



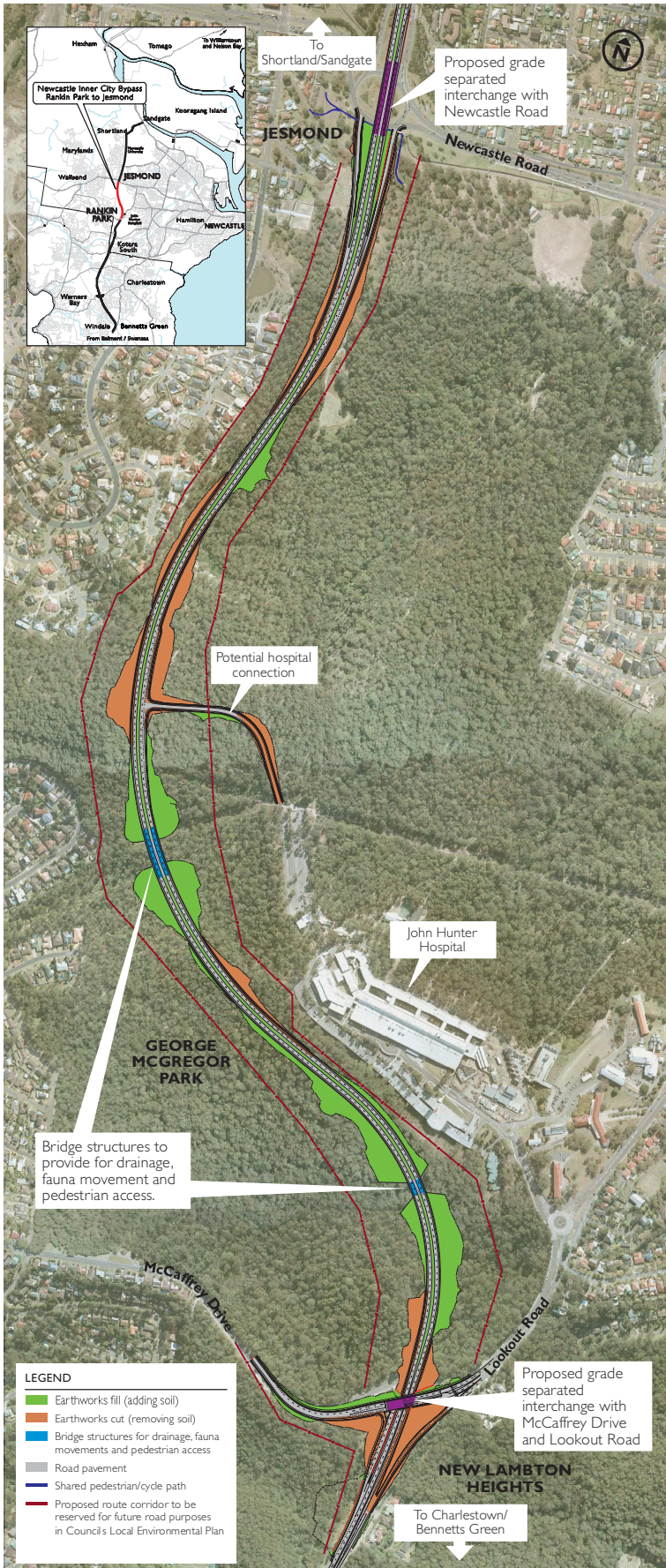
A New South Wales Government Initiative



Newcastle Inner City Bypass

Rankin Park to Jesmond

PREFERRED ROUTE FEBRUARY 2007



The Newcastle Inner City Bypass (Highway 23) between the Pacific Highway at Bennetts Green and the Pacific Highway at Sandgate is a long standing scheme to provide an orbital road to link Newcastle's road network. A preferred route has been identified for the Rankin Park to Jesmond section of the bypass and is now on display for community comment. This project is fully funded by the NSW Government.

Background

In 1986 a preferred route was adopted for the section of the bypass between Rankin Park and Jesmond and the corridor was reserved for future road purposes in Newcastle City Council's Local Environmental Plan. The location and connection of the bypass to Lookout Road as proposed in 1986 is no longer feasible due to the expansion of John Hunter Hospital and the growth of traffic along Lookout Road. A route options study investigated the route and the potential for a western access to John Hunter Hospital.

Objectives and benefits

An objective of this investigation is to identify a future route for the Rankin Park to Jesmond Section of the Newcastle Inner City Bypass, with consideration of the feasibility of a future connection to a western access to John Hunter Hospital.

The revised road corridor can then be included in Newcastle City Council's Local Environmental Plan and preserved for the future road link, which would provide a final link in the Newcastle Inner City Bypass.

The section of the bypass between Rankin Park and Jesmond would provide traffic relief to the surrounding road network, in particular the existing route of Lookout Road, Croudace Street and Newcastle Road.

Local constraints

Four route options have been investigated. Only one cost effective and practical option was identified due to significant constraints in the study area, including:

- Mine subsidence areas.
- Undulating terrain.
- Local ecology.
- The John Hunter Hospital.

The preferred route

The 'blue option' was chosen as the preferred route as it provides the best overall balance between functional, geotechnical, engineering and economic considerations. The preferred route:

- Provides enhanced connectivity with Lookout Road, and best caters for future traffic volumes.
- Provides the greatest benefits to the surrounding road network.
- Has less risk associated with mine subsidence areas.
- Minimises impact on George McGregor Park.
- Primarily follows the existing Local Environmental Plan route corridor.

The preferred route would be a four lane dual carriageway, 3.4km in length and include:

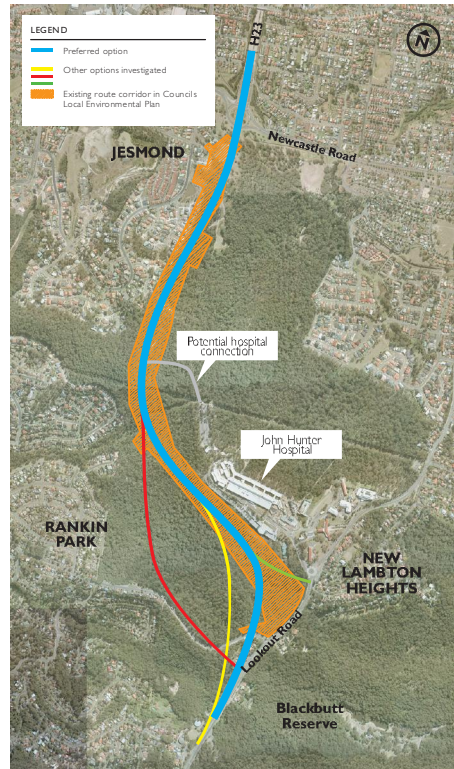
- A grade separated interchange at the northern connection with the existing Newcastle Road to Shortland section of the bypass.
- Potential for a connection to the rear of John Hunter Hospital.
- Bridge structures along the route to provide for drainage, fauna movements, and pedestrian access.
- A grade separated interchange with Lookout Road and McCaffrey Drive at the southern connection.

What happens next?

Following the public display, the next steps are to finalise the preferred route corridor and to protect the route from future development by assisting Newcastle City Council to include the modified route corridor in their Local Environmental Plan.

Please provide your comments

Your comments are welcome and written submissions will be received until Friday 16 March 2007. If you would like further information please contact the project manager (details below).



➔ For further information

✉ Matthew Mate, Project Manager, Roads and Traffic Authority, Locked Bag 90, Newcastle NSW 2200

✉ Matthew_Mate@rta.nsw.gov.au

☎ (02) 4924 0646

🌐 rta.nsw.gov.au

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