



SUBMISSION TO THE CALLAN PARK MASTERPLAN

by Leichhardt Bicycle Users Group and BIKESydney (19 May 2011)

Introduction

Leichhardt Bicycle Users Group and BIKESydney welcome the importance accorded to bicycling in The Callan Park Masterplan. A bicycle- friendly Park will provide healthy recreation, promote well being and encourage sustainable transport in the park and the surrounding suburbs. We hope that the Masterplan, in conjunction with other plans and policies, will result in a substantial number of people choosing to ride bicycles to the park in preference to using motor vehicles.

Callan Park is becoming more and more accessible by bicycle. The Leichhardt Council bicycle route network provides for local access. The Greenway and the Bay Run connect from the south and west and The Anzac Bridge cycleway and Glebe foreshore path provide access from the City. The new Iron Cove Bridge and Victoria Rd cycleways will promote cycling from the north.

Within an easy 20 minute bicycle ride distance of about 5 km from Callan Park there are approximately 250,000 people. Many more people live within a 10 km radius which, for some, is already an achievable bicycle ride, and will become more so as improvements to regional routes are made through the NSW Bicycle Plan or local Council bike plans. We assume that the great majority of visitors to Callan Park will be from within this 10 km radius area.

The Light Rail through Leichhardt will also enable access through its policy of free carriage of bicycles. This will, for example, enable families to get within easy cycle distance of Callan Park. We encourage Leichhardt Council to talk with the Light Rail company to ensure continuance of their bicycle friendly policies.

Given the scope of the Masterplan and Callan Park's location, there are many opportunities to provide better facilities for bicycles within the park and to enhance local and regional bicycle routes.

People will have many reasons why they might like to ride to or through the park. Basic route connectivity and ease of access are essential to enable riding of bicycles to most areas.

Balmain Road Frontage Cycleway

In line with our previous submissions to the Masterplan, we support the Masterplan's inclusion of a separated cycleway along the Balmain Rd frontage of Callan Park. This will greatly improve the connectivity and safety of the Leichhardt Council bicycle network as well as providing a part of an enjoyable cycling experience within Callan Park.

There is an opportunity to provide an iconic, high quality and visible off-road cycle route along the Balmain Road frontage, between Wharf Rd and the Cecily Street main gate.

The Leichhardt Bicycle Strategy (2007) identifies Callan Park as one of the major bicycle trip attractors of the Leichhardt local government area. In addition, the section of Balmain Rd fronting Callan Park constitutes a vital part of Leichhardt Council's **NS5 Bicycle Route**, which connects Leichhardt to Rozelle via Balmain Rd and Darling St along the relatively flat ridgelines.

This cycle path would provide a safe, convenient and low stress alternative to Balmain Rd for approximately 800 metres, greatly improving the connection between Leichhardt and Rozelle.

The NS5 route is an important and evolving route and is presently made up of:

- bicycle lanes (between Parramatta Rd and Leichhardt St);
- shared pedestrian/cyclists paths (between Moore St and the City West Link), and
- shared traffic lanes (Leichhardt St to Moore St / City West Link to Perry St / Darling St).
- narrow shoulder lane shared with parked cars (Wharf Rd to Rozelle).

This last section of the route is challenging - often intimidating. Cyclists have to negotiate substandard 3.2 m width shared bicycle/parking shoulder lanes ("car door lanes"), or otherwise share the traffic lane with buses and heavy vehicles and illegally parked long vehicles. According to Council the average speed or 85% speed has not been measured recently but speeds on other arterial roads are generally over the posted speed limits of 50 km/h. An off road alternative for some 800 metres will greatly improve safety and attractiveness.

Leichhardt Council has taken the opportunities presented in the past to develop the route, for example the shared path between Moore St and the City West Link was developed as part of the Sydney Buses Leichhardt Depot development.

Proposed Route

Our proposed route is shown on **Figure 1**, and differs a little from that shown in the Masterplan, using Garden Way initially instead of the Balmain Road northern footpath from Wharf Rd..

The Masterplan indicates a shared path along the Balmain Road frontage of the Ambulance NSW headquarters from Wharf Rd to Car Park B (in green), and this would be acceptable if the shared path is wide enough and a bypass, or relocation of the bus shelter is provided. This

would require utilising some of the Ambulance NSW headquarters land to widen the footpath. Garden Rd on the other hand is wider and away from pedestrians and also links in to other Callan Park roads or paths.

