

4.4.10 Transport

Scope of the system

The transportation system on Callan Park relates to all the movement systems, public and private and pedestrian and motorised. It includes all paths, roads, parking areas and spaces where people congregate as well as access points for non motorised aquatic vessels.

Existing condition and situation

The majority of the network of sealed roads and paths on Callan Park has not been subject to any on-going maintenance program in recent years and ranges from in condition from severely degraded to fair. There is currently no consistent enforcement or regulation of parking on Callan Park and this is particularly evident in and around the NSW Ambulance Headquarters during the week and at either end of Wharf Road on the weekends when sporting events and the weekend market at Orange Grove Public School generate considerable demand. Buses along Balmain Road provide public transport access to Callan Park. There are currently no designated cycle paths within Callan Park.



Master Plan objectives and targets

The vision is to move from a park with multiple connecting roads to a series of destinations within the wellness sanctuary. Near those destinations, minimal, metered parking generates income to help manage Callan Park. Most of the parking is at the edges. A bus service uses Wharf Road, and a mini-bus helps sporting families on weekends. Others use the ferry or hire bikes on site. Multiple breaks in the Balmain Road wall welcome everyone into Callan Park, although it's great to meet at the new, safe pedestrian plaza at the main gates.

The 2011 Master Plan for Callan Park seeks to reconcile the objective of minimising private vehicular travel and encouraging sustainable transport, while at the same time providing equitable access to the proposed uses and services on Callan Park, recognising that the shift from institutional based care to voluntarily access mental health programs will require an overall increase in designated parking areas on Callan Park to cater for the increased movements in and out of the site during the day.

The overarching objective of the transport strategy is to conceptualise Callan Park as a series of destinations where private vehicle use is strictly limited. This approach will require changes by the existing uses on Callan Park as well as the groups that use Callan Park for other activities such as sports or meetings.

Key features of transport will be:

- enhanced public transit through internal public bus, ferry stop and regular electric shuttle bus.
- two separated car access loops.
- pedestrian priority.
- controlled parking for approximately 750 cars.
- NSW Ambulance parking available to public on weekends.
- car access closed at Cecily Street to create a new car free plaza.
- new pedestrian entrance from Manning Street.

Implementation

Figure 4.12 Transport in Callan Park

TRANSPORT OVERLAY

EXISTING

- existing on road cycle route
- vehicular road retained and upgraded
- pedestrian paths retained
- vehicular road demolished
- strategic cycle network
- local cycle network
- vehicular parking areas
- pedestrian paths proposed
- proposed bus route route
- proposed bus stops
- proposed shuttle bus
- proposed segregated cycle route
- bike hire
- pedestrian bush trail
- pedestrian squares
- wharf & pier

PROPOSED

Jetty at the end of Wharf Road

Military Drive - 52 car spaces

Shared way for pedestrians and shuttle bus - rising bollards to limit access by unauthorized vehicles

Boat launch from jetty at the northern end of Glover street - Access to be negotiated with current land owners

Callan Park Museum - 20 car spaces

Wharf Road North - 30 car spaces

Glover Oval - 35 car spaces

Kalouan - 37 car spaces

Vocational/TAFE Centre - 12 car spaces

Broughton Hall Gardens - 66 car spaces

Glover Street - 110 car spaces

Resurface path system and return to pedestrian only use [Policy 5.62 CMP 2002]

Provide recharge point for electric vehicles in the proposed car park

Wharf Road west - 140 car spaces

Wharf Road east - 147 car spaces

NSW Ambulance parking compound with secure parking for 105 vehicles - design of perimeter sandstone way subject to visual assessment and ambulance campus master plan

University of Tasmania - 36 car spaces

Construct a bush trail between the Manning street site access and the Callan Point summer house. Incorporate look-out points and interpretative signage and investigate opportunities for public art

Manning Street pedestrian access

Central Avenue - 56 car spaces

Manning Street - 54 car spaces

New layby and drop-off point for Rozelle Child Care Centre on Balmain Road

Cecily Street entrance. New pedestrian and cycle entrance plaza at main gates

Remove section of boundary wall between new Cecily Street access point and main gates plaza - material to be reused on site

Provide new site map and information adjacent to new sports pavilion

Potential traffic signal control

NSW Writers Centre - 58 car spaces

Relocate Balmain Road stop

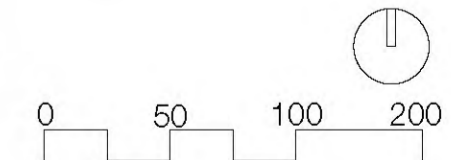
Cultural Cluster and Wellness Centre - 20 car spaces

Balmain Street strategic bike route

Removal of section of boundary wall parallel to proposed horticultural/agricultural area - material reused on site

Removal of bitumen car park as part of reorganisation of NSW Ambulance Campus [Policy 4.52 CMP 2002]

New electric shuttle bus service to Lilyfield MLR stop and Rozelle Town Centre



CALLAN PARK MASTER PLAN

TRANSPORT

REVISION A
1:300 @ A2

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Table 4.11 Transport actions in Callan Park

