

Draft Callan Park Access, Movement and Parking Strategy

Prepared for: Greater Sydney Parklands

JMT
CONSULTING



PROJECT INFORMATION

Project Name:	Callan Park Access, Movement and Parking Strategy
Client:	Greater Sydney Parklands
Project Number:	2429
Prepared By:	JMT Consulting

DOCUMENT HISTORY

Document Title	Revision	Date issued	Author
Callan Park Access, Movement & Parking Strategy	Draft 1	15.11.24	JM
Callan Park Access, Movement & Parking Strategy	Draft 2	05.12.24	JM
Callan Park Access, Movement & Parking Strategy	Draft 3	20.12.24	JM
Callan Park Access, Movement & Parking Strategy	Final Draft	14.02.25	JM
Callan Park Access, Movement & Parking Strategy	Draft for Exhibition	14.07.25	JM

This document has been prepared on behalf of Greater Sydney Parklands. Use of this document by a third party to inform decisions is the sole responsibility of that third party. J Milston Transport Consulting Pty Ltd assumes no liability with respect to any reliance placed upon this document. Reproduction of this document or any part thereof is not permitted without prior written permission of J Milston Transport Consulting Pty Ltd and Greater Sydney Parklands.

Executive Summary

Introduction

Callan Park is a 61-hectare parkland on the southern edge of Iron Cove and contains over 130 buildings and structures with supporting roadways. Many of these buildings and roadways relate to the former hospital use of the site and are now unused and unoccupied. Greater Sydney Parklands (GSP) is undertaking studies to transition Callan Park from a mental health hospital to an iconic urban parkland for inner Sydney and reinforce its status as a significant regional parkland of Sydney. Transitioning from a hospital use to a parkland environment requires a change in approach and behaviour in relation to movement and parking – placing an emphasis on the safe and efficient movement of people over vehicle traffic.

The Project

The draft Access, Movement and Parking Strategy (the Strategy or AMPS) for Callan Park outlines key strategies to improve access, movement and parking within Callan Park. The Strategy is required to support the plan of management and inform precinct master planning and the implementation of active projects within Callan Park. It is recognised that transitioning from the former hospital use to a recreational environment will warrant interim and long-term measures, which will be implemented progressively as funding becomes available.

The key objective for the Strategy is:

“To define a long-term pedestrian, cycle, vehicular movement and parking strategy for Callan Park which addresses open space access needs, considers current and future uses, reduces pedestrian and vehicular conflict and manages parking”

AMPS development

The Strategy was developed based on:

- Review of relevant studies, strategies and policies, including recommendations for traffic management identified in the Callan Park Landscape Structure Plan.
- Key themes to emerge from early engagement for the Callan Park plan of management.
- Feedback provided through targeted consultation with key stakeholders.
- Review of data including traffic data, parking demand surveys, public transport routes and parking information.
- Multiple site visits at varying times of the day and week.

Access Movement and Parking Strategy (AMPS Strategy)

The Strategy focusses on three themes:

- **Safety and Circulation**
Principle: A low-speed traffic environment that prioritises safety of pedestrians and cyclists, minimises conflict points and provides vehicular access only where needed.
- **Car Parking**
Principle: Provide for a sustainable level of parking that responds to current and future uses, limiting extent of additional hardstand.
- **Access & Connections**
Principle: Safe and intuitive park user experience that supports pedestrian movements, responds to external park connections and reduces reliance on cars as a means of accessing and moving about the park.

Summary of AMPS Strategies

A summary of the various strategies proposed in the AMPS is as follows.

1. Safety & Circulation

- Establish a main one-way vehicular loop supported by two-way vehicular routes where necessary
- Restrict use of the foreshore to pedestrians, cyclists and operational vehicles only
- Implement a consistent 20km/h speed limit in conjunction with delivery of improved pedestrian and cycling infrastructure
- Create clearly defined drop off points
- Trial closures of vehicle access routes where appropriate

2. Car Parking

- Remove informal and on-grass parking and improve utilisation of existing parking areas
- Implement on street parking where appropriate considering factors such as pedestrian and cyclist safety, accessible spaces for nearby buildings to address compliance requirements and minimising visual clutter in a heritage setting
- Seek to remove and rationalise existing hardstand areas used for parking in areas identified for future open space.
- Consider new parking areas carefully with regard to the requirement not to reduce open space in the *Callan Park (Special Provisions) Act 2002*.
- Provide car parking to replace parking displaced from Waterfront Drive.

- Consider delivery of Wharf Road car park subject to rationalisation of existing hardstand to minimise loss of open space.
- Pursue timed parking on Balmain Road with Inner West Council and Transport for NSW
- Introduce a restricted parking area scheme similar to that implemented at other parks such as Centennial Parklands and Parramatta Park
- Remove dedicated parking for building use
- Provide dedicated accessible car parking for the park and ensure compliance for retained buildings

3. Access & Connections

- Establish a network of paths that address park experiences and connect destinations through future master planning processes
- Improve connections between Callan Park and the external pedestrian and cycle network
- Facilitate the Parramatta to Sydney Foreshore Link through the park
- Distinguish key points of vehicle entry to indicate to vehicles that it is a park environment
- Develop a clear and consistent approach to wayfinding and signage
- Advocate for improved and more diverse public and active transport offerings

Strategy for Access, Movement and Parking

-  The Bay Run
-  Main vehicular route
-  Minor vehicular route
-  Pedestrian path
-  Parramatta to Sydney Foreshore Link
-  Shared path for pedestrians & cyclists
-  Cycle link
-  New pedestrian connection (subject to further investigations)
-  Potential new pedestrian connection (subject to resolution of tenancy interface)
-  Main park entry points
-  Potential formal parking
-  Formal parking

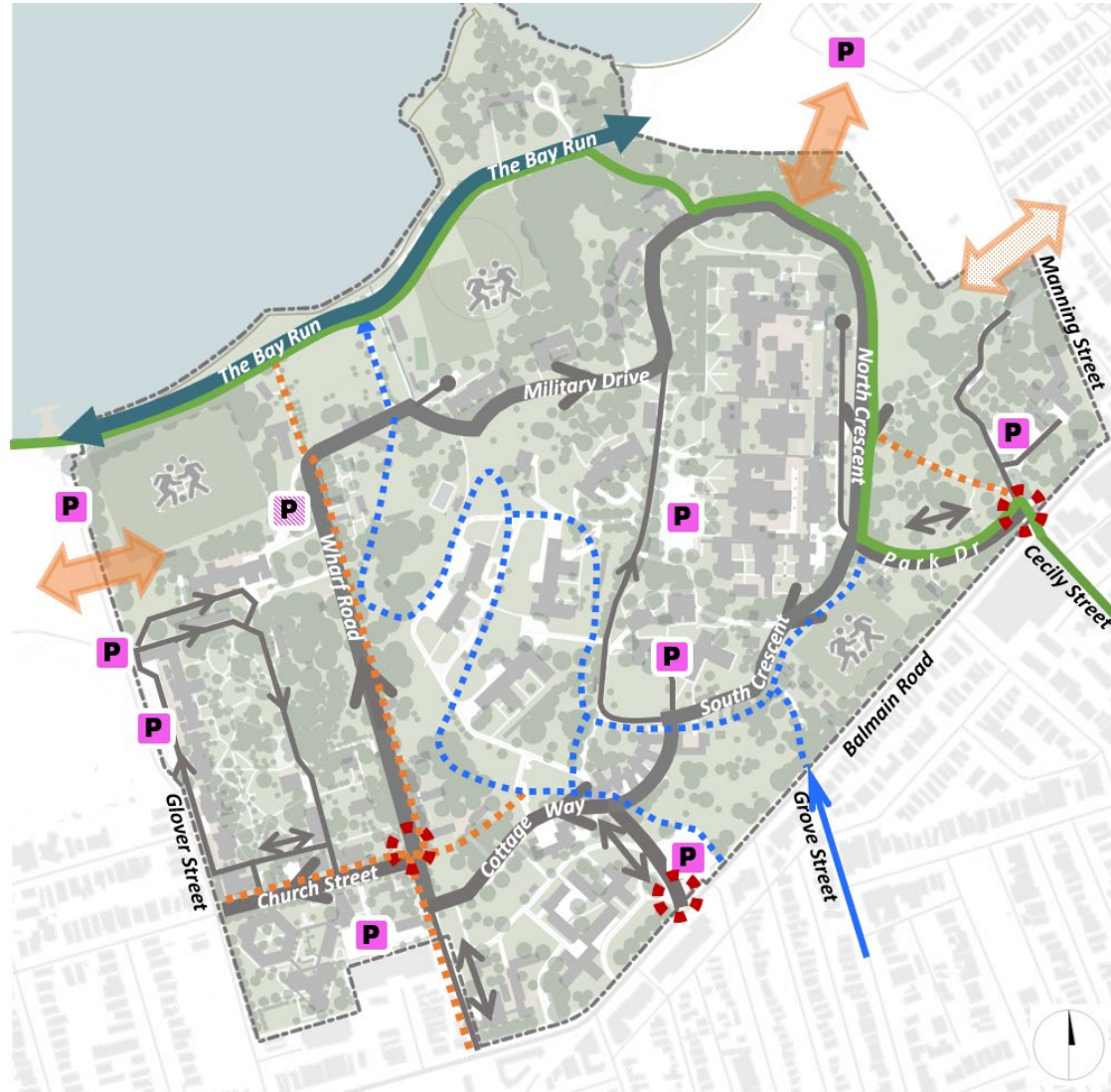


Figure 1 Strategy for Access, Movement and Parking

Next Steps

The document is the outcome of consultation with relevant stakeholders and is also underpinned by detailed technical analysis across all aspects of the plan. This technical analysis has been undertaken to demonstrate that the proposals contained in this document are realistic and deliverable.

This draft document will be publicly exhibited alongside the draft Callan Park plan of management.

It is recognised that implementation will need to occur in stages, incorporating interim and long-term measures to enhance user experience and resolve movement conflicts, subject to the availability of funding.

Further work and investigations will be required to determine the feasibility of implementing the various actions noted within the plan, including consideration of stakeholder feedback. While some actions require modest investigations or further planning studies, other actions involve more significant changes to the road environment that will require input from relevant experts such as heritage, engineering and services (e.g. utilities).

This work is subject to funding availability within existing or future capital works programs.



Figure 2 Park Drive looking south

Table of Contents

Executive Summary	3	Appendix A: Consultation Overview	27
1 Project Overview and Study Context	8	Appendix B: Strategic Context	32
1.1 Study Background and Objectives	8	<i>Collage NSW Government Guidelines</i>	32
1.2 Consultation Overview	9	<i>TfNSW Strategic Cycleway Corridors Program</i>	33
2 Strategic & Existing Context	10	<i>Parramatta to Sydney Foreshore Link</i>	34
2.1 Site Location & Management	10	<i>Inner West Council Cycling Strategy</i>	35
2.2 Strategic Context Summary	11	<i>Bays West Place Strategy</i>	36
2.3 Site Analysis Summary	12	Appendix C: Existing Context	37
3 Transport Challenges and Opportunities	13	<i>External Connections</i>	37
3.1 Existing Challenges	13	<i>Activity Areas</i>	38
3.2 Opportunities	14	<i>Traffic Speeds</i>	39
4 Transport Strategies	17	<i>Traffic Volumes</i>	40
4.1 Strategy Development	17	<i>Crash Data</i>	41
4.2 AMPS Summary	18	<i>Cycling</i>	42
4.3 Safety and Circulation	20	<i>Public Transport</i>	44
4.4 Car Parking	22	<i>Car Parking Supply</i>	45
4.5 Access and Connections	24	<i>Car Parking Usage</i>	46
5 Summary and Next Steps	26	<i>Pedestrian environment</i>	48
		<i>Wayfinding and signage</i>	49
		Appendix D: Study Process	50

1 Project Overview and Study Context

1.1 Study Background and Objectives

Greater Sydney Parklands (GSP) is developing a plan of management for Callan Park – providing an opportunity to consider how access and movement can inform likely uses in the future. GSP has commissioned an Access, Movement and Parking Strategy ('the strategy') to guide the development of the plan of management, which considers the whole 61 hectares of Callan Park. This Access, Movement and Parking strategy is a supporting document for the Callan Park plan of management.

The primary objective of the strategy is as follows:

“To define a long-term pedestrian, cycle, vehicular movement, and parking strategy for Callan Park which addresses open space access needs, considers current and future uses, reduces pedestrian and vehicular conflict and manages parking.”

More detailed objectives for the study are noted below:

- Consider and address the varying access, movement, and parking needs of different uses.
- Consider access, movement and parking beyond Callan Park including their impact and influence.
- Determine how parking can best be accommodated considering existing formal and informal parking.
- Create a movement and parking framework for the site which supports existing and future uses, planning recommendations and future development approvals, and assists GSP to control site impacts.
- Define a hierarchy of movement across the park that provides access to open space areas and minimises impact to the heritage significant parkland.
- Ensure that movement through Callan Park is as safe, accessible, and equitable as possible for all users.