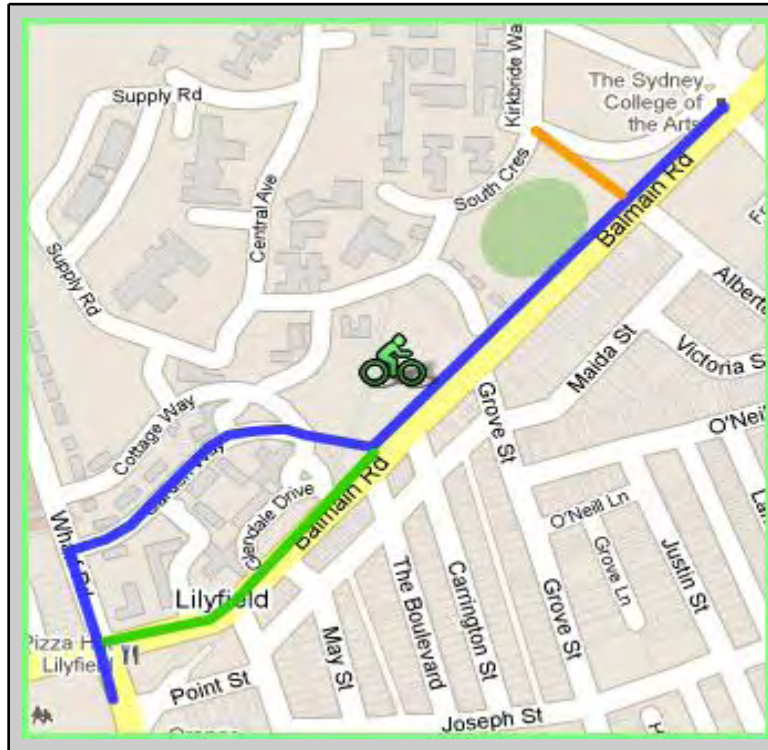


Figure 1 - Off road cyclepath along Balmain Road frontage.

From Balmain Rd at Perry St the route we propose would proceed along Wharf Rd for approximately 50m, then use existing Garden Rd behind the Ambulance NSW headquarters to the boundary of the existing staff car park B just off Balmain Rd, opposite The Boulevard. From this point the route would parallel Balmain Rd, along the line of the Callan Park brick wall (to be partly removed in the Masterplan) and through or next to the avenue of box brush trees where a jogging and walking desire line is evident by the path worn along this route.



Photo 1. Looking south along the wall on the Balmain Rd frontage of Callan Park.

The exact line would depend on the need for excavation, location of tree roots, underground services, etc, and whether the existing Balmain Rd footpath is retained and/or widened.

The route continues as a wide two way cyclepath (preferably separated from pedestrians) for approximately 500 m to the Cecily St main gate, crossing the enhanced pedestrian and bicycle access point opposite Grove St and the new Park entry road at Alberto St. Both crossings would require sensitive design to reduce conflict but retain convenience. At Cecily St gate, southbound cyclists would need a facility such as a right turn holding box (as in RTA guidelines for bicycles) in Cecily St to enter the gate when lights changed. We assume pedestrian lights would be retained at the Balmain Road crossing at Cecily St. These could be actuated by cyclists.

From the main gate cyclists would rejoin Darling St to Victoria Road in Rozelle or, if the side gate was open, cyclists could continue on a shared footpath as far as Manning St or possibly further towards Rozelle. Better marking of bicycle shoulder lanes from Cecily St to Victoria Road and a possible extension of the Rozelle 40 km/h speed limit to Cecily St would make the continuing on-road route safer.

We also propose improvements to the on-road facilities between Cecily St and Wharf Rd on Balmain Road, which would be achieved by removal of parking on the Callan Park frontage

(one side only). This is discussed below under **Balmain Road**.

External Bicycle Route Links and Park Access Points

The Masterplan says, and we strongly agree, that visitors to Callan Park should be encouraged to use Active Transport - walking, cycling, public transport - rather than motor vehicles. It is therefore important that bicycle access to Callan Park is of a high standard on the streets and roads leading to Callan Park. The main routes cyclists could take, such as Balmain Rd, Catherine St/Grove St, Darling St, Moodie St, Cecily St, Alberto St, Perry St, Church St should be identified and measures taken to improve them for cyclists.

An overall bicycle plan for Callan Park access should be made and incorporated in the Leichhardt Bicycle Strategy.

See Google Map <http://tinyurl.com/calpkmp> for an overview of our proposed plan.

Church St in particular could be made two way for bicycles to improve access from the west and the dangerous steel speed humps should be replaced with more appropriate speed humps.

The entry at Manning St from Moodie St would be useful for students cycling to the College of the Arts from Drummoyne via the Iron Cove Bridge cycleway and the new shared path on Victoria Road. It is essential that a well graded path should link from this entrance to the College and also to the Cecily St gate.

Balmain Road needs better and more consistent linemarking of bicycle lanes between Lilyfield Rd and Perry St. The existing traffic lanes in this section are wider than usual and could be narrowed to provide wider bike lanes. From Perry St to Cecily St the shoulder lanes are narrow, considering the volume of traffic. A solution could be to remove parking from the Callan Park frontage and use the width freed up to install wider bike lanes on both sides of the road. A bicycle lantern crossing of the City West Link for northbound cyclists is needed, as well as provision for a southbound crossing, utilising the unused footpath on the eastern side of the Balmain Road railway bridge.

Alberto St. The Masterplan proposes a new light controlled access to the park at Alberto St. The new entry road would cut the proposed frontage bicycle path and would need to take this into account. The new lights may make Alberto St attractive to motorists shortcutting to or from Lilyfield Rd through residential streets such as O'Neil St and Lamb St. The effects of the proposed lights should be studied on traffic flows. Cyclists may use Maida St to and from Grove St to access the Park via the new lights.

Regional significance

Callan Park is likely to become a significant destination for bicycle riders from a wider region: as noted it is part of a growing network of cycling routes from the City via the Anzac Bridge cycleway and Glebe foreshores, from the south via the Greenway and the Bay Run and from the west and north via the Iron Cove Bridge and Victoria Rd cycleways.

Callan Park could be one stop on an interesting sign-posted bicycle tourism route from the City to Balmain around the foreshores, or on a proposed Greenring bicycle route from the City through the Inner West and Inner South suburbs. See later discussion.

