

Epping Bridge Project

Public Display of Review of Environmental Factors Community summary

June 2025



Australian Government

BUILDING AUSTRALIA

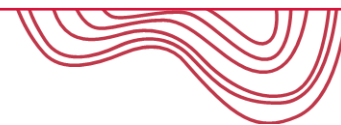


Transport for NSW acknowledges the Wallumedegal people of the Dharug Nation as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.



Artist's impression aerial view of the replacement bridge (indicative only, subject to detailed design)

This document summarises how we engaged with the community and what we heard during the public display of the Review of Environmental Factors (REF). This summary complements the REF Determination Report and our responses to community feedback, which has been captured in the 'Consideration and response to submissions' section of that document.



Background

Transport for NSW (Transport) invited feedback on the Epping Bridge Project proposal and REF between Friday 13 September and Monday 7 October 2024.










The REF was publicly displayed and made available to view or download on the [project webpage](#) and [interactive portal](#).

A suite of communication materials was published on the project webpage and interactive portal to support the community with their understanding of the proposal, the potential environmental and community impacts, proposed mitigation measures and how they could provide feedback.

A 'Have your say' community notification was widely distributed to adjacent residents, businesses and key stakeholders in Epping, as well as to the wider community in the surrounding suburbs of North Epping, Beecroft, Cheltenham, Carlingford and Marsfield. This document was also made available on Transport for NSW website and the NSW Government Have your say [webpage](#).

Other communication materials made available to the community included a Frequently asked Questions document, an interactive map where the community could also leave feedback, project videos and before and after sliders. All these materials were available to view and download from the project's [interactive portal](#).

How we engaged

	Feedback invited between 13 September and 7 October 2024
	Review of Environmental Factors publicly displayed on Transport for NSW website (project webpage and interactive portal)
	'Have your say' community notification distributed to 20,689 properties (including 758 businesses) in Epping, North Epping, Beecroft, Cheltenham, Carlingford and Marsfield
	Email notifications issued to 661 community members and stakeholders on the project's email distribution list at the start, during and end of the public display period and to 243,000 local community members via Services NSW mailing list
	Adjacent residents and businesses doorknocked at start of public display period, invited to provide feedback and attend a community drop in session
	Advertisements advising of public display period and opportunity to provide feedback placed in local newspapers: Australian Chinese Daily - 45,000 reach, The Weekly Times - 110,000 reach
	9 community drop in sessions held at Epping Station, Epping Coles, Eastwood Shopping Centre, Carlingford Court
	44,000 video views of project information videos
	Social media campaigns over public display period 131, 119 Facebook reach, 72,927 LinkedIn reach

How we engaged



Posters displayed at 20 bus stands around Epping Bus Interchange, Epping Station and Langston Place Opal bike shed



Have your Say document, social media posts and information videos translated into language, translators available at community drop in sessions

To support Epping's multicultural community the Have your say community notification was made available online and in print form in simplified Chinese, Korean, Tamil and Hindi. The project videos were also made available to view on the interactive portal and in social media campaigns in simplified Chinese. Wherever possible, Hindi, Cantonese, Mandarin, Tamil and Arabic speakers were available at the community drop in sessions to ensure people could speak to the project and environmental team in their own language.

What we heard

During the public display period we received 999 submissions from community members and stakeholders.

From the submissions received 41 percent of submissions supported, or partially supported the proposal, 29 percent objected, or partially objected to the proposal and 30 percent did not specifically state whether they supported or objected, instead focusing their submission on areas of concern or interest.

We also reviewed comments received from two social media campaigns that ran for the duration of the public display period. All community feedback and our responses have been captured in the 'Consideration and response to submissions' section, pages 15-57 of the REF Determination Report.

Transport would like to thank everyone who took the time to provide feedback.

Community feedback



999 submissions received



Community sentiment overall positive

71% positive / neutral
29% negative



Community feedback



Key issues raised:



- project cost
- safety
- environmental and amenity impacts
- active transport consideration
- traffic management
- design
- community impacts

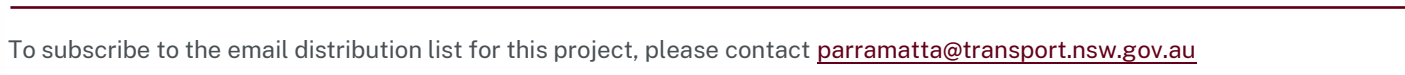
- ### **Key issues raised:**
- project cost
 - safety
 - environmental and amenity impacts
 - active transport consideration
 - traffic management
 - design
 - community impacts






Community feedback

This is a short summary of the key issues raised during the public display period. A complete overview of key issues raised, and our responses, is available to view in Table 2-1 Response to community submissions received, pages 15-41 and Table 2-2 Response to other stakeholder submissions, pages 41-57 of the Determination Report.

Key issue	Feedback Summary
Project cost 	<ul style="list-style-type: none"> • value for money, cost is greater than the proposed benefits, benefits are short term • funds could be better spent elsewhere, invest in public transport, cycling and reducing M2 tolls • not fixing the problem, limited improvements to road congestion and travel times • not a justified use of taxpayer money, upgrade or replacement of the bridge is not needed
Safety 	<ul style="list-style-type: none"> • limited safety improvements • structural integrity of existing bridge • challenges sharing the walking and bike riding path on the southern side of the bridge • motorist safety crossing the new bridge, separation and safety of pedestrian and bike riders • pedestrian and bike rider safety at intersections, High Street and Bridge Street crossings






