



Key Findings and Place Character Statement

The GreenWay will be the first of its kind for Sydney.

5.1 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 stations.
- 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 23 schools within 400m of the GreenWay.
- There are strong cultural and historic elements within and around the GreenWay.
- There is a willingness among residents to walk or ride more often in the GreenWay catchment, providing safe routes are made available.

“Encourage more people to recognise the value of this corridor whether they walk, cycle, take light rail or just know and talk about it”

People want open space to be communal and open to impromptu uses and activities for all people and ages.

5.2 Community Findings

- Stable community, with many long term, loyal residents.
- Predominantly Generation X (34 - 49 years old).
- Baby boom of under 5 year olds 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 live busy lives where efficiency and perceived safety are paramount.

There is a significant opportunity for the GreenWay to provide an Active Transport route that links a large population to schools, employment and recreation.

5.3 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).

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.

5.4 The GreenWay Desired Future Place Character Statement

This desired future place character has been developed based on the input from the community and the results of this background research and engagement. Initiatives and strategies developed in this Active Transport Strategy and Action Plan have been developed in response to this unique character.

“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 and encouraged by its useable and comfortable form and function. It tells the story of Sydney’s past, present and future through the protection of its natural biodiversity, cultural heritage and physical structure whilst it allows people to get to where they need to be.”



Underpass under future light rail line, drawn by local artist and painted by local primary school students



Appendix 1 Active Transport Survey Results

1. Are you aware of the GreenWay?

	In person surveys only	All survey responses	2010 survey
Yes	54.3%	80.7%	64%
No	45.7%	19.3%	36%

2. Did you know that it connects all the way between the Bay Run at Iron Cove and the Cooks River trail?

	In person surveys only	All survey responses
Yes	33.3%	64.4%
No	66.7%	35.6%

3. Currently, which park do you most frequent (not necessarily in the GreenWay area)?

	% of total survey responses
Hawthorne Canal	20%
Johnston Park	14%
Bay Run	5%
Hoskins Park	4%
Callan Park	3%
Gladstone Park	3%

4. Why do you go to that park?

	% of total survey responses
Local and convenient to get to	67.6%
Good for walking	29.7%
Good kids play equipment/ good for the kids	27.6%
It has a dog off leash area	24.9%
Good for cycling	24.3%
It is beautiful	16.8%
Connection with nature	11.9%
Nice places to sit	9.7%
That's where my friends are	8.6%
Good place for picnics	4.3%

5. What is your favourite thing about the GreenWay and its surrounding parks?

	% of total survey responses
Paths to walk and ride	65.2%
Local and convenient	35.3%
Biodiversity	33.2%
Dog walking and the dog park	25.1%
Friends/ community atmosphere	17.6%
Places to sit and relax	16.0%
Connection to history	10.2%

A notable 'Other' response was:

Connectivity and access, car free transport at 6%

6. What is your favourite place along the GreenWay?

	% of total survey responses
Hawthorne Canal Reserve	15%
Dog Park	13%
Johnston Park	9%
Bay Run	7%
Cafe Bones	4%
Cooks River	4%
Cooks River Cycleway	3%
Richard Murden Reserve	3%
Iron Cove Looking at the water/ harbour	3%
Between Parramatta Rd and Marion St	2%
Reserve near historic train bridge, small dog park area	2%

7. How often do you go there?

How often do you go there?	% of total survey responses
Most days	24%
Weekly	33%
Monthly	16.5%
Occasionally	26.6%

8. What activities do you do in your favourite place in the GreenWay?

	% of total survey responses	% of total survey responses
	Males	Females
Meet friends/ socialise	12.4%	26.7%
Walking	47.2%	53.5%
Cycling	52.8%	34.7%
Picnic	10.1%	8.9%
Reading/ solitude	6.7%	7.9%
Dog walking	23.6%	35.6%
Take kids out to play	20.2%	32.7%
Experience nature	14.6%	23.8%
Volunteering	2.2%	5.9%

9. Have you attended any events associated with the GreenWay?

	% of total survey responses
Yes	30%
No	70%

10. Would you like to see more events at the GreenWay?

	% of total survey responses
Yes	68%
No	32%

11. What type of events would you like to see at the GreenWay?

	% of total survey responses
Unofficial Community Events	16.2%
Cycling events and tours	16.2%
Markets	15.4%
Community festivals/ fetes	15.4%
Music	14.6%
Environmental/ biodiversity	13%
Art and culture	11.3%
Children's' activities	10.5%
Food and wine	6.5%
Walking events and tours	5.6%
History	4.8%
Sports and exercise	4.8%

