

# Newcastle Inner City Bypass

Rankin Park to Jesmond

**Have your say – Refined strategic design**

May 2016

The NSW Government is providing \$280 million to build the fifth section of the Newcastle Inner City Bypass between Rankin Park and Jesmond. A refined strategic design has been developed, which includes major improvements for traffic flow at the interchanges and minimises potential environmental and community impacts. Feedback is invited by **9 June 2016** and will be considered in preparing the concept design and environmental assessment.

## Background

The Newcastle Inner City Bypass is a critical link between the Pacific Highway at Bennetts Green and the Pacific Highway at Sandgate.

The bypass provides improved traffic flow across the western suburbs of Newcastle and connects key regional destinations including Bennetts Green, Charlestown and Jesmond shopping centres, John Hunter Hospital, Newcastle University and the Pacific Highway.

The road network surrounding the Rankin Park to Jesmond project area has high levels of traffic congestion and delays for motorists at key intersections. Around 40,000 to 60,000 vehicles use the existing route every day.

The Rankin Park to Jesmond section of the Newcastle Inner City Bypass has a long planning history and has involved extensive

community consultation. A strategic design was displayed for community comment in 2007 with feedback considered to finalise the route corridor, which was reserved in Newcastle City Council's Local Environmental Plan.

Roads and Maritime Services has reviewed the 2007 strategic design to ensure the bypass provides the best outcome for road users, the environment and the community.

The review considered issues raised by the community when feedback on the project was sought in early 2015 and also considered a range of environmental, engineering and traffic issues.

This project update includes information about the refined strategic design including improvements made to the 2007 design.

# Key design changes

There have been changes made to the 2007 design to minimise or avoid environmental impacts and improve amenity for nearby residential areas.

The design changes consider previous community feedback and further technical investigations including:

- Environmental studies
- Road and bridge design
- Geotechnical investigations
- Traffic surveys and traffic modelling.

More information about the options, investigations and studies carried out is available in the Refined Strategic Design Report which can be viewed on the project webpage at [rms.nsw.gov.au/rp2j](https://rms.nsw.gov.au/rp2j)

## The key changes include:

### Bypass alignment

- Bypass has been moved to reduce potential noise and visual impacts on residential areas. This also avoids and reduces impacts on threatened flora and fauna within the bushland corridor
- Three structures provided along the bypass to improve connectivity in the bushland for people and animals.

### Northern Interchange (Jesmond)

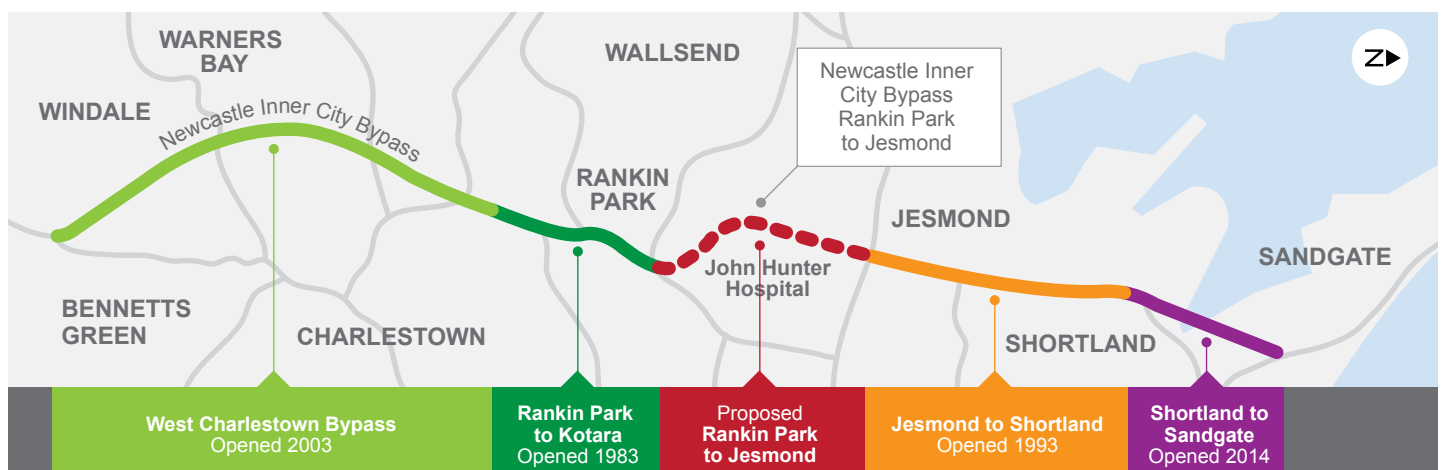
- The existing roundabout on Newcastle Road has been replaced with an intersection controlled by traffic lights to manage future traffic flow
- Three lanes would be provided in both directions on Newcastle Road to improve traffic flow
- Pedestrian and cyclist crossings at the intersection would be controlled by traffic lights to improve safety across Newcastle Road
- Existing mid-block traffic lights for pedestrians crossing Newcastle Road would be replaced with a footbridge linking to the existing off-road pedestrian and cyclist facilities either side of Newcastle Road.

