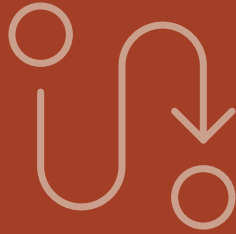


Brighton Active Transport Strategy 2026-2036



**Brighton
Council**



We acknowledge the traditional owners who once walked this country: the Mumirimina people.

The Mumirimina belonged to the Oyster Bay Tribe. This was the largest tribe in Tasmanian and covered 8000 square kilometres. kotalayna levee in Brighton was a significant meeting place where hundreds of generations of Aboriginal families hunted, gathered, corroboreed, camped and traded.

In the course of colonisation, dispossession of the Mumurimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community, today as the continuing custodians of the land, and pay our respects to Elders past and present. Through our words and actions we strive to build a community that reflects and respects the history and hopes for all the people in Brighton.



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Executive Summary

The *Brighton Active Transport Strategy 2026-2036* ('the Strategy') outlines a bold and practical vision for a connected, healthy, and sustainable Brighton. As one of Tasmania's fastest-growing municipality, Brighton faces a unique intersection of rapid residential growth and a young diverse population, and pressing environmental challenges. This Strategy responds to those conditions by planning, prioritising, and delivering a cohesive network for walking, cycling, and wheeling that is safe, inclusive, and accessible for everyone.

Vision

A connected Brighton, where active transport is a safe, convenient and enjoyable way of getting around regardless of location, age or ability.

Purpose

The Strategy aims to shift more residents towards active modes of travel by embedding walking and cycling into the fabric of everyday life. Through smart infrastructure, community programs, and integrated policy, Brighton Council will create the conditions for active transport to flourish.

Key Drivers

- Fast population growth: Brighton's population is projected to rise by 7,000 people by 2053.
- Young demographics: The youngest median age in Tasmania, creating long-term demand for active mobility.
- Areas of disadvantage: Socio-economic inequities heighten the importance of affordable, accessible travel options.
- Climate response: Transport accounts for 37% of local emissions; active travel reduces this footprint.

Engagement

Engagement undertaken as part of this Strategy indicates that while active transport is already widely used within Brighton, safety and network connectivity are the primary barriers to increased participation. In particular, concerns relating to crossing major road corridors, including Brighton Road, and gaps in the network limit the ability for residents to undertake safe and direct trips.

A detailed summary of engagement outcomes is provided in Appendix D.

Strategic Goals

- Increase awareness and participation across all age groups.
- Create a safe, integrated network of paths, cycleways, and shared trails.
- Strengthen supporting infrastructure such as lighting, signage, and bicycle parking.
- Advocate and plan for walkable communities through policy, planning, and partnerships.

Community Benefits

- Healthier lifestyles through daily physical activity
- Safer, more inclusive streets for children, older adults, and people with disabilities
- Reduced carbon emissions and less traffic congestion
- Improved social equity for residents in disadvantaged areas
- Economic resilience through cost savings and stronger local centres

Implementation

The Strategy includes a ten-year priority project list with infrastructure upgrades and supporting programs. Each project is categorised by timeframe, cost, and community impact, with delivery guided by principles from Austroads Guide to Road Design and the Tasmanian Cycling Infrastructure Design Guide.





1. Introduction

The Brighton Active Transport Strategy 2026-2036 (‘the Strategy’) is a plan aimed at creating a sustainable and integrated active transport network in the Brighton municipality.

This Strategy responds to the municipality’s rapid residential growth, diverse geography, and vibrant community by focusing on the development and enhancement of infrastructure that supports walking and cycling.

The Strategy seeks to improve active transport participation within Brighton over the next decade and beyond. The strategy identifies a vision, strategic actions, and a range of infrastructure upgrades which will assist Brighton in becoming an active transport friendly municipality. The Strategy will ensure that planning for, and investing in active transport, is strategic, coordinated and based on community needs.

2. What is Active Transport?

Active transport refers to physical activity undertaken as a means of travel rather than purely for recreation or exercise.

Active transport most commonly includes walking and riding to get to and from destinations but can also involve other activities such as scootering, skateboarding, running, and using mobility devices like wheelchairs, which are collectively known as wheeling. It often includes incidental physical activity, such as walking or riding to connect with public transport services like buses. Other modes, such as e-scooters and adaptive bikes, are also part of active transport and help make it accessible to a wider range of people.

Active transport supports healthier lifestyles, reduces reliance on cars, and provides more sustainable and affordable ways for people to move around their communities.

3. Key Points of Strategy

1. Growing Municipality:

- Brighton is one of the fastest-growing municipalities in Tasmania, with significant residential expansion and urbanisation.
- This growth necessitates a sustainable and integrated transport network to support the community.



2. Current Challenges:

- High car use for commuting.
- Ongoing residential growth increasing future infrastructure demand.
- Some communities experience limited access to services and active travel
- Some pedestrian networks lack adequate safety and connectivity.
- Major highway creates barriers with few safe crossings.
- Limited historic investment in active transport.



3. Goals and Objectives:

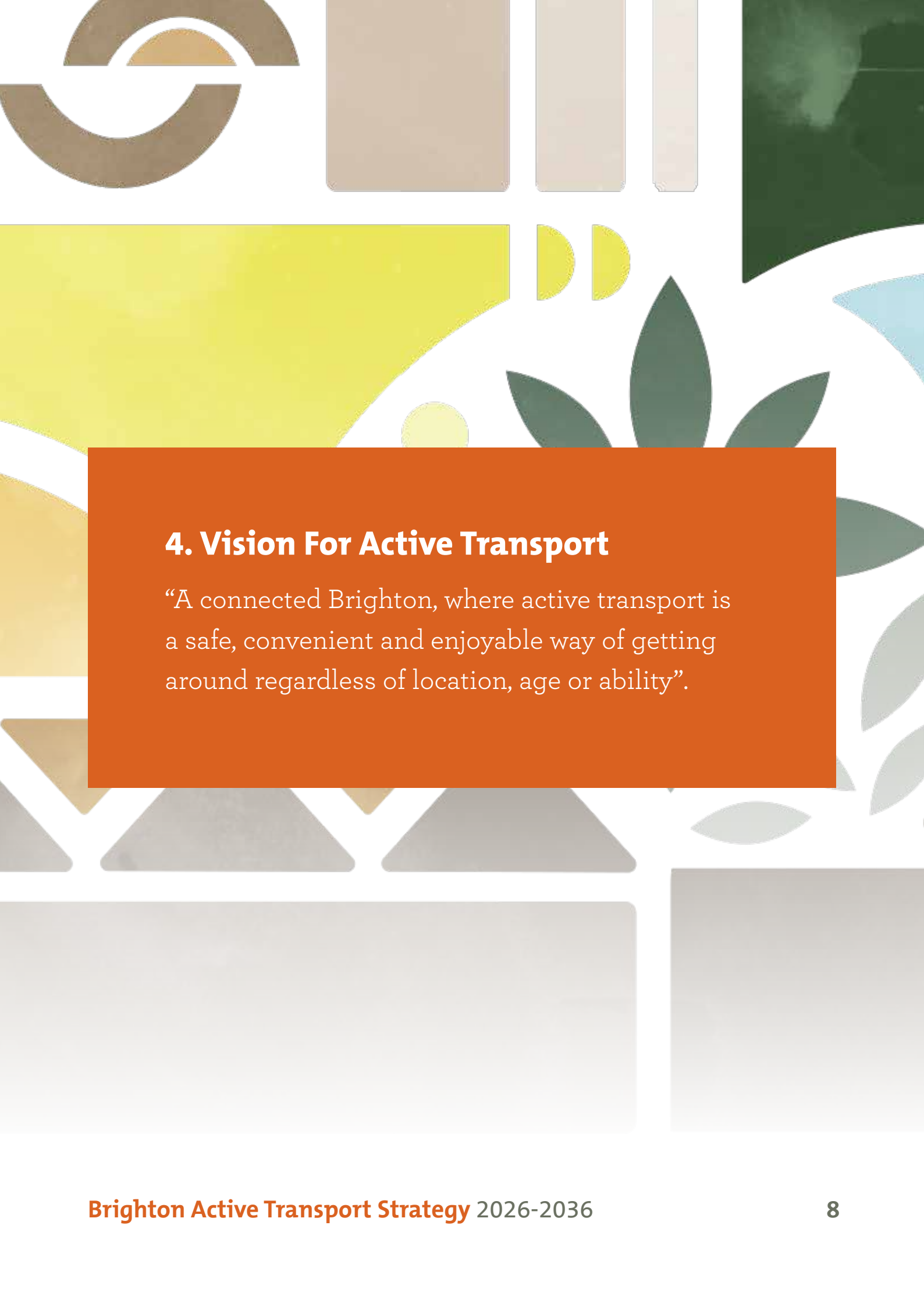
- Promote walking, cycling, and sustainable short-distance travel.
- Ensure inclusive access to active transport for all ages and abilities.
- Enhance urban liveability through safe, connected mobility.
- Reduce car reliance and emissions via integrated transport options.
- Support community health through active lifestyles.
- Prioritise infrastructure upgrades aligned with community needs.
- Strengthen links between active and public transport.
- Shape policy and design for active transport participation.



4. Benefits of the Strategy:

- Enhanced liveability through improved service access, greener spaces, and stronger community connections.
- Equitable mobility for all residents—including those from disadvantaged backgrounds—with better access to essential destinations.
- More sustainable urban development that supports compact, low-emission communities.
- Increased resilience to natural hazards via safe, well-signed pedestrian routes and reduced emissions.
- Improved health and wellbeing by fostering active, everyday mobility.
- Clearly prioritised investment roadmap for active transport infrastructure.



The background of the page is a collage of various geometric and organic shapes. At the top left, there are brown and tan curved shapes. To the right, there are vertical bars in shades of tan and beige. A large yellow semi-circle is on the left side. In the center, there are green leaf-like shapes. At the bottom, there are grey and tan geometric shapes, including triangles and rectangles. A large orange rectangle is positioned in the center, containing the text.

4. Vision For Active Transport

“A connected Brighton, where active transport is a safe, convenient and enjoyable way of getting around regardless of location, age or ability”.

