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The future of Moore Park South - Bicycle NSW feedback

1 message

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To: mooreparksouth@gsp.nsw.gov.au

Cc: Yvonne Poon <yvonne.bikeast@gmail.com>, Mark Worthington <markw2022@gmail.com>, Fiona Campbell <fcampbell@cityofsydney.nsw.gov.au>, Peter McLean <peter.mclean@bicyclensw.org.au>

Dear Greater Sydney Parklands,

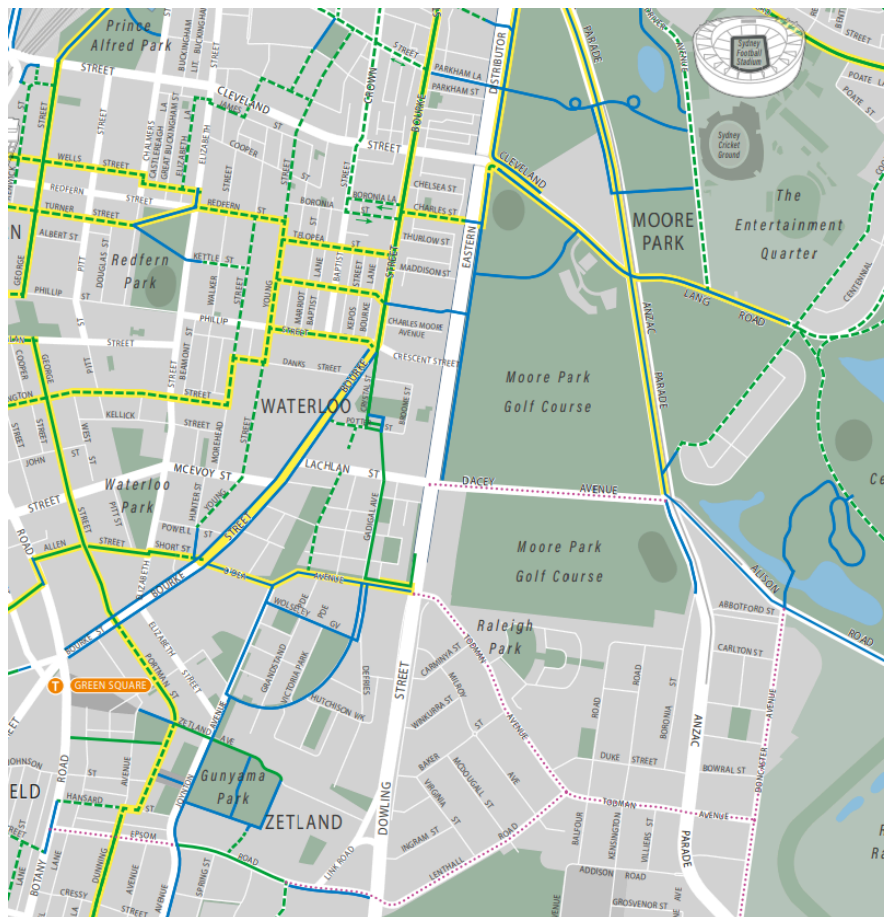
Thank you for the opportunity to provide feedback on the plans for the future of Moore Park South.

Bicycle NSW has been the peak bicycle advocacy group in NSW for 48 years and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design

We believe it is essential to provide high-quality, accessible open space for the community. **Bicycle NSW strongly supports the development of a new public park**, and the deep community engagement currently underway to determine the best possible way forward.

It is encouraging that Principle 02 from the 2017 Moore Park 2040 Master Plan - *Better connected and more permeable - Increase public access to and across the Park while breaking down barriers to pedestrian and cyclist flow* - is front and centre of the discussion paper.

As noted in the [discussion paper](#), Moore Park South is surrounded by arterial roads on three sides and private residential development to the south. There are many barriers to access. The existing at-grade crossings of the arterial roads for pedestrians and cyclists are laborious, often involve crossing multiple legs, and do not prioritise pedestrians or cyclists. It is very difficult to cycle to UNSW and Centennial Park from the booming residential precincts around Green Square if you are not confident mixing with heavy traffic. As shown in this extract from the [City of Sydney Cycleways map](#), there are currently no safe east-west routes across the golf course, and several north-south links are missing.