Figure 3 Wharf Road looking east

1.2 Consultation Overview

The AMPS has involved consultation with a range of key stakeholders including NSW Health, the Callan Park community trustee board (CTB) and Inner West Council. A detailed summary of the consultation undertaken, including key outcomes, is provided as Appendix A of this document.

Consultation was also undertaken by Greater Sydney Parklands in the development of the Callan Park plan of management. In relation to transport, feedback received was as follows:

- People would like Callan Park to be a safe, accessible, and well-connected park that prioritises pedestrians and cyclists.
- The community want to see improved pathways, reduced car traffic, and better separation between different modes of transportation.
- Many express concerns about pedestrian safety, particularly regarding speeding cars and limited footpaths.
- There is also a desire for better signage and wayfinding to help people navigate the park and improve public transportation options to reduce reliance on cars.

Selected feedback from survey participants was as follows:

“I would like clear separation of bicycles, pedestrians and cars, particularly on weekends when the traffic can be quite dangerous for walkers and cyclists”

“I would like to be able to do a full walking or running loop in the park where pedestrians are separated from traffic, like at Centennial Park.”



Figure 4 The Bay Run at the intersection of Waterfront Drive

2.2 Strategic Context Summary

A detailed assessment of strategic context as it applies to the Callan Park AMPS, is provided in *Appendix B: Strategic Context*. The following is a summary of the applicable strategies, programs, and guidelines, and their relevance to the Callan Park AMPS:

NSW Government Guidelines

The NSW Government Guidelines are a suite of guidelines to inform planning for precincts and local areas. Relevant documents include: *Practitioner's guide to Movement and Place Framework*; *Design of Roads and Streets*; *Road User Space Allocation Policy*; and *Network Planning in Precincts Guide*. The strategies within the AMPS should be developed in alignment with the vision and objectives outlined in these Guidelines. These Guidelines emphasise prioritising safe and convenient movements for pedestrians and cyclists, with private vehicles generally being considered a lower priority.

TfNSW Strategic Cycleway Corridors Program

The TfNSW Strategic Cycleway Corridors Program is a framework for establishing safe and convenient cross-city cycleway connections across NSW. Callan Park is identified as a 'recreational activity centre' and provides a link between Lilyfield and Rozelle. The importance of The Bay Run is recognised as an existing active transport corridor that provides an east-west cycling route through Callan Park. The AMPS should aim to enhance connectivity and safety for The Bay Run users while addressing current issues related to vehicle conflicts.

Parramatta to Sydney Foreshore Link

The Parramatta to Sydney Foreshore Link is a program of work delivering Sydney's longest continuous foreshore walking and bike riding path, connecting Parramatta Park to the Opera House and Botanical Gardens. The foreshore link is planned to travel through Callan Park, serving as a connection between The Bay Run and the regional active transport route on Lilyfield Road, extending through the Bays West precinct. The route through Callan Park along Waterfront Drive, aligns with recent investigations by TfNSW. The AMPS should consider how this future strategic connection can be facilitated.

Inner West Council Cycling Strategy

Inner West Council developed a cycling strategy to guide the development of cycling infrastructure in the Inner West LGA over the coming years. The Strategy prioritises several cycling routes within and near Callan Park, aiming to improve cycling access through safer speeds and reduced traffic. Balmain Road is identified as a 'place-based cycling access' route which also serves various other non-cycling activities. No formal cycleway is planned for Balmain Road, aligning with the advice provided by TfNSW and Inner West Council.

Bays West Place Strategy

The Bays West Strategy is a plan to guide the transformation of the Bays West precinct. The Bays West Structure Plan outlines active transport connections between Callan Park and Rozelle Bay. Future planning for Callan Park should enhance connectivity to these key corridors. The TMAP supporting the strategy encourages walking and cycling, providing high frequency and efficient transit, and discouraging private vehicle use. These principles can be applied to Callan Park and inform the transport measures in the AMPS.

2.3 Site Analysis Summary

A site analysis was undertaken to understand the existing context and enable a better understanding of the challenges and opportunities associated with transport at Callan Park. The site analysis included assessment of the following:

- External Connections
- Activity Areas
- Traffic Speeds
- Traffic Volumes
- Crash Data
- Cycling
- Public Transport
- Car Parking Supply
- Car Parking Usage
- Pedestrian environment
- Wayfinding and signage

Evaluating these factors provides a comprehensive understanding of how transport, parking, and access within Callan Park can be improved, and helps in identifying strategies for prioritisation.

A detailed assessment of existing context as it applies to the Callan Park AMPS, is provided in *Appendix C: Existing Context*.



Figure 6 Supply Road looking north

3 Transport Challenges and Opportunities

3.1 Existing Challenges

A summary of the key transport challenges facing Callan Park are indicated below which have been developed based on an assessment of site conditions, observations of traffic and parking activities at different times of day, along with feedback received from various stakeholders.



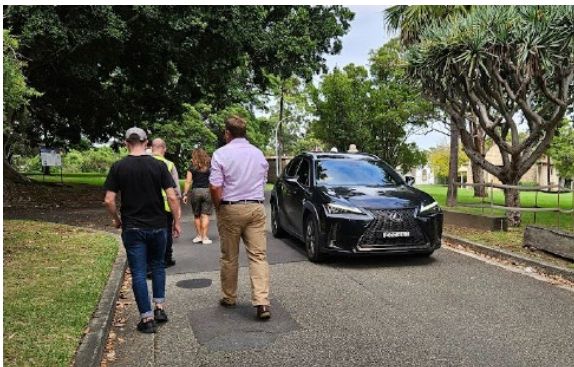
User conflicts, traffic speeds and safety issues – particularly on Waterfront Drive



Informal parking on grass areas / under-utilisation of existing hardstand parking



Public transport stops away from high activity zones and limited connectivity to surrounding environment (Source: Nearmap)



Narrow streets designed for cars and not people



Walkability due to topography, lack of paths and limited site permeability



Lack of clarity of park entrances and wayfinding due to outdated and inconsistent access, movement and parking framework

3.2 Opportunities

A summary of the existing challenges and relevant opportunities for Callan Park are provided in Table 1. These challenges and opportunities have been used as the basis for the development of the transport strategies as outlined in Section 4 of this document.

Table 1 Transport challenges and opportunities

Topic	Summary of Issue	Opportunities
Traffic Speeds and Road Design	• Safety concerns for pedestrians and cyclists, particularly on: - Waterfront Drive - Wharf Road - North Crescent - Central Avenue • Current speed limits are not aligned with contemporary transport standards or other urban parks. • The style of pavement and road surface is consistent with external roadways rather than a parkland environment where drivers should travel at reduced speeds given higher levels of activity.	• Provide an environment that prioritises safety of pedestrians and cyclists, minimises conflict points and provides vehicular access only where needed.
Traffic Conflicts	• Narrow roadways (exacerbated at times by informal kerbside parking) result in traffic conflicts, particularly in high activity zones.	• Traffic circulation within Callan Park to be arranged to minimise points of conflict.

Topic	Summary of Issue	Opportunities
Pedestrian Movement and User Conflicts	- Lack of a continuous path network resulting in pedestrians using the roadway. - Lack of pedestrian paths connecting car parking areas with sporting fields or other high activity zones. - Conflicts between cars, cyclists, pedestrians and other users at key locations – particularly along Waterfront Drive. The Waterfront Drive section of The Bay Run is the only section of the regional recreational trail (8km bay run) which is subject to a shared vehicle/pedestrian/cyclist zone.	- Establish a legible network of pathways for park users that provides an appropriate level of separation from vehicles – particularly in high activity zones. - Close Waterfront Drive to vehicles to increase safety and reduce conflict. - Recognise the need for interim and long term measures to improve pedestrian access and movement conflicts within the parklands. In the short term implement measures to improve pedestrians safely occupying road space (eg reduction of speeds and removal of vehicles in high activity zones). - Work towards establishing a legible network of pathways, delivered over time, that respond to park conditions and address the needs of different users.
Signage	Signage is inconsistent (in terms of style), non existent in areas, and at times illegible or contradictory. The park lacks a consistent system of traffic and parking management.	A consistent approach to signage and wayfinding to be established.
Cycling	- Conflicts with vehicles on Waterfront Drive as part of the Bay Run. - Lack of legibility for cyclists moving through and connecting to Callan Park.	Address interface between cyclists, recreational and other park users.

Topic	Summary of Issue	Opportunities
Car Parking	• Informal parking occurring on grassed areas – particularly at times of peak usage for the sporting fields. • No timed parking restrictions on Balmain Road interface resulting in lack of turnover and therefore reduced potential parking capacity in peak times. • Under-utilisation of formal car parking areas such as NSW Ambulance and Kirkbride car parks. • Parallel parking occurring on certain streets which results in traffic conflicts and restricts the ability for the safe two-way movement of users, in particular: - Wharf Road - Military Drive - North Crescent • A lack of consistent signage and parking scheme arrangements precludes consistent and systematic park wide parking management. • The greatest parking demand exists in the highest pedestrian activity zones – creating conflicts and safety concerns.	• No parking on grassed areas. • Consolidate parking into designated areas and incorporate removal of additional roadways and parking over time as part of the development of future park masterplans. • Improved utilisation of existing parking areas within Callan Park and adjacent streets. • Amended vehicle circulation that allows for parking within the roadway where appropriate without impacting traffic flows. • Introduction of restricted parking area scheme for all of Callan Park to manage parking.
Public Transport and drop off / pick up	• Lack of any bus / coach drop off areas within Callan Park. • Public transport stops away from high activity zones and limited connectivity to surrounding environment. • No designated drop off / pick up points within Callan Park, to assist management of the peak visitation period, particularly for those with limited mobility and near high activity areas.	• Drop off / pick up points available in close proximity to key destinations within Callan Park. • More diverse public transport offerings as an alternative to private vehicle use.

4 Transport Strategies

4.1 Strategy Development

The Strategy was developed based on:

- Review of relevant studies, strategies and policies
- Key themes to emerge from early engagement for the Callan Park Plan of Management
- Feedback provided through targeted consultation with key stakeholders
- Review of data including traffic data, parking demand surveys, public transport routes and parking information
- Multiple site visits at varying times of the day and week

The Strategy focusses on three themes:

1. **Safety and circulation**
2. **Car parking**
3. **Access and connections**

The principles associated with each of these three themes is presented in Table 2 which has helped guide the development of the various transport strategies as outlined in subsequent sections of this document.

Table 2 AMPS strategy themes and principles

Theme	Principles
<i>Safety and Circulation</i>	A low speed traffic environment that prioritises the safety of pedestrians and cyclists, considers conflict points, and provides vehicular access only where needed
<i>Car Parking</i>	Provide for a sustainable level of parking that responds to current and future uses, limiting extent of additional hardstand parking, and enabling progressive removal of redundant hardstand to facilitate future parkland uses
<i>Access and Connections</i>	Safe and intuitive park user experience that supports pedestrian movements, responds to external park connections and reduces reliance on cars as a means of accessing and moving about the park

4.2 AMPS Summary

A summary of the various strategies proposed in this Access, Movement and Parking Strategy is provided below and graphically in Figure 7 on the following page, with further discussion of each strategy in subsequent sections of the document.

