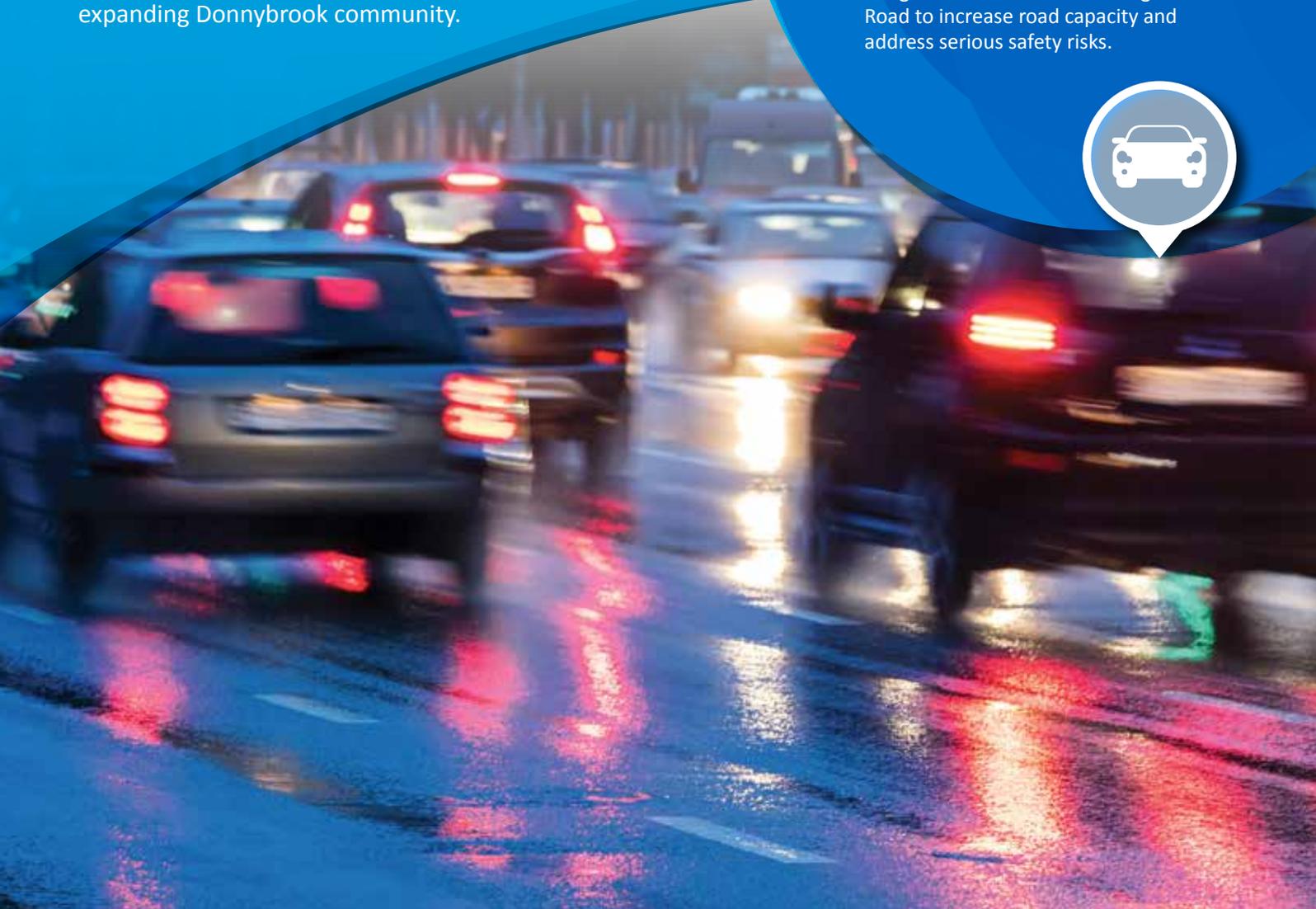


# OUR COMMUNITY URGENTLY NEEDS EPPING ROAD UPGRADED

Epping Road is the main road servicing the rapidly growing suburbs of Epping North and Wollert and one of two arterial roads providing access to the rapidly expanding Donnybrook community.

We are seeking the State Government to:

1. Immediately acquire land to enable the Epping Road / Bridge Inn Road intersection to be upgraded.
2. Duplicate Epping Road between Craigieburn Road East and Bridge Inn Road to increase road capacity and address serious safety risks.