- Separated off-road cycleway
- - - Low traffic street or bike lane
- Off-road shared path
- · · · · Direct route with higher traffic

Recommendations:

- It is essential to focus on access by foot, bike or public transport. We do not want to see more asphalt car parking. The land is too valuable and the need for greenery and tree canopy too pressing.
- New signalled crossings are needed to enable safe access to/from Moore Park South. Marked pedestrian / cycle crossings must be installed on every leg of every intersection, signalled or unsignalled. Forcing people to cross 3 legs instead of one will result in people taking risks to avoid waiting for such a detour.
- **We urge Greater Sydney Parklands to maximise opportunities to incorporate new cycling facilities, and upgrade existing routes, in and around the new park.** The map below highlights missing links in the local and regional bike route network.

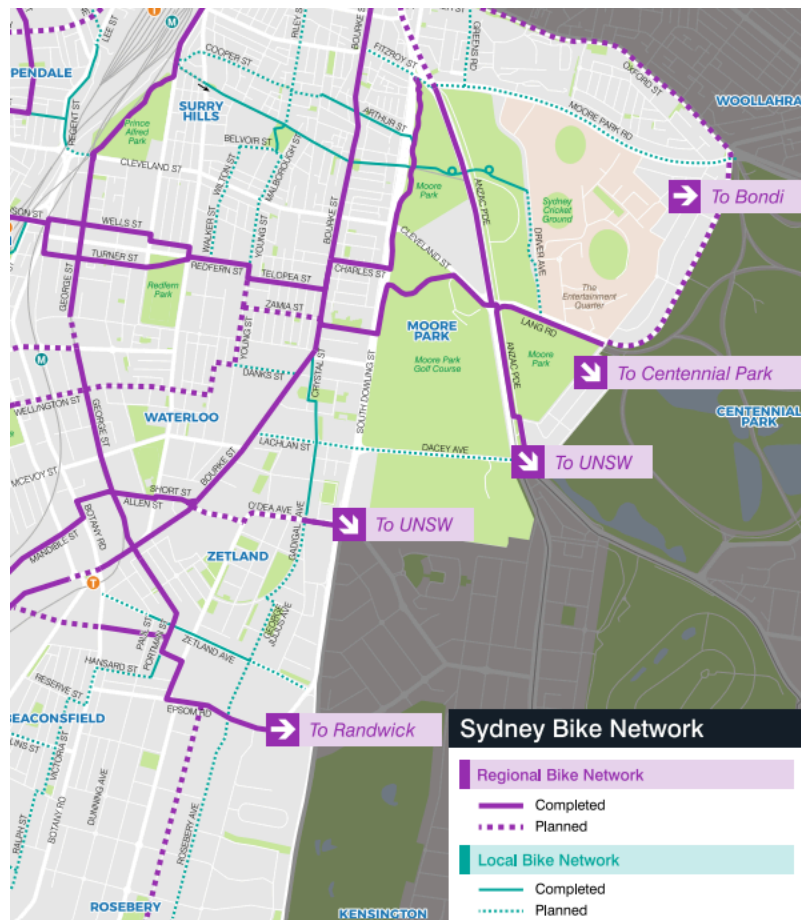


Dacey Avenue is a key priority for a safe cycleway and wider walking paths. This could be achieved by using some space in the park, or reallocating roadscape by reducing or narrowing vehicle lanes. A footpath and cycleway (or possibly a shared path if space is constrained) on both sides of Dacey Avenue would be ideal to maximise connectivity, particularly if the signalised intersections at either end of the road continue to prioritise cars.

