



Active Transport Strategy

June 2026



Contents

Executive Summary	4
Purpose and Vision	4
A Focus on Safety, Accessibility and Everyday Trips	4
Evidence-Based Planning and Community Insight	4
A Flexible and Realistic Delivery Framework	4
Long-Term Outcomes for the Community.....	5
Introduction	6
What is Active Transport	6
Why It Matters For Central Coast	6
Council's Strategic alignment	9
Broader Strategic Alignment	10
Community Profile Overview.....	10
Community Feedback	11
Public Value Proposition.....	13
Councils Vision, Principles and Objectives	14
Vision	14
Guiding Principles and Values.....	14
Existing Conditions Assessment	15
Existing Transport Network Overview.....	15
Walking Network	16
Cycling Network.....	17
Public Transport Network	17
Supporting Infrastructure	18
Demand and Travel Patterns	19
Crash History	24
Existing Infrastructure Summary	25
Active Transport Network Plan	26
Functional Network Hierarchy	26
Growth Areas	27
Pedestrian Priority Areas	27
Walking & Cycling Networks	28
Network Gaps	36
Active Transport Considerations	38

Design Guidelines and Standards	38
All-abilities Access Provision	38
Safety Improvements	40
Supporting Infrastructure	41
Encouraging Active Communities	42
Implementation Plan	43
Monitoring, Evaluation and Reporting.....	46
Conclusion.....	47
Appendices	48
Appendix A - Walking Network Routes	48
Appendix B - Cycling Network Routes.....	51
Appendix C – Identified Footpath Gaps.....	54

Executive Summary

The Central Coast values its coastal lifestyle, village character and easy access to parks, paths and town centres. Many people already walk, ride or use mobility aids for everyday trips, but gaps in connections, inconsistent footpaths and safety and accessibility barriers mean the network does not work well for everyone. This Active Transport Strategy sets a clear, achievable direction to make it safer and easier to get around – whether you’re walking, wheeling or riding – so more people can choose active travel for daily life.

Purpose and Vision

This Strategy gives Council a practical, coordinated way to plan, prioritise and deliver improvements for walking, cycling and wheeling (such as prams, wheelchairs and mobility scooters). It turns Council’s broader goals for health, liveability, accessibility, land use and sustainability into a place-based program of action. The vision is simple: a safe, connected and healthy Central Coast where active travel is natural, convenient and attractive for everyday trips – supporting community wellbeing, safer streets, stronger local centres and a more inclusive, resilient and liveable region.

A Focus on Safety, Accessibility and Everyday Trips

The Strategy focuses on improvements that deliver the greatest safety, accessibility and connectivity benefits for everyday local trips. It is guided by an All Ages, All Abilities approach, so streets and paths are easier and safer for children, older people, people with disability, and anyone using mobility aids.

Key priorities include:

- closing missing footpath links
- improving crossings and intersections
- renewing ageing infrastructure
- strengthening connections between neighbourhoods, town centres and the coast.

Evidence-Based Planning and Community Insight

The Strategy is grounded in a strong evidence base, including existing asset information, network mapping and assessments, community feedback, travel patterns, usage heatmaps and crash analysis. This confirms people are already choosing to walk and ride where routes are continuous, comfortable and feel safe. Community feedback highlights strong demand for:

- safer, more connected and more accessible walking environments
- high-quality routes in town centres and along key links to shops, schools and recreation areas.

The opportunity is to build on what already works, remove key barriers and strengthen continuity so active transport becomes a practical, everyday choice for more people.

A Flexible and Realistic Delivery Framework

The Strategy does not lock in fixed construction timelines; instead, it sets a clear and transparent framework to guide delivery in line with Council’s available resources (financial and workforce) and annual decision-making. Works will be delivered through Council’s capital works program and prioritised alongside competing projects across the municipality. In doing so, Council’s priority is renewing and maintaining existing assets, followed by upgrading existing assets, and then

constructing new assets. This approach supports sound, accountable decisions as opportunities and constraints change, while maintaining monitoring and review cycles to track progress and refresh priorities. Priority is given first to renewing and completing the Coastal Pathway spine, then closing walking network gaps in established residential areas, before progressing to lower-density growth areas and targeted cycling improvements.

Long-Term Outcomes for the Community

By putting safety, accessibility and connectivity at the centre of decision-making, this Strategy provides a clear roadmap for improving active transport across the Central Coast. It reflects community expectations, is grounded in evidence, and aligns with Council priorities for health, liveability, climate resilience and vibrant town centres. Through targeted investment (especially in all-abilities walking access, safer crossings and better network continuity) the Strategy will support safer streets, stronger local centres, reduced reliance on private vehicles and improved mobility for people of all ages and abilities. The result will be a more connected, resilient and liveable Central Coast for today's community and future generations.

Introduction

What is Active Transport

Active transport refers to human-powered or partially human-powered travel, including walking, cycling and the use of mobility aids such as wheelchairs, scooters and prams. Central to the concept is that active transport is everyday transport, not just recreational exercise. It is how people move to school, work, shops, services, parks, bus stops, and between town centres. In urban areas like Ulverstone and Penguin, active transport forms a critical layer of the movement network, complementing public transport and reducing reliance on private vehicles.

The active transport network includes:

- Footpaths, shared paths and walking networks
- Cycling infrastructure, including on-road and off-road facilities
- Accessible crossings and kerb ramps supporting all abilities
- Links to public transport for integrated travel
- Streets and centres designed to prioritise people movement

Best-practice strategies in Australia and internationally consistently define active transport as an essential foundation of healthy, connected and resilient communities.

Active transport is therefore both a travel mode and a strategic approach; it supports improved public health, stronger local economies, reduced congestion, vibrant town centres, climate-resilient transport systems, and more equitable access to daily destinations.



Why It Matters For Central Coast

Active transport is essential to how people live, move and connect across the Central Coast. With most development concentrated in coastal towns, a car-dominant transport pattern, and growing expectations for healthy, well-connected and resilient communities, active transport provides a practical and strategic solution for current and future challenges facing Ulverstone, Penguin and surrounding settlements.

Reducing car dependence and improving everyday mobility

Across the municipality, 74.3% of trips to work are made by private vehicle, while only 0.7% of trips use public transport. Limited bus coverage and undulating topography reinforce this high dependence on cars, placing pressure on roads and limiting transport choice. Increasing walking and cycling will help create a more resilient and cost-effective transport system and help us maintain low levels of congestion—particularly in activity centres where vehicle, freight and visitor movements all converge.

Supporting healthier and more connected communities

Active transport directly supports public health by enabling more people to integrate physical activity into their daily routines. The Central Coast Council's Health and Wellbeing Strategy highlights the importance of environments that encourage social connection, active lifestyles, and safe public spaces; goals strongly aligned with walkable neighbourhoods and accessible cycling routes.

Cycling is recognised as contributing to strong social networks, enhanced liveability and improved community health, aligning closely with the region's aspiration for vibrant, connected townships.

Strengthening town centre vitality and local economies

Ulverstone and Penguin depend on attractive, accessible town centres to sustain retail activity, tourism and daily community life. Improving walkability and cycling access strengthens economic vitality by increasing foot traffic, enhancing visitor experience, reducing parking demand and encouraging people to spend longer within local centres.

These strengthened movement networks also complement Council's Economic Development Strategy, which emphasises the importance of accessible activity centres and place-based improvements to support business success.

Improving safety for all road users

Across the Central Coast, several high-risk intersections, crash clusters and conflict points affect walking and cycling safety. Upgrading crossings, providing protected cycling facilities, and reducing speed environments directly supports safer travel—especially in vehicle-dominated areas and town centres. This aligns with broader road safety objectives, including the Towards Zero approach established at a National and State level.

Enhancing regional connectivity and access to key destinations

The Central Coast's geography - coastal towns linked by the Bass Highway, the freight rail corridor, rivers and estuaries - creates both challenges and opportunities for active travel. Strategic improvements can close missing links to schools, shops, beaches, employment areas, bus stops, sports grounds and parks, making every-day journeys safer and more convenient. Gaps in the walking and cycling network are identified in this strategy and provide a clear roadmap for targeted investment.

The incremental construction of the Coastal Pathway, which is increasing uptake of walking and cycling for both commuting and recreation, demonstrates the potential for high-quality paths to shift travel behaviour and expand mobility choices for residents of Ulverstone, Penguin and neighbouring areas.

Supporting sustainable growth and walkable neighbourhoods

The *Our Homes, Our Future* Housing Strategy identifies walkability as a core component of sustainable settlement patterns. Infill development near services, town centres and transport

routes depends on strong walking and cycling connections to reduce car dependence and create neighbourhoods that age well and attract new residents.

As the municipality seeks to reverse predicted population decline and attract younger residents, active transport infrastructure supports liveability, access to services, and opportunities for healthy, affordable mobility.

Protecting and enhancing the Coast's natural and scenic assets

The Central Coast's scenic landscapes, coastline and open spaces are highly valued and central to its identity. Active transport networks provide low-impact, enjoyable ways for residents and visitors to access the municipality's natural assets while reducing reliance on vehicles.

Strengthening walking and cycling networks helps protect these landscapes by minimising the environmental footprint of transport infrastructure and supporting lower-emissions travel choices.

Strengthening resilience and environmental sustainability

Active transport contributes to broader environmental objectives by reducing transport-related emissions and supporting a shift toward more sustainable travel modes. This aligns with Council's Emissions Reduction Plan, which aims for net-zero emissions by 2040, as well as the Greening Central Coast Strategy's efforts to create healthier, more climate-resilient urban environments. Increasing shade, improving tree canopy and designing human-scaled streets also contribute to safer, more comfortable conditions for walking and cycling—particularly as climate change increases heat exposure in urban areas.

Council's Strategic alignment

This Active Transport Strategy is aligned with Central Coast Council's broader strategic framework and supports the delivery of existing Council priorities. It provides a practical way to translate high-level objectives around health, accessibility, connectivity, sustainability and place-making into coordinated action for walking, cycling and active mobility across the municipality.

Council Strategy / Plan	Strategic Focus	Active Transport Response
Council Term Plan (2023–2026)	Transport & Connectivity and Quality of Life	Supports safer, more connected walking and cycling networks that improve accessibility and liveability, contributing to healthier lifestyles, improved connections between neighbourhoods and key destinations, and reduced vehicle reliance
10 Year Strategic Plan (2024–2034)	Safe, healthy, happy and vibrant community	Supports a safe, healthy and vibrant community by improving accessibility, enhancing public realm quality, strengthening local identity and providing sustainable transport options that protect natural assets all supporting community wellbeing
Health and Wellbeing Strategy (2025–2034)	Physical activity, social connection and wellbeing	Enables environments that support active lifestyles and social interaction through walkable and bike-friendly networks
Disability Access and Inclusion Plan	All ages and all abilities access	Embeds inclusive design and accessible infrastructure across the network
Our Homes, Our Future – Housing Strategy	Walkable neighbourhoods and sustainable growth	Supports walkable neighbourhoods, reduced car dependence and improved access to town centres, schools and community facilities through integrated walking and cycling connections
Retail and Activity Centre Study	Vibrant, accessible town centres	Improves accessibility, walkability and cycling access to strengthen town centre vitality, support local economies and enhance visitor experience.
Cycling Strategy (2021) <i>(Replaced by this strategy)</i>	Cycling participation and network development	This strategy builds on existing cycling priorities including emerging trends such as e-bikes by supporting a continuous, safe network integrated with land use and transport planning.
Greening Central Coast Strategy	Urban cooling and environmental quality	Integrates shade, tree canopy and green infrastructure along active transport corridors
Emissions Reduction Plan (Net Zero by 2040)	Reducing transport emissions	Supports mode shift toward low-emission travel and reduces reliance on private vehicles

By aligning with these strategies, the Active Transport Strategy ensures coordinated decision-making, efficient investment and consistent progress toward a more connected, accessible and liveable Central Coast.

