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## Epping Bridge transport modelling concerns

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Parramatta <Parramatta@transport.nsw.gov.au>  
To: Jake Coppinger <jake@jakecoppinger.com>  
Cc: Parramatta <Parramatta@transport.nsw.gov.au>

17 July 2025 at 15:59

Dear Jake,

Thank you for your further feedback on the Epping Bridge Project and for your questions regarding the Transport Impact Assessment and refined modelling. Our responses are as below.

### Q1) What modal shift assumptions have been made?

The mode shift assumptions and assumed future external network upgrades did not change as part of the recent model update.

### Q2) Which modelling inputs were changed? How were they changed?

The changes to the VISSIM modelling were mostly operational in nature. Additional 'Do Minimum' scenario for 2039 was also developed to address previous public concerns regarding inaccuracies in the travel time savings assessment. The changes focused on optimisation of signal timings and traffic signal coordination. These optimisation strategies were suggested by the TfNSW signals team, to maximise the future benefits of the proposal. Additionally, the TfNSW modelling team adopted some minor updates and modifications were made to resolve discrepancies to the model coding of some node/link arrangements, where traffic behaviour was not performing as would be expected.

Further information on the refined 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.

### Q3) Which modelling parameters were changed? How were they changed?

As above, the modelling parameters that changed included signal timings and traffic signal coordination, additionally model coding of some mode/link arrangements were adjusted.

### Q4) Which "future network upgrades within the surrounding network" were included in the updated modelling?

The mode shift assumptions and assumed future external network upgrades did not change as part of the recent model update. Any mode shift or route choice expected through the study area were captured in the underlying forecasts derived from the 2021\_STFM\_STD model, dated 23/10/2023 (TZP22STMV3.91). These forecasts were not changed as part of the recent model update.

Please refer to pages 67-68 within the **attached** Appendix A: Base Year Model Technical Note for more information.

### Q5) Have any bus lane changes been made in such modelling?

No changes were made to the bus lane assumptions in the recent model update.

### Q6) Given the NSW legislation to reduce carbon emissions, and the latest reports showing that target is not on track, how does TfNSW reconcile the project outcome of increasing VKT?

The main reason for the increase in Vehicle Kilometres Travelled (VKT) is due to the constraints of the road network. Epping Bridge is the only rail crossing point in the precinct, so there is little to no route choice. An increase in network capacity, in this instance, results in more trips passing through model, which leads to increased VKT. It is important to remember that VKT alone is not a good measure of the proposal outcomes. The primary benefits of the proposal include:

- increased road capacity, improved traffic flow and travel times
- improved road safety
- improved connectivity to Epping Town Centre, Epping Station and bus interchange for all modes of transport
- enhanced pedestrian and cyclist safety and mobility
- reduced bridge maintenance and operational costs.
- Increased Safety in Rail Operations
- Increased Rail Corridor maintenance efficiency.

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.

Overall, the refined traffic modelling of the road network and performance analysis of key intersections found that the project would generally improve or maintain traffic movements both the 2029 and 2039 AM and PM peak periods. 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.

Transport sent a formal response to Better Streets Australia's submission on Tuesday 24 June. A response to Better Streets Australia's submission can also be found in Section 2.3, Table 2.2 Response to other stakeholder submissions within the [Determination Report](#) and specifically on pages 53-56.

We hope this additional information is of assistance and thank you for your interest in the project.

For further information on the Epping Bridge Project please visit the [project webpage](#) and [interactive portal](#).

Thank you again for your feedback and interest in the Epping Bridge Project.

Kind regards,

Epping Bridge Project

Parramatta and Cumberland Place team, Central River City

Sydney Integration & Place

Planning, Integration & Passenger

Transport for NSW

Infoline 1800 979 577 | Email [parramatta@transport.nsw.gov.au](mailto:parramatta@transport.nsw.gov.au)

OFFICIAL

**From:** Parramatta <[Parramatta@transport.nsw.gov.au](mailto:Parramatta@transport.nsw.gov.au)>  
**Sent:** Tuesday, July 1, 2025 9:46 AM  
**To:** Jake Coppinger <[jake@jakecoppinger.com](mailto:jake@jakecoppinger.com)>; [epping@parliament.nsw.gov.au](mailto:epping@parliament.nsw.gov.au) <[epping@parliament.nsw.gov.au](mailto:epping@parliament.nsw.gov.au)>  
**Cc:** [ElishaPearce@transport.nsw.gov.au](mailto:ElishaPearce@transport.nsw.gov.au) <[ElishaPearce@transport.nsw.gov.au](mailto:ElishaPearce@transport.nsw.gov.au)>; Parramatta <[Parramatta@transport.nsw.gov.au](mailto:Parramatta@transport.nsw.gov.au)>  
**Subject:** RE: Epping Bridge transport modelling concerns

Dear Jake,

Thank you for your feedback on the Epping Bridge Project.

Your feedback is currently being reviewed and you will be provided with a response shortly.

Kind regards,

Epping Bridge Project

Parramatta and Cumberland Place team, Central River City

Sydney Integration & Place

Planning, Integration & Passenger

Transport for NSW

Infoline 1800 979 577 | Email [parramatta@transport.nsw.gov.au](mailto:parramatta@transport.nsw.gov.au)

**From:** Jake Coppinger <[jake@jakecoppinger.com](mailto:jake@jakecoppinger.com)>

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**Appendix A - Base Year Model Technical Note.pdf**  
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