Key issue	Feedback Summary
	<ul style="list-style-type: none"> improved visibility and sight lines for motorists, pedestrians and bike riders consideration of vulnerable community members, footpaths and crossings
Environment and amenity impacts 	<ul style="list-style-type: none"> loss of trees and green space impacts to Forest Park bridge safety screen colour visual and heritage impact of new retaining walls insufficient attention to placemaking, urban design, landscaping, aesthetic and amenity value increased noise and air pollution both during and post construction reduced liveability and amenity in Epping and its town centre
Active Transport 	<ul style="list-style-type: none"> public domain treatments including footpath accessibility insufficient active transport links and crossings poor outcomes for pedestrians and bike riders pedestrian staged crossing wait times, signal phasing, priority crossing limited walking and bike riding accessibility and safety upgrade proposed zebra crossings on High Street and Bridge Street to shared pedestrian and bike rider crossings provide dedicated and separated pedestrian and cyclist lanes and crossings close High Street to through traffic, dedicated walking and bike riding friendly space provide secure bicycle storage on western side of the station with connectivity to a bike path create a shared path or dedicated two-way cycleway on the western side of Langston Place provide a pedestrian crossing across the western side of Epping Road, Blaxland Road and Langston Place intersection provide bike lanterns at the signalised crossing across Epping Road, widen the crossing so that bike riders can use create shared path access to Epping Station
Traffic Management 	<ul style="list-style-type: none"> no travel times savings, little savings to 2029, worse after 2029 wider network roads and intersection congestion needs to be fixed moving bottleneck to nearby intersections traffic should be diverted from Epping, reduce M2 Hills Motorway tolls motorist and traffic impacts from construction detours traffic light signal optimisation at intersections improved road markings and lane signage
Design	<ul style="list-style-type: none"> not aligned with Transport for NSW Road User Space Allocation Policy¹ and other NSW Movement and Place policies²

¹ [Road User Space Allocation Policy](#)

² [Road User Space Allocation Policy and Procedure: modal considerations and trade-offs](#)






Key issue	Feedback Summary
	<ul style="list-style-type: none"> • will not meet future Epping growth and traffic demand increases, no significant benefits • additional bridge lanes will not reduce congestion • sub optimal lane configuration, narrow traffic lanes to reduce traffic speeds and improve safety • vehicle and pedestrian and bike riding separation, more space for walking and bike riding • preferred alternative solutions (overpasses, underpasses, tunnels, new roads) • bridge safety screens, retaining walls design • paving compliant with City of Parramatta's Public Domain Guidelines • move Beecroft Road pedestrian bridge lift to provide three continuous westbound lanes • bus only lanes • remove Langston Place slip lane • Close High Street to through traffic
Community Impacts 	<ul style="list-style-type: none"> • disruption to residents and businesses • impacts to vulnerable community members during and post construction • community engagement process • construction duration too long • travel, traffic and residential impacts from detour routes • walking and bike riding mobility during and post construction • footpath accessibility • staged Epping Road pedestrian crossing wait times • Beecroft Road pedestrian overbridge lift issues • poor place outcomes, future liveability of Epping
Out of project scope 	<ul style="list-style-type: none"> • road and intersection improvements outside the project scope. • <u>In and around Epping:</u> • Pembroke Street, Ray Road, Rawson Street, Herring Road • <u>Not in the area:</u> • Centenary Drive and Arthur Street, Homebush, New Line Road, Macquarie, Marsfield, Pymble, Eastwood • movement of bus stands, bus only lanes • lack of parking in the area • Relocation of Beecroft Road pedestrian overbridge and lifts to the train and metro station • roads and congestion outside of the proposal area • traffic management at other intersections • road and pedestrian safety at other intersections outside of the proposal area • amount of development and new building being constructed in the area • potential for similar impacts to Rozelle interchange • other projects and improvements in the Parramatta locality • acquisition of adjacent land to build additional lanes / a commuter park






Key issue	Feedback Summary
	<ul style="list-style-type: none"> tolls on other roads improve access to M2 Motorway, introduce distance-based tolling, waiver tolls during construction Improved bus services from Carlingford to Epping and Marsfield (route 550)

Our responses

This is a short summary of our responses to some of the key issues raised during the public display period. Transport's full responses are available to view in Table 2-1 Response to community submissions received, pages 15-41 and Table 2-2 Response to other stakeholder submissions, pages 41-57 of the Determination Report. Further information is also available in other sections of the Determination Report and in the updated Transport Impact Assessment.

Key Theme	Response summary
Project cost 	<p>The project is not worth the money or time, an upgrade is not needed</p> <p>Epping Bridge is 124 years old and was last upgraded more than 50 years ago. Replacing the existing five lane bridge with a new seven lane bridge will unlock vital road capacity, improve safety for all road users and over the long term save taxpayer money by reducing future maintenance and operational costs.</p> <p>Transport acknowledges that the project is currently expected to be completed over a long construction duration and will look for opportunities to reduce the construction duration during detailed design and with the delivery partner.</p> <p> For further information please refer to pages 16-17 and 27 of the Determination Report.</p>
	<p>Money would be better spent elsewhere</p> <p>Government funding is specific to portfolios and projects and is not transferable. The bridge is 124 years old and has had several upgrades since it was built. As the bridge nears the end of its design life, it would require significant maintenance in the future to extend its useful life.</p> <p>The project builds on major public transport investment in Epping Town Centre with the upgrade of Epping Station in 2013 and opening of the Metro North West Line in 2019.</p> <p>The project also aligns with future transport plans and supports future Epping Town Centre development by increasing road capacity to support future growth and renewal</p> <p> For further information please refer to page 17 of the Determination Report.</p>
	<p>Congestion in the area will not be fixed, benefits would be short term</p>







Key Theme	Response summary
	<p>Transport demand across Epping Bridge will continue to grow as Epping and its town centre develops. Further improvements along the local or state road network or at other intersections around Epping are outside the scope of this project.</p> <p>Refined traffic modelling of the road network and performance analysis of key intersections, undertaken to inform the updated Transport Impact Assessment has however identified that the project would generally improve or maintain traffic movements in both the 2029 and 2039 AM and PM peak periods.</p> <p>The project will complement public transport projects and road and intersection upgrades completed in Epping Town Centre between 2013 and 2019. The project will also support Epping Town Centre development and future transport plans.</p> <p>Additional road projects may be required in the future to further support Epping Town Centre development and future growth in the area. Transport will continue to consult with City of Parramatta Council on potential future opportunities to ease congestion around Epping Town Centre and improve all modes of transport</p> <p> For further information please refer to pages 22-24 and 29-30 of the Determination Report and the updated Transport Impact Assessment.</p>
<p>Safety</p> 	<p>The bridge is not safe</p> <p>The bridge is currently safe but would require substantial ongoing maintenance to maintain continued safe and functional use.</p> <p>Replacing the bridge will help reduce future maintenance and operational costs and better support Epping Town Centre development and future transport plans.</p> <p> For further information please refer to page 19 of the Determination Report.</p>
	<p>Safety improvements will be limited, or not improved</p> <p>The community will benefit from the additional two lanes and raised central median will also improve road safety for road users. Additional road improvement works at Beecroft Road, Blaxland Road, Epping Road, Bridge Street, High Street and Langston Place approaches to the bridge and traffic signal upgrade work at Blaxland Road will also improve traffic flow and road safety.</p> <p>The new shared walking and bike riding path and safety screens will also improve pedestrian and cyclist safety over the bridge as well as improving connectivity to the existing shared paths on Bridge Street and Epping Road.</p> <p>Providing an upgraded staged pedestrian crossing across Epping Road at the intersection of Blaxland Road and Langston Place will improve</p>






