

TRAFFIC AND LAND USE IN EPPING



DISCUSSION PAPER QUESTIONS FOR FEEDBACK

Council is seeking your feedback on the following questions and options.

Proposals for additional uplift

Given the current situation and stance on the interim findings, Council recommends adopting the approach of not supporting any additional density within the Epping Town Centre until the impact of such densities can be modelled through the completion of the Traffic Study. Council wishes to wait until car parking and other policies are resolved to ensure the impact of the density is clearly and transparently understood.

11a. Should Council delay the processing of current and future Planning Proposals within the Epping Town Centre and surrounds until the Traffic Study is completed?

Car parking rates review

Car parking rates across on both sides of the Epping Town Centre are currently inconsistent. The Hornsby DCP contains minimum car parking rates while the Parramatta City DCP has maximum rates. These rates should be made consistent and a maximum rate should be applied so that development provides less car parking to discourage local car ownership and use.

11b. Should Council consider further reducing car parking rates as a means of reducing traffic within the Epping Town Centre and encourage public transport usage?

Commuter parking

A number of stakeholders suggested that Council should either provide or lobby the State Government to provide commuter parking near the Epping Station. The argument put forward by proponents is that this would clear surrounding streets of commuter parking and improve access to local shops for local people.

11c. Is there a suitable site for which Council should lobby the State Government to have a commuter parking station provided near Epping Station?



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Policies to manage local parking and access to private motor vehicles

Option 1 – Resident or controlled parking schemes

A commonly expressed concern when any proposal is put forward to decrease parking rates on site is that residents will still own a car they will just park in local streets.

11d. Would you support the introduction of a Resident Parking Scheme where owners of new units would not be permitted to park on local streets as a way to discourage car ownership and manage parking on local streets?

Option 2 – Car sharing schemes

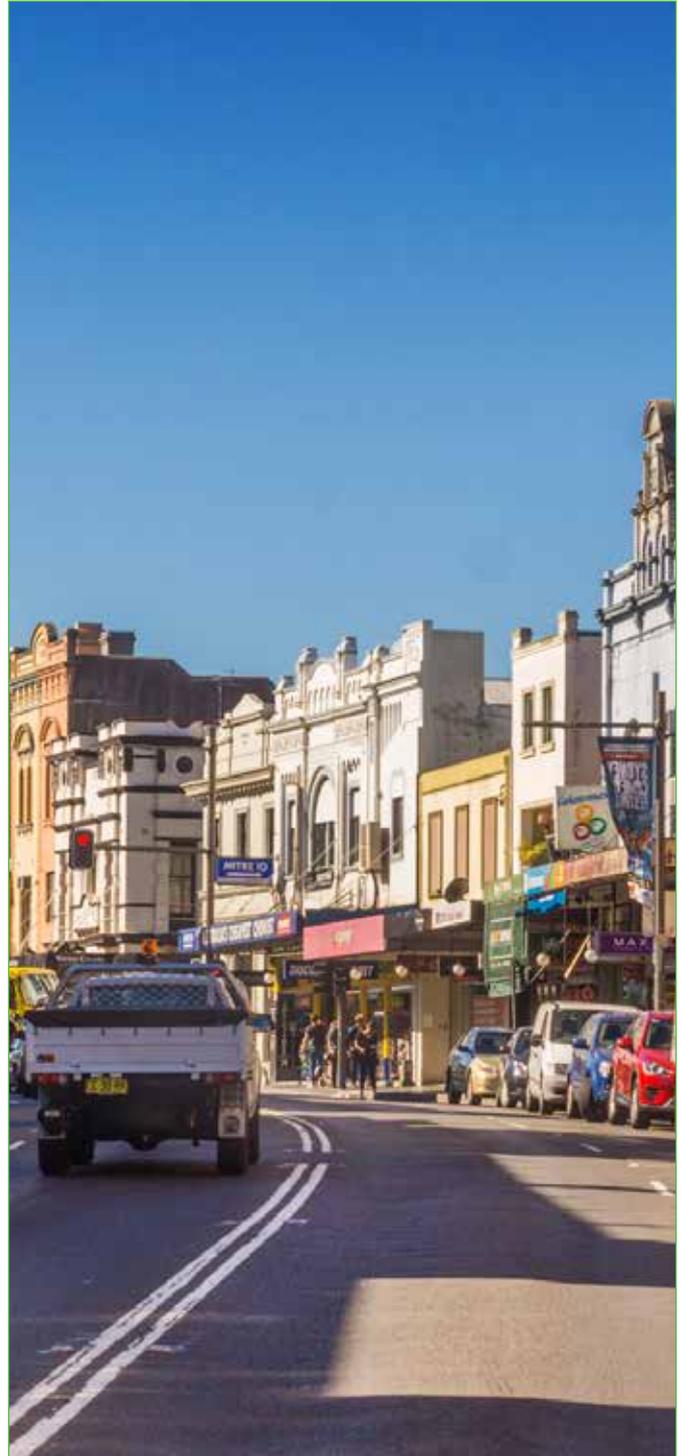
Car sharing enables more sustainable travel habits by making more efficient use of a parking space either on street or within a private development. A single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking

