

## **TRANSPORT AND ACCESS**

### **EXECUTIVE SUMMARY**

Callan Park accommodates travel from a wide range of transport modes, including walking, cycling, bus and light rail.

Whilst there are some walking facilities within Callan Park, including the popular Bay Run which passes through the northern portion, the pedestrian network within Callan Park is fairly limited. Pedestrians typically use the road network and share with vehicles due to the road connectivity and all-weather surface. Existing pedestrian desire lines are not being met, with evidence on-site of preferred routes within grassed and unsealed areas.

Access into Callan Park for pedestrians and cyclists is also limited, particularly along Balmain Road where a low wall exists along most of the Balmain Road frontage. There is an opportunity to improve access to and within Callan Park for pedestrians and cyclists, including increased permeability into and throughout the site with formal sealed paths at suitable grades.

In terms of public transport, Callan Park is serviced by bus and light rail. Bus routes L37, 440 and 445 travel along Balmain Road and provide direct links to Callan Park, whilst Victoria Road is a major bus corridor for buses travelling to and from the City. Lilyfield Light Rail Station is located approximately 600m south of the boundary of Callan Park and currently provides transport to Darling Harbour and Central Railway Station.

The State Government's Metropolitan Transport Plan, (draft released in 2010) allocated funding to extend the light rail line from Lilyfield to Dulwich Hill. This would increase the catchment area for light rail users and allow for connections to Parramatta Road bus services and heavy rail lines. There are no plans to modify the routes or frequency of existing bus services.

There are four main vehicle accesses for Callan Park, including the signalised intersections of Park Drive/ Balmain Road and Wharf Road/ Perry Street. There are future plans to provide traffic signals at the intersection of Cottage Way/ Balmain Road (i.e. access to NSW Ambulance Service).

The total traffic generation of the site (based on 2001 data) is in the order of 300-400 vehicles per hour, whilst Balmain Road carries approximately 1,500 vehicles per hour. The impact of the current traffic generation is distributed across the four access points, which assists in controlling congestion.

The current road network within Callan Park is narrow, circuitous and offers limited passing or overtaking areas, which is conducive to a low speed environment. Whilst this is a constraint in terms of vehicle accessibility, the typically low vehicle speeds provides a safer road environment for pedestrians and cyclists.

Observations on-site indicate a high level of parking demand near the NSW Ambulance HQ. As the parking survey results show, the observed parking occupancy was greater than 100% of the available (formal) parking spaces. Parking was observed on grassed areas as well as within the road reserve, resulting in the narrowing of trafficable road space. The demand for parking quickly dropped a short distance away from the HQ area. The large car park located near Gate B was filled beyond capacity with cars parking on the adjacent grassed areas. There is currently a significant car parking supply in the area although the on-site observations indicate that this is insufficient for the facility's current use and travel mode split.

On busy weekends the demand for parking associated with the playing fields exceeds the available supply, resulting in vehicles being parked inappropriately on ecologically sensitive areas along the waterfront. On most weekdays, the demand for parking along the waterfront is low.

The key expectations of the Callan Park Master Plan's traffic and transport planning are:

- A Master Plan which considers all aspects of active travel and aims to provide a sustainable transport outcome from the provision of an integrated transport network of walking, cycling and public transport.
- Vehicular traffic within Callan Park is to be controlled and the provision of new accesses avoided, with a focus towards allocating priority to pedestrian and cyclist traffic within the site. This is consistent the principles identified in The Future of Callan Park: A Suggested Vision and Way Forward (Friends of Callan Park, 2003)
- Appropriate parking provisions throughout Callan Park will be identified and incorporated.
- Design responses should ensure that any increases in land use intensity do not impact negatively on the surrounding road network.
- Good access should be maintained to public open space within Callan Park, including the existing playing fields.
- Identify, if any, mitigating works required to the surrounding road and footpath network as a result of potential future development.

## **STRENGTHS**

### **Walking and Cycling**

The Bay Run is a popular walking and cycling path around Iron Cove and passes through the northern portion of Callan Park.

The pedestrian route along Balmain Road and Darling Street has suitable topography for mobility-impaired pedestrians, is well lit and has a significant length of awning cover.

There are signalised pedestrian crossing facilities at two locations along Balmain Road – Wharf Road and Cecily Street. Pedestrian refuge crossings are provided at a number of points and there is a pedestrian crossing on Perry Street at Glover Street.

### **Public Transport**

Bus routes L37, 440 and 445 travel along Balmain Road and provide direct links to Callan Park. Victoria Road is a major bus corridor for buses travelling to and from the City. Callan Park is approximately 400m from Victoria Road bus stops which are serviced by at least nine bus routes, including Route No. 500, 501, 504, 506, 507, 510, 515, 518 and 520.

