

Central Coast Council

Draft Active Transport Strategy

Feedback Summary Report



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Participation Data

Consultation on the Draft Active Transport Strategy ran from 18 May to 1 June 2026 on My Central Coast.

During this period, the project page received:

- 532 views
- 469 visits
- 350 unique visitors
- 19 contributions
- 19 contributors
- 20 followers

Participants were evenly split by gender, with 11 women and 10 men recorded. Most participants were aged between 45 and 74, with the highest representation in the 50–54 and 55–59 age groups.

Most contributors were from West Ulverstone, followed by Preservation Bay.

Feedback was received through the online form, plus three email submissions and one hard copy survey.

Engagement on the My Central Coast project page included both new and returning visitors, with 223 first-time visits and 246 returning visits. There were 170 downloads of the Draft Active Transport Strategy.

Key Themes

Feedback showed strong support for improving walking, riding, wheeling and mobility access across Central Coast, while also highlighting a range of views about priorities and delivery. Council has considered this feedback and used it to better understand the community's priorities, concerns and expectations for the Strategy.

The most common positive feedback was that the Strategy gives Council a framework to move forward. Respondents supported the focus on active transport as part of daily life, not just recreation.

Key themes:

- Prioritising the Coastal Pathway
- Recognising health, wellbeing and tourism benefits
- Identifying network gaps
- Acknowledging the need for safer and more accessible walking environments
- Planning for people of all ages and abilities
- Including end-of-trip facilities and supporting infrastructure
- Recognising the value of being able to walk to services and recreation in Ulverstone and Central Coast
- Concerns were not about the intent of the Strategy, but about ensuring it is strong enough to guide delivery.

Representative Quotes:

Overall support for the Strategy

- *“I like that it is so clearly set out, explaining goals as well as identifying gaps and an implementation plan. It recognises many different groups of users.”*

Value of walking and local connections

- *“I think one of the best things about Ulverstone and Central Coast is being able to walk to a huge range of services and recreation without needing a car or limited use of cars.”*

Supportive, but wanting stronger action

- *“I would like to have seen a greater emphasis to landscape and qualitative aspects of the walking and cycling network so active transport is safe and not just possible but preferable.”*

Survey Results

Q.1 What do you like/not like about the strategy?

Feedback is broadly supportive of the Draft Active Transport Strategy, with most respondents agreeing with the overall direction and recognising the need for a more planned approach to walking, cycling, wheeling and mobility access.

Concerns were mainly about implementation, prioritisation, technical detail, document accessibility and whether Council will follow through on the Strategy's intent.

Key themes listed in table below.

Theme	Summary of feedback	Council response to feedback
Coastal Pathway: clear community priority	Completing the Coastal Pathway was one of the strongest and most repeated themes. Respondents saw it as the main active transport spine and wanted missing links completed as a high priority, particularly the Penguin to West Ulverstone link.	This aligns with the strategy direction.
Desire for stronger cycling infrastructure	Several respondents felt cycling infrastructure should be given greater emphasis. There was concern that on-road cycling routes or painted lanes would not feel safe for children, older residents or less confident riders. Protected or separated cycling routes were preferred.	The strategy seeks to balance the infrastructure standard with feasible delivery. It recognises the importance of fully separated infrastructure and recommends this for primary cycling routes but takes a balanced approach with partially separated facilities on secondary routes. All routes will still be provided with footpath infrastructure, which isn't as efficient as dedicated cycling infrastructure, but provides an alternative for those that don't wish to use dedicated on-road infrastructure.
Walking and accessibility improvements are strongly supported	Respondents supported improvements to footpaths, crossings, lighting and accessibility. Specific issues included footpaths on both sides of streets, safer access for prams and mobility aids, and better lighting in areas such as Nicholson Point.	This aligns with the strategy direction.
Concern about shared path conflicts	Some feedback raised concerns about different users sharing limited path space, including pedestrians, cyclists, dogs, prams and hired buggies. Concerns around cyclists riding in large groups, not ringing bells, and forcing walkers off the path. This was particularly raised in relation to the Coastal Pathway and high-use recreation areas.	The Coastal Pathway has been constructed to a width of 2.5m along sections built to-date. It is recognised that this is below recent guidelines suggesting 3.0m for shared pathway infrastructure, however, this decision was made at the time to balance deliverability. The existing width has shown to be successful.