### Hospital Interchange (John Hunter Hospital)

- A half interchange at John Hunter Hospital would provide access to/from the north which includes a southbound off-ramp to exit the bypass to the hospital and a northbound on-ramp to exit the hospital to enter the bypass
- Motorists from the north would use the proposed new western connection off the bypass to get to the hospital which would reduce travel time and distance. This is expected to also provide additional traffic flow improvements along the existing route
- Motorists from the south would continue using the existing hospital access off Lookout Road which would be a more direct route for those travelling northbound
- A bridge over the bypass would include a shared path for pedestrians and cyclists, providing a connection between the hospital and residential areas to the west.

### Southern Interchange (Lookout Road)

- A bridge on Lookout Road would take northbound traffic over the bypass and connect to the existing traffic lights at McCaffrey Drive to improve traffic flow
- Traffic lights would be provided for southbound traffic where the bypass connects to Lookout Road. This would safely connect traffic and allow traffic to safely access right turns at Grandview Road and Cardiff Road
- Upgrades would be provided on McCaffrey Drive, including two right turn lanes on McCaffrey Drive and lengthening the left turn lane to improve traffic flow at the intersection with Lookout Road.



Newcastle Inner City Bypass planning and construction stages.

# Southern Interchange design review

A detailed review of the Southern Interchange was carried out to investigate the need for a northbound on-ramp and southbound off-ramp at McCaffrey Drive, which had not been included in the 2007 design.

**The investigations found that while the design and construction of the ramps is technically possible, they are not economically viable due to forecasted low usage and high cost to build.**

A number of design constraints and engineering factors, including the steep grade and topography at this location, make the ramps expensive to build with the cost expected to be around \$25 million.

The traffic modelling showed low usage of the northbound on-ramp and southbound off-ramp at McCaffrey Drive with about 80 to 90\* vehicles per day expected to use each ramp.

This represents only about one percent of existing traffic using McCaffrey Drive.

In comparison, the traffic modelling showed high usage of the Lookout Road ramps with about 14,000 to 15,000\* vehicles a day predicted to use each ramp.

The traffic modelling showed that the bypass is forecast to reduce traffic volumes on McCaffrey Drive by about 15 per cent with traffic decreasing from about 19,000 to 16,000\* vehicles per day.

This decrease is due to traffic from north-western suburbs (such as Wallsend, Maryland and Fletcher) predicted to use the new bypass to access the hospital and travel to destinations south of McCaffrey Drive.

The traffic modelling also showed that inclusion of ramps at McCaffrey Drive would have a very small impact on the level of traffic expected to use the surrounding road network (including Grandview Road), compared to the bypass without the ramps.

