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Greenway
Active Transport Strategy & Action Plan

Background research & consultation
Produced for the GreenWay Sustainability Project, a partnership between Ashfield, Leichhardt, Marrickville and Canterbury Councils, funded by the NSW Environmental Trust.
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An opportunity exists to create an active transport corridor that encourages healthy living and community living, fosters biodiversity, reduces transport costs and provides environmental amenity – an integrated sustainability model.
1.1 Current Status of The GreenWay

The GreenWay Active Transport Strategy and Action Plan (Active Transport Strategy and Action Plan) has been prepared to encourage the utilisation of the GreenWay for active transport. It sets out a range of short, and longer term initiatives that would encourage higher utilisation of the GreenWay as a long term asset to the community.

Following a period of community consultation and concept design, funding for the GreenWay shared pathway was announced by the previous government in 2010 and approved by the (former) Minister for Planning under Part 3A of the Environmental Planning and Assessment Act 1979 as part of the Inner West Light Rail Extension in February 2011. This announcement was welcomed and much-anticipated by the community and local Councils who had been advocating for the GreenWay shared pathway for more than 10 years.

However, at the time of writing the State Minister for Transport Gladys Berejiklian (2011) announced the deferral of the GreenWay shared pathway from the Cooks River to Iron Cove as part of the Inner West Light Rail Extension. The light rail extension is still proceeding and the opening is planned for early 2014. It will include nine new light rail stops from Lilyfield to Dulwich Hill.

The State Government has undertaken to further explore economic and patronage analysis for the GreenWay and the City West Cycle Link (from Lilyfield to the Anzac Bridge) and a broader active transport strategy for NSW before further options for the GreenWay can be realised.

The State Government has announced the green corridor component of the GreenWay, including bushcare sites, will be retained as part of the light rail project.

The GreenWay Councils and local community have commenced a campaign to see funding for the GreenWay shared pathway reinstated as part of the Inner West Light Rail Extension.

The GreenWay shared pathway remains in place from Iron Cove Bay to Cadigal Reserve at Haberfield, although barriers such as the crossing of Parramatta Road remain a key constraint to the GreenWay vision of a continuous, off-road shared pathway for active transport and recreation.
To date the GreenWay has been endorsed by the following strategies and plans:

- Sydney Inner West Subregional Strategy, 2008 NSW Department of Planning.
- Sharing Sydney Harbour Access Program, 2003, NSW Department of Planning, Sydney Harbour Foreshore Authority (SHFA) and NSW Maritime.
- Inner Sydney Regional Bike Plan, 2010, AECOM on behalf of the City of Sydney.
- Inner Sydney Regional Bicycle Network; Demand Assessment and Economic Appraisal, 2010, AECOM on behalf of the City of Sydney.
- Metropolitan Sydney Bike Network (NSW Department of Transport).
- Planning Guidelines for Walking and Cycling 2004 (NSW Department of Transport and RTA).

**The key elements of the GreenWay are:**

1. The proposed GreenWay shared path is a shared, off-road pedestrian and bicycle path linking the Cooks River shared path at Earlwood to the Iron Cove Bay Run at Haberfield.
2. The complete GreenWay shared path has been deferred and will be subject to further feasibility studies. The light rail extension to Dulwich Hill is proceeding due to open early 2014.
3. It creates a north/south ‘bush link’ or urban green corridor, including community bushcare sites which provide valuable habitat and ‘stepping stones’ for native flora and fauna.
4. Community partnership is a key feature as the GreenWay has grown from a grass-roots community vision and continues to be a focus for arts and cultural activities, bushcare groups, festivals and events, with local councils and the community working together.
5. The GreenWay Trellis concept (GreenWay Master Plan and Coordination Strategy 2009) aims to extend the GreenWay concept through a wider catchment of neighbouring parks, reserves, and private properties, with quiet ‘green’ streets for walking and riding, and native planting in parks, reserves and backyards to provide habitat for native flora and fauna.
This Active Transport Strategy and Action Plan has been prepared using the following methodology:

**Stage 1**

- **Inception Meeting**
- **Background Research**
  Deliverable - Summary Report
- **Community Engagement**
  Deliverable - Summary Report
- **Place Understanding**
  Deliverable - Place Map
- **Draft Active Transport Strategy & Action Plan**
  Deliverable - Draft Strategy Report
- **Secondary Consultation**
- **Final Active Transport Strategy**
  Deliverable - Final Strategy Report
- **Public Exhibition**
- **Final Presentation to client**

**Stage 2**

- **Advice on Strategy Implementation**
- **Initial Monitoring**
1.2 Background

Greenways are routes reserved for non-motorised travel. They are intended for use by pedestrians, cyclists, skaters, people with reduced mobility, leisure and travel by the population. They are sometimes used in conjunction with public transport systems.

The GreenWay will traverse 5km within the former freight line adjacent to the future light rail extension. It passes through the four local government areas of Canterbury, Marrickville, Ashfield and Leichhardt. The GreenWay provides a significant active transport opportunity connecting multiple bike and walking paths that include the City West Cycle Link, The Bay Run, and the Cooks River Cycle Path. It also forms part of the Sydney Green Ring which connects significant open space assets within Inner Sydney via a network of on road and off road cycle paths. The GreenWay will connect the Cooks River and Iron Cove, two of Sydney’s most significant waterways.

The Cooks River to Iron Cove GreenWay Master Plan and Coordination Strategy 2009 was adopted by the Ashfield Council, Leichhardt Council, the City of Canterbury, and Marrickville Council. The strategy is in response to a key action to develop an Active Transport Strategy and Action Plan.

AECOM has been engaged by the grant funded GreenWay Sustainability Project to write this Active Transport Strategy and Action Plan. As the GreenWay has been deferred the strategies and initiatives proposed have been designed to encourage active transport along the existing section and surrounding areas of the GreenWay as well as setting longer term strategies that will be completely realised when the shared path is constructed.

The GreenWay offers a link for commuters to the light rail and train stations and other cycling and walking paths that connect to many employment centres including the Sydney Central Business District (CBD). It provides a north-south alignment that has potential to reduce car dependence in the congested Inner West area of Sydney. With 23 schools located within 400m of the GreenWay there is an opportunity for it to become a safe and healthy way for children to travel to school.

The GreenWay offers a unique biodiversity corridor with many bushcare and environmental protection groups working together to bring about its regeneration. This is a significant stretch of green open space in Inner Sydney that has the potential to provide native habitat for indigenous species.
There has been a lot of interest and participation by the community in the GreenWay and surrounding open spaces over the past 10 years. The GreenWay was conceived as a ‘grass roots’ community inspired project that started gaining momentum in 2001. This demonstrates the high value that the community places on this corridor, its open spaces, people and history.

This Active Transport Strategy and Action Plan has engaged the community, open space users, government stakeholders, potential future users, partners and agencies to identify key strategies and actions that would increase participation in cycling and walking. The approach has drawn on the knowledge and experience currently held by these groups and to unites it with appropriate behaviour change strategies to increase active transport through the establishment of a unique sense of place.

The passion and commitment from the community for the development of this transport and biodiversity corridor is a significant as it represents the existing community investment in and stewardship of the GreenWay. The community, as the place ‘experts’ have put forward creative ideas and perspectives on what is appropriate for the GreenWay.

These insights ensure the greater feasibility and likely success of the initiatives outlined in this strategy and action plan.
1.3 Vision and Objectives

As proposed in the GreenWay Master Plan & Coordination Strategy 2009 the GreenWay vision is:

“To provide a recognisable environmental, cultural and non-motorised transport corridor linking two of Sydney’s most important waterways”

The vision has been developed from ‘grass-roots’ community aspirations, which were refined through Committee meetings and ‘think tank’ consultations from 2003 -2007.

The key goal of the GreenWay Active Transport Strategy and Action Plan is to ensure high and inclusive use of the GreenWay and to ensure its ongoing utilisation.