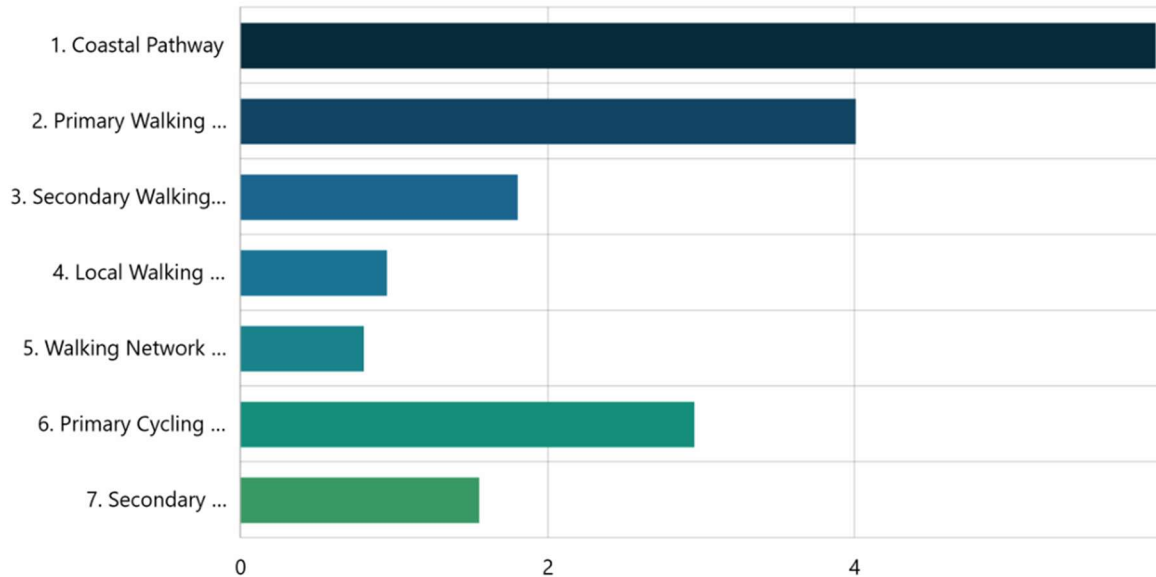
Questions about the evidence base	A number of respondents were concerned about reliance on Strava data, noting it may not represent older people, low-income residents, children, people with disability or casual walkers and riders.	The strategy acknowledges the limitations of Strava data. However, research has shown that while the Strava sample set does not capture data from all active transport users, it is comparable to general active travel patterns. Council does not have other datasets available that would address the identified shortfalls. Instead, Council staff have combined data obtained through Strava with local knowledge of our active transport network. The consultation phase is also a validation step in the process, which gives the community a chance to pick up on any matters that were not identified through the Strava data or Council staff local knowledge.
Implementation needs to be clearer	Some respondents felt the Strategy explained the issues well but needed clearer priorities, timeframes, measurable targets and stronger accountability. Suggestions included annual audits, KPIs and clearer monitoring and evaluation.	The strategy outlines clear priority categories (such as Primary Walking Network etc.) and lists the infrastructure included within those categories, The Implementation Plan details that 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. The Monitoring, Evaluation and Reporting section of the Strategy details reporting goals, with more detailed evaluation occurring on a 4-year cycle, which will assess active transport outcomes and the success of the strategy. Given that travel patterns take time to change, a detailed review at a frequency greater than 4 years is not considered to add value. Council has existing KPI arrangements for strategy implementation; this strategy would fall within that.