12. What form of transport do you most regularly use to get to work or study?

	% of total survey responses	% of total survey responses	% of total survey responses
	Male	Female	Total
Car	32.6%	50.5%	42.1%
Light rail	1.1%	4.0%	2.6%
Bus	18.0%	15.8%	16.8%
Train	23.6%	24.8%	24.2%
Bicycle	32.6%	10.9%	21.1%
Walk	5.6%	18.8%	12.6%

13. What form of transport do you most regularly use for trips other than work or study?

	% of total survey responses	% of total survey responses	% of total survey responses
	Male	Female	Total
Car	59.6%	60.4%	60.0%
Light rail	2.2%	4.0%	3.2%
Bus	11.2%	13.9%	12.6%
Train	9.0%	19.8%	14.7%
Bicycle	31.5%	14.9%	22.6%
Walk	16.9%	30.7%	24.2%

14. Would you use the extended light rail service when it opens to get to work or study?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Yes, regularly	32.9%	26.2%
Yes, sometimes	21.4%	29.9%
No, unlikely	45.7%	43.9%

15. Would you use the extended light rail service when it is operating for trips other than work or study?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Yes, regularly	38.0%	30.0%
Yes, sometimes	31.0%	51.1%
No, unlikely	31.0%	18.9%

16. Do you own a bike?

Do you own a bike?	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Yes	45.1%	65.6%
No	54.9%	34.4%

17. If yes how often do you use it?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Most days	21.2%	34.9%
Weekly	15.2%	23.3%
Monthly	9.1%	10.9%
Occasionally	42.4%	24.0%
Never	12.1%	7.0%

18. For what purposes do you mainly ride?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Transport	13.8%	38.2%
Exercise	34.5%	30.0%
Leisure/social	51.7%	30.9%

19. How often do you go walking?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Most days	77.1%	61%
Weekly	15.7%	26.7%
Monthly	0.0%	3.7%
Occasionally	5.7%	8.0%
Never	1.4%	0.5%

20. What is the main purpose that you go walking?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Transport	10.1%	18.6%
Exercise	59.4%	54.8%
Leisure/social	30.4%	26.6%

21. In the past four weeks, have you walked along any section of the GreenWay?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Yes, most days	1.8%	17.6%
Yes, at least weekly	8.9%	22.5%
Yes, at least once	0.0%	21.9%
No	89.3%	38.0%

22. If no, what is stopping you from walking the GreenWay?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Don't have time	18.5%	36.7%
Not interested	22.2%	16.7%
Safety concerns	11.1%	13.3%
Have no one to go with	0.0%	5.0%
Didn't know about it	55.6%	36.7%

23. In the last four weeks, have you ridden your bike along any section of the GreenWay?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Yes, most days	1.8%	3.6%
Yes, at least weekly	8.9%	13.6%
Yes, at least once	0.0%	11.8%
No	89.3%	71%

24. If no, what is stopping you from riding the GreenWay?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Don't have a bike	40.8%	39.5%
Don't really consider it	8.5%	7.3%
Don't have time	9.9%	18.5%
Not interested	19.7%	12.9%
Can't ride bike	2.8%	1.6%
Safety concerns	14.1%	16.9%
Have no one to go with	1.4%	2.4%
Didn't know about it	12.7%	11.3%

25. Would you use the shared walking and cycling path in the GreenWay?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Most days	40.0%	27.1%
Weekly	32.9%	35.1%
Monthly	10.0%	13.3%
Occasionally	12.9%	20.7%
Never	4.3%	3.7%

26. If yes, how would you most often get to the GreenWay?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Walk	67.1%	50.8%
Cycle	10.0%	43.2%
Drive	22.9%	11.5%
Public transport	0.0%	3.3%

27. In your opinion, what is the most important thing that they GreenWay should achieve?

	% of total survey responses
Efficient active transport connections to parks, schools, shops, other people and suburbs of the Inner West and to the city	30.7%
Safe active Transport	21.2%
Fun, enjoyable, pleasant, walking and cycling and recreation Escape from car traffic, car free	18.9%
Bushland, biodiversity corridor, educational opportunities	18.4%
Community asset, community building	13.4%
Caters to the needs of all users	11.1%
Less cars on the road, city should be active transport priority	10.6%
Green network, open space	10.0%
Easily accessed by public	6.7%
Connections to public transport	6.7%
Safe co-existence of walkers, cyclists, kids, prams, dog etc	6.7%
Improving health and fitness and reducing obesity	3.9%
Convenient	3.3%

28. Which suburb do you live in?

	% of total survey responses	% of total survey responses
		Total
Inner West Suburb adjacent to the GreenWay (Summer Hill, Dullwich Hill, Ashfield, Haberfield, Leichhardt, Lewisham, Marrickville and Hurlstone Park)	63.7%	67.4%
Outside the GreenWay	36.3%	32.6%

