

April Ye
Muddy Creek Masterplan
Bayside Council
PO Box 21
Rockdale NSW 2216

26 August 2022

Via email: april.ye@bayside.nsw.gov.au

Dear April,

Re: Muddy Creek Masterplan

Thank you for contacting Bicycle NSW seeking comment and feedback as a key stakeholder with interest in the future of the long-term planning initiatives of Bayside Council and the Muddy Creek Masterplan.

This project, in conjunction with recent construction of active travel infrastructure in and around Kyeemagh area, serves to strengthen community access to local destinations such as schools, sports fields, open space, beaches and local businesses. In providing these improvements to the area, Council is actively providing benefits to the community's access to local amenity, and in doing so, making the area a more desirable place in which to move through and live within.

Bicycle NSW's assessment of the project and comments included below can be cited for reference and consideration regarding the future planning of the site and its surrounding area.



Figure 1:
View of Cooks Cove and Muddy
Creek, (Source: TfNSW, [Cooks
Cove Planning Report 2015](#))

Location:

Muddy Creek forms the vital junction point in an open space and active travel corridor connecting south-eastern Sydney population centres to the CBD, the Inner West and Sydney’s Airport Gateway. The main southern trunk is currently being upgraded as an active transport corridor within the open space Rockdale Wetlands corridor part of the NSW Governments M6 Motorway project. The junction at Bestic Street and Muddy Creek provides important connections to the Botany Bay foreshore shared paths at Brighton-Le-Sands.



Figure 2: The current masterplan proposal for Muddy Creek open space (Source: Bayside Council)

When complete, this active transport corridor is expected to be highly utilised as they are deemed to be:

- *Safe and Desirable:* as it is separated from the road network
- *Direct:* as it utilises previously underutilised public space connecting communities to urban centres according to natural desire lines
- *Convenient:* because it enables active travel by avoiding the often-congested road network,
- *Enjoyable:* because the desire lines of the AT corridors weaves along waterways and across verdant bushland and wetlands habitats.

Whether commuting, exercising, going to school or visiting, an active transport-focused vision for Muddy Creek will make travel to and through the site easy and enjoyable for the community living in, and visiting Bayside.

Future Growth:

Muddy Creek aligns with Bayside Council’s redevelopment plans that anticipate rapid population growth. Bayside population is forecast to grow by 16% to 128,169 by 2041ⁱ. In response, the Arncliffe to Banksia Growth Precinct with 10 000 new homes, will be one of Sydney’s fastest growing areas and require mode shift towards healthy, efficient, non-polluting, low-congestion active transport choices. This is further supported by:

- The *Movement and Place Framework*, which values places for their liveability and walkability and takes an integrated approach to transport planning.
- *Road User Space Allocation Policy*ⁱⁱ and *Providing for Walking and Cycling on TfNSW Projects Policy*ⁱⁱⁱ- both place active transport front and centre, and prioritise walking and cycling over private car use.
- Future Transport Strategy 2056 Plan (2018)^{iv} seeks ‘to ensure walking and cycling are the most convenient option...(and to) reduce congestion on our roads and public transport networks by delivering projects that encourage a shift to walking and cycling’.
- The Sydney Green Grid^v, proposes an interconnecting regional network of open spaces that support walking and cycling. This is developed further by:
- The Eastern Harbour City Strategic Cycleway Corridors^{vi}, which envisions an integrated network of bicycle corridors connecting key centres and major points of interest (Figure 3)



Schematic Map: Muddy Creek on Sydney’s Strategic Cycleway Network

Figure 3: Regional view of Cooks Cove and Muddy Creek active transport connectivity needs (Source. TfNSW *Strategic Cycleway Corridors*, 2022)

Active Transport inclusion in Council projects:

There has never been a better time for building active transport infrastructure. As the Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, has asserted, active travel projects that stitch the suburbs together and enable people of all ages and abilities to get around without a car are more sustainable than megaprojects^{vii}. Bicycle NSW supports works to date, and further encourages Bayside Council to continue its progressive trajectory for walking and cycling infrastructure surrounding Muddy Creek exemplified by the new walkable, rideable Kyeemagh School built on accessible paths separated from the road network

Muddy Creek plans:

The demolition of the previous Fisherman's and Boating Clubs or 'Fishos Club' enables opportunities for renewed function for the waterfront site. Bicycle NSW supports the themes of accessibility and *Place* enhancement, outlined in Council's proposed Muddy Creek masterplan, serving to provide a new, and quiet waterside location for the community and great place for community groups to gather.

Of note:

- Bicycle NSW supports the protection and enhancement of facilities related to the local Men's Shed as a vital community service, whose patrons would benefit from improved walking and cycling paths.
- Bicycle NSW supports the proposal to upgrade the park facilities to offer greater opportunities for social inclusion for all community groups. The preservation of this site and the community gardens underscores social and economic accessibility and the connection to place at the core of the project. To maintain that commitment to full inclusion, we recommend that design elements are audited for disability access.
- The upgrade of paths is consistent with the technical recommendations outlined in the NSW Government's Cycleway Design Toolbox (2021) – particular specifications relating to path width. Shared paths should be at least 4m wide, or consider a separated walking and cycling track – suited to the classification and usage of this regional cycling corridor.
- That any cycling and shared paths that are proposed cross over car park entrance roads do so as a prioritised (raised threshold) crossing point. That is a wombat crossing or similar LATM road design measures as per Austroads (6A) Design Standards for Walking and Cycling^{viii}. These design measures will serve to slow and control vehicle and bicycle speeds within the precinct, and also serve to raise greater awareness and visibility of the presence of bicycle riders and pedestrians at this junction.