Document length and jargon are barriers	Feedback that the document was too long, repetitive, and difficult for a general community audience. Some terms were identified as unclear.	Council acknowledges that the Strategy is a detailed document. Its purpose is to provide a practical and coordinated way to plan, prioritise and deliver future improvements for walking, cycling and wheeling across Central Coast. The document includes a table of contents so readers can move directly to the sections most relevant to them. Council also recognises that some terms used in the Strategy may not be familiar to everyone. To support accessibility best practice moving forward, Council will endeavour to provide shorter plain English summaries alongside full strategies or plans. This will help community members better understand the key points, priorities and proposed approach when engaging with longer documents.
Need to better address schools and regional areas	Respondents suggested stronger focus on safe school travel networks and noted that smaller or regional areas, such as Riana, were not very visible in the Strategy.	The strategy discusses the intent to connect all schools with a primary or secondary walking and cycling route, which connects to the rest of the town through the broader network. The network maps demonstrate this connection. The strategy acknowledges that it doesn't provide for dedicated infrastructure in rural areas.

Q.2 Choose your top three priorities

2. Choose your top three priorities Required

Ranking | Skipped: 0 | Answered: 20 (100%)



Council acknowledges feedback indicates a desire for delivery of major walking and cycling routes first, then secondary and local routes. We also acknowledge that many people would like dedicated cycling infrastructure to be brought forward sooner.

Council considered the response to this question in detail, recognising it's merits and the strong view from respondents that they wanted to see cycling infrastructure brought forward in our priorities. However, in considering many factors alongside the community feedback, Council has determined that it will maintain the priorities in the order as originally drafted.

Bringing forward dedicated primary cycling routes would delay works needed to fix gaps in the secondary and local walking network.

Many streets across Central Coast still do not have a footpath. This means there is no safe, accessible space for people walking, using wheelchairs or mobility scooters, pushing prams, or moving less confidently.

For this reason, Council has prioritised fixing basic walking and access gaps first, before delivering dedicated separated cycling infrastructure. This order is detailed in the Implementation Plan section of the Strategy.

Q.3 Are there any important issues Council is missing from this Draft Strategy?

Feedback suggests that respondents want the Strategy to better address practical delivery, local route gaps, rural access, school travel, e-scooters/e-bikes, amenities, and measurable outcomes.

Key issues listed in table below.

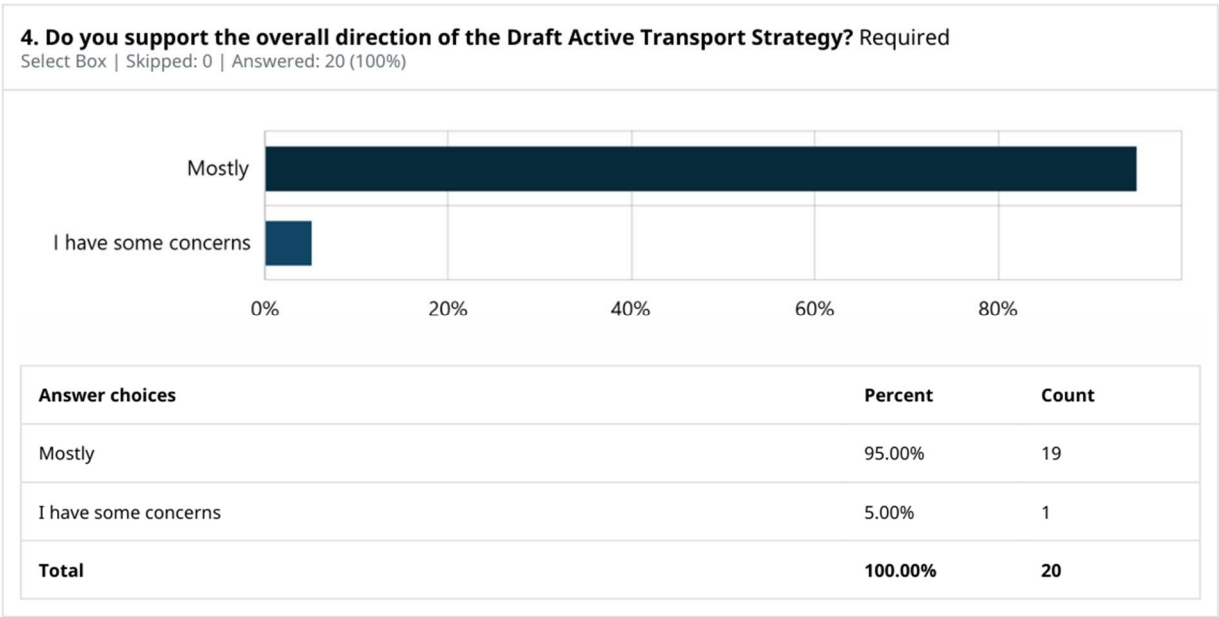
Theme	Summary of feedback	Council response to feedback
More emphasis on quality and comfort	Some respondents felt the Strategy should go beyond making active transport “possible” and focus more on making it safe, attractive and preferable. This included landscaping, shade, amenity, qualitative experience and recreation value.	This aligns with the guiding principles and values of the strategy, which will flow through to implementation. The strategy will also be delivered in line with our Greening Central Coast Strategy, which is already prioritising installation of green canopy cover over our active transport links.
E-bikes, e-scooters and mobility devices	Several responses noted limited discussion of e-bikes, e-scooters and mobility scooters. There was a clear request that access for these users be maintained and considered as part of future planning.	The Strategy specifically notes inclusion of these uses in our network. It is acknowledged that the strategy simplifies the active transport network, and the resulting infrastructure provision into 'walking' and 'cycling', however, most of these modes would fall into either of these categories, and the design of infrastructure has considered their inclusion.
Rural and smaller community access	Respondents were concerned that rural areas/smaller settlements may miss out, particularly Riana, Forth, Leith and Gawler Road. Some asked how rural residents can access safe walking and riding routes if investment is focused mainly in townships.	The Strategy recognises that walking and cycling infrastructure in rural areas is more difficult to provide due to distance, road conditions, traffic speeds, terrain and available funding. While Council is not currently able to provide the same level of active transport infrastructure in rural areas as it can within townships, Forth township and Gawler Road are included in the Strategy and form part of the proposed walking and cycling network.

