

Evaluation Report 1
***GreenWay Sustainability
Project***
September 2010

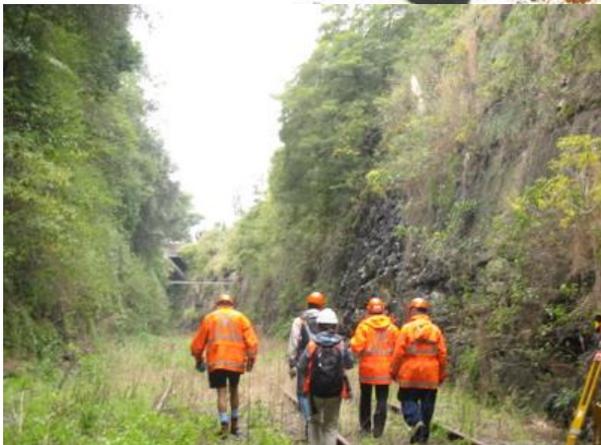
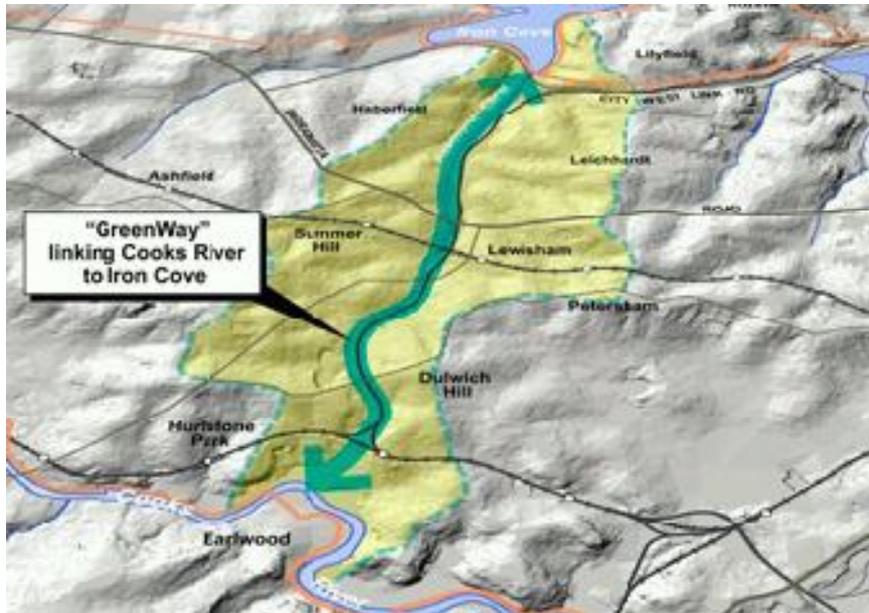


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Looking at the GreenWay



**Evaluation Report 1
GreenWay Sustainability
Project
September 2010**

**Highlight
Findings**

The GreenWay Sustainability Project has made a significant beginning in achieving its vision:

The successful design and implementation of a best practice model for shared responsibility towards achieving a sustainable environmental, cultural and non-polluting transport corridor, linking the sub-catchments of the Cooks River and Iron Cove.

Governance

The project has taken the GreenWay concept forward a long way. It has helped crystallise the GreenWay in people's minds and in the community more broadly. It has been critical in getting the GreenWay on the political map. [Steering group member]

While the first year of the project has been particularly challenging in terms of governance, the research partnership with Macquarie University and the establishment of the project Steering Group have added value to the project.

The Research Partner reports that:

In 2010, the project has seen significant progress with some maturation of the project team including some project outcomes, stronger developments in trust demonstrated by more inclusive committees, more transparent information sharing and the bold implementation of a stakeholder workshop. The meetings rated higher in the meeting evaluation framework than in 2009 (from average to good), by attracting a broader range of stakeholder attendees, being better organised and improving information sharing. The newly named GreenWay Project Steering Committee (agreed in March 2010) also restructured to improve effectiveness. In summary, the GreenWay Sustainability Project successfully realised improvements in the areas of stakeholder trust, project outcomes, transparent and organised communication and meetings, and evaluation, during the early months of 2010. [Jenny George Macquarie University]

Key Stakeholder Workshops have been held and positively evaluated.

This is a change management process, as the project has been driven by the community for ten years and Council is now taking a lead role. There may be trust and communication issues as this shift occurs. Everyone is working for the common good.

The Steering Committee meets regularly [on eight occasions since it was established] and provides the vehicle for coordination and collaboration between the Councils and the project in terms of governance and specific project management.

The announcement of the

The implementation of the GreenWay cycling and walking path as part of the light rail extension was a “once in a generation” opportunity to provide an integrated and environmentally sustainable transport corridor for Inner West residents.

To realise the community vision of a shared cycling and walking path connecting the Cooks River to Iron Cove is an outstanding achievement which will result in huge social and environmental benefits for our local community. [Ashfield Mayor, Councillor Ted Cassidy].

Environment

The GreenWay Bushcare Management Plan is being developed by the GreenWay Sustainability Project to provide a strategic direction and action plan for achieving the GreenWay corridor's biodiversity goals. These goals will be achieved through the establishment of new bushcare sites to form a continuous flora and fauna corridor from the Cooks River to Iron Cove.

A Flora and Fauna Literature Review has been completed and provides a useful context for future work

A key stakeholder workshop was held in August 2010 to discuss the draft Bushcare Management Plan. It was positively evaluated by all participants

Seven working bees and a number of other bushcare initiatives have been held on-site with community involvement. All have been strongly supported by the community and there is momentum for future growth in activity.

Significant activity has occurred on specific sites within the GreenWay. For example, a contractor has been employed to prepare the Cadigal Reserve site at Grosvenor St Summer Hill for weed removal, mulch application and planting. Three stages of activity have occurred - primary weeding and chemical treatment of weeds - secondary weed treatment and mulch distribution, and a community planting day on the 1st August 2010. Activities have been well attended and positively evaluated. Resources have been provided for local Inner West Community Bushcare Group.

Community

A significant benchmark survey of the awareness, knowledge and behaviour, related to the GreenWay and its vision was undertaken in June 2010. The survey received 716 responses representing about 4% of all households across the catchment. Response rate varied with household size - lowest for single-person households (2%), average for couples, and highest at 5% for family and group households. More responses were received from those in close walking distance to the GreenWay than from those furthest away.

Key findings that provide benchmarks for the future follow:

- There were very high levels of concern in the GreenWay about the state of the environment generally - 71% very concerned and 28% concerned. Longer term residents were more concerned.
- Overall, two-thirds of respondents had heard of the GreenWay concept, with similar rates for men and women, and slightly higher rates among those aged 45-64.
- The most common forms of participation in environmental activities were donating money [38%] expressing concern to authorities [30%], volunteering in an environmental program [20%] and one in nine had taken part in a demonstration or rally.
- Respondents were more active environmentally than those found in the national ABS survey previously cited - 38% of respondents had donated money (14% nationally); 34% had expressed concern to authorities (10%); 20% had volunteered (9% nationally); and 11% had rallied (2% nationally).
- There is a high reliance on car use. Walking was common with an average of just under one walker per household (0.88). But almost half of the households had no walkers Fifty percent use the train and 43% use the bus frequently. There is a low rate of passenger in a car journeys.
- The proposal to extend the light rail was overwhelmingly endorsed by 91% of respondents,
- Most of the respondents were infrequent users of the current cycle-walking path. Only a third walked along it at least weekly (11% daily; 20% weekly), while 41% had never walked it. A further quarter of respondents (26%) had walked it only once.
- Few of the respondents cycled regularly along the current cycle-walking path. Only 17% cycled along it at least weekly (4% daily), while 60% had never cycled it. A further fifth of respondents (26%) had cycled it only once.