\*Traffic volumes predicted in year 2020

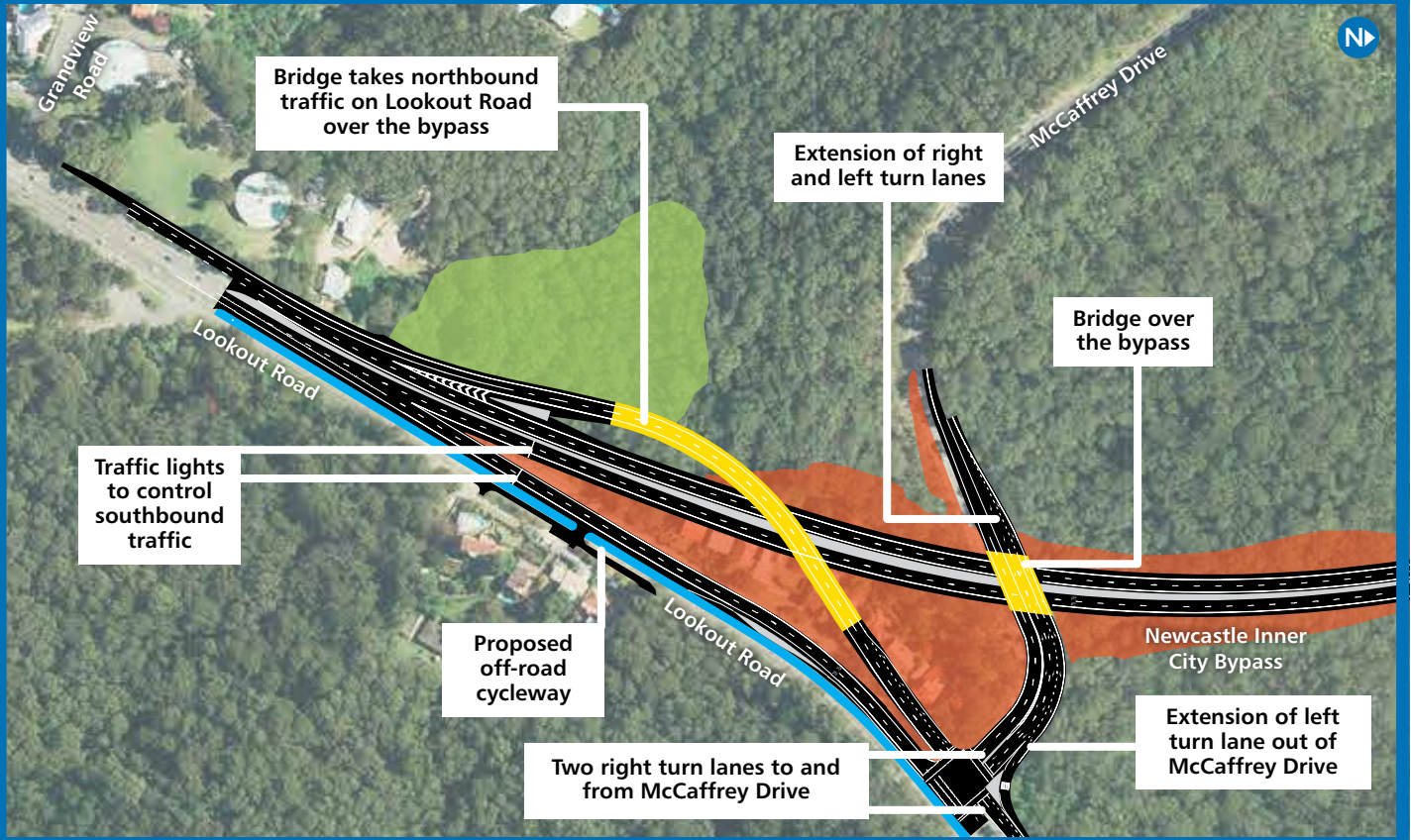


The Southern Interchange looking south.