Key Theme	Response summary
	<p>pedestrian safety at the intersection by making crossing pedestrians more visible to drivers.</p> <p>The staged approach also provides an opportunity for people with restricted mobility to rest and more safely cross over Epping Road in two stages, if required.</p> <p>Providing upgraded raised pedestrian (zebra) crossings at Bridge and High streets also provides safer walking environments at these locations.</p> <p> For further information please refer to pages 18-19, 37 and 49-57 of the Determination Report.</p>
<p>Environment and amenity impacts</p> 	<p>Loss of amenity, reduced liveability, impacts to public space</p> <p>Transport is committed to thoughtful planning, design and management to ensure places have character and communities at their heart.</p> <p>During detailed design we will develop the Urban Design and Landscape Plan (UDLP) which will outline our approach to placemaking, built form, urban and landscape design and Connecting with Country elements of the project.</p> <p>Existing landscaped areas within the project area would be upgraded and new landscaped areas, including the inclusion of trees to provide shade and reduce urban heat, would be provided where possible to enhance the visual amenity of the town centre.</p> <p>Transport is consulting with City of Parramatta Council on the Epping Town Centre Master Plan and Council's plans regarding access around Epping town centre, including between Beecroft Road and Rawson Street and consideration of broader connections to public open space and amenity.</p> <p> For further information please refer to pages 20-21, 42 and 53 of the Determination Report.</p>
	<p>Loss of trees and green space, Forest Park, tree removal</p> <p>As mentioned above, existing landscaped areas within the project area would be upgraded and new landscaped areas, including the inclusion of trees to provide shade and reduce urban heat, would be provided where possible to enhance the visual amenity of the town centre.</p> <p>The project would require the removal of 28 native and exotic trees. There will however be no impact to trees within Forest Park, though seven trees located within the park, adjacent to the eastern edge of Blaxland Road, would require root investigations and tree sensitive construction during detailed design to ensure their retention. These trees are considered important to the visual and heritage character of the park.</p> <p>In total, 60 trees within the project footprint will not be impacted. A minimum of 128 trees will be planted to offset the 28 trees being removed. This includes a replacement tree at Epping Station platform to maintain the existing character of the station.</p>





Key Theme	Response summary
	 For further information please refer to pages 20 and 42-3 of the Determination Report.
	<p>Epping Station platform tree</p> <p>Unfortunately, during construction this tree will be removed. However, a replacement tree will be provided before the project is completed to maintain the existing character of the station.</p>  For further information please refer to page 20 of the Determination Report.
	<p>Construction impacts</p> <p>Adjacent businesses and residents are likely to experience temporary amenity impacts including increases in noise and vibration from construction activities; visual impacts from construction activities; minor increase in construction traffic; potential light spill from night works; and potential dust disturbance.</p>  For further information please refer to pages 21-22, 33 and 35-36 of the Determination Report.
<p>Active Transport</p> 	<p>More needs to be done to support walking and bike riding, dedicated and separated pedestrian and bike riding crossings, active transport links</p> <p>It is recognised that walking and bike riding is the most sustainable form of transport, contributing to great places, cleaner local environments, healthier lifestyles, and providing economic benefits to local neighbourhoods³.</p> <p>The NSW Government is committed to making active transport the preferred way to make short trips, and a viable, safe, and efficient option for longer trips. The proposed shared path arrangement would accommodate up to 100 pedestrians per hour and up to 200 cyclists per hour, providing capacity for future growth in active transport patronage.</p> <p>When designing the new bridge, the needs of those who may want to walk or ride around Epping was fully considered. The project location is however constrained by Epping Station on the northern side of the bridge and the Sydney Metro South Service Building on the southern side. There is no capacity to widen the new bridge any further than what is being proposed.</p> <p>Pedestrian and cyclist safety will, however, be significantly improved by the new shared path across the path, which will connect with the exiting shared path network on either side of the bridge.</p> <p>Other improvements that support safer environments for walking and bike riding includes upgrading the existing pedestrian crossings on Bridge Street and High Street and providing a staged pedestrian crossing over</p>

³ <https://www.future.transport.nsw.gov.au/future-transport-plans/active-transport-strategy>



Key Theme	Response summary
	<p>Epping Road which would particularly support people with restricted mobility.</p> <p>The final bridge design will be subject to further development during detailed design. Further active transport investigations that would be carried out during detailed design would include:</p> <ul style="list-style-type: none"> • installation of barriers, lighting, cyclist lanterns, combined pedestrian and cyclist crossings • improvements to connectivity and crossings at the signalised intersection of Epping Road, Blaxland Road and Langston Place • improvements to prioritise active transport across High Street • consideration of options for the closure of High Street to through traffic to improve road and pedestrian safety at this location. Consideration of High Street closure would be undertaken in consultation with City of Parramatta Council and the community. <p> For further information please refer to pages 18-19, 37 and 49-57 of the Determination Report.</p>
	<p>High Street should be dedicated to walking and bike riding</p> <p>As mentioned above, the closure of High Street to through traffic to improve road and pedestrian safety at this location will be further considered during detailed design.</p> <p>During detailed design a feasibility study will be prepared to investigate the full or partial closure of High Street to improve active transport links and safety of active transport users. The feasibility study will include an assessment of options and the environmental impacts associated with closure of High Street.</p> <p>As High Street is a local road, consideration of High Street closure would be undertaken in consultation with City of Parramatta Council and the community.</p> <p> For further information please refer to pages 19, 23, 26, 29 and 45 of the Determination Report.</p>
<p>Traffic Management</p> 	<p>Traffic impacts, road closures and detours during construction</p> <p>Transport acknowledges that the project is expected to be completed over a long construction duration. Transport would look for opportunities to reduce the construction duration during detailed design and with the delivery partner.</p> <p>To minimise impacts to the road network and to road users, Transport would look to keep all five bridge lanes open to traffic during construction. There may, however, be short periods during construction when one of the five lanes would need to be closed to carry out specific activities, such as demolishing the existing bridge and sliding in the new bridge deck.</p>