Safe school access	A strong theme was the need for safer walking and riding routes for students, particularly where schools are affected by narrow roads, limited shoulders or no footpaths. Respondents linked this to student safety, health, independence and reduced transport costs.	The Strategy connects all schools to the active transport network with either a primary or secondary walking and cycling route.
Specific missing links and local priorities	Several respondents identified specific routes or locations they believe need more attention, including: • Adaihi Street • Leven railway bridge • Gawler Road • Short Street • Leith Road • Forth connections • Penguin links south of the Bass Highway • Beach Hut Café to Leven Yacht Club	• The Adaihi Street connection to Lovett Street was considered at a higher level. Ultimately, the decision was made to prioritise the dedicated pedestrian connection through the Bass Highway underpass as a secondary level link, as this removes several high-traffic conflict points and provides a shorter trip length for most trips. A local network connection would still be provided along this section. • Council has no current plans to investigate a pedestrian connection parallel to the Leven River rail bridge. • Short Street is included as secondary level walking and cycling routes, Gawler Road is included as a secondary cycle link and local walking link. • Council does desire to connect Forth to the rest of the cycling network and has shown a secondary cycle network link along Forth Road. Leith Road could be considered as an alternative; however, Council cannot construct both options - this would result in parallel infrastructure that would not represent responsible asset management in line with our policies. The Forth Road link creates a more direct link to the remainder of the Central Coast municipality and likely key destinations to be used by the Forth community and is a

		shorter distance between the edges of the urban settlement areas of Turners Beach and Forth. • The strategy includes primary and secondary walking and cycling routes south of the Bass Highway to the Dial Park precinct along Ironcliffe Road and South Road, and secondary walking and cycling routes along Mission Hill Road to the highway. Beyond this the network operates at a local level to the urban boundary. The level of development beyond these points is quite low and doesn't demand higher levels of service. • Footpath connections already exist in Bicentennial Park as part of the Coastal Pathway; however, it is acknowledged that they were constructed prior to the Coastal Pathway concept development, and they don't align with our current standards. As stated in the Strategy, Council will widen these footpaths as part of its renewal programs in the future.
Leven River and railway bridge issue	The use of the Ulverstone railway bridge as an informal shortcut was raised as a safety concern. Respondents suggested this should be acknowledged and addressed through a safer, positive alternative, potentially improving river loop connections.	Council acknowledges these concerns, and it will discuss the matter with TasRail to see if it may assist them in managing these risks. Whilst the idea of a pedestrian connection here is enticing, the costs of constructing such infrastructure are extremely high, and Council has no current plans to investigate this.
Supporting infrastructure	Respondents identified lighting, toilets, rubbish bins, seating, maintenance, vegetation mgmt. and safer path surfaces as important supporting elements that influence whether people feel comfortable using the network.	This is in line with the strategy direction.