Broader Strategic Alignment

These state and national frameworks guide councils in planning and delivering walking, cycling, and shared path infrastructure, promoting safety, connectivity, health, sustainability, and greater participation in active transport while integrating it into broader infrastructure and planning decisions.

National
National Road Safety Strategy
Australian National Cycling Strategy
State
Tasmanian Walking and Cycling for Active Transport Strategy
Tasmanian Walk, Wheel, Ride Strategy
Tasmanian Walk Wheel Ride Policy
Tasmanian Urban Passenger Transport Framework
Transport Access Strategy
Tasmanian Physical Activity Plan
Tasmanian Primary Health Services Plan
Tasmanian Framework for Action on Climate Change

Community Profile Overview

The Central Coast municipality is experiencing moderate, steady population growth, now home to approximately 23,300 residents, with growth concentrated in coastal settlements such as Ulverstone, Penguin and Turners Beach. The community has a maturing age profile, with a median age of 47.6 years and a growing proportion of residents aged 65 and over. This demographic shift reinforces the need for planning that supports ageing in place, ensuring neighbourhoods are accessible, connected and supportive of independence, social participation and everyday mobility.

Health and socio-economic indicators highlight both strengths and challenges across the municipality. While many residents report good overall health, preventable risk factors such as physical inactivity, overweight and obesity remain prevalent, contributing to increased risk of chronic disease. The Central Coast also faces moderate socio-economic vulnerability, characterised by lower household incomes, uneven educational attainment and high car ownership reflecting limited transport alternatives. Transport disadvantage affects older adults, low-income households and residents without access to a car, particularly in smaller settlements and rural areas with limited public transport coverage.

Mobility across the Central Coast is currently defined by high car dependency, despite strong potential for more walking and cycling, particularly for short local trips within townships. Urban areas generally offer favourable conditions for active travel, while rural areas present greater constraints due to higher speeds, narrow roads and limited lighting. Council is committed to delivering an All Ages, All Abilities active transport network, guided by best-practice design standards and universal design principles, complemented by community programs and partnerships that encourage walking and cycling as everyday choices. Together, these measures support Council's broader goals for a healthy, inclusive, connected and resilient Central Coast community.

Community Feedback

Community feedback gathered through the *2025 Community Satisfaction Survey* provides clear direction on the priorities, expectations and lived experiences of residents relating to walking, wheeling and the broader active transport environment. Although the survey did not ask dedicated active transport questions, residents consistently raised themes directly linked to walkability, accessibility, and the quality of everyday pedestrian and path-based infrastructure. These insights form a critical evidence base for shaping a strategy that responds to local needs.



A Strong Call for Better Footpaths and Pedestrian Connectivity

Roads and footpaths emerged as the single most frequently mentioned area for improvement, with residents expressing concerns about uneven surfaces, potholes, poor maintenance and limited pedestrian connectivity in key town areas. Respondents highlighted the need for more consistent investment in footpath upkeep and for a more connected network that supports safe and direct everyday walking trips.

Several comments also pointed to the need for footpaths that better connect homes to shops, services, and recreation spaces – reinforcing walkability as a core day-to-day expectation rather than a recreational amenity.

Walking Trails, Open Spaces and Shared Paths are Valued Community Assets

Feedback about parks, gardens and open spaces was overwhelmingly positive, with residents frequently praising walking trails, coastal paths and foreshore areas. These environments were described as some of the region's greatest assets, contributing significantly to community wellbeing, recreational opportunities and local identity. Suggestions focused on improving lighting, accessibility and maintenance, particularly in high-use areas and along foreshore corridors.

The strong appreciation for shared spaces highlights the community's desire for walking and cycling networks that are safe, scenic and well maintained.

Demand for Safer, More Accessible Walking Environments

Many residents raised concerns related to inclusion and accessibility, including requests for:

- wider and more accessible footpaths
- improved lighting
- safer connections to key destinations
- infrastructure suitable for children, prams, mobility aids and older residents

These recurring themes reflect a need to improve the comfort, safety and inclusiveness of the walking environment across all settlements. Residents called for environments that enable people of all ages and abilities to move independently and confidently.



Supporting Infrastructure Matters: Toilets, Lighting and Amenities

Several respondents identified the lack of public toilets, lighting and supporting amenities along walking routes as a barrier to longer or more frequent walking trips. The community emphasised the practical importance of well-lit paths and accessible facilities in encouraging people to walk more often and feel safe while doing so.

What This Means for the Active Transport Strategy

The community is sending a clear and consistent message:

active transport is a daily need, not an optional extra.

The feedback emphasises that:

- Walking is an essential mode that underpins access to services, recreation and town centres.
- The current footpath network has significant gaps and maintenance challenges that restrict mobility.
- Safe, inclusive, accessible walking environments are fundamental to wellbeing.
- Coastal and shared paths are highly valued and provide a strong foundation for expanding an integrated walking and cycling network.

These insights confirm that improving walkability is one of the most immediate and visible ways Council can enhance quality of life, support healthy communities, and reduce car dependence.



Public Value Proposition

This Strategy sets out the public value Council will deliver by making active travel a practical, safe and inclusive choice for everyday life across the Central Coast. By focusing first on renewing and completing the Coastal Pathway spine, closing key footpath gaps, and improving crossings and connections to town centres, schools, services and recreation, Council will expand access and independence for people of all ages and abilities, support healthier and more connected communities, strengthen local centres and visitor experiences, and contribute to climate resilience through reduced car dependence. Delivery will be staged through Council's combined asset management and long-term financial planning processes and implemented via the annual capital works program, ensuring projects are financially sustainable and achievable within Council's operational capacity, while also positioning Council to leverage partnerships and external funding opportunities over time.

Councils Vision, Principles and Objectives

Vision

To create a safe, connected and healthy Central Coast where walking, cycling and other forms of active travel are a natural, convenient and attractive part of everyday life. Our active transport network will strengthen the vibrancy of our towns, support equitable access to key destinations, enhance public health, and contribute to a more resilient, sustainable and liveable region.

Guiding Principles and Values

Safe. Design and deliver infrastructure that provides a safe and comfortable environment for all users. This will be achieved through safer crossings, better paths, traffic-calmed streets and high-quality cycling facilities.

Connected. Create a seamless network linking homes, schools, shops, parks, public transport stops and coastal areas. Making Ulverstone, Penguin and our other urban centres more walkable, accessible and well-connected communities.

Healthy. Enable active lifestyles and support community wellbeing by making walking and cycling easy everyday choices, aligning with Council's health and wellbeing priorities.

Inclusive. Ensure streets and paths are safe, legible and accessible to people of all ages and abilities by applying universal design principles, providing safe and accessible crossings, rest points and appropriate lighting and ensuring smoother surfaces and considering improvements identified through the Disability Access and Inclusion Plan.

Sustainable. Support climate resilience and environmental stewardship by reducing transport emissions and integrating green infrastructure, including shade trees and nature-based design along active transport routes.

Vibrant. Contribute to lively, prosperous town centres by improving walkability, supporting local business activity, and reinforcing Ulverstone and Penguin as attractive destinations.

Future-Focused. Align active transport investment with growth patterns and long-term planning directions, including housing, land-use and movement priorities across the Central Coast.

Existing Conditions Assessment

The Existing Conditions Assessment provides a clear, evidence-based snapshot of how the Central Coast's current active transport network functions today. It brings together asset information, network mapping, usage data, safety analysis and community insights to identify strengths, constraints and gaps across walking, cycling and supporting infrastructure.

This baseline supports transparent prioritisation and ensures future actions are grounded in local conditions, aligned with Council's asset management responsibilities, and responsive to how residents move through Ulverstone, Penguin and surrounding settlements.



Existing Transport Network Overview

The Central Coast's active transport network reflects its coastal settlement pattern, compact town centres and a small number of key corridors linking Ulverstone, Penguin and surrounding areas. Walking underpins everyday access to centres, schools, services, recreation and public transport, supported by an extensive but uneven footpath network with varying quality, continuity and accessibility. Cycling is largely recreational and concentrated on shared paths, with the Coastal Pathway as the main spine; beyond this, dedicated cycling infrastructure is limited, and most cycling occurs on footpaths or in traffic. Supporting elements (seating, lighting, signage and end-of-trip facilities) are strongest in foreshore and town centres but inconsistent elsewhere. Overall, demand is highest along coastal corridors and key connectors, while gaps, barriers, intersection safety and accessibility constraints limit broader uptake, highlighting clear opportunities to improve safety, connectivity and accessibility.

Urban areas across the Central Coast, particularly Ulverstone, generally support walking and cycling due to flatter terrain, lower traffic speeds, established street networks, footpaths and lighting. However, shade, greenery and overall streetscape comfort vary, creating opportunities to improve canopy cover and climate resilience in line with Council's greening objectives. In contrast, rural areas are constrained by steeper terrain, higher speeds, narrow road widths and limited lighting and active transport infrastructure. These differences reinforce the need for targeted urban upgrades and well-planned links where rural routes connect with townships.

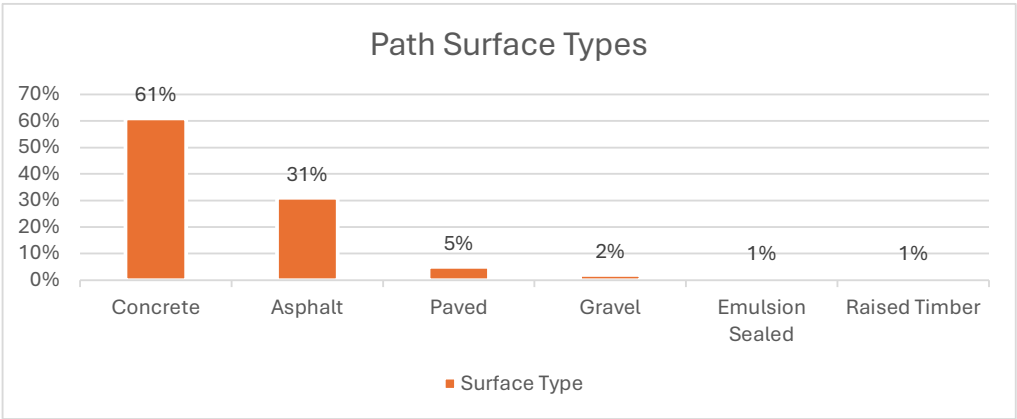
Together, these conditions highlight a network with strong foundational assets and clear opportunities for improvement. Targeted investment in safety, connectivity, comfort and accessibility will be critical to supporting walking and cycling as safe, practical and attractive everyday travel choices across the Central Coast.

Walking Network

The Central Coast has an extensive footpath network across its coastal urban centres, supporting short local walking trips and access to key destinations in Ulverstone, Penguin, Turners Beach, Leith, Forth, Gawler, Sulphur Creek and Heybridge.



The Coastal Pathway is a continuous regional shared path linking coastal communities from Wynyard to Latrobe, with Central Coast Council responsible for approximately 30.6 kilometres. It is the primary walking and cycling spine across the municipality, providing an off-road coastal route for everyday travel and recreation. Three remaining gaps reduce continuity and accessibility due to complex terrain and infrastructure constraints; closing these gaps would deliver significant safety, connectivity, tourism and health benefits.



Council maintains approximately 170 km of footpaths, primarily concrete and asphalt, providing a strong foundation for safe, accessible pedestrian movement across the municipality. The network also includes smaller sections of paved, gravel, emulsion-sealed and raised timber paths, along with unsealed and informal recreational trails that support active transport and local connectivity.

However, footpath quality, continuity and consistency vary considerably, including missing or discontinuous sections, one-sided provision, narrow widths and surface condition issues. These constraints reduce comfort and accessibility, particularly for older adults, people with disability, families with prams and those using mobility aids.

Cycling Network

Cycling within the Central Coast municipality spans a wide range of user types, with the majority being children and recreational users on paths to higher-speed training cyclists and commuters who rely on the on-road network. Cycling is primarily recreational and is accommodated on the existing footpath network, with the Coastal Pathway operating as a shared facility designed to support both walking and cycling.