No.	Action	Staging	Responsibility	Performance target	Method of measurement
10.1	Undertake parking and traffic management study to including signage, parking meters, permits, boom gates, enforcement etc. Regulation options to be determined through further consultation.	Initiation	PA/PP/CS	Consultation with stakeholders, and existing and potential users. Parking and traffic management study, including regulation options, completed.	Adoption of parking and traffic management study by the Trust.
10.2	Develop cycling strategy for Callan Park, including framework for cycle hire facilities and operations.	Initiation	PA/PP/CS	Consultation with stakeholders, and existing and potential users. Cycling strategy completed.	Adoption of cycling strategy by the Trust.
10.3	Prepare a Traffic Management Plan for Callan Park which details the proposed road network, car parking arrangements and how impacts on the surrounding areas will be managed.	Initiation	PA/PP	Consultation with stakeholders, and existing and potential users. Traffic Management Plan completed.	Adoption of Traffic Management Plan by the Trust.
10.4	Negotiate with Sydney Buses and Leichhardt Council to secure proposed bus route through Callan Park.	Initiation	PA/PP	Bus route established through Callan Park.	Written agreement with Sydney Buses.
10.5	Negotiate with MLR and Leichhardt Council to secure bus stop drop-off points at Lilyfield station and Rozelle Town Centre.	Initiation	PA/PP	Bus access between Callan Park and Lilyfield station and Rozelle Town Centre.	Written agreement with Sydney Buses. Bus timetable and signage.
10.6	Implement a shared way for pedestrians and shuttle bus to the south of the Veteran's Field with rising bollards to limit access by unauthorised vehicles.	Short term	PA/PP	Co-ordination of work with other foreshore projects such as Veteran's Field, Bay Run. Shared way south of Veteran's Field.	No unauthorised vehicles on the shared way.
10.7	Construct a look-out jetty at the northern end of Wharf Road.	Short term	PA/PP	Co-ordination of work with other foreshore projects such as Bay Run, Veteran's Field.	Building report. Positive feedback from jetty users.

No.	Action	Staging	Responsibility	Performance target	Method of measurement
				Lookout jetty constructed.	
10.8	Negotiate with current land owners for boat launching from jetty at the northern end of Glover Street.	Short term	PA/PP	Access to jetty at the northern end of Glover Street for boat launching.	Written agreement between Trust and land owner.
10.9	Remove bitumen car park as part of reorganisation of NSW Ambulance Campus.	Short term	PA/PP/HS	Carried out as part of NSW Ambulance Campus works.	Consistent with Conservation Management Plan Policy.
10.10	Establish NSW Ambulance parking compound with secure parking for 105 vehicles. Design of perimeter sandstone way subject to visual assessment and ambulance campus master plan.	Short term	PA/PP/HS	Establish community consultation process. Work with NSW Health to develop a campus Master Plan to meet the objectives of the site wide Master Plan. Carry out local contamination investigations. Develop a plan for the recycling of all non-hazardous materials. Use design panel to develop detail design and tender documentation and gain necessary statutory approvals. Ensure refurbishment will meet site wide sustainability objectives. Coordinate design with site wide sign and material strategy. Secure parking for 105 vehicles in NSW Ambulance parking compound.	Positive feedback from NSW Ambulance.
10.11	Remove section of boundary wall between new Cecily Street access point and main gates plaza.	Short term	PA/PP	Section of boundary wall removed. Material to be reused on site. Increased visibility from Balmain Road.	Observations.

No.	Action	Staging	Responsibility	Performance target	Method of measurement
10.12	Remove the section of boundary wall parallel to proposed area for horticulture or agriculture.	Medium term	PA/PP	Section of boundary wall removed. Material to be reused on site. Increased visibility from Balmain Road.	Observations.
10.13	Construct a new pedestrian and cycle entrance plaza at main gates at Cecily Street entrance.	Medium term	PA/PP	Further detailed design and development work to confirm new access strategy. Co-ordination of new works with RTA.	Construction plans and reports.
10.14	Establish vehicle parking spaces as follows: <input type="checkbox"/> Military Drive - 52 car spaces <input type="checkbox"/> Callan Park Museum - 20 car spaces <input type="checkbox"/> Wharf Road North - 30 car spaces <input type="checkbox"/> Glover Oval - 35 car spaces <input type="checkbox"/> Kalouan - 37 car spaces <input type="checkbox"/> Vocational/TAFE Centre - 12 car spaces <input type="checkbox"/> Broughton Hall Gardens - 66 car spaces <input type="checkbox"/> Glover Street - 110 car spaces <input type="checkbox"/> Wharf Road west - 140 car spaces <input type="checkbox"/> Wharf Road east - 147 car spaces <input type="checkbox"/> University of Tasmania - 36 car spaces <input type="checkbox"/> Central Avenue - 56 car spaces <input type="checkbox"/> Manning Street - 54 car spaces <input type="checkbox"/> NSW Writers Centre - 58 car spaces <input type="checkbox"/> Cultural Cluster and Wellness Centre - 20 car spaces	Medium term	PA/PP/VE	Carry out local contamination investigations. Develop a plan for the recycling of all non-hazardous materials. Use design panel to develop detail design and tender documentation and gain necessary statutory approvals. Coordinate design with site wide sign and material strategy. Co-ordination with other public domain based projects and strategies. More efficient vehicle parking.	Construction reports. Feedback from vehicle users.

No.	Action	Staging	Responsibility	Performance target	Method of measurement
10.15	Relocate Balmain Road bus stop.	Medium term	PA/PP	Further detailed design and development work to confirm new access strategy. Co-ordination of new works with RTA Co-ordination with Sydney Buses.	Feedback from Sydney Buses and bus passengers.
10.16	Install potential traffic signal control.	Medium term	PA/PP	Further detailed design and development work to confirm new access strategy. Co-ordination of new works with RTA.	Agreement with RTA for traffic signals.
10.17	Provide new site map and information adjacent to new sports pavilion.	Medium term	PA/PP/VE	Coordinate design with site wide sign and material strategy. Co-ordination with design and construction of new sports pavilion. Effective visitor orientation.	Visitor survey
10.18	Resurface path system and return to pedestrian only use.	Ongoing	PA/PP	Co-ordination of work with current tenants. Conservation management plan for the gardens. Pedestrian-only use of path system.	Consistent with Conservation Management Plan Policy.