



CRICKET NSW

16 July 2019

Infrastructure NSW
Macquarie House,
Level 15, 167 Macquarie Street,
Sydney NSW 2000

Dear Infrastructure NSW,

This letter is written on behalf of Cricket New South Wales (CNSW) in response to the Stage 2 EIS for the Sydney Football Stadium Redevelopment currently on public exhibition.

Cricket NSW is the key tenant of the Sydney Cricket Ground with first class, Big Bash and International fixtures constituting the majority of the sport played on the Oval. Our main office was based at Moore Park where we still have our eastern offices accommodating our Sydney Sixers Big Bash Club and community cricket aligned staff. Staff from Cricket Australia and T20 Cricket World Cup staff are also housed in this office (approximately 30 staff in total).

Cricket continually draws the greatest number of spectators to the SCG with the Sydney Sixers and international cricket matches attracting hundreds of thousands of spectators over the length of a season.

The nature and wide appeal of cricket means we have a wide reaching and diverse community catchment area from all over Sydney and regional areas of New South Wales.

This large quantity and geographic spread of fans attending our matches creates a major challenge regarding transport and match attendance for our respective fans, many travelling large distances to a CNSW, Sydney Sixers or Australian home fixture and lacking access to efficient and direct public transport options.

CNSW has utilised sports research agencies to undertake extensive fan research throughout each season to provide the best possible match day experience for fans and members. This research has identified a strong segment of the fans attending our sporting matches are young families who among others selected driving/getting a lift as their preferred mode of transport. The significance and necessity placed on car parking close to the stadium was a common theme among our fan base.

New South Wales Cricket Association

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The CNSW cricket fan feedback about stadium accessibility preferences and the direct correlation to the importance of car parking in the Moore Park precinct was quantitatively reiterated by the studies conducted for the SFS Redevelopment Transport Assessment ('The Assessment') for the Stage 2 development application, specifically shown on page 13. The CNSW fan and member feedback in conjunction with The Assessment data unequivocally displays the high importance of sufficient car parking options in the future Moore Park precinct for sporting event attendees.

Whilst the light rail is intended to improve the physical accessibility to the Moore Park precinct as well as the negative perception the SCG has when ranked on public transport convenience, factors such as the distance needed to travel to a cricket match for cricket fans, is an important part of the planning and functionality narrative of the new stadium precinct. A prime example of this is a cricket fan and his family who live in Parramatta. Even with the implementation of the light rail, it will mostly likely still be quicker, easier and perceived to be safer for a family to attend a match at the SCG by using their private vehicle than catching multiple modes of public transport.

Another key factor for our fans is safety. Given the majority of our fan facing content is at night, many fans, especially families, consider transport by car a safer option than public transport.

CNSW reiterates and concurs with the forecasted data displaying the preference towards private vehicles will still outweigh public transport usage. Considering this, CNSW raises concerns regarding the Moore Park 2040 Masterplan which proposes the gradual removal of event parking from EP2 and EP3. These two event only car parking spaces account for 44.7% of the total event parking available to CNSW for our fans, sponsors, corporate guests and operational requirements.

CNSW urge Infrastructure NSW to view the transport provision holistically. Please don't improve one aspect of transport; the light rail and diminish another; car parking, as it would have a counteractive effect and be a missed opportunity to create a multi-mode accessible precinct raising the fan approval rating.

Furthermore, the elimination of EP2 and EP3 significantly reduces the parking which is within proximity to the SCG. Whilst these areas in their current form are not ideal for attendees, their elimination with no close or sufficient car parking alternative would be a step backwards in terms of increasing accessibility for vulnerable users and a significant deterrent for a large proportion of our cricket fans; families.

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Creating pre-arranged drop off areas in MP1 is not an adequate solution for these fans. Similarly, the design improvements for disabled access and family friendly spaces within the precinct are pointless if this segment of attendees can't comfortably access the SCG through long stay, accessible parking.

CNSW would also like to highlight the need for careful consideration of satellite parking areas or 'park and ride' locations which rely on existing car parking infrastructure across the city. Due to television broadcast services often dictating week day evening match fixtures, for example Sydney Sixers Big Bash matches or International ODI/T20 fixtures, a broader study of travel patterns and parking usage in potential locations would need to be conducted to ensure city commuters who already utilise such informal arrangements do not impact the viability of this solution for the Moore Park precinct.

Finally, whilst the increase in event staff has been provisioned not to affect peak travel periods as stated in The Assessment, it may affect the parking allocation in MP1 and Entertainment Quarter car park which would be the only permanent event parking in close proximity to the respective stadiums if the Moore Park Masterplan phase out is achieved. Additionally, we note that the current agreement for staff car parking on event days is no longer suitable (we get 65 and need around 100) with the increase in focus on the match experience and entertainment, as well as the increase in broadcasters commitments.

The Assessment provisions to increase cycling uptake of the event staff however this is dependent on the proximity to the stadium of which staff live.

We would suggest that there is also a personal safety issue with this proposed solution. CNSW would not approve of our match day staff cycling home after a long day at the venue when they finish around 1am on match days.

The Assessment does not however provision for the hirer's in-house and externally contracted operation staff and their accessible parking requirements. CNSW recommend these requirements be considered when discussing the car parking requirements and planned reductions.

CNSW trusts Infrastructure NSW will take into consideration the necessity and strong benefit fans travelling long distances for cricket fixtures receive from accessible car parking options within the Moore Park precinct. Furthermore, CNSW emphasises the high utilisation and preferential rating of event car parking of cricket fans.





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There is an expectation from our fans and members that adequate car parking for those with decreased mobility will remain as they have never known the precinct without it. This should also apply to operational staff, corporate guests, and the public. As mentioned, safety is also an important consideration for fans, especially families.

A world class venue such as the SCG should have a multi-mode accessibility solution which is able to cater for its primary function as a host of outstanding cricket events with a focus on the hundreds of thousands of fans which attend every year.

Yours sincerely

Lee Germon
Chief Executive

New South Wales Cricket Association

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for NSW**
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