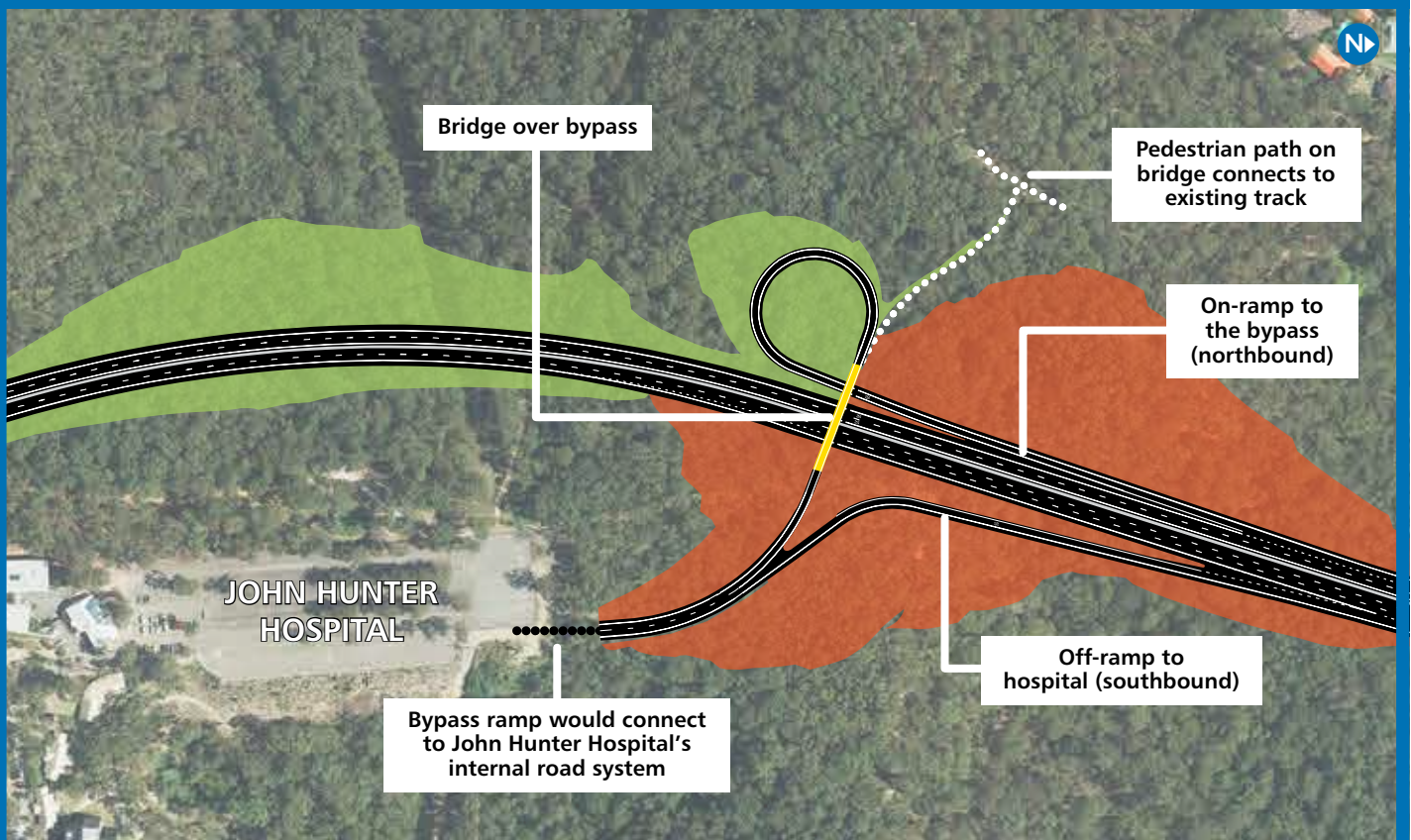


# Newcastle Inner City Bypass – Rankin Park to Jesmond

## Southern Interchange (Lookout Road)

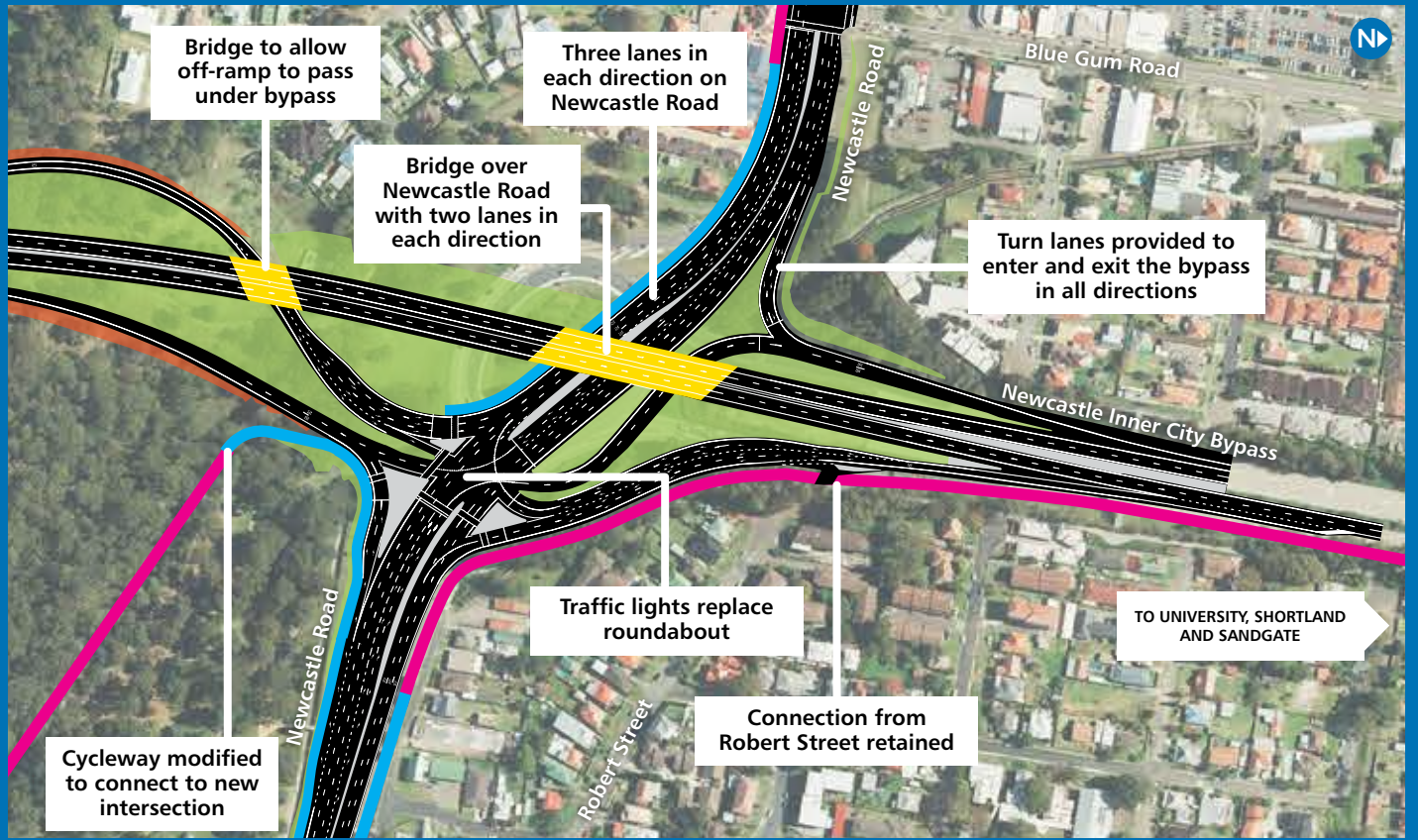


## Hospital Interchange (John Hunter Hospital)





## Northern Interchange (Jesmond)



### Benefits

Key benefits of the proposal include:

- Improved traffic flow for motorists using the Newcastle Inner City Bypass by avoiding 11 sets of traffic lights along the existing route
- Reduced congestion on key parts of the surrounding road network, in particular the existing route of Lookout Road, Croudace Street and Newcastle Road
- Improved connectivity to John Hunter Hospital with provision of a western access.