Signage

Signage on these bike routes should include Callan Park as a destination. The Masterplan should recommend that adjacent Councils include Callan Park as a cycling trip destination in their own cycling plans. Such signage and a map of the route placed at, for example, the southern end of the GreenWay (Dulwich Hill, Summer Hill) will encourage many cycling day trips to the Park that otherwise may not occur for lack of awareness. A similar concept applies for the connection to the City of Sydney via Anzac Bridge or Glebe Point Cycleways.

Sustainable Transport and Car Parking in Callan Park

We support the Masterplan's proposal (p76 of the Summary Report) for a Green Travel Plan for Callan Park that would have policies and set targets to progressively reduce car parking and car usage within Callan Park, and increase the use of active transport modes.

We contend that parking provision for over 1000 vehicles in the Park is excessive and that this is inconsistent with sustainable transport principles. In particular, the car park and a road closure as proposed in the Masterplan on the north end of Central Avenue would make a circuit of Kirkbride (explained in more detail below) difficult or less attractive. Car parking and manoeuvring in Military Rd would also make that road less bicycle friendly, and encourage cars to access the lower Park by North and South Crs, again impacting on the ability to provide a circuit for bicycle riders around Kirkbride and bicycle access to the lower Park and waterfront.

The quantity and location of car parking within Callan Park should be heavily restricted and, in any case, located so as to make cycling or walking less attractive or safe.

The provision of a shuttle bus from Balmain Rd would greatly reduce the need for car entry to the waterfront or the sporting ovals. The shuttle bus should have bicycle racks to enable less able cyclists to overcome the steep gradients between the Bay Run and Balmain Road.

Car sharing and bicycling should be encouraged for park users, particularly sporting teams and supporters. Once complete, the GreenWay project will afford a completely off-road bicycling route to the Park from many inner west suburbs, and thus, it would be reasonable to encourage participants and their families to arrive to weekend sport by bicycle instead of motorised transport.

Car parking along Balmain Road on the Park side should not be encouraged and we propose that **no parking should be allowed** between Wharf Rd and Alberto St. This would enable a wide bicycle lane to be provided on both sides of Balmain Road, as previously mentioned.

Bicycle Parking

Bicycle parking to Australian Standards (Austroads, RTA) and to Section 4.8 of the Leichhardt Bicycle Strategy should be plentiful and well distributed across the park, convenient to the major places of attraction, and in visible places or where security can be maximised.

To promote use of bicycles to sporting events, bicycle parking near the sporting ovals should be a priority. The City Farm and gardens, The Writer's Centre and the picnic sites on the waterfront would also be priorities.

Transport interchanges should include ample, secure bicycle parking.

Safety and other concerns about bicycle riders

We recommend that to reduce concerns expressed by some sections of the community about bicycle riders it is essential to start with good design of infrastructure that minimises hazards and possible conflict points, and caters for future demands. Many problems arise because authorities have not anticipated the large increase in bicycle use in the last few years, which is likely to continue.

In addition, engaging with bicycle riders through regular discussions is the best way to achieve safety and consideration of others. A **Path** or **Park Etiquette** for all users should be developed and made easily visible at entrances. Experience from park trusts such as Centennial Park and Bicentennial/Olympic Parks should be considered.

Internal Bicycle Route Links

The existing internal roads allow access to various areas and points of interest of Callan Park and also provide a quiet network to cycle around. Measures to restrict car use, speeds and parking on these roads are required to increase the safety and attractiveness of cycling.

The Masterplan does not define a specific network of bicycle routes in Callan Park or whether more paths are needed or which pedestrian paths can be shared with pedestrians.

An internal cycle path network needs to be defined and mapped, and a policy on use of paths (shared and sole use) developed. It should be borne in mind that children under 12 and accompanying adults can ride on footpaths, so footpaths need to be designed with safety of children on bicycles in mind.

Desirable cycle paths or routes are (see **Figure 2**):

- Moodie St gate to Kirkbride, via the least steep route which runs roughly through the bamboo grove to the circular garden and North Cr. (Noting that Moodie St leads from the shared path on Victoria Rd and so may attract cyclists from the Iron Cove Bridge cycleway). A connection to the Balmain Rd frontage cyclepath at the Cecily St gate would also be desirable.
- Supply Rd to Military Drive, on the low side of the present location of the staff swimming pool (following existing desire line shown by worn track over the grass), which could also link to Garden Way. This would provide a through route from Balmain Rd to the Bay Run.
Stub links from the upper parts of Wharf Rd to this path would provide an alternative to Wharf Rd with its likely use as a main motor vehicle access road in the

Masterplan.

- If Wharf Rd was closed to traffic it would be an ideal cycle route to/from the Bay Run.
- Cecily St gate to Kirkbride. If the current access road from the main gate to Kirkbride is to be removed a cycle path should be constructed, possibly on the same line.
- North Cr to Central Av around the north side of Kirkbride should be retained with current width (minimum 5-6 metres) as a separated bike and pedestrian path, so that a complete circuit of Kirkbride can be made. Possible use for a cycling event such as a Criterium should be taken into account. (See later discussion)
- A direct link from Cecily St gate to the Bay Run via a diagonal shared or separated path from the main gate at Cecily St to North Cr near the air quality station, following the line of the existing (mostly) unpaved pedestrian path. Then on North Cr to Waterfront Drive and to the lower oval and the Bay Run
- Church St (Dept of Health property)- remove steel speed humps and make two way for bicycles.

