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Attention: Director, Transport Assessments Planning Services Department of Planning and Environment
GPO Box 39 Sydney NSW 2001

www.majorprojects.planning.nsw.gov.au/page/onexhibition.

Newcastle Inner City ByPass (SSI-6888)

Statement by Rick Banyard

There is strong need for a major North South roadway to travel from Nelsons Bay to Swansea and the constructed section of the inner City Bypass can support this concept.

To connect the existing stages of the bypass with a new section from Jesmond to Rankin Park is desirable however this new section must provide

- ***A viable component of the Novocastrian Highway***
- ***A viable connection with the John Hunter Hospital and associated infrastructure.***
- ***Have a highway speed road design and carrying capacity***
- ***A solution to the transport issues of the Newcastle LGA***
- ***A roadway of which the RMS can be proud.***

Supporting Information.

I wish to comment on the inadequacy of the proposed construction of the 3.4 km section of the Inner City Bypass from Jesmond to Rankin Park.

The continual proposal planning process need to come to grips with the need for a major roadway from Nelsons Bay to south of Swansea. The Novocastrian Highway. The piecemeal development of sections without a major masterplan is a huge waste of scarce funds, a major economic cost to the motorists and the community and a recipe for chaos into the future.

The Novocastrian Highway would provide a high quality rapid transit roadway incorporating efficient public transport and a viable link to Newcastle Regional Airport.

The Novocastrian Highway would provide:-

1. The main entrance to John Hunter Hospital from the new Bypass. To only have access from the North will be highly confusing and will fail to meet the needs of visitors and patients to the hospital.

It is essential that traffic be able to enter and leave the hospital with a southbound connection to the bypass.

The east access to the hospital should be maintained in order to service traffic originating from the east side of the Hospital. The Revitalization of Newcastle strategy and the proposed population increase does not seem to have been taken into account.

2. The reduction of traffic on Croudace Rd by 2030 of only 25% is a clear indication that the Inner City By Pass fails to meet the needs of people traveling North South through Newcastle.

One only has to observe the huge benefits to Wollongong and the people, industry and economy of the South Coast that the investment of a quality rapid travel North South road is making.

3. The study area is grossly inadequate given the importance of this roadway to Newcastle, the Hunter and the Lower Hunter. This road is not a local road.

4. Buses and public transport requirements are not adequately catered for. The route should allow for buses to connect people to Cardiff Station. Given that buses generally use the same stops in reverse routes the failure to provide north and south access to John Hunter hospital is a public transport disaster.

The new roadway should be a catalyst to new public transport options and not just allow the antiquated public transport to adapt.

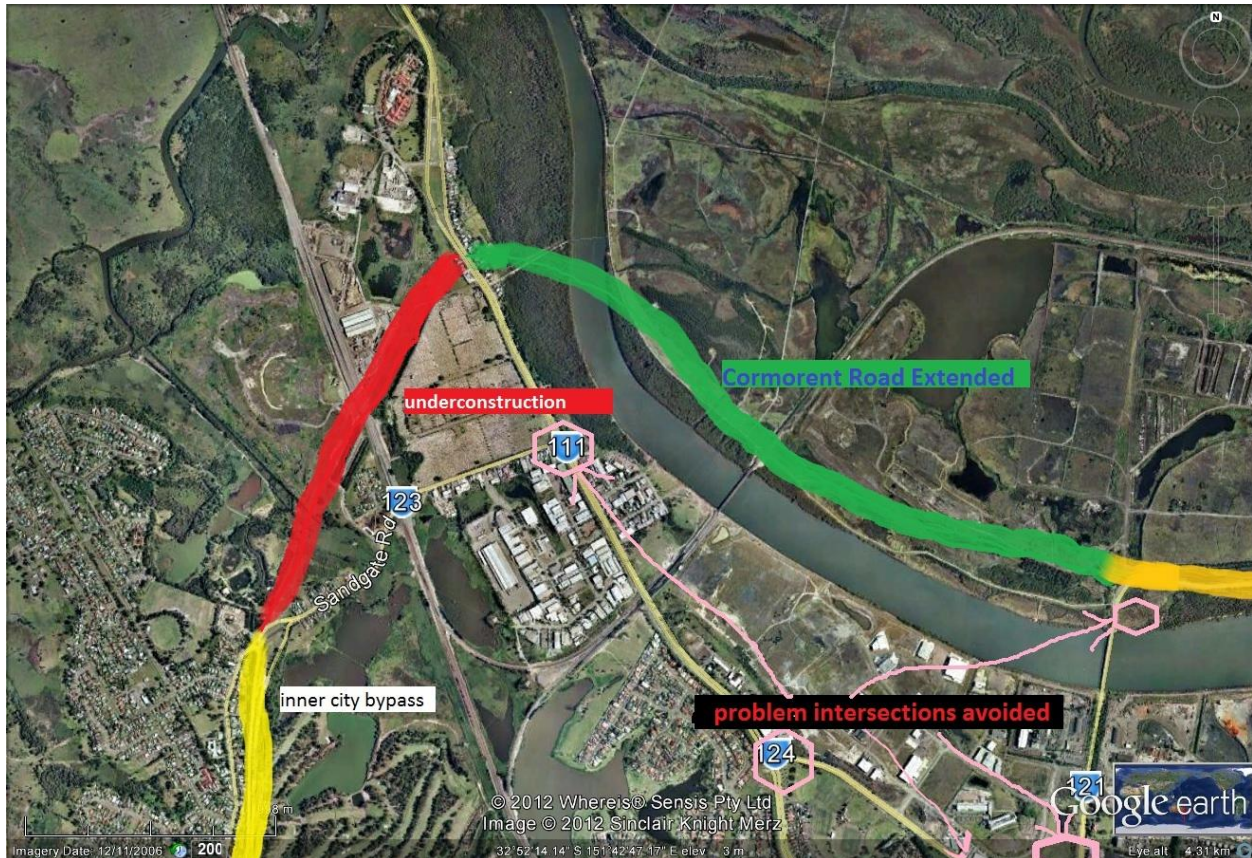
5. This section would seem to just be a section of the old concept and does not take into account the changes to Newcastle and the Lower Hunter. There is no evidence that the new section is to be built to a higher standard.

