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MOORE PARK 2040 MASTER PLAN

TRANSPORT ASSESSMENT

Centennial Park and Moore Park Trust

19th August 2016

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Moore Park 2040 Master Plan
Transport Assessment

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INTRODUCTION

Background

Moore Park has a long history as an important social and recreational destination for Sydney. Comprising an area of 115ha, it contains open spaces, playing fields, an athletics track, an 18-hole Group One Championship Public Golf Course and Driving Range, tennis courts, basketball courts and netball courts. In addition to these park-related uses, the area contains:

- The Entertainment Quarter;
- Fox Professional Studios;
- The Royal Hall of Industries and Hordern Pavilion; and
- The Centennial Parklands Equestrian Centre.

The adjoining Sydney Football Stadium and Sydney Cricket Ground are managed by the Sydney Cricket and Sports Ground Trust (SCSGT).

The breadth of activities in the precinct means that it has diverse traffic and transport demands in terms of:

- the times of day/night and days of the week it is accessed;
- the modes of transport used for access; and
- the patterns of arrivals and departures with particular “spikes” in demand with sporting matches and events.

This diversity of traffic and transport demands leads to a diversity of transport and access needs for various user groups at different times. Furthermore, these demands are growing as Sydney grows and usage of Moore Park increases in more parts of the park. This dispersion of activity is a key opportunity and a key risk when developing improved access and parking strategies.

Given these needs, a number of alternative transport modes need to be viable for visitors to make use of for access to events/matches and at non-event times. This modal “choice”, however, needs to be considered in the context of minimising the impacts of excessive private vehicle movements and parking which would be contrary to the higher order objectives of conserving open space and improving environmental sustainability.

The adjacent Centennial Park has recently released its 2040 Master Plan and many of its strategies are directly relevant to the Moore Park 2040 Master Plan; particularly those which aim to improve the permeability of walking and cycling routes through both parks.

The CBD to South-East Light Rail, as part of an integrated public transport system, will significantly improve accessibility to Moore Park. Along with committed walking and cycling infrastructure, there are a number of opportunities emerging to vastly improve the accessibility of the park and maximising these opportunities is a key objective of this study.

The Moore Park study area is shown in Figure 1.1.

Purpose and Scope

Increasing visitation whilst diversifying uses, preserving green space and the heritage character and strengthening the financial, social and environmental sustainability of the parklands are all key objectives of the 2040 Master Plan.

The purpose of this transport assessment is to describe the current situation and identify emerging challenges in achieving the broader objectives for the parklands, and to develop strategies to improve accessibility and permeability (i.e. movement to, from and within the parklands).

This report considers the primary forms of access and movement associated with Moore Park for its range of “typical” and “special event” uses. It is structured in terms of key access modes of transport and considers:

- public transport;
- parking;
- road network and access; and
- walking and cycling.

This report is not intended to provide a comprehensive analysis of traffic and car parking capacities and upgrade needs but rather sets the framework and principles for implementing sustainable transport improvements for access to, from and within the parklands as we move towards 2040. It is intended to be a companion document to inform the Moore Park 2040 Master Plan.



Figure 1.1: Study Area

PUBLIC TRANSPORT

Existing Situation

Access to Moore Park by public transport is currently achieved by train, via Central Station, and by bus. Despite the large number of bus services that travel through or near the parklands (see Figure 2.1), the radial structure of these services means that access to the parklands from most parts of Sydney requires at least one interchange (train-bus or bus-bus). This can be a significant deterrent to using public transport given prevailing service frequencies, interchange times, interchange distances and quite often the need to carry equipment for use in the parklands.

The bus services along Anzac Parade and along Oxford Street are also established primarily as commuter services with weekend frequencies that are typically half of those during the week. This is an issue as weekends are when the parklands are most heavily patronised.