These routes have been selected with consideration for minimising path gradients, providing good access to major attractions and identifying easy-to-follow through routes.



Figure 2 - Bicycle access routes. Key: Red is on-road bike lanes, orange is on-road shared route, green is shared or segregated path, blue is separate cycle path.

Children's Cycling Circuit

In a previous submission to the Masterplan, LBUG proposed a children's cycling circuit, approximately 200m in length, somewhere along the Balmain Rd frontage. This idea is not in the Masterplan but we believe it is still desirable. There are few if any such circuits where young children can learn to ride safely. It is vital to allow the next generation of residents the opportunity to learn to cycle at an early age. Studies of participation in recreational and sporting activities such as the Council's Recreation and Open Space Study or ERASS data show bicycle riding as the fourth most popular activity after walking, aerobics and swimming, ahead of football.

An area just south of the proposed skate park and north of the proposed orchard, opposite Grove St, could be set aside for this facility. (Indicated by the bicycle symbol in **Figure 2**.) It is presently a grassed area, with some mature trees, and has been used for fetes in the past. Other locations close to the proposed City Farm or lower oval might also be considered.

The cycling circuit would be similar to the children's circuit in Centennial Park, where children from the ages of about 5 to 12 can learn and practice their riding on a relatively flat uninterrupted (with some undulations for variety) circuit path. Locating the circuit close to Balmain Road would make it convenient for local families, with easy flat access from Grove St or along the Balmain Rd bicycle route. Locating the circuit in the lower park would require more of an effort to descend and to climb back up for residents south of the Balmain Rd/Perry St ridge, but would be more convenient for residents who access the park via the Bay Run.

Note that this is **not** proposed to be a CARES type learning area, with miniature road signs and intersections, but a continuous easily ridden circuit.

Active Transport Loop

The Masterplan proposes an "Active Transport Loop", although stops short of defining what this means. We understand that the concept was intentionally left open for interpretation. In our opinion, this loop or route should be provided as an extension of the Bay Run or the Balmain Road route, for enjoyment and exploration of the Park.

We propose two loops, a shorter flatter inner loop which circumnavigates the Kirkbride complex on existing roads (North, South and Central Avenues), and a longer and more challenging outer loop descending from the Balmain Road ridge towards the Bay Run and looping back up around Kirkbride and the northern garden area. The two proposed routes, which cross at one point, are shown in blue in **Figure 3**. The total distance of the two loops is about 3.5 km.

