
GET OUTDOORS, GLENORIE !

Some Bicycling etc plans/ideas for arts & culture, active transport, recreation and tourism in GLENORIE



INTRODUCTION

Community feedback was requested via a Galston & Glenorie Community News article by the Glenorie Progress Assn. In response, here are some ideas and observations from a local 'Raging (bicycle) Granny...'



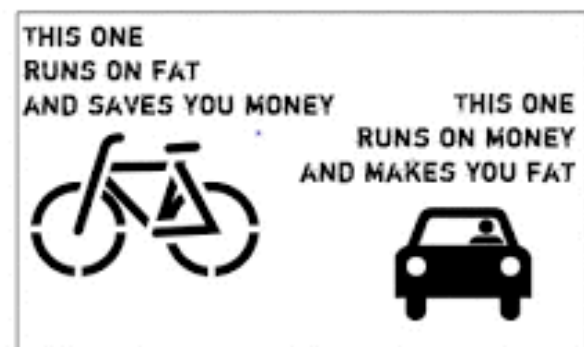
EASE TRAFFIC WOES

ACTIVE TRANSPORT & TRAFFIC CONGESTION

Campaign for the subsidised purchase of E-Bikes to commute in to work, or use as bridging transport. Ebikes and cycling should be subsidised by NSW state govt. as part of their Climate Change etc policies. Pernicious NSW cycling 'road safety' regulations and draconian demerit fines must be disallowed, as they obstruct cycling and have made the practical, fun & healthy activity of bicycling into a political act in NSW.

The age of the car is dead. The daily commute is an utter nightmare- no matter how wide the road or how safe, upmarket or 'environmental' your car is. Congestion levels every driver to snails pace and voluntary inCARceration. Futureproof the Glenorie area by changing commuter behaviours and facilitating that change. **We urgently need a safe, separated and/or shared wherever possible CONTINUOUS cycle path IN BOTH DIRECTIONS** from Glenorie all the way along the Old Northern Road ridgeline to Castle Hill NW Metro (only 19km away) and Cherrybrook NW Metro Station (only 20km away) linking to all schools and employment hubs on and off the ONR ridgeline. **This critical 'watershed' ONR cycle path** must link through to Parramatta and Galston/Hornsby via other planned/existing cycle path transit networks.

Safe cycle paths to Glenorie Schools must be built all around the village for a 5-10km radius to free up parking, then the challenge is facilitating and changing mindsets to allow children the independence to ride/walk to school and back... The alternative is hundreds of unnecessary private vehicles around our schools perpetuating stress, parking woes, conflicts with residents, congestion, and dangerous traffic conditions for children... thereby further reinforcing the cycle (no pun intended) of fear and obstruction. Consequently, everyone stays inCARcerated, disengaged, inactive, overweight and unhappy.





BRITISH COLUMBIA: Separated shared paths, Village of Courtenay, Vancouver Island. (Look! Teens riding with no helmets, aka 'foam hats.')

NEW SOUTH WALES: Utterly shameful! Bicycles are mandated by law to share traffic lanes with heavy traffic between Castle Hill & Cherrybrook NW Metro Stations, as well as all access roads to our closest rail stations.



If you are 16 years old and above, cycling on a footpath is illegal in NSW. The penalty is a staggering \$330 fine. 'Crackdowns', obstructive regulations and huge fines criminalise pedestrian and cycling activity in NSW.

RECLAIM PUBLIC SPACES

FIRETRAILS, ROADS, SERVITUDES, BEACHES & CREEKS FOR COMMUNITY ACCESS.

There seems to be trend, by a handful of landowners, to claim public servitudes, creeks, firetrails, and even entire beaches and inlets for themselves. With more and more development and people moving into the area, Council and State authorities need to ensure that private property and recreational bushland boundaries are very clear. Navigational markers should be installed along existing and future trails, with bushland maps readily available for landowners and the public to access and refer to for proper navigation and demarcation. Public land should be protected and accessible and not become a source of conflict due to poor land management. The Glenorie area is intersected by deep creeks- as is most of the NW Hills/Hawkesbury district, so topographically, we are divided. This must not be further reinforced by poor development planning or property owners illegally land locking entire areas and preventing the communal right to link and appreciate such areas on foot, horse, bicycle or boat via local roads, trails, servitudes and waterways.

LES SHORE RESERVE

PUMP TRACK & ART TRAIL AT LES SHORE RESERVE

Not everyone wants to do a sport that has a ball in it. Build a bicycle pump/skate track at Les Shore Reserve for local kids, (visitors, travellers) and adults to practise their cycling skills and have fun riding together. *(Research: TERRY HILLS pumtrack- meteorically popular with anyone from age 3-63!)* Include a short, educational (1-3km) dirt path XC/walking circuit within in the reserve bushland to explore and appreciate the bush. This could also be disabled-friendly. It's also an easily accessible (just pull in off the main road) very attractive and desirable location for an **art trail**- where artistic full exterior markers, signage, maps sculpture etc are created by all our amazingly talented local artists and permanently installed along the trail as public artworks. *(Research: Hello Koalas Art Trail)*



GLENORIE CIRCUIT DIRT PATH TRAIL

APPRECIATING RECREATIONAL & SCENIC VILLAGE FEATURES ON AN EQUESTRIAN, WALKING & CYCLE CIRCUIT:

Build a 20km+ gravel path 'Rotary trail' creating a multi-user horse riding, walking, wheelchair, and cycling circuit all around Glenorie for tourists, equestrians, elderly, families, novice riders & the disabled. Take in scenic & heritage Glenorie features, have information boards & maps, rest stops/regrouping areas at selected Glenorie places.

