



Sydney Bridges: a cyclist's perspective



BEATRICE BUSH BRIDGE (ROZELLE)

WIDTH

The Beatrice Bush Bridge is an example of well thought out bicycle infrastructure. The width, although only 3 m of pavement, feels adequate even when passing other users up to three across. The bridge widens at both ends slightly before connecting back into the bicycle network.

↔ 3 m



DESIGN FEATURES

- Smooth concrete surface
- Flowing corners
- Safety barriers lean outwards from the edge of the bridge
- Steel mesh of varying heights with rails
- Dashed line marking and stencils
- Small visual buffer between path and edge of bridge
- Perpendicular connections with bicycle network

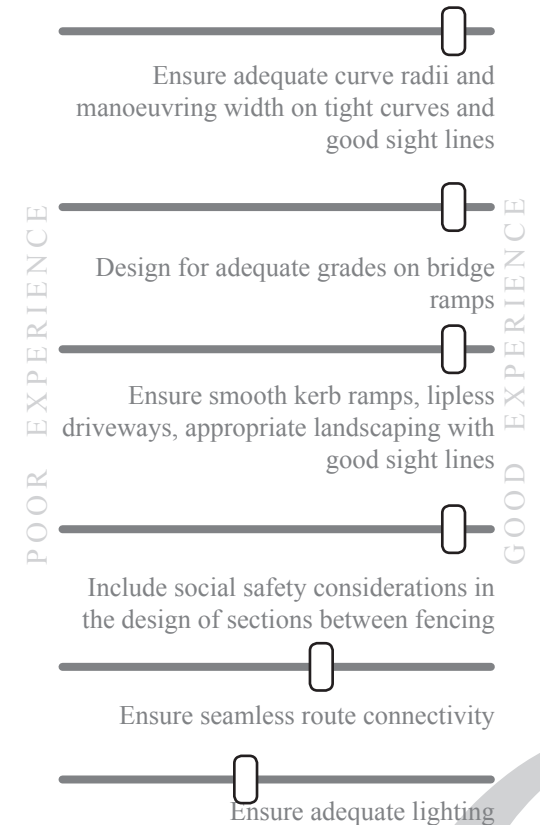


EXPERIENCE

Beatrice Bush Bridge is a well designed piece of bicycle infrastructure. The gentle gradient and flowing curves make riding on the bridge a comfortable and enjoyable experience. The pavement width seems greater than 3 m because the safety mesh leans outwards from the bridge. The mesh is transparent enough that the bridge feels open, but safe. A rest area is provided at one end of the bridge. The detail of the entry and exits could be improved.



RATING AGAINST NSW BICYCLE GUIDELINES DESIGN CHECKLIST





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ANZAC BRIDGE

WIDTH

The Anzac Bridge is a major piece of bicycle infrastructure that is well used. The pavement width is adequate, but does not feel any wider than 3.5 m. The width allows for easy passing (up to 4 across). The bridge widens at both ends to cater for rest areas.

↔ 3.5 m



DESIGN FEATURES

- Smooth concrete surface
- Low safety barriers between shared path and traffic lane
- Steel mesh with buffer between path and edge of bridge
- Dashed line marking and stencils
- Rest areas with integrated heritage information at both ends
- Long ramps with flowing corners at city side entry/exit



EXPERIENCE

The Anzac Bridge shared path has clearly been designed with commuters in mind. The experience of riding the path is not especially exciting — it has more of a functional feel. As with other bridges, the steep ramps on the city end can be intimidating. The flowing curves are an improvement on 'hairpin' bends. The outer barriers that lean into the path make the path seem less spacious. The rest areas provide good entry and exit points.



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