11e. Do you support car sharing schemes as measures to decrease vehicle ownership and the potential impacts of decreasing parking rates for sites within walking distance of Epping Station?

Policies to manage local traffic congestion

An issue raised during a previous consultation event at Epping indicated that there is concern over the amount of traffic backing up on Rawson Street near the pedestrian crossing in front of Council's car park. During peak time the traffic backs up with a constant stream of people on the crossing, and associated safety issues are a concern.

11f. Do you think Council should employ crossing attendants during peak conflict periods at the Rawson Street pedestrian crossing to manage the flow of pedestrians and vehicles to best manage congestion in Rawson Street?

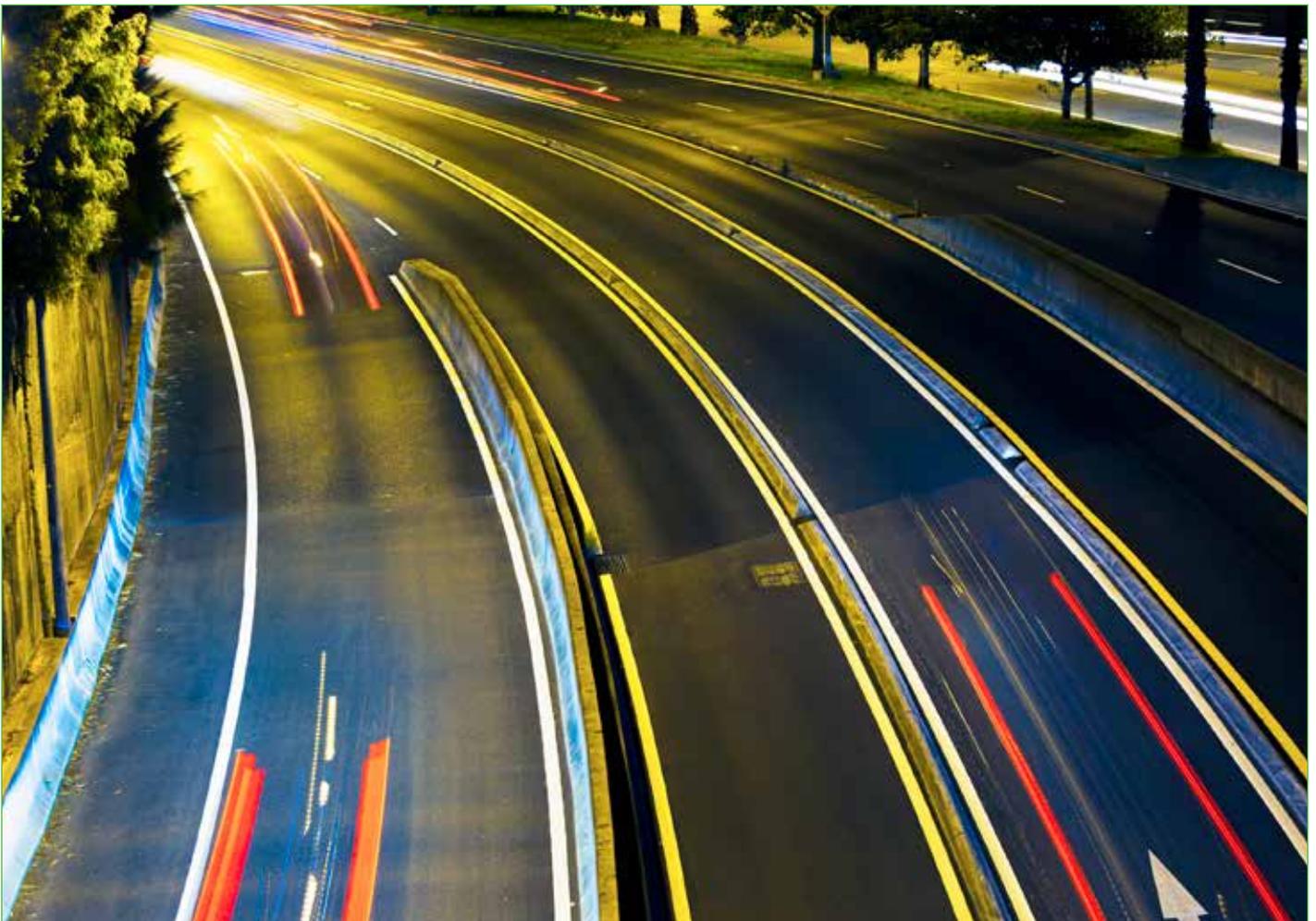


Please note: Questions are numbered according to how they appear in the full Discussion Paper.

SUMMARY SHEET: TRAFFIC AND LAND USE



Council commissioned EMM Consulting to prepare a Traffic and Land Use Options Study. The study will assess the existing and future traffic conditions with different development scenarios for the Epping Town Centre and surrounds, including potential infrastructure improvements.



This Summary Document introduces the Epping Planning Review and the proposed options, recommendations and suggested principles for the Traffic and Land Use Study.

It is intended to help the community and stakeholders in making informed comment on what they believe Council should take into account when making decisions about the future planning for Epping Town Centre.

SUMMARY SHEET: TRAFFIC AND LAND USE



THE EPPING PLANNING REVIEW – DISCUSSION PAPER

Due to the introduction of new planning controls in 2014 and a strong housing market, the Epping Town Centre is experiencing unprecedented levels of redevelopment and change, particularly on its northern and eastern sides. This redevelopment impacts residents significantly, particularly with regards to view impacts, reduction in tree canopy, parking and traffic, and construction noise.

New development is also increasing the centre's residential population. At the current rate of development, approximately 10,000 new residents will move into the centre in the next five to seven years.

On 12 May 2016, the council amalgamations process saw the Epping Town Centre fall entirely within the jurisdiction of the new City of Parramatta. This presents an opportunity to address these pressing issues and plan for the function of the centre over the next 20 years.

The community have voiced concerns about the changes taking place and this, coupled with the need to review planning requirements for the Epping Town Centre, has led to the City of Parramatta undertaking the Epping Planning Review.