5. Active Transport Benefits

Active transport delivers numerous benefits, including:

Health Benefits: Engaging in active transport promotes physical activity, which helps prevent diseases such as cardiovascular conditions, obesity, and diabetes.



Environmental Impact: Reduced reliance on private vehicles leads to lower greenhouse gas emissions, helping to mitigate climate change.



Sustainable Development: Integrating active transport into urban planning supports sustainable development by reducing the need for extensive road networks and parking facilities.



Economic Benefits: Active transport can reduce transportation costs for individuals by minimising the need for fuel, parking, and vehicle maintenance.



Traffic Congestion Reduction: By encouraging walking, wheeling and riding, active transport reduces the number of vehicles on the road, easing traffic congestion.



Social Equity and Inclusion: Active transport infrastructure supports social equity by providing accessible, low-cost travel options for all community members, including those without access to private motor vehicles.



Community and Place-Making: Active transport fosters vibrant, liveable communities by encouraging interactions among residents and promoting local economic activity.





6. Brighton Context

This Brighton Local Government Area (LGA) is located in the southeastern part of Tasmania, approximately 27 kilometres northeast of Hobart. It covers an area of approximately 171 square kilometres and includes a mix of urban, semi-urban, and rural environments. Brighton is Tasmania's youngest and fastest growing community, with a municipal population exceeding 20,000, and an annual growth rate exceeding 2%.



Figure 1 Brighton Municipality (Source: Mesh)

7. Why Does Council Need an Active Transport Strategy?

7.1 Unique and Varied Demographics



**Brighton
Population
2024**
20,284

**Aboriginal and
Torres Strait
Island Population**
2, 204 – 11.6%
Tasmania 5.4%



**Population by
2053 - 27, 068**
Annual growth
rate + 1%.



Median Age
Brighton 35
Tasmania 42



Place of Birth
Australia 87.4%
Tasmania 79.1%

**Speaks a
language other
than English**
Brighton 5.7%
Tasmania 9.4%

Work and Economy



Unemployment

Brighton 6.6%
Tasmania 5.9%



Income

Median Individual
Income
Brighton \$700
Tasmania \$701



Occupations

Technicians 16.7%
Community and Personal Service
Workers 15.1%
Clerical and Administrative
Workers 14.3%
Labourers 12.5%

Industry of Employment

Other Social Assistance
Services 4,3%
Supermarket and
Grocery Stores 4%
Hospitals (except
Psychiatric Hospitals) 3.7%



Journey to
Work by Car
Brighton 71.1%
Tasmania 64.1%

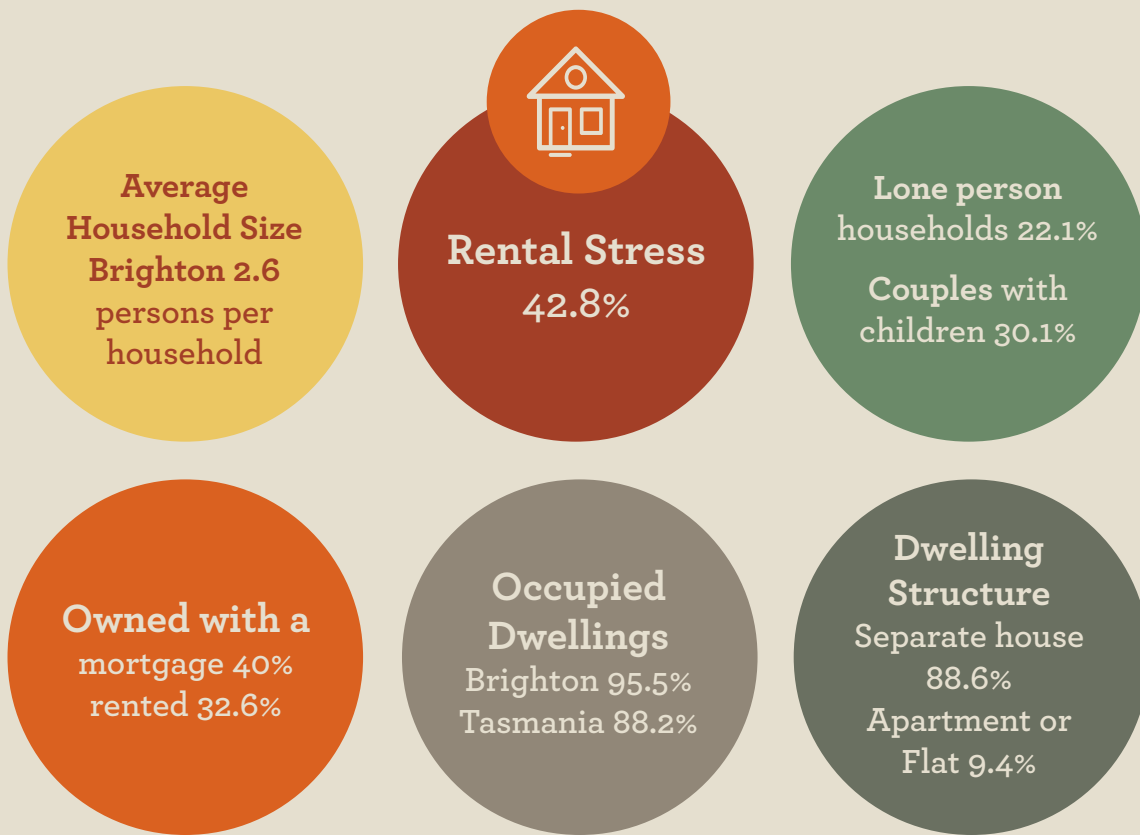


Journey to
Work by Bus
Brighton 1.9%
Tasmania 2.5%

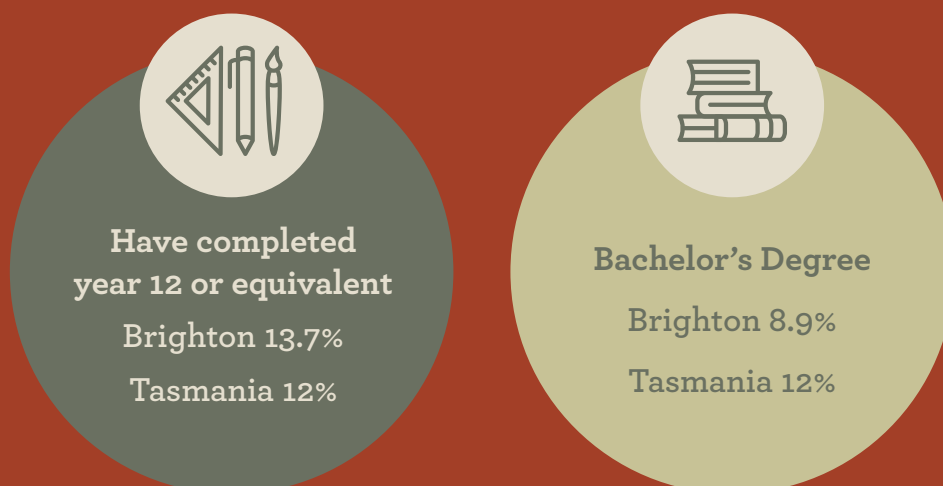


Car Ownership
No car
Brighton 6.5%
Tasmania 6%

Family and Dwelling Characteristics



Education



Data set from Australian Bureau of Statistics. (2024). Brighton (Local Government Area) population data, 2024.

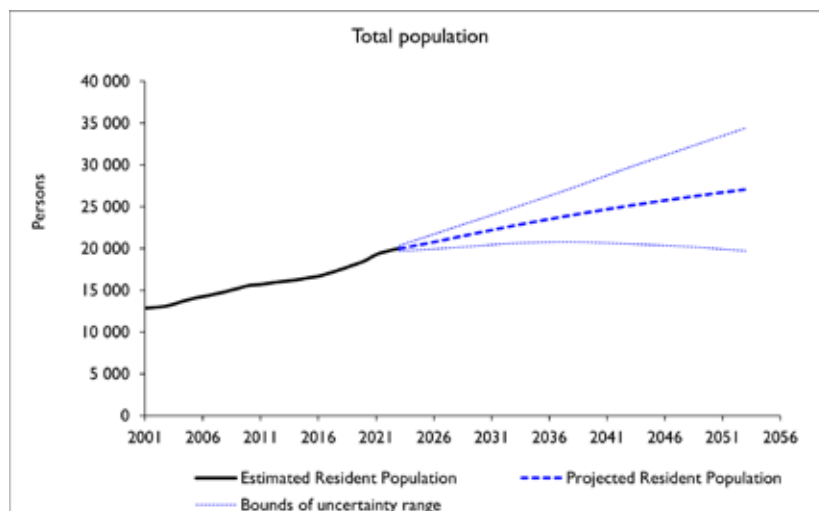
7.2 Population Growth

The 2024 Population Projections for Tasmania and Local Government Areas prepared by Treasury (TASPOPP)¹ show that between 2023 – 2053 the population of Brighton will grow by 7000 people from 19 998 to 27 068 at a growth rate of 1%. This is the third highest growth rate of any municipality in the state, only slightly behind Sorell and Latrobe. Brighton’s anticipated growth is well above the statewide growth figure of 0.37% over the same period.

Recent supply and demand data indicates that to house an additional 6,115 people between 2021- 2046, an additional 3,284 dwellings would be required. To meet this demand, the Council has identified several greenfield and infill growth areas where housing could be accommodated. These growth areas are at different stages of being planned and developed, these growth areas are in the sought-after suburbs of Brighton, Old Beach and Bridgewater and are discussed later in the Strategy.

It will be crucial for the Council to plan for active transport connections both within and between these new growth areas and services, and to continue making planning decisions that encourage compact, well-planned communities with links to existing and planned transport infrastructure.

Figure 2 Estimate population growth in Brighton up to 2056 (Source: Treasury)



7.3 A Young Population

The TASPOPP24 projections indicate that Brighton currently has the youngest median age of any council in Tasmania, a trend projected to continue until 2053. While Brighton’s population will age in line with state projections, it is set apart by having the most ‘positive population growth’ in the state, where births will continue to outnumber deaths until 2053.