1. Safety & Circulation

- Establish a main one-way vehicular loop supported by two-way vehicular routes where necessary
- Restrict use of the foreshore to pedestrians, cyclists and operational vehicles only
- Implement a consistent 20km/h speed limit in conjunction with delivery of improved pedestrian and cycling infrastructure
- Create clearly defined drop off points
- Trial closures of vehicle access routes where appropriate

2. Car Parking

- Remove informal and on-grass parking and improve utilisation of existing parking areas
- Implement on street parking where appropriate. In locating parking, consider factors such as pedestrian and cyclist safety, accessible spaces for nearby buildings to address compliance requirements and minimising visual clutter in a heritage setting. Seek to remove and rationalise existing hardstand areas used for parking in areas identified for future open space
- Consider new parking areas carefully with regard to the requirement not to reduce open space in the *Callan Park (Special Provisions) Act 2002*

- Provide car parking to replace parking displaced from Waterfront Drive
- Consider delivery of Wharf Road car park subject to rationalisation of existing hardstand to minimise loss of open space
- Pursue times parking on Balmain Road with Inner West Council and Transport for NSW
- Introduce a restricted parking area scheme similar to that implemented at other parks such as Centennial Parklands and Parramatta Park
- Remove dedicated parking for building use (except for accessible parking)
- Provide dedicated accessible car parking for the park and ensure compliance for retained buildings

3. Access & Connections

- Establish a network of paths that address park experiences and connect destinations through future master planning processes
- Improve connections between Callan Park and the external pedestrian and cycle network
- Facilitate the Parramatta to Sydney Foreshore Link through the park
- Distinguish key points of vehicle entry to indicate to vehicles that it is a park environment
- Develop a clear and consistent approach to wayfinding and signage
- Advocate for improved and more diverse public and active transport offerings

Strategy for Access, Movement and Parking

-  The Bay Run
-  Main vehicular route
-  Minor vehicular route
-  Pedestrian path
-  Parramatta to Sydney Foreshore Link
-  Shared path for pedestrians & cyclists
-  Cycle link
-  New pedestrian connection (subject to further investigations)
-  Potential new pedestrian connection (subject to resolution of tenancy interface)
-  Main park entry points
-  Potential formal parking
-  Formal parking

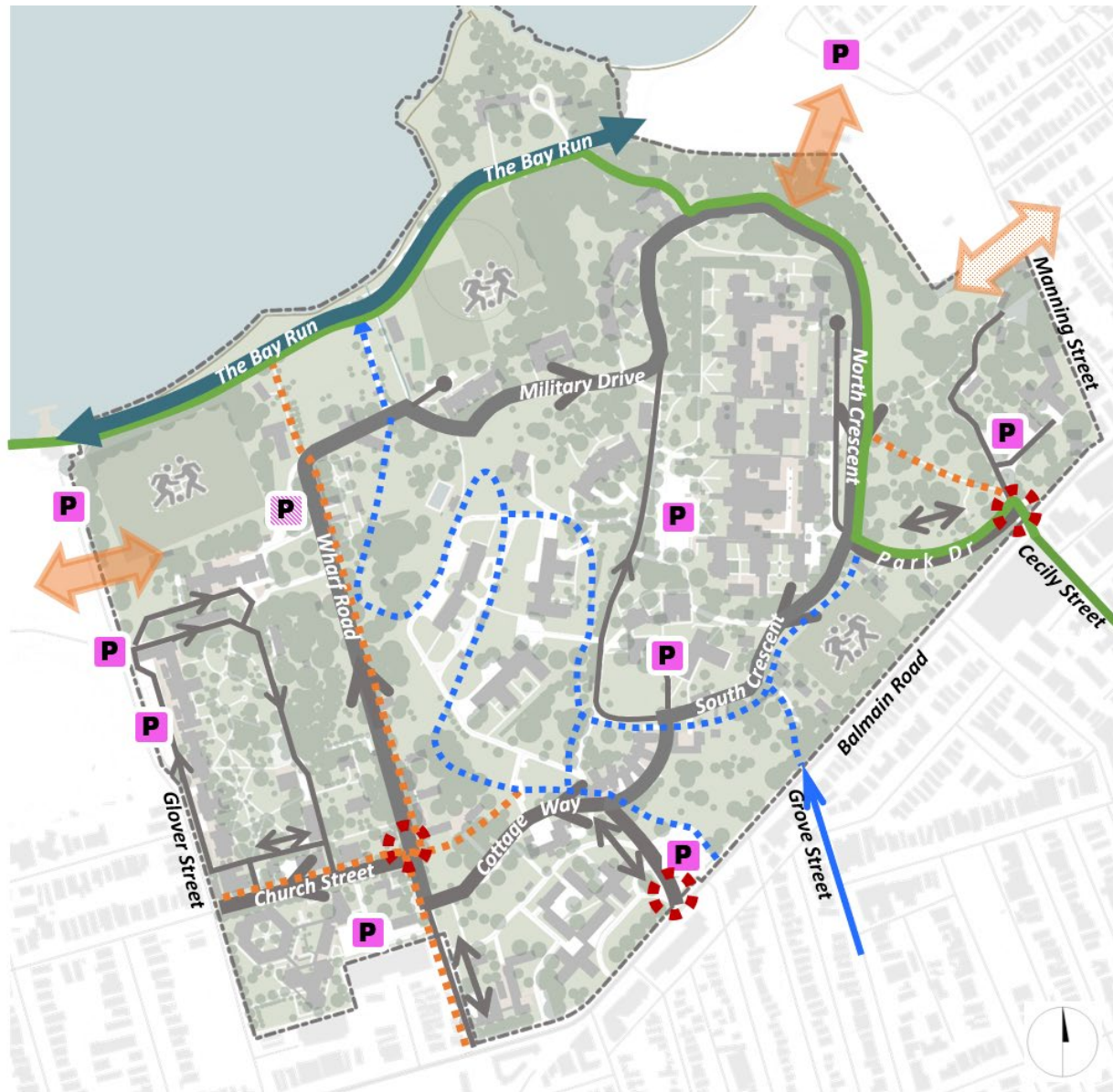


Figure 7 Strategy for Access, Movement and Parking

4.3 Safety and Circulation

Principles

A low speed traffic environment that prioritises the safety of pedestrians and cyclists, minimises conflict points and provides vehicular access only where needed

Safety and circulation strategies

- 1. Establish a main one-way vehicular loop supported by two-way vehicular routes where necessary**
 - Reduces conflict points on narrow streets
 - Improves legibility and safety for park users
 - Creates opportunities for drop off / pick up areas
- 2. Restrict use of the foreshore to pedestrians, cyclists and operational vehicles only**
 - Eliminates conflicts between vehicles and pedestrians on Waterfront Drive
 - Prioritises the foreshore for pedestrians and cyclists
 - Maintains access for operational and emergency vehicles if required.
- 3. Implement a consistent 20km/h speed limit in conjunction with delivery of improved pedestrian and cycling infrastructure**
 - Provides improved safety for park users
- 4. Create clearly defined drop off points**
 - Assists in managing car parking demands in high activity areas
 - Supports access to the foreshore and Callan Point
- 5. Trial closures of vehicle access routes where appropriate**
 - Improves park user safety
 - Reduces conflicts between park users
 - Tests the potential for future permanent road closures and introduction of additional open space

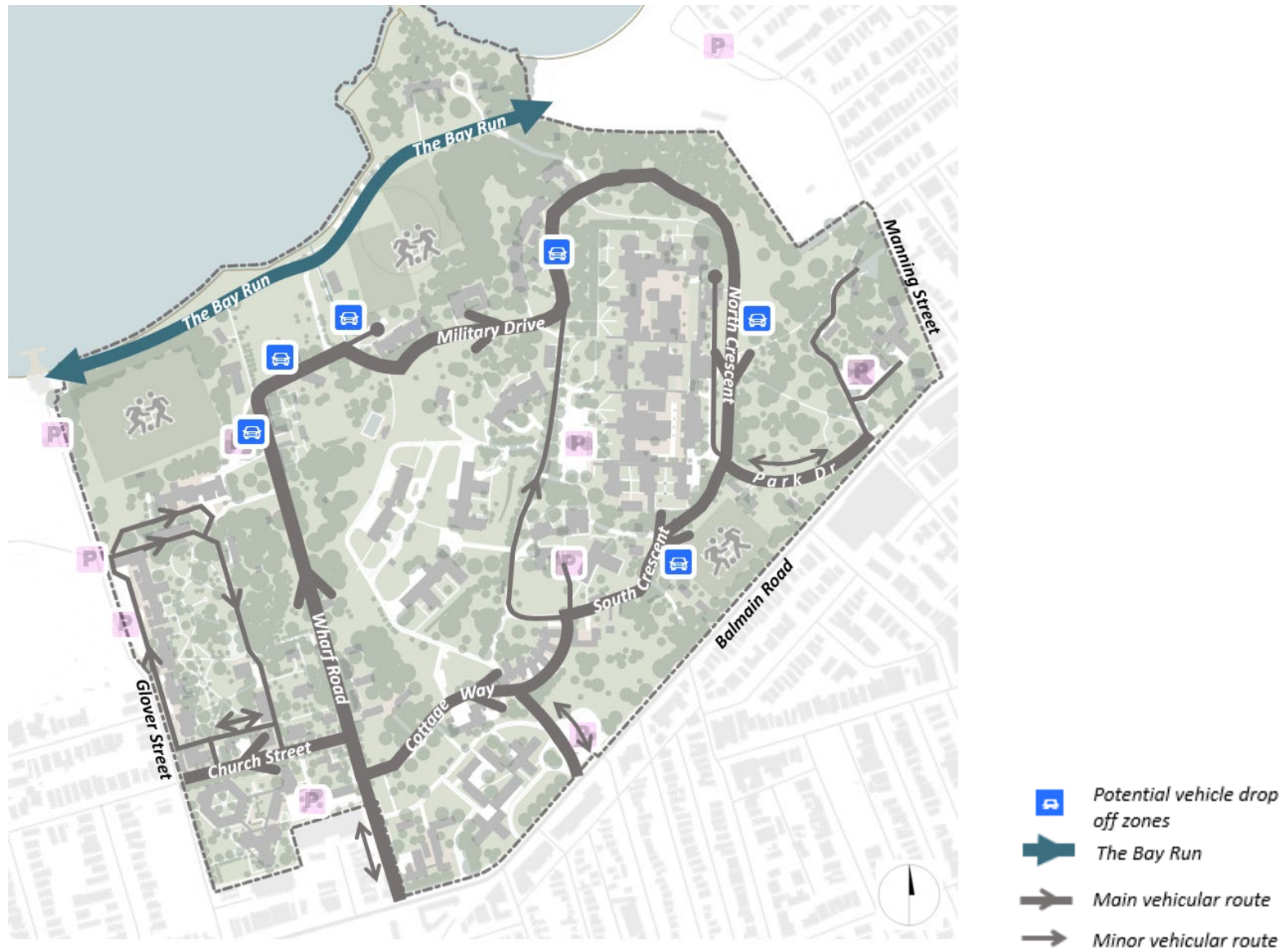


Figure 8 Proposed measures – access and circulation

4.4 Car Parking

Principles

Provide for a sustainable level of parking that responds to current and future uses, limiting extent of additional hardstand

Description of Measures

- 1. Remove informal and on-grass parking and improve utilisation of existing parking areas**
 - Reduces conflicts between park users
 - On-grass parking is not consistent with the parkland environment
 - Makes use of existing hardstand infrastructure to support parking demands
- 2. Implement on street parking where appropriate considering factors such as pedestrian and cyclist safety, accessible spaces for nearby buildings to address compliance requirements and minimising visual clutter in a heritage setting**
 - One-way vehicle loop provides opportunity to create parking spaces
- 3. Seek to remove and rationalise existing hardstand areas used for parking in areas identified for future open space. Consider new parking areas carefully with regard to the requirement not to reduce open space in the Callan Park (Special Provisions) Act 2022**
 - Reduces conflicts between park users
 - Drop off / pick up points for cars and buses to be provided to support access to areas not serviced by parking
- 4. Provide car parking to replace parking displaced from Waterfront Drive. Consider delivery of Wharf Road car park subject to rationalisation of existing hardstand to minimise loss of open space**
 - Manages parking supply
 - Enables the removal of existing informal parking to reduce vehicular conflict and prioritise pedestrians and cyclists along the foreshore
- 5. Pursue timed parking on Balmain Road in consultation with Council & TfNSW**
 - To provide for improved parking turnover and opportunities for Callan Park users
- 6. Introduce a restricted parking area scheme similar to that implemented at other parks such as Centennial Parklands and Parramatta Park**
 - To implement a consistent regulatory environment, providing clarity for the community of parking and non-parking areas
- 7. Remove dedicated parking for building use**
 - Reduces conflicts between park users
- 8. Provide dedicated accessible car parking for the park and ensure compliance for retained buildings**
 - Supports access to key destinations and areas not serviced by public roadways

