

# Nowra bypass and transport improvements

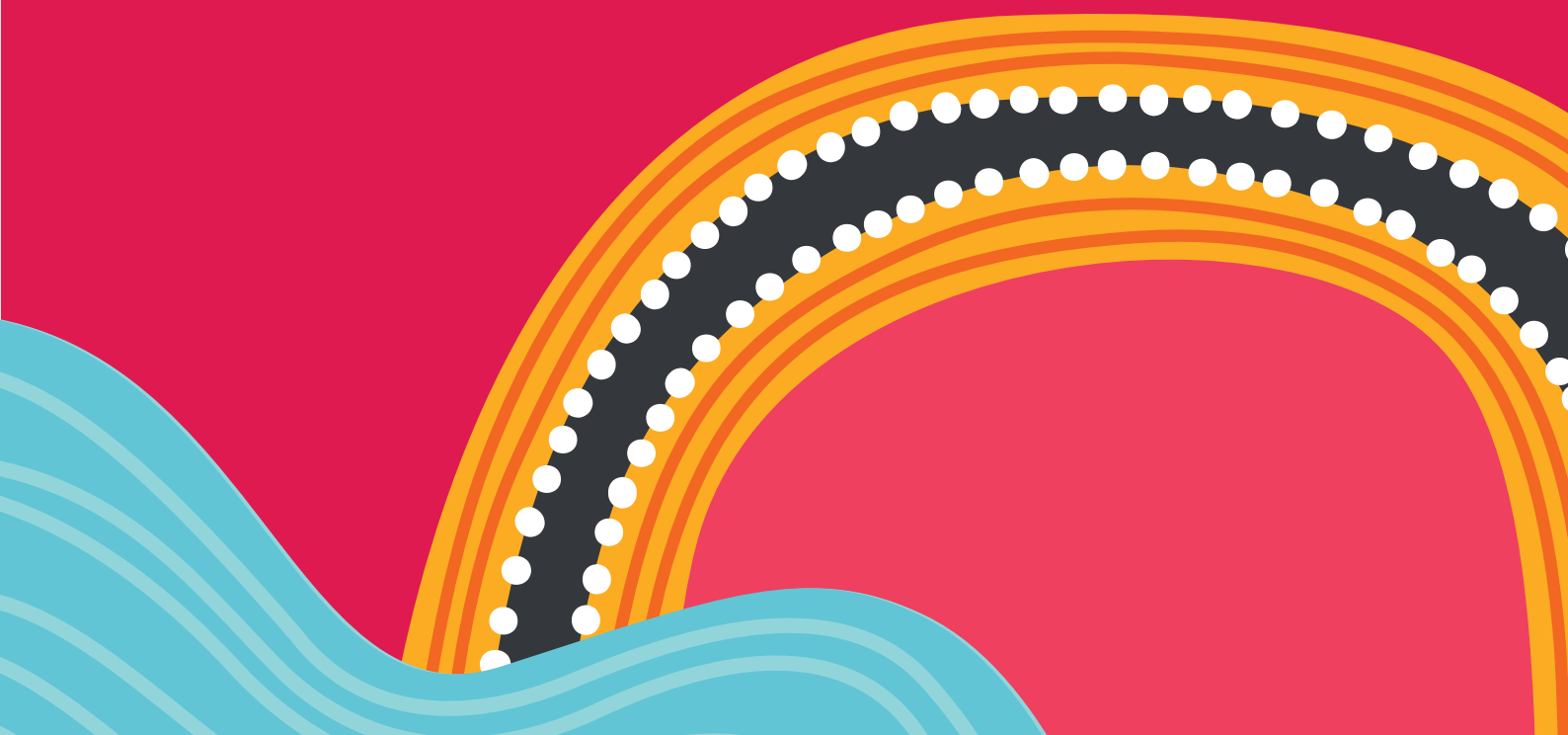
## Consultation summary report

May 2024



# Acknowledgment of Country

Transport pays respects to Elders past and present and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.



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# 1 Executive summary



Nowra, within the Shoalhaven Local Government Area, is a location of growth and strategic importance for the surrounding community and greater South Coast of NSW.

As a regional centre, Nowra is the business, retail and services hub for the Shoalhaven. It is also home to key education, civic and government services and supports a strong tourism industry.

Nowra experiences significant traffic congestion and travel delays, particularly at school drop-off and pick-up times. Congestion worsens during holiday periods when seasonal crowds travel to the South Coast and from outlying tourist hubs, creating connectivity and accessibility issues for the surrounding community, who need to access local goods and services.

Between 2021 and 2041, the population for Shoalhaven City Council is forecast to increase by about 37,000 residents (34 per cent growth), with an increase of

about 16,000 residents within the Nowra-Bomaderry area. This will place additional demand on Nowra's transport network.

The Nowra bypass and transport improvements study is in its early planning stages. The project forms part of the Princes Highway upgrade program, which aims to improve safety, ease traffic, create better connected communities, and support regional economies through the NSW South Coast.

Early planning work includes investigating a potential bypass of Nowra and alternative upgrades to mitigate congestion and improve safety and accessibility, as well as identifying how these initiatives can be supported by public transport and active transport.

The Australian and NSW governments have committed \$97 million and \$8 million respectively to the project's planning phase.



Transport heard commuters found train services to be inconsistent with their needs and not frequent enough.





Some respondents found roundabouts difficult to enter or navigate.

## 1.1 Consultation

Community and stakeholder consultation for the project ran from August to October 2023 and resulted in over 1000 pieces of feedback. The methods of engagement included two online surveys, a number of in-depth qualitative interviews with key stakeholders, and four face-to-face engagement activities.

A large number of responses showed strong community support for a bypass to mitigate road congestion in Nowra-Bomaderry. Some expressed concerns about environmental impacts or believed a bypass would not adequately address congestion issues due to the high proportion of local trips on the network. Feedback reflected the view that in some locations, congestion is made worse by roundabouts that are difficult to enter or navigate, and perceived poor phasing of traffic lights.

Feedback on active transport indicated cyclists experience safety issues on the Princes Highway and that there is a need for more cycling and walking paths that are well-connected and safe for all residents. More pedestrian crossings and footpaths were desired, particularly along the Princes Highway and around surrounding schools.

Feedback on public transport identified a need for more bus routes and more frequent services, particularly to outlying towns. More accessible, up-to-date and clear communications about public transport times and routes – in physical locations as well as online – was also desired.

Some respondents highlighted a lack of safety at certain bus stops and train stations, particularly at night, while commuters found train services unreliable and inconvenient due to frequent delays and cancellations.

## 2 Purpose of this report



This consultation summary report outlines community consultation activities carried out for the early planning and investigations phase of the project during the second half of 2023.

The report also provides a summary of feedback received during consultation and an Illawarra-Shoalhaven customer research study. Consultation activities and processes were built on feedback received from the

community and stakeholders within the surrounding study area during Transport's work on other local projects such as the 16 Regional Cities Services Improvement Program and the Nowra Bridge project.

Responses provided by community members, stakeholders, visitors and transport users will help inform future planning as part of the project.



Princes Highway at Nowra, photo taken during construction of the new Nowra Bridge.



### 3 Project overview and objectives



The project is in its early planning stages and will investigate a suite of strategies to best meet the current and future travel needs of Nowra and the surrounding towns and villages.

During peak periods, road users encounter significant congestion and travel delays within the Nowra town centre and along the Princes Highway.

Investigations will look at short and long-term initiatives to improve transport in Nowra, including investigation of a potential bypass, additional road and infrastructure upgrades and the promotion of active transport and public transport options.

The project's objectives include:

- improving safety for all road users
- providing efficient and reliable transport connections across the local community and region, irrespective of age, disability, identity, geography or socio-economic status
- providing a resilient and adaptable transport network that can support the area's growing population, growing economy and holiday peaks
- making it easier for people to walk, cycle and catch public transport to key destinations, such as shops, schools, open spaces and employment areas
- enhancing public transport connections between Nowra CBD and outlying townships and enable easy transfers between modes of transport
- supporting reliability and capacity of freight networks to ensure future economic growth and industry needs
- providing a safe and appealing community environment by reducing CBD traffic and encouraging both day and night-time visitation and activity in public spaces
- protecting and enhancing local culture and heritage, particularly in relation to First Nations people, and support the development of culturally diverse and inclusive places
- protecting and enhancing biodiversity, local and landscape character and tree canopy.



Local residents expressed a desire for more pedestrian crossings across the Princes Highway near schools and other service locations.

## 4 Consultation objectives



Consultation objectives included:

- understanding community priorities, needs and concerns around transport issues
- obtaining specific feedback on locations within the transport network that are seen as problematic
- gaining insight on how we can make transport safer and more accessible for everyone
- understanding what the community feels will improve transport performance and efficiency
- encouraging meaningful discussions on how to address current and future transport challenges
- gaining a better understanding of the community's priorities for transport improvements and time frames
- gaining insight into community expectations for a bypass of Nowra, particularly around timeframes and congestion
- gaining a better understanding of the community's experiences and needs in relation to public transport, walking and cycling as forms of transport.



Objectives included understanding community priorities, needs and concerns



Princes Highway intersections at Illaroo Road and at Bolong Road.



## 5 How we consulted



Transport for NSW staff chat with community members at the 2023 Noah's Challenge event.

During the consultation period we asked the community to provide feedback on a potential bypass for Nowra and invited them to share their thoughts on the local transport network, including public transport, traffic congestion, cycling and walking and safety.