The objectives are to:

- Promote increased uptake of healthier transport choices such as walking and cycling.
- Improve disability access along and across the corridor.
- Enhance interactions between people, and encourage community stewardship of the GreenWay.
- Support the utilisation and access to future light rail stations.
- Create connections between people and place, through the establishment of a distinctive sense of place that reflects the character and aspiration of its people, and the inherent histories and stories of the land.

The most effective way to ensure success of the GreenWay as an active transport corridor is its convenience and attractiveness to existing and potential users. Whether for short trips or as part of longer trips, for commuting or simply enjoying the outdoors with friends, the GreenWay must represent an appealing option for as many people as possible. Safety, accessibility, the creation of a sense of place and installation of appropriate facilities will address these goals.

The targeted strategies and actions outlined in the strategy have been selected to be cost effective and timely based on the initial implementation budget of $200,000 and targeted to reach various user groups within the community. The life cycle of certain infrastructure and the ability of social strategies to have ongoing benefits have been employed in order to achieve the highest level of behaviour change as possible.
The benefits of the GreenWay to the community

- Reduction of car dependence
- Environmental sustainability
- Improves public health
- Access and transport efficiency
- Social benefits, community building, cultural expression
- Economic benefits
- Reduce localised traffic congestion
- Reduce the need for costly and land consuming car parking
- Improve safety for walkers and cyclists
- Enhancing the journey experience for light rail passengers
- Efficient use of public money

Existing GreenWay shared path near Cadigal Reserve
02 Why Active Transport

What is Active Transport?

“Active transport relates to physical activity undertaken as a means of transport. It includes travel by foot, bicycle and other nonmotorised vehicles. Use of public transport is also included in the definition as it often involves some walking or cycling to pick-up and from drop-off points.”

_Be Active Australia: A Framework for Health Sector Action for Physical Activity 2005-2010_

The Premiers Council for Active Living (PCAL) in its _Designing Places for Active Living Guidelines_ asserts that:

“Walking and cycling are the most sustainable and active forms of transport. Many of our daily trips are short and can be walked or cycled. In addition, a walkable environment is very important to support good public transport, as all public transport users are pedestrians at the beginning and end of their trips. Neighbourhoods that are easy and safe to walk in can increase the potential catchment of public transport services. Therefore, the walking and cycling network should be integral to the design of land uses, neighbourhoods, towns and cities.”

2.1 The Benefits of Active Transport

Why should we be increasing active transport?

Transport is a necessary part of all of our lives, playing a key role in the economic, social, cultural and environmental experience of our city. Transport provides access to workplaces, services, people, communities, increases mobility and reduces isolation. In car dependant cities such as Sydney, driving has become a large part of people's lives taking a social, economic and environmental toll.

As car use is preferred by many individuals for perceived convenience, time efficiency and autonomy, new strategies and initiatives need to be developed to make cycling and walking a more attractive, efficient and ultimately preferred option.

There are many benefits to increasing active transport including the health effects, increased fitness, well being and a reduction of the environmental impact of transport. Even a small increase in physical activity can reduce the risk of lifestyle related disease, which results in economic savings in health care. Regular physical activity has proven physical and mental health benefits that reduce the risk of preventable diseases including coronary heart disease, stroke, Type 2 diabetes, obesity, some cancers, may lower blood pressure and prevent falls in the elderly (Healthy Places and Spaces 2009).

Walking and cycling has been proven to reduce stress. The GreenWay will enable more light rail users to enjoy the benefits of a pleasant journey to and from the station will lead to a healthier, happier, travelling public.

Co-locating an active transport corridor with the natural environment, in the case of the GreenWay has added benefits as people are attracted to and nurtured by contact with open space. The GreenWay provides a significant opportunity to increase people's use of active transport and open space at the same time. Open space plays a significant role for people in terms of well being, facilitating social interaction and improving health.