Figure 3 Age profile (Source: Treasury)²



1. Department of Treasury and Finance. (2024). Population projections for Tasmania and local government areas. Tasmanian Government. <https://www.treasury.tas.gov.au/economic-and-social-data/population-projections>

2. Ibid

Unlike many other municipalities where net migration significantly contributes to population growth, Brighton's growth is largely organic, driven by a natural increase in births rather than migration. The municipality's reliance on net migration is among the lowest in the state, and Treasury classifies Brighton as the only municipality with 'sustainable growth'.

This demographic dynamic positions Brighton as a desirable location for first-home buyers and young families.

Recognising that this young population will form the largest cohort living, working, and leading in Brighton by 2050, the Brighton 2050 Vision emphasised the importance of engaging young people in developing the vision for the municipality's future.³ This approach ensures that the needs and aspirations of future generations are integrated into long-term planning.

The health benefits of physical activity during childhood are well-established, including a reduced risk of cardiovascular disease and improved mental health. Active transport serves as a critical source of physical activity for young people. However, the effectiveness of active transport is contingent upon the perceived safety and connectivity of the network. If the network, including shared paths suitable for cycling infrastructure, is not deemed safe or lacks clearly defined connections, parents may restrict their children's use of these transport modes, thereby limiting the potential health benefits.⁴

Research consistently shows that parental concerns about road safety and social dangers, such as interactions with strangers, are the primary barriers to children's participation in active transport. Young people are increasingly drawn to active and adventure-based pursuits, aligning with current trends in open space planning, such as the growing popularity of self-directed activities like walking, running, road and mountain biking, nature walks, and trail running.

Given these trends, it is crucial to ensure that Brighton has adequate active transport infrastructure that accommodates people of all ages and abilities. This includes a particular focus on safe and well-connected routes within and between residential areas, activity centres, schools, and recreational opportunities such as river trails. The need for such infrastructure is especially pressing in Brighton, where a new high school is being constructed within a residential growth area, and which will also include mixed-use elements.



³ [Brighton Council 2050 Vision Full Report, 2021](#)

⁴ Children and Young People's Health Partnership. (2009). Active transport: Children and young people. An overview of recent evidence. Children and Young People's Health Partnership. https://www.victoriawalks.org.au/Assets/Files/Active_transport_children_and_young_people_FINAL.pdf

7.4 Areas of Socio –Economic Disadvantage

According to the 2021 Census, Brighton recorded the third lowest score in Tasmania on the Index of Relative Socio-economic Disadvantage (SEIFA). Produced by the Australian Bureau of Statistics (ABS), SEIFA comprises four indexes that provide a relative measure of socio-economic advantage and disadvantage for small areas. These indexes combine census data on income, education, employment, occupation, housing, and family structure to summarise the socio-economic characteristics of an area.⁵

One of the SEIFA indexes is the Index of Relative Socio-economic Disadvantage (IRSD), which summarises a range of information about the economic and social conditions of people and households within an area. Unlike the other indexes, the IRSD focuses solely on measures of relative disadvantage⁶. Some of the variables used in the IRSD are presented in Table 1, specifically relating to Bridgewater, Gagebrook, and Herdsmans Cove. These areas exhibit strong indicators of socio-economic disadvantage.

However, there are significant socio-economic discrepancies between suburbs within Brighton, with Brighton and Old Beach showing fewer signs of disadvantage.

Table 1 IRSD Variables (Source: ABS)

Variable	Gagebrook	Bridgewater	Herdsmans Cove	State Average
Median Household Income (\$)	825	951	1,012	1,358
Highest Level of Education Attained - Year 10 (%)	24.6	23.3	25.7	15.9
Unemployment (%)	22.8	11.9	16.9	5.9
Family Composition (One Parent Family %)	53.4	42.4	46.9	17.3
Tenure Type (Owned Outright %)	7.4	19.6	10.1	37.1
Indigenous Population (%)	24.9	17.2	21.6	5.4
Dwellings with No Cars (%)	19.3	13.8	11.5	6

It is essential that these disadvantaged areas are provided with active transport infrastructure to allow residents to access nearby activity centres and participate in free recreational activities, such as visiting parks and trails. Additionally, ensuring that people in these communities can safely and conveniently walk or cycle to public transport stops is crucial for connecting them to higher-order centres such as Glenorchy, Clarence, and Hobart, where they can access employment and essential services.

⁵ Australian Bureau of Statistics. Socio-Economic Indexes for Areas (SEIFA), Australia (Catalogue No. 2033.0). Australian Bureau of Statistics. <https://www.abs.gov.au>

⁶ Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts. Understanding data series: SEIFA. <https://www.infrastructure.gov.au/sites/default/files/documents/bcarr-understanding-data-series-seifa.pdf>



Transport disadvantage (TD) is defined as a difficulty accessing public and active transport infrastructure because of cost, availability of services or poor physical accessibility.⁷ Accessibility in transport extends beyond just travel time and distance; it also includes connectivity, which refers to the coordination between transit routes and urban form features.

TD also encompasses challenges in maintaining private transport, such as the costs of running a car and paying for public transport. This disadvantage is often experienced by groups prevalent in Brighton's more disadvantaged suburbs, including young people, unemployed individuals, and those on lower incomes. Outer-urban areas like Brighton are particularly susceptible to TD due to the lack of consistent, safe, and reliable public transport options necessary to access services and employment opportunities.⁸

The social impacts of TD for residents of disadvantaged areas with limited public transport options include difficulties in accessing education, training, and employment. For young and unemployed individuals, TD can also restrict participation in recreational activities outside their immediate area.

There are areas within Brighton that experience TD and improving active transport infrastructure is a key strategy to address this issue. It is, therefore, essential that the Council ensures these disadvantaged areas are provided with accessible, safe, and convenient active transport services and infrastructure.

7 Rosier, K., & McDonald, M. (2011). The relationship between transport and disadvantage in Australia. Australian Institute of Family Studies. https://aifs.gov.au/sites/default/files/publication-documents/rs4_2.pdf

8 Chi, S., Golbabaie, F., Biermann, S., & Reed, T. (2022). Defining transport disadvantage in Perth: Early findings. In Proceedings of the Australasian Transport Research Forum 2022 (pp. 1-13). Australasian Transport Research Forum. https://australasiantransportresearchforum.org.au/wp-content/uploads/2022/05/ATRF2022_Resubmission_45.pdf

7.5 Climate Change

Climate change, as defined by the Intergovernmental Panel on Climate Change (IPCC), refers to a change in the climate that can be identified by shifts in mean conditions or variability, persisting for decades or longer. The IPCC's Sixth Assessment Report (AR6)⁹ confirms that human activities, particularly greenhouse gas emissions, have unequivocally caused global warming. The report highlights that global surface temperatures increased by 1.1°C above pre-industrial levels between 1850-1900 and 2011-2020, with greenhouse gas levels rising due to unsustainable energy use, land-use changes, and consumption patterns.

The IPCC illustrates a direct correlation between global temperature increases and greenhouse gas emissions since 1850. The report warns of the severe impacts already being felt globally, including rising sea levels, extreme weather events, and disappearing sea ice. If temperatures rise by 2-3°C, irreversible tipping points could be reached, leading to catastrophic outcomes like the melting of the West Antarctic and Greenland ice sheets, causing sea levels to rise by several metres. Increased temperatures will also escalate the frequency and intensity of heatwaves, heavy rainfall, and droughts, significantly impacting urban communities.



Figure 4 Future Climate Change Impacts ¹⁰

7.5.1 Transport Sector Emissions

In 2019, the transport sector accounted for 14% of global greenhouse gas emissions. By 2023, Australia's transport sector became the third-largest source of national emissions, contributing 21% of the total. A report by the Southern Councils Climate Collaboration found that transport was the highest source of greenhouse gas emissions in the Brighton Municipality, at 37% in 2021-2022.

⁹ IPCC. (2023). Climate change 2023: Synthesis report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change (H. Lee & J. Romero, Eds.). IPCC. <https://doi.org/10.59327/IPCC/AR6-9789291691647>

¹⁰ Bureau of Meteorology. (2024). State of the climate 2024. Australian Government. <https://www.csiro.au/en/research/environmental-impacts/climate-change/state-of-the-climate>

7.5.2 Transport Emissions Reduction and Resilience Plan 2024-2029

The Tasmanian government has prepared the first five-year Emissions Reduction and Resilience Plan¹¹ for the transport sector, in consultation with business and industry.

The Plan outlines new, existing, and ongoing projects in the transport sector which are to reduce emissions and build resilience to a changing climate.

A key focus area of the plan is to increase the use of public and active transport in Tasmania.

7.5.3 Brighton Climate Change and Resilience Strategy

Brighton Council has adopted an ambitious target of 85% emissions reduction by 2030 and net zero by 2035, with a specific focus on promoting active transport as part of its Climate Change and Resilience Strategy.¹²

7.5.4 Vulnerable Communities

Climate change and natural disasters disproportionately impact vulnerable communities. The term “vulnerability” in natural hazards literature refers to the conditions, influenced by physical, social, economic, and environmental factors, that increase a community’s susceptibility to the impacts of hazards.¹³

Studies show that lower socio-economic status is consistently linked to greater hardship post-disaster and lower levels of disaster preparedness. Communities with limited education, low car ownership, and poor-quality housing are particularly vulnerable.

Councils have a crucial role in reducing these risks by implementing strategic land use planning based on comprehensive risk assessments and ensuring active transport linkages within and between settlements create resilient communities.

7.6 Current Method of Travel and Low Rates of Active Transport Participation

7.6.1 Greater Hobart Household Travel Survey 2023

The Greater Hobart Household Travel Survey investigates Greater Hobart household travel activity.¹⁴ The survey was completed by over 7,700 respondents across more than 3,300 households during an eight-week period. Randomly selected households were asked to collect their travel data for a single specified day during the eight-week survey period – from work and school trips, to walking the dog, or visiting a friend.

The data for Brighton shows low rates of active transport use, accounting for just 6.6% of total trips. Regarding local trips, the data shows almost half were for the purpose of social/ recreation, with the majority being to buy something. Brighton (41%) and Glenorchy (24.8%) were the most visited destinations.

Journeys between home and work data show that 4.7% were made using active transport and 0.9% using public transport. These low rates of active transport usage for work would likely be due to Brighton’s outer urban location with people’s employment being in higher order activity centres.