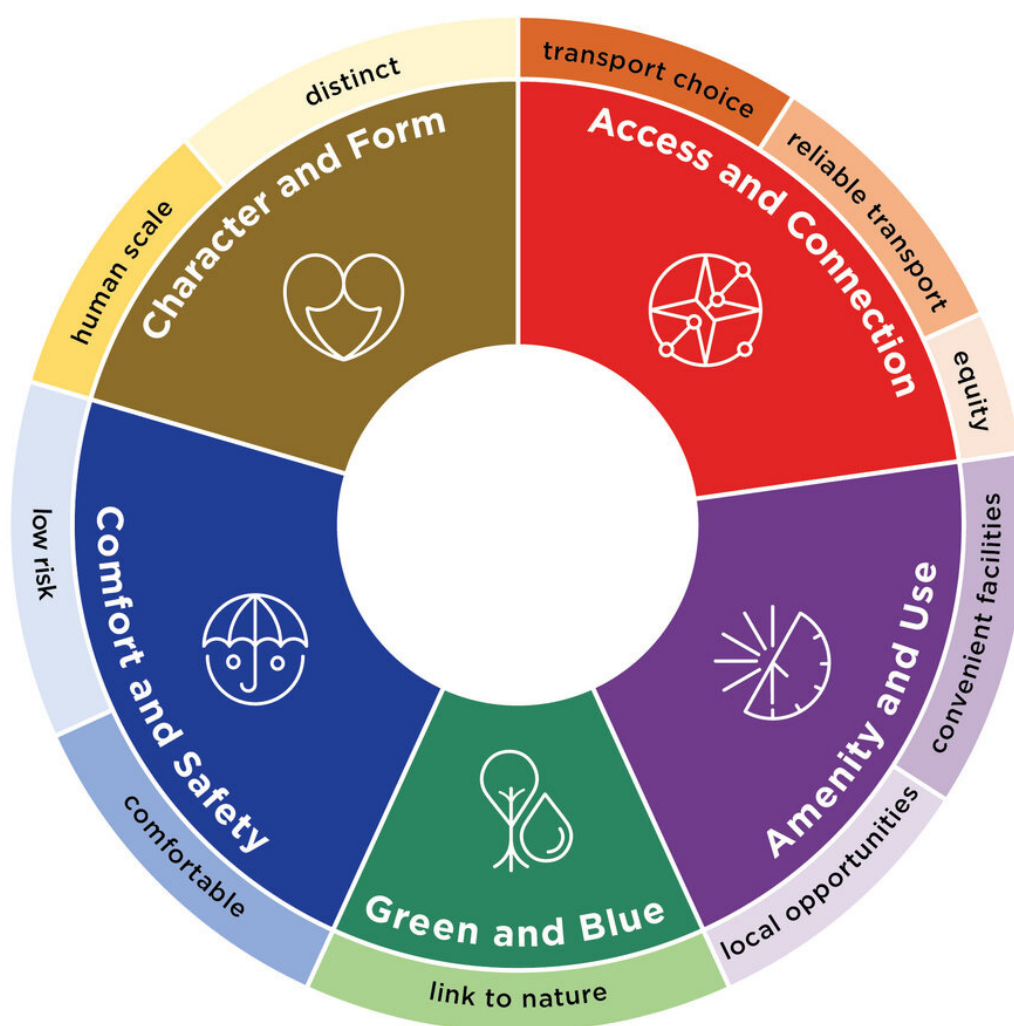
The following activities were carried out during the consultation period:

- Digital surveys (Aug-Sept 2023), comprising:
  - a targeted survey issued to a cross-section of organisations, businesses, service providers and students of tertiary education providers (Survey #1)\*
  - an online 'Have Your Say' survey available to the wider community to supplement face-to-face engagement sessions (Survey #2)\*
- qualitative interviews with stakeholders were carried out to support the digital surveys
- face-to-face community consultation activities were held throughout September and October 2023 seeking feedback from the wider community. Drop-in sessions were available at four separate locations, including:
  - Shoalhaven River Festival 2023 at the Nowra Showgrounds
  - Stockland Nowra Shopping Centre, East Street, Nowra
  - Spring into Sanctuary Point Festival 2023 at Francis Ryan Reserve
  - 2023 Noah's Challenge at UOW Shoalhaven Campus.

\* Summary of responses to Survey #1 and Survey #2 can be read in the Appendix of this report.

## 6 What we heard

A summary of the key responses is presented in the pages ahead and aligned to the themes of the NSW Government's Movement and Place framework (refer to Figure 6.1 below). Responses were received via online survey, face-to-face feedback during consultation events and via email.



Movement and Place built environment themes.

## 6.1 Access and connection



A large number of responses showed community support for a bypass of Nowra, with many people highlighting access and connectivity benefits as the reasons for their support. Transport heard the dominant motivation for people supporting a bypass was its potential to make it ‘easier and quicker’ to travel from place to place throughout the local area.

***“Having a bypass will assist the locals in getting to and from work and school (dropping off or picking up their children) without the heavy congestion especially during peak holiday periods.”***  
*Survey respondent*

Some respondents suggested enhanced public transport (bus and rail), and active transport (walking, cycling) options would be a sensible way of reducing the number of cars on the road. Those enhancements might include footpaths and off-road cycle paths.



**Walking and cycling options would be a sensible way of reducing the number of cars on the road**

Feedback also indicated many respondents advocated for upgrades to the existing road network and intersections as the best approach to improve congestion and traffic delays. Motorists identified the timing of traffic signals and the design and location of roundabouts as key contributors to congestion.

Ideas put forward by respondents included speed limits reductions, an additional river crossing, overpasses, a review of traffic signal timings, and/or fewer traffic signals or roundabouts along the Princes Highway.

Concerns about future increases in travel demand across Nowra-Bomaderry due to population growth featured strongly throughout many comments. Feedback included questions about how the existing road network would support an increasing population. A bypass was often put forward as a partial or complete solution for these concerns.

Suggestions for a Nowra bypass included calls to improve connectivity for expanding residential areas, as well as improved connectivity for existing coastal communities, which were also the desired destinations for holiday makers.

Other issues raised included concerns about potential community division and impacts to people’s ability to access certain locations.

Some respondents supporting a bypass also felt other elements could be incorporated into a bypass project to enhance connectivity and access for active transport users, such as a bike path or shared user path.

Numerous respondents felt traffic reductions stemming from a potential bypass would allow active transport users to feel safer sharing roads, particularly those with high traffic volumes, such as the Princes Highway through Nowra-Bomaderry.



**A bypass was often put forward as a solution for an increasing population**



### 6.1.1 Congestion

According to feedback, everyday congestion is at its worst during school pick-up and drop-off times throughout the working week. Other peak congestion times predominantly occur during holiday periods, due to an increase in through-traffic as tourists and visitors make their way to the South Coast.

Some local respondents told us they avoid traveling during holiday periods and held off on accessing services, shopping and entertainment sources during busy times.

***“The main issue is the Princes Highway around the CBD, south of the river. Congestion during holidays season, means we avoid shopping at busy times.” Survey respondent***

A significant percentage of respondents indicated congestion problems were predominantly caused by local traffic during peak hours, which would make an alternative north-south connection, such as a bypass, an ineffective way of resolving delays and congestion.

Respondents were asked to nominate specific locations where traffic congestion is particularly problematic. The most frequently identified congestion hot spots were along the Princes Highway, between Moss Vale Road and Kalandar Street –with these two intersections mentioned the most. The Princes Highway roundabouts at Hillcrest Avenue and Central Avenue were also raised as key congestion hot spots during peak periods.



According to feedback, everyday congestion is at its worst during school pick-up and drop-off times

### 6.1.2 Public transport

Responses requested additional public transport services, noting the need for improved connections between Nowra and outlying towns.

***“Bus services from Sanctuary Point into Nowra’s CBD can take about two hours. Too long. Need a more direct service from St Georges Basin.” Survey respondent***

Some respondents deemed bus services infrequent and unreliable, with routes that seem indirect and poorly suited to the current needs of passengers. Responses noted some bus journeys that would take 20 minutes by car, regularly take 1.5 hours. Compared to the speed of driving, long bus journeys deterred people who might otherwise consider public transport as an option.

Feedback suggested a community view that greater connectivity via bus routes that run more often and stop at more locations would support accessibility for locals.

Dedicated bus lanes were put forward as a way of improving the efficiency of local bus services. Some pointed to bus-only lanes being a safer way to pick-up and drop-off passengers. Providing buses with their own lane would also allow them to avoid some of the highway traffic congestion, reducing travel times and boosting their efficiency.

A number of responses related to difficulties encountered by children using the school bus or being unable to travel by bus at all due to medical conditions, the length of journeys and safety concerns.



Riding on cycle path.



Bike rack.

Many public transport users expressed frustration that most local buses do not accept Opal cards as a payment method. This can require people to pay twice if they transfer from a non-Opal bus service to an Opal-equipped train, making it a less accessible and less affordable option for some residents. Some suggested special discounts for families would make train travel more accessible for families on a tight budget.

Feedback regarding trains indicated that local services were often cancelled and replaced with buses, adding as much as an hour to commuter journey times. A significant number of responses advocated for more frequent train services and a southern extension of the rail line.

### 6.1.3 Active transport

A significant number of respondents wanted more infrastructure to support walking and cycling, including shared pathways and dedicated cycling lanes on the Princes Highway, around schools, and connecting to key services, employment areas and natural environments.

Better, more seamless, connections between cycling or walking routes and public transport boarding locations were strongly desired by commuters who ride their bicycles or walk to train stations and then commute to the city. Respondents who favoured walking as a form of transport indicated that paths throughout Nowra are often inaccessible for prams, the elderly, or those with walking aids or mobility scooters.

***“People have to walk on the roadway, especially with strollers, throughout much of the residential area, as the footpaths are either non-existent or not safe to use.” Survey respondent***

A high number of responses identified a need for more walking paths, with 37 per cent of respondents to Survey #1 highlighting this issue.

Positive feedback was received in relation to the recent connections provided around the bridge and to the river. Some people commented that many of the currently available paths and walking trails can be disconnected or do not follow desired walking lines.

Some suggested a future bypass should incorporate a bike path or lane, or a shared use lane. Some felt that a bypass would reduce congestion to the point where active transport users could feel safer sharing roads, particularly those with high traffic, such as the Princes Highway through Nowra-Bomaderry.

A lack of suitable infrastructure to support cycling was one of the main reasons people continued to favour private vehicle usage, and why current cyclists use their bicycles less often than they would like.

### 6.1.4 Heavy vehicles

The contribution of freight and heavy vehicles to traffic and congestion was raised as an issue for respondents throughout the feedback and provided as a reason for their support of a bypass. Several comments identified a need to reduce heavy vehicle traffic through Nowra and the neighbouring residential areas.

