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# Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements (Stage 2)

## REVIEW OF ENVIRONMENTAL FACTORS

## DECISION REPORT

July 10

# REF DECISION REPORT SYDNEY REGION

## Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements (Stage 2)

### INTRODUCTION

A Review of Environmental Factors (REF) has been prepared to assess the potential environmental impacts of the Proposal as described below. The REF has been prepared by the group of contractors forming the Bridge to Bay Alliance and forwarded for assessment by RTA Sydney Region Environmental Services Section.

This Decision Report has been prepared to consider the REF in relation to requirements under the NSW *Environmental Planning and Assessment Act, 1979* and Commonwealth *Environment Protection and Biodiversity Conservation Act, 1999*.

The objectives of this Decision Report are to:

- Assess the likely environmental impacts detailed in the REF
- Determine the significance of those impacts
- Propose conditions of approval to apply should the Proposal proceed

### PROJECT DESCRIPTION

The proposed work is the improvement of cyclist and pedestrian facilities within Drummoyne, Rozelle, and Balmain, as assessed in the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements REF.

The work as assessed in the REF has been split into sections for Stage 1 and Stage 2 of works.

The Victoria Road Cyclist and Pedestrian Improvements REF Decision Report includes a description of approved works for Stage 1 (attached). Stage 1 works were determined on the 15<sup>th</sup> March, 2010.

This Decision Report is for Stage 2 works for the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements REF. Below is a description of works for Stage 2:

- Install pedestrian fencing extending from Rozelle bus shelters;
- Colour pavement treatments; and
- Paint additional symbols and footpath markings to notify cyclists of changes from shared-use path to pedestrian only path.

Table 1: Stage 2 work locations, and types of activities.

Location	Stage 2 works
Existing bus shelters at Darling Street (2 bus shelters), Wellington Street (1 bus shelter), and Terry Street (2 bus shelters)	Existing bus shelters to be retained in current locations  Pedestrian fencing to be extended from bus shelter  Coloured pavement treatment, pavement markings & symbols to be done
Back Streets route in Rozelle	
Connection from Elizabeth Street to Quirk Street, Rozelle	Replace existing linear vehicle barrier with bollards  Paint bicycle symbols and install signage (citybound and outbound)
Quick Street, from Victoria Road to Elizabeth Street	Paint bicycle symbols and install signage (citybound and outbound)
Kenniff Street, from Elizabeth Street to Evans Street	Paint bicycle symbols and install signage (citybound and outbound)
Belmore Street, from Evans Street to Darling Street	Paint bicycle symbols and install signage (citybound and outbound)
Red Lion Street, from Evans Street to Darling Street	Paint bicycle symbols and install signage (citybound and outbound)
Waterloo Street, from Darling Street to Moodie Street	Paint bicycle symbols and install signage (citybound and outbound)
Moodie Street from Waterloo Street to Victoria Road	Paint bicycle symbols and install signage (citybound and outbound)
Moodie Street to New ICB	Footpath resurfacing and line marking
New ICB to Park Avenue	Shared paths line marking, bicycle symbols and signage

## JUSTIFICATION OF THE PROPOSAL

Improvements to the cyclist and pedestrian facilities in Drummoyne and Rozelle were identified as important issues during community consultation for the Inner West Busway along Victoria Road project. Close to 200 submissions called for improvements to cyclists and pedestrian facilities in the Drummoyne and Rozelle areas. Discussions noted that cyclists and pedestrians face a number of issues and obstacles travelling along the Victoria Road corridor between Gladesville Bridge and The Crescent and connecting with the Bay Run crossing of Iron Cove.

### Issues Included:

- Concerns about the safety of the staircase at the Rozelle end of Iron Cove Bridge.
- Conflicts between cyclists and pedestrians on Iron Cove Bridge and shared-use paths.
- Obstacles on shared-use paths including bus shelters and rubbish bins.
- Improved connections to the Bay Run.

The Proposal is considered necessary to provide safer and more continuous routes for cyclists and pedestrians and to facilitate further growth in these transport modes. The Proposal would involve a number of activities to reduce clutter along shared-use paths, convert existing footpaths to shared-use paths, provide designated bicycle shoulder lanes and cycle routes along local streets and provide connections to existing cycle routes.