29. Do you work:

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Full time	49.3%	57.9%
Part time	28.2%	27.4%
Unemployed	18.3%	9.5%
Student	8.5%	7.9%

30. How long have you lived in the area?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Under 1 year	11.3%	5.8%
1-3 years	19.7%	17.4%
3-10 years	32.4%	33.2%
Over 10 years	36.6%	43.7%

31. Which age group are you in?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Under 16	0.0%	0.0%
16 – 24	7.0%	3.7%
25 – 44	50.7%	50.8%
45 – 64	33.8%	38.1%
65 and over	8.5%	7.4%

32. Are you male or female?

	% of total survey responses	% of total survey responses
	In-person surveys only	Total
Male	35.2%	46.8%
Female	64.8%	53.2%



Appendix 2 Results From First Workshops

First Stakeholder Workshop

A workshop was held with stakeholders on 2 August 2011 to gain input from the various stakeholders into the Active Transport Strategy and Action Plan. The workshop was facilitated by Warren Saloman (Sustainable Transport Consultants), Mike Harris and Nicole Dennis (AECOM). It was attended by 17 participants from the four participating Councils and various Government organisations as listed overleaf:

Attendees:

Name	Organisation
Liz Hole	Bike NSW
Deborah Palmer	Department of Transport
Jeremy Kidd	Department of Transport
Tony Mok	RTA
Jeni Bindon	SSWAHS
Emma Howcroft	Canterbury Council
Janene Harris	Ashfield Council
Camille Cavill	Ashfield Council
Tony Giunta	Ashfield Council
Bala Maharajah	Canterbury Council
Ken Welsh	Leichhardt Council
Guido den Teuling	Leichhardt Council
Laura Wynne	Leichhardt Council
Kendall Banfield	Marrickville Council
Trent Middleton	HASELL
Lauren Mclver	GreenWay Sustainability Project
Ros Gibbons	GreenWay Coordinator

Apologies were received from:

Ofra Shabtay	RTA
Nick Petrunoff	SSWAHS
Cr Rochelle Porteous	Leichhardt Council
Peter Montague	Marrickville Council
Ashwan Dat	Ashfield Council

Barriers

A variety of barriers and opportunities were identified during the workshop. They have been arranged under the following topics:

Perceptions

- Safety – or perceived safety
- Perception of possibility of crime on the GreenWay
- Lack of knowledge of existence of the GreenWay
- Lack of knowledge about getting to the GreenWay
- Resistance to change and behaviour/lifestyle change
- Finding time to teach kids to ride bikes
- Weather, too hot or cold, rain, wind
- Parochialism limiting people to local areas
- It's not just about bikes, it's about walking and using the light rail too
- Conflict of different users on the GreenWay, speeding cyclists, walkers blocking the path, unclear guidelines on the appropriate behaviour for shared paths

Physical

- Lack of links to surrounding streets and cycle paths
- Lack of adequate lighting
- Some people can't ride bikes

Facilities and Amenity

- There aren't any other activities on the GreenWay that would attract people, few trip attractors
- Lack of bike parking
- Lack of water fountains
- Lack of public seating
- Lack of public toilets
- School end of trip facilities, bike racks, storage of helmets
- Frequency of light rail services may restrict access

Governance

- School principals may not support cycling

Funds

- Lack of funds to cover cycle training courses
- Bike cost and maintenance

Opportunities

The following opportunities were identified in response to the identified barriers:

- Identification of business's and large organisations to tap into Federal Government funding for healthy workplace initiatives
- Set of behavioural strategies – use existing research
- Introduce cycling challenges, cycling skills courses and the use of pedometers
- Encourage organisations to create policies for active transport
- Use lessons learnt from the Bay Run such as promotion and connections – it took 30 years to develop
- Multi-disciplinary strategic approach
- The GreenWay is relatively flat and easy to cycle
- Target families
- Cycling skills could be introduced in schools in PE classes
- Monitoring of progress since it is a new facility, the slow change over time can be recorded
- Fitness stations for walkers and joggers
- Bike share or bike hire systems
- Separate male and female maintenance and cycle training workshops
- Education about helmet hair
- Exposure beyond existing bike users
- Art along the GreenWay – murals etc
- Art attractors to draw people in
- Actively involving schools
- Activities to get other community groups engaged
- Opportunities for involving older community members and nursing home residents – Adopt a Grandparent
- Volunteering, community orientated programs beyond bushcare
- Moving beyond Council areas, crossing boundaries
- Signage should include directions to things, how long it takes to walk
- Inclusion on 131500.com.au – walking and cycling times along the GreenWay
- Educating parents through their children
- Awareness raising through pocket maps
- GreenWay iPhone Application
- Bike storage infrastructure at schools, light rail stations, homes and in parks
- Education of existing and future users to encourage behaviour change from car to active transport
- Develop the trellis streets concept – the greater street network needs to lead into the GreenWay
- To ensure use of the GreenWay by a mix of people and all times provide a variety of activities, cater to different modes, ensure an interesting experience by providing for different sizes, shapes, speeds and experiences throughout the duration of the GreenWay

Ideas

Participants were then asked to work in groups to identify three place based ideas or initiatives that would seek to encourage utilisation of the GreenWay.