From an operator’s perspective, Nowra was identified as a major pinch point during holiday periods and school drop-off and pick-up times. Feedback from one heavy vehicle operator noted that during periods of heavy congestion, some trips were cut short due to delays and to meet shift times and logbook requirements.

A bypass was seen as a potential way to deliver benefits such as increased productivity for local and southern businesses. Suggestions were received to include a dedicated access to and from the Flinders Industrial Park at South Nowra, to encourage heavy vehicles not to travel through built-up urban areas.

Feedback also identified that localised heavy vehicles would remain along the Princes Highway, primarily associated with truck movements between South Nowra to Bomaderry industries, and deliveries of goods to the town centre and Stockland.

## 6.2 Comfort and safety



Many respondents mentioned safety concerns associated with heavy congestion during peak periods, particularly when it involved a mix of traffic including local motorists, holiday makers, caravans, heavy vehicles, pedestrians and bicycle riders.

Some feedback identified a tendency for motorists to use roads that run parallel to the Princes Highway to avoid delays during peak periods. This diversion of traffic to locations with higher pedestrian activity can negatively impact the comfort and safety of residents in those areas.

Among respondents who supported a bypass, 66.4 per cent believed it would enhance road safety and reduce the number of traffic-related accidents.



Many responses from the consultation focused on safety at numerous hotspots on local roads and along the Princes Highway. Most of those locations involve intersections and roundabouts. Some comments expressed confusion regarding roundabout placement or design, while others felt that many road users lacked understanding about how to use roundabouts correctly, creating safety issues.

Pedestrians often felt unsafe near roads, particularly the Princes Highway. Cyclists claimed that sharing the highway could be hazardous, particularly when motorists acted aggressively. Many cyclists felt motorists lacked understanding about the rights of other road users.

***“The culture of the Shoalhaven is not to cycle. Drivers see cycling as painful.”***  
*Survey respondent*

Some respondents who worked, lived near or frequently travelled on the Princes Highway, said the associated noise and poor air quality could have an adverse impact on health and wellbeing.

Many respondents who enjoyed cycling said it would be their preferred mode of transport, but the safety risks for bicycle users are too significant on some parts of the road network, particularly busy roads with higher speed limits such as the Princes Highway, Moss Vale Road, Btu Road and Flinders Road.

***“Cycling is extremely dangerous in the area as there is not enough safe space on the road verges to safely pass or cycle. Many people I know would love to cycle to/from work, events but this option is extremely dangerous.”***  
*Survey respondent*

Feedback included a range of views on how to make the highway safer. Some wanted to stop people cycling on the highway altogether, believing it was only suited to cars, while others wanted the speed limit lowered. Some respondents advocated for more infrastructure to support active and public transport across the road network, such as dedicated bus and bicycle lanes, and more pedestrian crossings, overpasses or walkways.



Princes Highway overpass near Stocklands.



Nowra Shoalhaven River and showground.

***“Need footpaths in Old Southern Road. We now live along a very busy dangerous road. We have lots of children going to and from schools lots of people walking.” Survey respondent***

Some members of the community indicated that a lack of safe active transport connections stopped parents from allowing their children to walk or cycle to school.

Safety concerns were also flagged for pedestrians grappling with trip hazards and uneven or disconnected pathways, while some respondents felt they were forced to walk on roads due to a lack of available paths.



**Comfort at bus stops, including adequate shelters was raised as a concern**



**Vibration, noise and pollution from heavy vehicles making Nowra a less desirable place**

The community also expressed safety concerns about using public transport, particularly at night. More lighting at bus stops and train stations, and additional security on trains, were put forward as possible measures to address those concerns. Respondents also advised that bus stops adjacent to the highway could feel unsafe at times, particularly where there was limited space and a high number of passengers waiting.

Comfort at bus stops, including adequate shelters and seating was raised as a concern for some, as was the need for shady places to stop and rest along paths and walkways.

## 6.3 Character and form



Over 70 per cent of respondents to Survey #2 who supported a bypass believed it would make Nowra-Bomaderry a better place to live and visit.

The character and form qualities most raised by survey participants were associated with the region's natural beauty, specifically the Shoalhaven River, surrounding waterways and bushland. There was a desire to increase opportunities for walking and cycling, decreasing the current reliance on cars.

Some community members felt the congestion and the presence of heavy vehicles was affecting the character of the town, citing concerns that vibration, noise and pollution from passing heavy vehicles was making Nowra a less desirable place to visit or live.

***“My street has constant big trucks from early in the morning because truckies want to avoid the traffic lights on the Princes Highway, so they detour along Journal Street. I hate the pollution and noise.” Survey respondent***

Respondents advocated for more events and entertainment in the CBD to boost culture and nightlife. Some suggested the Shoalhaven River, as an example of the area's natural heritage, could be used as a focal point for economic revitalisation.

***“Nowra River foreshore presents a prime opportunity to build an attractive area full of vibrant cafes, restaurants, apartments and bars.” Survey respondent***

Some respondents cited the importance of Aboriginal heritage to the area. This was noted as being celebrated in parts of the CBD streetscape that feature Aboriginal artwork, but some felt that more could be done.

***“Nowra needs to be updated to invite local and tourist trade. Streetscaping in enhancement in the whole of Nowra would greatly benefit the area and bring a sense of culture, history and environment.” Survey respondent***

## 6.4 Amenity and use



As a result of traffic congestion, Transport heard residents in Nowra-Bomaderry experienced longer local travel times. Feedback articulated how this has a negative impact on members of the community by influencing their choice of workplace and leisure activities.

Many respondents felt that if a bypass could improve access to the CBD, hospital and Flinders Industrial Estate at South Nowra, it could help facilitate local opportunities for both large and small businesses and industries within the area, as well as supporting future growth and improving local employment opportunities. Many people who support a Nowra bypass believe it could benefit the local economy and reinvigorate the town.

Conversely, feedback was also received suggesting a bypass might have detrimental impacts on local businesses by guiding visitors and tourists away from the centre of town.



A high number of respondents believed a bypass would contribute to local tourism, as well as delivering amenity benefits for residents and tourists through the reduction of congestion and heavy vehicles in the town centre. The existing congestion was considered a potential deterrent for travellers who may otherwise consider stopping in the area.

Other respondents felt a bypass would not reduce heavy vehicle congestion in the town centre because localised heavy vehicles would remain along the Princes Highway, due to truck movements and deliveries between South Nowra and Bomaderry industries.

Feedback indicated shade and seating were also lacking along local paths and at bus stops and depots. Improvements to the tree canopy along popular walking routes and seating at intervals to allow for periods of rest were recommended throughout the feedback as ways to address these issues.

***“Need better planned walkways and more durable sidewalks, proper bus stops with seating.” Survey respondent***

Many respondents found local parking amenities inadequate, particularly for employees in the CBD and commuters at Bomaderry Train Station. Many respondents explained the difficulties they faced due to current restrictive time limits on parking, which required them to intermittently leave their place of work to move their vehicles. A perception that parking would not be available deters people from driving to the CBD and accessing its businesses. Others pointed to a general lack of disabled parking throughout the CBD.

Respondents also reported cycling less due to a lack of amenities, such as secure places to store bicycles.



A fisherman enjoying outdoor public space alongside the Shoalhaven River. Image credit: Wolf Lab.



Illaroo Road (intersection at Princes Highway).

***“Makes you not want to go into the Nowra CBD to shop as the roads are too busy and can’t get a park.”***  
Survey respondent

Feedback showed the community had an appetite for more public spaces that are accessible to everyone for socialising, recreation, or enjoying nature.

***“More public space/cafes and better access around the river which would provide much nicer visitor and local interest.”*** Survey respondent



A healthy tree canopy, landscape character and wildlife habitats should be worth preserving

## 6.5 Green and blue



Those who did not support a bypass most commonly cited concerns about possible environmental impacts as a reason for their opposition. These respondents acknowledged the beauty and value of the Shoalhaven’s natural features, such as a healthy tree canopy, landscape character and wildlife habitats and articulated the importance of preserving them.

***“Ensure biodiversity if a bypass is built. A fauna crossing should be thought about up front to mitigate impacts.”***  
Survey respondent





Transport heard residents want better access to nature through cycling and walking tracks.

Some feedback indicated a desire for better access to green spaces and nature, with suggestions for safe and well-maintained walking trails that connect retail and residential areas to outlying coastal locations.

***“Add a lovely native tree-lined green off-road cycle and walking corridor along the highway and with onward pathways to key other points.”***  
Survey respondent

Many respondents believed natural landmarks like the Shoalhaven River should be more actively promoted and supported as tourism drawcards.

***“Would be amazing to have a river walk that is accessible and able to be used by all.”*** Survey respondent

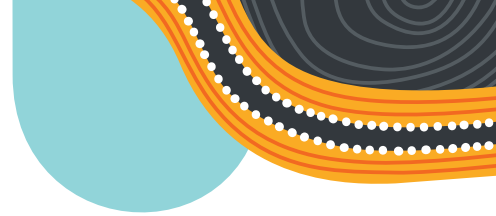
The community also expressed a desire for more greenery and heritage in the CBD and along the Princes Highway, to provide people who walk or cycle along the paths or edges of the highway with a connection to nature, as well as ample access to natural coolness and shade.

Other feedback included concerns about impacting cultural heritage, how a bypass might affect any nearby wildlife habitats or bushland ecosystems and how noise associated with a bypass might impact quality of life for nearby residents.



Many respondents believed natural landmarks should be more actively promoted





## 7 Information and communication



Feedback from consultation activities gave Transport key insights into how the community wishes to receive information about public transport and updates on future initiatives.

### 7.1 Nowra bypass

Consultation in late 2023 allowed us to confirm how best to communicate with the community around future Transport activities.

Almost 60 per cent of the 971 respondents to Survey #2 cited social media posts as their preferred communication tool.

***“This survey turned up on Facebook and I wouldn’t have seen it otherwise. Local social media news groups across the entire area are required.”***  
*Survey respondent*

The second most popular response was ‘Email survey’, while there was also a notable response from people who preferred to engage offline such as via face-to-face activities.