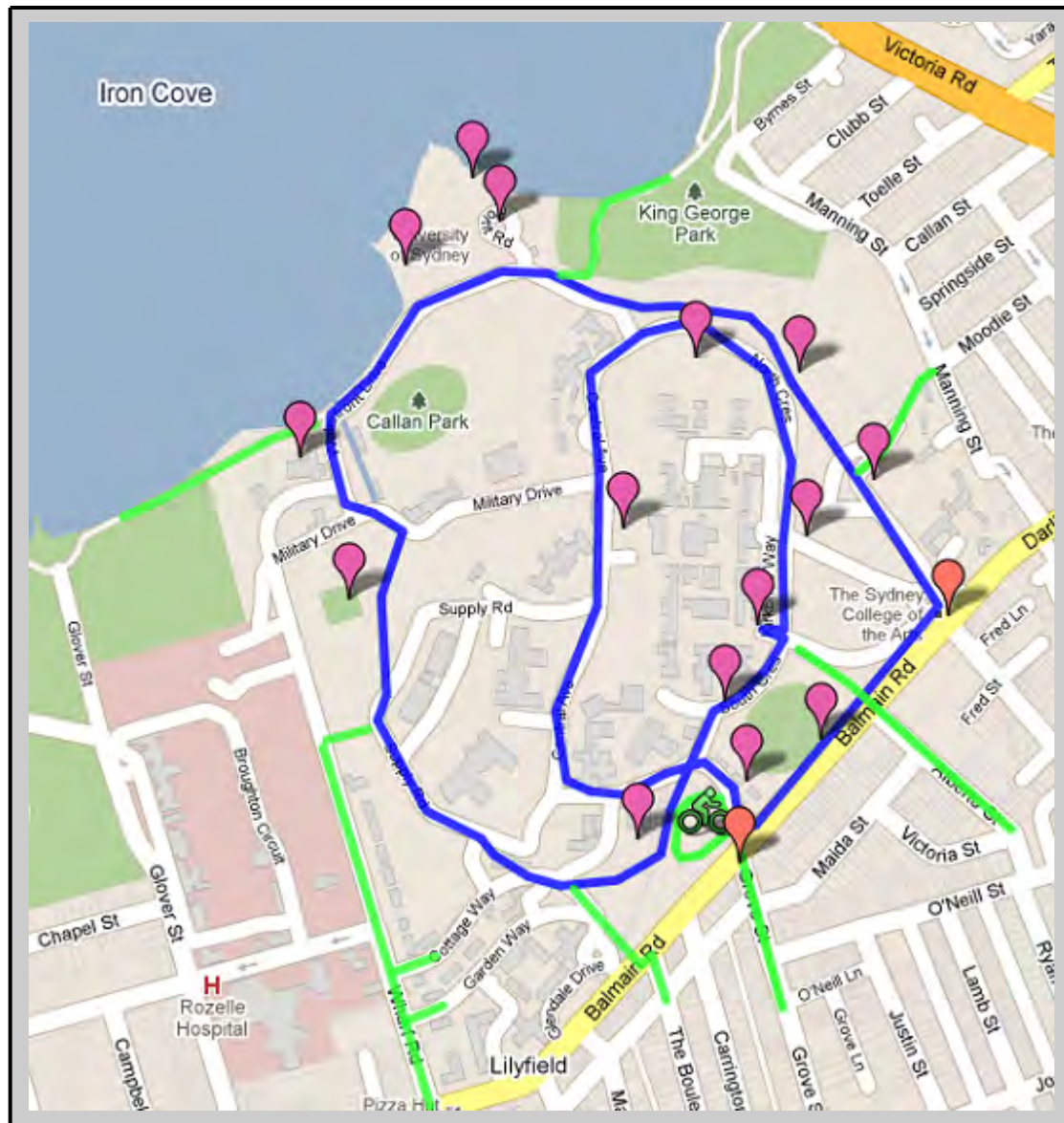


Figure 3 - Active Transport Loops (shown in blue). Access routes to the Park are in green.
More detail on <http://tinyurl.com/activetransportloop>.

Callan Park Cultural and Historical Route

Callan Park should include a signposted cultural/historical walking and cycling trail taking in the gardens, Kirkbride, Writers Centre, City Farm, skate park, children's circuit, bamboo grove, rain forest gully and other points.

The route could also be developed in the context of a "treasure hunt" for children or educational resource, where children seek out information on topics such as the environment, history or architecture.

People will have many reasons why they might like to ride through the park. Basic connectivity and legibility of the path network and ease of access are essential to enable riding of bicycles to most areas.

Callan Park as part of Sydney's Green Ring

Callan Park is part of the **Green Ring** cycleway proposal (www.sydneeygreenring.blogspot.com). The Masterplan should note this and support the concept of a "green" cycle ring route around Inner Sydney, which would start in the City, follow the Anzac Bridge cycleway, Lilyfield Rd, go through Callan Park (via either Cecily St or Grove St), follow part of the Bay Run and Hawthorne Canal in Leichhardt LGA, the soon-to-be-completed GreenWay route through Lewisham and Dulwich Hill, the Cooks River path to Tempe and a path through Alexandria or East Lakes or nearby back towards the City, providing a 30 to 40 km complete circuit.

Callan Park and Bicycle Tourism

Callan Park should be included on a Tourist Route for cyclists through Rozelle and Balmain, to cater for the growing cycling tourism market. This route would be signposted along mostly existing Council bicycle routes around the foreshores with marked points of interest, such as Dawn Fraser Pool, Cockatoo Island, Yurulbin, Ballast Point, Mort Bay, East Balmain, Illoura, Balmain Village, White Bay. Self guided tours using detailed maps and notes (already available through local historians) could be provided. Local business opportunities for hiring bicycles may develop. See more detail at Google Map <http://tinyurl.com/balmaintour>.

Mountain Bike Facilities

Inner city urban spaces such as Callan Park well provide for "Pocket Park" bike facilities such as "Skills Parks", "Dirt Jumps" and "Pump Tracks" which are becoming increasingly important in urban areas. "Pocket Parks" are widely recognised for being able to attract children from nearby urban communities to physical activity. Such a facility could be accommodated on the embankment below the Covalescent Cottages and east of the lower oval on Waterfront Drive and would integrate well with the Masterplan's proposal to incorporate a skate park. Provision of a Pocket Park would tend to minimise impromptu use of other areas in the park. Willoughby Council currently operates a Pocket Park bike facility in Northbridge, Sydney.

The concept of "Pocket Park" is explained in more detail in Appendix A.

Callan Park Bicycle Events

Venue for Leichhardt Council Big Bike Day. Callan Park could be the venue for this annual event if a suitable cycling hardstand area and other facilities were provided.

Criterium race for Callan Park. Local cyclists have proposed an annual semi- professional bicycle race in a circuit on the roads around the Kirkbride complex. This race would be run by racing cycling clubs under the appropriate racing cycling guidelines and fully insured and managed as a professional event.

For this event it would be necessary for the existing road around Kirkbride to be repaired and retained in the northern and north western sections, not closed or removed as appears to be proposed. Any closures could be of a type that is easily reversible for the purposes of an event like this.

Keeping this circuit of Kirkbride (via the current North Cr, Central Av and South Cr) would also enhance the everyday cycling experience in Callan Park, as it is relatively flat and passes by the main attractions and viewing points of the upper park.

Cyclocross event. Cyclocross is a form of cycling on gravel , grass or dirt circuits with various obstacles for the bicycles to be jumped or carried over, using light weight cyclocross bikes rather than mountain bikes. Callan Park topography would be suited to this form of event if a suitable circuit could be found.

Callan Park Bicycle Hub

We propose that Callan Park incorporate a “Bike Hub” which would serve as a bicycling resource, information, outreach and events centre as well as a (generally free and open) bicycle recycling and repair centre. Depending on the financial model adopted for the Park, the Hub would likely also include a “bike cafe” which would allow for the initiative to be self-funding. The Bike Hub would be located within one the existing buildings on (eg, Building B505 or B504) or near the Bay Run path so as to be highly visible to passing cyclists. The Masterplan’s proposed bike hire scheme could be managed by the Bike Hub. We would seek that the Hub be operated by a not-for-profit cycling interest group (eg, Leichhardt Bicycle Users Group or BIKESydney - both of which are affiliated with Bicycle NSW) which would focus on outreach and the promotion of cycling within the inner west region. BIKESydney has already approached several Park.