The ideas were:

A1 Schools

- There are about 25 schools within 400m of the GreenWay
- There is an opportunity for schools to adopt sections of the GreenWay
- This process will build ownership amongst the children
- The GreenWay as an outdoor classroom could provide biodiversity education, pollution issues etc
- Different schools would bring different ideas
- The schools could develop an active transport program

A2 Canal

- Education and engagement with the community via an interpretation project
- Communicate the history, indigenous community and water biodiversity

A3 Art

- Links to education and indigenous knowledge
- Photo studios, artist studios and opportunities to involve the community and artists

B1 Train Line

- Build on the exiting main train line
- Provide end of trip linkages to Summer Hill, Lewisham, Dulwich Hiss train stations
- Provide signage, linkages, access points

B2 Encouraging diversion of Bay Run users to the GreenWay

- Make connections a focal point
- Promote the GreenWay – so Bay run users will go down the GreenWay instead

B3 – Linking to other parks outside the GreenWay

- Using the GreenWay to promote and link to all nearby open space – creating a linked open space network
- Provide safe access from the GreenWay to the existing parks
- Base on the Marrickville Council 'Walk Wise' program

C1 – Richard Murden Reserve and Cafe Bones

- Introduce a mixed use area
- Provide for strollers, kids play equipment, netball courts/soccer
- Dog park destination (people driving in) and conflict with bikes and kids
- Create an arts precinct
- Use the bridge at Blackmore Park and the Australia Bridge and existing bridge to create interplay at the entry points
- Mix the Leichhardt and Haberfield communities

C2 – Lewisham West – Summer Hill Towers

- Transport internode of light rail and trains
- Develop pedestrian access through

C3 – Dulwich Hill Public School

- There is a lot of traffic generated by parents driving kids to school, there are also parking issues
- Promote the use of the tram, bikes and walking to reduce the amount of children getting driven to school



Ideas map, Stakeholder Workshop

Ideas for \$0, under \$500 and over \$500

Participants were asked to come up with ideas to encourage use of the GreenWay for \$0, less than \$500 and over \$500. The following tables contain a list of the ideas generated:

\$0

Walking buses

Community leaders

Volunteer walks

The Greenway as the theme for Tropfest one year

Support for existing initiatives

Developers provide bike share/hire

Volunteers

Promotion via website of current facilities, route, trip attractors etc

Media releases

Existing communication strategies, flyers etc that Council already uses

Email networks, promotion

Talk to bike shops and BUGS about cyclist education, polite use of infrastructure and finding champions

Walk to School via the GreenWay Day during the GreenWay festival

Word of mouth – tell your friends and contacts

Arrange cycle group to promote active transport

Build on existing communication strategies and databases, email updates etc

Provide GreenWay resources on website including maps, access, public transport connections and cycling information

Start walking

Get local members to start cycling or walking to work (local leadership) Community leaders, leading by example

Flash mob

Under \$500

School walk/cycle program with bike racks at schools

Promote links to sports fields to avoid soccer driving

Live web cams with bike calculator on GreenWay website

Stencil routes

Boost BUGS

Add the GreenWay to existing events

Workshops

Art Camps

Cycle training

Letters to business' staff

Media promotion

Engage local BUG to run promotions tours/ bike rides

Art competitions

Film competitions

Chambers of Commerce developing maps/advertising to get their members' premises on the map

Print GreenWay update for Council to deliver to community

Hold bike races on the GreenWay

GreenWay Fugitive (radio show game)

Geotracking/ Geocaching/ orienteering

Events - Greenway Festival

T-shirts Promotional material

Advertising on local radio/media

Over \$500

Leichhardt Living streets program, roll out to all streets connecting to the GreenWay

Bike share program

GreenWay App

GreenWay map

Public art

Change adjacent planning land use controls

Barcode – scan for Greenway updates and information

Signage

Broad scale media campaigns to encourage behavioural change,

Broad communications with media, businesses and schools

Provide funding to prepare policies and facilities

Bicycle parking

Identify key points and destinations on the GreenWay map to attract people to visit

Ongoing cycling training and bike maintenance courses

Promote active transport through strategic partnerships

Partnership with sports and recreation

Indigenous cultural tours with indigenous groups

Educational campaigns at a local level

Bike facilities at origins and destinations and shops

Exercise equipment

Bench seats/ stops

Triathlon – river to river on the GreenWay

Free bike share

Community notification/ flyers

GreenWay bike flag, safety and advertising

Horn imitating 'Bandicoot' noise

Safety vest with the slogan 'Ride to survive' or 'I survived the GreenWay'

Fun run event

The top three initiatives chosen by each group in each price category are listed below. Participants were given one vote for each price category.

