

# Mogo High Pedestrian Activity Area Review

Community Feedback Report

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Australian Government

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Transport  
for NSW







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# Executive Summary

Transport for NSW is investigating a range of options to make Mogo a safer, better connected and more appealing place for pedestrians and transport users.

In November 2020, Transport for NSW invited community feedback to understand thoughts and ideas on pedestrian safety along the Princes Highway in Mogo. Some recommendations included traffic lights at local intersections, a pedestrian crossing, more parking on and off the highway, better access to parking off the highway, signage improvements and improved pedestrian and shared paths.

As part of community consultation conducted in November 2021, a range of potential safety improvement options were displayed for further feedback. These were identified following recommendations by the community and Eurobodalla Shire Council in earlier consultations. Transport will carry out more investigations, feasibility studies and design work before confirming the preferred improvement options.

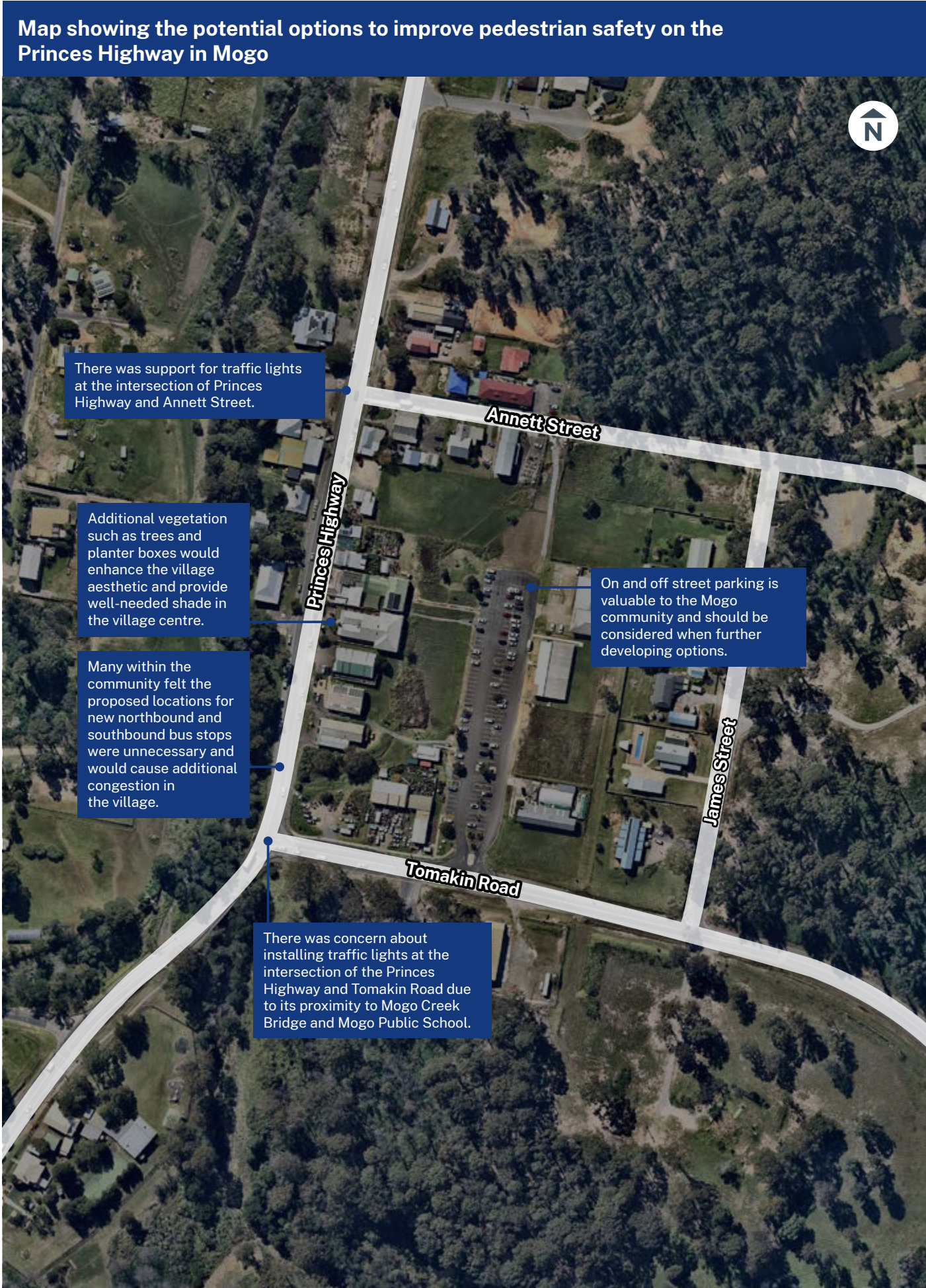
Since 2011, the Australian and NSW Governments have invested \$2.9 billion upgrading the Princes Highway. This investment has transformed and better-connected communities, employed thousands of locals, improved safety, eased traffic congestion and grown regional economies.