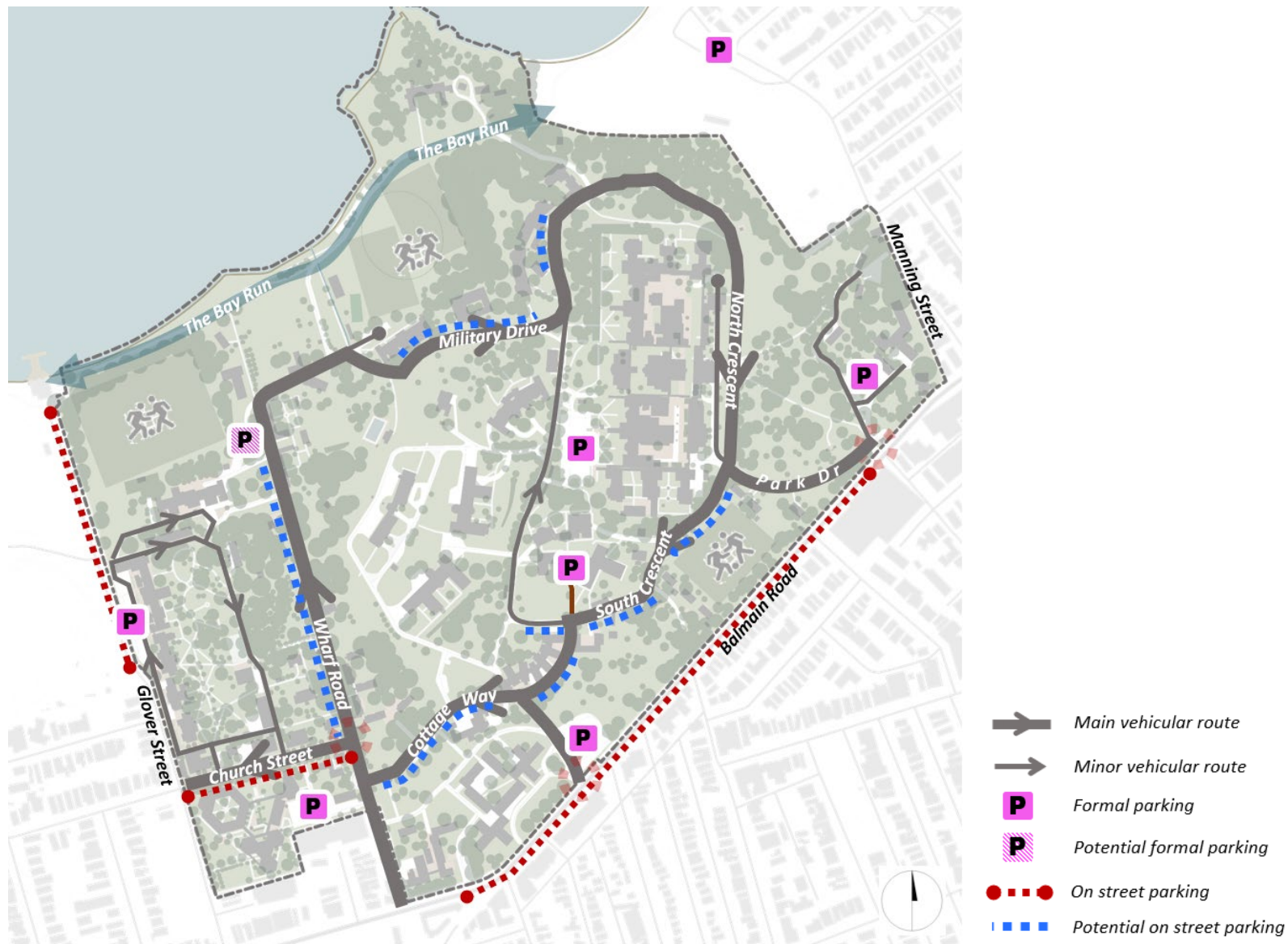


Figure 9 Proposed measures – car parking

4.5 Access and Connections

Principles

Safe and intuitive park user experience that supports pedestrian movements, responds to external park connections and reduces reliance on cars as a means of accessing and moving about the park

Description of Measures

1. Establish a network of pedestrian paths that address park experiences and connect destinations through future master planning processes

- Separates vehicles and pedestrians by providing for dedicated pathways and limiting instances where pedestrians must walk on the roadway and conflict with cars
- Supports access to high activity zones e.g. Bay Run, fields
- Recognises the need for interim and long-term measures to improve pedestrian access and movement conflicts
- Establishes a legible network of pathways, delivered over time, that will respond to park conditions and address the diverse needs of all users

2. Improve connections between Callan Park and the external pedestrian and cycle network

- Supports access to Callan Park from adjoining areas
- Responds to the future transport and land use context

3. Facilitate the Parramatta to Sydney Foreshore Link through the park

- Aligns with strategic context to provide connectivity between Balmain Road and The Bay Run
- Supports active transport use to and within Callan Park

4. Distinguish key points of vehicle entry to indicate to vehicles that it is a park environment

- Establishes points of arrival that signal a change in environment and behaviour
- Enhances driver awareness of changed traffic conditions
- Creates a safer environment for all park users

5. Develop a clear and consistent approach to wayfinding and signage

- Supports legible access to and within the park
- Removal of illegible / inconsistent / redundant signage to provide greater clarity to park users

6. Advocate for improved and more diverse public and active transport offerings

- Reduces reliance on private vehicles as a means of accessing Callan Park
- Improves community and public transport services to support access to the park and particularly access to the foreshore
- Facilitates connections to regional walking and cycling links such as TfNSW's Parramatta to Sydney foreshore link and Grove Street

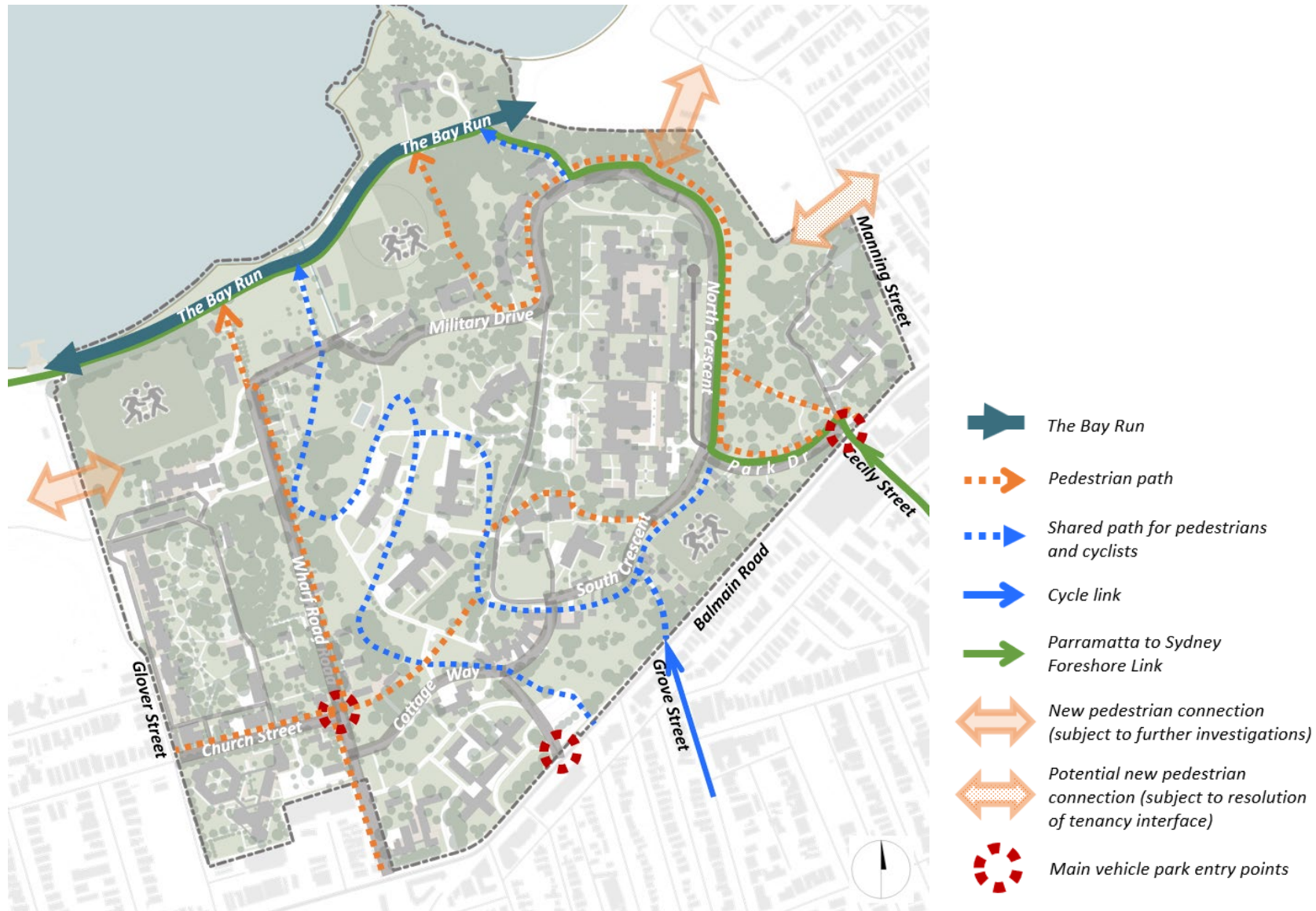


Figure 10 Proposed measures – access and connections

5 Summary and Next Steps

This Access, Movement and Parking Strategy document is the outcome of a significant collaboration with relevant stakeholders and is also underpinned by detailed technical analysis across all aspects of the plan. This technical analysis has been undertaken to demonstrate that the proposals contained in this document are realistic and deliverable.

This draft document will be publicly exhibited alongside the draft Callan Park plan of management.

Further work and investigations will be required to determine the feasibility of implementing the various actions noted within the plan. While some actions require modest investigations or further planning studies, other actions involve more significant changes to the road environment that will require input from relevant experts such as heritage, engineering and services (e.g. utilities).

Both interim and long-term measures will need to be implemented to enhance user experience and resolve movement conflicts within the parklands. In the short term, measures can be implemented to ensure safety in road spaces, such as reducing traffic speeds and the removal of vehicles from high activity zones. A clear and accessible network of pathways that adapt to park conditions and consider the diverse needs of all users can be progressively developed in the long term.

Specifically, in the short term work should be undertaken to progress implementing a main one-way vehicular loop and restricting the use of the foreshore to pedestrians, cyclists and operational vehicles only.

This work is subject to funding availability within existing or future capital works programs.



Figure 11 The Bay Run at the intersection of North Crescent

Appendix A: Consultation Overview

Table 3 Consultation summary

Date	Nature of Consultation	Participants	Consultation summary
10 April 2024	Site walk to understand key project issues from perspective of NSW Health	Greater Sydney Parklands NSW Health	• Observations of key points of access to Precincts 2-6 • Understanding of key concerns around privacy and traffic speeds for tenants in certain areas of Callan Park • Requirement to maintain access for large vehicles and car parking for filming activities that occurs within Precinct 2 (Kirkbride)
30 April 2024	Workshop to provide background to the study and understand key concerns	Callan Park community trustee board	• AMPS should find an appropriate balance between maintaining a suitable level of car parking and pedestrian safety. • Concerns around vehicle speeds within Callan Park, particularly Wharf Road and North Crescent • AMPS should investigate a one-way traffic system to better manage traffic speeds and conflicts • Lack of any pick up / drop off areas which would benefit traffic flow and manage parking demands • There should be formal pedestrian pathways within Callan Park – currently pedestrians are required to walk on the roadway at most locations. • Signage in Callan Park is confusing and doesn't work • Parking should be better enforced to restrict any informal / grass parking.

Date	Nature of Consultation	Participants	Consultation summary
14 June 2024	Meeting with Inner West Council to understand key issues and any relevant studies/works that may influence the project	Greater Sydney Parklands Inner West Council	• Council reported no major concerns or issues reported in relation to traffic activity within Callan Park • Events at nearby Leichhardt Oval are subject to traffic management measures and a parking management plan. • Council noted that 90 degree parking was introduced on Glover Street and Mary Street approximately five years ago to better service the area, including parking demands associated with the Bay Run. • Balmain Road – being a State road owned by TfNSW no formal studies undertaken nor plans in place to consider amending the current (unrestricted) parking controls.
15 June 2024	Site walk with community trustee board members	Callan park community trustee board	• CTB members identified a number of concerns in relation to traffic safety within Callan Park – notably Wharf Road and North Crescent • Issue of informal on-street parking was raised, particularly along North Crescent which creates safety issues given this is currently a two-way road • Issue of conflicts between cars and pedestrians along the Bay Run raised. • Dog walkers utilise the area around Supply Road and this should be considered in the AMPS. CTB not supportive of additional parking around Supply Road.
17 September 2024	Update to community trustee board including presentation of key challenges and opportunities	Callan Park community trustee board	• CTB members generally in agreeance with the key challenges and opportunities • AMPS should consider how to support better utilisation of existing hardstand parking areas • Improved signage and wayfinding will be important to support the objectives of the AMPS • Education is key to success of future strategies

Date	Nature of Consultation	Participants	Consultation summary
5 December 2024	Present to TfNSW the draft AMPS and receive preliminary feedback on proposed measures	Principal Manager Urban Design - Active Transport and Vibrancy team - Transport for NSW	- TfNSW supportive of the proposed concept of closing Waterfront Drive to public vehicles and providing full separation for pedestrians and cyclists along The Bay Run - TfNSW noted that links between Callan Park and Rozelle Parklands are an important consideration. - An improved cycleway network into Callan Park would be supported by TfNSW, noting that Cecily Street forms an important connection. - TfNSW questioned whether potential one-way loop would only apply to cars or also active transport users - Following opening of Rozelle interchange there may be a need to reassess the road network. This will happen in time and could include consideration of timed parking on Balmain Road. - TfNSW noted that there is an electric ferry that runs between Glebe Point, Blackwattle Bay wharf and Barangaroo. Something like this could be a good outcome in Iron Cove where it is really shallow.