Suggested Initiatives	Dotmocracy
For \$0	
1. Guided walks (volunteer led)	6
2. Tropfest theme	4
3. Council communications avenues	2
4. Flash mobs	2
5. Council members / identities championing communicating in the media	2
6. Word of mouth	0
7. Media release in print / online	0
8. Pyramid walking - take 3 friends and they each take three friends	0

Suggested Initiatives	Dotmocracy
Under \$500	
1. Incorporate ride/walk to school/ work days with the GreenWay	10
2. GreenWay fugitive bandicoot - media event	2
3. GreenWay maps adopted by Councils	2
4. Art competitions / gallery	1
5. Promotion	1
6. Workshops on bike maintenance and confidence	0
7. Geocaching	0
8. GreenWay awareness stalls around the area	0
Suggested Initiatives	Dotmocracy
Over \$500	
1. GreenWay iPhone Application	3
2. Accessories pack	3
3. Organisational collaboration	2
4. Behaviour change programs	1
5. Live web cams	0
6. Free bike trials	0
7. River to Bay fun run	0
8. Exercise spots / rest spots	0

First Community Workshop

A community workshop was conducted on 3 August 2011 and was attended by a variety of community members with various interests in the development of the GreenWay. The workshop was facilitated by Warren Saloman (Sustainable Transport Consultants), Mike Harris and Nicole Dennis (AECOM).

Participants represented a variety of groups including Bushcare volunteers, GreenWay Bushcare, BayBUG, AshBUG, Art Cycle, Weston Street, Inner West Environment Group and the GreenWay Steering Committee. Apologies were sent from LBUG, EcoTransit, and Friends of the GreenWay.

The workshop presented the community with some information and case studies about the benefits of active transport. A key aim of the workshop was to identify the inherent place character of the GreenWay from the people that steward it. Participants were asked to describe the personified character of the GreenWay. Words suggested included:

Social aspiration
Energetic
Educated
Atristic
Greenie
Lifestyle
Chilled
Economic rationalist
Doesn't mind being different
Dreamer
Bold
Garrulous
Looks at things differently
Passionate
Hardworking
Overlooked
Leader
On the Vanguard
Trend setter
Flexible
Mouldable
Relaxed
New
Likes bandicoots

Participants were then asked what kind of place they would like the GreenWay to be in the future. Words suggested were:

Fun
Functional
Friendly
Safe
Bold
Ambitious
Community gardens
Unafraid of critters
Active place (vibrant)
For everyone
Spontaneous rather than organised
Impromptu
Inclusive
Comfortable
Relaxing
Biodiversity experience
Tells its story
Grounded in history
Native species
Native food, grows existing native edible plants
Fearless
Strong sense of community ownership and identity
Making a statement
Makes use of existing dramatic features
Displas indigenous culture
Businesses open up onto or are in the GreenWay
Supports the environment

These exercises have informed the development of the desired future place character for the GreenWay.

Participants were then invited to put themselves into a group based on their own interest of 'Walkers', 'Cyclists', 'Public Transport Users' or 'Bushcare'. Each GreenWay user group identified and presented their needs to the group.

The needs that were identified were:

Walkers	Cyclist
Even surface	Encourage cycling
Water fountains	Education of pedestrians and cyclists
Toilets	Separated cycling and pedestrian paths
Safe Crossing	Secure undercover parking
Light posts	Entries and exits at grade
Exercise equipment	Maintenance of the path and cleaning debris
No cars	Appropriate lighting, low lighting
No unleashed dogs	Appropriate crossing of major roads
Safe from cyclists	Pets on leash at all times along cycling areas
Respect for all path users	Good signage for safety and directions
Nice outlook	Accommodation of bicycles on light rail
Flowering trees and shrubs	High level of safety requirements in regards to all other uses of the corridor
Fresh air	Clear sight lines
Lots of greenery	Design to best practice cycling standards
Not in car driveways	
Public Transport Users	Bushcare
Comfort	Local indigenous species
Safety accessing and using public transport	Endangered communities and insurance plantings (eg turpentine ironbark)
Affordability	Consider all layers (groundcover, understorey and canopy)
Access	Diversity
Lighting	Long term planting
Amenity	Expanding bushcare and adjoining areas
Visibility	Management plan for weeds and feral fauna
Aesthetics	Indigenous aquatic flora and fauna in Hawthorne Canal
Clear sight lines	Low lighting to encourage fauna
'Safety by design' rather than an engineering approach	
Secure bike lockers	
Integration between modes	
Well signed/ efficient service	
Regular service	

The needs sheets were then swapped between the groups so that groups had to come up with ideas to address the needs of a different user group. These were fed back to the group where the original user group could add more ideas. Ideas were developed for three price brackets \$0, under \$1000 and over \$1000.