At Callan Park, we are seeking particular to emphasise how the bike can serve to knit communities together. The Bike Hub would have a meaningful role with ALL future tenants of the Park - the Arts College (commute to college, art rides, culture), the NSW Ambulance service (commuting), the public gardens (cargo bikes for carrying tools and plants), sporting groups (ride rather than drive to Saturday sports), the recreational park users (the joy of riding) and of

course, the mental health services (rehabilitation by bike, bike-servicing etc.) The Bike Hub can be a great way to encourage cross pollination between the Park's tenants.

Our view is that cycling is relevant and can be adapted to almost ALL aspects of life. Our goal is to make cycling so enjoyed, regular and prominent as to be unremarkable.

Correction of Existing Hazards within Callan Park

The redevelopment of Callan Park brings the opportunity to correct existing hazards. The location of each of the hazards identified below is indicated in **Figure 4** and at <http://tinyurl.com/calpkmp>

As is noted in the Masterplan the roads in the Park have been left to deteriorate and pose a safety risk to cyclists. We support the Masterplan's recommendation that repair of roads and paths should have a high priority.

The surfaces need urgent repair in a number of places. The entrance at Cecily St gate has a large lip on the kerb crossing from Darling St, with jagged edges. This needs urgent repair. Lips on other access points in Wharf Rd, eg Garden Way, need grinding back.

Steel speed humps on Church St should be replaced with bicycle friendly devices.

The one way westbound restriction on Church St should be altered to allow bicycles to travel in both directions.

Bay Run at Glover St. Widen the path through the embankment near the aviation beacon enclosure and past the Leichhardt Rower's Club. Remove or cut back casuarina trees blocking sight lines or reducing path width.

Main gate entrance needs extensive repair to road surface and kerb crossings to provide smooth access off Balmain Road. Lips on driveways and other entrances need removing wherever possible.

Bollards on the Bay Run should be removed as they serve no useful purpose and can easily be bypassed and pose a safety hazard if hit or fallen on.

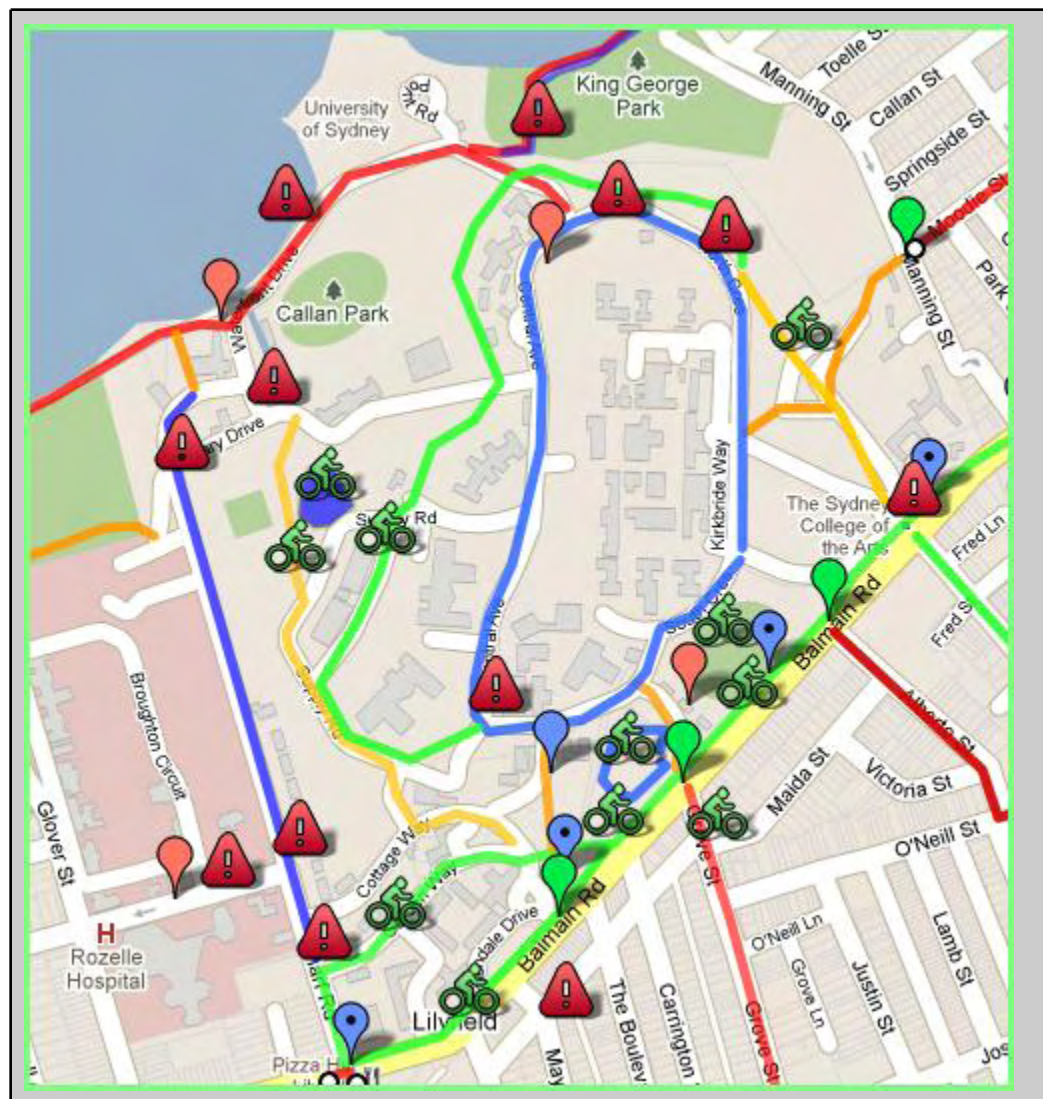


Figure 4 - Existing cycling hazards in Callan Park identified by red triangle symbols. Green markers are access points. For more detail see Google Map at <http://tinyurl.com/calpkmp>.