11 Department of State Growth. (2024). Transport Emissions Reduction and Resilience Plan. Tasmanian Government. https://recfit.tas.gov.au/_data/assets/pdf_file/0010/537859/Transport_Emissions_Reduction_and_Resilience_Plan.pdf

12 Brighton Council Climate Change and Resilience Strategy, 2021

13 Boon, H. (2013). Preparedness and vulnerability: an issue of equity in Australian disaster situations. Australian Journal of Emergency Management, 28(3), 12-16. <https://knowledge.aidr.org.au/media/2274/ajem-28-03-05.pdf>

14 Department of State Growth. (2024). Greater Hobart Travel Survey. Tasmanian Government. https://www.transport.tas.gov.au/managing_the_roads/traffic_in_tasmania/greater_hobart_household_travel_survey

The next survey provides an opportunity to measure the success of this Strategy in increasing active transport participation for trips to work, social/ recreation etc.

7.7 Current and Future Growth Areas

Brighton is experiencing significant development activity, particularly in greenfield areas such as the Tivoli Green Estate in Old Beach and the Brighton Estate (Army Camp) in the Brighton township. Anticipated future growth includes further greenfield development in Bridgewater at the Boyer Road growth area, and infill growth within Brighton township through the restructuring of an existing rural residential area in South Brighton.

Ensuring connectivity within these new developments and to nearby activity centres services and essential services is crucial for an active transport friendly urban environment.

Tivoli Green Estate

- Privately led, 600 lot masterplan, subject to the Tivoli Green Specific Area Plan (SAP).
- Includes precincts which provide opportunities for lot and housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

South Brighton Masterplan/ Development Framework

- Council led masterplan, involving the rezoning and master planning of an existing Rural Living zoned area on the southern side of Brighton's town centre.
- Approximately 500 lots with opportunities for lot and housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

Bridgewater Bridge Waterfront Masterplan

- State Government and Council led masterplan of area adjacent to the new bridge.
- Opportunities for infill and medium density housing in existing activity centre.
- Masterplan to revitalise Old Main Road as a mixed-use precinct.
- Focuses on promoting safe movement and transport access.

Sorell Street Residential Masterplan

- Council led masterplan to restructure existing Rural Living area for infill at urban densities.
- Recommendation of the Bridgewater Bridge Waterfront Masterplan.
- Masterplan endorsed by Council. No rezoning commenced.
- Identified as potential infill in Brighton Structure Plan.

Boyer Road Precinct Structure Plan

- Council led structure plan of Future Urban zoned land.
- Potential lot yield of 400 lots.
- Proposed variety of lot sizes and future housing diversity.
- Identified as a Greenfield Development Precinct in STRLUS.

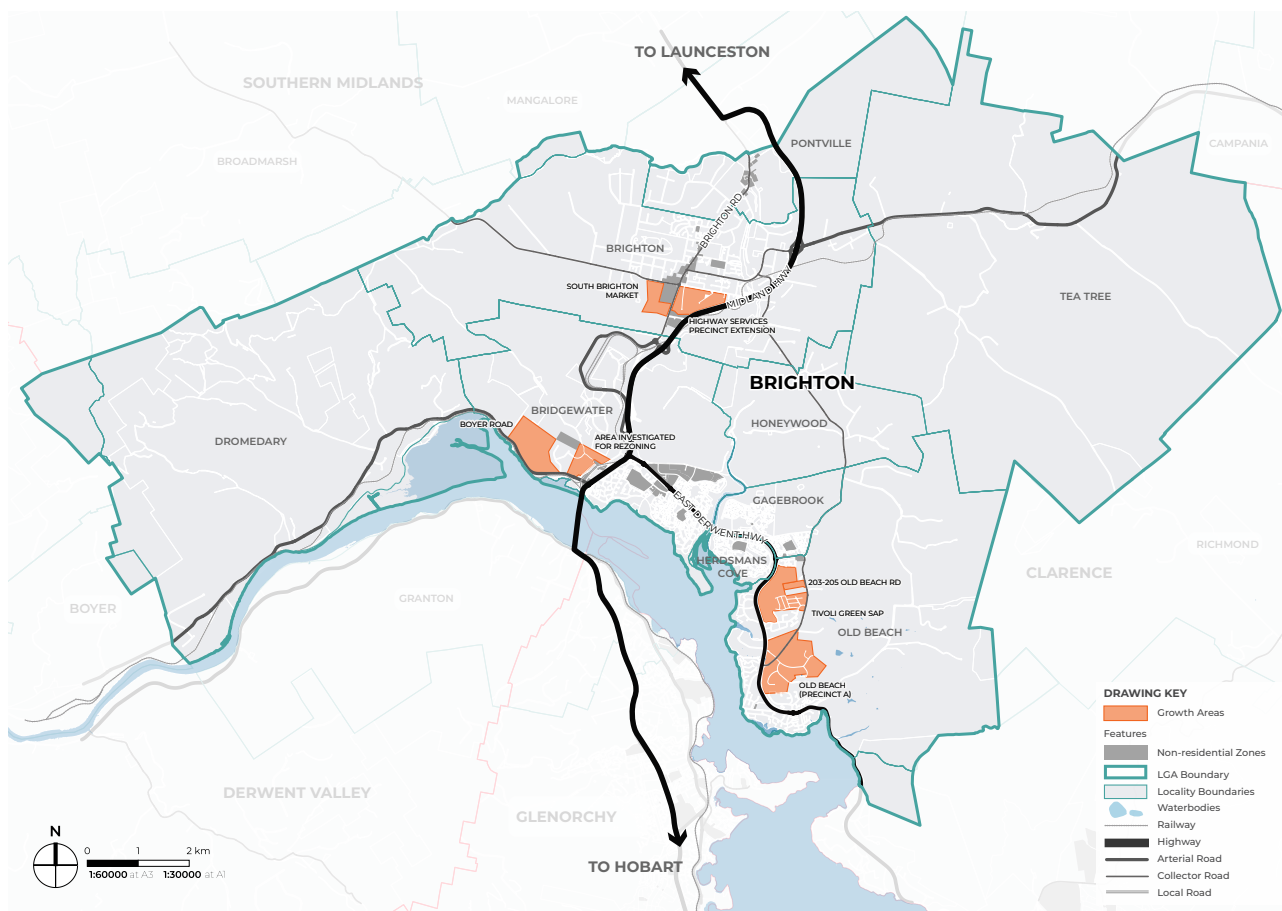


Figure 5 Growth Areas (Source: Mesh)

7.8 The Bridgewater Bridge

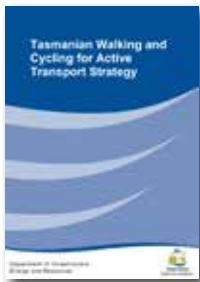
As part of the Hobart City Deal, the Australian and Tasmanian governments are investing \$786 million in the new Bridgewater Bridge, the largest transport project in Tasmania's history, set to be completed in 2025. The project includes four lanes, interchanges, and a shared path for cyclists and pedestrians, with a masterplan focusing on improving active transport connections and revitalising the Bridgewater area, including the Old Main Road Centre and public land.



8. Strategic Context

The Strategy aligns and furthers a range of strategies and plans at the regional, state and local levels.

8.1 State Strategies



This strategy emphasises seven priority areas to support its vision and objectives: supportive land use systems that encourage walking and cycling; improved infrastructure and facilities; enhanced safety for pedestrians and cyclists; improved policy and planning; better stakeholder collaboration; a deeper understanding of walking and cycling needs; and the promotion of a cycling culture.

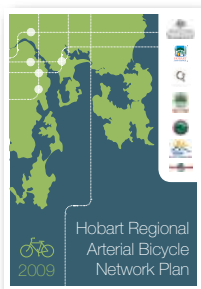


This plan outlines the government's commitment to achieving net-zero greenhouse gas emissions by 2030. Priority Area 2 focuses on reducing emissions through the increased uptake of electric vehicles and public and active transport.



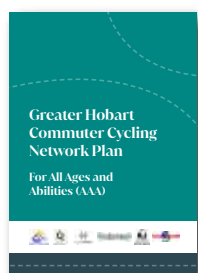
This strategy aims to reduce serious injuries and fatalities on Tasmanian roads, promoting a 'Safe System' through safer infrastructure, traffic management, and behavioural change.

8.2 Regional strategies



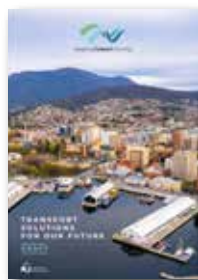
The 2009 plan, endorsed by the five Greater Hobart Councils, focuses on developing the core arterial bicycle networks to enhance urban connectivity. Its purpose is to identify key roads that should be part of the arterial bicycle network, ensuring that future state and local road projects incorporate bicycle-friendly designs.

According to the plan, an arterial cycleway will extend from Brighton through to Bridgewater and across the Bridgewater and across the Bridgewater Bridge to Granton. It also shows it going along the East Derwent Highway to Clarence.



The plan identifies a network of All Ages and Abilities (AAA) cycling routes across the Greater Hobart area. It has been endorsed by the State Government and the four member councils of Cycling South: City of Hobart, Glenorchy City Council, Kingborough Council, and Clarence City Council.

Unlike the 2009 plan, this document does not include Brighton. However, it does outline planned cycling infrastructure extending up to the new Bridgewater Bridge in Granton.



The plan aims to deliver a modern and connected public transport system in Greater Hobart, utilising the river, roads, and bridges to offer commuters attractive alternatives to private car transport. It includes a comprehensive program of works for new and enhanced walking, wheeling, and cycling networks. Key projects relevant to Brighton include: a strategic active transport corridor between Brighton through to Bridgewater and connecting to the Inner-City Cycleway; East Derwent Highway Improvements and a park and ride facility in Claremont.



The strategy is a broad policy document that will facilitate and manage change, growth, and development within Southern Tasmania over the next 25 years. It aims to provide greater opportunities for integrating land use with transport options, particularly public transport, walking and cycling. It encourages walking and cycling as alternative modes of transport through the provision of improved infrastructure and linkages, and developing safe, attractive and convenient walking and cycling environments.

Of relevance to Brighton Council's growth areas is the policies regarding encouraging evolving activity centres to be pedestrian orientated environments.