Council is grateful for the State Government commitment to duplicate Epping Road from Memorial Avenue to Craigieburn Road East. We are seeking State Government investment to continue the duplication works for another 1.6 kilometres from Craigieburn Road East to Bridge Inn Road/Boundary Road. Construction of Epping Road will also aid in our local economic recovery from COVID-19, unlocking a 2900 residential lot subdivision which will inject \$225M into the local economy and provide more than 1000 jobs.

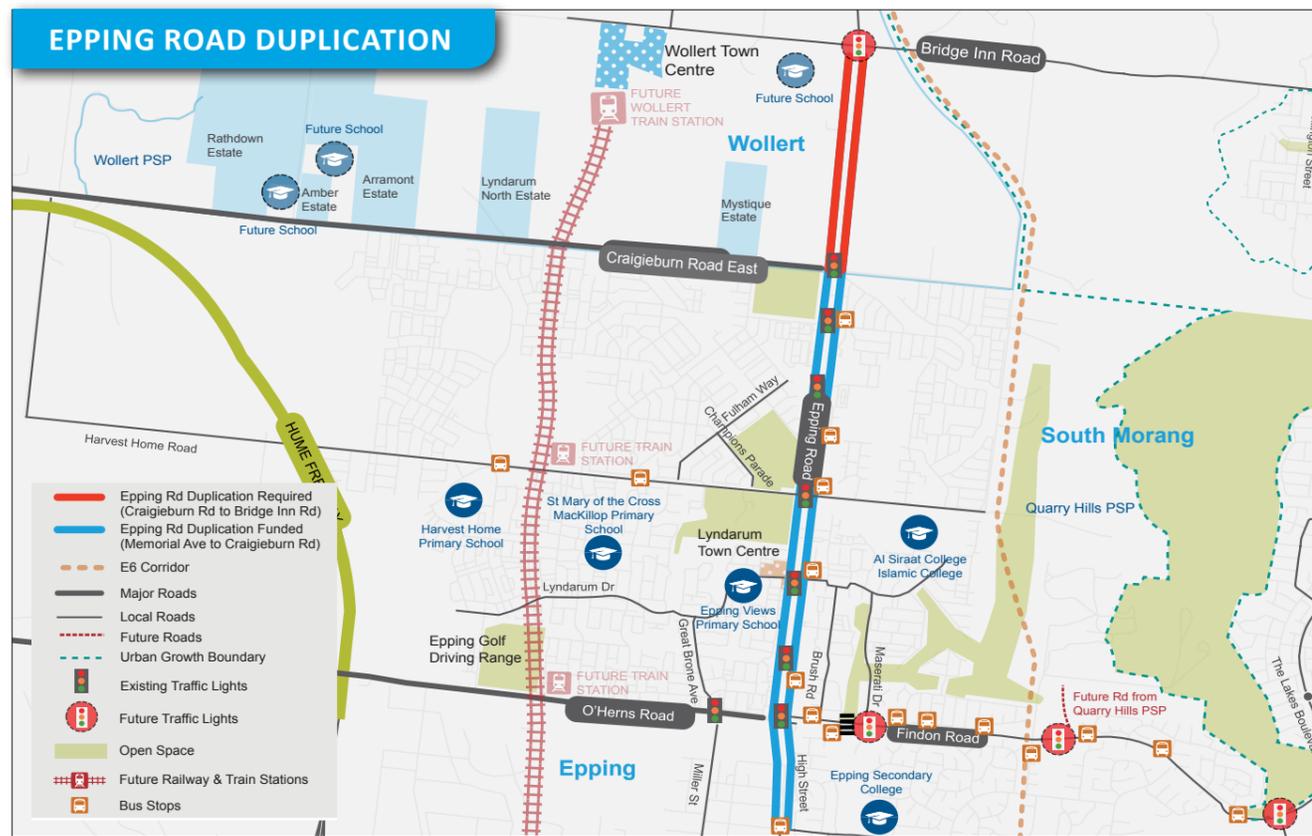
## CITY OF WHITTLESEA CONGESTION

Our communities are increasingly concerned by traffic congestion. The burden of significant traffic congestion and poor access to public transport means that many residents face a two hour commute to work.<sup>1</sup>

We continually hear about the health and wellbeing impacts of long and frustrating commute times and social isolation directly from residents, in our community consultations and through our Annual Household Survey. This proposal is a key element towards improving liveability and the wellbeing of our residents.