A number of community projects have been commenced including the GreenWay Schools Environment Program. Four pilot schools are now engaged in the project. The GreenWay project has also had a significant involvement in a number of local events. The GreenWay Festival is a major focus for the immediate future and it will be held and fully evaluated in October 2010. The launch of the website, in early September 2010, provides a significant focus for communication with the community and this has been strongly taken up by residents.

Transport

Following extensive lobbying by GreenWay project staff [over the last nine months], and local Councils and community groups [over the past 10 years], the NSW Government has announced it will include the GreenWay Trail, a shared pathway for cyclists and pedestrians, as part of the Inner West Light Rail Extension. The Project Team worked closely with key GreenWay stakeholders, the GreenWay Steering Committee and Transport NSW in the lead up to the announcement and organised stakeholder workshops, presentations, meetings and site visits.

The GreenWay project has commenced encouraging the community to use the trail more often for cycling and walking. Two AustCycle Training Courses have been held and evaluated with high satisfaction and usefulness ratings reported.

The GreenWay is now more than ever recognised and understood as an iconic landmark by the general public. To a large extent this is due to the high quality events and promotional materials being produced by the USP team.

*Note USP Team refers to the GreenWay Sustainability Project Team.



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Evaluation Report 1: GreenWay Sustainability Project

September 2010

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1. Introduction

This document provides the first evaluation report for the GreenWay Sustainability Project. The Project is in the early days of implementation and so this report focuses on providing and analysing data that is at an early stage/preliminary only. It is based on the GreenWay Sustainability Project Evaluation Framework, which outlines the manner in which the GreenWay Sustainability Project is being evaluated. The Framework establishes the strategic approach to the evaluation and indicates that it will:

- Establish some baseline and early stage evaluation data and findings to determine the current context and activity that impact upon the project's outcomes; Report 1 [this report].
- Measure the appropriateness, effectiveness and impact of all four themes of the project in each Report 1, 2 and 3.
- Report on key program outcomes and evaluation at the end of the program [Report 3].
- Communicate evaluation findings to program partners on an ongoing basis.
- At Report 1, identify gaps and opportunities with the program design and implementation for the purpose of adaptive management during 2011.
- At Report 2 provide data and findings about each of the identified Outcomes of the project. This also occurs at Report 3.
- Work directly and closely with Council program partners, who constitute a key feedback mechanism for piloting and testing all program outputs.

Note: Evaluation Report 1 [this report] is due to the funding body, the NSW Environmental Trust in September 2010. Report 2 is due in September 2011 and Report 3 is due at the end of the Project in early 2012.

Welcome to Report 1

2. Setting the Context

Evaluation is the process by which we judge the worth or value of something. Evaluation is the systematic process of collecting credible data and using it to make judgements about the worth of a product, service or process at any point in the program's life cycle. Does your Project Make a Difference? (2004).

The Evaluation Framework for the project establishes the following Outcomes and Evaluation Questions for the Project. The complete version of the Evaluation Framework is provided under separate cover, but the outcomes and evaluation questions are identified below, because they set the structure for this report. Outcomes are organised under the four key themes of the project. They are shaped as Ultimate, Intermediate and Immediate Outcomes in line with the guidance provided by the Environmental Trust and outlined in:

- *Does Your Project Make a Difference? (2004)* Department of Environment, Climate Change and Water.
- *Guide to using Social Research in Sustainability Programs (2009)* Department of environment, Climate Change and Water. Note this publication assists practitioners to engage with both social research and evaluation issues.

The Evaluation Questions are used to elicit evidence that the outcome have been achieved, or in the context of this report, whether progress is being made to achieve them.

The identified Outcomes have been further developed from those in the Business Plan for the GreenWay Project. They will establish the scope for evaluation of the project its conclusion in 2012, but do not confine the evaluative process. If associated outcomes are identified through the process, they will be investigated and reported upon.

The following tables are drawn from the GreenWay Sustainability Project Evaluation Framework and are included in this report to ensure an understanding of the structure of the Findings section [see below] of this report.

Governance Outcomes – Evaluation Questions

Outcomes	Evaluation Questions
<p style="text-align: center;">Ultimate</p> <p>The establishment of a best practice model for multi-stakeholder sustainable management of shared assets. Integration of the objective areas, governance, environment, transport and community within a coordinated approach by the stakeholders.</p> <p>Developed and promulgated an</p>	<p>Has a multi-stakeholder sustainable management model been developed?</p> <p>What evidence is there that it works and is best practice?</p> <p>What evidence is there that the model promotes adaptive management and is used by Councils?</p>

<p>adaptive management model during the life of the project.</p>	
<p style="text-align: center;">Intermediate</p> <p>Increased regional collaboration between Council and the community and other key stakeholders [state government agencies].</p> <p>An enhanced facilitated/coordinated approach to managing the GreenWay.</p>	<p>What evidence is there that increased collaboration is occurring in the management of the GreenWay?</p> <p>Do the governance activities or the GreenWay Sustainability Project facilitate a coordinated approach to management of the GreenWay? In what ways?</p>
<p style="text-align: center;">Immediate</p> <p>The development of/enhancement of policies, strategies and practices which will lead to better outcomes for the GreenWay, especially in relation to improved urban biodiversity, community engagement, governance and active sustainable transport.</p>	<p>Are these policies, strategies and practices widely adopted across the GreenWay, its people and its government?</p> <p>To what extent are there policies, strategies and practices in place that lead to improved biodiversity, community engagement, governance and active sustainable transport?</p>

Environmental Outcomes – Evaluation Questions

Outcomes	Evaluation Questions
<p style="text-align: center;">Ultimate</p> <p>Improved environmental/biodiversity conditions within the GreenWay.</p> <p>Stakeholders have increased capacity to more efficiently to manage the improvement of environmental/ biodiversity conditions within the catchment.</p>	<p>Is there evidence that there has been improved environmental conditions and biodiversity in the GreenWay?</p> <p>What evidence is there that improved capacity exists among stakeholders to more efficiently manage the environmental conditions in the catchment?</p>
<p style="text-align: center;">Intermediate</p> <p>Establishment and improvement of habitat to promote urban biodiversity.</p> <p>An increase in planting across the GreenWay.</p> <p>An increase in the adoption/utilisation of sustainable transport modes in the GreenWay to reduce the impact of</p>	<p>To what extent is there improved habitat in the GreenWay?</p> <p>What indicators are there that planting has occurred and soil condition in the GreenWay has improved?</p> <p>Is there evidence of increased use of sustainable</p>

travel on greenhouse gas emissions.	transport?
<p style="text-align: center;">Immediate</p> <p>Increased community involvement in flora and fauna enhancement in the GreenWay and support to harness and promote this engagement.</p>	<p>What evidence is there of an increased level of community involvement in GreenWay bushcare and other related activities?</p>

Community Outcomes – Evaluation Questions

Outcomes	Evaluation Questions
<p style="text-align: center;">Ultimate</p> <p>Through community effort there is enhanced community ownership/ stewardship of the GreenWay.</p> <p>The community is increasingly empowered to enact sustainable living practices.</p>	<p>What evidence is there of increased community stewardship for the GreenWay?</p> <p>What sustainable living practices have increased as a result of the GreenWay Sustainability Project?</p> <p>Is there evidence that the community has been empowered to be more sustainable?</p>
<p style="text-align: center;">Intermediate</p> <p>Increased capacity building and support for volunteer networks, through the provision of resources and training enables long-term sustainability of activities</p>	<p>What evidence is there that capacity has been improved?</p> <p>What capacity building processes have been undertaken with the community, designed to enable long term sustainability?</p>
<p style="text-align: center;">Immediate</p> <p>Increasing engagement of people from a cross section of the community, including representation from a range of cultural, language and age groups.</p>	<p>To what extent have an increased number of people from across the GreenWay community been engaged?</p>