Lilyfield Light Rail Station is located approximately 600m south of the boundary of Callan Park and can be accessed by walking along Grove Street. The light rail line currently provides transport to Darling Harbour and Central Railway Station.

## **Access and Vehicle Circulation**

Four main vehicle accesses exist for Callan Park, namely:

- Park Drive at Balmain Road opposite Cecily Street (signals) – Gate A – main entrance for the university and childcare centre
- Cottage Way (NSW Ambulance Service) at Balmain Road opposite The Boulevard (unsignalised) – Gate B
- Wharf Road at Perry Street (signals)
- Glover Street (unsignalised) – includes various accesses into the west of the site at Rozelle Hospital (Daintree Lodge)

The total traffic generation of the site (based on 2001 data) is in the order of 300-400 vehicles per hour, whilst Balmain Road carries approximately 1,500 vehicles per hour. The impact of the current traffic generation is distributed across the four access points, which assists in controlling congestion.

Wharf Road serves the main hospital precinct. As a conduit to the edge of Iron Cove, it accommodates movements to the Broughton Hall precinct and other facilities central to Callan Park and at the foreshore.

## **Parking**

Large portions of the car parking provided within the park were observed to have low usage. This is likely to be due to the closure of many of the Hospital buildings to the east of Wharf Road. This has resulted in areas of parking being available for public use during the day. Appendix A contains an inventory and parking demand results for Callan Park.

## **CONSTRAINTS**

### **Walking and Cycling**

There are some general access restrictions for pedestrians into Callan Park, including:

- a low wall along most of the Balmain Road frontage
- access from the east is restricted by a wall along Manning Street and the existing substation

The pedestrian network within Callan Park is fairly limited. Pedestrians typically use the road network and share with vehicles due to the road connectivity and all-weather surface. Existing pedestrian desire lines are not being met, with evidence on site of preferred routes within grassed and unsealed areas.

The signalised crossings of Balmain Road along the site frontage are located approximately 800m apart, meaning there is a large portion of the site frontage that does not have a safe crossing point.

### **Public Transport**

Heavy rail is not a viable option for travel to Callan Park, with the closest railway station located in excess of 2km to the south.

Re-routing of buses through Callan Park has previously been not supported by Transport NSW due to the resulting increase in travel times. Re-routing through the park would add to the bus travel time going through the site when compared to travel along Balmain Road alone. There are already five bus stops located along the Balmain Road site frontage which service Callan Park and seek to limit the walking distance to a bus stop from all land uses of the site. Maneuverability for buses within

Callan Park could also be difficult due to the narrow and circuitous alignment of the existing roadways. Council are still supportive of a potential re-route along Mary Street and Glover Street to service the recently upgraded Leichhardt Park Aquatic Centre and would like the option to be pursued again as part of the Callan Park Master Plan.

### **Access and Vehicle Circulation**

The current road network within Callan Park is narrow, circuitous and offers limited passing or overtaking areas, which is conducive to a low speed environment. Whilst this is a constraint in terms of vehicle accessibility, the typically low vehicle speeds provides a safer road environment for pedestrians and cyclists.

The adjacent road network to Callan Park typically operates with a high level of congestion in the AM Peak and PM Peak periods. This leads to significant delays for vehicles using the network. It is also typical for delays to occur in the Rozelle area outside of the normal AM Peak and PM Peak periods. This includes delays on the weekend due to sporting activities, as well as before and after events held at Leichhardt Oval (including Rugby League matches).

The most critical intersection near the site is Victoria Road and Darling Street, which regularly operates at capacity and with significant delays. Vehicles accessing Balmain Road and Callan Park through this intersection currently experience delays, which are expected to continue into the future.

The intersections with the City West Link Road also operate at capacity, with limited green time allocated to the cross streets of James Street, Norton Street, Balmain Road and Catherine Street. Vehicles accessing Callan Park via the City West Link Road are currently delayed and would continue to be in the future.

A large percentage of the existing road network within the site requires immediate maintenance work or will do so within the next three years.

### **Parking**

Observations on-site indicate a high level of parking demand near the NSW Ambulance HQ. As indicated in the parking survey results, the observed parking occupancy was greater than 100% of the available (formal) parking spaces. Parking was observed on grassed areas as well as within the road reserve, resulting in the narrowing of trafficable road space. The demand for parking quickly dropped a short distance away from the HQ area. The large car park located near Gate B was filled beyond capacity with cars parking on the adjacent grassed areas. There is currently a significant car parking supply in the area although the on-site observations indicate that this is insufficient for the facility's current use and travel mode split.