	Walkers	Cyclists	Public Transport Users	Bushcare
\$0	Notify cyclists of special events, such as walk to school day	Allow bikes on the light rail, train	Walking school bus GreenWay food experience with story in the SMH Free public transport on GreenWay event days	Continued bushcare volunteer efforts School involvement 'adopt a site'
Under \$1000	Lots of trees, support volunteer bushcare grants	Cycling classes Stencilled marking separating the path Bike lockers Bike care for school kids	Promotion and publicity of public transport	Target local communities to steward the GreenWay with incentives and discount vouchers
Over \$1000	Paving and maintenance of path Water fountains Toilets at parks, cafes and light rail stops Bridges, lights and pedestrian crossings and signage Solar lights Censor lights Make a licensed area for cafes and restaurants	Bike share service (like car share) Allow bikes on the bus Free bikes to borrow Good convenient bike parking at shopping centres Subsidies of bikes Dob a dumper campaign Separated paths	Community school bus for kids Comfortable public seating in strategic/good locations with shelter Free public transport on the GreenWay Light Rail open day connected to the GreenWay events Community boating	Continued coordination and support of bushcare volunteers and resources Implement the plans and strategies that are currently being developed as part of the GreenWay grant project

Walkers	Cyclists	Public Transport Users	Bushcare
	Bikes racks at schools and other major destinations Solar lighting, sensor lights and lights on time switches	Public transport adaptable and flexible to change timetable quickly to address unexpected need Interactive timetable Lighting	

The top three initiatives and ideas for under \$1000 were identified by each group for voting. Participants were able to vote for one initiative for each user group. They were as follows:

Initiative	Votes
<i>Walkers</i>	
Education for appropriate behaviour	8
Sensor lighting	8
Sponsored exercise equipment	2
<i>Cyclists</i>	
Learn to ride, bike maintenance, safety on roads, appropriate behaviour education	15
Advert in the Sydney Morning Herald	3
\$1000 worth of bike lights to give away	0
<i>Public Transport Users</i>	
Free public transport on GreenWay and active transport event days	10
Sydney Morning Herald Food Experience on the GreenWay Story	5
Community School Bus	3
<i>Bushcare</i>	
Enhanced stewardship – community nurseries	9
School involvement Adopt a patch	8
Continuing volunteering	1



Appendix 3 Results From Second Workshops

Second Stakeholder Workshop

A second workshop was held with stakeholders on 6 December 2011 to gain input from the various stakeholders into the Active Transport Strategy and Action Plan. The workshop was facilitated by Warren Saloman (Sustainable Transport Consultants), Mike Harris and Nicole Dennis (AECOM). It was attended by 17 participants from the four participating Councils and various Government organisations as listed opposite.

The workshop presented the stakeholders with a number of initiatives developed from the background research, surveys and the previous workshops. A key aim of the workshop was to test the proposed initiatives in terms of appropriateness and priorities.

Attendees:

Name	Organisation
Melanie Winthorpe	Ashfield Council
Elna Teoh	City of Sydney
Jeni Bindon	SSWAHS
Camille Cavill	Ashfield Council
Ken Welsh	Leichhardt Council
Guido den Teuling	Leichhardt Council
Laura Wynne	Leichhardt Council
Kendall Banfield	Marrickville Council
Lauren Mclver	GreenWay Sustainability Project
Ros Gibbons	GreenWay Coordinator

Apologies were received from:

Ofra Shabtay	RTA
Liz Hole	Bike NSW
Nick Petrunoff	SSWAHS
Jeremy Kidd	Department of Transport
Peter Montague	Marrickville Council
Janene Harris	Ashfield Council
Matt Faber	Roads & Transport Strategy
Doug LaMont	Roads & maritime Services
John Hart	Roads & maritime Services
Emma Howcroft	Canterbury Council
Peter McCue	PCAL
Darren Hall	HASELL
Bala Maharajah	Canterbury Council

Ranking Initiatives

Participants were organised into groups aligning with the four strategy streams. Each group was asked to rank the initiatives in relation to the strategy. Initiatives could be ranked on equal positions.