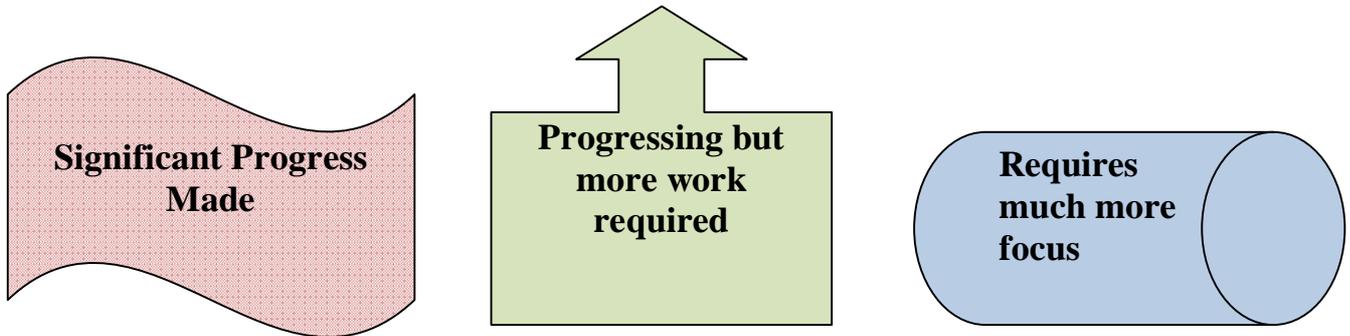
Transport Outcomes – Evaluation Questions

Outcomes	Evaluation Questions
<p style="text-align: center;">Ultimate</p> <p>Increased utilisation of the GreenWay as an active transport route [commuter</p>	<p>Is there evidence of increased use of the Greenaway for active recreational transport?</p>

and/or recreation].	Is there evidence of increased use of the Greenaway for commuter transport?
intermediate The community increasingly recognises the environmental and health benefits of active transport.	What information exists to identify the extent to which the community recognises the environmental and health benefits of active transport?
Immediate The GreenWay is recognised an active transport route.	To what extent do the community see the GreenWay as an active transport route?

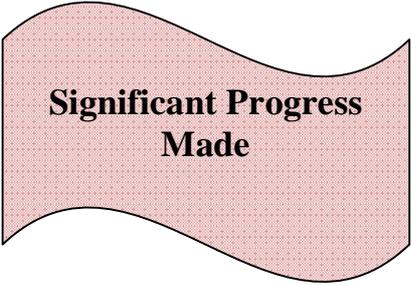
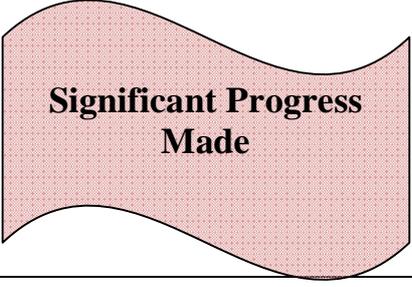
3. Findings

As this is the first report on the delivery of the project and it essentially evaluates delivery over a relatively short period of time, a more generic report is provided than will be the case in the future.. In this report, progress towards the achievement of each group of outcomes is reported upon by the use of three icons – below.



Evidence is then provided under each theme, that demonstrates why the finding has been arrived at. In future reports each evaluation question will be separately answered and specific findings about each outcome will be provided, because significantly more activity will have occurred and more formal data will have been collected – see the Evaluation Framework document.

3.1 Findings about Governance Outcomes

Evaluation Questions	Progress Towards Outcomes
<p>Has a multi-stakeholder sustainable management model been developed?</p> <p>What evidence is there that it works and is best practice?</p> <p>What evidence is there that the model promotes adaptive management and is used by Councils?</p>	
<p>What evidence is there that increased collaboration is occurring in the management of the GreenWay?</p> <p>Do the governance activities or the GreenWay Sustainability Project facilitate a coordinated approach to management of the GreenWay? In</p>	

<p>what ways?</p>	
<p>Are these policies, strategies and practices widely adopted across the GreenWay, its people and its government?</p> <p>To what extent are there policies, strategies and practices in place that lead to improved biodiversity, community engagement, governance and active sustainable transport?</p>	

The project has taken the GreenWay concept forward a long way. It has helped crystallise the GreenWay in people's minds and in the community more broadly. It has been critical in getting the GreenWay on the political map. [Steering group member]

Governance outcomes are a priority and are being strongly addressed

The Research Partner [Macquarie University] reports that:

In 2010, the project has seen significant progress with some maturation of the project team including some project outcomes, stronger developments in trust demonstrated by more inclusive committees, more transparent information sharing and the bold implementation of a stakeholder workshop. The meetings rated higher in the meeting evaluation framework than in 2009 (from average to good), by attracting a broader range of stakeholder attendees, being better organised and improving information sharing. The newly named GreenWay Project Steering Committee (agreed in March 2010) also restructured to improve effectiveness. In summary, the GreenWays Sustainability Project successfully realised improvements in the areas of stakeholder trust, project outcomes, transparent and organised communication and meetings, and evaluation, during the early months of 2010. [Jenny George Macquarie University]

It is clear from the review of governance arrangements that the emphasis is shifting from a focus on how the arrangements will work, to one that focuses more on the components and deliverables of the project. The following quote from a member of the Project Steering group summarises this point.

The project components are diverse and all a bit higgledy-piggledy. The project itself needs strategic clarity to really deliver the outcomes identified; but it is moving in the right directions. [member of the Project Steering Group]

Good governance impacts on broader program outcomes

Because the project is now well established and highly visible, it has the capacity to be a major influence on directions and visions and brings the partner Councils together to promote and to celebrate activity and achievements. The following press release provides significant evidence for this finding:

GreenWay vision becomes reality for Inner West community

Tuesday, 27 July 2010 17:13

Inner West Councils and the GreenWay community have welcomed the Premier's announcement today of the Cooks River to Iron Cove GreenWay being integrated with the light rail extension from Lilyfield to Dulwich Hill.

Ashfield Mayor, Councillor Ted Cassidy, said the implementation of the GreenWay cycling and walking path as part of the light rail extension was a "once in a generation" opportunity to provide an integrated and environmentally sustainable transport corridor for Inner West residents.

"To realise the community vision of a shared cycling and walking path connecting the Cooks River to Iron Cove is an outstanding achievement which will result in huge social and environmental benefits for our local community," he said.

"This GreenWay is a unique community asset which will enhance the lifestyle of thousands of local residents who will have access to not only the new light rail service, but a safe and pleasant off road pathway for walking and cycling."

"We must acknowledge the work of local residents and community groups over the past 10 years who have helped this GreenWay vision become a reality, through their lobbying efforts and establishment of bushcare sites."

Ashfield Council is the lead Council for the GreenWay Sustainability Project, a partnership between Ashfield, Leichhardt, Marrickville and City of Canterbury Councils focused on realising the vision of the Cooks River to Iron Cove GreenWay.

Mayor Cassidy said the GreenWay Councils and GreenWay Steering Committee would continue to work closely with Transport NSW to deliver the GreenWay, which includes a biodiversity corridor providing habitat for flora and fauna.

"Councils and community members are working hard to mitigate damage to bushcare sites established in the rail corridor and to protect vegetation which has strong habitat value."

"We will certainly have lots to celebrate at the GreenWay Festival this October."

The project has good strong support from the partner Councils. The Project Steering Group has met on eight occasions and provides quality leadership and collaboration for the project. This is needed because as one member of the Steering Group noted:

The GreenWay project has done remarkably well in adjusting to a very fast changing environment. [Project Steering Group member]

The Project Steering Group is made up of representatives from each of the partner councils, the community, the research partner and GreenWay project staff. It is imperative to the continued roll-out of a quality project and needs to remain a high priority for future governance of the project. The following quotes demonstrate the current situation.

There is a highly supportive Council Projects Steering Group

We get positive feedback from Council staffers

The USP Project is a fantastic asset to the GreenWay. Without it we would not be in such a fantastic position of seeing the GreenWay Vision realized. Well done team.