Outside of this, there are currently no dedicated cycleways within the municipality, and no on-road cycling infrastructure such as bicycle lanes. As a result, cycling is generally undertaken either on footpaths or within the traffic environment, with confident and higher-speed riders predominantly operating on-road. This creates a challenging and often uncomfortable environment for both cyclist and the motorist, reinforcing the need for a more deliberate and planned approach to cycling provision through this Strategy.

Public Transport Network

Public transport is a key part of the active transport network, linking walking and cycling routes and supporting multimodal travel. It improves mobility for people without reliable access to a private vehicle and supports sustainable, accessible and inclusive travel across the municipality.

Public transport is primarily delivered by general access bus services on the North-West bus network, linking the municipality's urban centres with regional centres in Burnie and Devonport, with limited rural coverage. Key inter-town routes include Ulverstone–Burnie and Ulverstone–Devonport, with multiple scheduled departures throughout the day in both directions. Public and school bus services are managed by the Department of State Growth, supporting coordinated regional coverage and timetable planning.

Within the municipality, buses stop at main street locations and community points in Ulverstone, Penguin and nearby localities. Service frequency varies by route and timetable, but services generally operate on regular weekday schedules, with additional peak services and fewer services on weekends, consistent with regional operations across Tasmania. Taxi and ride share services are also available.

Supporting Infrastructure

Central Coast Council provides a range of supporting infrastructure that enhances the safety, comfort and usability of the active transport network. Beyond core paths and routes, elements such as wayfinding, seating, lighting, shade and end-of-trip facilities play a critical role in enabling walking, cycling and micromobility as practical everyday transport options across Ulverstone, Penguin and other urban settlements, influencing user confidence, accessibility and overall network uptake. The table below summarises current provision, its role within the network, and key gaps and opportunities for improvement.

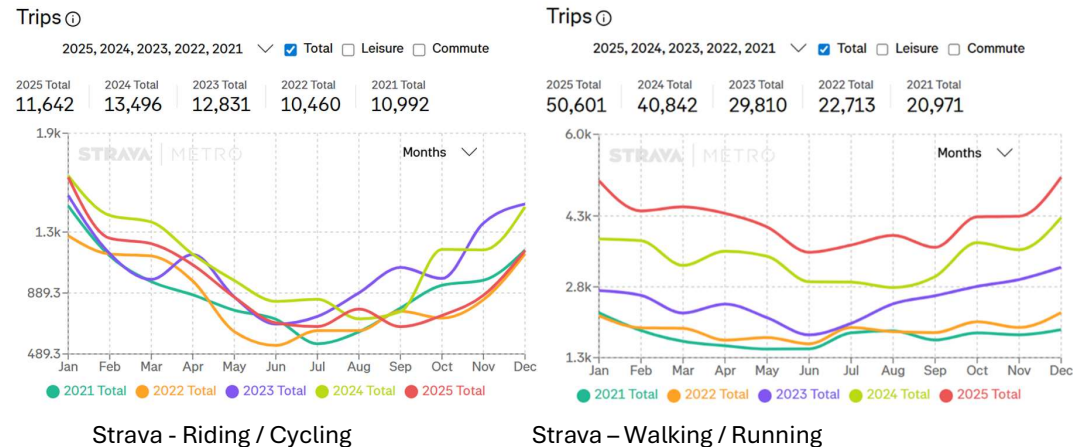
Existing Supporting infrastructure			
Infrastructure Type	Current Provision	Role in Supporting Active Transport	Key Gaps / Opportunities
Wayfinding and Signage	Growing network of directional and regulatory signage across key walking and cycling routes. Council is working with the Cradle Coast Authority and member councils to develop a consistent signage scheme for the Coastal Pathway.	Supports safe and intuitive navigation, builds user confidence and improves understanding of how routes connect within the broader network.	Opportunity to expand signage coverage as the network grows and ensure consistent signage beyond the Coastal Pathway, particularly on key connectors and local routes.
Public Seating and Rest Points	Provided intermittently, mainly in foreshore corridors, town centres and high-use pedestrian areas.	Enables longer and more inclusive trips by supporting older adults, people with disabilities, families with prams and others who benefit from frequent rest opportunities.	Seating provision is uneven across the network, particularly on transport-oriented routes outside foreshore and CBD areas.
Bike Parking Facilities	Limited number of public bike racks located in activity centres and recreational areas.	Supports short-stay cycling trips and provides essential end-of-trip infrastructure in key destinations.	Network is not yet comprehensive; additional bike parking and end-of-trip facilities are needed to support increased everyday cycling, e-bikes and mobility devices.
Public Toilets	Located at town centres, foreshore reserves, recreation grounds and other high-activity locations intersecting walking and shared path routes.	Enables longer, more comfortable walking and cycling trips, particularly for families, older adults and users with accessibility needs.	Toilets are concentrated in destination areas; opportunities exist to better align provision with long walking and cycling corridors.
Drinking Water Fountains	Small number of fountains in higher activity public spaces, including foreshore and recreation areas.	Supports active trips and improves comfort during longer journeys and warmer months.	Limited coverage; expanding the network would increase the appeal of walking and cycling, especially for transport-oriented trips.
Lighting	Generally provided through standard street lighting, with increasing dedicated pathway lighting along the Coastal Pathway.	Improves actual and perceived safety, encourages use after daylight hours and enhances accessibility for all users.	Community feedback identifies demand for improved lighting along high-use pathways, coastal routes and key connecting links.
Green Infrastructure	Street trees and vegetation provided along sections of the network, including ongoing greening works along the Coastal Pathway.	Improves comfort, safety and amenity through shade, reduced heat exposure, improved air quality and visual appeal.	Opportunity to expand tree canopy and shade along priority walking and cycling routes in line with climate resilience objectives.
Waste Bins	Waste bins, including dog-waste stations, located mainly in foreshore areas, high-use pedestrian areas and along the Coastal Pathway.	Supports cleaner, more enjoyable walking and cycling environments and maintains overall public space amenity.	Coverage could be improved on inland connectors and town centre approaches with high walking activity.
Showers	Available at selected beach areas and recreational precincts, including Dial Park Mountain Bike Park.	Supports recreational walking and cycling use.	No commuter-oriented shower facilities currently exist, representing an opportunity to support everyday cycling trips.
Repair Stations	Public bicycle repair stations located at selected sites such as the Ulverstone Pump Track and Dial Park Mountain Bike Park.	Enables cyclists to address minor mechanical issues, supporting longer rides and confidence in the network.	Currently focused on recreational areas; expansion along key cycling corridors and town centres would support everyday cycling.
Shade and Weather Shelters	Shelters located at some rest points, trailheads and transport-related locations, particularly in coastal areas.	Protects users from sun, wind and rain and encourages year-round use of walking and cycling routes.	Additional shelters are needed along exposed corridors and at key intersections and rest points.

Together, these supporting infrastructure elements significantly influence how welcoming, legible and usable the active transport network is across different locations and user groups. While many facilities are well provided in foreshore and town centre areas, inconsistencies elsewhere present clear opportunities for targeted investment. Strengthening supporting infrastructure along key corridors and everyday travel routes will be essential to maximising the value of existing networks, improving accessibility for all ages and abilities, and encouraging longer, more frequent and more inclusive active transport journeys across the municipality.

Demand and Travel Patterns

Active transport data helps Council understand how and where people currently walk and ride, and where improvements will have the greatest impact. Council does not yet have a comprehensive local dataset, so this Strategy draws on aggregated, de-identified Strava Metro data (used widely for both commuting and recreation). While Strava does not capture every user, it provides a reliable picture of relative demand and key corridors and has been validated in other locations against traditional counting methods.

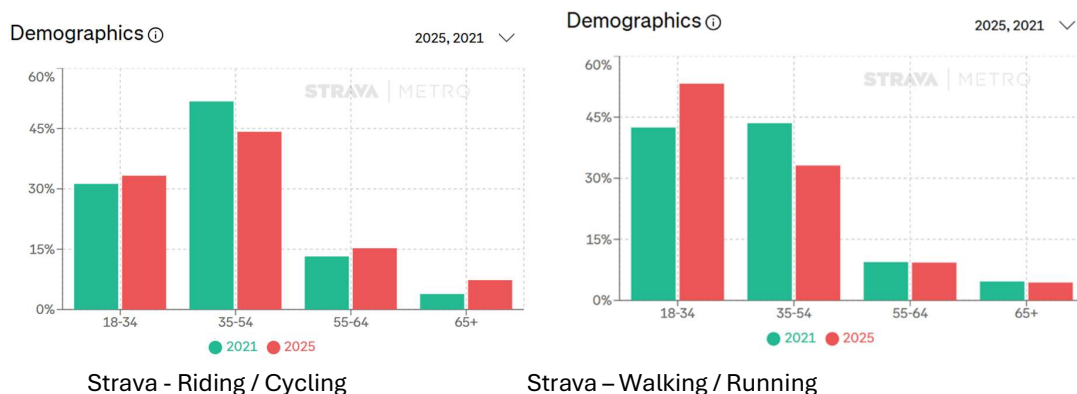
Usage Trends



Over the past five years, active transport patterns across the Central Coast show a clear and consistent seasonal trend: cycling, walking and running are highest during warmer months, decline through winter, and increase again as conditions improve. While volumes fluctuate seasonally, the underlying pattern remains stable year after year, demonstrating sustained community commitment to walking, running and cycling as part of everyday life and reinforcing the importance of maintaining and improving the network to support use across all seasons. Over the same period, cycling activity has increased compared with the early 2020s (with 2024 recording the highest number of rides) while participation has remained steady, indicating a consistent user base. In contrast, walking and running have grown substantially, with total trips in 2025 nearly two-and-a-half times higher than in 2021 and a corresponding increase in participants, showing walking and running are becoming increasingly embedded in daily routines across Ulverstone, Penguin and surrounding coastal settlements.

Demographic data indicates a gradual broadening of participation across active transport modes. For cycling, adults aged 35–54 remain the largest share of riders, although this cohort’s proportion has declined slightly since 2021. Participation has increased among both younger adults and older

riders, alongside a noticeable rise in e-bike use; while e-bikes still represent a relatively small share of overall cycling activity, their growth suggests improved accessibility and appeal for a wider range of ages and abilities. Walking and running show a more pronounced shift: participation in 2021 was centred on the 35–54 age group, but by 2025 the largest share of participants is aged 18–34, reflecting growing uptake among younger adults, while older age groups remain a smaller but stable presence. Together, these trends suggest active transport is diversifying in both age profile and participation, reinforcing its role as an inclusive and increasingly mainstream part of everyday life across the Central Coast.



Reflecting on current usage trends alongside earlier policy directions shows that foundations laid over the past decade have had a lasting impact on active transport across the Central Coast. Investment in shared paths, particularly the ongoing development of the Coastal Pathway, has helped normalise cycling and walking as everyday activities, supporting the intent of Council’s 2021 Cycling Strategy and the Tasmanian Walking and Cycling for Active Transport Strategy, which emphasised health, social connection, environmental sustainability, and liveable, accessible neighbourhoods that reduce reliance on private vehicles. The patterns observed today are consistent with those aspirations: cycling remains strong and embedded in daily routines, with participation steady and gradually diversifying across age groups and rider types, but growth appears closely linked to where supportive infrastructure already exists, suggesting further growth will depend on continued investment in safer, more connected and more accessible networks. Walking and running show an even stronger response to supportive environments, with high and growing participation where routes are direct, safe, connected and pleasant; continued improvements to footpaths, crossings, coastal pathways and local pedestrian links provide a clear opportunity to build on this momentum. Together, these trends confirm a strong foundation for this Strategy: by improving network quality, accessibility and connectivity, Council can broaden participation, strengthen town centres, support public health and social connection, and progress toward a more inclusive, sustainable and resilient Central Coast.

Put simply: people are already choosing to ride where conditions feel safe, direct and pleasant. The opportunity now is to extend these qualities to more places, for more people, more of the time. This Active Transport Strategy responds by building on the foundations established through the 2021 Cycling Strategy and shaping a future network that supports walking, cycling and active mobility as natural and convenient parts of everyday life across the Central Coast.

