

**Submission  
No 3**

## **INQUIRY INTO NEW SOUTH WALES LIGHT RAIL SERVICES**

**Organisation:** Inner West Bicycle Coalition

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23 February 2022

The Hon Daniel Mookey MLC  
NSW Legislative Council  
Parliament House  
Macquarie Street  
Sydney NSW 2000

**Dulwich Hill Light Rail Closure: An opportunity to build vital Active Transport Links**

Dear Mr Mookey,

Inner West Bicycle Coalition is a group of bicycle user groups committed to improving Active Transport in the municipality of Inner West Council by advocating for improved bicycle facilities and widespread community bicycle usage.

We note with regret the forced closure of the popular L1 Dulwich Hill to City Light Rail line due to rolling stock failures.

From our perspective the Dulwich Hill Light Rail line has two flaws.

- 1 The reach of the rail network could be improved into surrounding residential areas by the provision of safe, convenient local bicycle routes. These end of journey facilities are the joint responsibility of local council and the state government through Transport for NSW. However, at this stage these facilities are patchy and not complete.
2. Buses provided a temporary alternative to the Light Rail but **cycling** could also have provided a viable alternative, especially during the period of Covid personal space constraints. If there had been safe, convenient parallel cycle routes this would have provided even more capacity to cope with the current shutdown.

Ironically, if the City West Cycle Link had been built concurrently with Dulwich Hill Light Rail extension in 2014 it would have provided significant relief. It would have given resilience to the transport system to deal with the current rolling stock failures. As in the Covid period, when people did move to use the pop-up cycleways, this cycleway could have provided a further diversity of transport options.

The City West Cycle Link, <http://citywestcyclelink.org.au> proposed in 2011 was to provide an off-road, safe, flat cycle link from the Greenway at Hawthorne Canal to the Anzac Bridge cycleway.

The link could have provided an attractive cycle route as part of the western regional cycle route to the city. It could have provided provide a superior western connection to the future Bays West Development and the city CBD cycleways through Pyrmont for a wide variety of people who wish to cycle to the proximate city from a wide catchment from the Inner West and Canada Bay LGA's.

The City West Cycle Link proposal was developed by planning professionals and local cycle groups and endorsed by City of Sydney and the former Leichhardt Council. It is incorporated in the 2016 Leichhardt Bike Plan. It is worth noting that the building of this cycleway would not threaten car parking and access in any way, in contrast to the resistance that was encountered when creating the pop-up cycleways.

The following table shows sections along the Dulwich Hill Light Rail line in Inner West LGA where cycle facilities could have provided relief during the shutdown:

Section	Current conditions	Current cycle facility	Suggested solution
Dulwich Hill Stn to Hawthorne Stn	Useable, but enhancements planned	The Greenway	Complete commitments for grade separations from road crossings
Hawthorne Stn to Leichhardt North Stn	Use lanes on busy Darley Rd, kerbside lanes occupied by long term parking	None	Provide separated cycleway on Darley Rd by parking removal on railway side of Darley Rd Leichhardt
Leichhardt North Stn to Rozelle Bay Stn	Lilyfield Rd cycleway and difficult crossing to Leichhardt Nth LR station	Sub-standard Lilyfield Rd cycleway	Build City West Cycle Link, an off-road traffic free cycleway within Light Rail corridor from Greenway to Anzac Bridge

We strongly recommend you consider these deficiencies in the Active Transport network that could have complemented the Dulwich Hill Light network.

Yours sincerely  
 Neil Tonkin  
 Advocacy Coordinator  
 Inner West Bicycle Coalition