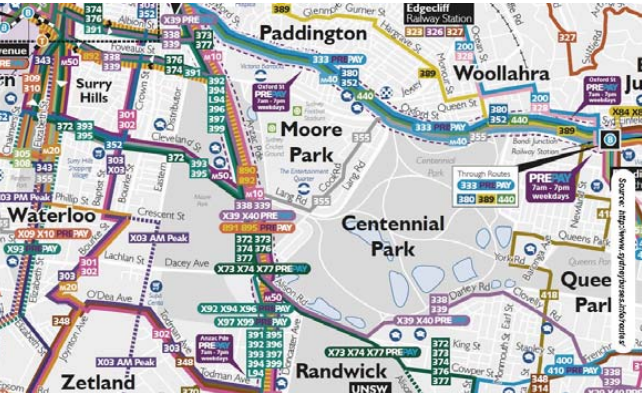


Figure 2.1: Existing Bus Service Structure

Also, the walk from Central Station to the parklands can be 10-15 minutes with some adverse grades involved. Whilst this may be considered by patrons accessing a major sporting or other event as being acceptable, it may be seen as a sufficient deterrent to accessing the site for other purposes.

For events, the Tramway Oval bus loop is the primary set down and pick up area currently used (see Figure 2.2). Whilst this location is very close to the stadiums, there are a number of issues with this location for set down and pick up, as follows:

- there is an expanse of hardstand in a prime location for pedestrian and active uses between the parks/stadium sterilising these areas at non-event times;
- the lack of separation between the stadium and the bus waiting areas makes managing pulse flows after events more difficult; and
- buses are manoeuvring in an area where a lot of other movement activity is occurring.



Figure 2.2: Tramway Oval Bus Loop

Key Challenges and Opportunities

The most significant public transport change in the area is the introduction of the CBD to South-East Light Rail. Whilst light rail will provide similar levels of accessibility to the current bus service structure, its higher capacity and its fixed “presence” provide improved public transport accessibility opportunities for Moore Park and Centennial Park as well. The proposed configuration of the Moore Park stop located to the north of Cleveland Street and east of Anzac Parade is shown in Figure 2.3. The configuration was modified in the NSW CBD and South East Light Rail - Modifications Report, December 2014. The changes, which aimed to improve accessibility to/from the stop included:

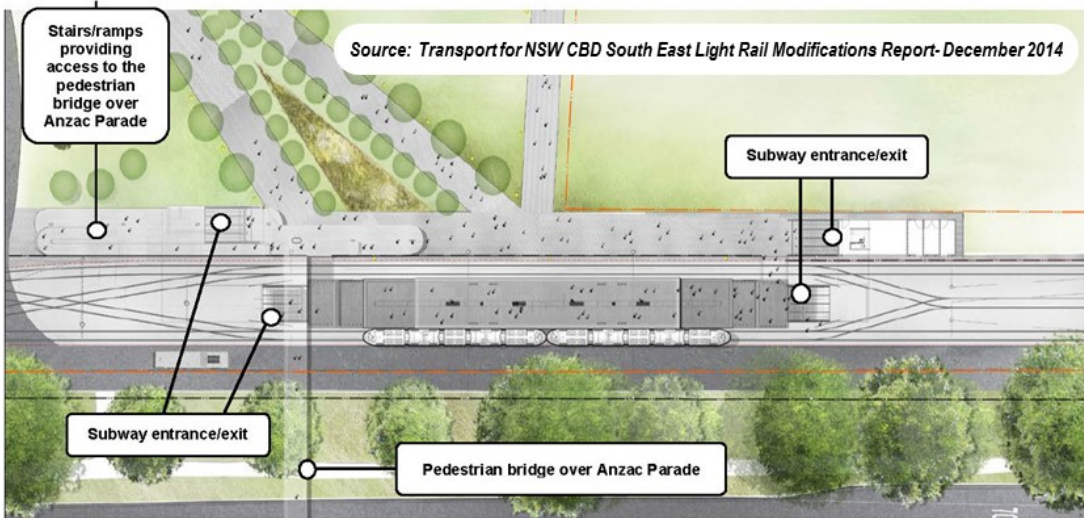
- a proposed pedestrian bridge over Anzac Parade;
- removal of the elevated concourse to minimise level changes for passengers; and
- two operations modes: normal operation mode, with access via pedestrian crossings over the light rail tracks; and special event operations mode, with access via a subway which is only open and staffed during special events and closed at all other times.

The modified Moore Park stop arrangement will also provide the following:

- improved pedestrian access to the Moore Park Golf Precinct, Robertson Road Precinct, Fox Studios and the Entertainment Quarter as well as to the additional parking that is proposed at Moore Park Golf and ES Marks Field; and
- an improved pedestrian environment during special events within the precinct, facilitating improved mode share to light rail for events.