One of the primary goals of the Hobart City Deal is to alleviate congestion by reducing the proportion of work commutes made by car. To achieve this, Park and Ride locations have been designated and a grant fund named Better Active Transport in Greater Hobart has been established to support the development and expansion of bicycle routes outlined in the Greater Hobart Cycling Plan. The City Deal also recommends investing in infrastructure to enhance linkages and access for cyclists and pedestrians.

8.3 Council strategies

The Brighton Council has several strategies and plans that are relevant to this project.



The Bridgewater Waterfront Masterplan envisions a safe pedestrian and cycling route along Old Main Road, the establishment of a shared trail along the river, and secure bike facilities near public transport stops.



Brighton Council's Open Space Strategy 2025 provides the strategic framework to guide the planning and management of open spaces in the Brighton Local Government Areas (LGAs) urban areas over the next ten

years and beyond. The Strategy recommends improvements such as a wayfinding strategy, connectivity between existing open spaces, among others.



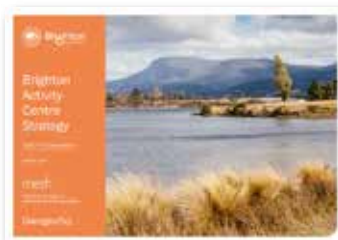
The Brighton Structure Plan outlines land use and development strategies, acknowledging connectivity issues for pedestrians and cyclists, and includes actions to enhance walking and cycling networks. This Strategy has reviewed outstanding actions from the plan and reprioritised where necessary.



The Brighton Social Infrastructure Plan identifies social infrastructure gaps and emphasises the need for a comprehensive cycling strategy, focusing on feeder roads, urban cycling links, and improved signage.



The Bridgewater Parkland Masterplan aims to enhance parkland areas with accessible pathways for pedestrians and cyclists, promoting active transport within vibrant green spaces. Construction of the Parkland has progressed steadily since the plan was endorsed.



The Brighton Activity Centre Strategy emphasises the importance of active transport in creating vibrant centres and connectivity within and between centres.



The Brighton and Pontville Local Area Plan (BPLAP) provides detailed planning for the Brighton and Pontville activity centres. The Strategy aligns with the BPLAP, particularly in relation to pedestrian crossings, streetscape improvements and connectivity within the Brighton activity centre.

8.4 Brighton Council Strategy 2023-2033

The Brighton Council Strategy is a ten-year plan outlining values, goals, and strategies to foster a thriving community. The strategic goals guide the Active Transport Strategy's key actions.

Our purpose:	To create a thriving place with opportunities for all.			
Our values:	Community 	Vision 	Integrity 	Respect 
Our goals:	GOAL 1: Inspire a proud community that enjoys a comfortable life at every age	GOAL 2: Ensure a sustainable environment	GOAL 3: Manage infrastructure and growth effectively	GOAL 4: Ensure a progressive, efficient and caring Council
Our strategies:	1.1 Engage with and enable our community 1.2 Build resilience and opportunity 1.3 Ensure attractive local areas that provide social, recreational and economic opportunities 1.4 Encourage a sense of pride, local identity and engaging activities	2.1 Acknowledge and respond to the climate change and biodiversity emergency 2.2 Encourage respect and enjoyment of the natural environment 2.3 Demonstrate strong environmental stewardship and leadership 2.4 Ensure strategic planning and management of assets has a long term-sustainability and evidence-based approach	3.1 Implement strategic long-term asset management plan aligned to long-term financial plan 3.2 Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing and changing population 3.3 Community facilities are safe, accessible and meet contemporary needs 3.4 Advocate and facilitate investment in our region	4.1 Be big picture, long-term and evidence-based in our thinking 4.2 Be well-governed, providing quality service and accountability to our community 4.3 Ensure strong engagements and relationships to shape the agenda and advocate for our community 4.4 Ensure financial and risk sustainability 4.5 Ensure Council is a desirable place to work with exceptional workplace culture, attracting and retaining high-performing, committed and fulfilled staff

Figure 6 Brighton Council Strategy 2023 -2033 (Source: Brighton Council)

8.5 Brighton Council 2050 Vision

The Brighton 2050 Vision articulates community aspirations for the future, addressing current social, environmental, and economic challenges. A recurring theme in stakeholder consultations highlights the need for more and safer footpaths, cycling infrastructure, and walking tracks.

A thriving place	A proud community	A good life at every age
1 Attracting economic development and job opportunities. 2 Enabling major infrastructure projects for a growing community. 3 Ensuring quality education and training to meet the needs of everyone. 4 Delivering connections across Brighton and beyond with good public transport and roads. 5 Offering a diverse mix of local places to shop, eat and socialise. 6 Encouraging the arts, culture and the creative industries. "A hub for business and people in the future. It is perfectly situated to be easily accessible and has the space to plan out world class facilities." <i>Survey response</i>	1 Inspiring pride in where we live and who we are. 2 Building connections with communal events and spaces. 3 Fostering an inclusive approach which empowers all regardless of who you are and where you come from. 4 Valuing our Aboriginal culture as part of our learning, decision making and identity. 5 Supporting efforts to resolve our social and economic challenges. 6 Ensuring all voices are included and represented in shaping our future. "I'd like a place that everyone is proud of. Equal opportunities for all. Lots of social activities for children and the elderly. A place where everyone respects each other." <i>Survey response</i>	1 Engaging young people in planning and decision making. 2 Facilitating local education and employment opportunities for young people. 3 Supporting opportunities for recreation and leisure for everyone at every stage of life. 4 Ensuring services and programs tailored for our young and our elderly residents. 5 Creating child friendly environments including parks and playgrounds. 6 Advocating for safe, affordable homes for first home buyers and those on low incomes. "A huge investment will have been made in youth, so the residents of 2050 have big aspirations." <i>Survey response</i>
A comfortable home	A caring Council	A sustainable environment
1 Ensuring safe, clean and tidy neighbourhoods. 2 Boosting community health and wellbeing. 3 Creating opportunities for residents to play a role in shaping Brighton. 4 Ensuring an abundance of trees and open spaces in the urban areas. 5 Maintaining a semi-rural feel with our mountain and river views and historical buildings. 6 Making it easy to get around with good, connected footpaths, trails and cycleways. "Growth is good, but don't lose the large country town feel that Brighton has." <i>Survey response</i>	1 Committing to fair rates while staying financially sustainable. 2 Remaining innovative and progressive. 3 Listening to our community and keeping people informed and engaged in planning and decision making. 4 Being an employer of choice with staff who are friendly, dynamic and helpful. 5 Matching infrastructure and services as our population grows. 6 Managing efficient and cost-effective regulation, design and planning for growth, affordability and amenity. "Brighton Council seems to be all about the ratepayers and residents by creating a better community and keeping rates as low as possible." <i>Survey response</i>	1 Embracing best-practice environmentally sustainable initiatives. 2 Embedding climate change awareness into decision making. 3 Nurturing natural places for people and wildlife. 4 Reducing, reusing and recycling waste through integrated management. 5 Supporting locally grown fresh and healthy food. 6 Embracing sustainable travel options. "I'd like Council to be a leader on climate adaptation and the changes required to transfer to a future that is legitimately sustainable for the land and people." <i>Survey response</i>

Figure 7 Brighton Council Vision 2050 (Source: Brighton Council)

8.6 Council Policy 1.7: Infrastructure Contributions

Brighton Council's Infrastructure Contributions Policy allows the Council to invest in key infrastructure and recover costs through charges on new lots or land intensification that directly benefit from these investments. The policy aims to address the "first mover" problem by ensuring that developers who make early infrastructure investments can recoup costs as development progresses in the area.

9. Existing Active Transport Infrastructure

9.1.1 Pathway Network

Brighton's primary residential areas are well serviced by footpaths, providing good opportunities for safe pedestrian movements within these settlements. The network contains shared paths, with the most notable being between Gagebrook and the Green Point/ Cove Hill centres.

Gaps have been identified in the pathway network via observations by Council staff, and community engagement as part of this project and other projects. The existing network is currently poorly signposted, and there is only limited information about Council's pathway network (in particular, foreshore trails) on Council's website.

The existing and proposed pathway network is provided in Appendix A.

9.1.2 Cycling Infrastructure

There are only limited options available within Brighton for specific cycling infrastructure. The network is provided either as on-road bicycle lanes or sealed shoulders or within the off-road shared path network.

The Brighton centre, for example, has painted bicycle lanes running between the Brighton Road Elderslie Road intersection north to the Butler Street intersection. These painted lanes do not meet current best practice for this type of infrastructure as they do not contain a painted buffers between the lane and traffic, or kerbside parking. They are also less than 1.5m wide in parts.

Brighton's proposed cycling network is provided as Appendix B.

9.1.3 Foreshore and River Trails

Brighton's foreshore and river trails along the Derwent and Jordan Rivers offer residents a high-quality leisure experience within proximity to residential areas and are clearly one of Council's most popular assets when it comes to active transport infrastructure.

The existing trails include the Old Beach Foreshore Trail, the Dromedary Walk, the Jordan River Trail Network and the Bridgewater Foreshore walkway. These trails are suitable for people walking, wheeling and riding. A number of these trails are available for viewing on the Greater Hobart Trails website but only limited information available on Council's website. There is currently only limited wayfinding of Council's existing trail network. The trails are suitable for people walking, wheeling and riding.

There is a unique opportunity for Council to increase active transport participation by improving the network. A way-finding scheme and interactive mapping on Council's website would encourage residents and visitors to the municipality to utilise the trails and experience the benefits of increased active transport participation. Maximising the future use of the trails

Council's 2050 Vision and numerous strategic planning documents endorsed by the Council recognise the opportunities to enhance the trail network along the foreshore.

10. Active Transport Infrastructure Best Practice Guidance

The best practice guidelines most relevant to this Strategy that relate to the planning and design of active transport infrastructure are:

- Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling
- Tasmanian Cycling Infrastructure Design Guide.

Whilst this Strategy does recommend some specific infrastructure treatments for new/ upgraded pathways, these guidelines will be used in the specific planning and delivery of those routes. Nonetheless, the guides have been considered in making preliminary recommendations set out in the priority projects section of the Strategy.

