2.1 Current Status of The GreenWay

Following a period of community consultation and concept design, funding for the GreenWay shared path 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 path 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 path 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 path reinstated as part of the Inner West Light Rail Extension.

Currently a shared path is in place, following the GreenWay alignment, from Iron Cove to Cadigal Reserve. However barriers such as the crossing of Parramatta Road remain a key constraint to the GreenWay vision of a continuous, off-road shared path for active transport.
2.2 Purpose of this Report

The GreenWay Active Transport Strategy & Action Plan has been prepared to encourage the increased utilisation of the GreenWay.

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 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 stops.
• 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 reinforcement of a sense of place and installation of appropriate facilities will address these goals.
AECOM has been engaged by the grant funded GreenWay Sustainability Project to prepare this Active Transport Strategy and Action Plan. 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 identified user groups within the community.

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. It builds on this capital with appropriate behaviour change strategies to increase active transport through the reinforcement of a unique sense of place.

The passion and commitment from the community for the development of this transport and biodiversity corridor is 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.
Current on-street route
2.3 GreenWay Network

As illustrated in the map below the GreenWay will provide an active travel route separated from traffic between two established and successful regional active travel routes; The Bay Run and Cooks River Pathway. These existing networks connect into the CBD, Sydney Airport and Homebush Bay.

The GreenWay is an established and well documented opportunity for a significant active travel route in Sydney. It has been acknowledged for a number of years as a critical missing link in the regional network by various government bodies, planning consultants and various user groups.
GreenWay Connections

In its current form the disused freight rail corridor poses a significant barrier to movement through the Ashfield, Marrickville and Leichhardt Council areas. The opening of nine light rail stops within the GreenWay corridor will provide new cross corridor connections at each station. In addition, in some locations, safer crossings of major roads will be provided as well as an extra crossing of Hawthorne Canal.

These new pedestrian and bicycle crossings will provide greater opportunity for quick and convenient trips in the local area. Walking and bicycle trips will become more viable and attractive. Accessibility to local facilities and services will improve. Likewise, visiting friends and family members in the local area will become easier.

The new light rail extension from Lilyfield to Dulwich Hill will provide a traffic free, public transport option. The combination of the new light rail line and greater opportunities for active transport with the existing heavy rail and bus service will collectively work to reduce car dependency.

The new crossing points, particularly at light rail stops, will generate activity. This will create an opportunity to engage people with the public domain and local services. There will be more opportunity for small local businesses due to increased passing trade. This will in turn increase local investment.
Each light rail trip will begin at someone’s front door. By encouraging dual mode of active travel and light rail, light rail patronage can be increased, and there will be more foot and bike traffic as people get out and about in their neighbourhood. This will enable greater social cohesion and provide a greater sense of safety. Many of the initiatives directly encourage dual mode transport through social initiatives or built infrastructure.
2.4 Key Findings from the GreenWay Research & Consultation

The research and consultation detailed in the Research and Consultation Report conducted for this strategy revealed the following key findings, they are grouped under Place, Community and Active Transport.

Place based findings
- The GreenWay is a significant open space asset for Inner Sydney and will be the first GreenWay for Sydney.
- The GreenWay connects to several existing and proposed bicycle and pedestrian paths and forms part of the Sydney Green Link. It follows the alignment of the future light rail extension.
- The GreenWay is a ‘grass roots’ project, with over 10 years investment from the local community.
- The GreenWay has been a primary proposed active travel route of various State and Local Government plans in recent years.
- The GreenWay is a significant biodiversity resource and provides a green urban corridor for habitat protection and regrowth.
- There is high community stewardship and involvement in the GreenWay due to the large number and variety of community groups and activities already operating and investing in the development, promotion and maintenance of the GreenWay.
- The former rail freight line is a barrier dividing east and west - the GreenWay will provide more crossings at light rail stops.
- Existing open spaces are used predominantly by locals.
- The Hawthorne Canal Dog Park is the key regional attractor, with other parks being used primarily by locals walking to them.
- The existing shared path is currently fragmented at road and rail crossings and around street detours.
- There are many special places within the GreenWay that are cherished by the community that include Hawthorne Canal Reserve, Hawthorne Canal Dog Park, Johnston Park, Cafe Bones, Cooks River, Cooks River cycleway, Richard Murden Reserve, the connection to Iron Cove, the green space between Parramatta Road and Marion Street and the reserve near the historic train bridge.
- There are over 30 schools within 400 metres of the GreenWay.
- There are strong cultural and historic elements within and around the GreenWay.
- There is an expressed willingness among residents to walk or ride more often in the GreenWay catchment, providing safe routes are made available.

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People want to reduce the number of cars on the road and limit the impact of transport on the environment.

**Community findings**
- Stable community, with many long term, loyal residents.
- Predominantly Generation X (34 - 49 years old).
- Baby boom of under 5 year old’s as Generation X start to have kids.
- High proportion of couples without children, when compared to metropolitan Sydney.
- Generally a prosperous community.
- High proportions are working, predominantly in professional or managerial jobs.
- Highly educated.
- Environmentally minded.
- Creative and trend setters, interested in their local community.
- Invested in causes through financial contributions more often than time.
- People want open space to be communal and open to impromptu uses and activities for all people and ages.
- The people are self-motivated, active, enthusiastic, creative and community minded.
- People want to reduce the number of cars on the road and limit the impact of transport on the environment.
- People aspire to rely less on the car, however they live busy lives where efficiency and perceived safety are paramount.

