (inside structure radii – 6.0m & 8.5m approx.) Width 3.0m approx.

TfNSW Cycle Ramp Examples



Victoria Road Huntleys Point – inside structure radius – 7.0m approx., width 2.0m approx

TfNSW Cycle Ramp Examples



Victoria Road Huntleys Point – inside structure radius – 7.0m approx., width 2.0m approx.

Source: Austroads Guide to Road Design Part 3 -2021: section 7.4.1 (p. 163)

Source: Austroads Guide to Road Design Part 6A - section 5.7.1 (p. 45)

1:250 @ A3

- Functional cycle access and movement for local and commuter cyclists
- Low speed access, not a velodrome track
- Ramp length 190m, including 20m midrise landing; total rise 8.8m
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PROPOSED CONCEPT PLAN FOR CYCLE ACCESS AT BRADFIELD PARK CENTRAL



SCALE 1:400
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