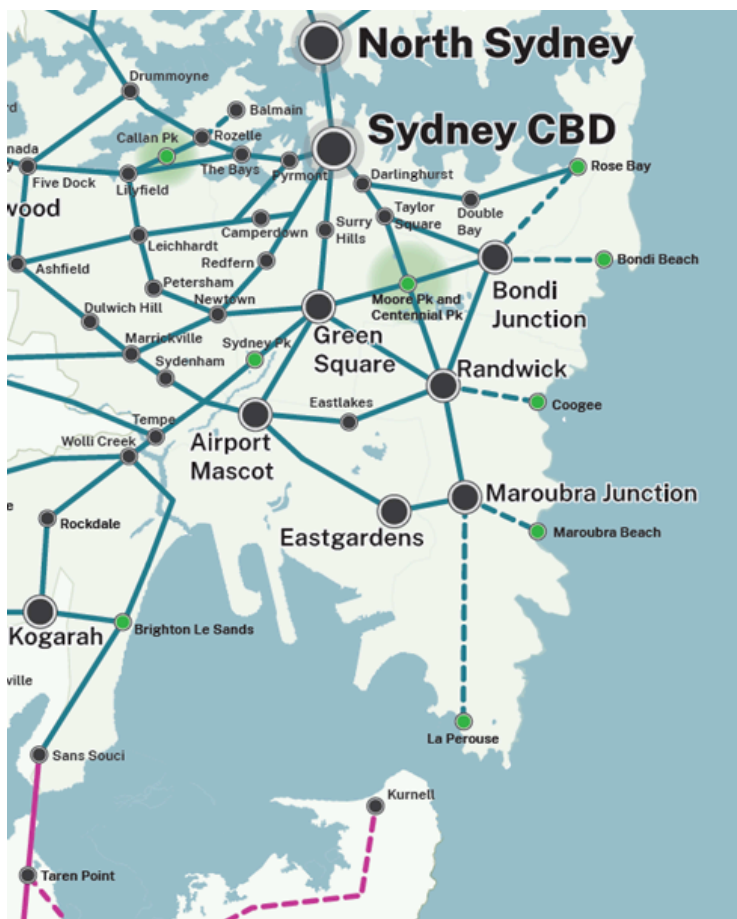
A path along the southern edge of the park should be incorporated into the plans, as well as improved access to the rear of the SupaCentre.

A shared path (or even better, a separated cycleway using existing road space) along the western side of Anzac Parade is also recommended. The high quality path on the eastern side is very difficult to access from Moore Park South. The only mid-block crossing requires multiple light phases for pedestrians and bikes.

City of Sydney has a strategic [bike network map](#) in its [Cycling Strategy and Action Plan](#). It is clear that Dacey Avenue is critical to the future network and a route along the bottom edge of the park would provide an excellent, scenic and leafy alternative to Todman Avenue for riders travelling between O'Dea Avenue (where a cycleway is under construction) to UNSW.



- In 2022, Transport for NSW released the [Eastern Harbour City Strategic Cycleway Corridors](#). The 30 corridors aim to connect key centres such as Randwick, Eastgardens and Maroubra Junction. Exact routes will be subject to detailed design and collaboration with councils and the community. The extract from the network map shows the area relevant to Moore Park South. **New and upgraded paths around the park must contribute to the Green Square - Bondi junction corridor and improve the Taylor Square to Randwick corridor.**



- Please refer to the TfNSW Cycleway Design Toolbox and TfNSW Walking Space Guide for best-practice guidelines on paths widths and intersection details. 3.0m must be the minimum width for shared paths to accommodate the likely volume and variety of users, including many people riding e-bikes for work, leisure, caring duties and commuting.
- Greater Sydney Parklands must ensure that new active transport connections are supported with strategies around safety, passive surveillance and adequate lighting. [Research has found](#) that more than half of women in New South Wales do not feel safe walking afterdark in public spaces. 59% of the women reported either feeling "not so safe", or "not at all safe" in public spaces at night. Also important is the sense that, should something happen, there is a means of escape rather than a sense of entrapment. All paths should be designed so that there are escape routes. Avoid fenced paths with no exit.
- Note that the Greater Sydney Parklands is lucky to have an active and highly experienced ecosystem of advocates living and working in the Moore Park area. Please collaborate closely with WalkSydney, BIKEast, Bike Sydney and Bicycle NSW on projects related to walking and cycling.

Please reach out at any time for help and advice as you develop the active transport strategy for the new park.

Many kind regards,



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Bike Planner

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