Summary of Recommendations

- Build an off-road cycleway along the Balmain Road frontage from Wharf Rd to Cecily St;
- Include a children's bicycle circuit;
- establish a bicycle plan for the park, including access to the park, bicycle paths and routes in the park, bicycle parking and signage, which should be incorporated in the Leichhardt Bicycle Strategy;
- Develop a Park Use Etiquette for bicycle riders and pedestrians in consultation with cyclists;
- Include an Active Transport Loop to enhance the Callan Park experience for bicycle riders;
- Include a right turn facility at Cecily St for entry to the park for cyclists from Balmain Rd;
- Develop a Cultural and Historical route accessible by bicycles;
- Consider holding Bicycle Events;
- Encourage Bicycle Tourism to Callan Park and Leichhardt by sign posted routes;
- Recognize Callan Park as part of the Green Ring bicycle concept;
- Develop a Bicycle Hub in Callan Park;
- Give priority to repairing roads and paths and other hazards for cyclists;
- Support a Shuttle Bus, with a bicycle carrying rack;
- Reduce and modify Car Parking numbers and areas and promote Sustainable Transport;
- Talk with the Light Rail operator to ensure continuance of free transport of bicycles.

Conclusion

Page 72 of Leichhardt Council's Bike plan states:

It makes good economic sense to encourage more cycling. In inner city environments, bicycles can be an effective replacement for the second car, this having a direct impact on household savings. By concentrating on short trips, residents are more likely to use their local facilities and services, thus supporting the local economy.

Increased patronage and enjoyment brought about by making Callan Park attractive to bicycle riders will improve the long term viability of the Park.

Bicycle riding has obvious benefits in terms of the environment, sustainability, personal health and well being but a much underestimated driver of cycling uptake is the personal and community saving in cost and convenience. As the price of petrol, parking and vehicle running costs increase bicycle usage is likely to continue to rise.

Callan Park will become a very attractive public park. The Park is on major cycling trunk routes, particularly from the area within about 5 km which includes the surrounding Local Government areas of the City of Sydney, Marrickville, Ashfield and Canada Bay, but also from up to 10 km away.

We believe that investment in making Callan Park an attractive place to visit by bicycle will have long term benefits to the community.

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Leichhardt Bicycle Users Group Inc and BIKESydney Advocacy Inc are community groups affiliated with Bicycle New South Wales, the State's peak (non-racing) cycling organisation. We work with local government and state authorities to achieve improved and safer bicycle facilities and to encourage the use of bicycles in the community.

APPENDIX A

EXEMPLAR MOUNTAIN BIKE “POCKET PARK” FACILITIES FOR CALLAN PARK

Inner city urban spaces such as Callan Park can serve as an excellent basis for compact bike park facilities. Such “Pocket Park” bike facilities are becoming increasingly important in urban areas around the globe where open space is limited but the demand for outdoor experiences within the community is high. “Pocket Parks” are widely recognised for being able to attract children from nearby urban communities to physical activity. The provision of these facilities in close proximity to residences, Providing these challenging areas for bike riders to improve skills and fitness within close proximity to their homes also helps to reduce travel time and greenhouse gas emissions, while making it easier for local residents to recreate and stay healthy.

Successful Pocket Parks contain a variety of features to suit a wide range of users of varying abilities from beginner to advanced and when co-located with other facilities can cater for family groups seeking different recreational experiences in one location. For example families can enjoy a BBQ while the children (or a parent) ride the tracks. By providing facilities for beginners through to experts, riders can evolve from one level to the next in a safe and managed manner by using the purpose built features.

This type of Pocket Park is “cutting edge” and should be considered a completely new way of providing outdoor recreation for Australians. To convey the nature of these facilities the following document provides local and international examples of the types of facilities that could be considered.

All of the proposed bike park facilities are appropriate for both BMX and mountain bike bicycles.

Reference Sites:

Northbridge Pump Track – Willoughby Council

<http://www.willoughby.nsw.gov.au/Community/Recreation/Playgrounds/68/>

<http://youtu.be/UWwRjAzh4R0>

Valmont Bike Park, Boulder Colorado (developed in partnership with IMBA)

<http://www.bma-mtb.org/valmontbikepark/>

http://bma-mtb.org/valmontbikepark/VBPFEST_VisionR2sm_0.pdf

http://bma-mtb.org/valmontbikepark/VBP_Park_Map_3-2009.jpg

Underutilised space can often also be put to good use by a Pocket Park. The following example demonstrates a compact, but comprehensive facility that has been created underneath the interstate highway bypass in Colonnade Mountain Bike Skills Park, Seattle Washington.