Activity Heat Maps

Walking and cycling heatmaps show a consistent pattern across Ulverstone, Penguin, Turners Beach, Leith and surrounding settlements: people walk and ride most where routes are comfortable, direct, well-connected and aligned with valued destinations.



Primary Spines: Coast and Foreshore Corridors

Foreshore routes and the Coastal Pathway are the strongest and most heavily used active transport corridors across towns, reflecting a preference for scenic, traffic-separated and well-maintained pathways. Where the Coastal Pathway is complete and well connected, activity levels are highest reinforcing its role as the municipality’s primary regional spine.

Town Centres as Movement Hubs

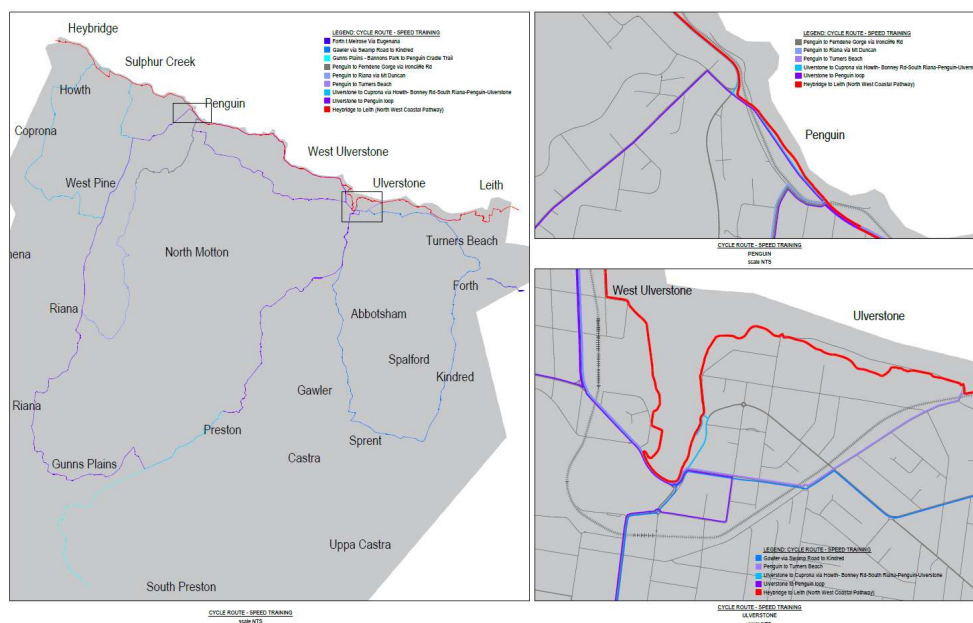
Town centres are major focal points for walking and cycling. Routes into and through CBDs show strong activity, highlighting active travel’s role in everyday access to shops, services, community facilities, education and employment and reinforcing the Strategy’s focus on safety, legibility and comfort in activity centres.

Neighbourhood Connections and Local Trips

Beyond primary corridors, activity spreads into surrounding residential areas at lower but widespread levels, reflecting short local trips linking homes with foreshore areas, schools, parks, bus stops and local services. This highlights the importance of continuous neighbourhood footpaths, safe local streets and well-designed connector routes linking residential areas to major spines and destinations.

On-Road Cycling and Regional Connections

Heatmaps show notable cycling activity along key on-road corridors connecting Ulverstone, Penguin, Turners Beach, Leith, Forth and Sulphur Creek. These routes are primarily used by experienced, higher-speed cyclists undertaking fitness and training rides who interact directly with general traffic.

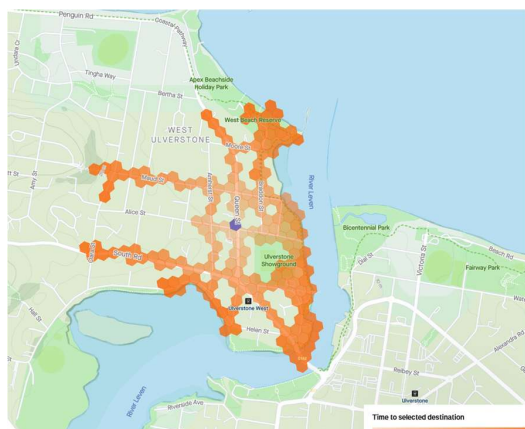


Many rural roads used for training cycling were not designed to contemporary cycling standards and are constrained by narrow shoulders, limited sight distances and challenging geometry. Retrofitting these routes to support high-speed cycling would require significant, high-cost upgrades and is not considered feasible within current resources or the scope of this Strategy; accordingly, Council’s investment focus is directed toward local paths, shared corridors and safer connections that support everyday walking and cycling for a broader range of users. Council acknowledges ongoing use of rural and inter-town roads by training cyclists and will continue to monitor activity and, where appropriate, advocate for targeted improvements on higher-order roads through grant and partnership opportunities as they arise.

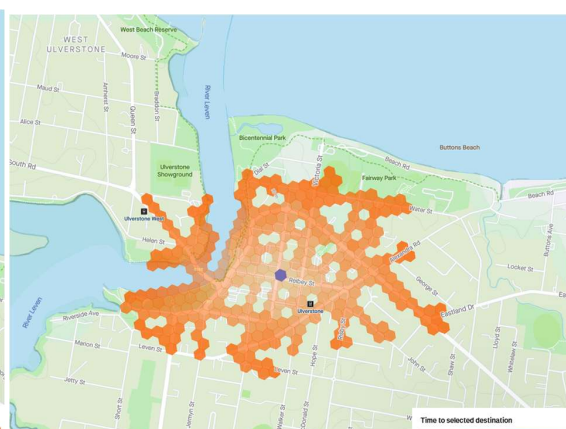


Travel Time

Across Ulverstone, Penguin and Turners Beach, travel time mapping shows town centres, schools and key destinations are inherently accessible by active transport. For both walking and cycling, most surrounding neighbourhoods fall within comfortable 10–15-minute catchments, demonstrating the compact structure of Central Coast settlements and strong potential for everyday active travel. Coastal corridors consistently extend reach and connectivity, reinforcing their role as primary spines for recreation and local trips.



Strava – West Ulverstone Business Precinct



Strava – Ulverstone CBD

The maps also show where access breaks down. Barriers such as the Bass Highway, river crossings, steep terrain and indirect street layouts shape the outer edges of walking and cycling catchments, limiting comfort, safety and directness, particularly for less confident users. Strengthening neighbourhood-to-centre links, improving crossings at major barriers and completing missing path connections will expand the real-world usefulness of these 15-minute catchments and support walking and cycling as everyday options for people of all ages and abilities.

Network Gaps and Barriers

The demand analysis also highlights where active travel is constrained by missing or lower-quality infrastructure and by physical barriers such as the Bass Highway, limited river crossings, steep terrain and indirect routes. These findings reinforce the Strategy's staged priorities: renew and complete the Coastal Pathway spine, close the most significant walking gaps (including one-sided and missing footpaths and accessibility constraints), and then progressively expand low-stress cycling options on primary and secondary routes.

Overall Heat Map Summary

Taken together, the heatmaps confirm strong foundations for walking and cycling, particularly along coastal corridors and within town centres, and show future investment should focus on:

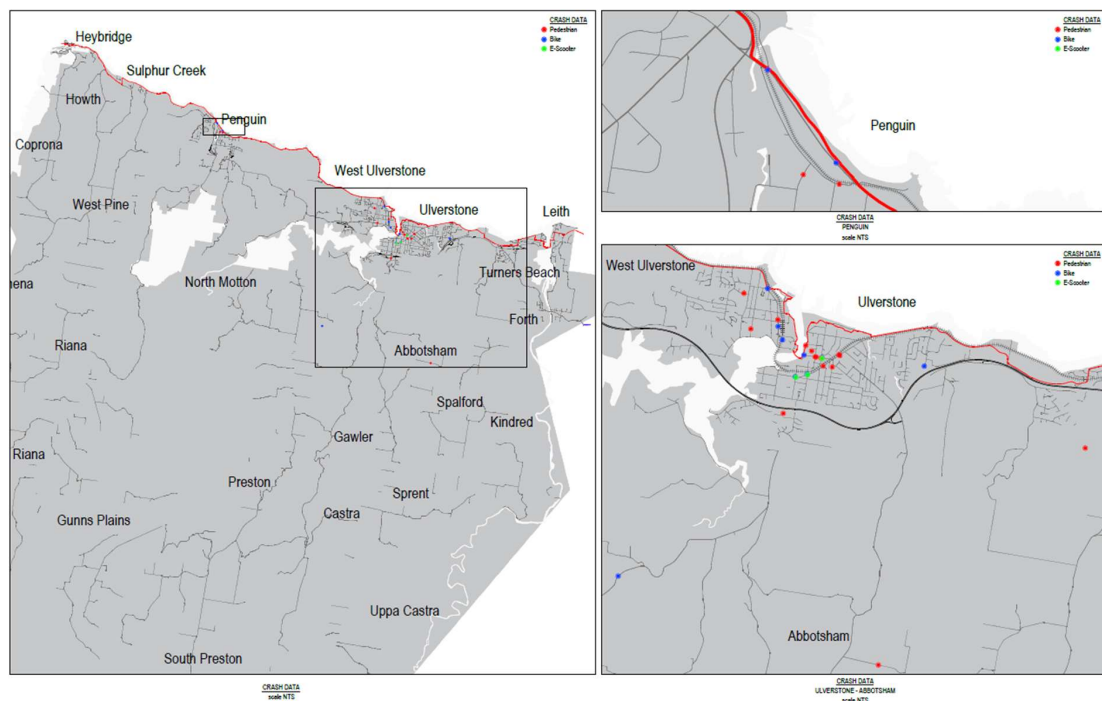
- strengthening links between neighbourhoods and primary spines
- improving safety and accessibility at key barriers and crossings
- completing missing links to create more continuous, legible networks
- expanding low-stress cycling options beyond recreational corridors

Addressing these priorities will be essential to supporting walking and cycling as everyday transport choices for people of all ages and abilities, while maintaining the strong recreational value of the Coast's most-used active transport routes.

Crash History

Crash history analysis uses recent crash data from the past 5 years (2021–2026), alongside usage patterns to highlight high-risk locations, systemic issues, and barriers for vulnerable users creating an understanding where and why people walking, cycling and using micromobility face the greatest safety challenges across the Central Coast.

The past five years of data (2021–2026) show 32 reported incidents across the walking, cycling and micromobility user groups. Most incidents occur in 50–60 km/h urban environments and cluster around the same high-use corridors identified in the Strategy’s heatmaps and travel-time catchments, underscoring the need for safer intersections, crossings and corridor treatments. This section brings these insights together to highlight the key patterns, risk points and infrastructure gaps that must be addressed to create a safer active transport network. It provides a clear evidence base to guide prioritised, Safe System–aligned investment in the Active Transport Strategy.



The risk profile reinforces that improving active transport safety on the Central Coast requires:

- Speed management and pedestrian-priority environments in activity centres
- Safer intersection and crossing design aligned with Safe System principles
- Consistent, legible corridor treatments rather than isolated fixes
- Network planning that responds to actual walking and riding patterns

Embedding these priorities will directly address the highest-risk locations and conditions identified in the crash data, enabling safer, more inclusive everyday walking, cycling and micromobility across the Central Coast.

Existing Infrastructure Summary

The existing conditions assessment shows that shifting active transport from a minority behaviour to a mainstream option will depend on targeted improvements to safety, connectivity and convenience.

Walking presents the greatest near-term opportunity: most local trips are short, walking is already common for recreation, and the required network upgrades are relatively low cost while strongly supporting Council's health, wellbeing and accessibility objectives.

Cycling participation can be broadened beyond the current user base by addressing key barriers, including safer crossings, continuous and legible protected or low-traffic routes, stronger links between neighbourhoods and town centres, and support for e-bike use, particularly for older and less confident riders.