Using a green transport corridor that is attractive to people should be a alternate mode of transport to high intensity, congested and highly polluting motorised transport.
The GreenWay Active Transport Strategy and Action Plan will respond to these findings by:

- Engaging the community in project decision, delivery and monitoring.
- Identifying partners such as health agencies who may be willing to deliver initiatives and projects.
- Established ‘quick win’ projects in the first year to establish early success to help achieve longer term goals.
2.2 Case Studies

A review of a variety of international and Australian GreenWay projects and initiatives was conducted to inform the development of this Active Transport Strategy and Action Plan. Case studies were assessed to reveal the strategies and actions that resulted in the increase in active transport within a city, suburb, user group, school or workplace. Selected case studies are explained in the following pages.

Successful case study initiatives that are applicable to the GreenWay will be aligned with target groups and tested with the GreenWay community and stakeholders.

Overall, the most successful initiatives that influenced behaviour changes were:

• One day, weekend and extended day events
• Planned group and family events such as scheduled walks and historical tours
• Ambassadors and social media tools to engage the community
• Incentives such as discount vouchers and money off vouchers

The case study review revealed the most successful initiatives often employed a suite of initiatives with a high level of community involvement and ownership. Successful initiatives also had ongoing government support even during initial public resistance to change. The review found that it is vital to:

• Identify ‘target’ audiences and provide targeted events and initiatives
• Identify locations with the greatest potential to encourage walking and cycling
• Employ ‘hard’ and ‘soft’ measures
• Activate short term strategies first
• Utilise volunteers and champions to promote behaviour change
• Collect data to measure behaviour change over time

The most cycle friendly and walkable cities in Australia and overseas share a number of common themes:

• A shared vision between local people, politicians, community leaders and technical experts which has both formally and informally influenced the way a community or catchment is developed, managed and enjoyed.
• Public, private and community sector partnerships with a determination to deliver the project.
• Community engagement and participation.
• The ability to act quickly to achieve targets/goals/visions.
Key findings from targeted initiatives

**Dual-Mode Transport**

**UK BikeRail research**
A survey by BikeRail in 1996 estimated that within 5km of Redhill Station, there was a catchment population of 38,200 working aged people yet only 27 bicycles parked at the station. A post survey project resulted in the introduction of 140 cycle racks. The research concluded that encouraging cycling to a station can increase the stations catchment by a factor of 15. The average walking trip to a station is 0.8km but cyclists will travel 3.2km to a station (BikeRail 1996 and Department of Transport). BikeRail projects operate on a survey basis and whether increase in cycling uptake is best met by provision of bicycle carriage, parking or hire will depend upon user needs, operational constraints and priorities. Increases in cycling uptake are found to be highest when initiatives are widely promoted and understood.

**UK Bike and Rail policy**
The Strategic Rail Authority (SRA) published their Cycling Policy advice and guidance to Train Operating Companies (TOCs). The Department for Transport (DfT) has since adopted the document as its own Bike and Rail Policy. The aim of the DfT Cycling Policy is to deliver real improvements, not just for cyclists, but for all passengers through the provision of better facilities at stations and storage on trains where possible. As the number of rail journeys increase this inevitably places increasing strain on the network’s capacity. Encouraging cycle access to stations can help ease problems associated with limited car-parking space and road congestion. The policy states that the majority of the UK’s population live within a fifteen minute cycle ride of their local station. Easing cycle access to the railway can expand a station’s catchment area and enhance social inclusion and so for these reasons it is important that the rail network be as accessible as possible to cyclists and their needs. The DfT highlight five main areas important in facilitating bike-rail journeys; access to and within stations, such as bicycle wheeling channels (pictured right), bicycle parking at stations, bicycles on trains, bicycle hire and repair at stations and the provision of information on facilities for cyclists before, during and after their rail journey.