Key Theme	Response summary
	<p>There may also be times when state and local roads adjacent to the bridge may experience temporary road and lane closures while road and rail work is undertaken in these locations.</p> <p>To minimise impacts to road users, Transport would look at opportunities to carry out major road closure works during quieter periods in the year, such as over a Christmas period, to reduce impacts to road users.</p> <p>Advanced notice of traffic related impacts including information on road detours would be advised to the local community and motorists via printed, online and social media channels. Road detour information would also be displayed on Variable Message Sign (VMS) boards around the area at least five business days before any changes come into effect.</p> <p> For further information please refer to pages 25 and 33 of the Determination Report.</p>
	<p>Traffic conditions will not be improved, no travel time savings, moving the pinch point, wider network and intersection issues need to be fixed</p> <p>The aim of the Epping Bridge Project is to replace the existing bridge with a new, wider bridge that would unlock vital road capacity and keep the approximately 63,000 vehicles that use the bridge each day moving quickly, safely and efficiently.</p> <p>Extra capacity is being provided through an additional westbound traffic lane into Beecroft Road and an additional right turn lane southbound into Blaxland Road. The additional two lanes of traffic would increase capacity of these roads and ease congestion in both directions across the bridge.</p> <p>Refined traffic modelling shows that users travelling southbound onto Blaxland Road from the bridge would experience travel time savings of over eight minutes and 52 seconds minutes in the 2029 PM peak and 13 minutes and 49 seconds in 2039 PM peak period.</p> <p>Modelling of travel time impacts in the remainder of the network identified that the majority of routes would experience improved or maintained travel times in the 2029 and 2039 AM and PM peaks.</p> <p>While we acknowledge the addition of a partial third westbound lane will not provide as significant a time saving in the westbound direction, it will still ease congestion and improve traffic flow and road safety for road users travelling over the bridge. Future Epping Town Centre development may unlock opportunities to widen the road and provide three continuous westbound lanes along Beecroft Road.</p> <p> For further information please refer to pages 22-24 and 29-30 of the Determination Report and the updated Transport Impact Assessment.</p>
	<p>Traffic should be diverted from Epping, reduce M2 Motorway tolls</p> <p>The NSW Government has conducted a review of Sydney's tolling system. The Toll Review is now complete, with the Final Report published in July</p>



Key Theme	Response summary
	<p>2024. The Government is currently considering the recommendations of the Final Report. Further information on the tolling review can be found at Transport for NSW Toll Review.</p> <p>Improving access roads to the M2 Hills Motorway is out of scope for the Epping Bridge Project. This feedback has been passed on to the appropriate team within Transport for their awareness and consideration.</p> <p>Suggestions for other improvements to the road network are also outside the scope of this project and will be passed on to City of Parramatta Council and the relevant departments within Transport for their awareness and consideration in future transport planning.</p> <p> For further information please refer to pages 25, 41 and 48-49 of the Determination Report and the updated Transport Impact Assessment.</p>
	<p>Traffic lights should be optimised at intersections, road marking and lane signage needs to be improved</p> <p>The traffic signals are part of the Sydney Coordinated Adaptive Traffic System (SCATS), which is an intelligent real time traffic management platform that monitors, controls and optimises the movement of people and traffic in Sydney. SCATS is used to dynamically manage the road network responding to live conditions to keep traffic flowing.</p> <p>Traffic light sequencing would be considered as part of the broader network. The configuration of traffic lights at the completion of the project would not contribute to congestion.</p> <p>A review of sequencing once the bridge is operational would be undertaken to ensure efficiency.</p> <p>Transport recognises that there is potential to explore opportunities to further improve traffic flow in the area during detailed design. This may include additional road markings and signage.</p> <p>Consideration of other intersection upgrades, including traffic signal arrangements at other intersections is out of scope for this project.</p> <p>Additional road projects may be required in the future to further support Epping Town Centre development and future growth in the area.</p> <p>Transport will continue to consult with City of Parramatta Council on potential future opportunities to ease congestion around Epping Town Centre and improve all modes of transport.</p> <p> For further information please refer to pages 26-27 of the Determination Report and the updated Transport Impact Assessment.</p>
<p>Design</p> 	<p>Not aligned with Transport for NSW Road User Space Allocation Policy or other NSW Movement and Place policies</p> <p>There are technical design limitations that prevent alignment with the principles set out in the Road User Space Allocation and NSW Movement</p>



Key Theme	Response summary
	<p>and Place design solution policy. For example, within the parameters of the technical design limitations and project scope, the shared path space allocation has been maximised to the extent that it does not impinge on road lane width requirements. The shared path on the southern side of Epping Bridge has been prioritised to be widened to connect with the City of Parramatta Council shared path network.</p> <p>The project will also not provide signalised crossings on all intersection legs as there are technical design limitations that prevent alignment with the principles set out in the Road User Space Allocation and NSW Movement and Place design solution policy.</p> <p> For further information please refer to pages 29, 54 and 56 of the Determination Report and the updated Transport Impact Assessment.</p>
	<p>Transport should consider other options like overpasses, underpasses, tunnels or new roads</p> <p>The project is constrained by its location, the lack of available land on adjacent roads as well as existing rail and metro infrastructure.</p> <p>The combination of these limits opportunities for further bridge widening and other suggested alternatives, including overpasses, underpasses, flyovers, tunnels, or new roads.</p> <p> For further information please refer to page 33 of the Determination Report and the updated Transport Impact Assessment.</p>
	<p>The project does not support future Epping growth and traffic demand increases</p> <p>The project supports future growth and renewal of Epping Town Centre and aligns with the Epping Town Centre Master Plan and future road and rail plans.</p> <p>Epping Bridge is congested in peak periods, with high levels of traffic delay and queuing on surrounding roads. Traffic demand across the bridge will continue to grow as Epping and its town centre continues to develop.</p> <p>Replacing the existing five lane bridge with a new seven lane bridge will unlock vital road capacity for approximately 63,000 vehicles that cross the bridge each day.</p> <p>As mentioned in previous sections above refined traffic modelling of the road network and performance analysis of key intersections, undertaken to inform the updated Transport Impact Assessment identified that the project would generally improve or maintain traffic movements both the 2029 and 2039 AM and PM peak periods.</p> <p>Additional road projects may be required in the future to further support Epping Town Centre development and future growth in the area. Transport will continue to consult with City of Parramatta Council on potential future</p>