[Members of the Steering Group]



Good governance obtains quality support from key stakeholders

A feature of the work to meet the governance outcomes of the project has been the efforts to liaise, with, consult and strongly engage a range of stakeholders in the project. Work with the Research Partner has been crucial in this regard. This is a challenging exercise because there has been strong engagement in the GreenWay from a small, active and highly principled group of local people for a long time. Their work is to be commended and applauded. The intention is to ensure that a successful project is delivered in a way that enhances and harmonises the

community, builds on previous hard work and dedication and maintains social sustainability, while enhancing environmental sustainability in the GreenWay.

To this end, a successful Key Stakeholders workshop was held and a significant number of other communication processes have been established. This occurred before the project evaluator was appointed and so no formal evaluation was undertaken but the following results/issues reported:

- *This is a change management process, as the project has been driven by the community for 10 years and Council is now taking a lead role. There may be trust and communication issues as this power shift occurs..... Everyone is working for the common good.*
- *There are stresses and tensions. We [the community] have been working for 10 years. [Naturally sic] There is a tension between the Environmental Trust objectives and community ideas on the ground. These are being worked through.*
- *It is difficult to understand the new governance model as there is no blueprint.*
- *It is frustrating to have a large amount of money and we are not seeing a lot for it. It is hard to see the practical application. This meeting is good; I would have liked it five months ago.*
- *Concern was raised about other uses for the corridor, such as light rail. How are we going to build capacity if light rail goes through? We are missing opportunities.*
- *There have been delays in the appointment of the team. You want the team to understand the project properly and that takes time.*
- *Lots of things in the plan are about capacity building which is not easy to achieve. Lots of stakeholders have practical needs that won't be met.*

Five years ago I wouldn't have believed the project could obtain such funding. We are here to celebrate that we have money to do something. As a community representative, I want to see more on the ground. [Community representative]

Evaluator's Note: It may be that some of the frustration to date has been a direct result of the mandatory planning period that the Environmental Trust has established in this round of grants. The community knows that funding has been obtained in 2009 and want to start on the ground work and other activities immediately. That is understandable and now that significant actions are occurring, the issue is not as challenging as it was in the early stages of the project. A change in project manager and recruitment of staff, and establishment time required for committees etc, are exacerbating factors.

There has been strong movement towards the development of a sustainable management model for the project

The work of the Research Partner* has been important to understanding of good governance, but it is noted that an adaptive management approach has been required in order to ensure that tasks are undertaken in a changing climate – see below.

The project has developed to the point now where the literature review covering an overview of international best practice in management of shared assets has been completed. Research methodologies have been determined and the best practice model has been significantly developed. This has meant an accelerated timeframe has been negotiated to ensure that the

research is completed in a manner that reflects new governance realities and these are discussed further below.

The Research Partner has been a willing and committed player in the project, as indicated in the following quote:

I have yet to read all the journal readings however the report summarised these very well. I was able to utilise this information in a report to other Project Managers of NSW Environmental Trust Projects. In addition, the literature supported much of what had been experienced in “real life” during the first 12 months of the Project. Advice provided by the Principal Researcher Jenny George and Wendy Goldstein was congruent with much of what the literature said, which was also reassuring. [GreenWay Project Manager].



* The Research Partner is the Graduate School of the Environment

Quality adaptive management is a feature of good governance and is highlight of this project.

The following extract from a report from the Research Partner demonstrates this approach with respect to the announcement of the Light Rail extensions and its impact on the timing and nature of the project. Deliverables have been accelerated as described briefly below. This has provided real benefit for the project and will result in a quality input that will be reported on fully in Report 2, September 2011, when all governance workshops etc are completed. These are occurring in the period up to November 2010.

In mid 2010 the NSW State Government unexpectedly announced the development of the Light Rail to Dulwich Hill project and soon after incorporated the GreenWay initiative as an integrated transport corridor. Due to these significant changes to the status of the GreenWay project from vision to reality in a couple of months, an adaptive approach to governance was necessary.

The new political context of the Project resulted in some variations to the Macquarie University research plan, especially in the timetable of planned outcomes. This was necessary due to the adaptive action research approach taken by the researchers with the aim to maximise reflexive practice outcomes while maintaining research integrity. Thus revision of the research process and priorities so as to work to an accelerated timetable (State Government deadlines on the Project) was necessary to maximise input into the GreenWay process and outputs from the Macquarie University Research Project.

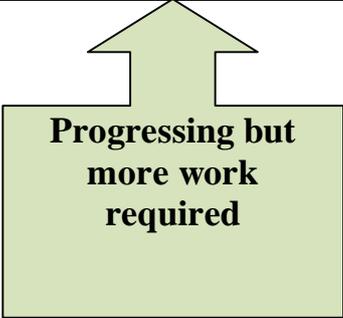
These variations to the process included carrying out a new project phase analysis to plan the best approach from here, while incorporating existing research work. This recognised to need to carrying out and refocusing in depth interviews towards case study examples that were further along in their life cycle to inform the GreenWay of potential challenges and possibilities along the lifetime of a project, especially in the operations phase. With regard to Project priorities in the research, the planned governance workshops with key institutional stakeholders were brought forward to allow for capacity building in time for new deadlines. Finally in regard to the role of the critical advisor, more time was invested in the people and process due to the current critical phase. [Jennifer George, Macquarie University]

Conclusion

The GreenWay sustainability project has made a very positive beginning in meeting all of the outcomes identified in the Governance Strategy.

I'm very excited about the outcomes of this project [Project Steering |Group member]

3.2 Findings about Environmental Outcomes

Evaluation Questions	Progress Towards Outcomes
<p>Is there evidence that there has been improved environmental conditions and biodiversity in the GreenWay?</p> <p>What evidence is there that improved capacity exists among stakeholders to more efficiently manage the environmental conditions in the catchment</p>	 <p>Progressing but more work required</p>
<p>To what extent is there improved habitat in the GreenWay?</p> <p>What indicators are there that planting has occurred?</p> <p>Is there evidence of increased use of sustainable transport?</p>	 <p>Progressing but more work required</p>
<p>What evidence is there of an increased level of community involvement in GreenWay bushcare and other related activities.</p>	 <p>Progressing but more work required</p>

There has been substantial planning so that environmental outcomes and on-ground activity can be well managed.

The project has undertaken two pieces of work that frame future on-the-ground activity:

1. A Flora & Fauna Literature Review has been undertaken. This Review was completed in June 2010 following extensive research and consultation with residents and other key stakeholders. It provides a comprehensive, centralised source of information about flora and fauna in the GreenWay and the surrounding catchment area, which spans four Local Government Areas. The Review includes information about pre-European vegetation, listings of species found in or nearby to the GreenWay, and a review of

bushcare and revegetation projects in the GreenWay. The Literature Review is available on-line. It establishes some useful benchmark information for future work.

2. The GreenWay Bushcare Management Plan is being developed by the GreenWay Sustainability Project to provide a strategic direction and action plan for achieving the GreenWay corridor's biodiversity goals. These goals will be achieved through the establishment of new bushcare sites to form a continuous flora and fauna corridor from the Cooks River to Iron Cove. A key stakeholder workshop was held in August 2010 to discuss the draft Bushcare Management Plan. Groups who attended included the Inner West Environment Group, Cooks River Mudcrabs, Sydney Metro CMA and local Councils. The consultation process will conclude with an exhibition of the Final Draft. The Bushcare Management Plan will also provide a platform for ongoing work with Transport NSW for the integration of GreenWay as part of the Inner West Light Rail Extension.