**Demonstration Projects**

**UK's first cycle friendly homes**
The transformation of the former Elizabeth Shaw chocolate factory warehouses in Bristol into a mixed-use scheme featuring commercial space, workspaces, loft apartments, open space and bicycle venue will allow hundreds of people to live, work and play in the same location. As part of the mixed use development and on a strip of land along the edge of the Bristol and Bath cycle path an innovative project will create the UK’s first dedicated cycle friendly housing; car free town houses with direct access onto the Sustrans National Cycle Network (Bristol City Council, Sustrans and Squarepeg, Bristol 2009).
Promotions and Events

Victoria Health Walk to School Week
A total of 56,651 school children walked, cycled or skated to 312 schools for Victoria Health 2007 Walk to School Week, with an additional 17,911 children and 102 schools participated in 2007 compared with 2006. 29 of the 312 schools (9.5%) that engaged had 100% of their school community walk to school for the Walktober walking event, compared with only 15 schools recording a 100% success rate in 2006. VicHealth's Chief Executive Officer, Todd Harper reports to the media included the following comment, “On the day of Walktober Walk to School, just over 60 per cent of children from participating schools walked, while on the previous day only 32 per cent reportedly walked to school. This figure is consistent with research indicating that between 1974 and 2003, the proportion of students walking to schools in Melbourne declined from 45 per cent to 20 per cent, while car travel to school increased from 25 per cent to 70 per cent”. Research also indicates that at least 60 per cent of children want to walk to and from school on a regular basis (Victoria Health 2007).

San Francisco Interactive Website
The San Francisco bicycle coalition has 10,000 active members who use the website to gain information on critical mass events and recreational cycle activities. Since 2006 cycling in San Francisco has increased by 46 per cent. 6% of all trips in San Francisco are by bike (ITDP 2009).

Bicycles being integrated with the urban environment and public transport
Bendigo pedestrian supportive urban design
A new precinct in Bendigo, Victoria has been announced that will be designed to promote the Central Business District (CBD) as a world-class pedestrian environment. Bendigo’s CBD will continue to allow traffic but will be designed specifically to give pedestrians priority – through the removal of traffic signs and lights and the dominance of walkways over roads. Bendigo will be the first Australian city to adopt what is becoming an increasingly strong push in the Northern Hemisphere to redesign urban environments so that they are planned as carefully for walking as they are for driving. According to Mr Jos Duivenvoorden, Director of Bendigo Council’s Presentation and Assets, the city’s streets “need to be reclaimed for what they are – city streets and boulevards – not through-streets.”

The redesign of Bendigo’s CBD includes reducing car speeds so that no one is killed in a crash. The priority of users will be – pedestrians, the mobility-impaired, cyclists and, lastly, carborne commuters. This will be achieved through the creation of a social climate within a ‘shared space’.

Studies conducted in New South Wales and Denmark have shown that speeds kept below 40 km with vehicle volumes less than 5,000 a day results in a safe environment without the need to have segregated facilities for cars and pedestrians/cyclists. In Drachten, The Netherlands (used as a model for the Bendigo CBD) all of the town’s 13 traffic lights have been removed and major intersections have been converted to roundabouts. This approach has completely eliminated serious injury crashes and road fatalities and led to a boost in bicycle and pedestrian traffic (Walktober website).

UK Sustrans ‘Links to schools’
Research conducted by Sustrans (2006) concluded that 33% of children in the UK wanted to cycle to school, but only 2% actually do. The primary aim of Links to Schools is to connect young people to their schools by way of traffic-free and traffic-calmed walking and cycling routes, creating a safe and attractive environment to give parents the confidence to allow their children to travel to school by foot and bike. Apart from safety there are of course other direct benefits to communities. By reducing the number of cars taking children to and from school, there is less congestion and pollution, and less potential for accidents outside school gates. Walking and cycling also provides everyday exercise, encouraging children to be more active and healthy. The whole community benefits as it also connects people to their work, shops, and to green spaces. Traffic free routes are also great spaces in their own right – a linear playground for children and adults alike. Sustrans’ Links to Schools project began in October 2004 with the majority of projects being completed between spring and autumn 2005 creating 147 links connecting over 300 schools to their communities, enabling up to 200,000 children to walk or cycle to school.
Facilities

**UK Newquay Tretherras School cycle parking**

Following their Safer Routes to School project the school benefited from improvements to its school bus drop off and pick up bays which created a safer drop off zone for pupils which led the school to actively work to achieve the aims of their School Travel Plan (STP). In addition to raising awareness through curricula work, and inviting the Travel Awareness Team to hold workshops and lessons for pupils, the school continues to develop its sustainable and active transport activities in the following ways.