A key challenge however will be the rationalisation of bus services (due to light rail) along Anzac Parade and hence a reduction in the number of “same seat” journeys that can be made to access the parklands. This places an even greater reliance on interchanging for access to/from the parklands.

Light rail, however, with its increased capacity over conventional buses, also provides opportunities for improved access and (in particular) improved clearance associated with sporting and other events with pulse loads. This, of course, is dependent on an effective light rail operational strategy being implemented for events which is related to when these events occur and whether there are any spare light rail vehicles available in the network.



Note: Indicative only. Subject to detailed design.

Figure 2.3: Moore Park Light Rail Stop

Other challenges for the effective use of light rail to improve accessibility to/from the parklands are the safety, directness and quality of the pedestrian and cyclist connections between the stop and key destinations within Moore Park.

Key Strategies

Light rail will certainly be an important element in the overall improvement of public transport accessibility to/from the parklands, however, its effective integration into Moore Park is just one of many system improvements needed to better serve the parklands.

A multi-faceted strategy is needed to match the multi-dimensional access needs of parklands patrons at different times, on different days and for different purposes. Key strategies to increase public transport usage include:

- continue to work with TfNSW to encourage re-investment of saved bus service-kilometres in the area (due to light rail) into routes that increase the effective coverage of “same seat” bus services to/from/through Moore Park such as services between Bondi Junction and Randwick, Green Square, Mascot etc.;
- develop broad-based and targeted (i.e. by park user group) information on public transport accessibility options and the benefits of using public transport for access to the parklands;
- with TfNSW, develop integrated public transport and event ticketing products to encourage use of public transport for event access/egress;
- develop an alternative location for bus pick-up and drop off for events such as along Errol Flynn Boulevard once light rail is constructed (see Figure 2.4); and
- investigate opportunities for remote Park and Ride for events, such as at Randwick Racecourse or at UNSW where events do not coincide with peak usage at these sites and where light rail usage can be maximised for access from the south.

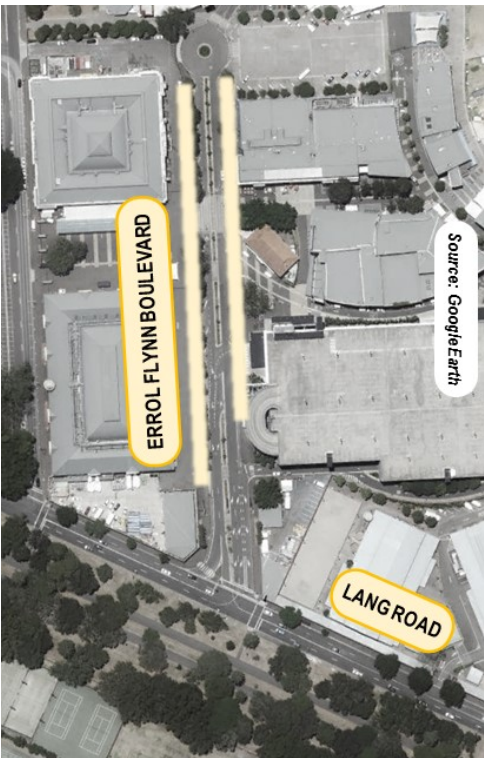


Figure 2.4: Potential Alternative Bus Stops for Events

PARKING

Existing Situation

There are a number of existing car parks in and around Moore Park, as follows:

- Entertainment Quarter Car Park: 2,000 spaces;
- Driver Avenue: 159 on-street spaces providing 4-hour parking;
- The SCSGT Gold Members Car Park: 750 spaces;
- Fox Studios: 300 spaces (approx.);
- Equestrian Centre: 80 spaces (approx.);
- Tennis Centre: 35 spaces;
- Golf Course: 140 spaces; and
- ES Marks Child Care: 35 spaces.

During events, a number of additional areas are used for temporary car parking, such as:

- Moore Park East: 2,300 spaces;
- Sydney Boys High: 400 spaces; and
- Sydney Girls High: 420 spaces.

Figure 3.1 identifies these parking areas.