Community input into the management of the GreenWay environment is important

As part of the development of the Bushcare Management Plan a stakeholder workshop was held. The following evaluation findings summarise the results of this process. Participants found the workshop:

- Very enjoyable 22%*
- Enjoyable 63%*
- Uncertain 15%*



While there was some uncertainty about the representativeness of the group, the following evaluative statements represented the views of the participants:

- Thanks for the opportunity to be involved. Very good, well managed, needed to be longer
- Further consultation required at later stages
- The permanence of sites - longevity is an issue
- Discussion very worthwhile as complexity of issues drawn out (if not discussed)
- All issues raised were interesting. More discussion needed on existing fauna (non bandicoot), general community engagement, schools, neighbours etc.
- More refinement needed on this plan.

Bushcare groups have been provided with resources.

A key objective of the GreenWay Project is providing resources and capacity-building local community groups. So far the Project has provided local bushcare group the Inner West Environment Group [IWEG] with plants and tools to continue their excellent bushcare projects. The GreenWay Landcare Supervisor is also working with IWEG to provide support for site supervision and to recruit and train new supervisors and volunteers. The Project worked with IWEG on a Planting Day and BBQ in July to attract more volunteers.

On-ground works



A range of events have been conducted on the GreenWay by the Landcare Supervisor and the Bushcare officer. These include working bees [7] and special events including the National Tree Day event. A generic outline of activities undertaken is listed below. At these events evaluative data is now being collected and more detailed and quantified findings will be available for inclusion in report 2.

In general activities include:

- collect and return tools
- site safety inspection, pre-work briefing and induction by GreenWay Landcare supervisor, sign-on prior to commencement of work
- preparing area – for example: install dead wattle branches onto slope for terracing using stakes supplied
- mulching
- pruning

- breaking up dead branches and form piles for habitat
- weeding designated areas
- planting designated, supplied tubestock
- watering in plants often using watering can and water from neighbours property (with their permission).
- informal training of new volunteers in correct planting techniques

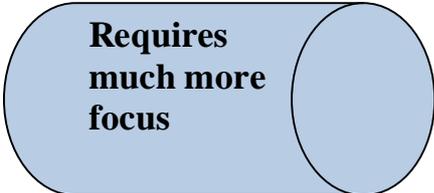
Cultural heritage issues are important and are considered by the project.

Cultural heritage features along the GreenWay corridor and within the GreenWay catchment include:

- Aboriginal archaeology and sites along the Cooks River
- The central sandstone arch and the balustrade from the original Battle Bridge which is listed as an item of State Significance on the New South Wales Heritage Register
- The heritage-listed cast iron sewer pipeline at Hawthorne Canal crossing the pathway at Cadigal Reserve built in the 1890s
- The two 1880s Whipple Truss bridge sections from the railway viaduct at Lewisham which when constructed was the longest in Australia
- The heritage listed Waratah Mills and Mungo Scott Flour Mill, (the former converted to unit development in 2003).

These are brought to the community's attention through a range of on-ground activities and via the cultural walks.

3.3 Findings About Community Outcomes

Evaluation Questions	Progress Towards Outcomes
<p>What evidence is there of increased community stewardship for the GreenWay?</p> <p>What sustainable living practices have increased as a result of the GreenWay Sustainability Project?</p> <p>Is there evidence that the community has been empowered to be more sustainable?</p>	
<p>What evidence is there that capacity has been improved?</p> <p>What capacity building processes have been undertaken with the community, designed to enable long term sustainability?</p>	
<p>To what extent have an increased number of people from across the GreenWay community been engaged?</p>	

A strong beginning has been made to understanding community knowledge, attitudes and behaviours with respect to the GreenWay and to engaging the community.

Given that the project has been operating for a short period, and that community engagement takes a significant amount of time and energy, the project has made a very positive beginning. Specific findings about the social research, engagement and capacity building activities are provided below. As a general finding however, it is important to note that the approach taken is well planned and integrated. At this preliminary stage, the project staff and their Steering Group can feel well satisfied with their efforts.

There is significant amount of data available about the Community and the GreenWay upon which to build future activity and research.

The Resident's Survey conducted in June 2010 provides a significant amount of useful benchmark data – benchmark in two ways:

- Once the survey is re-administered later in the life of the project, data can be compared to the June 2010 findings. This will assist in tracking progress against outcomes and measuring community engagement and behaviour.
- Some questions in the survey enable benchmarking against Australian Bureau of Statistics [ABS] findings and this facilitates comparisons against national data.

In addition some data could be compared against the NSW Government's *Who Cares about the Environment 2009? Survey*.

A summary of the most relevant survey results follows. This is data that can be compared in future reports.

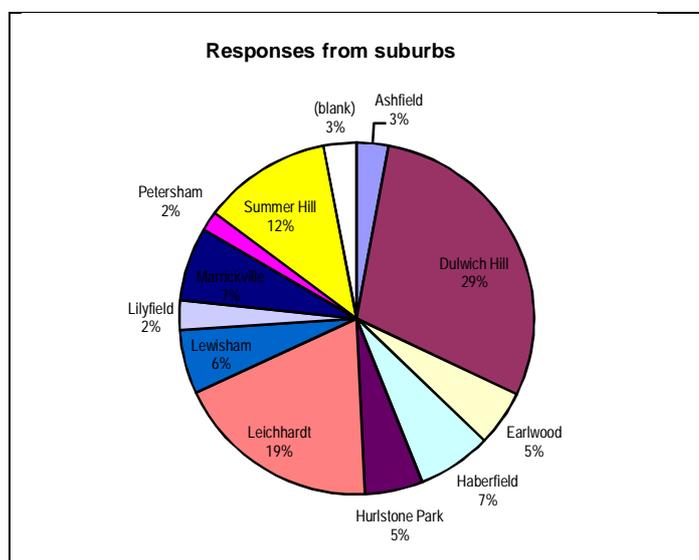
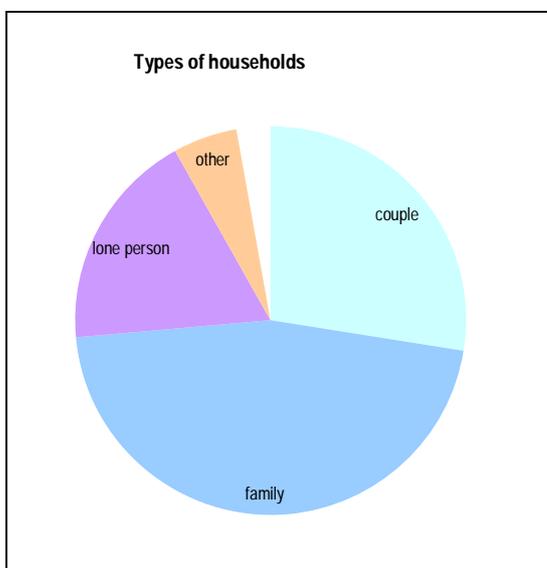
Demographic Data

The survey received 716 valid responses.

The response rate average about 4% of all households, and rises with household size. It was lowest for single-person households (2%), average for couples, and highest at 5% for family and group households.

Across age-sex groups, the highest responses were from men aged 45-64 (3.3% of residents), then men aged 25-44 (2.3%) and women aged 45-64 (2.1%). Young people under 25 and people over 65 were less well represented.

Virtually all respondents spoke English at home (92%) with a few respondents speaking Chinese, Italian and Greek, and other unspecified or rare languages.