The objectives of this project are supported by the Princes Highway upgrade *Roadmap to 2040*.

## Key outcomes

The Transport for NSW consultation determined the following outcomes:

- There was support for traffic lights at the intersection of the Princes Highway and Annett Street
- There was concern about installing traffic lights at the intersection of the Princes Highway and Tomakin Road due to its proximity to Mogo Creek Bridge and Mogo Public School
- Many within the community felt the proposed locations for new northbound and southbound bus stops were unnecessary and would cause additional congestion in the village
- On and off street parking is valuable to the Mogo community and should be considered when further developing options
- Additional vegetation such as trees and planter boxes would enhance the village aesthetic and provide well-needed shade in the village centre.





# Introduction

## Background

The Princes Highway is critical to a thriving NSW south coast. It helps drive the state’s third largest regional economy, is relied upon by over 500,000 local residents and welcomes almost four million tourists each year. It connects regional centres and essential services and is the main transport corridor for freight to the region.

Since 2011, the Australian and NSW Governments have invested \$2.9 billion upgrading the Princes Highway. This has transformed and better-connected communities, employed thousands of locals, improved safety, eased traffic congestion and grown regional economies.

The focus is now on the future, with the Australian and NSW Governments committing \$1.9 billion to upgrade the Princes Highway between Jervis Bay Road at Falls Creek and the Victorian border.

## Princes Highway upgrade overview

Transport has developed a *Roadmap to 2040* for the Princes Highway upgrade. It maps out the vision for the next 20 years and identifies service and infrastructure priorities for the short, medium, and longer term to deliver a safe, reliable, efficient and connected network. It aligns with Future Transport 2056 and the Regional Services and Infrastructure Plan.

Transport worked closely with key stakeholders including Local Government, NSW Government agencies, growing, emerging and established industry and carried out socio-economic analysis and transport studies to understand how customers will move in the future and how a highway can better contribute to the places and economies it serves. Visit [princeshighway.nsw.gov.au/roadmap2040](https://princeshighway.nsw.gov.au/roadmap2040) for more information on how the priorities were identified.

## Project overview

In November 2020, Transport invited feedback to understand the community’s thoughts and ideas on pedestrian safety along the Princes Highway in Mogo. Some recommendations included traffic lights at local intersections, a pedestrian crossing, more parking on and off the highway, better access to parking off the highway, signage improvements and improved pedestrian and shared paths.

In November 2021, these recommendations were displayed as a range of potential safety improvement options for community consultation. These were identified following recommendations by the community and Council in earlier consultations. Transport will carry out more investigations, feasibility studies and design work before confirming the preferred improvement options.

While Transport carried out consultation on potential options to improve pedestrian safety on the Princes Highway, Eurobodalla Shire Council also conducted consultation on a range of proposed options to improve accessibility in Mogo village on roads including Tomakin Road, Charles Street and Annett Street.

Transport is committed to involving communities in the decisions that affect them in an open, transparent and responsive way. Transport has sought feedback from the community early in the planning process to shape the development of this project. The community will have the opportunity to provide feedback on this project again as it progresses further.

The objectives of this project are supported by the Princes Highway upgrade *Roadmap to 2040*.

# Consultation Approach

## Consultation aims

Transport displayed potential options to improve pedestrian safety on the Princes Highway in Mogo on Monday 29 November 2021 and invited community feedback. The consultation sought to:

- Inform the community of the potential options for pedestrian safety improvement on the Princes Highway in Mogo
- Enable community and stakeholders to easily have their say
- Gather quality feedback to help inform the future planning for the project
- Gain more insight into identified and potential community issues.