A connected and accessible GreenWay

1. GreenWay Active Travel Map
1. GreenWay Awareness Days (Active Travel)
1. End of Trip Facilities and Aids
1. GreenWay One-Stop-Shop Website
1. Bicycle Training - Riding Skills & Maintenance
6. Guided Walks and Strategic Seating for Elders
7. Trellis Street Master Plan
8. Improved Active Travel Access to CityRail
8. Green Safe Streets

Building on Community Ownership and a Connection to Place

1. Sponsor A Place
2. High School Seating Design and installation
3. Edible Native Nursery
4. GreenWay Food Festival
5. Water Sensitive Urban Design - Swale in Park
6. Outdoor Classroom

Developing an active transport culture

1. Guided walks for elders
2. Bicycle training
3. GreenWay Awareness Days (Active Travel)
4. Signage & Wayfinding
5. GreenWay Active Travel Map
6. Artworks
7. Lifestyle Promotion
8. End of Trip Facilities and Aids
9. Improved Active Travel Access to CityRail
10. GreenWay one-stop-shop Website
11. Car Share Promotion
12. Green Safe Streets
13. Bike Loan Program

Integrating Active Transport and Public Transport

1. GreenWay One-Stop-Shop Website
2. Signage & Wayfinding
3. GreenWay Active Travel Map
4. Guided Walks and Strategic Seating for Elders
5. Improved Active Travel Access to CityRail
6. End of Trip Facilities and Aids
7. Bike Loan Program
8. Car Share Promotion

Changing Initiatives

Group 1

GreenWay Awareness Days (Active Travel)

- Tie in GreenWay Awareness Days with existing initiatives such as Ride to Work Day and Sydney Rides.

Signage & Wayfinding

- Link signage and wayfinding with smart phone / iphone apps.
- Ensure signage is consistent with existing standards.
- Podcasts for guided walks linked to signage.
- Bike stencils and safety measures on surrounding streets.

GreenWay Active Travel Map

- Map needs to integrate with other related maps.
- Map should be downloaded as an app.
- Strong linkages between map and signage and wayfinding measures.
- Maps should indicate links to points of interest (shops etc).
- Map should capture all of catchment, not just GreenWay.
- Connectivity with car share networks.
- Encourage workplace bicycle facilities.

Improved Active Travel Access to CityRail

- Expand active travel access to busses - not just CityRail.

Group 2

Bicycle Training - Riding Skills & Maintenance

- Target cultural groups - Chinese, Italian, Vietnamese, Korean associations.
- Run within school grounds.

Improved Active Travel Access to CityRail

- Include access to light rail.

Signage & Wayfinding

- Include stencils and icons

GreenWay Active Travel Map

- Create an app and barcode - the app could link to park and recreation facilities.
- Family focus (BBQ, pools, playgrounds, ice rink).

Bike Loan Program

- Use local bike shops.

GreenWay Awareness Days (Active Travel)

- Promote walking.
- Promote benefits - health, environment, congestion.

Trellis Street Master Plan

- Include inventory of current practices.

Staying Involved

Stakeholders were asked of ways they could participate in the ongoing stewardship of the GreenWay Strategy.

Ashfield Council

- Artist in residence program could facilitate art initiatives for the GreenWay.
- Small grants for communities / activities \$500-\$1000.
- More collaboration between the Councils visioning for active transport – need more focus for it.
- Look at creating an Inner West forum to discuss transport.
- Walking promotion – walking, jogging, clubs, lifestyle.

Leichhardt Council

- Ongoing collaboration to keep the GreenWay moving forward.
- Integrating the GreenWay into other Council strategies – make the GreenWay more mainstream between the areas of Council.
- Leichhardt is now well positioned to include the GreenWay strategy within the LEP and DCP review occurring in 2012.
- Capturing the added value of the GreenWay.
- Leichhardt active transport plan needs to include data/input from the GreenWay strategy.
- Integration of strategies so they can be backed up with policy.
- Need to spend money on infrastructure through agreed on policies through bicycle infrastructure program.
- Council needs to adopt the GreenWay Strategy by March.
- Need to work on ways for all Councils to adopt the GreenWay Strategy.
- Take engagement and education opportunities i.e. schools and outdoor classroom.
- Using the GreenWay Strategy in the programs already in place.

City of Sydney

- Can share shared path issues / complaint management. Shared path strategy and behaviour.
- Can help with creating better and more integrated maps showing routes across boundaries.

NSW Health

- Continue building evidence of benefits of active travel.
- Undertake active travel studies and sharing results of evidence based research.
- Publication for South West Sydney could include a GreenWay update.

Second Community Workshop

A community workshop was conducted on 7 December 2011 and was attended by a variety of community members with various interests in the development of the GreenWay. The workshop was facilitated by Warren Saloman (Sustainable Transport Consultants), Mike Harris and Nicole Dennis (AECOM).

Participants represented a variety of groups including Bushcare volunteers, GreenWay Bushcare, BayBUG, AshBUG, Art Cycle, Inner West Environment Group, Friends of the GreenWay and the GreenWay Steering Committee.

