

# Beaches Link and Gore Hill Freeway Connection

## Environmental Impact statement

February 2021



Established 1981

Submission to:-  
Planning and Assessment  
Department of Planning, Industry and Environment

Motorcycle Council of NSW  
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## **About the MCC of NSW**

The Motorcycle Council of NSW Inc. (MCC) is an internationally recognised umbrella group for motorcycle clubs, associations and ride groups, in the state of New South Wales.

Established in 1981, the MCC is recognised as the peak motorcycle representative body in NSW and Subject Matter Experts on many complex issues dealing with motorcycling including crash data and statistics, traffic data and congestion information.

The MCC has published documentation that has been referenced worldwide by overseas motorcycling and traffic bodies and has produced video training films that have been utilised and referred to by many overseas trainers, researchers and ride associations.

MCC is the peak representative body for motorcycling in the state of NSW representing over 60 motorcycle clubs, which have a total membership of over 41,000 motorcyclists.

We wish to thank the Department of Planning, Industry and Environment for the opportunity to present this submission and the views of our member clubs on the environmental impact of the proposed Beaches Link and Gore Hill Freeway Connection.

Should you require further information on the information contained within this submission please contact the MCC.

Brian Wood

Secretary

[secretary@mccofnsw.org.au](mailto:secretary@mccofnsw.org.au)

**The Motorcycle Council of NSW wishes to make the following comments:-**

**Comment 1**

Chapter 7 page 7-1 states:-

The project must be informed by consultation, including with relevant local, State and Commonwealth government agencies (including the Harbour Master where disturbance of seabeds, shipping channel closures or marine movement of materials/spoil are proposed), infrastructure and service providers, special interest groups (including Local Aboriginal Land Councils, Aboriginal stakeholders, and pedestrian and bicycle user groups), affected landowners, businesses and the community

**Response:-**

As there are a number of issues that affect motorcyclists, in particular the expected NO<sub>2</sub> levels in tunnels, shouldn't motorcyclists be considered a special interest and the Motorcycle Council of NSW consulted?

**Comment 2**

Executive Summary page E-24 states:-

Congestion inside the tunnels is not considered likely to result in adverse health effects, due to the operation of the tunnel ventilation systems and the temporary nature of the potential exposure. For motorcyclists, there is the potential for higher levels of exposure to NO<sub>2</sub> but these exposures, under normal conditions, are not expected to result in adverse health effects.

Chapter 13 page 13-21 states:-

Individuals using motorbikes would not have the opportunity to reduce exposure inside the tunnel through the use of vehicle ventilation controls. However, the time spent inside tunnels under congested conditions would be less than other users given their ability to lane filter during heavy traffic.

Appendix I page 106 states:-

Individuals using motorbikes would not have the opportunity to reduce exposure inside the tunnel through the use of ventilation controls. However, the time spent inside tunnels when under congestion would be less than for other users, particularly in heavy traffic, as motorcyclists can lane filter when traffic is travelling at 35 kilometres per hour and slower. This would limit the amount of time that motorcyclists spend inside the tunnels, even during worst case congested conditions.

**Response:-**

Motorcyclists on learner and provisional licences are not permitted to lane filter. These motorcyclists will need to be given special dispensation to lane filter in tunnels.

Motorcycles with sidecars and other 3 wheeled motorcycles will need to be given special dispensation to use the hard shoulder in tunnels.

Lane filtering is permitted in traffic travelling at 30 kilometres per hour or slower not 35 kilometres per hour and slower as stated in Appendix I on page 106.

### **Comment 3**

Chapter 5 Figure 5-25

On this figure there is the comment “Wire rope barrier (where required)”

#### Response:-

It is the Motorcycle Council of NSW’s position<sup>1</sup> that:- “There are no crash barriers that can be considered ‘motorcycle friendly’. In the event of a motorcyclist impacting with a crash barrier the likelihood is that they will be severely injured.”

Road Authorities need to consider the special needs of motorcyclists before installing crash barriers, these include:

- the ‘no barrier’ option
- locating the barrier as far away from the road way as possible
- use of energy absorbing sign supports to remove the need for crash barriers
- installing products that make barriers less ‘aggressive’

What specifications will be used to determine when a wire rope barrier is required and where it should be placed relative to the carriageway?

### **Comment 4**

Chapter 9 page 9-31 states:-

Twenty five on-street parking spaces removed on Lambs Road and Punch Street during construction would not be reinstated. About 10 on-street parking spaces for cars and six on-street parking spaces for motorcycles would also be removed at the Pacific Highway/Dickson Avenue intersection during construction and would not be reinstated. Given the availability of parking on surrounding streets this impact is anticipated to be absorbed by the surrounding network

#### Response:-

As motorcycles occupy less parking space than a car, it is wasteful of valuable parking space to absorb motorcycles into the surrounding network. It is far more efficient to allocate motorcycle

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<sup>1</sup> <https://mccofnsw.org.au/crash-barriers>

specific parking where motorcycles can park perpendicular to the kerb with little risk of them being impacted by a car.

Motorcycle parking needs to be re-established perhaps further along Dickson Ave or on the opposite side of Dickson Ave

The MCC conducted a Change.org petition regarding the permanent loss of motorcycle parking and received 415 responses in just 5 days indicating there is strong support for the motorcycle parking to be retained.

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