Transport contacted nearby businesses immediately before the public announcement to inform them of the consultation.

## Meeting with stakeholder and community interest groups

Transport has aimed to work closely with the community, including Eurobodalla Shire Council and the local business chamber, since the initial round of consultation in 2020.

Prior to the most recent consultation, Transport met with Eurobodalla Shire Council and the local business chamber to outline the options being explored and receive initial feedback.

## Contacting businesses within the area

Transport attempted to contact all business owners within the area by telephone prior to the consultation starting. Contact with these business owners was to inform them of the consultation and encourage feedback.

## Extension of the consultation period

The consultation started on Monday 29 November 2021 and was planned to end on Wednesday 22 December 2021. Due to extensive flooding which severely affected Mogo during this time, the consultation period was extended to Sunday 31 January 2022. This also allowed Transport to gather feedback during the summer holiday period.





## Engagement methods

Tool/activity	Description
Transport used a number of methods to engage with the community to seek their feedback on the potential options. These included:	
Media release	A media release was issued to raise awareness of the consultation.
Interactive map	An interactive map was established for the community to post public comments about why they liked or disliked options. It included parking, pathways and connection options also on display by Eurobodalla Shire Council.
Posters	Posters displaying the potential options and a link to the interactive map and project website were distributed to and displayed by local businesses in the area.
Community walkaround	Transport doorknocked local businesses to discuss the potential options and encourage them to provide feedback.
Social media	Two separate posts targeted the local community informing them of the project, feedback options and extension to the consultation period. Comments from these posts were captured as feedback.
Email	<b>southprojects@transport.nsw.gov.au</b> enabled the community to contact the project team with feedback or questions.
Project website	<b>nswroads.work/mogosafety</b> provided information on the potential options, frequently asked questions as well as a link to the interactive map.



Transport for NSW

Mogo Pedestrian Safety Improvements

Community recommended pedestrian safety improvements for the Princes Highway in Mogo



KEY

Being considered by Council

Ideas open for feedback

Improved liveability

Improve pedestrian safety

Contact us

1800 719 759

@ Southprojects@ transport.nsw.gov.au

nswroads.work/ Mogosafety

Transport for NSW is presenting a range of possible options to improve pedestrian safety along the highway in Mogo. These have been recommended based on feedback from the community and follow further investigation and design work.

Feedback is invited until Friday 17 December 2021.

Find Out More

Scan the code above to make a submission. If you cannot scan this link feel free to contact us on the details below.



This diagram has been informed by recommendations made by the community and Council in late 2020. It is not a preferred option. Transport invites you to share your comments and ideas by **Friday 17 December 2021**. Transport will assess your feedback before more investigations, design work and feasibility studies are carried out.

Project development process

COMMUNITY SURVEY

CONSIDERATION OF IDEAS

COMMUNITY CONSULTATION

SUMMARY OF FEEDBACK

REFINEMENT OF OPTIONS

SELECT PREFERRED OPTION

COMMUNITY FEEDBACK

ENVIRONMENTAL ASSESSMENTS

DETAILED DESIGN

CONSTRUCTION

# Consultation Summary

## Overview

During the consultation period, Transport received four submissions via email, 62 via the interactive map and 39 comments from social media. 52 individual members of the community provided submissions during this consultation phase.

Of the total 101 submissions, 156 comments were identified, and these were categorised into nine themes:

- Safety
- Access to parking
- Traffic lights
- Congestion
- Shared pedestrian areas
- Bus stop locations
- Impact on village aesthetic
- Pedestrian crossing locations
- Alternatives to displayed potential options
- Need for a bypass
- Other feedback

## Interactive map feedback overview

An interactive map was developed displaying the potential options for pedestrian safety improvements on the Princes Highway, as well as displaying the potential options also being considered by Eurobodalla Shire Council.