Key Theme	Response summary
	<p>opportunities to ease congestion around Epping Town Centre and improve all modes of transport</p> <p> For further information please refer to pages 18, 22-24 and 29-30 of the Determination Report and the updated Transport Impact Assessment.</p>
	<p>New bridge lane design is sub optimal</p> <p>Due to rail and environmental constraints the new bridge structure cannot accommodate any further widening, or adjustment of lanes.</p> <p> For further information please refer to page 31 of the Determination Report.</p>
	<p>Vehicle and pedestrian and bike separation is needed, more space needs to be designed for walking and bike riding, closure of High Street</p> <p>Design constraints including rail and metro infrastructure limit the depth and width of the bridge.</p> <p>The delineation of space and the safety of pedestrians and cyclists using the shared path on the bridge has been considered as part of the design and would continue to be prioritised during detailed design.</p> <p>The upgraded shared walking and cycling path on the southern side of the bridge would reduce conflicts between pedestrians and cyclists and improve safety by offering more space for both modes of transport to manoeuvre and move across the bridge.</p> <p>As mentioned above, the closure of High Street will be further considered during detailed design to improve active transport links and a safe place for active transport users.</p> <p> For further information please refer to pages 18, 19, 23, 26, 29 and 45 of the Determination Report.</p>
	<p>Bridge safety screens</p> <p>The design of the throw screens is indicative and would be further developed during detailed design and in consultation with City of Parramatta Council.</p> <p>Transport has engaged an Aboriginal consultant to develop a Connecting to Country report that aims to integrate Aboriginal cultural knowledge and principles into the design. Opportunities for the design of the bridge safety screens would be included within this report, and recommendations of this report would be included in the Urban Design and Landscape Plan (UDLP) where appropriate.</p> <p> For further information please refer to page 44 of the Determination Report.</p>





Key Theme	Response summary
	<p>Move Beecroft Road pedestrian bridge lift to provide a third continuous westbound lane</p> <p>The pedestrian bridge on Beecroft Road provides stair and lift access to Beecroft Road and Epping Station for pedestrians, people with mobility issues, prams and bikes.</p> <p>Future Epping Town Centre development may provide an opportunity to upgrade the pedestrian overbridge and relocate the lifts to enable a third continuous westbound lane along Beecroft Road.</p> <p> For further information please refer to page 39 of the Determination Report.</p>
	<p>Changes to the Langston Place slip lane</p> <p>The design balances the needs of active transport and vehicles at intersections. Options for changes to the slip lane into Langston Place were considered during the early design phase however the current configuration provides flexibility of movement across and into Langston Place while balancing the needs of all users.</p> <p>The project design includes adjustments to the kerb radius, kerb height, and the storage capacity of the pedestrian island to improve safety</p> <p> For further information please refer to pages 45,49 and 54-55 of the Determination Report.</p>
	<p>Provide bus only lanes</p> <p>Transport has considered the needs of all traffic users in the development of the concept design.</p> <p>Three bus services, including two night services, currently utilise the bridge. There are 19 AM movements and 18 PM movements across the bridge during peak hours. The inclusion of bus only lanes would limit the number of general traffic lanes. This would not address the need for additional traffic capacity across the bridge.</p> <p>Future Epping Town Centre development and renewal may unlock opportunities to adjust the road corridor to include additional bus and traffic lanes as part of broader network configurations. This is however, out of scope for this project.</p> <p> For further information please refer to pages 39 and 50 of the Determination Report.</p>
<p>Community Impacts</p> 	<p>Construction duration is too long (five years)</p> <p>Transport acknowledges that the project is expected to be completed over a long construction duration. Transport would look for opportunities to reduce the construction duration during detailed design and with the delivery partner.</p>







Key Theme	Response summary
	 For further information please refer to pages 25, 27 and 32 of the Determination Report.
	<p>Disruption to residents and businesses</p> <p>During construction, adjacent and nearby residential and business properties to the bridge and road construction areas are likely to experience:</p> <ul style="list-style-type: none"> • temporary traffic changes including access to roads and properties • temporary pedestrian and bike riding journey changes, with partial Epping Bridge footpath closures for the duration of construction works, as well as other road impacts • increases in noise and vibration from construction activities • visual impacts such as light spill from night works • potential dust disturbance. <p>Transport will look to reduce noise and vibration impacts from construction activities wherever possible to minimise disruption to adjacent and nearby residents and businesses.</p> <p>Due to the constrained working environment and the need to minimise road and rail disruptions, work would need to occur outside standard hours and would include night work over multiple consecutive nights per week during some stages of the construction program.</p> <p>Alternative accommodation or respite would be offered to residents affected by temporary noise impacts and who meet the noise eligibility threshold for alternative accommodation and respite from noisy works.</p> <p>Transport would engage all residents adjacent to work areas via door knock and letters before any noisy work commences. If any construction work triggers alternative accommodation or respite, appropriate arrangements would be made with residents as required.</p> <p>Due to the expected long construction duration for this project, Transport would also explore alternate ways to support residents to stay at home during noisy works.</p>  For further information please refer to pages 35 and 36 of the Determination Report.
	<p>Limited consideration to vulnerable members of the community</p> <p>The project has been designed to improve accessibility and mobility for all community members, including more vulnerable and less mobile community members wherever possible.</p> <p>The upgraded staged pedestrian crossing at the intersection of Epping Road, Blaxland Road and Langston Place would improve pedestrian safety at this location by making crossing pedestrians more visible to drivers. The staged approach also provides an opportunity for people with restricted mobility to rest and safely cross over Epping Road in two stages, if required.</p>