New cycle storage facilities have been installed on site with the help of the School Travel Plan capital grant. Over a four year period monitoring has shown that regular cycle users have increased from 16 to over 60 per day and as a result of some intensive behaviour change work by the Local Authority with the school a 100% increase in cycling to school (in the period 2004 – 2005).

Due to their active involvement these schemes, the Local Authority have been able to apply for funding from the Department of Transport, through the Links to Schools scheme on their behalf. Funds from the school, this scheme and the County Council have paid for a new cycle and pedestrian route from the school to the local leisure centre and then on to the nearby National Cycle Network Route 36. This route not only provides easier access to the school for pupil pedestrians and cyclists, but also to the leisure centre for the local community.

The school has an enthusiastic Travel Group who meet twice a month. They have been involved in the organisation of sustainable travel events, led assemblies, undertaken data collection and monitoring tasks, started an after school Bike Club, reviewed their School Travel Plan and generally raised travel awareness to pupils and staff at the school.

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**UK Swansea Housing Association**

Swansea Housing Association’s (SHA) flagship inner city development provides sheltered parking for 14 bikes. The parking is secure because it is located in a small courtyard, covered by CCTV, and within the residents’ only door entry system. The Housing Association has a central aim to encourage people to live in the city. Enabling people to meet their accessibility requirements without having to own a car is seen as fundamental to this aim. SHA gain from needing to allocate only limited development space to car parking (Welsh Assembly Government).
Key findings from area wide initiatives

**City of Yarra, Victoria, Australia**

Yarra is an inner Melbourne Municipality located 5km from the CBD with a fine grain urban form, its close proximity to the CBD make it ideal to promote cycling. Yarra implemented a number of programs including:

- On-road cycle lanes.
- Off-road cycle network.
- Installing on-street cycle parking on demand.
- Facilitating bicycle counts conducted by Bicycle Victoria.
- Working in partnership with other partners of the Inner Melbourne Action Plan.
- Establish Yarra Bicycle User Group (BUG).
- Rolling out 40km/h residential speed zones across wide areas of the municipality.
- Providing north-south connections on residential streets.
- Developing a cycling strategy
- Developing a council green travel plan which includes a bicycle mileage reimbursements of up to $150 per employee per month.
- Leading by example by providing council employees who cycle more than 20km each week a fully maintained bicycle.
- Leading by example by establishing a fleet of pool bikes for council officers and elected members.

**Key findings and application to the GreenWay**

Yarra has been very successful in encouraging journey to work travel by bicycle as a result of:

- Developing a team of enthusiastic, engaged and driven council officers and elected members who are actually implementing measures, delivering projects and addressing the task at hand.
- Enabling (through a travel plan) and supporting council employees and elected members to cycle for their journey to work and commuter trips.
- Providing good public transport and good bicycle infrastructure which has meant that many people can live there with just a bike and no car.
- Providing some relatively traffic free bicycle routes towards the Melbourne CBD.
- Programs are driven by very engaged and enthusiastic council project officers, supported by progressive elected members
- Constructing infrastructure incrementally ‘one section of bike path at a time’
- Reducing road space and reallocating/reprioritising the space for cyclists.
- Ongoing monitoring and surveys.

**Achievements**

7.5% of journey to work trips are made by bicycle
Enrique Peñalosa, Bogotá’s mayor from 1997-2000, believed that the city should be a place that encouraged joy rather than fear and that all citizens should be able to enjoy streets.

Peñalosa believed that this could be done by making streets safe for pedestrians and cyclists, which would “in turn promote community and make the streets safer for children.” (www.pbs.org)

A key feature of the campaign was establishing Ciclovia where every Sunday 120km of Bogotá’s roads are closed for the exclusive use of cyclists and pedestrians.