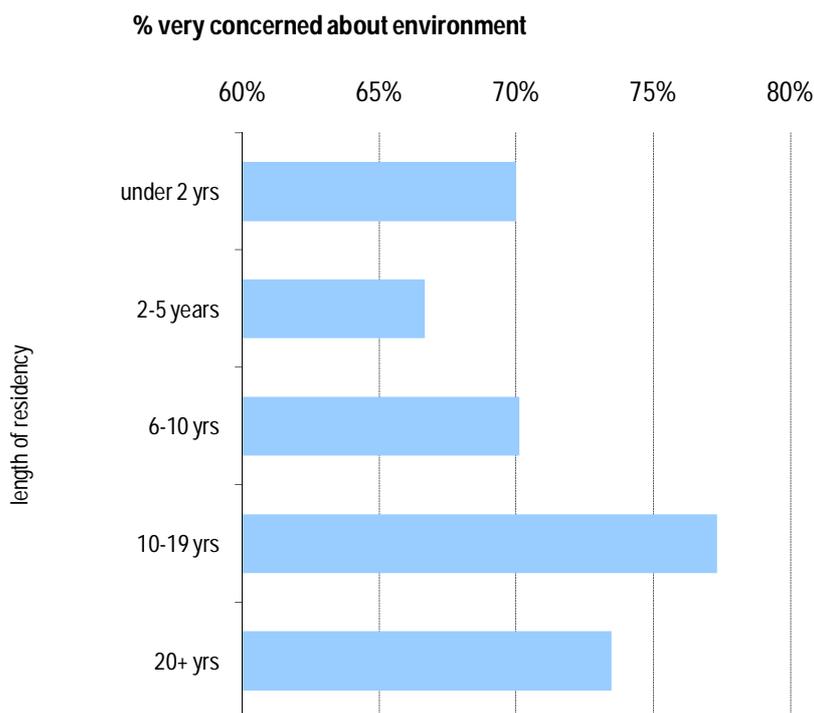
As was expected, more responses were received from those in close walking distance to the GreenWay than from those furthest away. Residential density to the survey is fairly consistent across the GreenWay, so higher proportions of responses from closer residents suggests higher response rates (per household). The pattern of responses was similar for males and females, and for most age groups except where response numbers were low. This suggests that interest in the GreenWay declines with distance from the GreenWay corridor, which is consistent with expectations.

Level of Concern

The survey results indicate very high levels of concern in the GreenWay about the state of the environment generally, with 71% being very concerned and 28% being concerned, and fewer than 10 respondents not being concerned.

The suburbs with the highest proportions being very concerned about the environment were Marrickville (84%), Ashfield (79%) and Hurlstone Park (77%). The proportion was notably lower in Lilyfield (56%) and Petersham (58%); both these areas had few survey responses so the results are less accurate.

Level of concern varied with length of residency



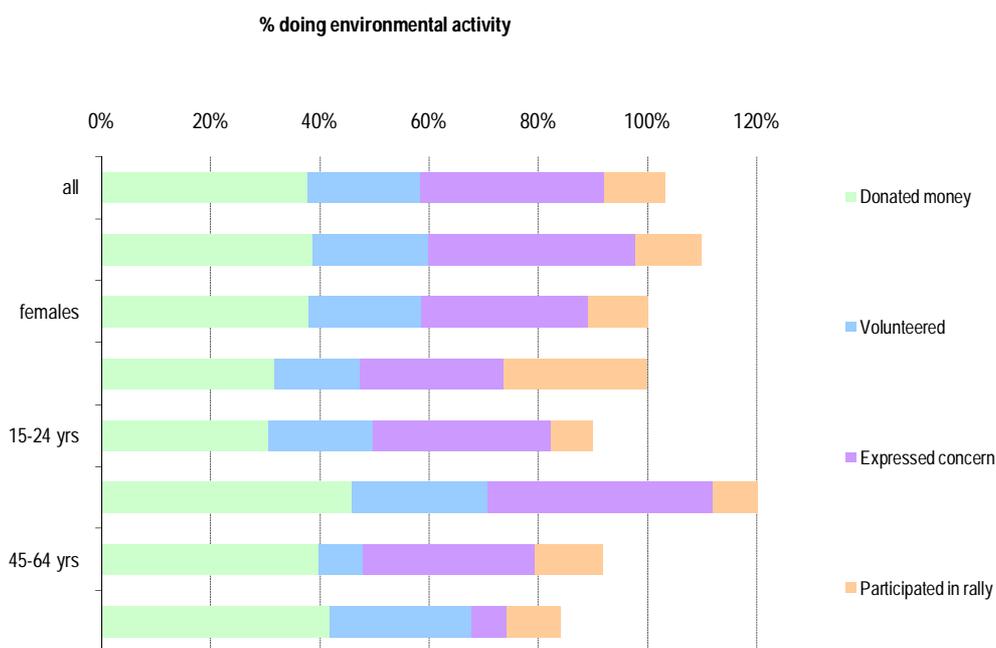
Awareness of the GreenWay

Overall, two-thirds of respondents had heard of the GreenWay concept, with similar rates for men and women, and slightly higher rates among those aged 45-64.

The interpretation of these results is difficult. The awareness rate seems high, given that the survey and accompanying brochure was the first specific leaflet about the GreenWay in this community, and the logo was being used for the first time, so was unfamiliar. However, the community may have picked up the GreenWay concept from limited publicity over a couple of years. It is also likely that those already aware of the GreenWay might have responded more to the survey than those who were unaware.

Undertaking environmental actions

Respondents were more active environmentally than those found in the national ABS survey previously cited - 38% of respondents had donated money (14% nationally); 34% had expressed concern to authorities (10%); 20% had volunteered (9% nationally); and 11% had rallied (2% nationally).



The 2006 Census found that 15% of adults in the GreenWay catchment had volunteered with organised groups.

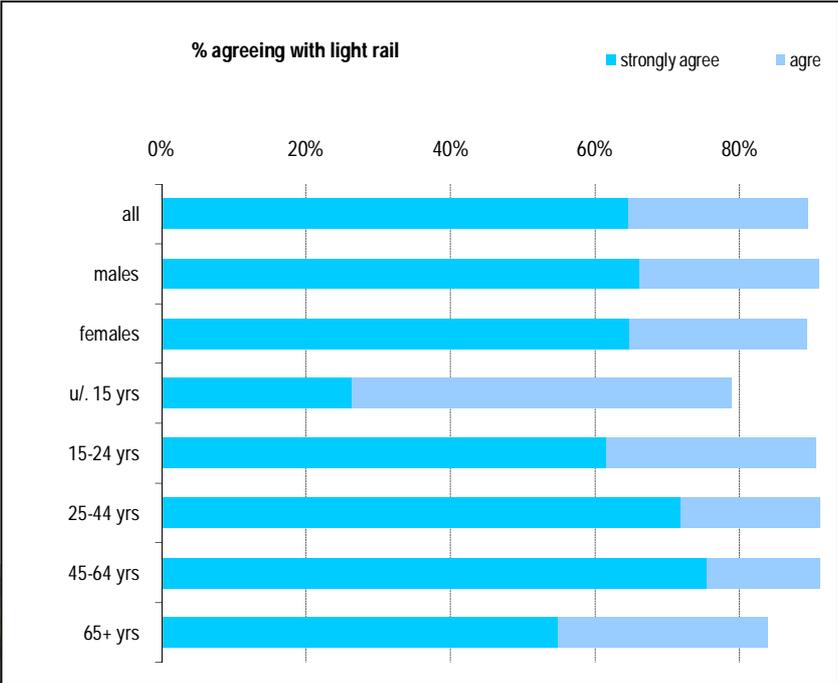
Respondents were asked whether people in the household composted, mulched or used a worm farm. Almost two-thirds of respondents used one of these methods for organic waste regularly or sometimes; 37% never did.

Mode of transport

- The most common transport mode was driving a car. Only 167 or 26% of the respondents' households had no regular car driver, while 299 had one car driver (46%), 166 had two (26%), and 12 had three drivers (2%). The average was 1.04 drivers per household.
- The second most common mode of transport in the GreenWay was walking, with an average of just under one walker per household (0.88). Notably, 46% or almost half of households had no frequent walker.
- The two public transport options serving the GreenWay were next most frequently used, with half the households (50%) using the train and 43% using the bus frequently. Average usage was 0.65 persons per household travelling by train, and 0.59 by bus.
- One-third of households had a member who cycled frequently, usually just one, averaging 0.44 cyclists per household.
- Surprisingly, perhaps, the least frequent mode of transport was as a passenger in a car. Only 31% of households had any frequent passengers, averaging 0.4 passengers per household.