About 270 people (almost 30 per cent) opted for ‘community events and open days’ as a consultation method, while ‘flyers in the mail’ and ‘posters in public areas’ also attracted around 200 responses each.

Feedback strongly indicated the community is largely happy with our current approach, which includes a mix of online, in-person and printed materials to engage and inform.

### 7.2 Public transport

A perceived lack of effective information and communication around bus services was a focus of many responses during the consultation period. Transport heard some respondents do not travel by bus due to this lack of information.

***“Was not aware how to catch a bus, what options are available. Elderly soon won’t be able to travel.”***  
*Survey respondent*

Feedback showed a strong preference for wayfinding and route information that is communicated through visual displays and clear signage at bus stops and depots, on board buses, and at centrally located community sites. Responses also showed a preference for bus updates and information to be shared via social media and through emails to subscribers.

***“Bus drivers should provide maps and display maps and routes at bus stops. We definitely need timetables and maps at each bus stop – almost a complete lack of these currently.”***  
*Survey respondent*

Many respondents support online information sharing on scheduling, routes and disruptions, while others found online sources difficult to navigate and would prefer more user-friendly apps or interfaces that are simple to locate and use.

Communication channels targeted at different age groups to ensure wide coverage across demographics was also highlighted – with local radio suited to older residents, while social media platforms were more frequently suggested for younger generations.



Clearer, up-to-date, easily understood information about train routes and times at stations required

Provision of information was also identified by many respondents as being insufficient at train stations. Respondents identified a strong need for clearer, up-to-date, accessible and easily understood information about train routes, times and scheduling – particularly in the event of disruptions and unplanned changes.

***“There is hardly any public transport from train station to town centre. I see a lot of people waiting. Not enough information available telling people about public transport options.”***

*Survey respondent*



Respondents identified the need for clearer, up-to-date and accessible information about train routes.

## 8 Next steps

Findings from the recent consultation period will inform the project's early planning phase.

This phase will look at options for a potential bypass of Nowra and investigate other transport improvements for the area.

In addition to community and stakeholder consultation, work will include traffic modelling and preliminary environmental investigations to inform future developments.

The planning phase is expected to take up to three years.

Once this initial phase is complete and additional funding is allocated, the project will move into its development and delivery phases. The development and delivery phases of a major project, such as Nowra bypass, is extensive and timeframes are yet to be determined. The community will be kept informed as we move through the planning process.



Delivery phases of projects like the Nowra bypass are extensive and timeframes are yet to be determined

### Project planning steps

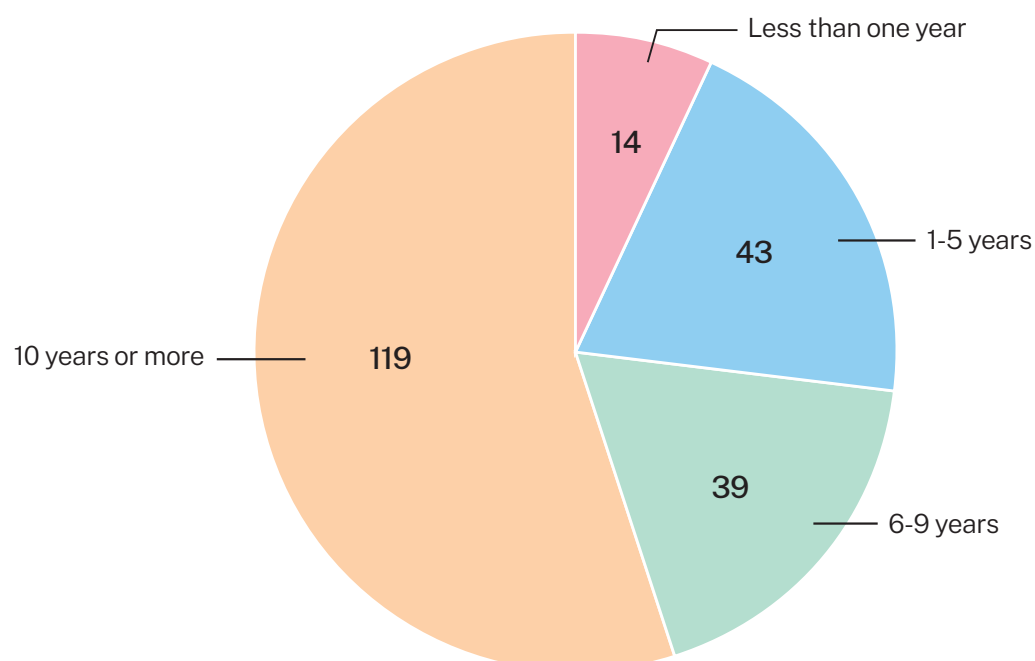


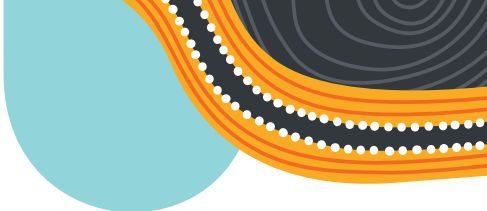


## 9 Appendix A: Online survey results

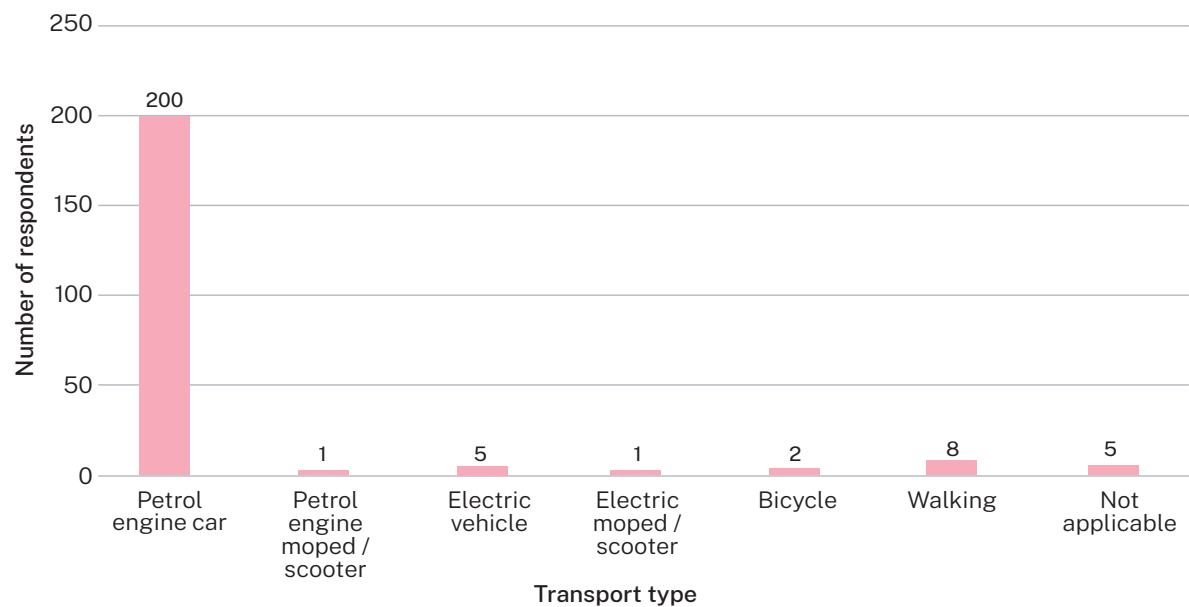
### 9.1 The survey findings below are from digital Survey #1.

Survey question: Please indicate the approximate number of years you have lived and/or worked in the Nowra - Bomaderry area.