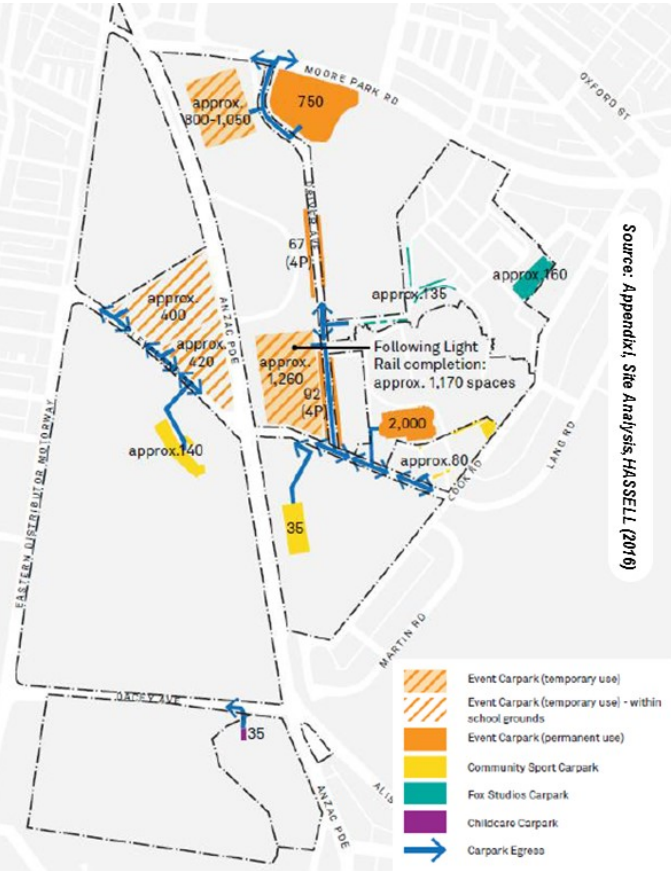


Figure 3.1: Existing Parking Areas

The temporary event parking in Moore Park East is on grassed areas that are otherwise used for other purposes. The frequent use of these areas, particularly in wet weather, can lead to damage of the grassed surfaces.

The existing parking is spread throughout the precinct and mostly related to the specific uses needed in each area for typical (day-to-day) activities. In essence, day-to-day usage is relatively well catered for and the primary issue for parking relates to events.

The Entertainment Quarter car park managed by Wilson Parking has fees as follows:

- 0.0 - 2.0 hrs: Free;
- 2.0 - 3.0 hrs: \$8.00;
- 3.0 - 4.0 hrs: \$10.00;
- 4.0 - 5.0 hrs: \$14.00;
- 5.0 - 6.0 hrs: \$18.00; and
- 6.0 + hrs: \$25.00.

There is a clear desire to encourage the use of alternative modes to access Moore Park in recognition of the traffic congestion during events, the amenity effects on users and the environmental impacts within the area. This is evidenced by the Centennial Parklands website (Moore Park parking page) which states:

"If you are intending to drive to an event in Moore Park, share a ride with friends and do your bit to conserve the environment. For a better travel experience arrive early and leave late."

Key Challenges

For day-to-day operations, the existing diversified car park location structure with multiple access points and purpose-specific parking is relatively effective and would be expected to continue to be effective into the future.

It is clear that the key parking challenges into the future are associated with events rather than day-to-day operations. There is a strong desire to phase out "on-grass" parking to return these areas to other uses and this requires consideration of other options to accommodate the traffic that is currently parking on the grassed areas.

Whilst it would ultimately be preferable for these visitors to not drive and park, there are many cases where public transport, walking or cycling access alone would not be practical for some visitors. These visitors include those that travel from long distances not well served by public transport or where multiple public transport interchanges (e.g. 2 or more) would be required to access the site. There are also mobility impaired visitors that would require access to nearby parking.

Some level of parking supply would be required to offset the phasing out of on grass parking to ensure no net loss of car parking supply. The key challenge with this though is that most of this parking would not be utilised outside of event days/times. This suggests that the preferred approach would be to make use of parking areas that have typical demands that are not coincident with those of major events at Moore Park.