Implementation and accountability	Some feedback called for clearer goals, metrics and reporting, noting that reporting on works completed does not necessarily show whether active transport use, safety or accessibility is improving.	The Strategies Monitoring and Evaluation section suggests annual reporting of delivery outputs as an accountability measure and proposes evaluating outcomes on a 4-yearly basis. Changes to behaviour because of our improvement works are likely to shift gradually over time, so assessing these changes at a frequency greater than 4-yearly isn't likely to add much value. Council intends to review all available data on the 4-yearly basis, including crash history and risk assessments to inform safety, usage data and trend analysis to inform active transport uptake, and gap-analysis to assess improvements to accessibility across our network.
Community education and behaviour change	Feedback suggested Council should do more to help the community understand walking and cycling as legitimate everyday transport options, not just recreation.	Council acknowledges the sentiment that we could do more in this space. The Strategy acknowledges in the 'Encouraging Active Communities' section some of the actions we can undertake to do this.
Relationship with other Council strategies/projects	One respondent raised concern that changes in the Open Space Plan could increase car reliance if local recreation spaces are reduced without improved walking and riding connections.	Council has consciously considered connections to our parks and open spaces in the design of the active transport network, noting that these are key destinations well suited for travel by active means.

Q.4 Do you support the overall direction of the Draft Active Transport Strategy?



Location-Specific Concerns Raised

Location-specific feedback focused mainly on completing and improving the Coastal Pathway, addressing unsafe or incomplete local links, improving access around schools and smaller townships, and providing practical supporting infrastructure such as lighting, toilets, bins, shade and maintenance. Several respondents also identified specific local safety concerns.

Location / corridor	Concern raised
Coastal Pathway	Support for completion, but concerns about width, shared-user conflict, shade, suitability for commuting cyclists, and need for better supporting infrastructure.
Penguin–West Ulverstone Coastal Pathway missing link	Strongly identified as a priority missing link and key part of the regional active transport spine.
Risby Street / Reibey Street projects	Concern that major street projects need to better reflect active transport and greening objectives.
Heybridge – River Avenue / Blythe Street	Correction requested for River Avenue; concern about whether a footpath is practical on Blythe Street due to limited space.
Adaihi Street, Chamberlain Street to Lovett Street	Suggested as a higher-priority shared path opportunity to improve safety.
Leven River / railway bridge / River Road to Mason Street	Concern about unsafe informal use of the railway bridge and opportunity for a safer river crossing or walking loop.
Gawler Road	Concern about no footpath, high traffic speed and use by walkers/cyclists.

Short Street / Nicholson's Point Road	Uneven footpaths, tree-root trip hazards, poor lighting, missing links and people walking on the road side.
Pioneer Park	Need for safer pedestrian access for students and local use.
Leith Road / Forth Main Road / Forth township	Request for better walking/cycling connections to Forth and the Coastal Pathway; Leith Road suggested as preferable to Forth Main Road.
Beach Hut Café to Leven Yacht Club	Request to upgrade path surface, remove trip hazards and consider a better shared path/cycleway.
Model gauge railway area	Suggestion for public toilet facilities.
Industrial area west of Maskell's Road	Concern about exposed location of proposed café for pathway users.
Penguin to southern Penguin, inland side of Bass Highway	Suggested off-road cycling link from the Coastal Pathway.
Local pathways, footpaths, car parks and parks	Request for more bins and better vegetation/path maintenance.
School areas generally	Stronger focus requested on safe walking and cycling routes around schools.
Rural areas / State Roads	Concern that rural residents may miss out on safe walking and riding options.