

BIKE SOUTH WEST INC. Submission for King Georges Rd widening – loss of cycling access on M5 shoulder

In August 2014, Bike South West Inc. as the Bicycle User Group covering Bankstown, Canterbury and Hurstville LGAs was invited to a meeting with the Wet Connex group to discuss this project.

We were grateful for this opportunity but also dismayed that the present cycling conditions on the M5 shoulder to Bexley Rd would not be continued.

The focus on sustainable transport options and ways of improving the health of the population has seen the number of recreational and commuting cyclists increase dramatically across Sydney. This reduces carbon in the atmosphere by reducing the number of car trips, improves health and thus puts less strain on health facilities. It can also be an enjoyable activity. If more suitable infrastructure is constructed, especially in conjunction with large projects, cyclist numbers will continue to grow. Basing decisions on the number of present cyclists is not a forward thinking consideration.

The M5 'on road' cycling facility was paid for by the taxpayer and has never been the result of tolls or in any way paid for by car users except in the form of general taxes which cyclists also pay. It is unacceptable that this facility be removed unless an alternative route is provided that will give the commuter cyclist an uninterrupted trip to Bexley Road of the same duration and level of safety. The use of the M5 linear pathway is a suitable alternative with certain modifications.

These modifications are primarily suitable crossings of King Georges Road and Kingsgrove Road.

You told us the King Georges Road intersection is the busiest intersection in Sydney. The cycle crossing needs to be of a high standard and appropriate funds need to be budgeted for it. It should not be an exercise of reducing the cost to a minimum. At King Georges Road the existing method of having to make 3 consecutive crossings, each time having to wait for lights to change, is unacceptable for commuter cyclists.

KING GEORGES ROAD CROSSING

The following suggestions were discussed with your officers at the EIS public exhibition.

We suggested that a bike lane be added to the outer right turn lane from the east bound exit onto King Georges Road and that this lane exit directly onto the existing southern side of the linear pathway.



You told us this could not be accommodated in the phasing of the lights.

For west bound cyclists crossing King Georges Road, we suggested another crossing be added from the linear pathway back onto the M5 breakdown lane on the westbound vehicle entry ramp.



You told us this could not be done.

We suggested that cyclists could be brought off the M5 east bound through the sound barrier level with Welfare Ave. 'On road' bike logos could be placed on the road here and into Shorter Ave. Cyclists could then cross the lights at Shorter Ave across King Georges Rd and join the north side east bound linear pathway.



You told us this could not be done because of the school in Shorter Avenue.

An alternative we suggested was to have a **shared path on the footpath from the King Georges Rd off ramp from the M5 to Shorter Ave.** Install a signalised bike crossing on the southern side of this intersection (Shorter Ave and King Georges Rd) and then a shared path on the footpath back to the north side linear pathway heading east.

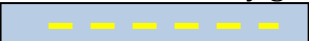



You told us this could not be done because cars turning right from Shorter Avenue into King Georges Road would be significantly delayed.

See map following with above suggestions shown by corresponding coloured lines.



CONSEQUENCES OF YOUR PROPOSED MODIFICATION FOR CYCLISTS TO CROSS KING GEORGES ROAD USING 3 SIGNALISED SHARED CROSSINGS.

We have no doubt that unless suitable continuous access is provided, east bound cycling commuters will ride along the exit ramp in the breakdown lane, cross the left turning lanes and join the traffic in the left most right turn lane. When they get a green light they will follow the lane to the kerb adjacent to the linear pathway where they will jump the gutter. 

Similarly, west bound commuters will leave the northern side Linear Pathway and cross the two traffic lanes that are turning onto the M5 eastbound and join the traffic in the left most right turn lane. When they get a green light they will follow the lane to the west bound breakdown lane. 

These actions will cause friction with motorists and will put the cyclist at risk.



As all other practical suggestions have been rejected we can see no other option but to install 2 shared bridges as shown (similar to the one across Henry Lawson Drive at Georges Hall – this used a bridge span no longer required in another part of the state).



[KINGSGROVE ROAD CROSSING](#)

What hasn't been resolved is a commuter crossing across Kingsgrove Road. The present crossing as part of the linear pathway is not a practical commuter alternative. The only practical solution for this crossing is one bridge across Kingsgrove Road attached/ adjacent to the M5 bridge similar to the bridge across James Ruse Drive.

We realise Kingsgrove Road is supposed to be outside the scope of this project but the problem of the crossing is caused by this project it and as such it is essential that it be considered now.

Warren and Sue Artlett

Bike South West Incorporated