The workshop presented the community with a number of initiatives developed from the background research, surveys and the previous workshops. A key aim of the workshop was to test the proposed initiatives in terms of appropriateness and priorities.

Dotmocracy

Participants were asked to vote for a suite of five initiatives that they felt would best achieve the objects and strategies.

Initiative	Votes
Signage & Wayfinding	10
Lifestyle Promotion	9
GreenWay Active Travel Map	8
Improved Active Travel Access to CityRail	7
Bicycle training – Riding skills & Maintenance	6
Artworks	5
Sponsor a place	5
Green Safe Streets	4
GreenWay Forum	4
Water Sensitive Urban Design	4
Trellis Street Master Plan	4
End of Trip Facilities & Aids	4
GreenWay Awareness Days	2
GreenWay Food Festival	1
Outdoor Classroom	1
Bike Loan program	1
Guided Walks & Strategic Seating for Elders	1
Car Share Promotion	0
High School Seating Design & Installation	0
EdibleNative Nursery	0

Ranking Initiatives

Participants were organised into groups aligning with the four strategy streams. Each group was asked to rank the initiatives in relation to the strategy. Initiatives could be ranked on equal positions.

A connected and accessible GreenWay

1. Trellis Street Master Plan
2. Green Safe Streets
3. Guided Walks & Strategic Seating for Elders
4. GreenWay Forum
5. GreenWay Awareness Days (Active Travel)
6. Improved Active Travel Access to CityRail
7. GreenWay Active Travel Map
8. Bicycle Training – Riding Skills & Maintenance
9. Bike Loan Program
10. End of Trip Facilities & Aids

Building on Community Ownership and a Connection to Place

1. GreenWay Forum
2. Outdoor Classroom
2. Artworks
2. Guided Walks & Strategic Seating for Elders
2. Water Sensitive Urban Design
2. Green Safe Streets
7. Sponsor a Place
8. Edible Native Nursery
9. High School Seating Design & Installation
10. GreenWay Food Festival

Developing an active transport culture

1. Lifestyle Promotion
2. Bicycle Training – Riding skills & maintenance
3. GreenWay Active Travel Map
4. Signage & Wayfinding
5. GreenWay Awareness Days (Active Travel)
6. Guided Walks & Strategic Seating for Elders
7. End of Trip Facilities & Aids
8. Improved Active Travel Access to CityRail
9. Bike Loan Program
10. GreenWay Forum
11. Artworks
12. Green Safe Streets
13. Car Share Promotion

Integrating Active Transport and Public Transport

1. GreenWay Forum
2. Signage & Wayfinding
3. GreenWay Active Travel Map
4. Guided Walks & Strategic Seating for Elders
5. Car Share Promotion
6. Improved Active Travel Access to CityRail
7. End of Trip Facilities & Aids
8. Bike Loan Program

Changing Initiatives

Participants were asked what they would like to change about the proposed initiatives in order to be more effective.

Group 1

Trellis Street Master Plan

- Council bike plans to be revised to incorporate GreenWay access.
- All local streets to be bike friendly.

Guided Walks & Strategic Seating for Elders

- Seating for everyone.
- Included tables and drinking fountains.

Bike Loan Program

- Needs to be near GreenWay.
- Possible site in Arlington Park – small business opportunity.

Bicycle Training – Riding Skills & Maintenance

- Encourage Councils to run courses.

Green Safe Streets

- Make sure this does not increase parking.
- Ask residents to sign up to a travel smart program.

Group 2

Bike Loan Program

- Should be close to the GreenWay.
- Combine with bicycle training initiatives.

GreenWay Active Travel Map

- Integrate signage and map into one plan.
- Include information about local attractions and shopping and where and how to lock bikes.

End of Trip Facilities & Aids

- Secure.
- Close to transport and shops.

Group 3

GreenWay Forum and GreenWay active travel map

- Include DA's, place based info, GIS, history of GreenWay

Artworks

- Buy in / consultation with local community
- Include street art

Outdoor Classroom

- Ongoing as already underway
- Don't need infrastructure
- It's the journey that counts

Sponsor a Place

- Include intersection repair
<http://www.streetfilms.org/intersection-repair/>
- Facilitate / provide toolkit to help communities to form their ownplace.

Group 4

Lifestyle Promotion

- Target destinations, events, activities, healthy living.

Green Safe Streets

- Fundamental to long term strategy.
- Expensive.
- Needs GreenWay first, focus on GreenWay first.

Improved Active Travel Access to CityRail Network

- Include light rail and busses.

Bike Loan Program

- Arlington Oval would be a good site for this.

Bicycle Training – Riding Skills & Maintenance

- Train parents to show them kids can be safe on bikes.

GreenWay Active Travel Map

- Could be an app. Link to other apps.
- Show destinations and picnic spots

Bike loan program

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