The primary focus of this Strategy is on walking infrastructure that can be shared with people riding, making the Austroads document the central reference. However, the Strategy also aims to incorporate cycling-specific infrastructure over time.

It is noted that any Tasmanian-specific guidance documents will be used once published.

10.1 AUSTROADS GUIDELINES

Austroads publications offer nationwide guidance on street design, informing current engineering guidelines in Tasmania, such as the Tasmanian Subdivision Guidelines. Of relevance to this strategy is the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling ('Austroads Guide')¹⁵, often considered the benchmark for minimum standards in active transport infrastructure planning.

10.2 Tasmanian Cycling Infrastructure Design Guide

The Tasmanian Cycling Infrastructure Design Guide ('the Guide')¹⁶ was recently published by the Tasmanian Government to support the design of infrastructure that encourages more people to ride. The Guide draws on national and international best practices, emphasising cycling infrastructure suitable for people of all ages and abilities (AAA).

Figure 8 Six Design Principles
(Source: Tasmanian Government)



¹⁵ Austroads. (2021). Austroads guide to road design part 6A: Paths for walking and cycling. Austroads. <https://austroads.com.au>

¹⁶ Department of State Growth. (2024). Tasmanian cycling infrastructure design guide. Tasmanian Government. https://www.infrastructure.tas.gov.au/_data/assets/pdf_file/0006/534768/Tasmanian_Cycling_Infrastructure_Design_Guide.pdf



The Guide outlines six best practice design principles that cycling infrastructure should meet and will be used in designing new and recommended pathway upgrades in this Strategy when it comes time for the detailed design and planning of the projects.

10.3 Cycle Route Directional Signage Resource Manual

The Cycle Route Directional Signage Resource Manual provide a resource for cycling infrastructure owners to utilise when developing and implementing directional signage for cycle routes. This guide will be used in future wayfinding/ signage projects.

11 Cycling Network Plan

11.1 Brighton's Proposed Cycling Network

With assistance from the Department of State Growth, Brighton Council has developed a Cycling Network Plan to encourage an increase in take up riding in Brighton and contribute to a more sustainable, accessible and healthy transport network for our residents and visitors.

The proposed network has been planned using an 'origin- destination' spatial analysis. The focus of the analysis was to ensure that the cycling network offers safe and comfortable routes from where people live (origins) to where they want to go (destinations) with a particular focus on providing safe routes to school.

The proposed active transport network has been designed to improve safety and connectivity between residential areas, activity centres, schools and open space. The network prioritises completion of missing links and safer connections across key barriers, particularly higher-speed road corridors, in response to issues identified through community engagement.

The proposed network is provided as Appendix B. The methodology is explained in further detail in Appendix C.

It is envisaged that the routes identified in the network will undergo further planning, design, and consultation during future stages to identify the preferred treatment for each route that responds to each context.

For lower order routes, treatments such as sharrows should be considered.

11.2 Cycling Network Route Classifications

The Greater Hobart Cycling Plan commits to providing a network of Primary, Secondary and Neighbourhood routes that are suitable for all ages and abilities riding. These classifications are based on the types of destinations that the route connects to, and the key reason for people to ride on that route. The proposed cycling network for Brighton therefore comprises four classifications as shown in Figure 9.

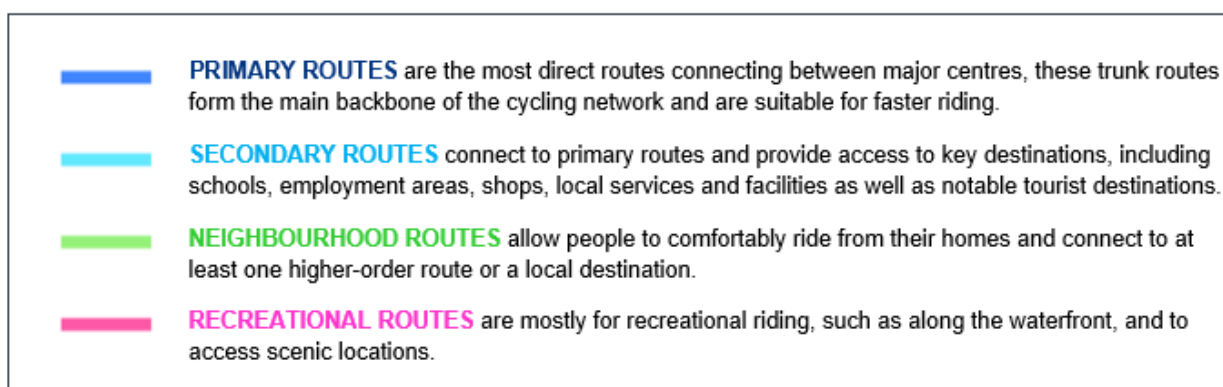


Figure 9 Cycling route classifications for Brighton

Figure 10 illustrates the types of infrastructure that the Tasmanian Government deems appropriate to meet the AAA requirement. For example, a primary route may include off-road paths or protected bicycle lanes. A secondary route may include protected bicycle lanes, and a neighbourhood route may include local street bikeways on quiet streets.



Figure 10 Cycling treatments and level of comfort, Tasmania Cycling Infrastructure Design Guide (2024)

Route classification

The routes were classified to ensure each route's function is clearly defined. This classification will guide the design of future projects to meet specific needs.

Key routes by classification type

- **Primary Routes:** The route from Pontville to Bridgewater will serve as the primary route, offering direct connectivity through Pontville and Brighton through to the Intercity Cycleway in Granton. It is noted that Brighton's Primary Route is shown in the Hobart Regional Arterial Bicycle Network Plan.
- **Secondary Routes:** These routes provide essential east-west connections to link to the primary route. Secondary routes will also aim to provide direct access to all schools in Brighton, promoting safe riding for students and families. Some key secondary routes in Brighton's proposed network include shared paths along the East Derwent Highway between Gagebrook and Bridgewater.
- **Neighbourhood routes:** This fine-grained network of local routes connect residential areas to the primary and secondary routes, so residents have a door-to-door connection for their everyday travel within Brighton.
- **Recreational routes:** Recreational routes provide a leisurely and scenic walking and riding experience. They can be journeys within themselves and/or link major tourist destinations. These routes often serve many people walking so need suitable width and relaxed riding speeds.



12. The Strategy and Key Actions

12.1 Strategic Objective 1: Increase Active Transport Awareness and participation

To raise awareness about the benefits of walking, cycling, and other forms of active transport, and encourage greater participation among residents to create a healthier Brighton.

No.	Key Action	Responsibility	When	Comments
1.1	Support, promote and encourage active transport among people of all ages, abilities and genders.	Development Services, Community Development	2026 - 2028	Active School Travel Program: Develop and implement initiatives like “Walk to School” and “Bike to School” programs to engage students and families in active travel. Utilise Brighton Community News and social media to promote active transport initiatives. Promote active transport in Schools: Partner with local schools to integrate active transport into daily routines through education and participation in challenges (e.g., “Ride to Work Day,” walking challenges). Community Events: Organise events like “Car-Free Days,” “Bike Weeks,” or “Community Rides” to encourage residents to try out active transport.
1.2	Educate the Community on Walking and Cycling to Improve Safety and Increase Confidence	Development Services, Community Development	2026-2028	Social Media Strategy: Develop a social media campaign that highlights the benefits of active transport, shares success stories, promotes the existing trail network, and educates residents on how to get started safely. Online Interactive Mapping and Webpage: Create a user-friendly, interactive map of current walking and cycling routes in Brighton to help residents plan their active transport journeys. Promote New and Existing Infrastructure: Launch campaigns to raise awareness of newly completed or upgraded walking and cycling infrastructure to encourage use and increase user confidence in the safety and convenience of active transport options.

12.2 Strategic Objective 2 – Improve the Safety and Connectivity of Active Transport Network For All Ages and Abilities

To provide an integrated active transport network that will enable all users to move around the network easily and safely. A key focus of this objective is improving safety at crossing points along major road corridors, particularly where barriers to movement have been identified through engagement.

No.	Key Action	Responsibility	When
2.1	Establish a works program to assist with funding the projects outlined in the priority projects section of the Strategy and other relevant strategic actions.	Asset Services	2026 - 2027
2.2	Continue construction and improvements to the pathway network.	Asset Services	Ongoing
2.3	Increase the provision of quality on-road and off-road pedestrian and cycling infrastructure across the municipality.	Development Services, Asset Services	Ongoing
2.4	Improve pedestrian connections in residential areas to key destinations, including bus stops, schools, parks/ recreational trails, and activity centres	Asset Services	Ongoing
2.5	Upgrade and expand the cycling infrastructure in accordance with the proposed cycling network, with a particular focus on higher order routes, having regard to the Tasmanian Cycling Infrastructure Design Guide.	Asset Services	Ongoing
2.6	Take a flexible approach in deciding the types of cycling infrastructure to deliver the cycling network which considers the unique opportunities, challenges and constraints along each corridor or segment.	Asset Services	Ongoing
2.7	Provide new separated pedestrian/ cycling infrastructure and/or retrofit existing cycling infrastructure to deliver the cycling network where feasible, and practical.	Asset Services	Ongoing
2.8	Consider sharrows and related signage as treatments for lower order cycling routes.	Asset Services	Ongoing
2.9	Pursue further expansion of recreational trails with a focus on the riverside/ foreshore network.	Asset Services	Ongoing
2.10	Consider Crime Prevention Through Environmental Design Principles and guidelines when designing and delivering active transport infrastructure where feasible.	Asset Services	Ongoing
2.11	Improve pedestrian connectivity between the Green Point and Cove Hill centres	Asset Services	Ongoing
2.12	Investigate and deliver pedestrian crossing improvements and associated streetscape upgrades along Brighton Road, consistent with the Brighton and Pontville Local Area Plan (BPLAP), to improve safety and connectivity across the activity centre.	Asset Services	Ongoing

12.3 Strategic Objective 3 – Improve Supporting Active Transport Infrastructure

To enhance key supporting infrastructure such as wayfinding, lighting, and secure parking to improve safety, accessibility, and the overall experience of active transport across the municipality.