The evidence consistently points to town centres, schools, beaches and foreshore areas as the highest-use destinations, making them the priority locations for investment to achieve the greatest impact and align with economic, social and wellbeing outcomes. Low walking and cycling levels also correlate with physical barriers such as steep terrain, highways, river crossings and discontinuous footpaths; addressing these constraints will unlock latent demand and strengthen overall network connectivity.

Demographic trends reinforce the need for an all-ages, all-abilities network, requiring accessible design, safe crossings, consistent footpath quality, kerb ramps, shade, seating and clear, legible routes to make active travel safe, comfortable and inclusive for everyday trips.

The next section translates these findings into a clear network plan, showing where the most important routes and gaps are, and then outlines how Council will prioritise delivery over time.

Active Transport Network Plan

Functional Network Hierarchy

A functional network hierarchy establishes a clear, structured way of organising walking, cycling and shared path routes based on the role each route plays in the wider active transport system. It recognises that routes serve different purposes: some act as strategic corridors connecting major destinations across the municipality, while others provide local access that completes a walkable and rideable network.

Defining this hierarchy provides Council a clear framework to plan, design, and prioritise walking and cycling routes so the network is inclusive and functions cohesively as one. It helps direct investment to where it will have the greatest impact, clarify the role of different routes, and ensure consistent design standards are applied across the network. By distinguishing between strategic corridors and local links, a hierarchy supports safer, more direct and more legible journeys for users, while also guiding staging and long-term delivery in the most appropriate locations, reflecting best-practice network planning and local movement patterns.

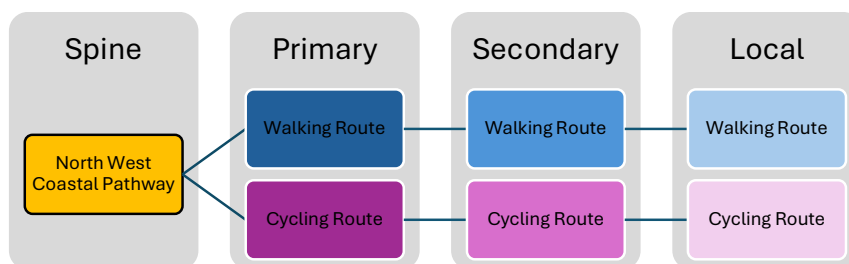
In practice, the hierarchy also helps match the right type of facility to the role of each route.

The Spine and Primary Routes are designed to carry more people over longer distances and typically include dedicated, high-quality infrastructure like protected bike lanes or wide shared paths.

The Secondary routes support movement between neighbourhoods and key destinations, often combining safer on-road cycling treatments with improved footpaths and crossings.

The Local routes focus on access within neighbourhoods, where lower traffic speeds, traffic calming measures and comfortable footpaths create safe and convenient conditions for walking and riding.

This approach ensures that each part of the network provides a level of service that fits how it is used, while remaining consistent with best practice and local movement patterns. By applying this hierarchy, Council can guide future upgrades, staging and design decisions in a way that creates a seamless.



Network Hierarchy		
Network Tier	Purpose & Function	Indicative Infrastructure Provision
Coastal Pathway Network	Strategic, all-abilities corridor forming the primary spine for walking and cycling.	Off-road shared paths. Crossings designed for high pedestrian/cyclist priority.
Primary Walking Routes	Highest-priority pedestrian corridors linking major destinations.	Widened footpaths on both sides of road, shared zones with pedestrian priority, continuous footpath treatments at side streets where appropriate. Pedestrian-priority crossings, raised platforms where warranted, kerb extensions and refuges.
Secondary Walking Routes	Neighbourhood-scale links to parks, community facilities and local services, and feeds Primary routes and the Coastal Pathway spine.	Standard footpaths both sides. Safe crossing points at collectors/arterials.
Local Walking Routes	Fine-grain access to homes and very local destinations.	Standard footpaths both sides, including kerb access ramps Dedicated crossing infrastructure not normally provided.
Primary Cycling Routes	Highest-priority cycling corridors linking major destinations.	Protected bike lanes, off-road paths/separated bikeways, traffic-calmed streets only where low speed/volume is assured. Crossings with high rider priority: protected intersections etc.
Secondary Cycling Routes	Township links between neighbourhoods and activity clusters and feeders to Primary routes and the Coastal Pathway.	Neighbourhood cycleways, painted lanes in low-speed, low-volume contexts, quiet-street (bicycle boulevard) treatments. Safe priority treatments at collectors, raised platforms or refuges, side-street priority designs.
Local Cycling Routes	Fine-grain access to homes and very local destinations.	Low speed streets with traffic calming if required. Dedicated crossing infrastructure not normally provided.

Growth Areas

The desired cycling and pedestrian networks apply to all urban areas zoned General Residential under the Tasmanian Planning Scheme. Residential growth areas identified in Council's *Our Homes, Our Future* Strategy, including Low Density Residential areas such as Forth, have also been considered to ensure appropriate provision of local infrastructure to support future growth.

Pedestrian Priority Areas

Pedestrian priority areas are locations within the transport network where walking demand is highest and where improvements to safety, accessibility and connectivity deliver the greatest community benefit. These areas are identified through observed movement patterns, including Strava heat map data, and the distribution of key trip generators.

Town centres and central business districts are recognised as the primary pedestrian destinations, accommodating the highest levels of walking activity and supporting employment, retail, civic and community functions. Rather than being assigned individual street hierarchies, CBD areas are treated as high-priority environments where all streets and public spaces are designed and managed to prioritise people movement. This reflects the intensity of activity, diversity of users and need for high-quality public realm outcomes, with emphasis placed on safety, accessibility, comfort and place quality.

Pedestrian Priority Areas:



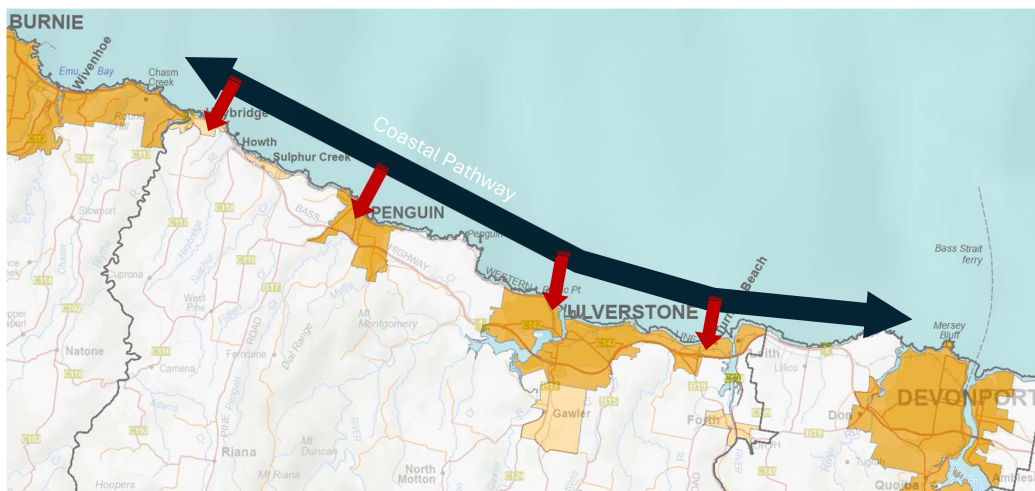
Ulverstone - CBD



Penguin - Town Centre

Walking & Cycling Networks

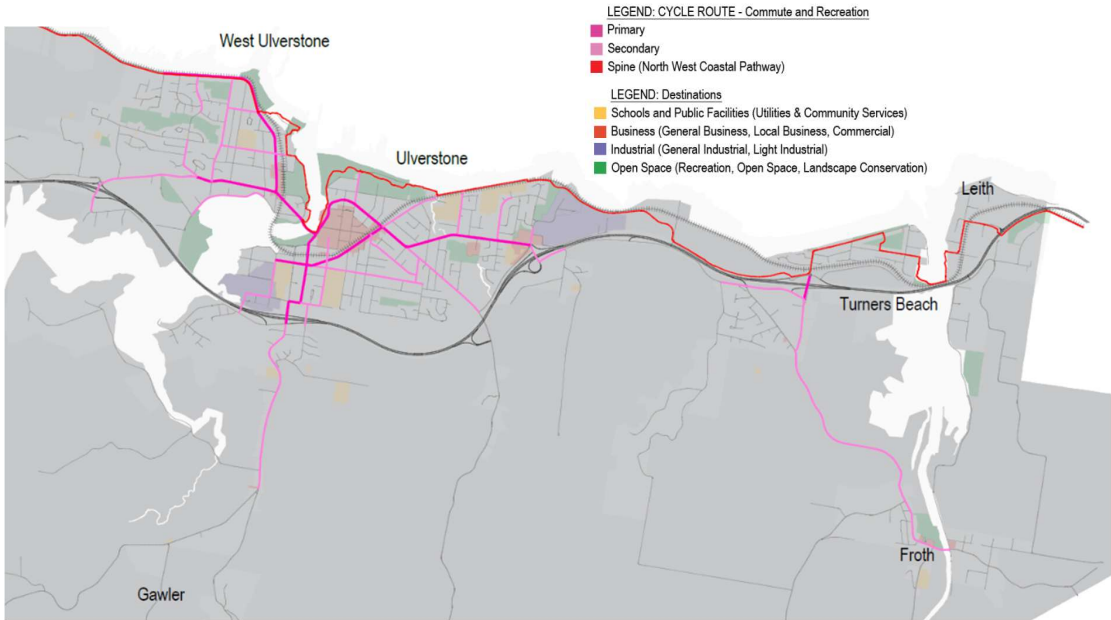
Pedestrian and cycling networks across the Central Coast are structured around an east–west spine (the Coastal Pathway) supported by pedestrian priority areas, growth areas and established urban neighbourhoods. This framework identifies the key routes that respond to current and future movement patterns and support the functional needs of the community.



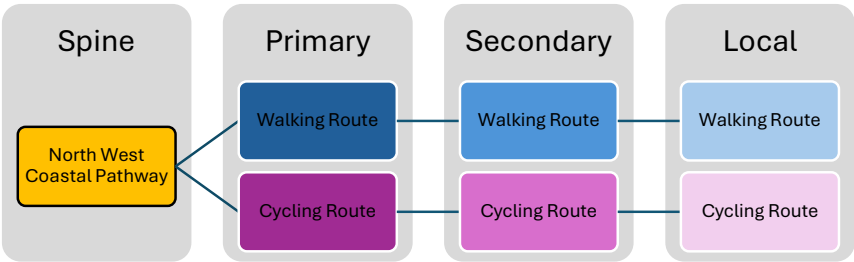
Across the Central Coast, the pedestrian network follows a clear hierarchy of primary, secondary and local walking routes. The Coastal Pathway is the primary east–west spine, providing high quality connections between urban suburbs, activity centres, foreshore destinations and the neighbouring cities of Burnie and Devonport. Primary and secondary routes extend from the spine to improve access to town centres, schools and community facilities, and to connect across major barriers such as the Bass Highway and rivers. Local streets support short trips within each suburb, linking residential areas to foreshore destinations and neighbouring towns. In most coastal towns, the shallow depth of urban development means this spine, supported by key north–south connections, is sufficient to meet walking needs, with local streets forming the default neighbourhood level walking network.

Strava data indicates that some rural roads around urban areas are used by confident, higher speed cyclists. These routes are typically narrow and shared with agricultural machinery and heavy vehicles, creating constrained and uncomfortable riding conditions. Upgrading long sections of rural road to improve cycling conditions is not considered feasible, and use of these routes remains at riders’ discretion.

The Central Coast functional active transport network integrates land use planning, pedestrian priority areas and observed movement data to show how key destinations – employment, education, retail, recreation and transport – are connected through a route hierarchy anchored by the Coastal Pathway. This evidence-based approach clarifies suburb level movement patterns and reinforces the network’s role in providing strategic, functional and connected active transport corridors across the municipality. The diagram below layers these datasets to illustrate how they inform the functional network.