Key Theme	Response summary
	<p>Providing a new shared path over the bridge and upgraded raised pedestrian (zebra) crossings at Bridge and High streets also provides safer walking environments for more vulnerable and less mobile community members.</p> <p>Accessibility design aspects of the crossings would include audible crossing indicators, braille, and kerb ramps and tactile tiles at kerb ramps. It is noted that the footpaths and shared paths in and around the project area follow the grades of the roads and underlying topography which are steeper than the maximum grades required to meet the Disability Discrimination Act 1992 (DDA) requirements. Opportunities to adjust footpath grades to better support members of the community who have mobility issues is therefore limited by the constraints of the surrounding urban environment.</p> <p> For further information please refer to pages 37, 50 and 51 of the Determination Report.</p>
	<p>Parking changes</p> <p>There will be temporary and permanent parking changes from this project. There will be a permanent loss of up to 21 on-street parking spaces on Beecroft Road and up to three spaces at High Street. Parking surveys undertaken in January 2024 indicated that there is adequate parking supply in the project area and adjacent area to offset these losses. The exact number of parking spaces to be removed is, however, indicative and subject to detailed design.</p> <p>Future Epping Town Centre development and renewal may unlock opportunities to provide additional parking spaces for the wider area.</p> <p> For further information please refer to page 39 of the Determination Report.</p>
	<p>Travel, traffic and detour impacts</p> <p>Please refer to Traffic Management section.</p>
	<p>Community engagement</p> <p>Please refer to Section 2.1 Display of the Review of Environmental Factors, pages 13 and 14 of the Determination Report for how we engaged with the community during the REF public display period.</p> <p>As per Section 5.1 of the REF, the consultation strategy was developed to:</p> <ul style="list-style-type: none"> • raise community awareness of the public display of the REF and concept design and opportunity to provide feedback • provide the community with information to inform their understanding of the proposal's design, key benefits and impacts to the community • inform the community and stakeholders how they can provide feedback and talk to the project team



Key Theme	Response summary
	<ul style="list-style-type: none"> • foster community and stakeholder feedback. <p>The community was provided with multiple ways to provide feedback as well as multiple opportunities to talk to the project and environmental teams and provide feedback.</p> <p> For further information please refer to page 37 of the Determination Report.</p>
<p>Out of scope</p> 	<p>Epping is overdeveloped, the roads are at capacity, more needs to be done to improve the road network.</p> <p>Transport is working with City of Parramatta Council to support Epping Town Centre development by increasing road capacity to support future growth and renewal.</p> <p>The project builds on major public transport investment in Epping Town Centre to support growth in Epping with the upgrade of Epping Station in 2013 and opening of the Metro North West Line in 2019. This work is complemented by road and intersection upgrades completed within Epping Town Centre in 2018.</p> <p>Additional road projects may be required in the future to further support Epping Town Centre development and future growth in the area. Transport will continue to consult with City of Parramatta Council on potential future opportunities to ease congestion around Epping Town Centre and improve all modes of transport.</p> <p> For further information please refer to page 40 of the Determination Report.</p>
	<p>The NSW Government should reduce tolls on the M2 Hills Motorway, distance-based tolling should be introduced as more affordable for commuters and residents making short trips.</p> <p>The NSW Government has conducted a review of Sydney's tolling system. The Toll Review is now complete, with the Final Report published in July 2024. The Government is currently considering the recommendations of the Final Report. Further information on the tolling review can be found at Transport for NSW Toll Review.</p> <p>Community and stakeholder feedback on tolling suggestions have been forwarded on to the appropriate team within Transport for their awareness and further consideration.</p> <p> For further information please refer to page 41 of the Determination Report.</p>
	<p>Feedback regarding congestion and traffic on other state or local roads in and around Epping and the town centre, suggestions for other projects and improvements in the Parramatta Local Government Area</p> <p>The REF public display sought community feedback on the Epping Bridge Project to understand community sentiment and concerns regarding</p>



Key Theme	Response summary
	<p>potential environmental impacts, constraints, risks and opportunities for the project.</p> <p>While comments regarding other state or local roads are out of scope, where possible we have sourced responses and included these in <i>Section 2.3 Consideration and responses to submissions</i> in the Determination Report.</p> <p>For all other community comments, we have passed on feedback to relevant departments and teams within Transport and/or City of Parramatta Council for their awareness and future planning consideration.</p> <p> For further information please refer to pages 39 and 40-42 of the Determination Report.</p>
	<p>Feedback regarding road and safety improvements at other intersections</p> <p>Upgrades to other intersections or local roads is outside the scope of this project. Feedback on other road improvements outside of the project area that would improve road and pedestrian safety and/or other intersection efficiencies and local road network travel times have been passed on to relevant Transport departments.</p> <p>Additionally, City of Parramatta Council, as the responsible authority for managing and maintaining local roads, has been made aware of community and stakeholder suggestions for local roads for their awareness and future planning consideration. Feedback on local road improvements can also be made directly to City of Parramatta Council via 02 9806 5050 or council@cityofparramatta.nsw.gov.au</p> <p> For further information please refer to page 39 of the Determination Report.</p>

Conditions of Approval

In response to community feedback, additional controls in the form of Conditions of Approval have been developed and will be applicable through detailed design and construction of the project. This is a short summary of the key Conditions of Approval raised in our responses to community and stakeholder feedback. To view all the Conditions of Approval please refer to Appendix C: Conditions of Approval, pages 85-89 of the Determination Report.