No.	Key Action	Responsibility	When
3.1	Develop a wayfinding strategy for active travel throughout the municipality with clear signage and information boards that guide users along key routes and connections within the municipality.	Development Services, Asset Services	2026- 2027
3.2	Improve lighting in high traffic areas, as well as routes connecting residential areas to bus stops and activity centres.	Development Services, Asset Services	Ongoing
3.3	Provide secure and appropriate bicycle parking at higher order activity centres, parks and high priority bus stops.	Asset Services	Ongoing

12.4 Strategic Objective 4 –Advocacy and Policy for improved Active Transport Infrastructure and Funding

To continue to encourage private developments provide adequate active transport infrastructure, advocate for investment in active transport infrastructure, planning policies and legislation which promotes sustainable and pedestrian friendly places.

No.	Key Action	Responsibility	When
4.1	Encourage increased mixed-use developments and higher densities near activity centres and existing active transport infrastructure to promote walkability and reduce car dependency	Development Services	Ongoing
4.2	Encourage new multiple dwelling and subdivision developments to provide high quality active transport infrastructure.	Development Services	Ongoing
4.3	Identify and designate densification areas in higher order centres as part of future local planning projects.	Development Services	Ongoing
4.4	Encourage new growth and densification areas be guided by specific area plans (SAP) that include policy encouraging active transport infrastructure where feasible, including: • Dedicated cycling infrastructure or shared paths to attractors (such as activity centres, schools, parks etc.) and existing active transport infrastructure. • Pedestrian-friendly streetscapes, • Connections to other transport modes, such as public transport hubs, to provide a seamless travel experience for all users.	Development Services	Ongoing
4.5	Pursue the re-activation of non-operational rail corridors for public open space and community uses pursuant to the Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016	Development Services.	2026-2027
4.6	Continue to advocate for improved active transport infrastructure on State roads.	Asset Services, Development Services	Ongoing
4.7	Council to consider Council Policy 1.7: Infrastructure Contributions when determining whether to upgrade public infrastructure (including roads/ footpaths) within those areas covered by Specific Area Plans which call up the policy and where it would unlock and encourage infill development when landowners have no desire to do so: • South Brighton Specific Area Plan • Burrows Avenue Specific Area Plan	Development Services, Asset Services	Ongoing
4.8	Adopt a Positive Provisioning Policy to incorporate cycling friendly design in all Council projects.	Development Services, Asset Services	2026-2027



13. Implementation

Delivery of the strategies, pathways and cycling facilities outlined in the Strategy will require significant resourcing and funding, of which a large proportion will rely upon external funding. Some strategies will require partnership with the community and other organisations to deliver.

13.1 Priority Pathway Projects

The Council has identified active transport infrastructure projects based on discussions between Asset Services and Development Services staff, a review of recent strategic planning documents relevant to active transport, and feedback from the community.

These project recommendations will be further refined during the planning and design stages to determine the specific infrastructure needs, the full extent of the project areas, and how they align with community expectations.

This is especially true for the proposed cycling network, where specific cycling infrastructure may be desirable but may not be immediately feasible due to road layout constraints. Nevertheless, Council is committed to providing cycling infrastructure that offers the highest level of comfort to encourage more people to use active transportation.

13.2 Implementation Plan

Council has proposed an implementation plan for the next 10 years which separates projects into the following phases/ priorities.

1. Short term (1-3 years) – High
2. Medium term (3-5 years) – Medium
3. Long term (5-10 years) – Low

The following indicative costs accompany each action:

1. Small = Less than \$100,000
2. Medium = \$100,000 - \$500,000
3. High = \$500,000 - \$1,000,000
4. Very High = More than \$1,000,000

These projects represent a 10-year program of works for delivery, subject to available funding, including from external sources.

Table 2 Priority Infrastructure Actions

Action	Street Name/ Location	Area	Project Description	Type of project	Usage	Cost	Priority
1	Cove Hill Road	Bridgewater	Construct footpath on southern side of Cove Hill Road from the waste transfer site to connect to existing pathway on Hurst Street and the footpath at the East Derwent Highway roundabout.	New pathway	Walking	High	Medium
2	East Derwent Highway (DSG) – Cove Hill	Bridgewater	Complete gaps on pathway on northern side of East Derwent Highway adjacent in between Cove Hill Centre east to the existing footpath.	Extension of existing pathway	Shared	Low	Medium
3	East Derwent Highway Bridge (Jordan River trail)	Bridgewater	Investigate options for formalising the pedestrian underpass under the western side of the Bridge across the Jordan River. May not be appropriate from a passive surveillance/ Crime Prevention Through Environmental Design Principles. Consider undertaking the relevant assessment before proceeding with project.	New pedestrian underpass	N/A	High	Long
4	Bridgewater Foreshore/ Jordan River Trail	Bridgewater	Investigate extending the Bridgewater Foreshore Trail north along the west bank of the Jordan River to connect to the cul-de-sacs off Bisdee Road, other sections of Bisdee Road, and Cove Hil Road.	Extension of foreshore/ riverside trail	Shared	Medium	Short
5	Cowle Road	Bridgewater	Extend footpath along eastern side of Cowle Road from the Taylor Crescent intersection to the Cove Hill Road intersection.	Extension of existing pathway	Walking	Low	Short
6	Bridgewater waterfront	Bridgewater	Construct shared pathway to extend/ connect riverside trails on either side of new Bridgewater Bridge	New shared pathway	Shared	Medium	Short
7	Cove Hill Centre and East Derwent Highway	Bridgewater	Provision of footpath between Cove Hill Centre carpark (i.e., Coles) and existing shared path along the East Derwent Highway	New pathway	Walking	Low	Short
8	Old Main Road	Bridgewater	Pursue and investigate the design and costings to the upgrade/ retrofit of Old Main Road in accordance with Bridgewater Bridge Masterplan, which includes cycling infrastructure	New pathway/ upgrade of road	Shared	High	Medium
9	Nielsen Esplanade and Bridgewater Foreshore Trail	Bridgewater	Extend and formalise Bridgewater Foreshore Trail east from Neilson Esplanade to connect to existing trail	Extension to existing riverside trail	Shared	Medium	Medium
10	Boyer Road	Bridgewater	Investigate pedestrian pathway between Boyer Road growth area and Old Main Road activity centre as part of the development of the Boyer Road growth area	New pathway	Shared	High	Long

11	Wallace Street	Bridgewater	Activate the non-operational rail corridors of the of the Derwent Valley and South Lines of the rail corridor for future shared path. Pursue approval process under the Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016 to re-activate the rail corridors for recreational use pursuant to the Bridgewater Bridge Masterplan	New pathway	Shared	Medium	Medium
12	Weily Park Road	Bridgewater	Investigate possible upgrades to Weily Park Road	Upgrade	N/A	High	Low
13	Midland Highway	Bridgewater	Construct shared path between new bridge to connect to existing path on East Derwent Highway	New shared pathway	Shared	Medium	High
14	Brighton Road	Brighton	Extend existing protected shared path between Ferguson Oval into Pontville village centre	Extension of existing shared path	Shared	Medium	Medium
15	Pontville Bridge	Brighton	Investigate possible underpass and/or pedestrian bridge under Pontville Bridge to connect a future Jordan River Trail to Pontville village centre	New pedestrian underpass/ bridge	NA	Very High	Long
16	Ford Road/ Jordan River Trail	Brighton	Complete the footpath on Ford Road between the existing footpath and the Jordan River Trail carpark	Extension of existing pathway	Walking	Low	Short
17	Ford Road/ Brighton Road/ Jordan River Trail	Brighton	Continue pursuing new river side trail along eastern side of Jordan River between Brighton Road and Ford Road	New riverside trail	Shared	Low	Medium
18	Seymour Street	Brighton	Construct footpath for the length of Seymour Street on western side of road	Footpath	Walking	Medium	Medium
19	Burrows Avenue	Brighton	Complete the footpaths on Burrows Avenue	Extension of existing pathway	Walking	Medium	Short
20	Brighton Road/ Highway Services Precinct	Brighton	Construct a pedestrian refuge to allow safe crossing from the western to eastern side of Brighton Road adjacent to the Highway Services precinct	Pedestrian crossing	N/A	Low	Short
21	Downie Street	Brighton	Upgrade existing footpath to a shared path on southern side of Downie Street from between Bemlena Place and the Brighton Road intersection	Extension/ upgrade	Shared	Low	Short
22	Elderslie Road	Brighton	Construct shared path between Cartwright/ Elderslie Road east to connect to existing shared path nearby to high school site	New shared pathway	Shared	High	Medium
23	Silvergum Street	Brighton	Construct shared path between Racecourse Road and Elderslie Road via Silvergum Street and CT 186588/1	New shared pathway/ upgrade	Shared	Medium	Long
24	William Street	Brighton	Shared path along southern side of William Street	New shared pathway	Shared	High	Medium

25	Munday Street	Brighton	Construct shared pathway to connect the southern side of William St and northern side of Andrew St. Requires appropriate road crossing points on both Williams and Andrew St.	New shared pathway/ upgrade	Shared	High	Medium
26	Racecourse Road	Brighton	Construct shared path on the northern side between Seymour St and Cartwright St.	New shared pathway	Shared	High	Medium
27	Brooke St	Brighton	Construct shared path / upgrade footpath to connect Racecourse Road and Elderslie Rd	New shared pathway/ upgrade	Shared	Medium	Medium
28	Cartwright St / Glen Lea Rd / Cameron Rd / Hartley Ct	Brighton	Construct shared path along eastern side of Cartwright St, Glen Lea Rd and Cameron Rd and northern side of Hartley Ct to connect to an existing section of the Jordan River Trail	New shared pathway/ upgrade	Shared	High	Medium
29	Brighton Road	Brighton	Construct shared path between high school to Brighton Hub on western side of Brighton Road.	New shared pathway/ upgrade	Shared	Low	High
30	Brighton Road	Brighton	Construct shared path between William Street/ Brighton Road roundabout and Highway Services Precinct on eastern side of Brighton Road.	New shared pathway/ upgrade	Shared	Low	High
31	Brighton Road	Brighton	Construct new zebra crossings as per BPLAP	New zebra crossings	Road crossing	High	Medium
32	Brighton Road (Pontville)	Brighton	Construct new zebra crossings as per BPLAP	New zebra crossings	Road crossing	Medium	Medium
33	Seymour Street / Racecourse Road	Brighton	Construct new zebra crossings as per BPLAP	New zebra crossings	Road crossing	Medium	Medium
34	Andrew Street	Brighton	Construct new zebra crossings as per BPLAP	New zebra crossings	Road crossing	Medium	Medium
35	Old Beach Road	Old Beach	Investigate feasibility of upgrading Old Beach Road to consider a footpath	Road upgrade/ retrofit	N/A	High	Medium
36	Old Beach Foreshore Trail	Old Beach	Continue to pursue extension of foreshore trail between St Annes and Jetty Road.	Extension to existing foreshore trail	Shared	High	Medium



14. Conclusion

The Brighton Active Transport Strategy 2026-2036 presents a long-term, evidence-based vision to transform how residents move around their community—supporting healthier, more sustainable, and more connected lifestyles. Grounded in population trends, community needs, and climate imperatives, this Strategy lays the foundation for a resilient and inclusive transport network that prioritises people over cars.