Network Maps – Pathway Colours Legend



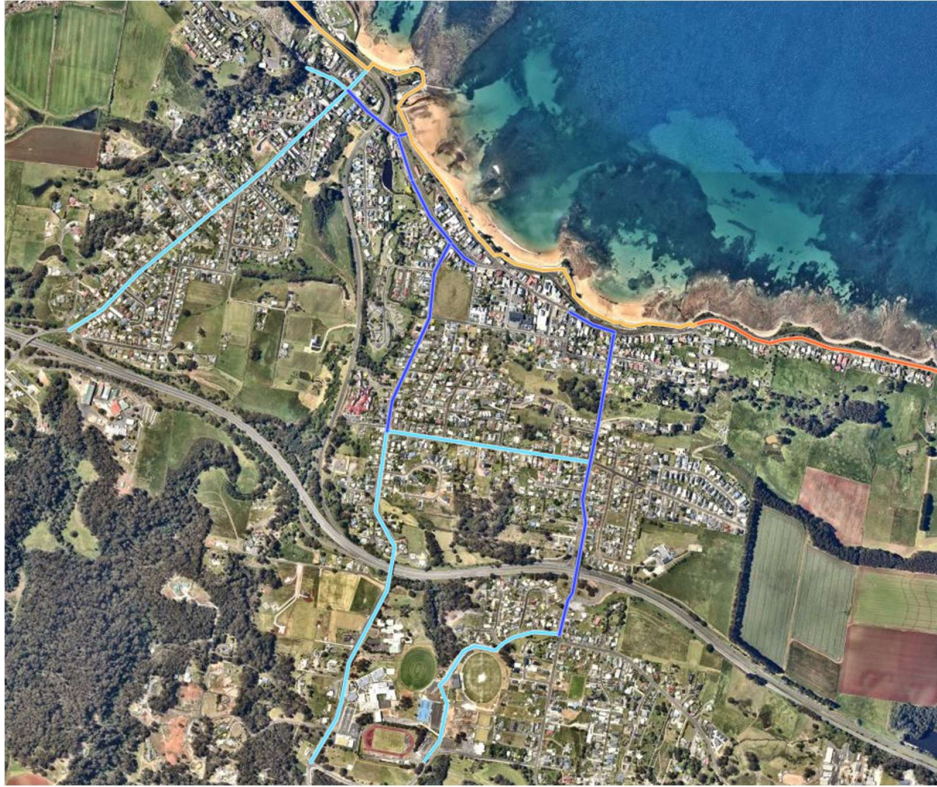
Heybridge – Sulphur Creek

The narrow nature of the urban development in Heybridge and Sulphur Creek means recreational walking needs are effectively supported through this spine and the surrounding local street network. These local streets provide low-speed, low-traffic environments that enable safe and convenient access to home and local destinations, with limited internal barriers to movement.



Penguin

The Coastal Pathway provides a strong east–west spine along Penguin’s foreshore, linking the town’s eastern and western extents with the town centre and key recreational destinations. This spine, supported by the local street network, effectively accommodates both walking and cycling for local and recreational trips. Due to the area’s hilly terrain, not all routes are suitable for DDA-compliant infrastructure. Primary and secondary walking and cycling routes generally follow similar corridors, informed by Strava data, with some variation reflecting different user needs and travel patterns.



Pedestrian Network



Cycle Network

Ulverstone (Walking and Cycling)

The Coastal Pathway forms the primary east–west spine across Ulverstone, providing a continuous connection along the coastline and linking East and West Ulverstone across the Leven River as well as a key regional link to Penguin, Gawler and Turners Beach. Across both walking and cycling networks, a clear hierarchy of primary and secondary routes extends from this spine to connect residential areas with the Ulverstone CBD, foreshore, and key destinations, supporting both recreational and commuter walking and cycling.

Cycle Network



Pedestrian Network



Turners Beach, Leith and Forth

Turners Beach, Leith and Forth are serviced by a coastal settlement pattern characterised by relatively shallow urban development and strong north–south connectivity to the Bass Highway. As a result, the walking and cycling network is primarily structured around the Coastal Pathway spine and a limited number of supporting connections, reflecting the compact form of each settlement and the short distance between residential areas and key destinations.

Pedestrian Network

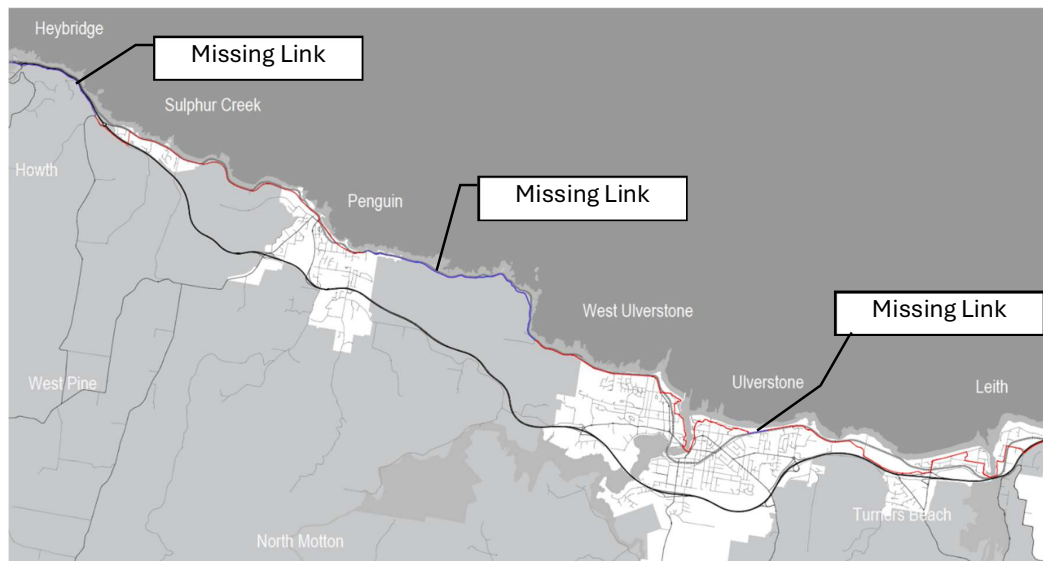


Cycle Network



Network Gaps

Coastal Pathway Network



The Coastal Pathway functions as the primary regional shared path but remains incomplete within the Central Coast. Existing links, such as Heybridge to Sulphur Creek, were constructed prior to modern design standards and are approaching the end of their asset life, while other gaps, including Penguin to West Ulverstone, present significant delivery challenges. Completing and upgrading these sections will require substantial investment but offers high strategic value by improving continuity, safety and alignment with contemporary Coastal Pathway standards.



Council is currently undertaking feasibility studies into the coastal pathway link between Penguin and West Ulverstone. Construction of this gap in the coastal pathway is complex and will require significant investment to complete. Following completion of feasibility studies, selection of an alignment and design development, Council will advocate for funding to progress construction of this gap.

Walking Network

Missing footpaths are identified as the most significant barrier to walkability across the municipality. Council will prioritise delivering footpath infrastructure where none exists, followed by progressive improvements to service levels on key routes, including addressing one-sided provision, narrow widths and accessibility constraints through planned renewal programs. Improvements will be targeted and strategic, prioritised through Council's asset management and capital works planning to deliver the greatest safety, accessibility and network function benefits, rather than wholesale replacement of assets that remain fit for purpose.

Cycling Network

The Central Coast currently has no dedicated cycling infrastructure beyond the Coastal Pathway. Cycling is largely accommodated on footpaths or within the on-road traffic environment, which limits comfort and accessibility for many users. Council's approach prioritises closing gaps in the footpath network to establish a baseline level of off-road provision that supports local cycling, with a longer-term transition toward dedicated cycling infrastructure on primary and secondary routes once foundational gaps are addressed.

CBD Areas

Within both the Ulverstone and Penguin CBDs, the walking network is generally well developed, with footpaths provided on both sides of most streets. Opportunities remain to improve mid-block crossings to support safer, more direct pedestrian movement. Cycling and micromobility within CBDs are constrained by the lack of dedicated provision and, in some cases, operational restrictions. Future improvements will need to focus on lower traffic speeds, improved street legibility and cohesive, place-based treatments that allow cycling and micromobility to function safely alongside high pedestrian activity.

The network gaps identified highlight that improving continuity particularly along the Coastal Pathway and within local footpath networks offers the greatest opportunity to strengthen active transport across the Central Coast. A staged and targeted approach that first addresses missing links and foundational walking infrastructure, while planning for longer-term cycling improvements, will deliver the most effective outcomes. Addressing these gaps will support safer, more accessible and more connected towns, and reinforce walking and cycling as practical everyday transport options across the municipality.

Active Transport Considerations

Design Guidelines and Standards

All walking, cycling and shared path infrastructure delivered through this Strategy will be guided by recognised best-practice design standards, including Australian Standards, Austroads guides and contemporary universal design principles. The aim is to create a safe, accessible and cohesive network that supports people of all ages and abilities and strengthens comfort, confidence and safety. In some locations all-abilities access may not be practical; in these cases, design will align the standard of provision with the intended users and setting. Overall, this approach supports a predictable, user-centred network and consistent quality across the municipality, while recognising different travel modes, abilities and recreational needs.



All-abilities Access Provision

Central Coast Council is committed to ensuring that the active transport network across Ulverstone, Penguin and all urban settlements is designed for people of all ages and abilities. This commitment reflects Council's broader goals to deliver safe, connected and healthy communities and aligns strongly with the Disability Access & Inclusion Plan.

The purpose of all-abilities access provision is to embed inclusive design practices across the primary, secondary and local active transport networks, ensuring that walking, cycling and micromobility routes are safe, legible and accessible for:

- People with mobility, vision or hearing impairments
- Older adults
- Children and inexperienced riders
- People using prams, wheelchairs, mobility scooters or other mobility aids

Inclusive Design Principles for the Network Hierarchy

The following table outlines inclusive design principles applied across the active transport network hierarchy to ensure safe, accessible and equitable movement for all users.

Network level	Role in network	Inclusive design principles
Primary network	Provides direct, safe and continuous movement between major destinations.	• Continuous, legible walking paths with clear priority at side streets and driveways • Separated or low-traffic cycling facilities to maximise safety for all users • Safe intersection treatments including raised crossings, priority side street treatments and refuges • Micromobility integration applying cycling-grade safety principles to devices such as personal mobility devices ensures high accessibility for users with limited mobility and supports high-comfort journeys for riders of all abilities.
Secondary network	Enhances local connectivity between neighbourhoods, schools, parks and community facilities.	• Wider footpaths suitable for wheelchairs and prams • Traffic-calmed environments that reduce vehicle dominance • Consistent signage, tactile elements and wayfinding Supports safe, accessible and connected local travel.
Local network	Supports short trips to homes, local shops and community nodes.	• low-speed streets supported by traffic calming • Footpaths designed to respond to local topography while maintaining accessibility • Safe local crossing points, with targeted provision where user risk is high Ensures safe and practical access within neighbourhoods.
Supporting infrastructure (all levels)	Provides universal accessibility across the entire network.	• Seating, rest points and shading • Accessible bike parking and end-of-trip facilities • Clear, consistent and cognitively accessible wayfinding • Safe lighting to support night-time mobility

Safety Improvements

Council will prioritise targeted safety improvements across the active transport network to reduce risk, improve accessibility and support increased participation in walking, cycling and micromobility. This approach focuses on high-use and high-risk locations, ensuring that investment delivers the greatest benefit to the community.