### The project would deliver:

- A wider shared-use cyclist path linking the new bridge to the Bay Run.
- Clearly marked alternate cycle routes.
- Designated cyclist pathways.
- Improved safety for cyclists, pedestrians and motorists.
- Improved signage for motorists, cyclists and pedestrians.

## CONSIDERATION OF REVIEW OF ENVIRONMENTAL FACTORS

The REF has been examined and considered. The REF addresses the requirements of Section 111 of the *Environmental Planning and Assessment Act, 1979*.

In considering the activity this assessment has examined and taken into account, all matters affecting or likely to affect the environment by reason of that activity as addressed in the REF and associated information. This assessment was considered in accordance with the Department of Planning's best practice guideline, *Is an EIS Required?*

This assessment has considered the potential impacts of the activity on critical habitat and on threatened species, populations or ecological communities or their habitats for both terrestrial and aquatic species.

As part of the consideration of the activity this assessment has also addressed matters of National Environmental Significance (NES matters) and any impacts on Commonwealth land. In relation to NES matters, this evaluation has been undertaken in accordance with Government Administrative Guidelines on determining whether an action has, will have, or is likely to have a significant impact.

## COMMUNITY CONSULTATION

The Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements REF ([http://www.innerwestbusway.com.au/btba-en-iwb-ast-03\\_3\\_cycleway\\_ref.pdf](http://www.innerwestbusway.com.au/btba-en-iwb-ast-03_3_cycleway_ref.pdf)) and the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements REF Submissions Report detail community consultation undertaken for Stage 1 and Stage 2 works.

Further consultation between the Bridge to Bay Alliance (BTBA), Leichhardt Municipal Council (LMC), the Leichhardt Traffic Committee, Leichhardt Bicycle Advisory Committee (LBAC), and Leichhardt Bicycle User Groups (LBUG) has been conducted in addition to the stakeholder and community consultation described in Section 5.1 of the Cyclist and Pedestrian Improvements REF (November, 2009) to finalise options (described in the below modifications to the proposal) for Stage 2 of the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements proposal.

Details of consultation for Stage 2 Options are as below:

- 28<sup>th</sup> January, 2009 – Proposal reviewed by LMC, and LBAC. Report containing comments and recommendations to proposal was presented at LBAC meeting.
- 24<sup>th</sup> February, 2009 - LMC meeting to review proposal forwarded by BTBA; TCM report forwarded to Council's Ordinary Meeting.
- 5<sup>th</sup> May, 2009 - LMC voted against the use of scrolling advertisement panels on bus shelters. Traffic Committee referred to LMC meeting held 24<sup>th</sup> February, 2009.
- 8<sup>th</sup> May, 2009 – Traffic Committee Meeting (TCM) suggested further discussion of options at a special LBAC meeting.
- 21<sup>st</sup> May, 2009 – Special LBAC meeting held. LBAC requested a site visit to discuss proposal. LMC Traffic Manager confirmed site visit to be held with BTBA.
- 22<sup>nd</sup> May, 2009 – Councillor Porteous' (LMC) email confirmed to LBAC and BTBA that LMC passed resolution opposing use of scrolling signs in the LGA due to issues of safety and visual pollution. This would prevent movement of some bus stops.
- 26<sup>th</sup> May, 2009 - LMC Council Meeting discussed further consideration of loss of revenue to Council due to potential removal of advertising panels from bus shelters.

- 26<sup>th</sup> May, 2009 – RTA wrote to the General Manager LMC noting councils position on scrolling advertising and confirming the option to adjust bus shelters and remove advertising panels with the associated loss of revenue.
- 18<sup>th</sup> June, 2009 – Site visit attended by BTBA, LBAC, LMC, and LBUG. Options were discussed.
- 31<sup>st</sup> March, 2010 – RTA wrote to LMC to confirm proposal for Stage 2 works that bus shelters would not be moved and there would be no changes made to advertising panels.

