

## Effect of WestConnex on Cycling

Prior to the WestConnex, cyclists could travel along the M5 shoulder from Belmore Road to Bexley Road without stopping, except for the crossing the exit and entry ramps at King Georges Road. This was a fast, efficient transit for cyclists and was especially useful to commuters. The meandering path on the outside of the M5 is great for recreational cyclists but not a viable alternative for commuters as it exists at present. The exit at Bexley Road was through a spring loaded gate in a gap in the sound barrier.

The proposed east bound cycle crossing for King Georges Road requires the cyclist to exit the M5 at King Georges Road, then to cross at 3 separate signalised pedestrian/cyclist crossings to access the cyclepath on the other side. This is the same as the existing west bound crossing. I have used this crossing on many occasions and have found that I had to wait for the traffic lights to go through a complete cycle for each crossing. This road crossing can take up to 10 minutes.

I have consistently raised concerns that cyclists will also have to wait for the lights at Kingsgrove Road that will add further time to a cyclist's commute.

A test for the WestConnex project is that no user of the existing infrastructure should be worse off after the project is completed. It appears that WestConnex will fail this test for cyclists.

From the EIS it appears that there will be no work at Kingsgrove Road, however, the project has affected cyclists' crossing of this road.

To overcome the problem at Kingsgrove Road I propose that a cycle bridge be installed adjacent to the existing M5 overpass. This would be similar to the bridge over James Ruse Drive next to the M4.

This would have the added benefit that pedestrians could use the bridge and therefore the signalised crossing could be removed, resulting in less impact on the traffic flow on the road and less risk to pedestrians.

As President of Bike South West Inc. I have been invited to meetings to give my input on the projects but I have been frustrated by the excuse when I bring up issues such as these, that the section I'm talking about is not part of the particular project. Eg the Kingsgrove Road crossing in stage 1 and the King Georges Road crossing in stage 2.

Every proposal I put forward for Stage 1 for the King Georges Road crossing was rejected. These proposals ranged from minimal cost diversions to a relative high cost overpass.

The existence of the WestConnex means that cyclists no longer have access to the M5 from King Georges Road to Bexley Road on a virtually dedicated cycle lane and will now have a substantially longer trip. This trip will now be on a shared path.

Regards

Warren Artlett

President Bike South West inc.