With a high density residential urban form and low levels of car ownership, Bogotá has some important lessons including:

- A willingness to plan without the car being priority.
- Providing protected cycle lanes independent from traffic.
- Connecting bicycles with public transport.
- Bike parking in public and private premises.
- Establishing clear rules for pedestrians, cyclists and car drivers.
- Bridges/overpasses to keep continuity and to cross wide avenues.
- Businesses will relocate along cycle and transit corridors.

Achievements

- 1.5 – 2 million people participate in Ciclovia each Sunday (25% of Bogotá’s population).
- During 2007 the CircloRuta facilitated 320,000 daily cycle trips (4 per cent of the more than 8 million trips made in Bogota), accounts for 83,500 cyclists (1.2 per cent of the whole population) with mean bike speeds of 17 km/h compared with public non massive transport running at 13 km/h. When the project began in 2000 about 0.2 per cent of the trips were made by bike.
Key findings from area wide initiatives

**Exeter, UK**

In 2005 Exeter was named one of Cycle England’s six initial ‘Cycling Demonstration Towns’. The purpose of the project is to make a concerted effort to make the ‘towns’ more attractive to cyclists by raising levels of funding. The funding, the largest investment in cycling the UK had ever seen, was given to transform towns/cities where cycling was a genuinely viable option and where there was a demonstrated commitment to encouraging more cycling (UK Department for Transport 2009).

**Key findings and application to the GreenWay**

There are various lessons to be learnt from the Cycle Demonstration Towns initiative including:

- Providing significant levels of public and private sector investment linked to specific targets to transform an urban area into a place supporting cycling.
- Dedicating a team of highly experienced transport professionals to deliver the task.
- Providing adult and children’s cycle training and confidence classes.
- Match funded grants for private sector end of trip facilities.
- Rolling out mass audience education, training, voluntary behaviour change and travel plan programs.

**Achievements**

- In 2008, 9% of Exeter employees cycled to work (4% in 2001).
- In 2008, 20% of secondary school children cycled to school.
- 40% increase in cycling trips in Exeter.
- No increase in the rate of cycling casualties (UK Department for Transport website 2009)
Portland, Oregon, USA

Like many American cities Portland has been planned around and dominated by car travel (Gehl and Gemzoe 2000). The draft Portland Bicycle Plan for 2030 provides a blueprint for making Portland a world-class bicycling city. Portland’s first Bicycle Master Plan was adopted in 1996. It has helped steer Portland toward numerous awards and accolades, including the Platinum status for Bicycle Friendly Cities from the League of American Bicyclists in April 2008 (Portland online).

Achievements

- The number of cyclists commuting to work in Portland is rising quickly (Adams et al 2009).
- In 1996 less than 2% of Portland residents commuted to work via bicycle.
- By 2008 the number of bicycle commuters had risen to 6.4% (17,000 daily cyclists).
- Portland has the highest rate of cycling of an US city.
- Each day in 2008, 16,000 cyclist crossed the downtown bridges (six times as many as in 1991) (US Census data).

Key findings and application to the GreenWay

There are a number of things to consider from the Portland experiences including:

- Investment in commuter cycling infrastructure.
- Investment in education.
- Modal shift and increased cycling to work can be achieved without radical measures to restrict car use.
- Creating attractive places and spaces for people to walk and cycle in/through.
Key findings from area wide initiatives

London, UK

In February 2004 Mayor of London Ken Livingstone and Transport for London (TfL) launched London's Walking Plan - ‘Making London a Walkable City’ - to ensure London becomes one of the world’s most walking friendly cities by 2015.

During the course of the Walking Plan’s development a number of barriers to walking in London were identified including institutional issues, traffic volumes, air quality, the walking environment, safety, security, information, mobility and access.

Key findings and application to the GreenWay

London provides a good example of:

- Political commitment to (initially) unpopular policies that constrain car use.
- Providing financial and human resources to implement strategies and policies.
- The use of funds from developer contributions and the congestion charge to fund measures for walking and cycling.
- Transforming streets and public spaces to enable cycling and walking with appropriate wayfinding and information.
- Dedicated teams of professionals to work with workplaces and schools to deliver travel planning and behaviour change programs.
- The projects listed in the action plan and many more which have not been mentioned, along with the vision and commitment, have transformed London to a much friendlier place for pedestrians, cyclists, residents, visitors and tourists alike.

