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## Comments on Sydney Football Stadium Stage 2

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Department of Planning & Environment  
Submitted [online](#)

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BIKEast is pleased to make a submission on the [Sydney Football Stadium Stage 2 \(Design, construction and operation\)](#) proposal from the NSW Government to build a new football stadium and reconstruct its surrounding areas.

BIKEast believes providing a safe and connected walking and cycling infrastructure will encourage people to take up these active forms of travel with its overwhelming individual and public benefits. The stadium's location in Moore Park North is at the intersection of the following existing/proposed regional bike routes:

- Anzac Pde cycleway (to/from the city and Randwick/Kensington),
- Cleveland St cycleway (to/from Railway Square/Central Station and Randwick/Kensington), and
- Moore Park Rd cycleway (to/from the city/Surry Hills and Bondi Jct/Centennial Park/Paddington).

Therefore BIKEast believes there must be safe and protected active travel corridors included in the scope and final design of the stadium redevelopment - for future provision of active travel as per NSW government policy - Future Transport Strategy.

As such, BIKEast fully supports implementation of the proposed improvements at the earliest opportunity and submit the following comments on design elements.

### Bicycle parking facilities

There must be adequate provision for safe, secure and accessible bicycle parking, to help cope with the transport demand of patrons to the future stadium.

There needs to be a range of bicycle parking options provided for people riding bikes to access the stadium and adjacent facilities, including sufficient quantities of:

- Safe, secure and undercover bicycle parking - not just for stadium staff and patrons on match days, but also for staff and patrons of the stadium gym/pool/squash courts/leisure centre/cafes that will be included in the stadium complex. As such, quality end-of-trip facilities (lockers, showers etc) need to be provided to complement the cycle parking facilities.
- Bicycle racks (E.g. inverted 'U-shape') installed at various locations around the stadium complex, to allow bike riders easy access to the stadium after parking their bikes.

BIKEast stresses that a significant quantity of bike parking must be provided. the poor road connections to the stadium (old, narrow roads through Surry Hills, Paddington etc) will mean a high demand for public transport services on match days with huge crowds.



The provision of high numbers of safe, secure bicycle racks will be needed to encourage people to ride their bikes to the stadium on match days and therefore alleviate demand for parking in Moore Park and overcrowding on public transport.

### Crucial links to the local bike route network

With regards to the future [Moore Park Rd cycleway](#), it is absolutely critical that this vital cycle link, a two-way separated cycleway along Moore Park Rd to/from Surry Hills and Centennial Park/Paddington Gates) be constructed BEFORE the new stadium opens. At present the funding status of this long-proposed City of Sydney cycleway, which is "shovel-ready", is unknown. *Note: the cycleway is to be 100% funded by the NSW Government.*

Similarly, it is vital that a safe cycle connection and crossing be made at the **Lang Rd/Driver Avenue** intersection. There have been injuries that have occurred at this intersection involving people on bicycles. A safer intersection with improved walking and cycling crossings has been designed by the City of Sydney.

A separated cycleway must then be built just west of Driver Avenue, required to link this crossing to the SCG and the new stadium precincts.

All new bike route connections must:

- Be wide enough to cater for future increased mode shift - 3m for cycling and 2m for walking and safe lighting and limited path curvatures.
- Be protected to cater for the safety of 16 years and over and elderly, as well as younger kids in longer / wider cargo bicycles, or mounted seats on the back.



### Build a transport management plan

Build a transport management plan that encourages active transport for people attending the stadium. The proposal does not discourage people from driving to events. Traffic congestion will worsen if a reduction in on-site car parking is not prioritised. Additional public transport services and adequate bicycle parking facilities must be operating from the moment this stadium opens to meet demand.

### Cycling access during construction

Safe access for people riding bikes on Moore Park Road and Driver Ave during construction stage must be maintained - avoiding long and convoluted detours, or closures that force people from safe shared path infrastructure into heavy motor traffic.

### Cycling access during events

BIKEast notes the following in the EIS: *"During major events held at the SFS it is understood that the cycleway (in the immediate vicinity of the stadium) would be closed to allow the safe and efficient movement of people to/from the precinct."* (Appendix H - Transport Assessment - Part 3)

BIKEast believes the stadium should provide planning for a quality detour instead of a general closure in these instances (as per other transport management plans). There should be a permanent link / connection along Driver Ave, and a clear connection along Driver Ave during events - at the moment,



BIKEast's understanding is that dismount is required, and the temporary roundabout / turning circle remains in the way permanently.

### General comments on the proposed stadium

**Build a safe, accessible stadium** - A key justification the Government made for demolishing the Sydney Football Stadium was its lack of accessibility, however the proposed design includes very poor outcomes for a continuous accessible path of travel from the stadium to Driver Ave.

**Reduce the scale of the new stadium** - The 'bowl' roof form will increase the height of the stadium to its east and west. This is bulky and excessive next to a heritage conservation area.

**Keep parking off Moore Park** - More than 21 million people visit the Moore Park and Centennial Parklands to enjoy the community open space every year. We must ensure this green parkland is protected, publicly accessible by the community at all times, and not used as overflow parking for private vehicles. The new Premier's Priorities include a commitment to [quality green spaces and a million more trees by 2022](#). "Green and public open spaces should be accessible to everyone across the State, no matter where they live."

**Call off the chainsaws for trees near the stadium** - Tree removal to accommodate pedestrian access from Moore Park Rd has not been justified, and this application does not outline any plans to replace lost trees.

### Concluding remarks

BIKEast look forward development of bicycle parking and high standard end-of-trip facilities for the New Sydney Football Stadium. These facilities and completion of a regional network of bike routes linking to Moore Park precinct will provide active transport options for local residents and people working or visiting the precinct during events. We hope the NSW Government will honour its own policy commitments to active transport and use this project as an opportunity to provide better connections in our local area, and encourage healthier, more sustainable transport outcomes for residents and visitors alike.

Thank you for taking the time to read our feedback.

Yours sincerely,



**Jim Hope**  
Vice-President, BIKEast