Build safe pedestrian/bicycle crossings across ONR & Cattai Rd (*Research: Galston Nature trail- but this Glenorie circuit trail must be much, much longer, and dual use- GNT is unfortunately walking only and way too short- only 1km!?)*)



ABOVE: Rotary Trail features around Courtenay, Vancouver Isl.

NEXT PAGE: Galston Nature Walking Trail by Hornsby Council and closure of Quarry Road firetrail 'for safety' with no detour trails provided for Park users and exceptionally poor management of the situation in general.





MOUNTAIN BIKING TRAILS NETWORKS & BUSH LINKS

Imagine there were zero facilities for thousands of soccer and rugby players in Sydney? Or there were a handful of illegal footie facilities, but they could be randomly closed by police 'crackdowns' at any time...Well, Greater Sydney has NO public PERMANENT offroad cycle trails networks of any significant distance for sanctioned offroad cycling.

There are currently just two official, very confined 'bike parks' for the whole of greater Sydney; Hornsby Council's OMV and Western Sydney Parkland's Wylde MTB Park- rumoured to be bulldozed soon for the new airport roads off the M7

5 or 10km is not a 'mountain bike trail.' Cycling around tedious short laps and dead-end out & back firetrails is not 'mountain biking,' either. A bicycle can cover huge distances very efficiently in a short time. Factor E-Bikes into the mix and you can ride cycle routes even faster- and it's FUN. Sanctioned, navigable DIRT singletrack networks of 50-200km are what is urgently needed.

Mountain biking is a popular, global sport and recreation and there are thousands of passionate, healthy and environmentally



aware offroad cyclists in Sydney who officially have nowhere permanent to ride their bicycles away from and off the stressful, traffic sewer roads of Sydney. Yet, tens of thousands of hectares of bushland (Crown, National Parks, Recreation Reserves, Sports grounds, Catchment/creek areas) remain mostly empty- inaccessible, unappreciated and under-utilised, because access to them for bicycling, walking and outdoor recreation in general has been denied or is not at all facilitated or encouraged. **This incredibly frustrating situation is the root cause of unsanctioned trails being built and ridden, putting people in danger, causing unnecessary conflicts and, worst of all- damage to the beautiful bush.** But unsanctioned trails are still the only option available for thousands of Sydney mountain bicyclists who want to do offroad rides of 15-100+ km.

The absence of trails networks also represents major missed opportunities for: a) tourism b) addressing youth obesity & mental health, c) employment opportunities, d) contribution to local regional economies, e) community lifestyle improvement, f) Creation of third places and community engagement g) better property prices (due to close proximity to good trails), h) Firefighting facilitation; fire services being able to better fight fires due to better foot access to remote bush areas along trail network singletracks.



Ideas & Recommendations for local bushland Trails* Networks & LINKS:

****Where 'trail' means singletrack DIRT. Not a paved, concrete 'path!'***

LINK Kenthurst EAST/WEST to ONR via a new footbridge over O'Haras Creek joining (past Kenthurst Public School) Dural Rd>Wyoming. This could/should rather be a paved bicycle/walking path, to provide more safe cycling route options for cycle commuting and recreational use for ROAD cycling away from busy, narrow roads.

LINK Wyoming to Galston Recreation Reserve via the substation and a new Galston Recreation reserve trails network.

LINK Nollands Road with Heckenberg Road with a new footbridge over Colah Creek. This could/should rather be a paved bicycle/walking path, to provide more safe cycling route options for cycle commuting and recreational use for ROAD cycling away from busy, narrow roads.

MARRAMARRA NATIONAL PARK: LINK Smuggler's Ridge Trail with footbridge over Marramarra Creek up to Canoelands Ridge firetrail. Where gradients are too steep, build climbing trails to facilitate cycling up and down. Improve existing, and professionally build new shared trails for cycling and walking up and down Smugglers' Ridge. Also build singletracks along Coba Ridge etc- basically, just build new single tracks which link all ridgeline firetrails together in this vast, inaccessible and therefore under-utilised National Park. Parks & OEH Ministry need to get on board with facilitating far more outdoor recreation opportunities for taxpayers and tourists.

Further links and amazing, long distance bush trail networks could be developed from built up areas like Castle Hill to Annangrove, Kenthurst then through to Cattai and beyond. We still have world class natural assets to work with here that have not (yet) been destroyed or landlocked by unbridled development.

New trails are being built globally from humble Tasmania to the mtb mecca of the North Shore in BC which are not just trails, they are works of environmental ART. With more political will, good land management and community support, we can do the same in our own backyard and then benefit from all the mental, physical, environmental and economic benefits.