### The proposal

The proposed upgrade includes:

- 3.4 kilometres of four lane divided road
- A northern interchange at Newcastle Road
- A southern interchange at Lookout Road
- A half interchange providing access to John Hunter Hospital to/from the north
- Three structures provided along the bypass to improve connectivity in the bushland for people and animals
- Off-road provisions for pedestrians and cyclists including a footbridge over Newcastle Road at Jesmond Park.

### Environmental assessment

An environmental assessment will be prepared to further assess the potential environmental and social impacts of the proposal and to identify management and mitigation activities.

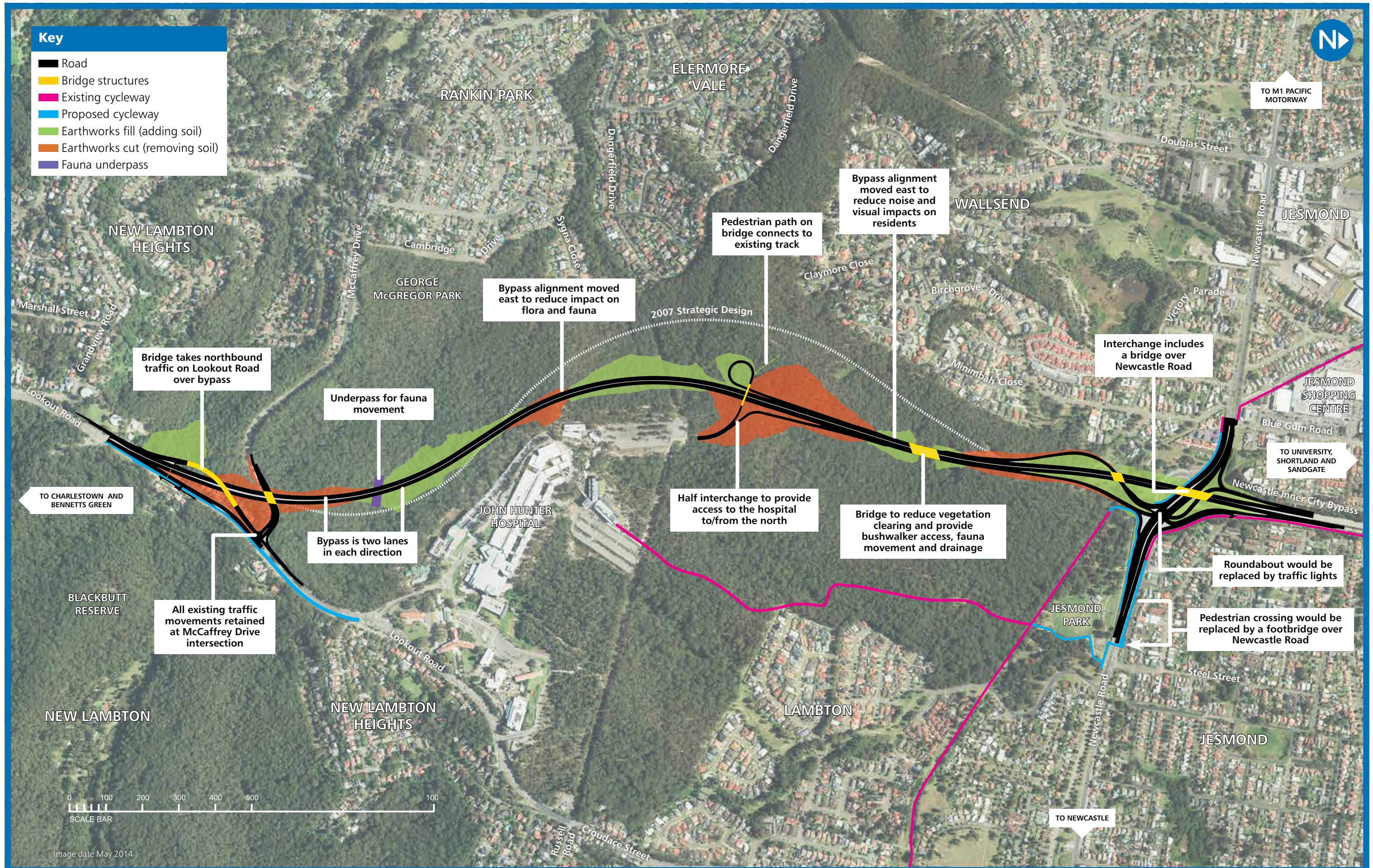
The investigations will consider potential environmental impacts including:

- Biodiversity
- Traffic and road safety
- Operational and construction noise
- Visual amenity
- Air and water quality
- Hydrology and flooding
- Property acquisition and land use
- Aboriginal and non-Aboriginal heritage.

The environmental assessment is expected to be displayed for community feedback later this year.



# Refined strategic design





## Involving the community

Roads and Maritime is working with the community and stakeholders during the planning process to understand issues and minimise potential impacts.

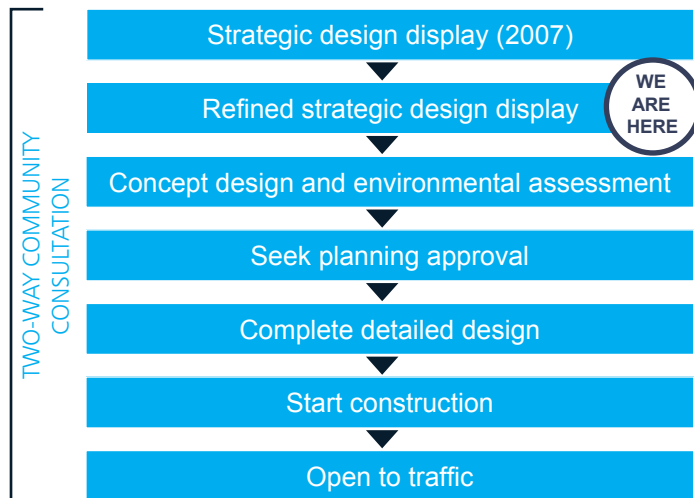
Feedback received will be considered to prepare the concept design and environmental assessment, which are expected to be displayed for community feedback in 2016.

## What happens next?

Upcoming planning activities include:

- Community and stakeholder discussions
- Preparation of the concept design and environmental assessment for public display
- Seek NSW and Australian Government project approval
- Detailed design
- Construction timing is subject to project approval by the Minister for Planning.

## Project development process



## Drop-in information sessions

Stakeholders and the community are invited to view the plans, meet the project team and find out more about the project:

**When:** Thursday 19 May 2016 from 4pm to 8.30pm  
Saturday 21 May 2016 from 9am to 12.30pm  
Thursday 26 May 2016 from 4pm to 8.30pm  
Saturday 28 May 2016 from 9am to 12.30pm

**Where:** Stockland Jesmond Shopping Centre  
28 Blue Gum Road, Jesmond

## Have your say

Feedback on the refined strategic design is invited by **9 June 2016**.

Phone: 1800 818 433 (during business hours)  
Email: [rp2j.community@arecongroup.com](mailto:rp2j.community@arecongroup.com)  
Web: [rms.nsw.gov.au/rp2j](http://rms.nsw.gov.au/rp2j)  
Mail: Matthew Mate  
Project Development Manager  
Roads and Maritime Services  
Locked Bag 2030  
Newcastle, NSW 2300



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1300 761 923**.

## Further information

More information about the project and investigations carried out are available on the project webpage at [rms.nsw.gov.au/rp2j](http://rms.nsw.gov.au/rp2j)



May 2016  
RMS 16.160



**Privacy** Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at 59 Darby Street, Newcastle, NSW 2300. You have the right to access and correct the information if you believe that it is incorrect.