Conditions of Approval	
Condition of Approval 5	<p>requires a feasibility study is to be undertaken during detailed design to investigate the full or partial closure of High Street to improve active transport links and safety of active transport users. The feasibility study shall include an assessment of options and the environmental impacts associated with the closure of High Street, including (but not limited to):</p> <ul style="list-style-type: none"> • changes to the function/accessibility of on street parking and associated impacts to High St businesses • active transport outcomes • visual and urban design outcomes



Conditions of Approval

	<ul style="list-style-type: none"> operational traffic noise impact of the proposed closure of High Street and re-routing of traffic on local roads Transport's assessment of traffic impacts Transport's consultation report (detailing consultation with stakeholders, including City of Parramatta Council and the community). <p>If the closure of High Street was the preferred option, further environmental impact assessment would be undertaken.</p>
Condition of Approval 7	requires that a Tree and Hollow Replacement Plan is to be prepared in accordance with Transport's Tree and Hollow Replacement Guideline. Trees and vegetation to be retained will be protected through temporary protection measures.
Condition of Approval 8	requires that prior to any works commencing at the site a Project Arborist shall be appointed. The Project Arborist shall be qualified to a minimum AQF level 5 and/or equivalent qualifications and experience and shall provide advice in relation to work in proximity of trees (including root and canopy), including advice in relation to tree investigation, impact mitigation, design and establishment of tree protection, design and construction advice for the duration of the project. The advice of the project arborist shall be adhered to during design and construction to ensure the protection of trees identified for retention.
Condition of Approval 10	requires that the finishes of the retaining walls shall be detailed in the Urban Design and Landscape Plan (UDLP) to ensure that the new work is aesthetically appropriate for the visual prominence from the public domain. For retaining walls along Blaxland Road, the finishes shall be appropriate having regard for the heritage character of Forest Park.
Condition of approval 12	<p>requires that opportunities to achieve safety, connectivity and permeability for active transport users shall be explored during detailed design, including but not limited to:</p> <ul style="list-style-type: none"> minimise conflicts between pedestrians and cyclists minimise conflicts between vehicles, pedestrians and cyclists, including opportunities for the installation of separation fences to separate vehicles and active transport spaces improve the connectivity of crossings for pedestrians and cyclists improve the safety and functionality of all intersections for pedestrians and cyclists improve the connection to the Epping town centre for pedestrians and cyclists. <p>Opportunities that would be explored further during detailed design would include:</p> <ul style="list-style-type: none"> the installation of barriers, lighting, cyclist lanterns, combined pedestrian/cyclist crossings improvements to connectivity and crossings at the signalised intersection of Epping Road, Blaxland Road and Langston Place improvements to prioritise active transport crossing over High Street. <p>Opportunities for secure bicycle parking on the western side of Beecroft Road and improvements to the safety, functionality and connectivity of all intersections for</p>



Conditions of Approval

both pedestrians and bike riders are to be further explored and developed during detailed design.

Updated Transport Impact Assessment (May 2025)

In response to community feedback received during the public display period on traffic benefits and time savings, a review of the traffic modelling was subsequently carried out which resulted in refinements to the traffic data and the provision of a more accurate indication of the proposed benefits and impacts of the Epping Bridge Project.



Further information on this review and refinements to the modelled traffic data can be found in the updated Transport Impact Assessment and section 3 of the Determination Report.

Section 3 of the Determination Report provides a summary of the changes between the original and refined modelling. A detailed breakdown of the methodology and results of the refined traffic modelling can be found in the updated Transport Impact Assessment, which is available to view or download on the [project webpage](#) and [interactive portal](#).

Key outcomes of the updated traffic data from the proposal include:

- improvements in all network performance indicators (including average speed, average vehicle delay, completed trips, unreleased trips and average number of vehicle stops) in both the 2029 and 2039 AM and PM peaks
- reduced travel times in both the 2029 and 2039 PM peak periods, including time savings of eight minutes and 52 seconds in 2029 and 13 minutes 49 seconds in 2039 for the Beecroft Road to Blaxland Road southbound route
- reduced travel times for all routes in 2029 and reduced travel times in 2039 excluding the Carlingford Road and Epping Road westbound route which will experience a minor increase in travel time in 2039
- increased or maintained intersection Level of Service for all intersections in both the 2029 and 2039 AM and PM peak periods.

A summary of the refined travel time saving benefits is further shown in the table below.

TRANSPORT REVIEW	
Improvements in travel times in both 2029 and 2029 AM and PM peaks	
Southbound traffic Beecroft Road to Blaxland Road	Eastbound traffic Carlingford Road to Epping Road
 improved travel times (AM and PM peaks)	 improved travel times (AM and PM peaks)
2029 AM - 1 minute, 30 seconds travel saving 2029 PM - 8 minutes, 52 seconds travel saving 2039 AM - 1 minute travel saving 2039 PM - 13 minutes, 49 seconds travel saving	2029 AM - 3 minutes, 30 seconds travel saving 2029 PM - 2 minutes, 30 seconds travel saving 2039 AM - 2 minutes, 30 seconds travel saving 2039 PM - 1 minute travel saving

The refined modelling and updated Transport Impact Assessment built into the project's detailed design. Having regard to the assessment in the REF, consideration of the submissions received, and the refined traffic modelling and updated Transport Impact Assessment subsequent to the public display of the REF, it can be concluded that the Proposal is not likely to significantly affect the



environment (including critical habitat) or threatened species, populations of ecological communities, or their habits.

Consideration of the wider network

Transport acknowledges all feedback received regarding other intersections, or pinch points, outside of the project scope as well as concerns regarding the wider road network.

As part of the Future Transport strategy, Transport for NSW is working towards improving transport solutions for our customers to give customers choice in how and when they move. Epping is well serviced by transport modes including rail, metro and bus services and a growing active transport network in addition to the road network. By promoting sustainable travel behaviour to flatten the peak and optimise the network, Transport will maximise the use of the existing network and support growth through integrated planning.

Traffic signals are part of the Sydney Coordinated Adaptive Traffic System (SCATS), which is an intelligent real time traffic management platform that monitors, controls and optimises the movement of people and traffic in Sydney. SCATS is used to dynamically manage the road network responding to live conditions to keep traffic flowing. Traffic light sequencing would be considered as part of the broader network. The configuration of traffic lights at the completion of the Proposal would not contribute to congestion. A review of sequencing once the bridge is operational would be undertaken to ensure efficiency.