Light Rail

The proposal to extend the light rail was overwhelmingly endorsed, by 91% of respondents),



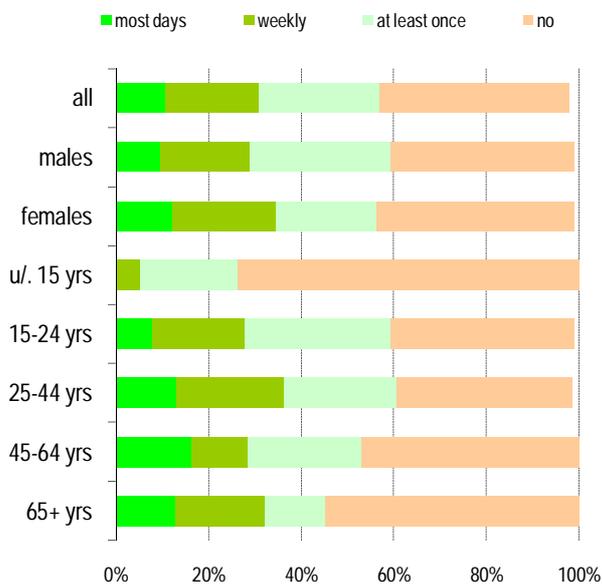
Biodiversity

- Usually, respondents reported having seen 1–5 or 6–10 birds near their home over the past year, with an approximate average of 7 birds.
- Asked whether they had seen other wildlife, respondents most commonly ticked frogs (31%), then bats or flying foxes (24% for either), then possums (20%) and large lizards (19%). Snakes and bandicoots were rarely sighted.
- On average, 38% of gardens had most or many natives; another 44% had some; and only 14% had none. The larger the size of garden, the greater the proportion of native plants. Some 62% of large gardens had natives, compared with 37-44% of average - small gardens and just 10% of courtyard / balcony gardens.

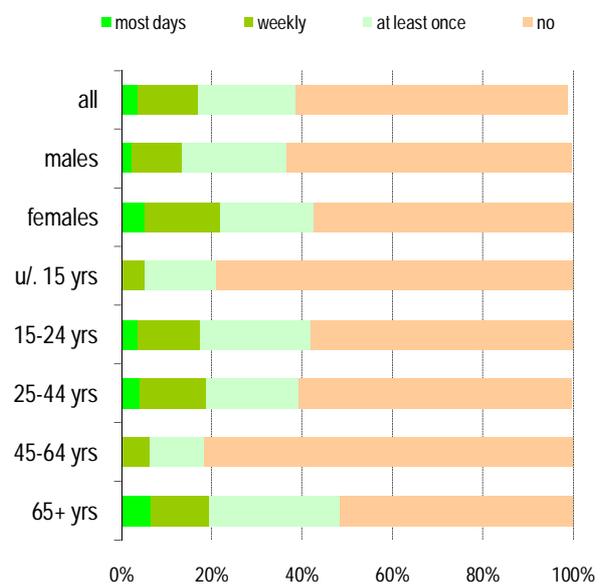
Use of the GreenWay

- Most of the respondents were infrequent users of the current cycle-walking path that extends from Iron Cove to Summer Hill, about half the length of the GreenWay. Only a third walked along it at least weekly (11% daily; 20% weekly), while 41% had never walked it. A further quarter of respondents (26%) had walked it only once.
- Few of the respondents cycled regularly along the current cycle-walking path. Only 17% cycled along it at least weekly (4% daily), while 60% had never cycled it. A further fifth of respondents (26%) had cycled it only once.

% walking the current Greenway path



% cycling the current Greenway path



Significant and successful efforts have been made to engage the community.

The GreenWay Sustainability Project involves the delivery of a number of projects designed to engage people and build knowledge and capacity. This report details what has occurred to date. Future reports will quantify and provide evaluative data about these activities.

The GreenWay Learning for Sustainability Schools Program

In the Department of Education and Training's Year of Learning for Sustainability, the GreenWay Primary School Project has been commenced with the support of four local primary schools and the Department of Education and Training's Sustainable Schools Program. The GreenWay Primary School Project is developing curriculum resources that can be used for teachers to support environmental education objectives, and help connect students to their local environment. The resources will be piloted in Term 1, 2011 at Kegworth Public School, Summer Hill Public School, Dulwich Hill Public School and Canterbury Public School. This process will be evaluated.

Significant public visibility in events

The GreenWay Project has been highly visible in a range of community events over the past six months and as indicated in the data above, this visibility is impacting on the community's awareness of the GreenWay.

Planning and promotion of GreenWay Festival

The GreenWay Festival is a high profile community event to be held between October 10 and 17, 2010. The Program is now available and includes a large array of educational, fun and free activities on and around the GreenWay, including bike tours, walking tours, Arts Exhibition, GreenWay Day, and bushcare, sketch classes.

Local artists are submitting an artwork for the GreenWay Arts Exhibition.

The GreenWay features many sites of historical importance and biological diversity. To allow residents to experience them first hand, the GreenWay Festival will be featuring guided tours during the week focusing on the social and local history of the GreenWay and its ecological treasures.

This event has required a significant planning effort across the partner councils and the festival is eagerly awaited.

<p>One Steering group member said: <i>Well functioning and dynamic project team</i> <i>Professional outputs</i> <i>Well managed events</i> <i>Energising the community</i></p>
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Website

The website was launched in early September and gives the project and the GreenWay itself heightened visibility. Visitor data is being maintained and will be reported in Report 2. The website and the logo give the project more visibility and a greater reach into the community.

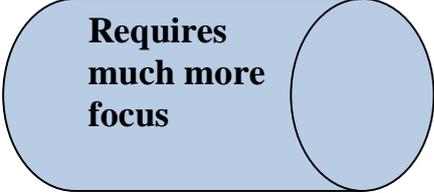
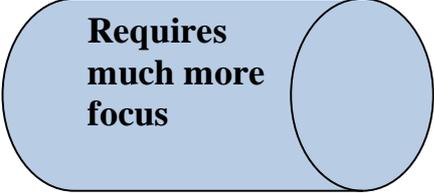
Newsletter

The publication of the new community newsletter about the GreenWay [September 2010] will assist to develop the community's knowledge of the GreenWay and expand its use.

Building the capacity of the community

A significant outcome for this project is to build the capacity of the community to protect, restore, use and understand the GreenWay. Although this process has begun, a more strategic approach may be required, so that the outcome is achieved.

3.4 Findings About Transport Outcomes

Evaluation Questions	Progress Towards Outcomes
<p>Is there evidence of increased use of the Greenaway for active recreational transport?</p> <p>Is there evidence of increased use of the Greenaway for commuter transport?</p>	
<p>What information exists to identify the extent to which the community recognises the environmental and health benefits of active transport?</p>	
<p>To what extent do the community see the GreenWay as an active transport route?</p>	

Achieving transport outcomes is a longer term outcome.

It is well understood that changing community behaviour about preferred modes of transport is one of the most difficult behaviour changes to motivate. People in Sydney are strongly attached to the use of their cars, though recent increases in the use of public transport are encouraging. Within this climate it is important to the success of the GreenWay project that efforts at motivating more active transport are integrated and highly visible. The extension of the light rail, see below, and the integration and promotion of the GreenWay Trail are significant step [and/or 'wheel'] forward.

Notwithstanding this, change in people's transport behaviours will require significant emphasis over the life of the project and beyond. Varied habits do not occur overnight and new community norms take time to create. Evidence of changes in behaviour will be identified primarily via the re-administration of the resident's survey, which can track movement over time. It is premature to expect that any change in use of transport, for recreational or commuter purposes can be seen at this stage of the project's implementation.



Significant outcomes have been achieved to date.