Date	Nature of Consultation	Participants	Consultation summary
16 December 2024	Present to Inner West Council the draft AMPS and receive preliminary feedback on proposed measures	Inner West Council	• Council generally supportive of the direction of the AMPS and proposed measures, in particular concept of one-way access routes, consistent wayfinding/signage and distinguishable park entry points. • Consideration should be given for pedestrian access between potential future Wharf Road car park and Glover Street playing fields • Gateway treatments should be provided at Park Drive and Wharf Road entry points that reflect the heritage nature of the parkland – done through pavement treatments and landscaping • One-way access route should be clockwise through the park so that vehicles travel along North Crescent in an ‘uphill’ direction • AMPS should recognise that during events at Leichhardt Oval there can be overspill of parking into Callan Park. Council recognises though that Callan Park should not have to cater for overflow parking from events, this is simply an existing situation that should be acknowledged. • Consider providing accessible car parking spaces near sporting fields within Callan Park. • Important that connections adjacent to main loop road are legible

Date	Nature of Consultation	Participants	Consultation summary
11 June 2025	Workshop presenting draft AMPS framework and recommendations	Callan Park community trustee board (CTB)	• Supportive of one way loop with drop-off areas and parking where appropriate subject to detailed investigations • Noted nearby parking outside at King George Oval will support Callan Park foreshore • Supportive of trial closure of vehicle access routes to review unintended consequences • Supportive of implementation over time including interim measures with minimal budget • Noted funding to address parking for the foreshore sports fields and swim site (proposed wharf road car park) was a priority • Supportive of removal of dedicated parking for buildings, removal of access from Glover Street to Wharf Road and implementation of timed parking on Balmain Road • Supportive of cross government initiatives with Inner West Council and TfNSW to improve and diversify public and active transport options

Appendix B: Strategic Context

Collage NSW Government Guidelines

Overview

The NSW Government has published a suite of guidelines to inform planning for precincts and local areas. Relevant documents include:

- **Practitioner's guide to Movement and Place Framework:** provides guidance to implement Movement and Place to achieve successful streets which balance movement and place functions
- **Design of Roads and Streets:** supports the wider Movement and Place Framework by providing design guidance to roads and streets in relation to their function.
- **Road User Space Allocation Policy:** requires that road space is balanced between different users with pedestrians and bicycle riders considered first
- **Network Planning in Precincts Guide:** provides a network approach to land use integration in precincts to encourage multi-modal transport outcomes including better walking, cycling and public transport access.

Relevance to Callan Park AMPS

The development of the strategies in the AMPS should align with the vision / objectives of these relevant guidelines – specifically noting the objective of prioritising safe and convenient pedestrian / cyclist movements, with private vehicles generally considered last.

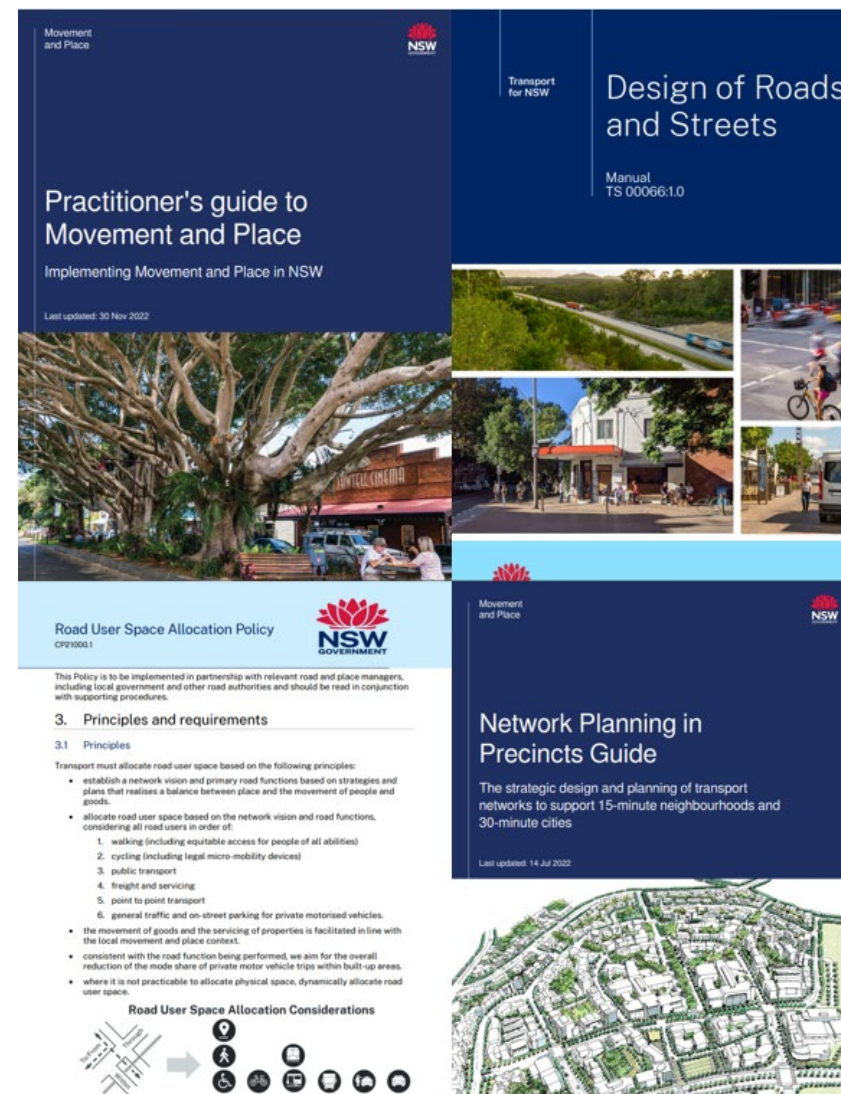


Figure 12 NSW Government Guidelines

TfNSW Strategic Cycleway Corridors Program

Overview

The TfNSW Strategic Cycleway Corridor program provides the foundation for establishing safe and convenient cross-city cycleway connections that better connect centres, precincts, and places, and enables councils to progressively expand local bike networks.

The long-term ambition is the delivery of more than 1,000 kilometres of new cycleways and supporting infrastructure to provide continuous and connected cycling networks across the six cities in Greater Sydney.

Relevance to Callan Park AMPS

Callan Park is identified as a 'recreational activity centre' and is noted as providing for a connection between Lilyfield and Rozelle. This recognises the key existing active transport corridor of The Bay Run which provides an east-west cycling connection through Callan Park. The AMPS should facilitate improved connectivity and safety for users of The Bay Run and seek to address existing concerns regarding conflicts with vehicles.

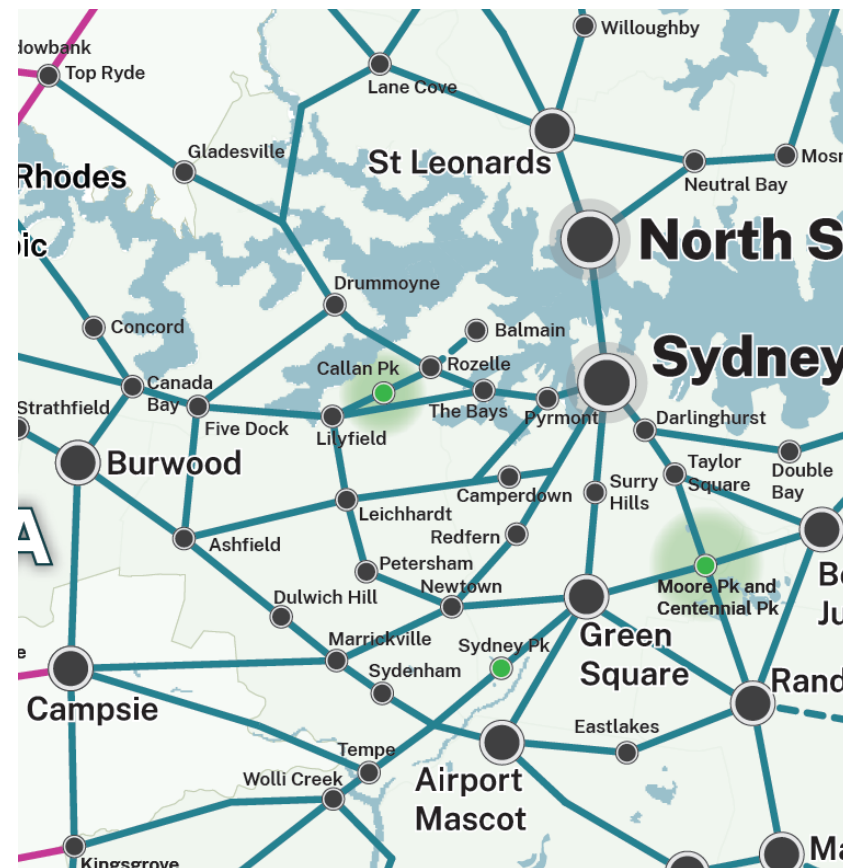


Figure 13 TfNSW strategic cycleway corridors

Source: Transport for NSW

Parramatta to Sydney Foreshore Link

Overview

Transport for NSW (TfNSW) is working with local Councils and relevant stakeholders to deliver a 91km continuous walking and cycling link that will connect Parramatta Park to the Opera House - allowing people walking and riding to travel along large parts of Sydney's foreshore. Along the 91km Link route, there are currently 60km of existing paths with 43km accessible to bike riders. Work will include improvements to existing sections to allow for both walking and bike riding as well as filling in missing links over time to create a continuous foreshore link.

Relevance to Callan Park AMPS

The foreshore link is indicated to travel through Callan Park and act as a linkage between The Bay Run and the regional active transport connection on Lilyfield Road – ultimately running through to the Bays West precinct. The link is indicated to enter Callan Park at Park Drive and travel down North Crescent where it would connect with the existing Bay Run. The link shown through Callan Park along Waterfront Drive is also generally consistent with recent investigations undertaken by TfNSW. The AMPS should consider how to facilitate this future strategic connection.

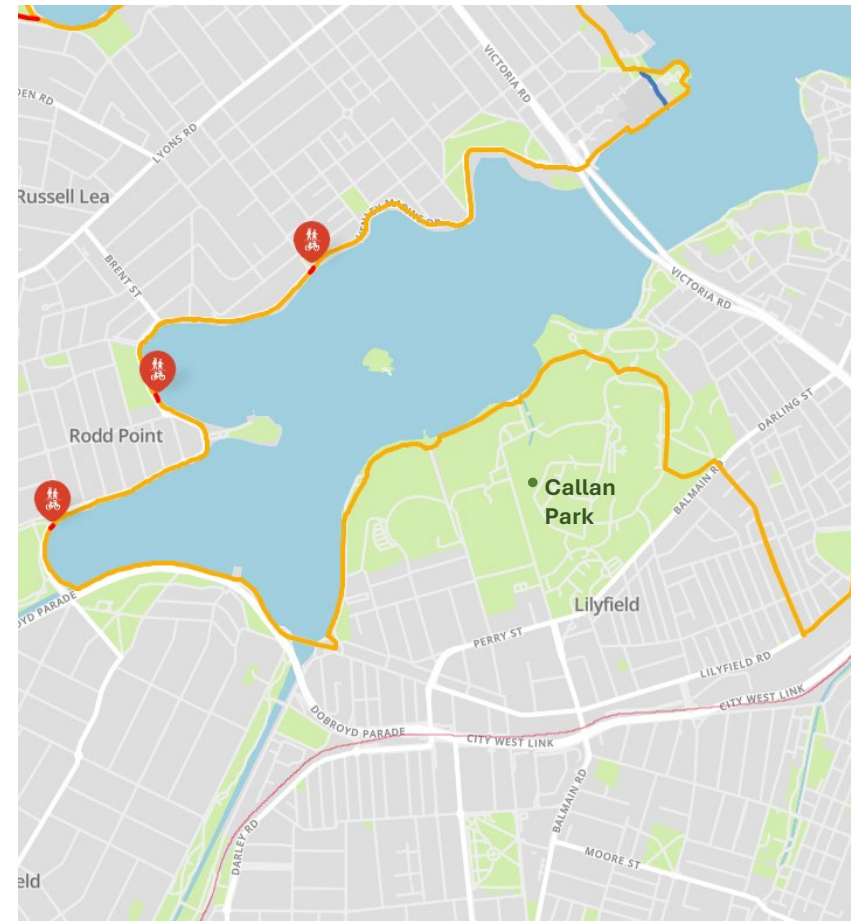


Figure 14 TfNSW foreshore link

Source: Transport for NSW

Inner West Council Cycling Strategy

Overview

Inner West Council developed a cycling strategy in 2023 to guide the development of cycling infrastructure in the LGA over the coming years. The strategy aims to increase the number of people cycling, address existing safety concerns on existing cycleways and provide initiatives to support people to ride a bike. A cycling priority map was developed which identifies which roads and paths are suitable for different types of cycling infrastructure.