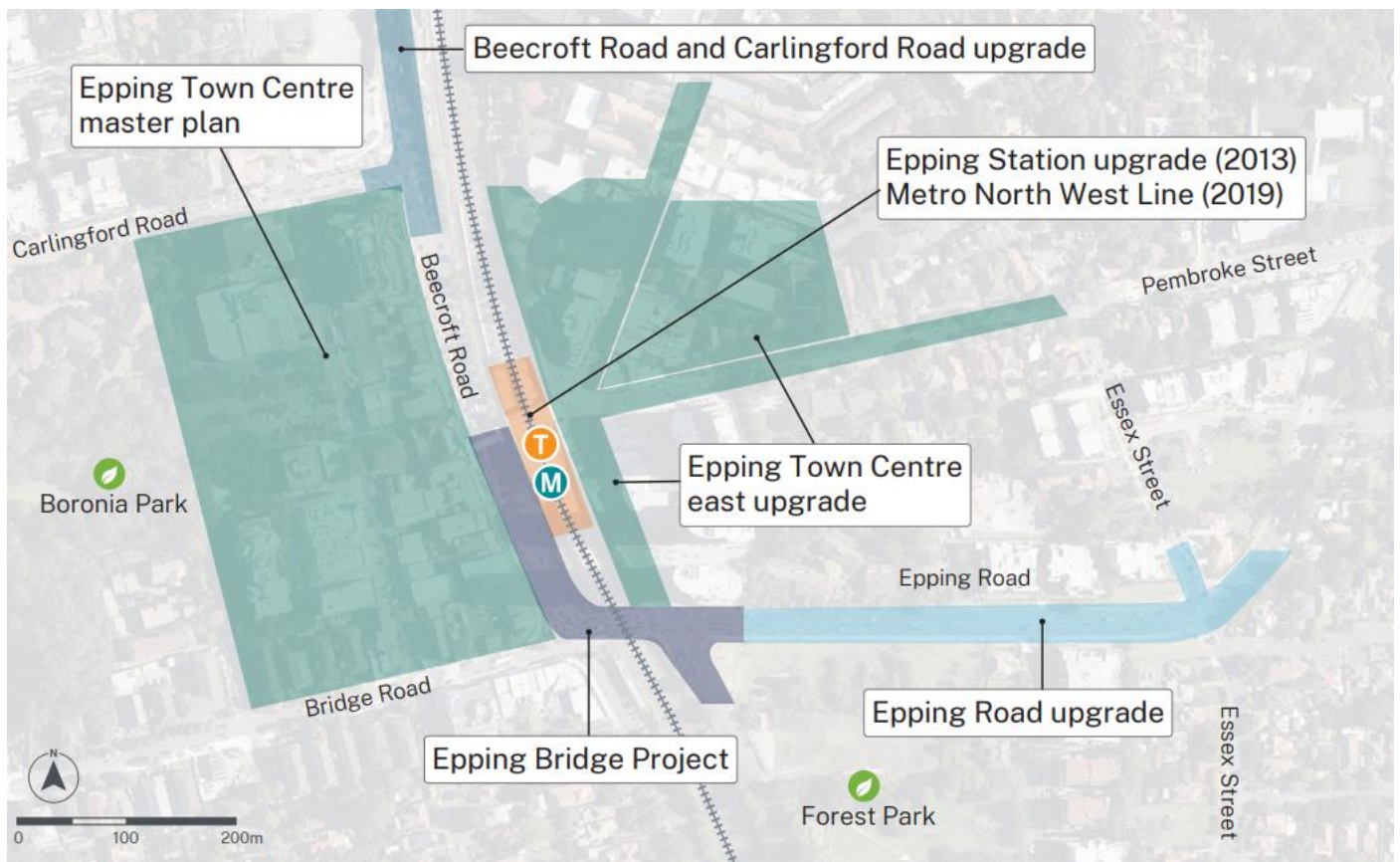
Additional road projects may be required in the future to further support Epping Town Centre development and future growth in the area. Transport will continue to consult with City of Parramatta Council on potential future opportunities to ease congestion around Epping Town Centre and improve all modes of transport.

Supporting Epping Town Centre development

The Epping Bridge Project complements:

- public transport investment in Epping Town Centre with the upgrade of Epping Station in 2013 and opening of Metro North West Line in 2019
- road and intersection upgrades completed in Epping Town Centre in 2018 as part of the Epping Town Centre Urban Activation Plan
- City of Parramatta Council [plans for Epping Town Centre](#), which includes Epping Town Centre masterplan and Epping Town Centre east upgrades
- future road and rail plans.





Next steps

The Epping Bridge Project has now received formal approval. Transport will now proceed to engage a contractor to undertake detailed design and delivery of the project.

Main work construction is expected to begin in 2026. Transport will look for opportunities to reduce construction duration during detailed design and with the delivery partner.

To enable commencement of main works, additional early works are being carried out within the road and rail corridor between May 2025 and mid 2026. This work is in addition to early works completed on High Street, Epping in December 2024.

This work will mainly be completed during planned Sydney Train trackwork periods, when no trains are running through Epping Station. Planned trackwork periods only occur for a few selected weekends during the year.

There may be some impacts from this work to adjacent residents, however, these works will only cause minor disruption to the wider community.



Next steps

Ongoing Community Engagement

- Preliminary site investigations
- Strategic design
- Early works
(chiller unit relocation)
- Display of concept design and
Review of Environmental Factors
- WE ARE
HERE** Determination Report
- Early works (rail corridor CSR
and signalling relocation)
- Detailed design
- Construction (main works) *

*Main works construction is expected to commence in 2026.

How can I receive project updates?

Transport encourages the community to keep updated on new information as the project progresses. To receive project updates please contact us so that we can add you to the project's email distribution list. You can contact us by email at parramatta@transport.nsw.gov.au or by phone 1800 979 577 (during business hours).

For further information

For further information on the Epping Bridge Project please scan the QR code.



Scan the QR code
to view the REF

Contact us



Project Infoline **1800 979 577**
(during business hours)



parramatta@transport.nsw.gov.au



Epping Bridge Project

Transport for NSW, 4 Parramatta Square,
12 Darcy Street, Parramatta NSW 2150.



Scan the QR code to visit the project
webpage or go to **[transport.nsw.gov.au/
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पर कॉल करें

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