**Active transport findings**
- There is an opportunity for the GreenWay to provide an Active Transport route that links a large population to schools, employment and recreation.
- There is traffic congestion in streets around the GreenWay – particularly related to school drop off and pick ups.
- Car use is dominant, particularly for non-commuter trips.
- People want to walk or ride safely – however current traffic and cycle paths pose a constraint.
- Women drive more than men, often as they are dropping children off at school and performing errands and shopping tasks along with child rearing, part time or full time employment (50.5% women drive to work, compared with 32.6% of men).
- Cycling for transport is more common for men (32.6%) for commuting trips and (31.5%) for non commuting trips. Only 10.9% of women cycle to work and 14.9% cycle for non-work related trips.
- Walkers are predominantly women, 18.8% of women walk to work, whilst only 5.5% of men walk. 30.7% of women walk for non-commuting trips whilst only 16.9% of men walk.
- Schools with concerted active travel initiatives experience high levels of active travel (57% at Kegworth Public School).
These shared sentiments indicate a willing audience that is ready to utilise the GreenWay as an active transport corridor immediately upon opening. A large majority (67.6%) of respondents cited 'local and convenient' as reasons for using open space. A similarly large majority (65.2%) cited their favourite thing about the GreenWay and surrounding parks as 'paths for walking and cycling'. These significantly large shared sentiments indicate a willing audience that is ready to utilise the GreenWay as an active transport corridor immediately upon opening. This is providing it is perceived as convenient and accessible.

This willingness has clear benefits in conjunction with the light rail extension. If it is perceived as easy and convenient to access the light rail by bicycle or foot the light rail will enjoy high usage from an increased catchment. Similarly, passengers using the light rail will need to enter and at times move along the GreenWay, increasing its activity and utilisation.
GreenWay support
The GreenWay Active Transport Strategy and Action Plan seeks to make walking and bicycle riding an easy and convenient transport option.
3.1 The GreenWay Active Transport Strategy

The GreenWay Active Transport Strategy and Action Plan has been informed by the findings of the background research and community consultation Report previously undertaken and presented in the GreenWay Research and Consultation Report.

The Strategy and Action Plan has been developed using a targeted approach. Based on the findings from the research and consultation a series of user groups have been identified. Initiatives have been developed to target one or more user groups whilst delivering the four identified strategies as outlined on the diagram overleaf.

This diagram illustrates how the Strategy and Action Plan addresses the GreenWay Vision - established as part of the Cooks River to Iron Cove GreenWay Master Plan and Coordination strategy (2009).

The objectives of the Active Transport Strategy are:

- More people walking and riding in the GreenWay catchment
- More community engagement with people and place
- Support the future light rail and existing public transport
- Create better connections between people and places

The data collected through the background research, case studies and community engagement led to the development of four strategy streams that have captured how active transport can be encouraged on the GreenWay.

The four strategy streams are:

- A connected and accessible GreenWay
- Integrating active and public transport
- Building on community ownership and relationship to place
- Developing an active transport culture
3.2 Realising the GreenWay Vision

GreenWay Vision

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

Objectives

More people walking and riding in the GreenWay catchment
More community engagement with people and place
Support the future light rail and existing public transport
Create better connections between people and places

Desired Future Character Statement

“The GreenWay is a place to look at things differently - with a strong sense of community, identity and ownership. It is a creative, vibrant and fun place for everyone. Spontaneous activities and gatherings are welcomed. It tells the story of Sydney’s past, present and future through the protection of its natural biodiversity and cultural heritage whilst connecting people to where they need to be.”

Strategies

A connected and accessible GreenWay
Integrating active transport and public transport
Building on community ownership and relationship to place
Developing an active transport culture

User Groups

Initiatives
3.3 Strategy Streams

The following strategy streams have been developed to achieve the objectives. Each of the strategies target one or multiple user groups. Initiatives have been developed to implement these strategies.

The four strategy streams

**A connected and accessible GreenWay**
- Clear and legible wayfinding
- Linking key destinations
- Easy to get to and navigate through
- Safe
- Affordable
- Welcomes all members of the community – for everyone

**Integrating Active and Public Transport**
- Making cycling and walking to public transport convenient and safe
- Encouraging/allowing bikes on trams
- Providing secure bike parking and bike facilities

**Building on community ownership and relationship to place**
- Creating opportunities for the community to take part in creating and looking after the GreenWay
- Allowing the community to use the public space
- Providing spaces for spontaneous events and gatherings
- Building community owned assets such as biodiversity pockets, community gardens, picnic areas, outdoor performance spaces and events for groups as well as the whole community

**Developing an Active Transport culture**
- Creating a positive sensory experience
- Fun and enjoyable
- Comfortable and attractive amenities
- Resting areas
- Safety (perceived and actual)
- Shared path behaviour
- Safe and secure