

FREQUENTLY ASKED QUESTIONS

1. There are three traffic reports on exhibition. What do each of them do and what are their findings?

Austino ('Forest Park') Traffic Impact Assessment Report (February 2018):

This report commissioned by Council tests the transport and access impacts of the additional growth generated by the applicant Austino's planning proposal. The planning proposal applies to land on the corner of Epping Road and Blaxland Road, Epping, and comprises of the former bowling club site at 725 Blaxland Road as well as 2-18 Epping Road and 2-4 Forest Grove.

The applicant's planning proposal seeks land zoning reconfiguration, and increases in the density and height controls to enable to a predominantly residential development comprising of two towers on Blaxland Road with smaller towers on Epping Road. In Council's estimation, the proposal would accommodate an estimated 794 units. The planning proposal is being assessed through the Department of Planning. Council does not support the proposal.

Council's Traffic Impact Assessment (TIA) Report supersedes the applicant's Traffic Report which supported the planning proposal. This is because the applicant's Traffic Report relied on outdated traffic model data and did not take into consideration the recent pace of redevelopment.

Council's TIA Report found the increase in the number of trips the proposed development contributes to the intersection as a proportion of trips already using the intersection is low. However, given the quantity of movement through this intersection is relatively high, even this small increase has a detrimental impact on the quality of the road network.

Submissions are invited on the report.

Epping Town Centre Traffic Study: Land Use Options Testing (May 2018):

This study is the principal traffic report for Council's Epping Planning Review project. The objective of the report is to identify the through (sub-regional) traffic volume growth and its effect on the traffic network and identify local area network impacts.

The Study tested:

- 2017 base case
- 2026 with 5,000 new dwellings (in addition to the base case)
- 2036 with 10,000 new dwellings (in addition to the base case)

The Study found:

- a) The key cause of congestion is through-traffic – 89% is sub-regional through-traffic.
- b) Traffic will worsen even with the full program of State Government and Council improvements (such as the Sydney Metro North West and the Epping bridge widening).
- c) Modal shift is needed to reduce through-traffic (modal shift means people need to shift from private vehicle use to public transport).

Submissions are invited on the Study.

Epping Town Centre Traffic Study: East West Link and Bus Tunnel Options (19 June 2018):

Council commissioned this report to test the benefits of two local road link connection options:

1. Reopening the former bus tunnel link for westbound traffic only.
2. A new east-west link connection between Ray Road to Beecroft Road, parallel to Carlingford Road.

The report also updates the intersection testing from the May 2018 report.

The report found both links will provide limited benefit. But may provide some benefit if other traffic capacity improvements are made (particularly the east west link through the site at 240-244 Beecroft Road).

Submissions are invited on the Study.

2. The State Government has recently announced it has allocated \$50 million to widen the Epping rail bridge. What impact does this have on the findings from the traffic reports?

The modelling undertaken assumed that the bridge would be widened (since it was a key recommendation in the Halcrow Study in 2011). The bridge widening will improve traffic movements outside of the peak times. However, at the peak times, it will have little to no effect.

The key message is that widening the bridge will not result in the resolution of all traffic congestion issues in Epping.

3. The opening of the Sydney Metro Northwest is schedule for 2019. What impact does this have on the traffic study findings?

The Study identifies there will be some short-term improvements to the road when the Sydney Metro Northwest opens in 2019. Traffic returns to a poor level of service soon afterwards.

4. Can anything be done to improve traffic in / around Epping Town Centre?

The community and Council can lobby State Government:

- to improve sub-regional public transport e.g. Parramatta to Epping via Carlingford (light rail or heavy rail)
- provide a M2 tolling price signal to encourage use of the M2 and reduce 'rat running'

Options for Council actions include:

- implement local intersection improvements / reconfigurations
- review parking controls
- require car share in new developments
- detach car spaces from apartments in new developments
- walking and cycling improvements
- require Green Travel Plans for new developments
- change planning controls to stem loss of local services

5. How do I make a submission?

The exhibition closes at 5pm on Tuesday, 11 September 2018.

Post submissions to:

Epping Planning Review
PO Box 32
City of Parramatta Council
PARRAMATTA NSW 2150

Email submissions to: placeservices@cityofparramatta.nsw.gov.au

Please quote reference no. **F2017/000210**

6. Where can I go for more information?

- Traffic Study exhibition – bit.ly/2By6xOs
- Epping Planning Review – bit.ly/2BwqsgC