Such a diversified approach would also address challenges associated with localised traffic congestion at major car park locations in the heart of the parklands.

Key Strategies

Similar to many of the strategies presented in this report, the parking strategy seeks firstly to minimise the need for parking (and hence traffic access) and then provide a diversified range of locations to park using existing resources as much as possible and avoiding the construction of additional parking lots that would reduce the amount of green space within the parklands. On this basis, key strategies include:

- progressively phase out on-grass parking for major events;
- assess the benefits and impacts of increasing the capacity of existing parking sites without impacting parklands areas;
- evaluate opportunities for nearby Park and Ride opportunities at parking locations/activities that don't typically have parking demands that are coincident with event parking demands;
- develop a modal access hierarchy for events by type/scale of event encouraging public transport, walking and cycling, then remote parking (Park and Ride, see Figure 3.3), then localised parking and develop integrated incentives, education and marketing measures to support this; and
- establish a traffic and parking management committee that can pursue and develop parking (and traffic) management and remote parking opportunities in an integrated way.

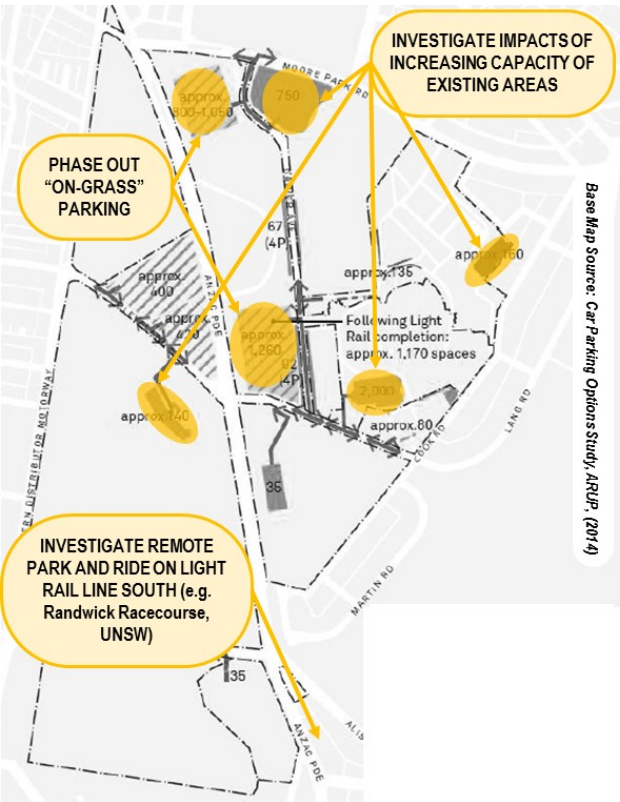


Figure 3.2: Parking Strategies

In terms of potential impacts associated with expanding existing car parks within the parklands area to offset the progressive removal of on grass event car parking, the following issues are noted.

Moore Park Golf Course

Additional parking at the Golf Course may likely require the installation of traffic lights at the access to the car park from Cleveland Street and further assessment of the proximity of this access to the Anzac Parade intersection would be needed.

ES Marks Athletic Field

Additional parking at ES Marks would require further consideration of a traffic controlled intersection on Dacey Avenue and investigation of its proximity to the Anzac Parade/Dacey Avenue/Alison Road intersection. It may be beneficial, if possible, to move the access road to be in a location further away from Anzac Parade.

Entertainment Quarter

The addition of two levels above the existing car park in the Entertainment Quarter would increase the volume of traffic using the intersection of Errol Flynn Boulevard and Lang Road at the start and end of events. Whilst possible, the benefits of this addition would need to be offset against the costs of the upgrade and the impacts and delays to traffic departing this area (which already has 2,000 vehicles leaving after an event).