- **Traffic congestion**

Epping Road between Bridge Inn Road and Craigieburn Road East carries 22,900 vehicles per day, with road users experiencing significant congestion and increasing numbers of trucks.<sup>3</sup> Traffic modelling projections suggest that traffic will increase to 30,000 vehicles per day by 2031.<sup>4</sup>



### Projected population increases to areas serviced by Epping Road<sup>6</sup>

	2020	2030	2040	Increase in residents	% increase
<b>EPPING</b>	15,200	18,405	23,109	7,909	52%
<b>EPPING NORTH</b>	36,000	47,937	56,396	20,396	57%
<b>WOLLERT</b>	1,800	17,758	35,695	33,895	1,883%

### SERIOUS SAFETY CONCERNS

- Traffic accidents**  
 From 2014 to 2019, this section of Epping Road had 10 traffic accidents, including one of a serious nature and 15 injuries.<sup>2</sup> The road's unsuitability to the high volume of traffic contributes to these accidents.
- Unsuitable for large volumes of traffic**  
 Built to a rural standard, Epping Road cannot safely handle today's high volume of traffic, with poor shoulders, open drains and inadequate pedestrian footpaths and safe crossing opportunities. Epping Road's connection with the planned east-west arterial road at the intersection of O'Herns Road and Findon Road will further increase traffic on Epping Road.

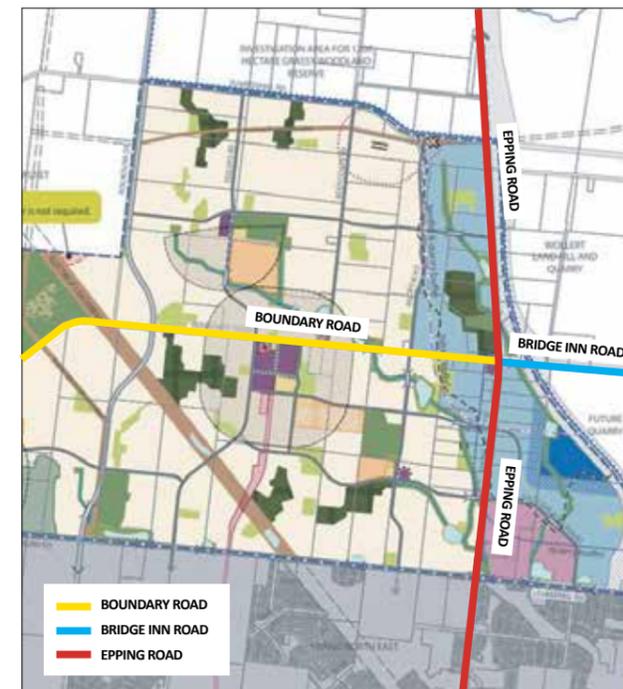
- Unsafe intersections**  
 Residential development has rapidly created new intersections along Epping Road. The intersections between Bridge Inn Road and Craigieburn Road East in Wollert will require additional capacity to ensure the safe flow of traffic and to reduce traffic queues.

### CONGESTION AND TRAFFIC SAFETY RISKS WILL WORSEN WITH GROWTH

The key population context for Epping Road revolves around the growth dynamic for Epping, Epping North and Wollert. Projections indicate a population increase from 53,000 residents at 2020 for these suburbs to 115,000 residents by 2040. Given Epping Road already poses serious safety risks, there is an overwhelming need for its duplication in light of the projected population growth.

### DEVELOPMENT OF THE WOLLERT PSP

Development in the Wollert PSP is being held back by this lack of road and intersection capacity, limiting the provision of in-demand housing in this residential growth area. The Wollert PSP, approved in February 2017, identified the need for a four-lane arterial road with a 14-metre-wide median and three-metre-wide shared paths on both sides of the road, from Craigieburn Road East to Bridge Inn Road.



### ECONOMIC STIMULUS AND JOB CREATION

Duplication of Epping Road up to Bridge Inn Road will unlock a 2900 lot residential subdivision as part of the Wollert PSP and enabling developer investments totalling more than \$225M – including a commitment of \$40M for civic construction works and \$145M for residential construction.

This development is forecast to provide more than 1000 construction jobs, including 385 jobs during civil construction and 580 jobs for local tradespeople. Additionally, the duplicated road will support the development of the Donnybrook Road PSP which will supply more than 17,000 homes and accommodate more than 47,000 residents over the next 20 years. Epping Road and the Hume Freeway are the only roads servicing this growth area.