Category	Count
Social media	39
Email	4
Submissions	101
Via the map	58

The interactive map determined the following outcomes:



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# Feedback and Transport response

Table 1 Consultation responses

Summary of feedback	Transport response
<b>Safety</b>	
12 per cent of comments about the potential options included comments about current safety issues or perceived safety issues related to the potential options.	
<b>Some comments suggested the installation of the proposed options would lead to new safety issues for the community related to traffic congestion and the width of roads in the area.</b>	Safety for the community is one of the key aims of this project. This feedback will be considered as the project is progressed.
<b>Many comments included reference to heavy vehicles driving through the village and the safety risks they bring to the community.</b>	The Princes Highway through Mogo is a vital movement corridor for goods and services along the south coast. Any changes to pedestrian movements in the village as a result of this project will carefully consider and attempt to mitigate safety risks that heavy vehicle movements may present.
<b>Some comments suggested the proposed options did not directly consider bicycle users in the village. It was suggested that options include widening of the footpaths to allow those walking with bicycles to do so safely.</b>	This feedback is noted. Transport is working with Eurobodalla Shire Council to understand active transport needs in and around Mogo.
<b>Some feedback raised concerns about the width of the Mogo Creek bridge suggesting it is a bottleneck for vehicles entering Mogo village. Requests for investigations into bridge widening were raised.</b>	While the bridge over Mogo Creek is outside of the scope for the project, its function and potential constraints would be considered as options are further refined.
<b>Some comments suggested the speed zone be reduced to 40 km/h in Mogo village and surrounding areas to improve pedestrian safety.</b>	If development and infrastructure in Mogo is significantly altered as part of the project, a review of the speed zone would be considered.

Summary of feedback	Transport response
<b>Traffic lights</b>	
Nine per cent of comments related to the installation of traffic lights at either the Annett Street intersection or the Tomakin Road intersection.	
<b>A number of submissions supported the proposed traffic lights at the Princes Highway and Annett Street intersection. There were some questions if the road would be wide enough to incorporate a dedicated right hand turn lane.</b>	This feedback is noted. Further geotechnical, survey and design work is being carried out to determine the constraints and options at this intersection.
<b>Submissions related to the proposed traffic lights at the Princes Highway and Tomakin Road intersection indicated proximity to Mogo Public School to the south and questioned whether queuing northbound traffic would affect safety near the school.</b>	Any changes to the intersection of the Princes Highway and Tomakin Road would carefully consider the impacts on Mogo Public School.
<b>Submissions related to the proposed traffic lights at the Princes Highway and Tomakin Road intersection noted that heavy vehicles including buses would have difficulties making a right hand turn due to the width of the road in the area.</b>	Any changes to this intersection would consider all vehicle movements, with further survey and design work needed to understand the constraints and options for this intersection.
<b>Access to parking</b>	
10 per cent of comments about the potential options related to access to parking on the Princes Highway.	
<b>Submissions were supportive of additional parking proposed by both Transport and Eurobodalla Shire Council. Access to the Charles Street carpark was deemed crucial to the long-term success of improvements to the area.</b>	This feedback is noted.
<b>Some concerns were raised about the removal of on street parking on the Princes Highway. The removal of an estimated 40 parking spots on the Princes Highway was considered a risk to the sustainability of local business.</b>	Transport understands the need for parking in and around Mogo. Transport would work with stakeholders to explore alternative parking locations if on street parking was to be reduced as part of the project.
<b>Congestion</b>	
21 per cent of comments about the potential options included comments about current congestion issues or perceived issues related to the potential options.	
<b>A number of submissions noted the current congestion issues with northbound traffic entering the service station on the Princes Highway.</b>	Transport notes the community’s concerns around congestion in and around the service station for northbound traffic. This is being carefully considered as changes to the highway at this location are explored.
<b>Concerns were raised on the impact traffic lights and pedestrian facilities would have in causing congestion around the service station on the Princes Highway.</b>	Transport notes the community’s concerns around congestion in and around the service station. This is being carefully considered as changes to the highway at this location are explored, in conjunction with pedestrian safety and movement.