Achievements

25% of all trips in London are made on foot
**Vancouver, Canada**

The City of Vancouver’s Transportation Plan was adopted in 1997 and over a decade transportation choices have changed to support a more sustainable city. Walking is the number one transportation priority in Vancouver, ahead of cycling, transit and passenger vehicles.

**Key findings and application to the GreenWay**

Three programs successfully implemented in Vancouver:

- Changing land use policies to support higher density developments.
- Charging for car parking to fund sustainable transport initiatives.
- Establishing a taskforce and/or committee responsible and accountable for program implementation.

**Achievements**

- Vancouver was recognised as the best walking city in Canada in 2008.
- In 2004 walking trips make up 27% of all trips to Downtown.
- Since 1996, the City has promoted alternatives to driving. The result is a 44% increase in walking, a 180% increase in bike trips, a 20% increase in public transport use, and a 10% reduction in vehicle trips.
Key findings from established local pathway

Premier's Council for Active Living Case Study
The Premier's Council for Active Living (PCAL) has undertaken a comprehensive case study on the Cooks River Pathway. The proposed GreenWay joins the Cooks River Pathway at its southern end. Extracts have been provided below, the full case study can be found on the PCAL website at http://www.pcal.nsw.gov.au/case_studies/cooks_river.

Description:

The Cooks River Pathway is a largely off-road facility that extends 34.6 kilometres from Mason Park at Homebush Bay Drive in Homebush Bay to the Cooks River entrance into Botany Bay at Rockdale/Kyeemagh. For most of its length, the Cooks River Pathway follows the foreshore of the Cooks River. The Pathway is also commonly referred to as the Bay to Bay Walk or the Cooks River Cycleway.

While it is a key part of the regional cycling network, the Cooks River Pathway, like almost all off-road cycleways in NSW, is used not only by cyclists, but also by pedestrians, joggers, dog-walkers, people pushing prams, and people on skateboards, scooters and roller blades. As such it is an important piece of infrastructure for enabling and encouraging active living.

The Pathway passes through six Local Government Areas, namely Burwood, Canterbury, City of Sydney, Marrickville, Rockdale and Strathfield. It is identified as part of the cycling networks of the bicycle plans of all of the councils along its route, and links to a number of other off-road regional cycleways. The Pathway has been funded by Federal, State and Local Governments and has been constructed with the assistance of all of the councils along its route, under the coordination of the Roads and Traffic Authority (RTA).

The case study found that the Cooks River Pathway was successful in enabling active living through key design considerations such as:

- Plan and construct connected walking and cycling routes leading to local destinations and focal points such as shops, schools, parks and public transport stops.
- Create stimulating and attractive routes to encourage repeated use with careful consideration of details such directness, lighting, shade, landscaping with appropriate species choice, pavement and edge treatments.
- Ensure that shared paths are carefully designed with sufficient width, gentle gradients and turns and marked centrelines.
- Locate secure bicycle storage conveniently close to building entries and/or at ground level in multi-storey buildings.
- Connect local walking and cycling networks to regional routes linking centres and facilities.
Key findings and application for the GreenWay

As a successful shared path network connecting directly into the proposed GreenWay lessons from this case study are particularly relevant and informative. Successes with the adjacent Cooks River Pathway are likely to have similar impacts within the proposed GreenWay. There are a number of points to consider such as:

- The importance of connected and direct routes.
- Shared paths are utilised by many forms of active travel, not just walking and riding.
- The importance of providing connections to local shops and town centres.
- Regional separated active travel routes can strengthen green corridors and networks.
- Shared pathways can attract varied use and through pedestrian and bicycle traffic, making open space and streets feel more safe.
- Separated active travel routes can encourage socialisation and an appreciation of nature.
- Funding can be sourced from multiple levels of government and agencies.
Greenways are routes reserved for non-motorised travel. They are intended for use by pedestrians, cyclists, skaters, people with reduced mobility, leisure and travel by the local population.