



Sydney Bridges: a cyclist's perspective



IRON COVE BRIDGE (OLD)

WIDTH

The older section of Iron Cove Bridge offers around half the width of the new path. The path is obstructed by structural and safety elements, decreasing the perceived width. Entry and exit points are constrained and poorly designed. Passing is difficult and unpleasant.

↔ 2 m



DESIGN FEATURES

- Smooth concrete surface
- Steel fencing with vertical elements
- Structural elements and low, bolted steel barriers between bicycle path and traffic lane
- No line marking
- No apparent consideration of rider experience
- No buffer between path and edge of bridge

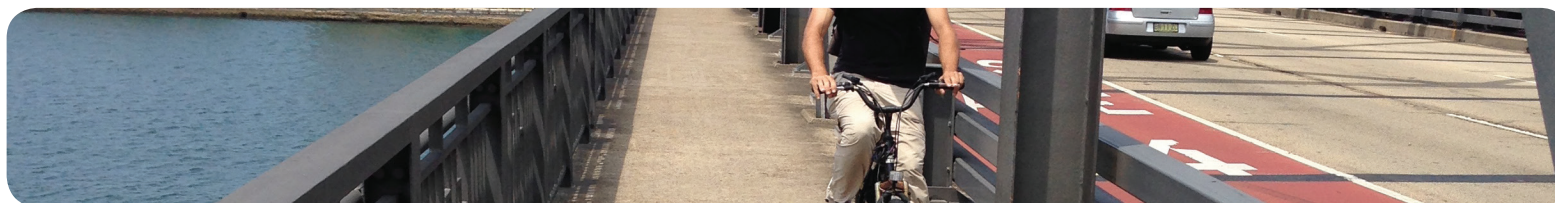
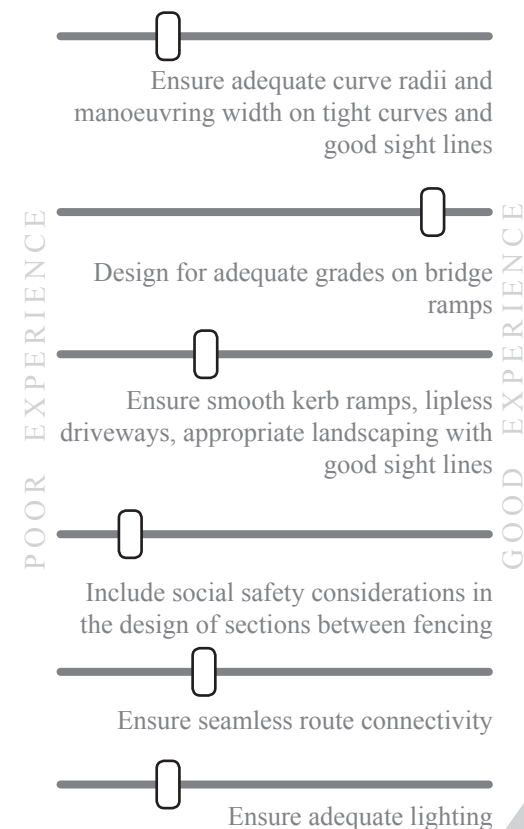


EXPERIENCE

Riding on the older section of Iron Cove Bridge is not a pleasant experience. The width feels inadequate, a feeling that is exacerbated by the presence of structural steel, barriers that bolt into the pavement and inappropriate fencing. Looking down to the water below can be quite disconcerting. There is very little perceived protection from traffic at some points due to low barriers. The entry and exit points are poorly designed.



RATING AGAINST NSW BICYCLE GUIDELINES DESIGN CHECKLIST





Sydney Bridges: a cyclist's perspective



VICTORIA STREET OVERPASS

WIDTH

The Victoria Street Overpass is a shared path of minimum width. The low fencing with unprotected vertical elements, tight cornering and steep gradient make this bridge a good example of poorly designed bicycle infrastructure from another era. Passing is difficult and unpleasant.

↔ 1.8 m

DESIGN FEATURES

- Smooth concrete surface
- Very sharp cornering on ramps
- Steel fencing with vertical elements
- No line marking
- No apparent consideration of rider experience
- No buffer between path and edge of bridge

EXPERIENCE

The Victoria Street Overpass is an example of bicycle infrastructure of the past that has not considered user safety or experience. The width feels inadequate, a feeling that is exacerbated by the low vertical fencing and lack of buffer between the bridge edge and path. The corners on the ramps coupled with the 1.8 m pavement surface would intimidate even experienced bicycle users.



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