WHAT DID THE REVIEW COVER?

The Review included technical studies on:

- **Heritage** – looking at specific areas on the northern and eastern sides of the Epping Town Centre that have new developments close by, and whether this has changed the character and nature of those Heritage Conservation Areas (HCAs).
- **Commercial floorspace** – identifying how much area is currently available for business and retail use, how other local centres are developing and what the future for Epping Town Centre needs to be in order to have a thriving, vibrant centre.
- **Social infrastructure** – understanding what facilities and programs are available within Epping Town Centre now and what will be needed in the future. This includes halls and meeting rooms, parks, playgrounds, sporting fields and libraries.
- **Traffic** – a review of current conditions and future requirements is underway. Preliminary findings have been included in the Epping Planning Review Discussion Paper.

In addition, City of Parramatta Council knew it was important that the community – residents, stakeholders, businesses – had the opportunity to say what they thought was important for Council to consider. A number of workshops, website and a feedback survey were all undertaken to hear directly what the concerns and issues for the community were.

Council has released a discussion paper which consolidates the findings from the four technical studies and invites further comment from the community which may assist Council in developing new planning controls for the Epping Town Centre and immediate surrounds.

SUMMARY SHEET: TRAFFIC AND LAND USE



THE TRAFFIC AND LAND USE STUDY – DRAFT TECHNICAL FINDINGS

A traffic study was carried out previously by Halcrow in 2011 on behalf of Hornsby Shire Council, the former Parramatta City Council and the Department of Planning as part of the proposed new planning controls implemented by the Department of Planning in 2014.

It is noted that the Halcrow report was based on a long-term development scenario of 3,000 additional dwellings up to 2026. Current Development Application activity indicates delivery of 4,735 residential units over the next few years. Work undertaken by Council suggests there is an ultimate capacity for 10,000 dwellings under the planning controls currently in place.

Council engaged EMM Consulting to identify the traffic and transport network planning implications of different potential changes to the Epping Planning Controls.

The final Traffic Study is still yet to be completed. Interim modelling suggests that regardless of what land use density options or road works improvements are put in place, there is little scope for significant improvements unless new policies are put in place which reduce the number of cars and shift people to public transport usage.