Once developed the residential subdivision will deliver of affordable housing along with future community infrastructure such as a town centre, schools, childcare, medical services, parks, pedestrian and cycling links and sporting reserves. These facilities also provide ongoing employment and social connections for the local community.

### DELAYING FUTURE DEVELOPMENT

The existing configuration of the intersection of Bridge Inn and Epping Roads (referred to as IN-09) is at a dangerous saturation point. The continued expansion of Melbourne's north and north east growth corridors will ensure this saturation point is exceeded in the very near future, creating an even greater risk to public safety and a bottleneck for development and job creation in the region. And that position will be reached without the proposed 2900 lot Wollert development coming online. Without an upgrade to the intersection, development in the region will stall with a cap placed on the release of residential land in the area.

### FUTURE SAFETY CONCERNS

Developers are committed to injecting more than \$11 million of developer contributions into the economy for construction of the Epping Road / Bridge Inn Road roundabout if the works proceed in the immediate future. Further delays in unlocking the intersection could result in out of sequence developments further south which will result in residential traffic accessing residential streets to access Epping Road, potentially causing further safety problems.

### POSITIVE RETURN ON INVESTMENT

The extension of the Epping Road Duplication Project will have a range of economic safety, traffic, mobility and social benefits, some of which are captured in the following:

**Daily VKT reduction of 6,961km \$1,183 per day \$295,851 per annum**

**Daily VHT reduction of 2,401 hours \$38,419 per day \$9,604,824 per annum**

**Crash savings of \$778,789 per annum  
Total Annual Benefits (at 2031) of \$10,679,464**

**\$38 million of benefit in the form of travel time savings**

Funding is sought from the Victorian State Government to extend the funded duplication of Epping Road, to Bridge Inn Road.

## DUPLICATING EPPING ROAD WILL:

- Increase pedestrian safety, particularly for people accessing community facilities
- Significantly increase road capacity and reduce traffic congestion
- Allow for more frequent and reliable bus services between Epping and Wollert
- Increase road safety by:
  - o improving cyclist safety
  - o separating oncoming traffic using a central median strip, thereby reducing the likelihood of head-on collisions
  - o providing turning lanes at points beyond intersections, ensuring the safe flow of traffic and reducing the likelihood of rear-end collisions
  - o improving safe crossing points for pedestrians.

## CITY OF WHITTLESEA PLANNING

The City of Whittlesea's Council Plan identifies seven Future Directions based on an extensive community consultation process. The road improvement requested will directly assist each of these Future Directions, particularly "Accessibility in out and around our city".<sup>7</sup> The proposal is included in Council's Road and Public Transport Plan (2017) and also addresses Council's Integrated Transport Strategy (2014).<sup>8</sup> The State Government policies used as a guide include the Victorian Road Safety Strategy 2013-2023 and the Towards Zero 2016-2020 Road Safety Strategy.



<sup>1</sup> City of Whittlesea 2019 Annual Household Survey: 11 per cent of Epping North respondents to the City of Whittlesea 2019 Annual Household survey responded that they are more likely to spend 90 minutes or more travelling to/from work. 63.3% of Epping North respondents to the City of Whittlesea 2019 Annual Household survey nominated Traffic Management as an issue for Council to address, compared to the City of Whittlesea average of 45.9%

<sup>2</sup> VicRoads Crash Statistics, 31 November 2019 [accessed July 2019].

<sup>3</sup> City of Whittlesea; *Traffic Counts 2019*

<sup>4</sup> City of Whittlesea; *Traffic Model – Part 2 (2015)*.

<sup>5</sup> Profile.id (2020), City of Whittlesea Population Profile, Usual Residents for Epping North-Wollert. <https://profile.id.com.au/whittlesea/population?WebID=130>, [accessed November 2020].

<sup>6</sup> forecast.id (2020), *City of Whittlesea Population Forecasts*. Forecast for Epping North. [www.forecast.id.com.au/whittlesea](http://www.forecast.id.com.au/whittlesea) [accessed November 2020].

<sup>7</sup> City of Whittlesea, *Shaping Our Future Community Plan 2030* and *Council Plan 2017-2021*.

<sup>8</sup> City of Whittlesea, *Road and Public Transport Plan (2017)* and *Integrated Transport Strategy (2014)*

## FOR MORE INFORMATION

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