Relevance to Callan Park AMPS

The strategy identifies a number of routes both within and adjacent to Callan Park as priority cycling access, including Waterfront Drive / The Bay Run, Glover Street, Park Drive, North & South Crescent. Council's ambition for these routes is to provide better bicycle priority through safer speeds, reduced lane widths or reduced through traffic.

Inner West identified Balmain Road as a main street which integrates cycling facilities while also recognising it forms an important place for a range of other non-cycling activities. Therefore no formal cycleway is envisaged for Balmain Road – this is consistent with advice provided by both TfNSW and Inner West Council during consultation undertaken for the AMPS



Figure 15 Extract from Inner West Council cycling strategy

Source: Inner West Council

Bays West Place Strategy

Overview

The Bays West precinct has been identified by the NSW Government as a major urban renewal opportunity. The announcement of the construction of a new metro station will create significant new opportunities for the precinct, providing connections to surrounding areas and further afield.

The Bays West Place Strategy was developed to guide the renewal of the precinct through master plans and rezoning of land over the coming years. A supporting structure plan was developed which identifies key movement corridors both to and within the Bays West Precinct. The Bays West Stage 1 Rezoning Proposal was finalised in December 2022

The Place Strategy was supported by a Transport Management and Accessibility Plan (TMAP) with the objective of developing a suite of transport measures to support the growth of the precinct.

Relevance to Callan Park AMPS

The Bays West Structure Plan includes active transport connections between Callan Park and Rozelle Bay – specifically along Grove Street, Cecily Street and Foucart Street. Future planning for Callan Park should respond to these external connections by providing for strong levels of connectivity from Callan Park to these key movement corridors, with the support of relevant agencies including TfNSW and Inner West Council.

The TMAP supporting the Bays West Place Strategy noted that Bays West should “capitalise on the opportunity of delivering a development where walking and cycling is fostered, high frequency, easy and efficient transit is available, and private vehicle travel is discouraged”. This same set of principles could be extended to Callan Park and be used as the basis for the transport measures identified in the AMPS.

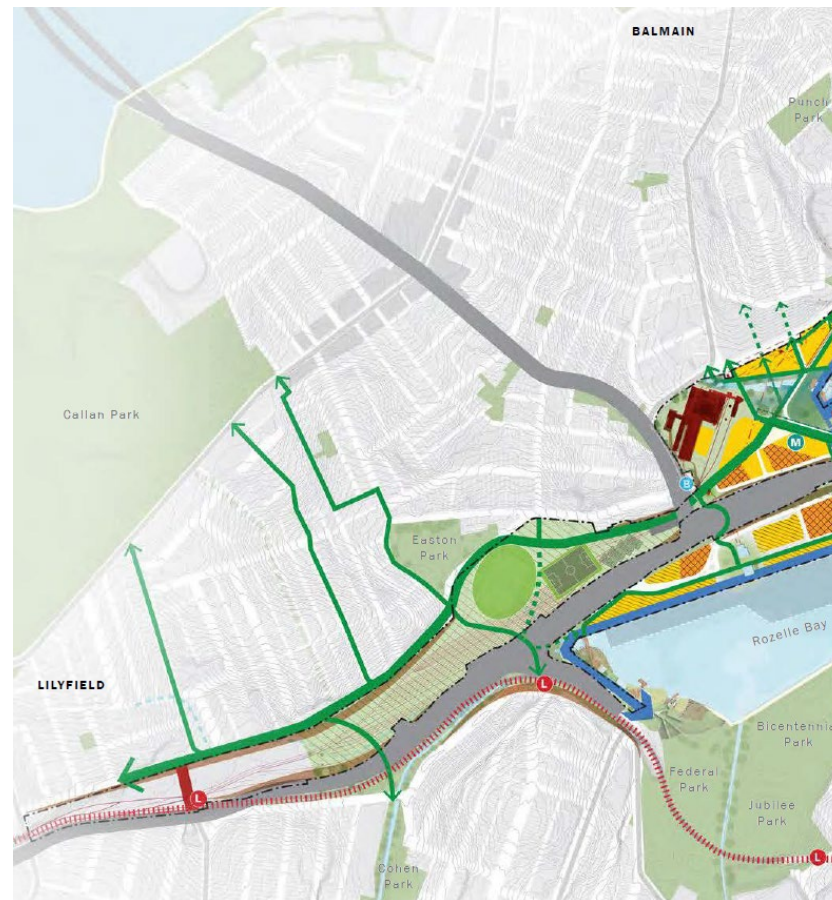


Figure 16 Bays West Structure Plan

Source: Department of Planning, Housing and Infrastructure

Appendix C: Existing Context

External Connections

There are a range of access points to Callan Park. The primary vehicle access points are from Balmain Road at the following two intersections controlled by traffic lights:

- Balmain Road / Park Drive
- Balmain Road / Wharf Road

Additional vehicle access points are available via Balmain Road to the Balmain Road car park, as well as to NSW Health - NGO Precinct (Precinct 4) via Glover Street. Vehicles can circulate within the internal road network after entering the park at one of these access points. No formal access control (e.g. boom gates) are in place at these vehicle access points.

The primary pedestrian/cycle connection points to Callan Park are located at the eastern and western end of the Bay Run along the Parramatta River. All vehicle access points also function as entry/exit locations for pedestrians and cyclists.

There are a number of formal and informal pedestrian only access points, including along Glover Street as well as a pedestrian connection through to King George Park.

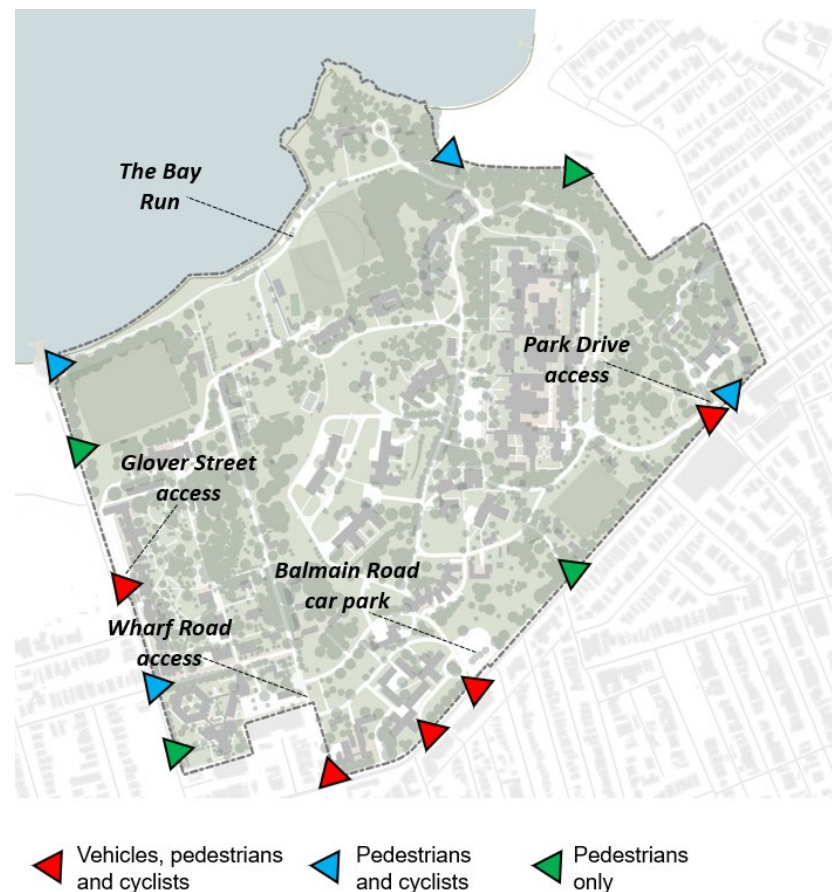


Figure 17 Existing external connections

Activity Areas

Currently the primary area of activity within Callan Park is along Waterfront Drive as part of the broader Bay Run - a 7-kilometre-long active transport circuit around Iron Cove. The Bay Run offers connections to key areas within Callan Park such as the Waterfront sporting fields and passive open space areas. Data collated by Place Intelligence (refer to Figure 18) demonstrates that Waterfront Drive currently exhibits the highest level of activity within Callan Park. Other roads / pathways indicated in the Place Intelligence data to be used include Wharf Road, Church Street, Glover Street, North Crescent and the informal pathway running parallel to Balmain Road.

Place Intelligence was also able to identify and quantify the primary purposes of visits to Callan Park, as follows

- Bay Run Only: 35% of visitors
- Open Space Visit: 23% of visitors
- Sports: 14% of visitors
- Medical Building: 8.9% of visitors
- Building User: 8% of visitors
- Parking Lots Only: 3.5% of visitors

Figure 19 indicates the existing usage of different buildings within Callan Park, with the University of Tasmania and NSW Ambulance buildings generating the highest level of demand throughout the year.



Figure 18 Activity heatmap – Callan Park (2023)

Source: Place Intelligence



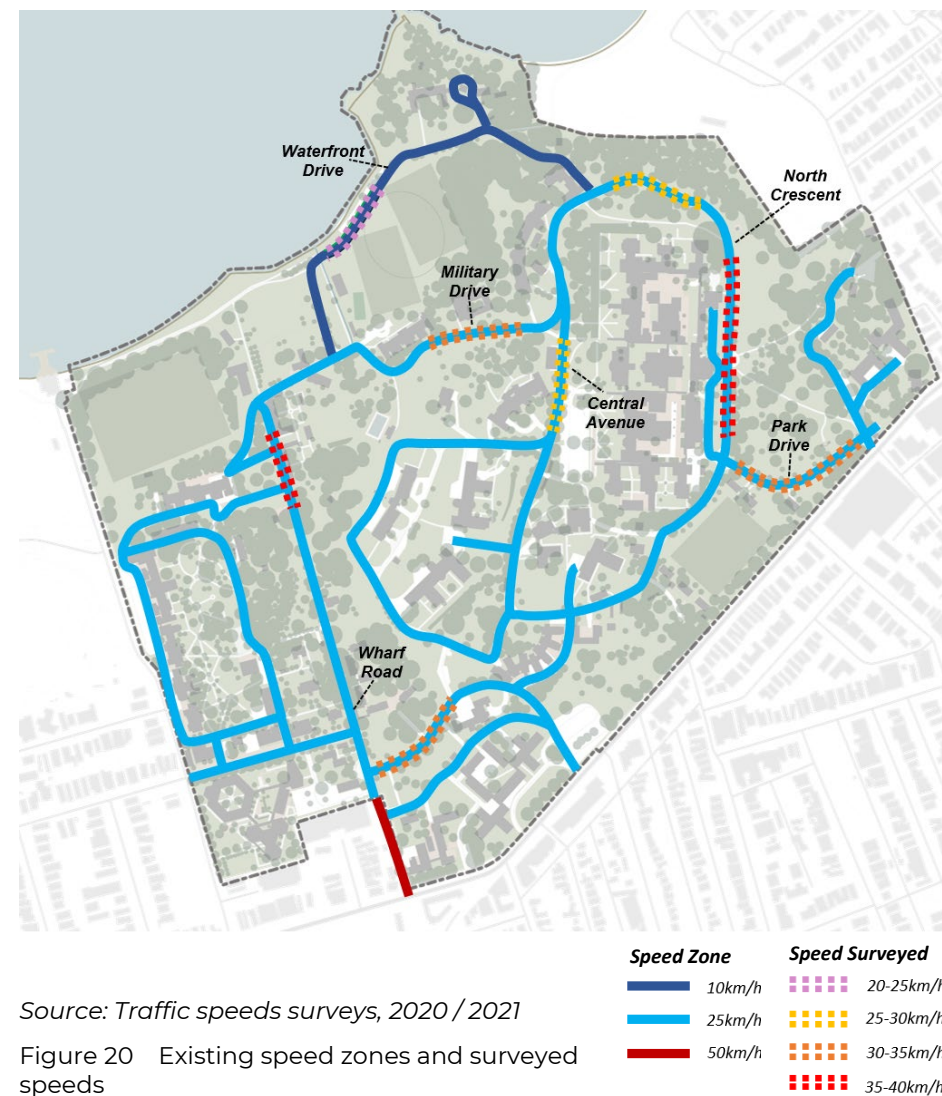
Figure 19 Total existing demand for buildings in Callan Park (2023)

Source: Place Intelligence

Traffic Speeds

Generally roads within Callan Park are subject to a 25km/h speed limit, with the exception being Waterfront Drive which is identified as a 10km/h shared zone. Previous traffic surveys undertaken within Callan Park indicate travel speeds up to 40km/h, impacting the amenity and safety of park users. Other similar parkland environments such as Centennial Park and Parramatta Park typically provide for a consistent 30km/h speed limit on all roads within the parklands.

An example is the section of Waterfront Drive where it is shared with the Bay Run users, with surveys indicating average vehicle travel speeds of approximately 23km/h - more than double that of the existing 10km/h posted speed limit. Wharf Road and North Crescent were also identified as locations within the park where vehicle speeds significantly exceed the posted speed limit.