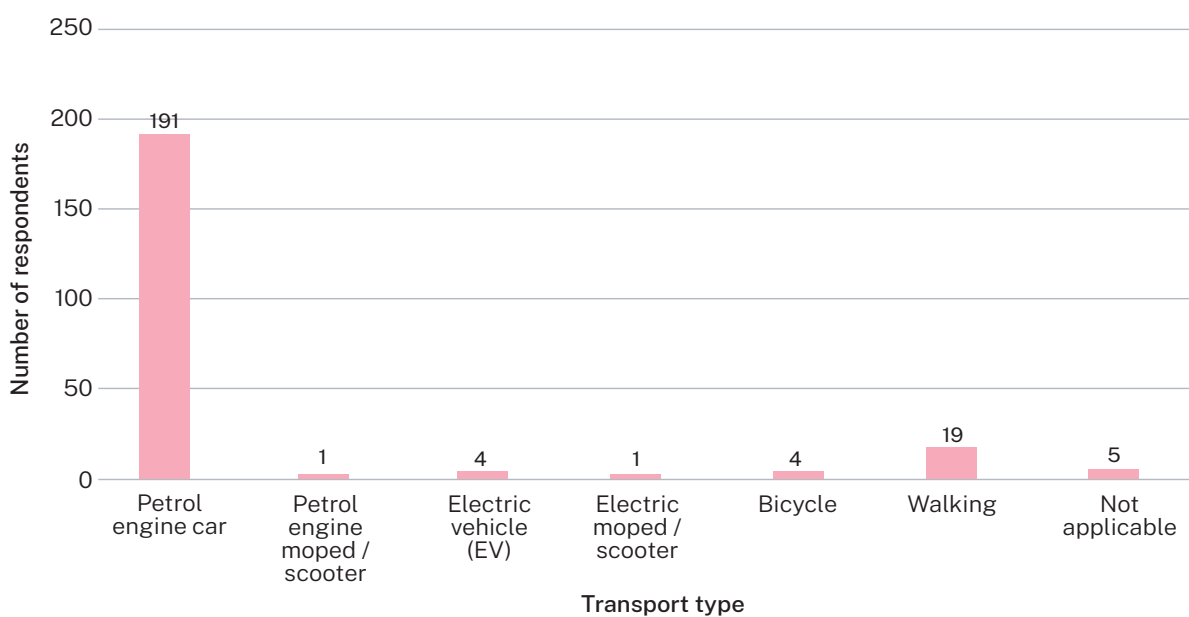




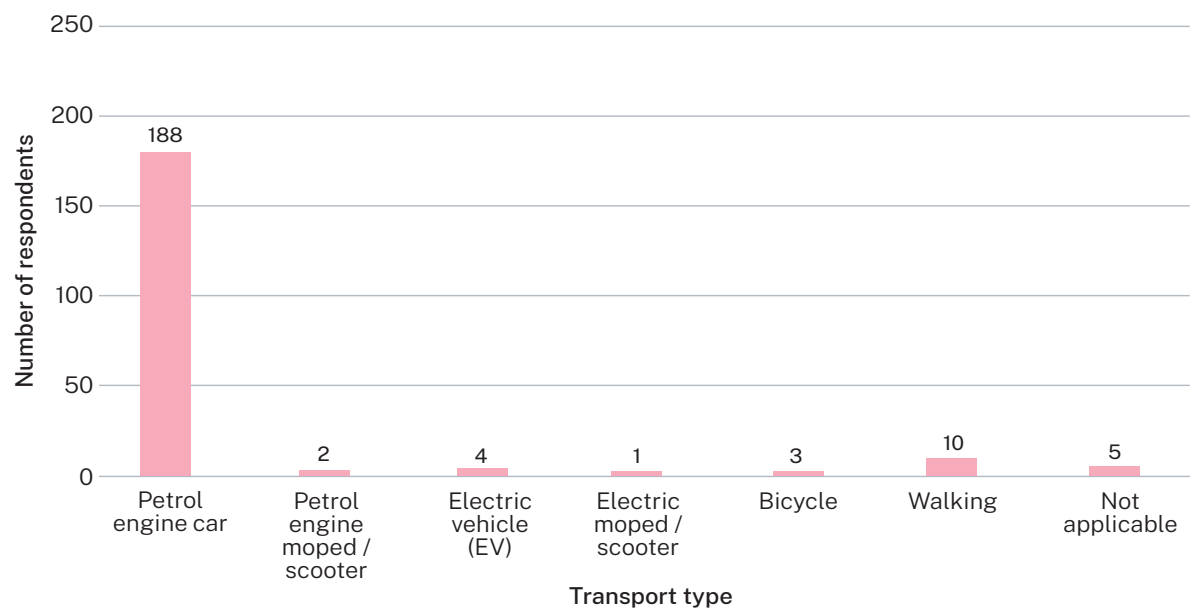
Survey question: What is your primary form of transport to get to and from places where you work?



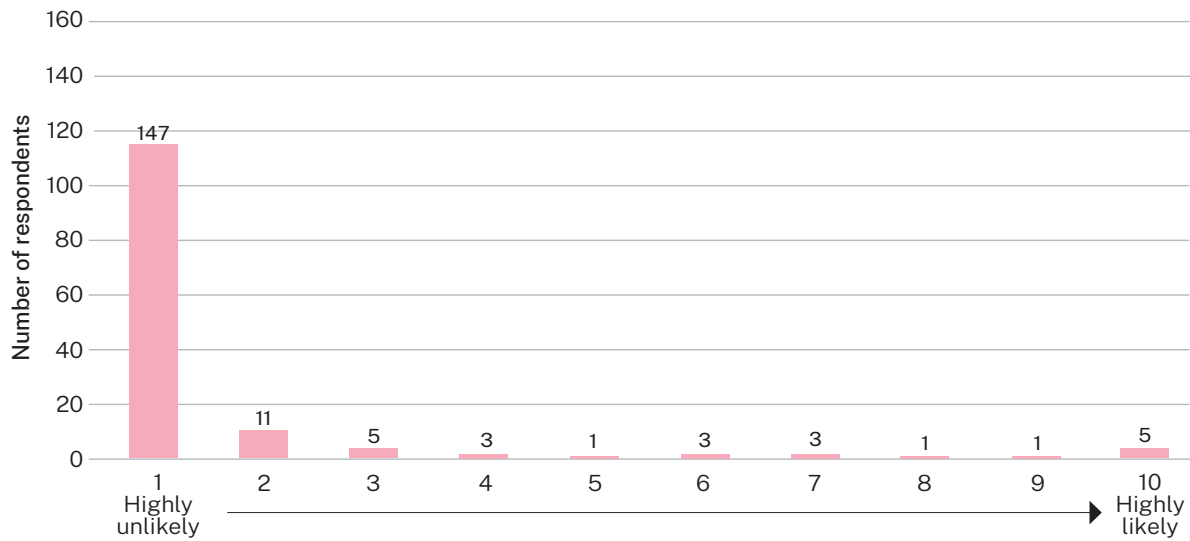
Survey question: What is your primary form of transport to get to and from places where you shop?



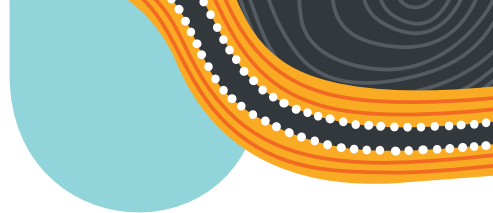
Survey question: What is your primary form of transport to get to and from places where you access essential services from places where you access essential services?



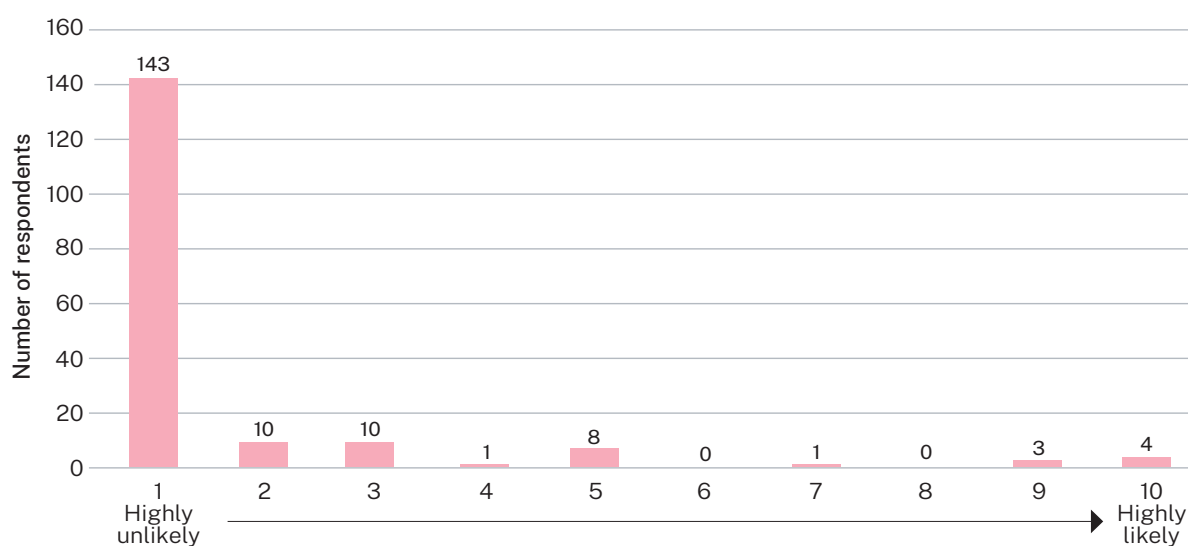
Survey question: On a scale of 1 to 10, where 1 is 'Highly unlikely' and 10 is 'Highly likely', how likely are you to use existing public transport options on a weekly basis to get to or from work, your place of study or to access services?