Category	Focus Area	Key Actions / Approach
Core Safety Improvements	Reducing risk and improving user experience	• Safer crossings including raised platforms, refuges and priority side street treatments • Continuous, legible walking paths with clear priority at driveways and side streets • Protected or low-traffic cycling routes to reduce exposure to traffic • Integration of micromobility using bicycle-grade safety principles
Priority Locations	High-risk, high-demand areas	• Identified through crash data, heatmaps and movement analysis • Focus on areas with high pedestrian, cycling and micromobility activity combined with traffic volume and complexity • Delivery through place-based and corridor-focused interventions
Intersection & Crossing Upgrades	High conflict environments	• Prioritisation of intersections with crash clusters and high activity • Target locations include key corridors and CBD approaches in Ulverstone, West Ulverstone and Penguin • Treatments to reduce turning conflicts, improve visibility and clarify priority
Speed Management	High activity environments	• Lower speed environments in town centres, school precincts and foreshore areas • Supports Towards Zero principles and reduces severity of injury • Recognises speed and traffic volume as key safety factors
Corridor-Based Design	Network consistency and legibility	• Application of continuous, corridor-wide treatments rather than isolated upgrades • Focus on predictable, safe environments across entire routes • Guided by network hierarchy and best practice design principles
Micromobility Integration	Emerging transport modes	• Recognition of e-scooters and similar devices as part of the network • Application of consistent safety treatments across walking and cycling infrastructure • Consideration of emerging crash patterns in design responses
Strategic Outcome	Network-wide safety benefit	• Targeted investment in high-risk, high-use locations • Supports increased walking and cycling participation • Reinforces safe, accessible and people-focused environments across centres, schools and recreational areas

By applying a coordinated and evidence-based approach to safety, Council can deliver consistent and effective improvements that support safer travel, encourage mode shift and reinforce a connected, inclusive and people-focused transport network.

Supporting Infrastructure

A high-quality active transport network is strengthened by well-planned supporting infrastructure that improves comfort, usability and safety for all users. As the network evolves, Council will apply consistent, place-based principles to guide where amenities such as bike racks, seating, signage and green infrastructure are provided across primary, secondary and local routes.

Active Transport Network Summary – Core Movement Infrastructure				
Infrastructure type	Coastal pathway	Primary network	Secondary network	Local network
Path Type, Width & Surface	Shared Path Off-road 2.5 m Width Concrete	Walking: Footpaths Both Sides 2.0 m Width Concrete Cycling: Separated Facility	Walking: Footpaths Both Sides 1.8 m Width Concrete Cycling: On-road Facility	Walking: Footpaths Both Sides 1.8 m Width Concrete Cycling: No dedicated facility
Crossings & intersection treatments	Pedestrian Priority If Priority not appropriate: Raised Crossings or Refuge Islands	Raised Crossings or Refuge Islands	Kerb Ramps, Refuge Islands as Required	Kerb Ramps
Accessibility infrastructure (kerb ramps, TGSIS)	Kerb ramps Tactile indicators Accessible alignment Gentle gradients (where possible)	Kerb ramps Tactile indicators Accessible alignment Gentle gradients (where possible)	Kerb ramps Tactile indicators Accessible alignment Gentle gradients (where possible)	Kerb ramps Gentle gradients (where possible)
Speed Management / Traffic calming	Not typically required (paths are off-road)	Speed Limit Management in centres, schools and activity areas.	Traffic calming as required.	Low-speed environments as default condition, no specific treatment.
Micromobility integration	Designed to accommodate shared use with clear separation and signage	Integrated into cycling infrastructure and intersection design	Considered where cycling routes are identified	Limited, based on local conditions

Active Transport Network Summary – Supporting Amenities				
Infrastructure type	Coastal pathway	Primary network	Secondary network	Local network
Bike parking	Provided at key recreational points and access points	Provided in town centres, schools and activity hubs, including secure and covered options where appropriate	Provided at community facilities and key destinations (Parks)	Limited provision at local centres
Public seating / rest areas	Frequent seating and rest points Typical Spacing: 0.5 km in Urban Areas, 1.0 km Otherwise	Regular seating near destinations, steep sections and other logical points Typical Spacing: 0.5 – 1.0 km	Seating at parks, facilities and logical rest points	Limited, provided opportunistically based on need
Directional, Wayfinding and other signage	Interpretive, directional, distance markers, destination and safety signage	No specific provision	No specific provision	No specific provision
Lighting	Dedicated path lighting provided in urban areas	Higher-standard street lighting, additional lighting at crossings	Standard street lighting, additional lighting at crossings	Standard Street lighting
Green Infrastructure	High priority tree planting and shade corridors for comfort and climate resilience	Provided	Provided, particularly near destinations, where feasible	Provided where feasible
Waste Bins	Provided at access points and high-use areas	Provided at key points and destinations	Not typically provided	Not typically provided

Dog Waste Bag Dispenser	Provided at access points and high-use areas	May be provided at access points and high-use areas	Not provided	Not provided
Hydration (water fountains)	Provided at access points and high-use areas	Limited provision at key locations	Not typically provided	Not typically provided
Bike repair stations	Provided at key nodes and high-use recreational areas	Considered at major hubs and destinations	Not provided	Not provided
Toilet	Provision driven by Building Asset Management Strategy, typically where aligns with key activity centre.			

By embedding best-practice design, inclusive access and targeted safety improvements into all aspects of network delivery, Council can create an active transport system that is reliable, accessible and widely used. Supporting infrastructure and a clear, data-driven approach will ensure ongoing improvements respond to community needs, ultimately encouraging greater participation in active travel and contributing to healthier, more connected communities.



Encouraging Active Communities

Council can support more walking, cycling and active travel by strengthening partnerships with schools, clubs, community groups and local businesses, and by trialling low-cost initiatives that make active travel more visible, social and welcoming. Examples could include:

- community walking and running events (e.g., Parkrun partnerships, trail events, themed fun runs)
- school and workplace programs (ride/walk to school and ride to work days)
- local “celebration rides” linked to Coastal Pathway upgrades (slow, all-abilities community rides)
- place-based events that showcase the Central Coast’s landscapes (e.g., coast-to-canyon style walking events).

These initiatives complement infrastructure investment by building confidence, normalising active travel and strengthening community connection.

Implementation Plan

This section outlines how the Strategy's vision will be translated into practical, on-the-ground improvements across Central Coast's walking and cycling networks. Rather than prescribing fixed delivery timeframes, it establishes a clear prioritisation framework to guide delivery through Council's capital works program, long-term financial planning, asset management programs and annual budgeting processes. This approach balances ambition with realism, recognising that delivery must remain flexible and fit within Council's operational capacity as funding and workforce resources vary year to year.

The Strategy acknowledges that addressing existing infrastructure gaps is a substantial, long-term task. As such, the framework prioritises actions that deliver the greatest safety, accessibility and connectivity benefits early, building a strong foundation for future network expansion. Priority is given first to closing gaps in the walking network before progressing to lower-density growth areas and targeted cycling improvements. This ensures early investment supports everyday local trips, benefits the widest range of users and delivers value regardless of year-to-year funding variability. Council will continue to prioritise renewing and maintaining existing assets first, followed by upgrades, and then new infrastructure, while recognising that strategically aligned new projects can prioritise well where they deliver strong community benefit. As Council's financial capacity and external funding opportunities evolve, this framework enables informed, transparent and defensible decisions that deliver improvements progressively and in a financially sustainable way.

Priority	Network Category	Key Focus (What Council Prioritises)	Initial Priorities and Embedded Actions
1	Coastal Pathway	• Deliver a safe, continuous and fit-for-purpose coastal spine • Address the highest-use, regionally significant gaps first • Integrate renewal, safety, accessibility, amenity and climate resilience outcomes	• Complete the missing link on Beach Road, Ulverstone • Upgrade and renew the Heybridge–Sulphur Creek section through the asset renewal program • Complete feasibility studies, determine preferred alignment and advocate for funding for the Penguin–West Ulverstone Coastal Pathway link • Integrate lighting, wayfinding, seating, canopy and end-of-trip facilities along the corridor
2	Primary Walking Network – General Residential Areas	• Deliver missing footpaths and crossings on the highest-use pedestrian routes • Improve connectivity to coastal pathways, town centres, schools, health services and public transport • Prioritise accessibility, safety and inclusive design outcomes	• Crescent Street to Johnsons Beach Road connection to the Coastal Pathway (Penguin) • Completion of footpaths along Cann Street (Penguin) • DDA-compliant kerb ramps, crossings and tactile indicators on primary routes • Improvements at high-risk locations and pedestrian priority areas (CBDs, town centres) • Lighting, sightlines and visibility improvements where demand and risk overlap

3	Secondary Walking Network – General Residential Areas	• Improve pedestrian connections along important residential collector streets • Reduce walking distances and barriers to safe crossings • Apply localised pedestrian-priority and shared-zone treatments	Priority locations: • Penguin – South Road, Clerke Street • Ulverstone – Clarke Street, Main Street, Buttons Avenue coastal crossing • Turners Beach – Westella Drive • Additional formal crossings at mid-block demand points where appropriate • Traffic calming and geometry changes to reduce vehicle turning speeds where demand and risk overlap
4	Local Walking Network – General Residential Areas	• Close local footpath gaps that unlock continuous neighbourhood walking routes • Address barriers for vulnerable users (children, older people, people with mobility limitations) • Apply shared-zone or alternative pedestrian treatments where formal footpaths are not feasible	Priority townships: • Heybridge • Sulphur Creek • Penguin • Ulverstone • Turners Beach • Develop and use a Visual Path Completion Map to identify short infill gaps and incomplete links (completed paths should be: sealed, full street-to-street, kerb ramps at both ends)
5	Walking Network – Growth Areas	• Stage delivery of footpaths in identified growth and fringe areas • Focus on routes connecting to recreation grounds, schools and town centres • Sequence delivery alongside growth, development and safety need	Priority areas: • Ulverstone • Forth • Leith • Targeted safety and accessibility upgrades at known barriers and documented “black spots”
6	Primary Cycling Network	• Support safer, lower-stress everyday cycling between town centres and key destinations • Reduce crash risk through network design rather than user behaviour alone • Ensure cycling provision is aligned with speed environment and traffic volumes	• Apply insights from bicycle crash data to guide evidence-based network planning • Improve cyclist visibility and priority at intersections, side streets and driveways • Introduce protected or buffered bike lanes on appropriate higher-volume corridors • Review on-street parking environments for dooring and side-swipe risk, including adjusted layouts and reduced speeds • Improve route continuity to reduce reliance on mixed-traffic conditions
7	Secondary Cycling Network	• Support safer cycling on secondary and local routes • Manage conflicts where separation is not feasible • Improve consistency and legibility of cycling treatments	• Access management and clear delineation of cycling space at frequent driveways and side streets • Speed management and traffic calming on local cycling routes • Consistent line-marking, signage and intersection treatments supported by wayfinding

Across all priorities	Supporting Programs (Embedded)	• Encourage active communities and normalise walking and cycling • Provide supporting infrastructure that improves convenience and confidence	• End-of-trip facilities, including bike and car parking at interchanges and key transport nodes • Wayfinding and signage to town centres, coastal pathways and key destinations • Behaviour-change initiatives aligned with infrastructure delivery (events, promotion, school and community partnerships)
--------------------------------------	---	--	---

Together, these priorities and actions provide a clear, evidence-based roadmap for strengthening Central Coast's walking and cycling networks over time. By focusing first on the areas of greatest need and benefit, the Strategy ensures that investment delivers meaningful improvements for residents, supports safer and more accessible travel choices, and lays the groundwork for future network expansion. This structured, adaptable approach positions Council to respond effectively to emerging opportunities, funding availability and community expectations while steadily progressing toward a more connected, active and liveable Central Coast.

Monitoring, Evaluation and Reporting

Central Coast Council will monitor, evaluate and publicly report on the implementation of the Active Transport Strategy to ensure actions contribute to safer movement networks, improved public health, stronger town centres, and better-connected communities.

Monitoring and evaluation activities will enable Council to:

- Track progress in delivering walking and cycling infrastructure across the municipality.
- Understand whether upgrades enhance safety, accessibility and mobility for all users.
- Measure changes in how people move around the municipality—including mode share and trip patterns.
- Capture evolving community experience and satisfaction, particularly as the network becomes more connected.
- Inform continuous improvement and guide future prioritisation and investment.

