



## **SYDNEY'S FIRST GREENWAY IN LIGHT RAIL EXTENSION**

Monday 19 July 2010

Premier Kristina Keneally today announced the new light rail corridor between Lilyfield and Dulwich Hill will host Sydney's first "GreenWay" – an environmentally sustainable, integrated transport corridor.

**"The new GreenWay is a first for Sydney – it will ensure the corridor has a 'mixed use' for families, commuters, cyclists, walkers and joggers," Ms Keneally said.**

Ms Keneally today joined Transport Minister John Robertson, Member for Balmain, Verity Firth and Member for Marrickville, Carmel Tebbutt to launch the scope of work for the light rail extension – including the location and names of nine stops along the new 5.6km light rail extension from Lilyfield and Dulwich Hill.

This is another milestone in roll out of Sydney's \$500 million light rail expansion and is part of the NSW Government's fully funded \$50.2 billion Metropolitan Transport Plan.

Under the Metropolitan Transport Plan, there is almost 10 kilometres of new light rail track, bringing the total distance to 16.9 kilometres – stretching from Circular Quay to Dulwich Hill.

"People will be able to walk or cycle from the Cooks River to Iron Cove, through Canterbury, Marrickville, Ashfield and Leichhardt Council areas," Ms Keneally said.

"Converting the old freight corridor between Lilyfield and Dulwich for light rail use will significantly improve transport for commuters.

"At the same time, we want to ensure the corridor can benefit the whole community with the incorporation of a cycling and walking path, as well as retain critical bushcare sites along the extension.

"Design and construction work on the GreenWay will be undertaken at the same time as work on the light rail line, which we expect to be complete within two years.

"Transport NSW will today lodge the project application and Preliminary Environmental Assessment with the Department of Planning, followed by community consultation."

Nine stops have been identified as part of the project application, following consideration of aspects such as the GreenWay, transport connections, walking distances, accessibility and proximity to retail, residential and recreational areas.

The recommended stops are:

- **Leichhardt North** (west of James St, adjacent to Darley St and City West Link Rd);
- **Hawthorne** (between Darley Rd, close to Lyall St and Hawthorne Canal);
- **Marion** (north of the overbridge crossing of Marion St, close to Lambert Park);
- **Taverners Hill** (northern side of Parramatta Rd overbridge, just east of Battle Bridge over Hawthorne Canal);
- **Lewisham West** (south of Longport St overbridge);

- **Waratah Mills** (north of Davis St overbridge);
- **Arlington** (adjacent to Johnson Park, north of Constitution Rd overbridge);
- **Dulwich Grove** (between New Canterbury Rd and Hercules St overbridges); and
- **Dulwich Hill Interchange** (adjacent to Dulwich Hill railway station).

Ms Tebbutt said the inclusion of the GreenWay in the project was a win for local residents.

“Community consultation about the light rail extension has shown very strong support for incorporating the GreenWay,” Ms Tebbutt said.

“The GreenWay concept originated with the community and has been embraced in many ways already, particularly through bush regeneration work.

“More than 400 people provided a submission to the pre-construction study.

“We are working closely with the councils and community groups to come up with the best solutions. Their input has been invaluable.”

Member for Balmain Verity Firth said the new bike path along the GreenWay will be a key link in the Sydney cycle network.

“The project will add a cycle and walking path south beyond the light rail stop at Dulwich Hill, so that people will be able to walk or cycle from the Cooks River to Iron Cove,” Ms Firth said.

“There will also be a new walking and cycling path built across the Hawthorne Canal so Haberfield residents can easily access the “Hawthorne” light rail stop.

“This is a great outcome for the Inner West community – not only are commuters getting brand new light rail, but families will also now have access to recreational areas between Cooks River and Iron Cove.

“In some places, the actual rail corridor is in a deep cutting and not wide enough to have a new shared path alongside, meaning the path will have to divert away from the line for some short distances.

“There will continue to be ongoing community consultation during the initial Environmental Assessment period and including community updates via mail and information on the Transport NSW website.”

The Stage 1: Inner West Extension Product Definition Report, Preliminary Environmental Assessment and the summary of community feedback are available on the Transport NSW website [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)