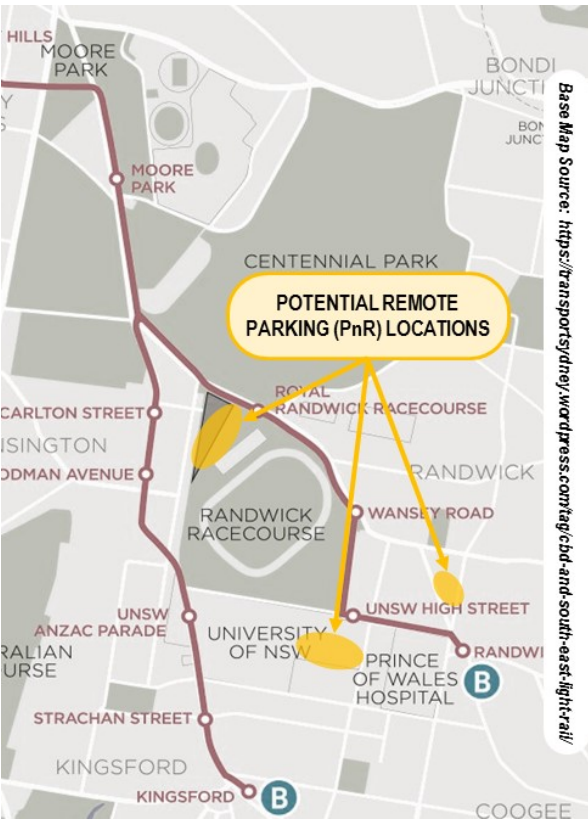


Figure 3.3: Remote Parking Options

ROAD NETWORK AND ACCESS

Existing Situation

State roads connect with Moore Park to the north, west and south. These roads include Anzac Parade (State Road 171), Alison Road (State Road 327), Cleveland Street (State Road 330), Dacey Avenue (State Road 528) and South Dowling Street (State Road 593). These roads are owned and managed by Roads and Maritime Services. These are generally heavily trafficked roads with major signalised intersections along them.

The Eastern Distributor is a major arterial road, which runs between the two carriageways of South Dowling Street, forming the western border of Moore Park. Anzac Parade is also a major arterial road, which dissects Moore Park and limits connectivity between the west and east of Moore Park.

Moore Park Road (Regional Road 7301) connects the site to the east, and is partly funded by Roads and Maritime Services under management by City of Sydney Council.

Major local roads that also connect to the parklands include Lang Road, Bourke Street and Crown Street and these roads also provide connections to the State roads. These roads are owned and managed by the City of Sydney Council.

The presence of Moore Park and Centennial Park creates an absence of major roads in this large area which in turn ensures that the immediately surrounding arterial roads are heavily trafficked, which then influences traffic access to/from the parklands.

Vehicular access into the parklands is via the following access points:

- Driver Avenue to stadia parking and temporary on-grass event parking;
- Cleveland Street to Moore Park Golf;
- Dacey Avenue and Boronia Street to ES Marks Athletics Field;
- Lang Road to Errol Flynn Boulevard (the Entertainment Quarter);
- Lang Road to Parklands Sports Centre; and
- Driver Avenue to Fox Studios.

The presence of multiple accesses for multiple purposes supports the dispersion of traffic generated by the parklands around the site rather than consolidating traffic impacts to relatively few locations.

At the end of events however, and given prevailing levels of congestion on the surrounding major roads, there are often lengthy delays leaving these car parking areas.



Figure 4.1: Existing Road Network around Moore Park

Key Challenges

It is clear that heavy traffic on the major roads surrounding and through Moore Park (Anzac Parade, South Dowling Street, Cleveland Street, Dacey Avenue, etc.) will remain into the future given no state government road proposals to supplement major road capacity to/from the precinct in the future.

Traffic accessibility and the ability to egress events efficiently by car will be ongoing challenges. With no desire to provide any through road connections within Moore Park, the location of parking in relation to major roads and intersections surrounding the park is the key consideration because these locations are the major traffic generators.

For local (intra park) traffic movements and particularly for service vehicles, the relationships between the various leasehold boundaries need further consideration to permit access across boundaries. This would improve local connectivity not only for cars and service vehicles but for pedestrians and cyclists as well. For example, improving the connectivity between the Entertainment Quarter (and into Fox Studios for employees) and the sports stadia will allow some local service movements to occur without the need to do so via the surrounding major road system.

The absence of a network of internal local road connections also inhibits the ability to create an integrated parking management plan whereby visitors could be directed away from busy parking areas to parking areas that have spare capacity. This information currently has to be provided external to the site meaning that there is circulation for parking on these roads adding to existing congestion concerns, particularly for events.