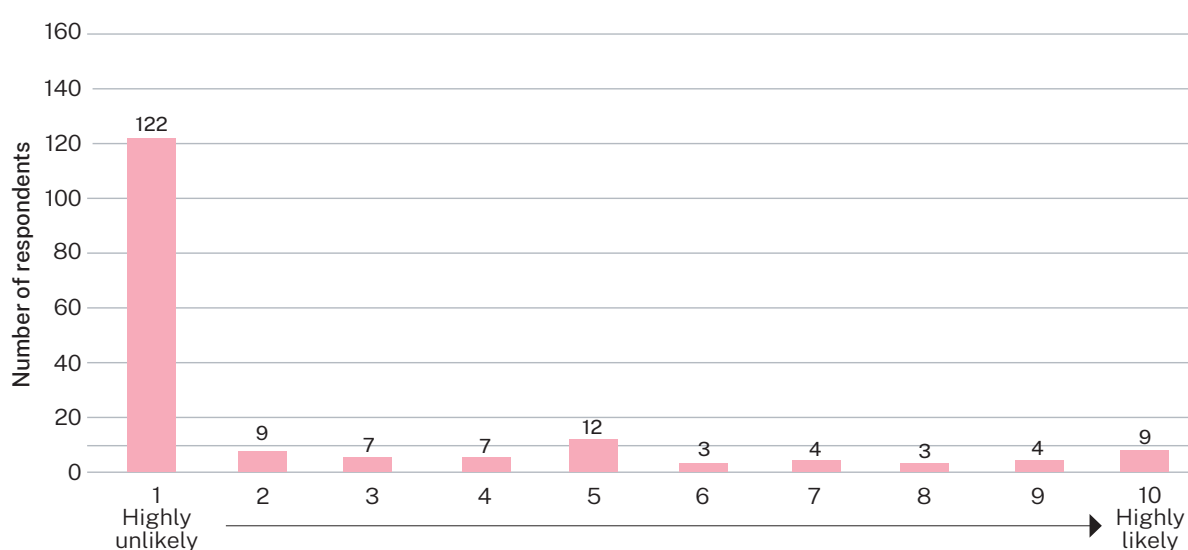




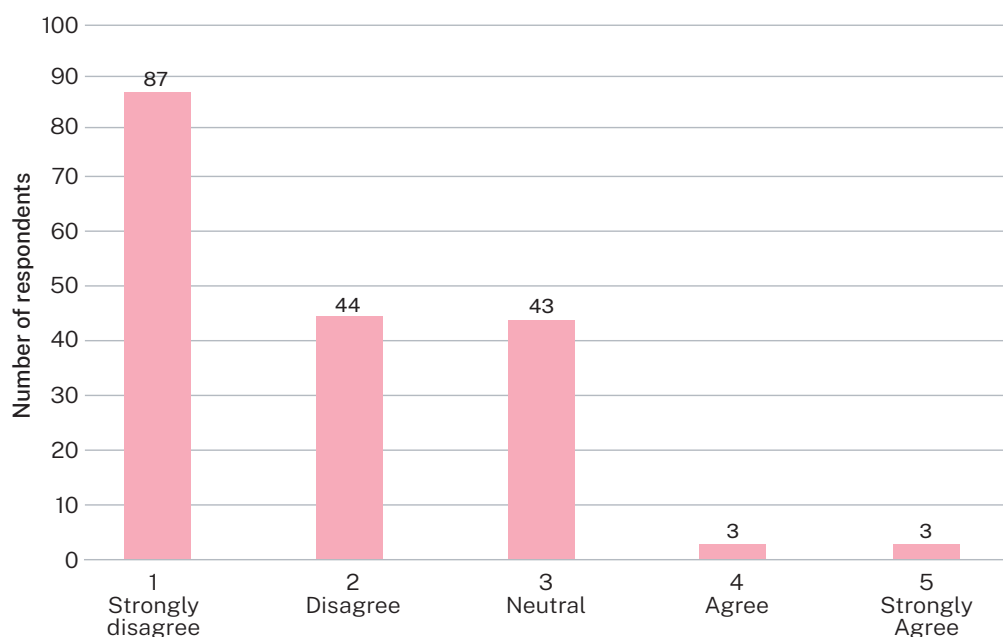
Survey question: On a scale of 1 to 10, where 1 is 'Highly unlikely' and 10 is 'Highly likely', how likely are you to cycle to or from work, your place of study, or to access services on a weekly basis?



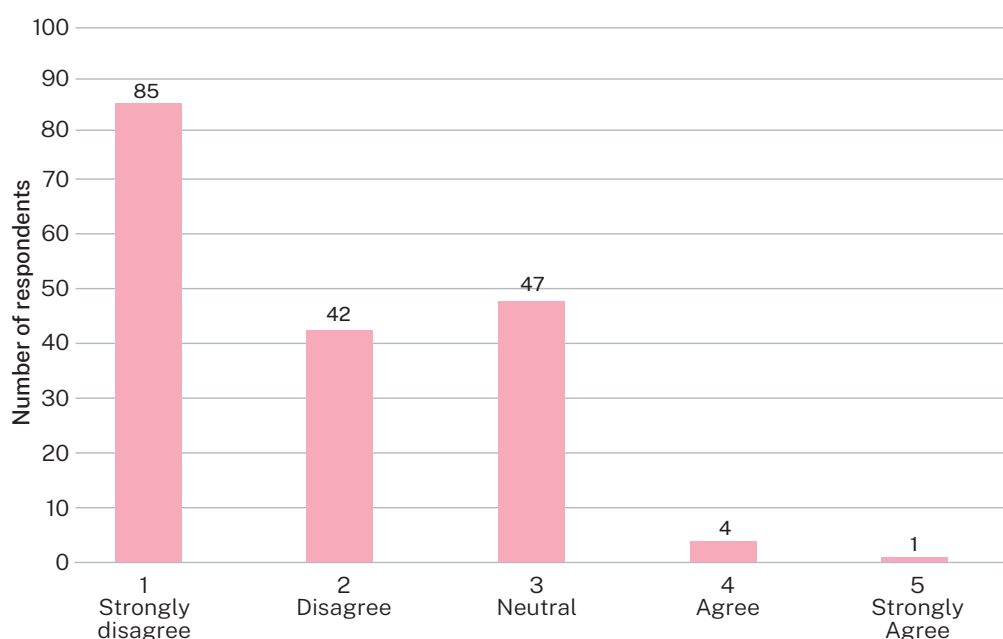
Survey question: Survey question: On a scale of 1 to 10, where 1 is 'Highly unlikely' and 10 is 'Highly likely', how likely are you to walk to or from work, your place of study, or to access services on a weekly basis?

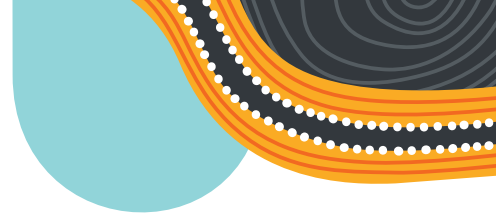


Survey question: On a scale of 1 to 5, where 1 is 'Strongly disagree' and 5 is 'Strongly agree', to what extent do you agree or disagree with the following statement? *I am satisfied with the number of public transport options in the Nowra-Bomaderry area.*

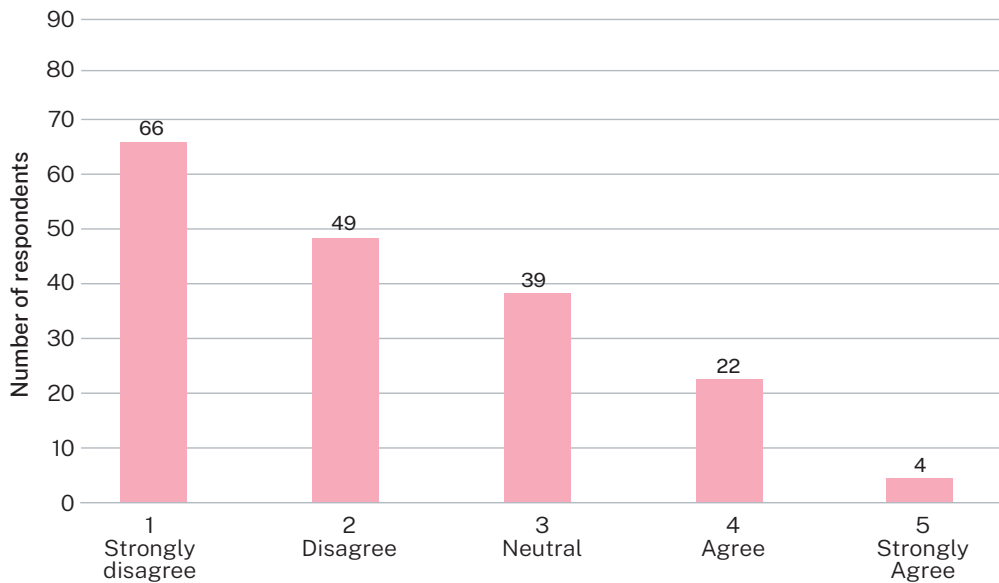


Survey question: On a scale of 1 to 5, where 1 is 'Strongly disagree' and 5 is 'Strongly agree', to what extent do you agree or disagree with the following statement? *I am satisfied with the frequency of public transport services in the Nowra-Bomaderry area.*

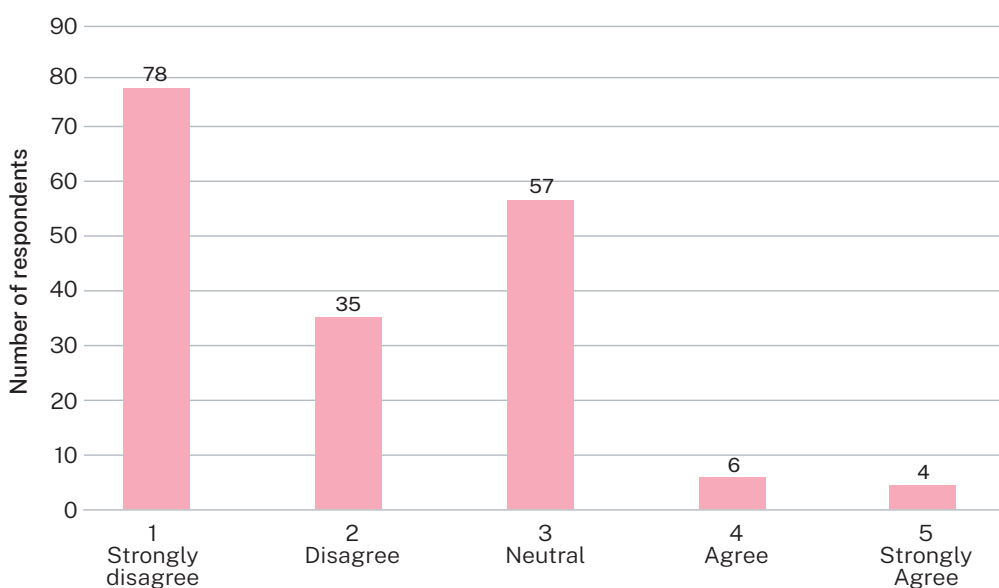




Survey question: On a scale of 1 to 5, where 1 is 'Strongly disagree' and 5 is 'Strongly agree', to what extent do you agree or disagree with the following statement? *I am satisfied with existing footpaths and road crossings for walking in the Nowra-Bomaderry area.*



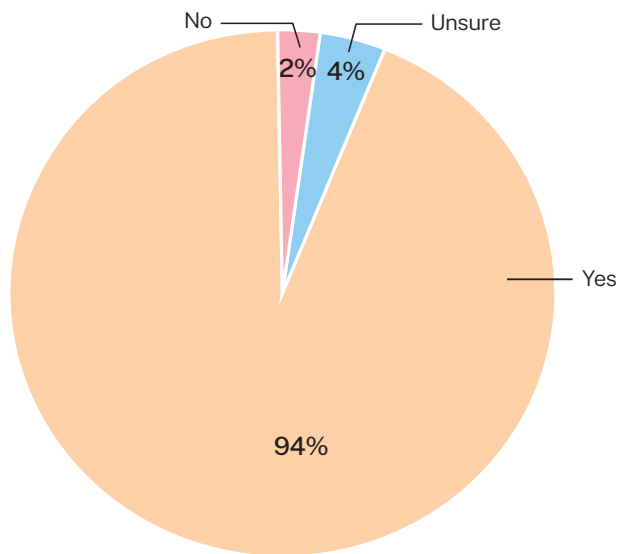
Survey question: On a scale of 1 to 5, where 1 is 'Strongly disagree' and 5 is 'Strongly agree', to what extent do you agree or disagree with the following statement? *I am satisfied with the existing bicycle network and available facilities within the Nowra-Bomaderry area.*