Reporting Processes

This approach provides a transparent reporting cycle and a framework for continuous improvement, ensuring ongoing alignment with Council's broader strategic planning cycles.

Report Type	Frequency	What It Includes	Purpose
Annual Internal Progress Update	Every year	- Summary of progress - Challenges encountered - Adjustments to priorities or sequencing	Supports internal decision-making and adaptive management
Four-Year Public Progress Review	Every 4 years	- Infrastructure delivered and safety improvements achieved - Community feedback trends - Case studies demonstrating benefits - Recommendations for priority refinements	Provides transparent public reporting and demonstrates outcomes
Four-Year Strategy Review	Every 4 years (aligned with Council's strategic planning cycles)	- Continued relevance of the Strategy - Progress toward long-term outcomes - Emerging needs related to growth, safety and accessibility - Updates to the prioritised project list and staging	Ensures the Strategy remains current, responsive and aligned with broader planning

Conclusion

The Central Coast's future as a healthy, safe and well-connected community depends on an active transport network that works for everyday life. This Strategy recognises that walking, cycling and micromobility are essential parts of how people move around towns, access services, and connect with each other—not optional extras. By focusing on safer streets, continuous paths and accessible crossings, the Strategy responds directly to the real barriers residents experience when moving around their neighbourhoods.

The Strategy brings together community feedback, data analysis and local knowledge to clearly identify where action is needed most. Priorities such as closing missing footpath links, improving safety at intersections and crossings, upgrading ageing infrastructure, and strengthening connections to town centres and the coastline will deliver practical, visible improvements. These actions support all-ages, all-abilities access and reflect the community's strong desire for places that are easy to walk through, safe to cross and comfortable to use.

Delivering these improvements will occur progressively through long-term planning and prioritised investment. Delivery will be managed through Council's established asset management and long-term financial planning processes and implemented via the annual capital works program, ensuring improvements are staged in a way that is financially sustainable and achievable within Council's resourcing capacity.

While this requires sustained commitment, the benefits are significant and long-lasting: safer everyday travel, improved public health, stronger local centres, reduced car dependence and greater access to opportunities for all residents. By implementing the actions and principles outlined in this Strategy, Central Coast Council provides a clear pathway toward an active transport system that supports daily life, strengthens community wellbeing and helps shape a more inclusive, resilient and liveable Central Coast for current and future generations.



Appendices

Appendix A - Walking Network Routes

Heybridge – Sulphur Creek



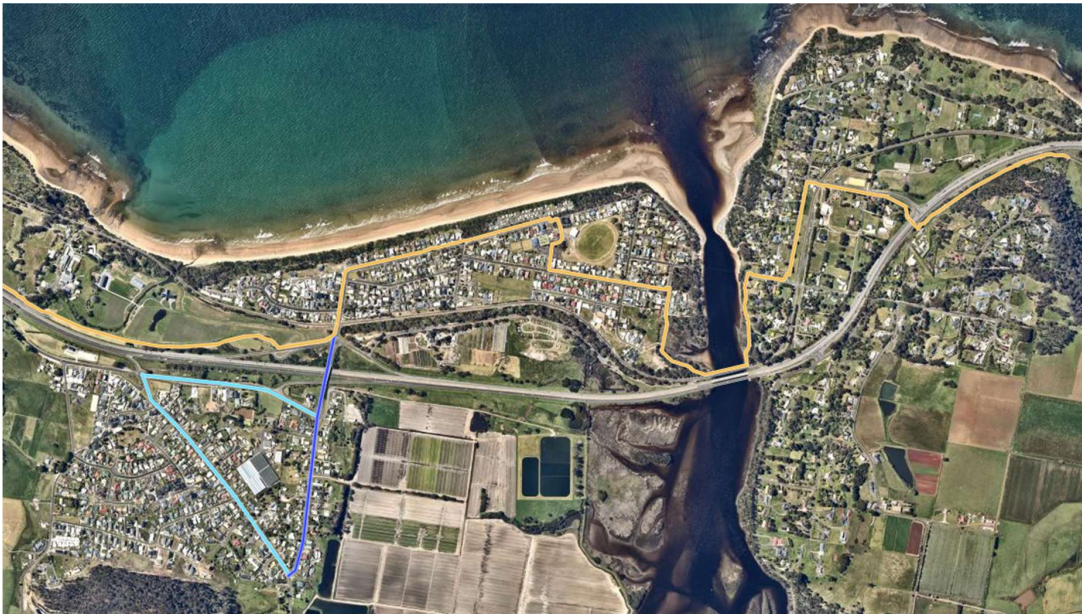
Penguin



Ulverstone



Turners Beach & Leith

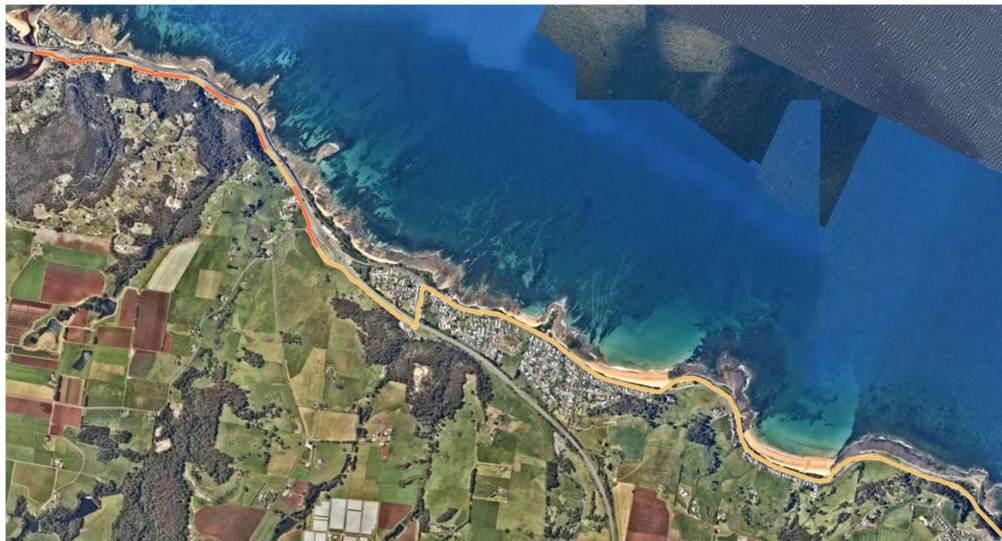


Forth



Appendix B - Cycling Network Routes

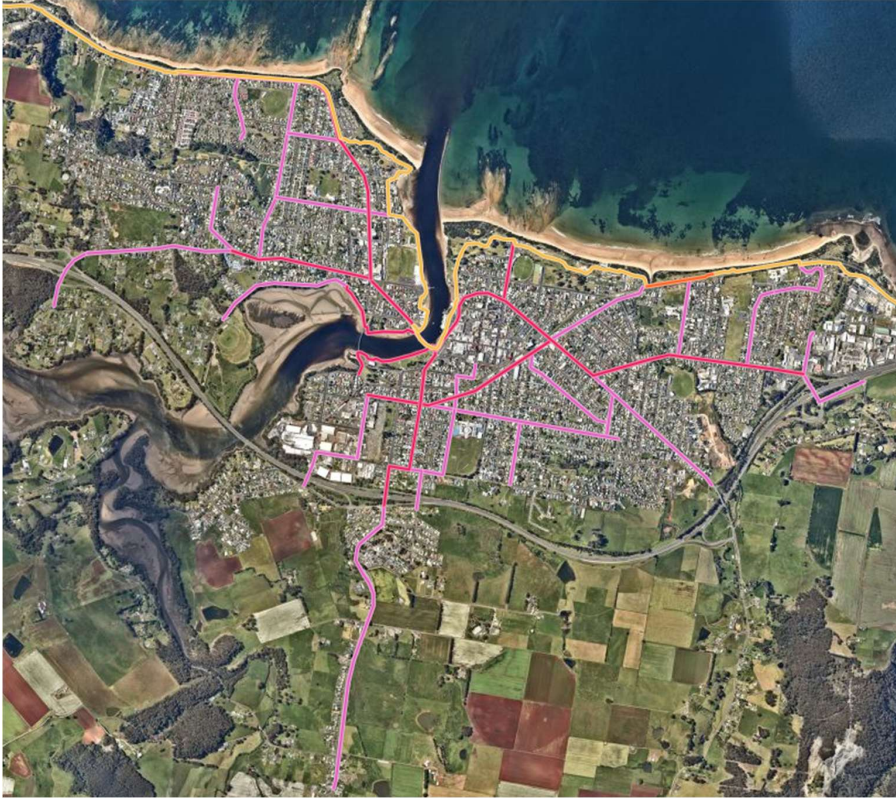
Heybridge – Sulphur Creek



Penguin



Ulverstone



Turners Beach, Leith & Forth



Appendix C – Identified Footpath Gaps

Town	Primary	Secondary	Local
Heybridge			• Cuprona Road • River Road, Cuprona Road to Recreation Ground • Blythe Street • Anne Street • Sice Avenue
Sulphur Creek			• Preservation Drive, Hogarth Road to Lyle Street • Lyle Street • Glenburn Crescent • Preservation Drive, Overall Street to #318 • Overall Street, Preservation Drive to #4
Penguin	• Connection from Crescent Street to Coastal Pathway at Johnsons Beach Road • Cann Street	• Clerke Street • South Road, Ironcliffe Road to #14	• Pine Rd, Browns Lane to #113 • Deviation Road • Panton Court • Seaside Crescent • Dial Road, Sports Complex Avenue to #87
Ulverstone		• Clarke Street, Trevor Street to McColluch Street • Main Street, Parsons Street to #168 • Buttons Avenue, Rail to Coastal Pathway Crossing <u>Growth Areas</u> • Knights Road, Off Ramp to Bladen-Lee Crescent • River Road, Jesamel Place to Recreation Ground	• Westfield Court • Ellis Street • Reid Street • Riverside Avenue, Mason Street to #16 • Marion Street, Mason Street to #1 • Mason Street, Marion Street to Jetty Street • Trevor Street, James Street to #101 • Walker Street, Dunning Street to Trevor Street • Dial Street, Victoria Street to #18 • Whitelaw Street • Bishop Street • Locket Street • Chamberlain Street, Adaihi Street to #8 • Pearson Street • Boon Street • Henslowes Road, Southern Cross Drive to #68 • Adaihi Street, Chamberlain Street to Lovett Street

			- Gawler Road, Hazel Court to Von Bibras Road - Von Bibras Road, Gawler Road to Wadecliff Rise <u>Growth Areas</u> - River Road, Recreation Ground to Maxwell Street - Maxwell Street - Knights Road, Bladen-Lee Crescent to #14 - Brockmarsh Place - Levenview Court - Grange Court
Turners Beach & Leith		Westella Drive, Forth Road to Turners Beach Road	- Stubbs Road, #9 to Explorer Drive - Blackburn Drive, Turners Beach Road to #22 - Susan Street, Albert Street to Henry Street - Boyes Street, Esplanade to #39 - Manley Street, Boyes Street to Esplanade - Lukin Street, Manley Street Susan Street <u>Growth Areas</u> - Bridge Street - Allport Street West, Clerke Street to Casey Street South - Logan Street - Beach Street - Clerke Street, Short Street to Beach Road - Hopkins Street - Walker Street - Beach Road, Casey Street North to #69 - Casey Street North
Forth		<u>Growth Areas</u> - Stephen Street, Fuller Street to Walker Street - Walker Street, Forth Road to Stephen Street	<u>Growth Areas</u> - Forth Road, Kindred Road to Emma Street - Stephen Street, Kindred Road to Fuller Street - Emma Street - Fuller Street - Fysh Street - Walker Street, Stephen Street to #30

			• Leith Road, Forth Road to #369 • Pumping Station Road, Forth Road to #7 • William Street, Leith Road to #145 • George Street • James Street • Gilbert Street
--	--	--	---