Key Strategies

Access to the parking areas within Moore Park at most times of the day and days of the week is reasonable, notwithstanding prevailing congestion on the major roads surrounding the parklands in peak periods.

Local traffic circulation at these times, particularly for service vehicles, could be improved with local connections between precincts and by reconsidering the relationships between the various leasehold boundaries to permit access across boundaries at non-event times and for local movements only.

Event periods are the times when traffic access and egress is a particular issue with extra traffic drawn into the area mixing with through traffic, pedestrians and buses. The preferred strategy in this situation is to reduce the issue by:

- further encouraging the use of alternative modes of transport for access through better information/education and the provision of improved public transport services and more accessible walking and cycling facilities; and
- diversifying parking opportunities to remote sites (using park and ride for example).

Traffic and parking management for events go hand-in-hand and there is significant benefit in establishing a local stakeholder committee to focus on integrated and coordinated event management plans for specific event types



WALKING AND CYCLING

Existing Situation

Access to, from and through Moore Park by walking and cycling is currently facilitated by a number of paths within and surrounding the parklands; most of which are of a relatively high quality. Figure 5.1 shows the coverage of existing cycle paths within and surrounding Moore Park.

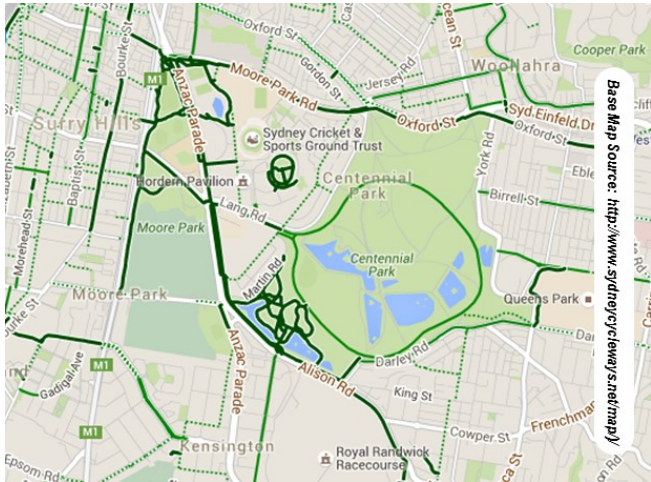


Figure 5.1: Existing Cycle Ways

Access to the Parklands in a north-south direction is relatively well catered for with a good coverage of facilities, although the quality of facilities provided reduces moving away from the parklands with a clear example being adjacent to Anzac Parade south of Dacey Avenue.

In an east-west direction, there are significant road “barriers” such as the Eastern Distributor and Anzac Parade. Relatively few crossing points of these major roads means that routes and walking/cycling paths need to divert reasonably long distances to access these crossing points. Furthermore, roads like Cleveland Street and Fitzroy Street, whilst being reasonable pedestrian links, are constrained cycling routes.

Within the parklands there are few clear cycling/walking routes. Some paved areas and lightly trafficked roads (most of the time) provide opportunities for cycling and walking throughout the area, although the lack of paths/connections can make wayfinding difficult.



Key Challenges

The key challenges primarily relate to a number of barriers approaching and within the parklands, particularly for east-west movement of pedestrians and cyclists. The golf course prevents public access across it and Fox Studios prevents public access into its “walled” area. Furthermore, the presence of the high brick walls around the former showground makes it even more difficult for pedestrians and cyclists to navigate their way through the parklands using long distance visual markers.



Similarly, the lack of permeability near the SCG and SFS effectively means that east-west pedestrian and cycle movements between eastern areas and Moore Park need to divert a long way to Moore Park Road or to Lang Road to travel east-west.

Improving the walking and cycling connections between Moore Park and Centennial Park, without having to use major roads, is a key challenge but is important for both park visitors and also for broader cycling route connectivity across the south-east.

In addition to providing better connections, providing additional bicycle storage facilities, covered pedestrian areas and improved wayfinding signage are also key challenges. Bicycle racks are difficult to find, particularly around the stadiums. There is a lack of covered pedestrian areas, particularly if there is inclement weather and sports stadium patrons are waiting to enter or leave via public transport.