Summary of feedback	Transport response
<b>Shared pedestrian areas and active transport</b>	
Eight per cent of comments were about shared pedestrian access areas and active transport initiatives.	
<b>Some submissions noted the intent on increasing bicycle tourism in the local area. It was suggested that any changes to the area should incorporate improved bicycle facilities.</b>	This feedback is noted.
<b>It was suggested that the potential for landscaping and outdoor dining would not be an effective use of the area due to the proximity to the Princes Highway.</b>	This feedback is noted. Any landscaping and outdoor dining proposed would be done in close consultation with local businesses.
<b>Feedback suggested that the proposed shared pedestrian zone be extended further north beyond the intersection of Bateman Street and the Princes Highway.</b>	This feedback is noted. Transport will continue to consider the Princes Highway north of Mogo as development occurs.
<b>Bus stop locations</b>	
Nine per cent of comments were about the potential locations of the northbound and southbound bus stops on the Princes Highway.	
<b>Suggestions were raised about changing the proposed location of the northbound and southbound bus stop locations to improve safety for all transport users and improve congestion.</b>	The potential locations of bus stops were indicative only and will be investigated further. Transport has noted this feedback and will continue to liaise with the community and key stakeholders including the local bus company to determine the best location of the north and southbound bus stop locations in the village.
<b>Feedback indicated that the potential location of the northbound bus stop would be difficult for a bus to access, particularly in peak times.</b>	Transport has noted this feedback and will continue to liaise with the community and key stakeholders including the local bus company to determine the best location of the north and southbound bus stop locations in the village.
<b>Impact on village aesthetic</b>	
10 per cent of comments were about the impact the potential options would have on village aesthetic. This included environmental concerns as well.	
<b>A number of comments were concerned with the impact the potential options would have on the aesthetics of Mogo village.</b>	This feedback is noted. The character that makes Mogo unique will be carefully considered as the project is developed.
<b>Requests were made to maintain the heritage look of the village when installing traffic lights and pedestrian crossings.</b>	This feedback is noted.
<b>Some feedback noted the importance of additional vegetation including trees, planter boxes and landscaping to both enhance the village aesthetic but also provide shade in the village.</b>	This feedback is noted.
<b>It was requested that Transport continue to work with Eurobodalla Shire Council to ensure that the installation of the proposed options do not conflict with the Mogo Activation Plan.</b>	Transport will continue to work closely with Eurobodalla Shire Council to ensure all work undertaken in Mogo is well aligned.

Summary of feedback	Transport response
<b>Pedestrian crossing locations</b>	
24 per cent of comments were about the potential locations of pedestrian crossings on the Princes Highway as well as the type of pedestrian facilities proposed.	
<b>Feedback generally supported the inclusion of pedestrian facilities in the proposed options but there were some concerns about increased traffic congestion if the pedestrian has right of way.</b>	This feedback is noted. While the impacts on congestion and traffic movements will be considered, pedestrian safety is a key focus for this project.
<b>Suggestions were made to reduce the length of the southern pedestrian refuge to alleviate congestion.</b>	This feedback is noted, recognising that pedestrian refuges across NSW need to meet relevant Australian standards to ensure safety.
<b>Alternatives to displayed options</b>	
Five per cent of comments were statements or questions about alternatives to the displayed potential options.	
<b>Some commenters provided alternatives to the displayed options as a means to achieve the project objectives. These included:</b> <ul style="list-style-type: none"><li><b>The use of pedestrian overbridges instead of pedestrian facilities at the road level to maintain the free flow of traffic and improve pedestrian safety.</b></li><li><b>Installing a roundabout instead of traffic lights at the Princes Highway and Tomakin Road intersection to control traffic flow.</b></li></ul>	<p>While the benefits of the separation of pedestrians and vehicles are recognised, pedestrian over and under bridges are very costly to build and maintain. They would also likely have significant property and environmental impacts.</p> <p>Feedback suggesting a roundabout is noted. Further survey and design work is being carried out to determine the constraints and options at this intersection.</p>
<b>Need for a bypass</b>	
17 per cent of comments were statements or questions about the need for a bypass of Mogo village.	
<b>Feedback indicated strong support for a bypass of Mogo village to improve pedestrian safety and improve efficiency of the Princes Highway.</b>	<p>Transport has noted this feedback from the community.</p> <p>Improved pedestrian and parking facilities in Mogo will not limit any future planning of a bypass should the traffic demand arise at some stage in the future.</p>



# Recommendations and next steps

Transport thanks all community members and stakeholders who participated in the feedback period for potential options to improve pedestrian safety on the Princes Highway in Mogo.

Transport has considered the feedback received and is using it to identify initiatives to improve pedestrian safety in Mogo.

Transport will continue to engage with community and key stakeholders as the project progresses and provide further opportunities for feedback.





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[southprojects@transport.nsw.gov.au](mailto:southprojects@transport.nsw.gov.au)



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