Council officers acknowledge that traffic network improvements are not the sustainable answer to reducing traffic congestion, but are an important tool to manage and mitigate congestion.

The purpose of the preliminary analysis carried out as part of the Interim Traffic Modelling report is to provide an indicator of the issues and traffic options available to allow discussion as part of the Discussion Paper process.

The options which have been considered to date include:

- Widening the rail bridge – This will not be a ‘game changer’, given the time it will take motorists time to cross the bridge. The expansion of the bridge will be an improvement, but will not be a *significant* improvement in providing relief to congestion, and the benefit will only be felt in one direction (westbound). An additional lane could open up more options for the operation of the bridge to manage morning and evening peak traffic (eg. changes to tidal flow).
- Putting in place a ring road requiring traffic to go around the block. (*‘The block’* meaning, Bridge Street, Kent Street, Carlingford Road prior to continuing north along Beecroft Road) – This will potentially increase travel times and distances and may encourage *‘through trippers’* to *‘rat run’* via Rawson Street.
- The proposed Victoria Street link to Carlingford Road to provide an additional north-south link between Carlingford Road and Bridge Street for local trips - Modelling carried out to date is not sensitive enough to fully understand the impact of this connection on local traffic. This will need to be further modelled as part of the final Traffic Study.

Improvements already underway or proposed in the Halcrow Report will not result in significant long term sustained improvements to the way traffic flows through or within the Epping Town Centre. This is primarily due to two major arterial road routes converging at the Epping Bridge where 89% of trips that cross the bridge are through traffic trips where the origin and destination of the trip is outside the Epping Town Centre.

Traffic routes and intersections are currently operating at over-saturated traffic levels for both the morning and afternoon peak hour. While there may be some improvements that could be made to improve capacity to Epping Bridge and the adjacent group of intersections, it is likely that this improved capacity will be taken up by the currently displaced through traffic.

SUMMARY SHEET: TRAFFIC AND LAND USE



THE TRAFFIC AND LAND USE STUDY – DRAFT TECHNICAL FINDINGS (CONT'D)

Through-trips are a significant barrier to improving the traffic flow around the Epping Town centre for the following reasons:

- Any improvement to the intersection will be primarily to the benefit of the through traffic rather than local traffic.
- If intersection management is changed to make access from local streets onto the arterial roads easier, it will cause significant delays and even further queuing on the arterial road network.
- There are no other feasible points routes can cross the Rail line in the vicinity of Epping to alleviate pressure that through-traffic places on the Epping Town Centre.
- If a technical solution was found to improve the flow of traffic through Epping, then it is likely that more people would make a choice to avoid M2 tolls and go through Epping as the congestion at Epping is one of the factors that makes the choice to take the M2 more appealing.

THE TRAFFIC AND LAND USE STUDY – COMMUNITY FEEDBACK

There was no pre-exhibition consultation workshop held for traffic. The timing of those community workshops meant that the results of the interim work were still too preliminary to be of value to the community at that early stage. Notwithstanding, traffic congestion and access issues have been a consistent theme in other pre-exhibition workshops with common concerns around the level of proposed density in Epping expected to exacerbate the current levels of congestion. Feedback also includes the perspective that the densities proposed should never have been permitted in the first place.

HOW DO I MAKE A SUBMISSION?

This Discussion Paper is being exhibited from **Wednesday, 21 June 2017 to Wednesday, 19 July 2017**. You can make a submission during this time. Please quote **reference no. F2017/000210** in your submission.

SUBMISSIONS CAN BE POSTED TO:

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

SUBMISSIONS CAN BE EMAILED TO:

placeservices@cityofparramatta.nsw.gov.au

YOU CAN ALSO CALL US:

If you have accessibility concerns, please contact the National Relay Service on <http://relayservice.gov.au> and provide them with the City of Parramatta number you want to call.

WHAT HAPPENS TO MY SUBMISSION?

All submissions will be carefully considered by senior staff and reported to Council in August 2017, prior to commencing *Stage 2*. *Letters of acknowledgment* will be provided for written submissions.

WHAT IS ON EXHIBITION?

The Discussion Paper is being exhibited in conjunction with the following supporting information:

1. Technical Studies:

- a. Heritage Review (prepared by City Plan Services).
- b. Commercial Floorspace Study (prepared by SGS Economics & Planning).
- c. Social Infrastructure Study (prepared by Council's Social Outcomes team).
- d. Interim Traffic Modelling Report (prepared by EMM).