Source: Traffic speeds surveys, 2020 / 2021

Figure 20 Existing speed zones and surveyed speeds

Traffic Volumes

Traffic surveys indicate that traffic flows within Callan Park vary from less than 250 vehicles per day on quieter streets (Military Drive, Central Avenue) to more than 1,000 vehicles per day on Wharf Road.

On Waterfront Drive along the shared section with the Bay Run traffic counts indicate an average of approximately 400 vehicles per day influenced by parking access and urban movements on the edge of the parkland. This figure can increase significantly on weekends due to the higher activity associated with sporting clubs (see Figure 21). A significant proportion of vehicle movements on Waterfront Drive would be generated by the existing car parking in this location.

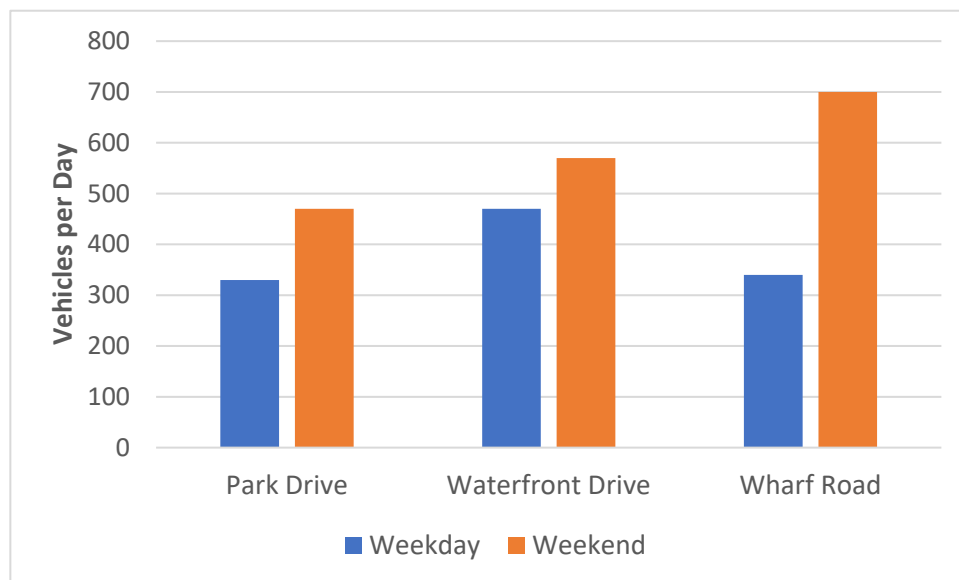


Figure 21 Traffic volume comparison – weekday vs weekends

Source: Traffic count surveys, 2020 / 2021



Figure 22 Existing traffic volumes – vehicles per day

Source: Traffic count surveys, 2020 / 2021

Crash Data

A review of crash data published by the NSW Centre for Road Safety over the most recent five year reporting period 2018-2022 indicates no major crash ‘hot spots’ in Callan Park. Clusters (two or more) crashes were recorded as occurring at the signalised intersection of Balmain Road and Wharf Road.

It should be noted that this data represents only recorded crashes that involved the NSW Police Force. It does not reflect any near misses or minor incidents that may have occurred which did not require police involvement.

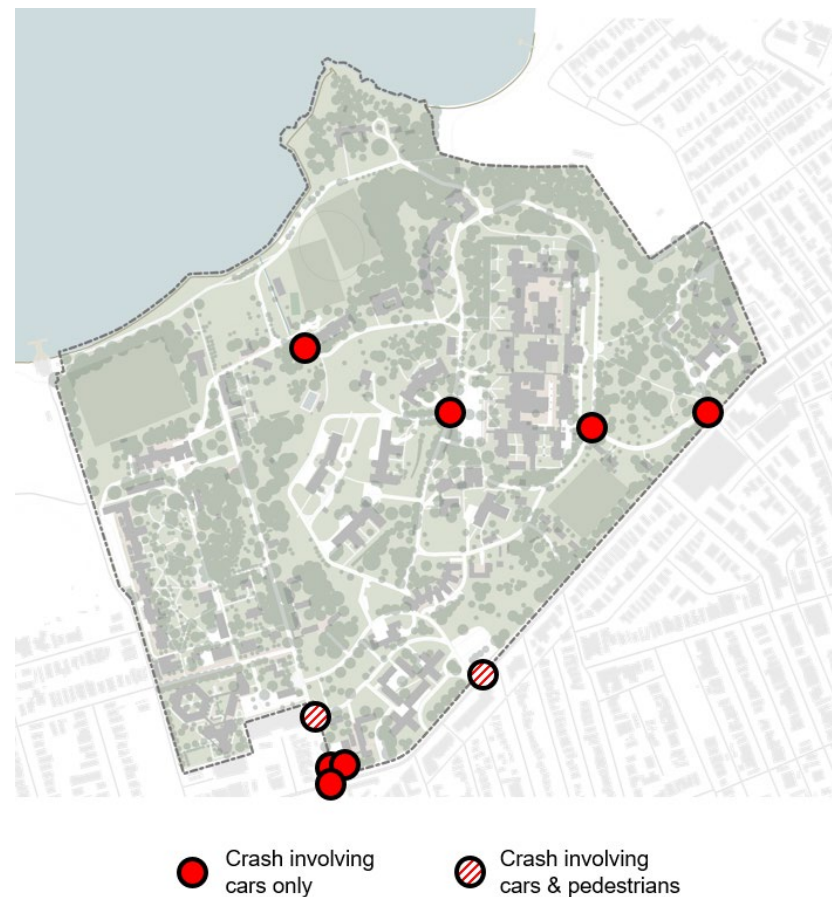


Figure 23 Historical crash data

Source: NSW Centre for Road Safety

Cycling

The Bay Run is a popular pedestrian and cycle route. Part of the Bay Run, has dedicated cycle facilities, on all other roads within Callan Park cyclists travel along vehicle access routes.

For a section of Waterfront Drive near the playing fields cyclists enter a 10km/h shared environment with vehicles and pedestrians. This shared zone can result in conflicts with vehicles and pedestrians and is an inadequate environment given the significant number of daily users – particularly on weekends. The Waterfront Drive section of The Bay Run is the only section of the regional recreational trail (8km bay run) which is subject to a shared vehicle/pedestrian zone. Counts undertaken in 2020 and 2021 indicate that up to 400 cyclists per hour utilise the Bay Run within Callan Park as shown in Figure 24.

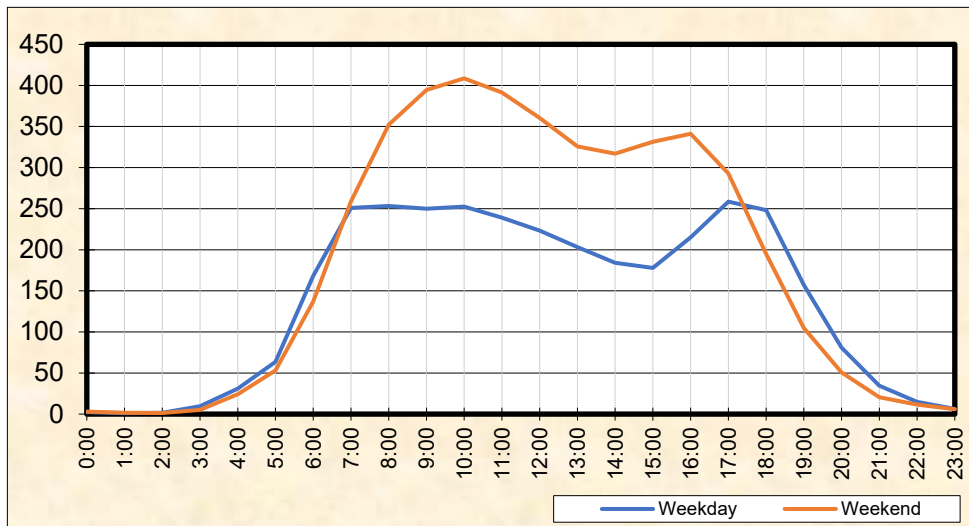


Figure 24 Typical cyclist volumes on The Bay Run

Source: Bicycle count surveys, 2020 / 2021



Figure 25 Existing cycleways

Some examples of the different environment for cyclists within Callan Park are shown in the following figures:

Figure 26– Separated walking and cycling paths provided on The Bay Run within Callan Park, east of Waterfront Drive. These paths provide broader connectivity to The Bay Run external to Callan Park.

Figure 27– Shared road environment along Waterfront Drive where cyclists, pedestrians and cars all utilise the same road space for a section of approximately 250m

Figure 28– Typical shared road environment within Callan Park where cyclists utilise the same access routes as vehicles. Image shows cyclists travelling north along North Crescent towards Waterfront Drive.



Figure 26 The Bay Run



Figure 27 Shared cycling environment – Waterfront Drive



Figure 28 Shared road environment – North Crescent

Public Transport

Public transport to Callan Park is serviced via one of three bus routes on Balmain Road, those being:

- Route 437 (Five Dock to Sydney CBD)
- Route 440 (Bondi Junction to Rozelle)
- Route 445 (Campsie to Balmain)

Bus stops servicing these routes are located every 300m-400m along Balmain Road and provide direct connectivity into the southern end of Callan Park. From these bus stops, it is typically a 5-10 minute walk to key destinations within Callan Park such as Kirkbride and the sporting fields adjacent to Waterfront Drive and Glover Street. The steep topography from Balmain Road to Waterfront Drive, coupled with the lack of formal pedestrian paths within Callan Park, limits the role of public transport in providing access for many users.

Buses on Balmain Road typically arrive at 10 to 15 minute intervals throughout the day, reducing to up to 30 minute frequencies on weekends. Buses on Victoria Road arrive at frequencies of up to 5 minutes in peak period, with the closest bus stop approximately 500m from the nearest entrance to the park. Access from the Victoria Road bus stops to the western end of the site (e.g. Glover Street fields) is almost 1.5km or a 20 minute walk which limits the viability of public transport for many visitors.

The closest light rail stops are Lilyfield and Rozelle Bay which are approximately a 10 minute walk away from the closest pedestrian access point to the park. This extends to a 20 minute walk to key activity areas such as The Bay Run which can limit the potential for light rail use for many visitors.

The Balmain West Ferry Wharf (Elliott Street) is located 1.5km or a 20 minute walk from the Bay Run. The NSW Government is currently upgrading the wharf to reopen it in late 2025. The wharf will be integrated into existing ferry routes and will offer another option to access Callan Park.



Figure 29 Existing public transport environment
Source: Nearmap

Car Parking Supply

There are approximately 700 formal designated car parking spaces, and approximately 140 informal unmarked car parking spaces within or directly adjacent to Callan Park. The parking areas with the greatest level of parking supply are shown in Figure 30. Formal spaces are provided within designated hardstand car parking areas with marked spaces while informal spaces are unmarked.

In addition to the parking areas identified in Figure 30 there are several smaller hardstand areas, generally adjacent to buildings, which provide for additional car parking. Historically hardstand parking areas were provided in Callan Park for each of the individual buildings associated with the sites former uses. This approach of providing parking for individual buildings is not suited to a parkland environment and does not align with the approach taken for other similar parklands operated by GSP.

There are a number of additional parking areas immediately adjacent to Callan Park, including angled car parking on Glover Street, King Georges Park and on-street parking on Balmain Road. Vehicles are not subject to any time restrictions on Balmain Road which limits the potential for short-stay parking and encourages appropriation for longer term uses such as trailer parking and advertising which are undesirable for a park frontage. No time limitations are in place for parking areas within Callan Park and visitors therefore can leave their vehicles for extended periods of time. This differs from other parks managed by Greater Sydney Parklands such as Parramatta Park and Centennial Park where time limits (typically 2-3 hours) are in place to manage demands and encourage higher vehicle turnover.

There is limited guidance with respect to suitable rates of car parking for parkland environments. Neither the Leichhardt Council Development Control Plan (which Inner West Council has adopted) nor the Transport for NSW Guide to Transport Impact Assessment identifies a recommended level of car parking for parkland environments based on area or other metrics.

A review of other similar parkland environments indicates that Callan Park is well provisioned with respect to parking – providing for a greater rate of parking per hectare when compared with both Parramatta Park and Centennial Park. The rate of parking per hectare within Callan Park is approximately double that of similar size regional parks such as Sydney Park.