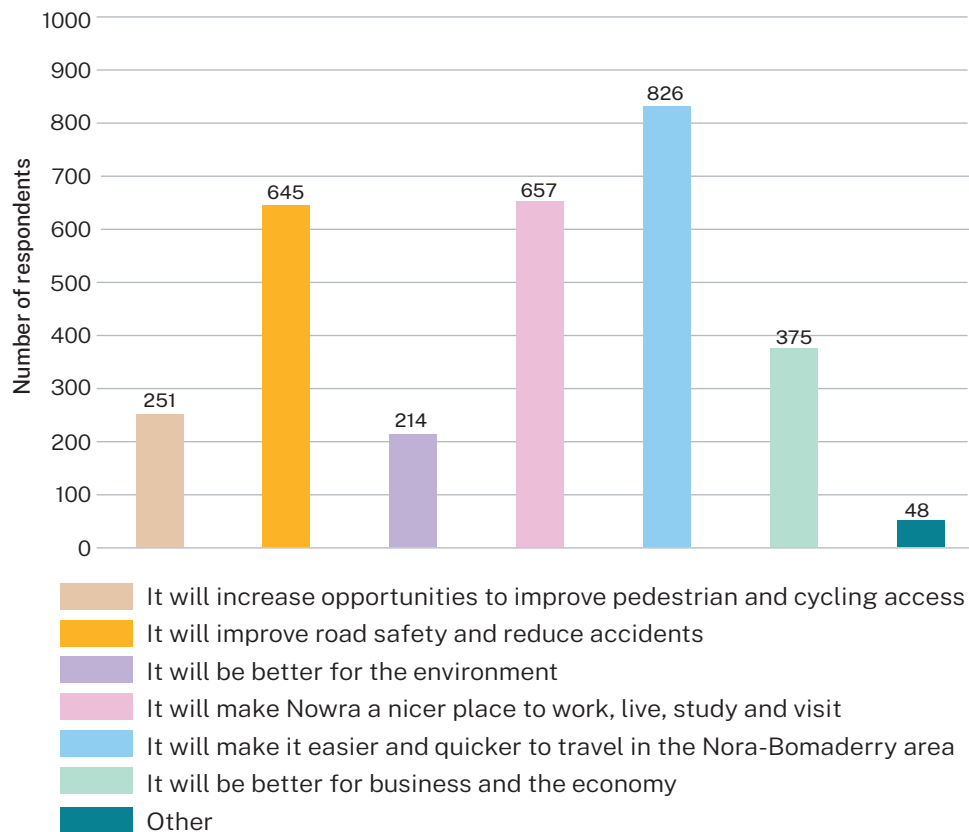


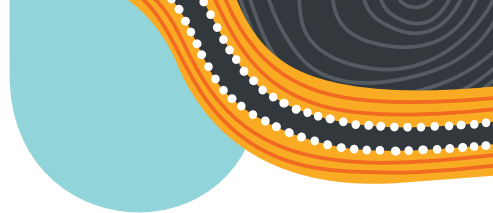
## 9.2 The survey findings below are from digital Survey #2.

Survey question: Do you support a bypass for Nowra?

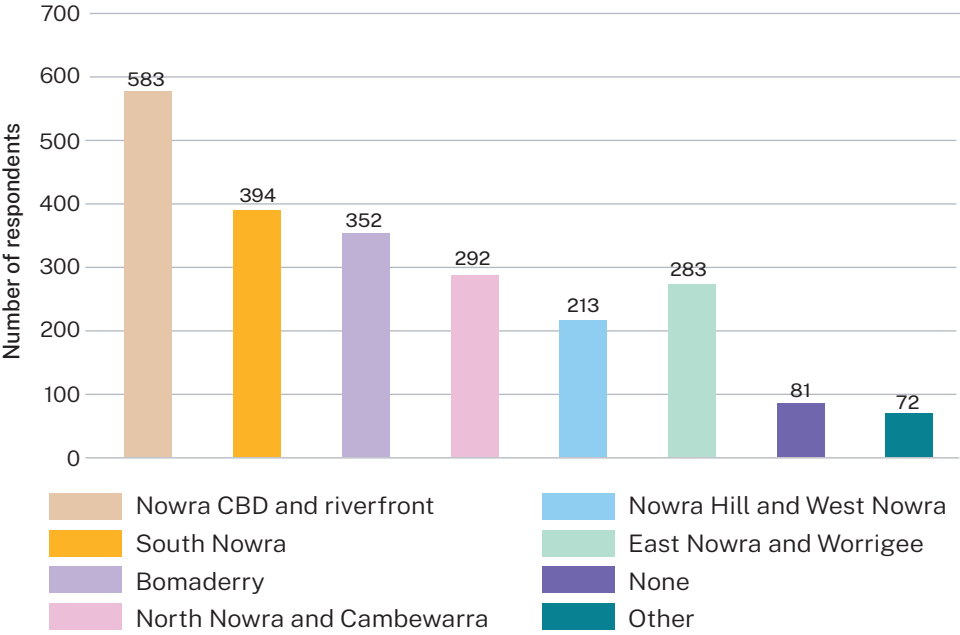


Survey question: Why do you support a bypass for Nowra?

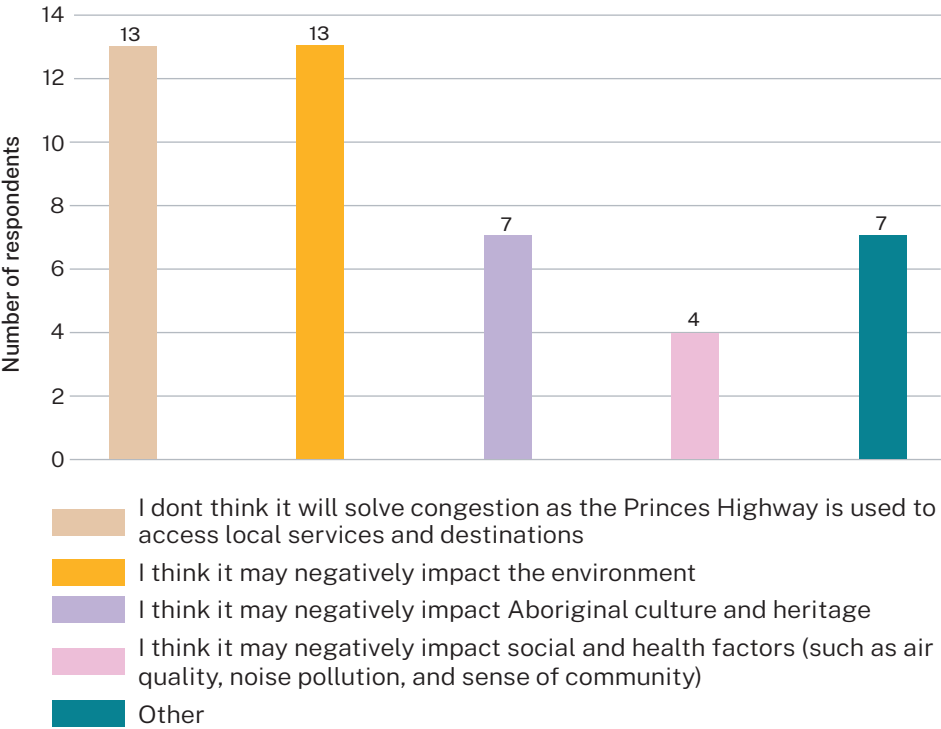




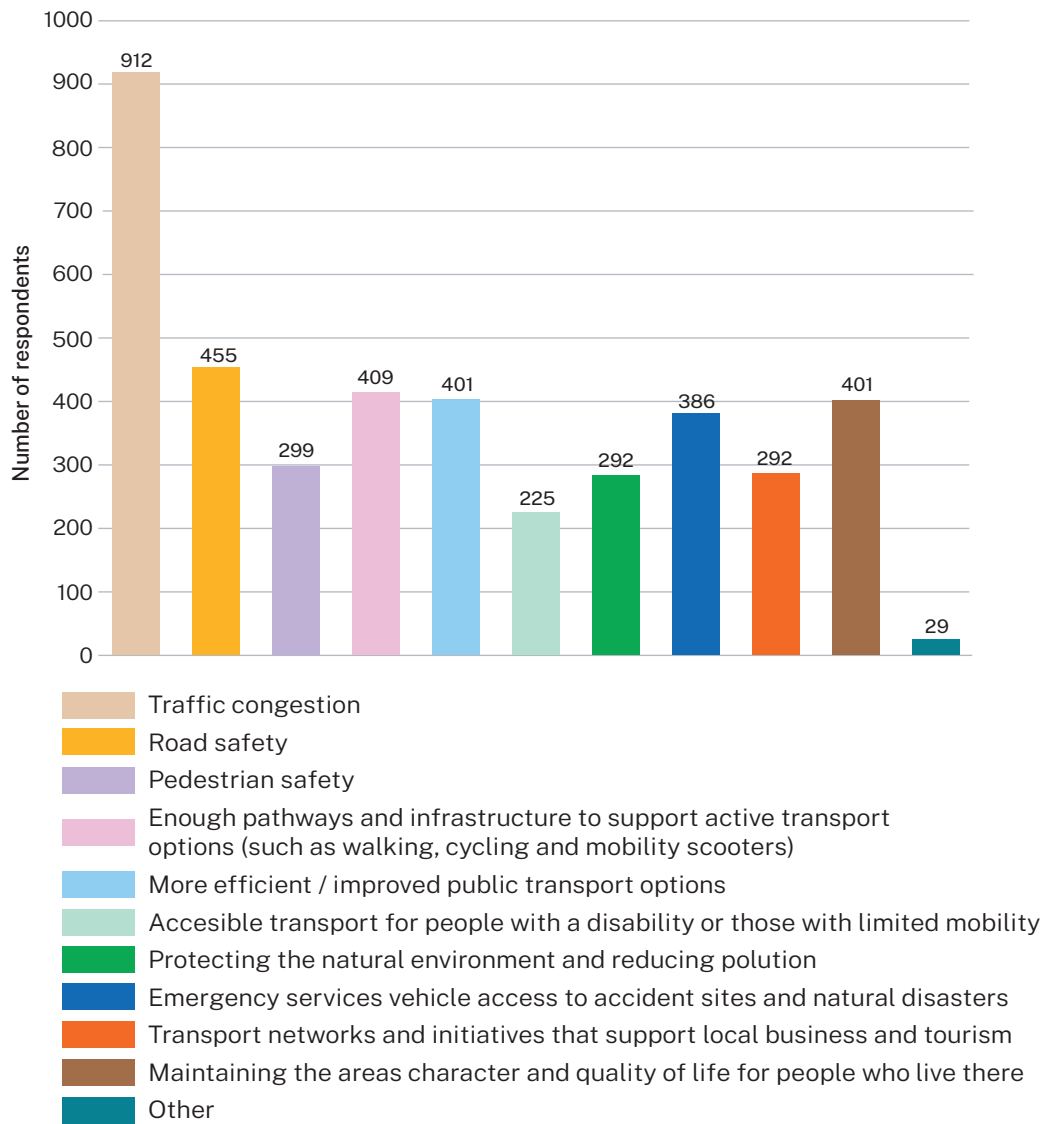
Survey question: What locations in Nowra-Bomaderry and surrounding areas need more infrastructure to support walking, cycling and other mobility options (such as bike paths, footpaths, signage etc)? Respondents could select more than one location



Survey question: Why do you not support a bypass for Nowra?