The new roadway should meet B Triple Standards, have a design speed of 110 kph and match the needs of driverless vehicles. It should also allow the safe and easy route for over dimension vehicles.

6. The roadway through John Hunter Hospital precinct should allow buses and traffic from the east to access the Inner City Bypass. This would reduce the need to modify McCaffrey Drive and reserve McCaffrey Drive for residential local traffic only.

7. The traffic comments (section 3.2.3) do not indicate the origin, waypoints or destination of the vehicles. Surely the matching of the needs to the ability of the new roadway to deliver outcomes is of great importance.

8. The Benefit Cost Analysis does not compare the project with other potential projects. For example the connection of Cormorant Rd to the inner city Bypass would certainly produce significantly beneficial BCA results (and show that the duplication of the Tourle St Bridge is totally unsound).



Build the Novocastrian Highway ASAP

The Novocastrian Highway would connect Nelsons Bay with South Swansea with a high quality roadway. Sydney has the Cumberland Highway and is developing as a major road corridor from Hornsby to Campbelltown. They also have the M7. Wollongong also has its major North South road corridor.

The Novocastrian Highway would be about 85 km in length of minimum dual carriage way roadway that would aim at a travel speed of 90 to 100 kph. That would make the travel time from Nelsons Bay to just south of Swansea about 55 minutes or about half the current travel time.

The Novocastrian Highway would build on the existing route of the Inner City Bypass and the road corridor of Nelsons Bay Road.

The linking of the Inner City Bypass at Sandgate with Cormorant Rd road with a new bypass in place of a very wasteful duplication of Tourle St Bridge would support the Rankin Park to Jesmond section now reaching the final stage of planning.

The southern end of the Novocastrian Highway would include a new high level Swansea Bridge constructed to the west to bypass Swansea. The “Lake Macquarie Bridge” would be a flood free route with a high level bridge to allow pleasure boats to pass without stopping traffic.

Submission Conclusion

A high quality Jesmond to Rankin Park road as part of the Newcastle Inner City bypass is desirable however the planned infrastructure is very inadequate and is not based on the needs of the Lower Hunter now and into the future. It fails miserably in the area of public transport and connection with the John Hunter precinct.

To waste funds on an ill-conceived plan is simply a duplication of the huge waste of funds currently being spent on the totally unnecessary duplication of the Tourle St Bridge.

Time has come for the Hunter to receive some high quality road infrastructure that is fit for purpose.

It is unreasonable for the Hunter to continue to have its community, residential and economic activity held back.

The Port, the Airport and the population centers and the employment zones need quality interconnecting road infrastructure based on the needs of the future.

The Jesmond Rankin Park plan as it stands is grossly inadequate.

Rick Banyard