On busy weekends the demand for parking associated with the playing fields exceeds the available supply, resulting in vehicles being parked inappropriately on ecologically sensitive areas along the waterfront. There is the potential for the number of playing fields to be expanded in future, which would further impact on the existing formal and informal parking supply. On most weekdays, the demand for parking along the waterfront is low.

During large events at Leichhardt Oval, particularly West Tigers Rugby League matches, there is a significant amount of overflow parking occurring within Callan Park.

## **OPPORTUNITIES**

## **Walking and Cycling**

There are opportunities to improve access to and within Callan Park for pedestrians and cyclists, including:

- increasing overall movement access into and throughout the site, allowing pedestrians and cyclists to easily negotiate all areas and land uses
- reducing pedestrian/vehicle conflict by providing dedicated pedestrian only or shared bicycle and pedestrian facilities
- designing paths to safely accommodate the range of expected users and minimise conflicts between pedestrians and cyclists
- designing paths that offer better access for mobility impaired pedestrians, including wheelchair users and people with prams.

Additional pedestrian access points could be provided along Balmain Road in order to create a more open entrance and encourage greater pedestrian use of the park. Additional pedestrian access points would improve access to the public transport facilities along the site frontage, which includes five public bus stops and a link to the Metro Light Rail.

There is a proposal for a new signalised crossing point of Balmain Road at Cottage Way (signalisation of the Ambulance HQ driveway). There is an opportunity to improve this location, together with the other signalised locations, as major pedestrian entry points.

The Bay Run route, which is well used by both pedestrians and cyclists, currently needs maintenance. Missing sections of the path could be sealed and upgraded to complete the existing route around Iron Cove. It is noted that the Sydney Harbour Foreshore Authority (SHFA), who is responsible for the maintenance of the foreshore area along the north side of Callan Park, is planning to upgrade the existing unsealed section of the Bay Run, with a Development Application to be submitted shortly to Council.

Balmain Road is a strategic bicycle route in accordance with the Leichhardt Bicycle Strategy, providing a connection between Leichhardt and Balmain. Leichhardt Council has plans to improve the on-road bicycle facilities along this route adjacent to Callan Park.

## **Public Transport**

The State Government's Metropolitan Transport Plan, (draft released in 2010) allocated funding to extend the light rail line from Lilyfield to Dulwich Hill. This would increase the catchment area for light rail users and allow for connections to Parramatta Road bus services and heavy rail lines.

An existing ferry service from Circular Quay connects to West Balmain and Birkenhead Point, but does not currently pass under the Iron Cove Bridge and/or service the site. The Master Plan could investigate the opportunity to service the Leichhardt Council side of Iron Cove via ferry.

The capacity and quality of the bus stop facilities along Balmain Road could be improved.

It is noted that Council has included in its 2009-2013 Management Plan the need to prepare an Integrated Transport Strategy in collaboration with neighbouring Councils in the inner west, however the timing of the preparation of this strategy is currently unknown.

### **Access and Vehicle Circulation**

There is a proposal to signalise the intersection of Balmain Road and Cottage Way (Ambulance HQ driveway). This would improve safety for vehicles accessing the site, particularly vehicles exiting, and reduce the delays for vehicles exiting the site during the peak periods.

### **Parking**

Parking could be formalised:

- along the waterfront to avoid ecologically sensitive areas
- in other areas to avoid interference in the operation of the road network and blocking of pedestrian or cyclist desire lines.

The Master Plan can investigate how best to formalise parking and traffic arrangements within Callan Park.

## **RISKS**

### **Walking and Cycling**

There is a risk that actively discouraging vehicle access to the site in favour of walking and cycling will marginalise or discourage regional users in favour of local users.

### **Public Transport**

Due to the existing and potential future road network congestion, there may be difficulties in providing additional bus services in the area.

There is a risk that future public transport services (particularly buses) will not be suitably responsive to increased demand created by focusing on reducing private vehicle access to Callan Park.

### **Access and Vehicle Circulation**

There is a risk that new uses within the site could increase the number of vehicles circulating within the site and adding to congestion on the surrounding road network. It is important to discourage travel to Callan Park by car.

### **Parking**

If existing parking demand is not properly catered for, then illegal and inappropriate parking could continue to occur.

## **EXPECTATIONS**

The key expectations of the Callan Park Master Plan's traffic and transport planning are:

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- including the existing playing fields.
- Identify, if any, mitigating works required to the surrounding road and footpath network as a result of potential future development.

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