Bestic Street crossing:

A safe and effective crossing at Bestic Street (Figure 4) is essential to the success of the Muddy Creek precinct as a viable active transport corridor for the local community and others passing through. The current pedestrian island on Bestic Street where users are required to cross, is less than 2m-wide and non-compliant for both pedestrian and bicycle use (re: Austroads Standards). For bicycle crossing, a refuge must be >3m wide.

As a regional cycleway corridor, the volume of users predicted to cross Bestic Street at this location upon the completion of the M6 active transport corridor will be considerable. Bicycle NSW request that this crossing is upgraded to a bicycle crossing treatment as described with Austroads (6A) Design Standards for Walking and Cycling^{ix} and the TfNSW Cycleway design Toolbox^x. In addition to providing great safety at this crossing point, we recommend:

- Enhancing/widening the pavement area on each side of Bestic Street to better align with the shared paths and provide improved visibility and manoeuvrability.
- Upgrading the refuge to a raised pedestrian and bicycle crossing of Bestic Street, with a fenced area to guide users to this point.
- Consider a tiled or tactile pavement treatment to indicate a low vehicle/bike speed (10kmh) zone within the Muddy Creek precinct.
- Reduction to single traffic lanes west of Francis Street with widened verge shoulders for increased pedestrian safety and convenience.



Figure 4: Bestic Street is a major junction point of the future regional cycleway corridor and is currently non-compliant for bicycle use. Bicycle NSW seek a safety upgrade of this crossing.

Barton Park:

Bicycle NSW notes and supports Bayside Council’s vision for the redevelopment of Barton Park which lies to the west of the Muddy Creek site, including features to transform the foreshore into a thriving environmental and community space. Bicycle NSW recognises that this precinct will serve as a future recreational and sporting hub to serve the growing community (including those predicted within the Arncliffe Banksia growth area). Barton Park already provides an important strategic link within the regional cycleway network, and this will only be further enhanced when a future Cooks River Foreshore path is completed as part of a future Cooks Cove redevelopment.

Active and sustainable travel modes will serve the area well as it grows into a well utilised destination for Bayside’s existing and future communities. Bicycle NSW support Bayside Councils work in developing active transport infrastructure as part of Barton Park development and the Muddy Creek Masterplan.

30km/h on local streets:

Residential streets form a critical part of any active travel network. 30 km/h speed limits reduce the need for separate bicycle infrastructure on local residential roads. 30 km/h has been shown as an optimal speed limit to allow people driving and cycling to share the road safely and is becoming a standard speed limit in many parts of the world. All single lane roads in Spain have been under a 30km/h limit since May 2021 and 30% of UK residents live in 20mph areas. The Western Australian Department of Transport has rolled out several

'bicycle boulevards' using residential streets as part of its Safe Active Streets programme. Lower speed limits are an important building block for Vision Zero, an approach to road safety that was launched in Sweden in 1994 with the simple premise that no loss of life is acceptable. The Vision Zero approach has been highly successful and has spread to many other countries. The key policies include prioritizing low urban speed limits, pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education.

We thank Bayside Council for the opportunity to comment on the Muddy Creek Masterplan. It addresses many social, environmental and economic sustainability problems through well-considered place-based innovation that complements the built and natural world. It is one of the most exciting and progressive active transport plans to emerge among Sydney's local governments. We look forward to its progress and continued detailed consultation with the Bayside Council as this project develops.

Kind regards,

Francis O'Neill



Head of Advocacy, Bicycle NSW

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years, and has over 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', from 8 to 80 years of age, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, low-congestion, low-carbon, economical form of travel great for all ages.

ⁱ City of Bayside, Population forecast 2021, <https://forecast.id.com.au/bayside>

ⁱⁱ NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf

ⁱⁱⁱ NSW Government, Providing for Walking and Cycling in Transport Projects Policy CP21001, <https://s23705.pcdn.co/wp-content/uploads/2021/02/providing-for-walking-and-cycling-in-transport-projects-policy.pdf>

^{iv} NSW Government. 2018. Future Transport 2056. <https://future.transport.nsw.gov.au/plans/future-transport-strategy/futuretransport-greater-sydney>

^v Sydney Green Grid, Central District. Tyrrell Studio, 2017.

<https://www.governmentarchitect.nsw.gov.au/resources/ga/media/files/ga/plans/sydney-green-grid-plan-4-central-district-2017.pdf>

^{vi} Transport for NSW. 2022, April. Eastern Harbour City Strategic Cycleway Corridors.

<https://www.transport.nsw.gov.au/system/files/media/documents/2022/strategic-cycleway-corridor-eastern-harbour-city-program-update.pdf>

^{vii} Stokes, Rob. 2022, Feb 10. Footpaths and cycleways are an act of democracy – ask Steph. Fifth Estate.

<https://thefifthestate.com.au/urbanism/planning/footpaths-and-cycleways-are-an-act-of-democracy-ask-steph/>

^{viii} Austroads (6A) Guide to Walking and Cycling Design, <https://austrroads.com.au/publications/road-design/agrd06a>

^{ix} Austroads (6A) Guide to Walking and Cycling Design, <https://austrroads.com.au/publications/road-design/agrd06a>

^x https://www.transport.nsw.gov.au/system/files?file=media/documents/2022/Cycleway-Design-Toolbox-Web_0.pdf