Potential Urban Park Bike Facilities

There are four main types of Pocket Park facilities. These are:

- Skills Park
- Dirt Jumps
- Pump Track
- Dirt Circuit (XC – Dirt Criterion)

Skills Park

A “Skills Park” usually contains low level obstacles with clear “fall zones” that can be practiced repeatedly to improve skills and simply have fun trying. They are designed to be inclusive and allow even novice riders to “give it a go”. Individual obstacles include “skinnies”, “see-saws” and “roll-overs” which are suitable for bikes. These obstacles (Technical Trail Features - TTFs), can be built from robust natural materials such as rocks and logs or building materials such as concrete, steel or even recycled plastic products. Whichever materials are to be used they need to be durable and resilient to vandalism, particularly in urban areas. The following shows Whistler Skills Park at the base of the resort for patrons to “warm up” or build their skills before riding the trails.



Pump Track

Pump tracks, such as that provided by Willoughby Council (contact Adam.Cole@Willoughby.nsw.gov.au Parks and Facilities Manager) in Northbridge, Sydney, are a recent innovation that provide fun and fitness for anyone who wants to participate. The size of these facilities can vary significantly, but they are cost effective and extremely safe for recreational users of all ages. The idea is to be able to ride continuously *without having to pedal*.

This track allows the rider to “pump” the bike over the ups and downs to move it forward along the track rather than pedalling. This is a fun activity in itself and is also a valuable skill on a trail to ride more efficiently. Furthermore it also develops skills required for jumping.



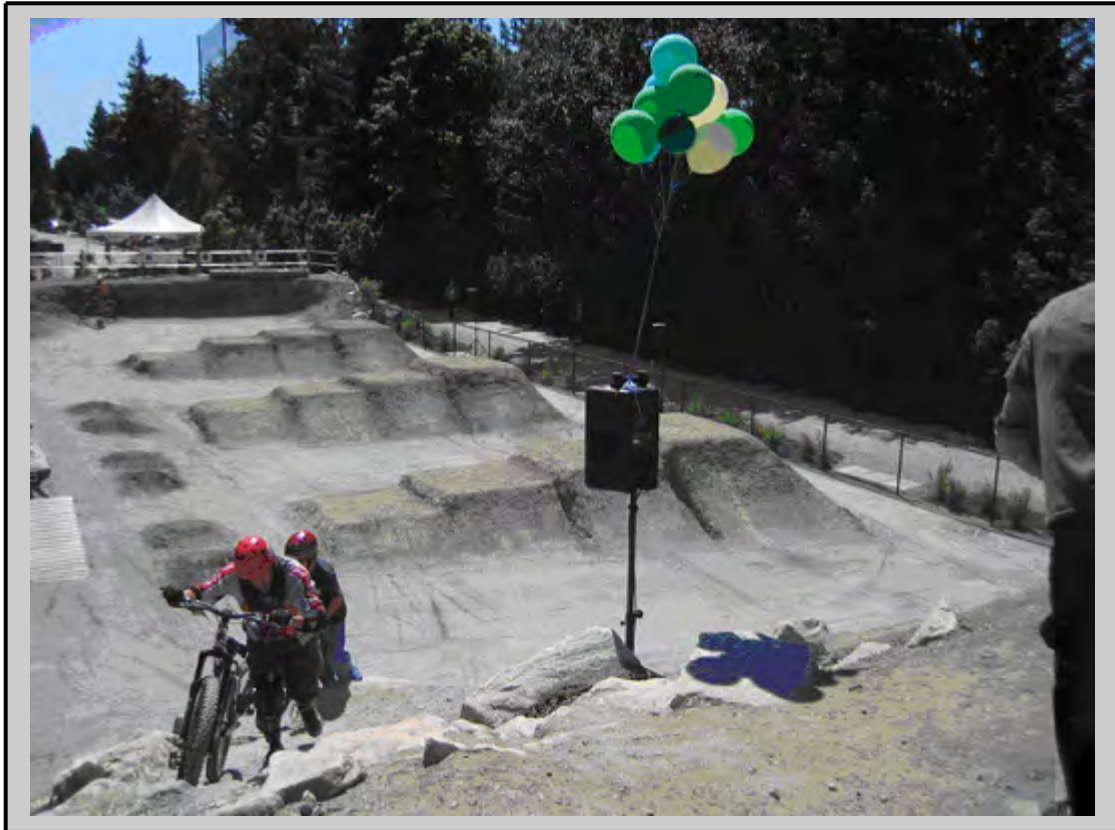
Eagle Mountain Bike Park, Adelaide, South Australia



Whistler, BC, Canada

Dirt Jumps

Dirt Jumps are currently very popular in Australia. While initially more popular with younger people under 25 years of age, many older riders are now learning to ride these jumps. This helps develop jumping skills for use on trails and is a separate discipline in itself that may be enjoyed for short periods on the way home from work and while juggling commitments for those with young families. The example below presents a strong execution of a “progressive” jumps track.



Dirt Jump Progression



Whistler Dirt Jumps on Council Land

Dirt Circuit

Urban bike facilities also often include a short cross-country style (XC) “short course”. A 1 to 2 km loop that maximises remaining space effectively would be also suitable for running. Furthermore, for families, members can get some exercise on this loop while others “play” and “practice” on the more challenging bike park features thus delivering a facility that can cater for the whole family.



Valmont Bike Park, Boulder Colorado