The Project Team worked closely with key GreenWay stakeholders, the GreenWay Steering Committee and Transport NSW in the lead up to the announcement of the GreenWay integration with the Light Rail Project. Extensive lobbying by local Councils and community groups over the past 10 years included stakeholder workshops, presentations, meetings and site visits. The NSW Government announced that it will include the GreenWay Trail, a shared pathway for cyclists and pedestrians, as part of the Inner West Light Rail Extension. People will be able to walk or cycle from the Cooks River to Iron Cove on the shared pathway, with the GreenWay Trail offering a convenient, safe and off-road route for commuter and recreational cyclists, as well as walkers.

A large section of the GreenWay Trail will run parallel to the light rail, on the western side of the rail corridor.

The GreenWay Trail* will improve access to light rail stops and local parks, while providing a continuous link from the Cooks River Cycleway to the Iron Cove BayRun.

Existing and new bushcare sites will promote the GreenWay vision of a green corridor and bush link for flora and fauna.

The GreenWay Sustainability Project Manager is a representative on the Light Rail Steering Committee and the GreenWay Steering Committee Delegation to Transport NSW. Key aspects of the Sustainability Project will be integrated as closely as possible with the work being undertaken by Transport NSW. Macquarie University is providing advice on governance models for the sustainable management of the GreenWay once it is implemented.

* The GreenWay Trail is a shared, off-road pedestrian and cycling path linking the Cooks River Cycleway at Earlwood to the Iron Cove BayRun at Haberfield. The GreenWay Trail will be completed as part of the Inner West Light Rail Extension, with the shared pathway running parallel to the light rail service.



The specific details of the announcement are outlined below.

Sydney Light Rail Extensions

The NSW Government is extending the light rail network by almost 10km so passengers can travel directly between Dulwich Hill, the Inner West and through the Sydney CBD.

The two-stage \$500 million light rail expansion is part of the NSW Government's Metropolitan Transport Plan.

The first stage - a 5.6km extension to the Inner West - will operate from early 2012. It will run from the current light rail terminus at Lilyfield, along the disused freight rail corridor, to Dulwich Hill.

In May this year, transport consultants GHD prepared a study for the Inner West extension which was released for community feedback.

Transport NSW then undertook a series of ecological, surveying and geotechnical investigations. Taking into account the findings of these investigations and the many community submissions received regarding the GHD study, Transport NSW prepared a scope of work for the project.

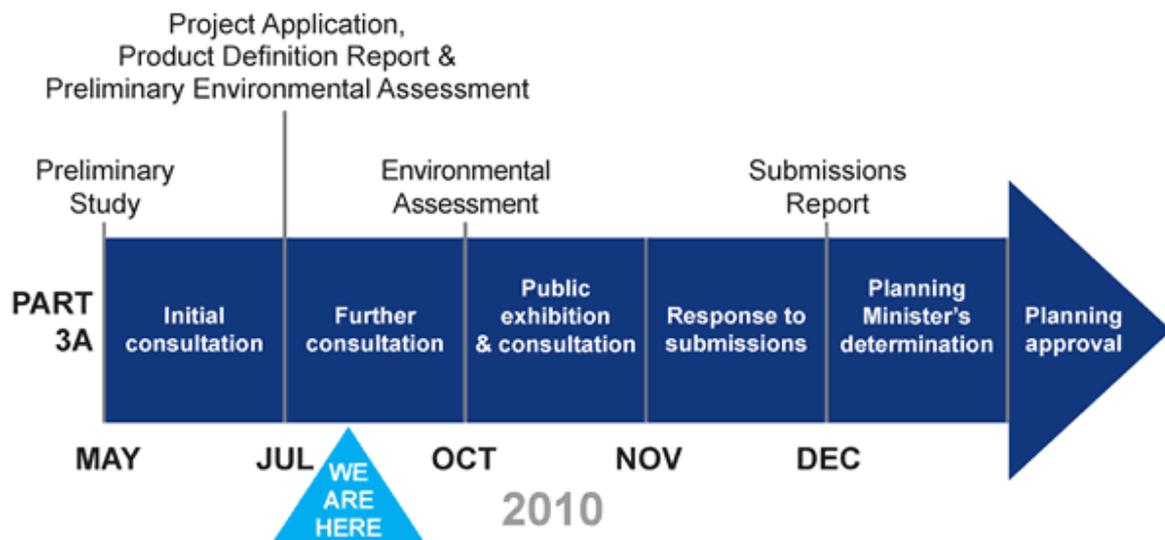
The community strongly favoured the inclusion of a walking and cycling path in the corridor, along with a number of bushcare sites - a "GreenWay". The Government has announced that

the GreenWay will be included in the project, giving Sydney its first environmentally sustainable, integrated transport corridor, which will run from the Cooks River to Iron Cove.

On July 19, a Project Application and Preliminary Environmental Assessment were lodged with the NSW Department of Planning. Consultation with the community is on-going and there will be another period of formal community consultation later in the year when the Environmental Assessment is put on public display.

Restoration work is now being done on the track, including replacing the ballast, sleepers and rail track to ensure a reliable, safe and comfortable light rail passenger service. Construction of the Inner West Light Rail Extension and GreenWay would begin following a full Environmental Assessment process and subsequent project approval.

The timeline is as follows:



The Inner West Light Rail Extension from Lilyfield to Dulwich Hill will ensure the GreenWay is a fully integrated sustainable transport corridor.

The community is being encouraged to use the GreenWay as a transport option

The GreenWay project has commenced, encouraging the community to use the trail more often for cycling and walking. Two AustCycle Training Courses have been held and evaluated with high satisfaction and usefulness ratings reported.

Data about use of the GreenWay now is available in the resident's survey and the GreenWay Festival contains a mix of bike and walking tours.

The "GreenWay Trellis" concept is also an important part of the enhanced transport options process. This aims to extend the GreenWay through a wider catchment of neighbouring parks, reserves, and private properties, with quiet "green" streets for walking and cycling, and native plantings in parks, reserves and backyards to provide habitat for native flora and fauna.



More needs to be done to promote active transport

One important outcome for the project is that there is an increased recognition in the community about the environmental and health benefits of active transport. At this stage no data is available to report progress against this outcome and it is difficult to see what activities are in place to drive towards this outcome. A combination of knowledge increase and attitudinal change, underpin a movement to active transport and it is important that the project addresses this directly into its next phase.

4. Recommendations

As a result of the evaluative processes undertaken to develop this first report, and its findings, it is recommended that:

1. The GreenWay Project Steering Group continues to meet regularly and to provide strong guidance for the project. Collaborative ownership of the directions of the project across the partner Councils and the community is essential for the future success of the project.
2. The GreenWay Project Steering Group and project staff consider how management of the GreenWay will be structured following the completion of the project. This will involve decisions about future governance processes, communication, community engagement and events progress following mid 2012.
3. Later in 2011, the GreenWay project staff develop and deliver a briefing and capacity building program for staff and community from neighbouring Councils, to share the learning from this project.
4. With specific regard to the work of the Research Partner, the adaptive management approach should be written up more formally in a peer reviewed journal so that it can be communicated to others.
5. During the next period of the project there is a need to focus on the development/ adaptation of policies and strategies across all partner Councils, that lead to improved and integrated approaches biodiversity, community engagement, governance and active sustainable transport.
6. A more structured process is implemented to quantifying environmental impacts and providing collated and analysed data for the evaluation.
7. The Resident's Survey is conducted at least once more in the life of the project, so that progress against the project's outcomes can be measured and more up-to-date information can be obtained.
8. Collecting data and engaging with people from Culturally and Linguistically Diverse Communities requires special attention into the future.
9. Building the capacity of the community to protect, restore, use and understand the GreenWay is a major objective of the project; and a more strategic approach may be required, so that this outcome is achieved.
10. Because a combination of knowledge increase and attitudinal change underpins movement towards increased use of active transport, and this is a difficult change to motivate, the GreenWay project needs to address this directly and more actively into its next phase.