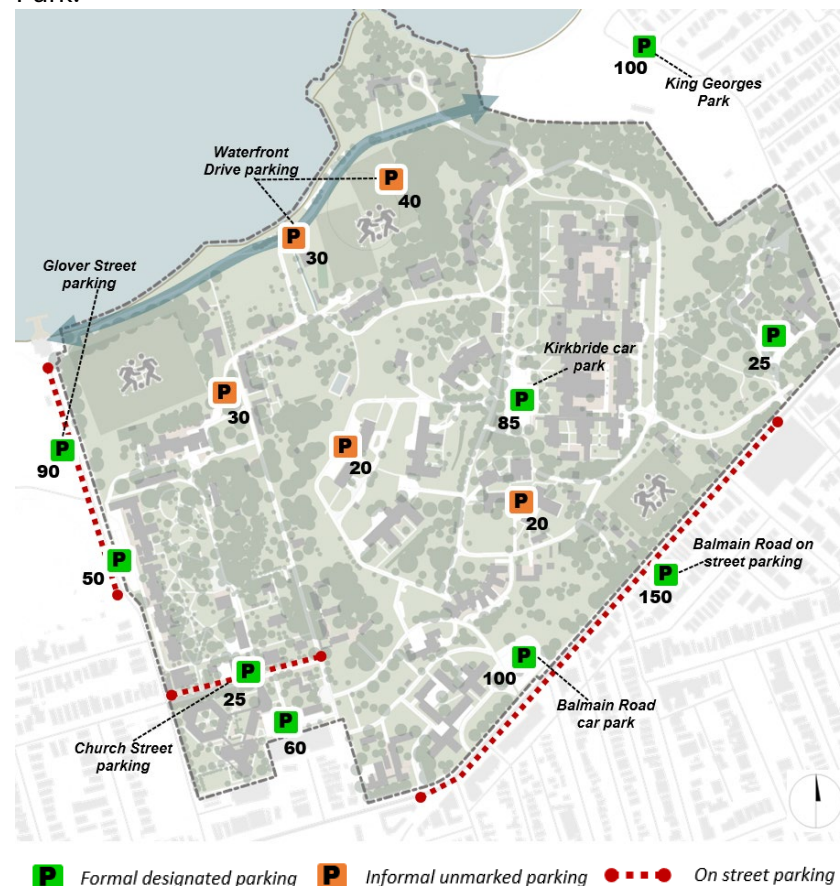


Figure 30 Existing parking areas

Note: The figures in the graphic are the approximate number of car parking spaces. Only hardstand areas with 20 or more parking spaces are shown. Minor hardstand areas provides the balance of parking

Car Parking Usage

Parking surveys were undertaken over three days in August 2024 to review current usage patterns.

Parking demands were shown to be highest on weekends which are associated with the various sporting clubs that utilise the park. A number of visitors utilise parking in Callan Park for use of the Bay Run or during sporting events at Leichhardt Oval. Demand is generally highest along Waterfront Drive and Wharf Road adjacent to the playing fields.

Observations and surveys indicate that visitors will elect to park informally on grass areas or along narrow streets to minimise walking distance to their desired destination – typically the sporting fields on Waterfront Drive or Glover Street. This informal parking occurs despite spare capacity existing in formal parking areas such as Kirkbride and the Balmain Road car parks.

Due to the high parking demands on weekends it is noted that there can be a significant extent of informal car parking within Callan Park. Informal parking comprises parking off the kerb on grassed areas or parking in areas that are signed as ‘no stopping’. Parking along narrow two-way streets such as Wharf Road, Military Drive and North Crescent is also common during periods of high demands, inhibiting the safe movement of vehicles and other park users.

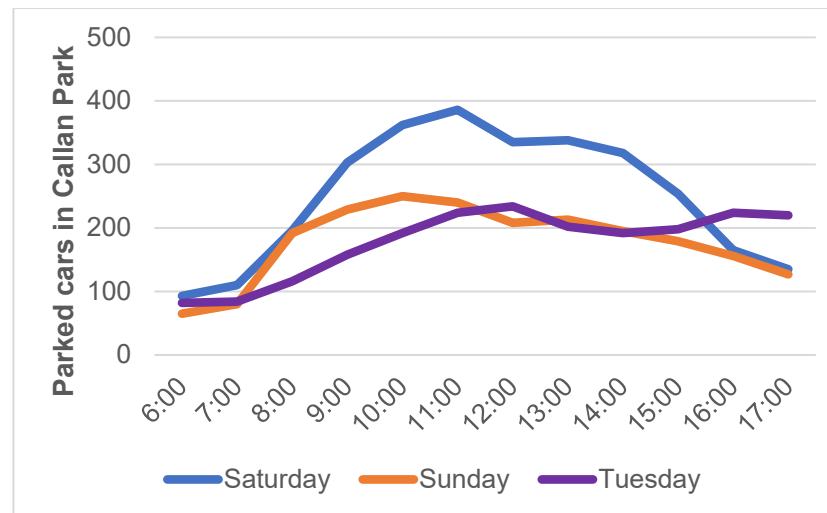


Figure 31 Overall parking usage

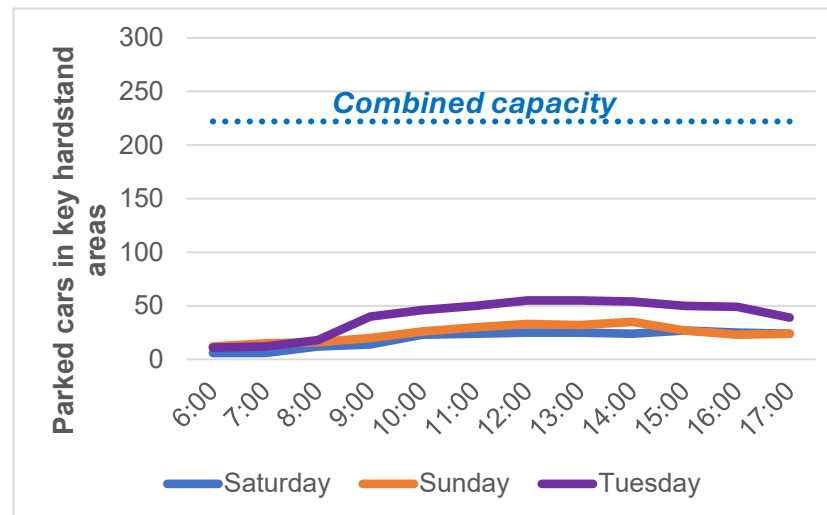


Figure 32 Usage of Balmain Road & Kirkbride car parks

Examples of some of the informal parking that currently takes place within Callan Park are presented in the following figures:

Figure 33– On-grass parking adjacent to Wharf Road near the Glover Street sporting fields.

Figure 34– On-street parking on one side of Military Drive near the Waterfront Drive sporting fields, restricting its ability to safely accommodate two-way traffic movements.

While informal parking occurs close to high activity areas parking surveys demonstrate that there is significant spare capacity in the existing formal hardstand areas – refer to Figure 35 which shows minimal use of the Balmain Road car park at 10.30am on a Saturday morning during winter sports season.



Figure 34 On-street car parking – Military Drive



Figure 33 Informal parking adjacent to Wharf Road



Figure 35 Unused parking spaces – Balmain Road car park

Pedestrian environment

Given its historic use as a mental health institution, there is little in the way of formal pedestrian infrastructure such as footpaths and crossing points within Callan Park. A 10km/h shared zone is provided along Waterfront Drive on the Bay Run. Other roads are signposted at 25km/h with no supporting pedestrian infrastructure.

The majority of pathways within Callan Park are informal, unpaved, and do not consider access for users in wheelchairs or other mobility devices such as prams.

There are few footpaths within Callan Park and as a result paved roadways are currently used by pedestrians—with an example shown in Figure 36. The lack of line markings and inconsistent signage on most roads, combined with the standard black asphalt road design, creates confusion amongst park users as to who has priority.

There is no visual indicator to drivers when they enter Callan Park from Balmain Road that they are entering a different environment from the external road network. The style of pavement and road surface is consistent with the external roadway, giving little indication to drivers that they are entering a parkland environment with a reduced traffic speed. Figure 37 provides an example at the Balmain Road / Park Drive access point, with a consistent road surface treatment provided both internal and external to the park. Car drivers often interpret this environment as one that provides priority to vehicles rather than pedestrians.



Figure 36 Pedestrians and vehicles on internal roads



Figure 37 Environment at Balmain Road / Park Drive access

Wayfinding and signage

Signage and wayfinding within Callan Park is generally inconsistent (in terms of style), illegible, and at times contradictory. A contemporary system of access, traffic and movement management is needed to provide coherence and consistency to the parklands aligned with contemporary standards. Examples of issues include:

- Pavement markings that have been worn and now illegible
- Signs without appropriate speed indicated (e.g. on Park Drive)
- Pavement markings noting speeds inconsistent with signage (see Figure 38)

These issues are a reflection of the age of many of the signs, the change of ownership and management of Callan Park over many years, and an outdated access, movement and parking framework which is not aligned with contemporary standards with respect to speeds, signage, and wayfinding.

Examples of different signs within Callan Park are provided in Figure 40.



Figure 38 25km/h line-marking with 10km/h shared zone sign



Figure 39 Example of inconsistent signage



Figure 40 Examples of inconsistent signage

Appendix D: Study Process

The process undertaken to develop the AMPS is illustrated in Figure 41, indicating the key milestones and points of stakeholder engagement to develop the strategy.

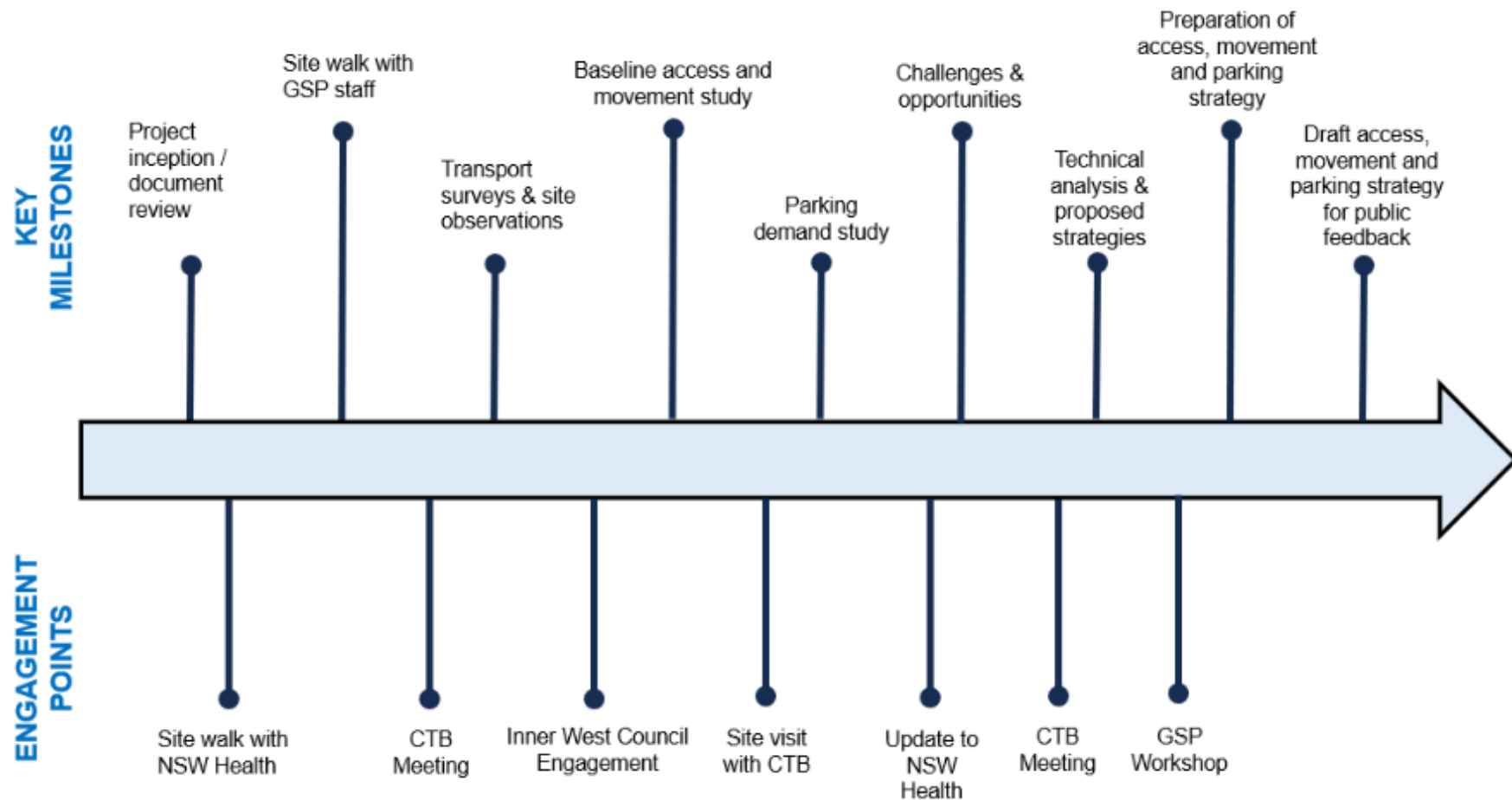


Figure 41 Study Process