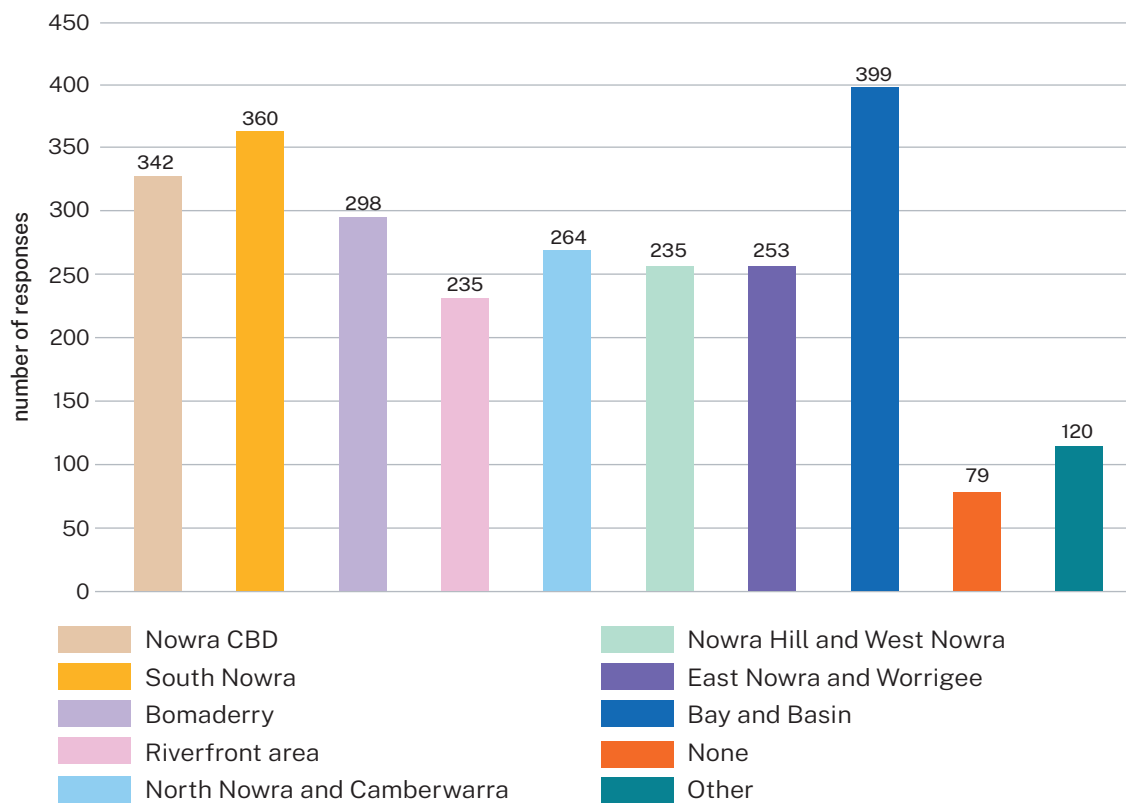


Survey question: What do you think should be considered during Transport's early planning to make Nowra-Bomaderry a better place to live, visit, study and work?

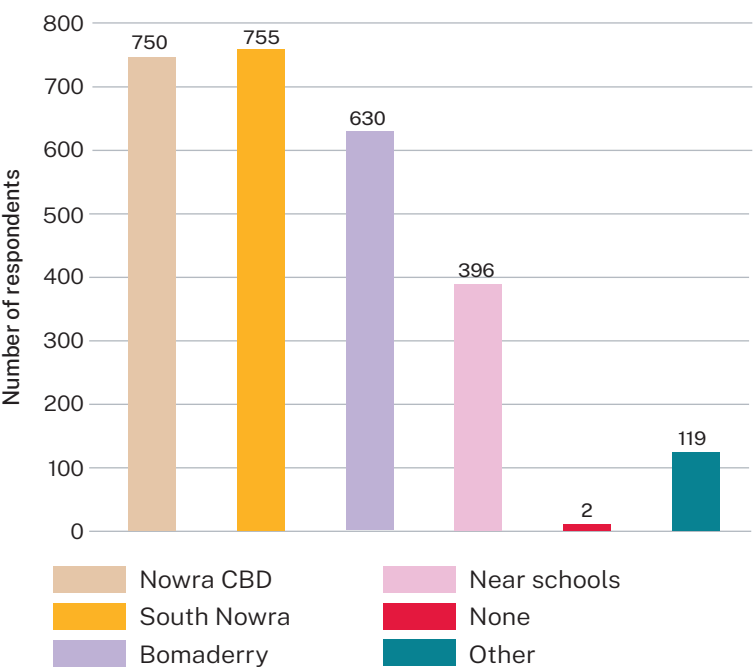




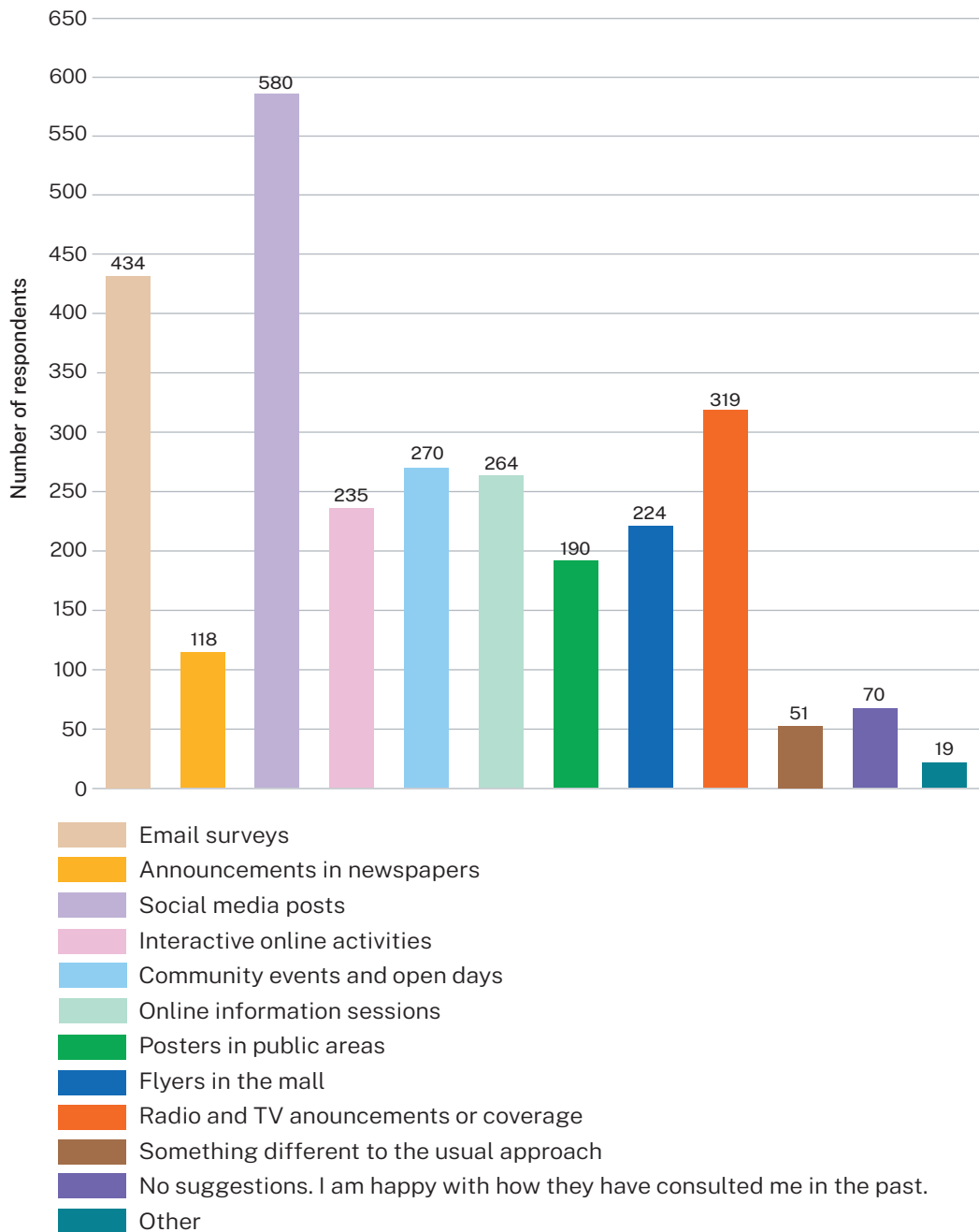
Survey question: What locations in Nowra-Bomaderry and surrounding areas need more / improved public transport options? (responders could select more than one location).



Survey question: In which locations do you most often experience traffic congestion in Nowra-Bomaderry?



Survey question: How would you like Transport to consult with you on future activities? (responders could select more than one consultation method).





Nowra bypass and  
transport improvements  
Consultation summary report

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