## MODIFICATIONS TO THE PROPOSAL

The proposed modification to the original Cyclist and Pedestrian Improvements REF is that the bus shelters in Rozelle would remain in position and not be moved forward, and the advertisement panels on these bus shelters would not be altered. This decision was made after consultation with Leichhardt Municipal Council regarding three options for these works.

Option 1: Existing bus shelters to be adjusted forward to allow for a safe distance for cyclist and pedestrian access behind the bus shelters. This would minimise the risk of collisions between waiting bus passengers and passing cyclist and pedestrians. Replace advertising panels with scrolling advertisement panels where current advertising panels on the shelter would consequently obstruct the line of sight of drivers turning from adjacent driveways onto Victoria Road. The alternate use of scrolling advertisement panels would provide the same revenue to Council as the existing advertising panels which would need to be removed if sightlines were blocked.

Option 2: Existing bus shelters to be adjusted forward to allow a safe distance for cyclist and pedestrian access behind the bus shelters. This would minimise the risk of collisions between waiting bus passengers and passing cyclist and pedestrians. Adjustments or complete removal of advertising panels on some of the relocated bus shelters would be required where advertising panels on the shelter would consequently obstruct the line of sight of drivers turning from adjacent driveways onto Victoria Road.

Option 3: Existing bus shelters to be retained in current locations with no changes made to advertisement panels.

All options would include the installation of pedestrian fencing extending from the bus shelter; coloured pavement treatment; pavement markings and symbols to be painted for the new shared cyclist and pedestrian path.

## PREFERRED OPTION

Option 3 is the preferred option.

At it's meeting on 23 March 2010 Leichhardt Council's resolved '*That Council don't proceed with the proposed changes to the bus shelters on Victoria Road and the status quo remain.*'

## CONCLUSION

The activity described in the REF will have some environmental impacts that can be ameliorated satisfactorily. Having regard to the safeguard measures proposed and to the Conditions of Approval set out below, this assessment has considered that these impacts are unlikely to be significant and therefore an Environmental Impact Statement is not required.

The activity described in the REF is unlikely to affect declared critical habitat. The activity is unlikely to significantly affect threatened species, populations or ecological communities or their habitats. Therefore a Species Impact Statement is not required.

The activity described in the REF is unlikely to affect Commonwealth land and is unlikely to have an impact on matters of National Environmental Significance.

## CONDITIONS OF APPROVAL

### PRE-CONSTRUCTION

#### 1. Environmental Safeguard Measures

- 1.1. All Conditions of Approval within this Decision Report and safeguard measures and commitments from the REF, and any additional mitigation measures required to meet appropriate environmental legislation are to be incorporated within the Contractor Environmental Management Plan.

#### 2. Detail Design Issues

- 2.1. Any proposal to substantially modify the concept design of the Proposal, works and boundaries applicable to the project as described in the REF would require additional environmental impact assessment.
- 2.2. Any additional site compounds not described in the REF Supplement would require environmental impact assessment.

#### 3. Environmental Auditing and Inspection

- 3.1. Any works resulting from this approval and as covered by the REF may be subject to an environmental audit(s) and/or inspection(s) at any time during their duration.

## RECOMMENDATION

It is recommended that the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements REF, proceed subject to implementation of all environmental safeguard measures identified in the REF, and the above Conditions of Approval.

The REF approval shall remain current for five years from the date of approval, at which time it shall lapse if construction works have not begun. It is recommended that the proposal proceed.

Approval recommended by:



Renae Martin  
Senior Environmental Officer  
Date 5/7/10

In accordance with S 111 of the Environmental Planning and Assessment Act, I have considered to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposed Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements Project. Having regard to the project and safeguard measures as described in the Decision Report, I agree that the activity is not likely to significantly affect the environment and therefore an Environmental Impact Statement is not required. I agree with the recommendations of the Senior Environmental Officer and approve the carrying out of the Inner West Busway along Victoria Road Cyclist and Pedestrian Improvements Project in accordance with those recommendations. The approval will remain valid for five years from the date of approval, at which time it will lapse if construction works have not begun.



Geoff Cahill 5-7-10  
Infrastructure Development Manager, Sydney Region  
Date