Wayfinding guidance through signage is also largely absent for through movements and is primarily orientated towards accessing the right “Gate” for sporting events. Also, there is limited-to-no signage directing park users to key features within the parklands. An increase of this type of signage would encourage visitors to explore other parts of the parklands. The key challenge for an effective wayfinding strategy would be to provide a level of signage that encourages users to visit parts of the park whilst also providing clear directions for through movements (either east-west or north-south).

Key Strategies

Increasing the east-west permeability of walking and cycling movements through the parklands is a key strategy. Strengthening the pedestrian links between the future Moore Park light rail stop and the stadiums and through to Centennial Parklands is also a key element of the strategy, as shown in Figure 5.2.

The strategy features a number of improvements to existing east-west routes and the formalisation of a “central” east-west route which would also connect with the new light rail station. Further consultation and investigations would be required to develop a well signed, high quality, through path connection running from between the stadia to Lang Road and on to Centennial Park.

In the north-south direction, the importance of extending the quality of the path along Anzac Parade south towards Randwick Racecourse becomes even more important should the use of the parking at the racecourse for events at Moore Park become possible.

The path upgrades should mostly be considered as wide shared paths through the parklands whilst separation of pedestrians and cyclists would be preferable on the edges and moving away from the parklands, where expectations of cycling speed are greater.

The Driver Avenue upgrades could be used in particular to enhance the overall appearance and use of the parklands by creating an interesting and attractive pedestrian boulevard outside of event times but also as a mechanism to encourage post-event patrons to linger after events thereby spreading pulse loads on public transport.

It is recognised that reconfiguring the golf course (which provides a major pedestrian/cyclist barrier) to provide a safe and direct east-west walking and cycling connection through it may be challenging but consultation should be undertaken with the Golf Course to explore potential options.

More bicycle parking is also a key element particularly at locations near the light rail stop, surrounding the stadia (but in highly visible locations) and in the Entertainment quarter.

In addition, an effective wayfinding strategy including visual markers (at various scales) and more obvious signage aimed specifically at pedestrians and cyclists is also a key element of the strategy.

Overall, the importance of improving pedestrian and cycling permeability cannot be understated as the “directness”, perceived safety and density of paths provides a major incentive to accessing Moore Park by these modes, and by surrounding public transport.



Figure 5.2: Walking and Cycling Improvements

CONCLUSIONS

Moore Park is a key focus of recreational activity in Sydney's east hosting a range of activities and sporting events. There has historically been a reliance on private vehicle access to the parklands.

Moore Park provides a diversity of uses/activities which have a diversity of transport needs at different times of the day and different times of the week. There is also diversity in where visitors come from for different types of activities. For these reasons, a diverse multi-modal improvements strategy is needed to best cater for growing demands moving forwards.

The attractiveness of private vehicle access has been fuelled by the limited direct accessibility by public transport, as well as the availability of nearby parking. Walking and cycling access has been hampered by a surrounding major road network that provides barriers for crossing whilst the internal layout of the site contributes towards a lack of east-west permeability and connections through to Centennial Park.

The introduction of the CBD to South East Light Rail provides an opportunity to improve the capacity of public transport accessibility, particularly for events, however the need for more/better supporting east-west bus services remains.

Temporary "on-grass" parking for events impacts these areas for other uses and draws vehicles into the middle of pedestrian traffic activity on event days. Alternatives to this arrangement include expanding surrounding parking capacities within the parklands whilst moving towards utilising remote "Park and Ride" locations (such as Randwick Racecourse) where light rail and walking provide effective connecting modes.

This diversified parking strategy aligns well with the diverse access needs at different times at Moore Park and aims to make better use of available surrounding resources whilst maximising both the park's green space and its transport sustainability into the future.

The implementation of this strategy and its strategy elements for each mode of transport would best be overseen by a traffic and parking management committee made up of key local stakeholders. This committee could be tasked with further investigating some of the strategies recommended as well as establishing/updating transport management plans for each type of event at the parklands.

Overall, achieving a greener and more sustainable Moore Park whilst catering for increasing demands relies on a more connected and more accessible parkland facilitated through improved direct walking and cycling connections (externally and through the site), a diversified parking supply strategy which does not need grass-based parking (particularly for events) and a greater reliance on public transport (light rail but also more east-west bus services).



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