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To:

The Manager
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BIKESydney's response to the proposed Moore Park Bridge

We write to the Heritage Council of NSW to raise awareness of our concerns in relation to the RMS' proposal to deliver a bridge ("the Bridge") spanning Anzac Parade in Moore Park.

We are generally supportive of the proposal to introduce safe crossing of Anzac Parade, however, are concerned that the current proposal is sub-optimal and over-scaled and isn't well coordinated with other infrastructure plans for the area. Our interest is to see that high-quality cycling and pedestrian access to the Moore Park parklands is provided in a consolidated, cost-efficient and context-sensitive manner. We believe that these outcomes will well serve the heritage and conservation interests of the parklands.

Introduction

BIKESydney is an incorporated not-for-profit community organisation.

We want to live in a city:

- Where riding a bicycle is part of everyday life
- That is vibrant, healthy, productive, creative and robust
- That values community, mobility, health, wellbeing social equity and sustainability
- Where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

We advocate on behalf of our members and people who ride bicycles who live and work in inner Sydney.

Principles on which our Response is Based

BIKESydney's interest in the proposal is founded on the ambitions to:

- Encourage people-centric design;
- Encourage Sustainable Transport by securing vital links and connections;
- Encourage a shift away from personal car trips, particularly in congested regions;
- Provide cycling opportunities away from roadways and ideally, within green corridors and parklands;
- Encourage people into healthy, fun activity in attractive landscapes;
- Support and protect valuable parklands, a forever diminishing resource;
- Contain the impact of development to reasonable levels.

Our View of the Proposal

Despite approaching them, the RMS could not provide any design detail, instead indicating that we should wait until the release of the Review of Environmental Factors (REF) report which is to be released later in March 2014. We note that early construction works have already commenced at the site. Accordingly, we provide only comments in brief, and rather, invite the Heritage Council to contact us directly should it seek further explanation of any of the points below.

We request that in considering its response to the project, the Heritage Council consider the following points:

- It appears that the due process is not being followed here. Construction has commenced at the site even before the Government has released the REF project documentation, let alone considered the public's feedback on it. Further, the RMS is both the proponent and the consent authority for this proposal;
- Considering the newly-announced pedestrian crossing for the use by Sydney High School (as part of the CBD and South East Light Rail Project), it appears that the Government is now proposing *three* crossings (tram tunnel + 2 pedestrian crossings) of Anzac Parade between Moore Park Rd and Cleveland St. It would appear that there is a significant opportunity for more coordinated planning, and that opportunities are being missed to consolidate construction and development efforts and to reduce costs, impacts and the scale of the interventions. Notably, the RMS rightly points to the need to minimise the footprint of the Bridge;
- Will the Heritage Council enquire on whether the combined cost of the three newly-proposed crossings of Anzac Parade will be greater than the construction costs of sinking a short section of the Anzac Parade roadway (as per South Dowling St) so as to allow grade-level crossings for people without need for bridges and so as to improve the amenity, access, attractiveness and potential of the Moore Park precinct? (The opportunity to significantly reduce the level of traffic noise imposing on Moore Park alone opens a very different vision of the parklands). This approach would significantly encourage higher use of Moore Park, and thereby further protect it against future development that is contrary to its heritage and conservation purposes. (Consider the role of the public's usage of Centennial Park in protecting it against inappropriate development);
- The Bridge is purported to cost \$25million. This appears a very high cost for a bridge. This is in contrast to the Government's reduction in spending on the development of the Parklands;
- The Bridge is being proposed as a cycling facility yet it will increase the requirement for cyclists to interact with heavy traffic. The Bridge does not communicate with the Anzac Parade Cycleway, the major arterial route connecting the eastern suburbs to the city. Cyclists using the Bridge seeking to connect to the Anzac Parade Cycleway would be required to use (on game day) heavily trafficked roads (eg, Gregory Ave) and (even away from game day) to cross the high-speed devoted busway on Driver Avenue. This undermines the cycling amenity sought to be provided by the Bridge. If positioned as a cycling facility, the Bridge would necessarily connect directly to the Anzac Parade Cycleway so as to remove the need for cyclists to share road space with fast-moving vehicles.

Please feel free to contact us should you require any clarification or wish to discuss other matters.

Yours sincerely

David Borella

BIKESydney

President

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