Through the delivery of well-planned infrastructure, education programs, supportive planning policy, and community partnerships, Brighton can make active transport a natural and preferred choice—especially for short trips. The success of this Strategy depends on ongoing collaboration across Council departments, State Government agencies, developers, community organisations, and most importantly, Brighton’s residents.

Active transport is not just about pathways and bike lanes—it’s about reimagining Brighton as a place where people of all ages and abilities can move safely, affordably, and freely. With consistent investment and strategic leadership, this Strategy has the potential to deliver lasting benefits across health, equity, the economy, and the environment.

Brighton Council invites all stakeholders to embrace the shared responsibility of making this vision a reality.

Acknowledgements: Brighton Council wishes to thank Cycling South, the Department of State Growth and WSP for their assistance in preparing the Strategy.

Graphic Design: Julia Dineen Graphic Design

Appendix A: Existing and proposed pathways





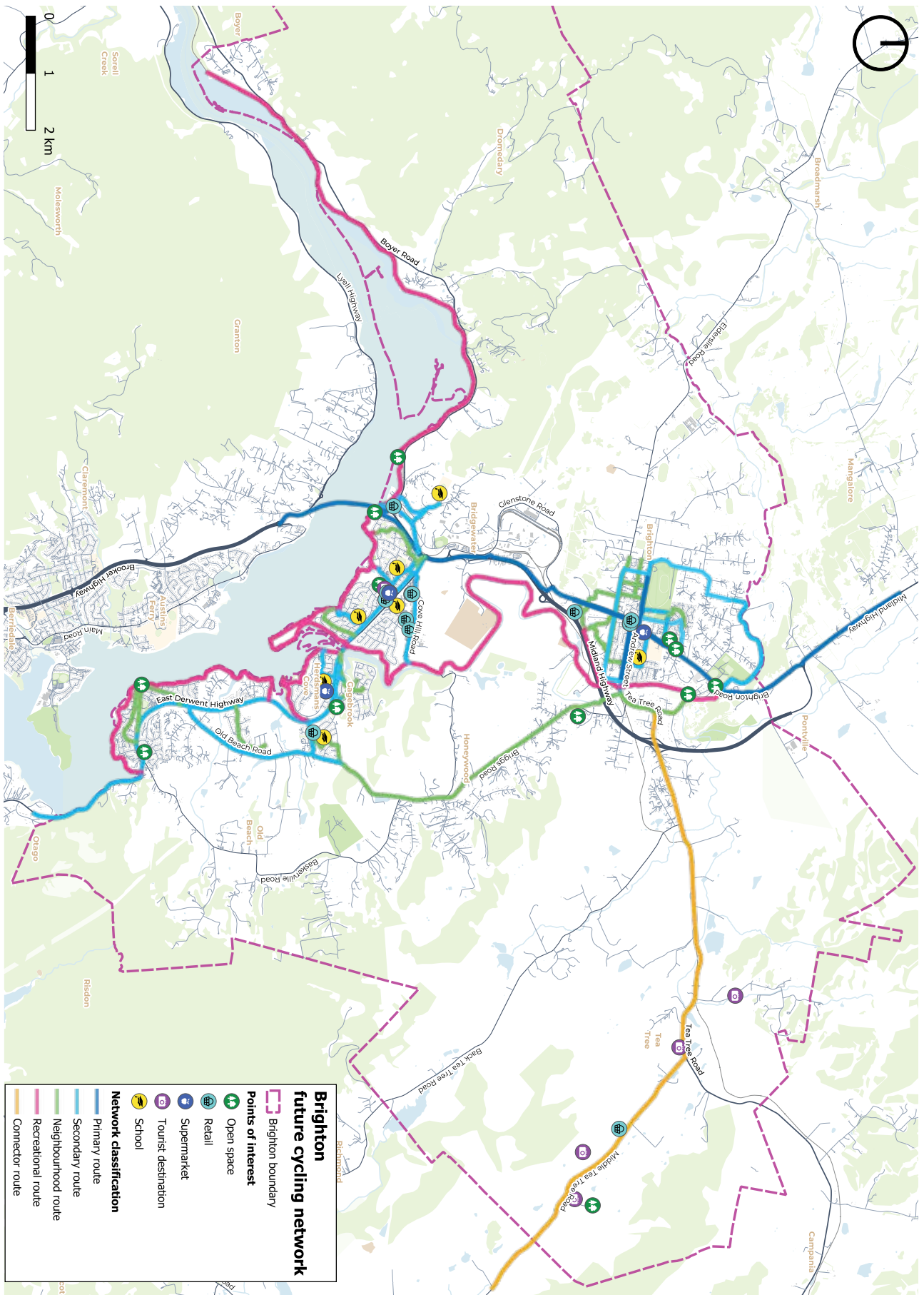






Appendix B: Proposed Cycle Network





Appendix C:

Cycle Network Methodology



Appendix C - Cycle Network Methodology

Cycling Network origin-destination Analysis

To inform the cycling network plan, WSP completed the following steps to prepare a computer generated network plan:

- Create a list of **destination features** to be used as the destinations for the origin/destination routing algorithm. These include Tourist destinations, Schools, Fresh food (supermarkets), Retail and Open space facilities.
- Update the Brighton **population** data, based on Census information. This data determine the origins to understand approximately where residents start their trip.
- Download the entire **street network** for Brighton including roads, cycle paths, footpaths and other tracks. Then to each path attach additional information such as grade (steepness) and road classification (a proxy for traffic speed and volume).
- **Prioritise** the different types of possible paths based on weightings to determine the most appropriate route. **Weightings** are described in Table 5 below.
- Route a path from ALL **origins** to ALL **destinations** minimising a custom 'weight' metric that prioritises (in this order): Pleasant or existing cycle facilities, low grade (steepness) and low traffic speed (assumed according to road classification).
- Remove ALL links not involved in one of the **shortest paths**.
- For each link – calculate the number of **potential trips** to each destination. This calculation assumes that if AAA infrastructure is provided, all residents could choose to cycle if they wanted to. Demographic factors such as age and rider confidence do not weight the potential number of trips. Destination types that have more instances will attract higher flows and so to counteract this, flows are normalised by dividing by the number of instances of that destination type.
- Links are then simplified and prioritised according to the **most frequently used** segments, but prioritising keeping connections to (in order of importance) Schools > Tourist features > Open space > Fresh food > Retail.
- Finally, disconnected links or dead ends are **removed** so that the final output is coherent and logical.
- The computer-generated links are **reviewed and refined** by Council, to inform the proposed network and project prioritisation.

Note this is a computer-generated network based on the data in Table 1 and seeks to provide balanced access to where people currently live. It does not consider the engineering challenges associated with the routes identified, nor the likelihood of different people choosing to cycle.

Table 1: Destinations, data sources and weightings

Factors	Data source	Description	Weighting
Destinations			
Primary schools	The LIST	Primary school catchment polygons are used to filter residential origins and route those residents to their local primary schools. Childcare destinations are not considered.	Very high
Other schools	Council supplied data	All other schools	High
Retail	Google Places	Limited to clothing stores, bike shops, book shops, convenience stores, department stores, florists and large shopping malls.	Low
Fresh food	Google Places	Supermarkets	Low
Tourist attraction	The LIST	Tourist and cultural features	Medium
Open Space	Google Places / The List	Parks, sport complexes (Playgrounds not specifically identified)	Medium
Origins			
Residents	ABS Mesh Blocks (Census 2021)	Centre points of each block are used as the origin for all residents of that area	Where more residents are carried by a link, the stronger the 'importance' rating, as per legend
Employment	The List	Not used as part of the algorithm. These areas are identified on the map and are usually well-connected due to clusters of destinations (see above).	NA
Outside the LGA		Origins or destinations outside of LGA are not included.	NA
Routing			
Topography	ELVIS open data, sources DEM data from Geoscience Australia	Grade added to all links. Normalised grade z-score (abs) used in weight metric for the routing algorithm	Medium-high
Road classification	Open Street Maps (OSM)	Cycleway Path Tertiary Residential Secondary Primary	Very high (0.01) High (0.05) High (0.5) High (0.5) High (0.5) Very low (10)
Speed	OSM data	Inferred only from road classification (as such, low accuracy)	NA
Traffic volume	OSM data	Inferred only from road classification (as such, low accuracy)	NA
Footpaths	OSM data	Identified as 'Path' classification	NA
Existing cycling infrastructure	OSM data	Identified as 'Cycle path' classification	NA
Legibility	Not considered	Not directly considered as suitable results achieved using the classification weighting method	NA
Level of Cycling Stress	Not considered	To be considered in individual project development and improved with new safer infrastructure	NA
Crash statistics	Not considered	To be considered in individual project development and improved with new safer infrastructure	NA

Appendix D: Engagement Summary



Appendix D - Engagement Summary

1. Executive Summary

Brighton Council publicly exhibited the draft **Active Transport Strategy 2025–2035** ('ATS') from **17 September 2025 to 15 October 2025**. During this period, Council hosted a dedicated **Have Your Say** project page where stakeholders could:

- View the draft Strategy
- Complete an online survey
- Make written submissions
- Provide location-based feedback using the interactive mapping tool

Council also posted numerous corflutes along key active transport routes across the municipality.

Across the exhibition period, a total of 56 contributions were received from 28 participants, as follows:

- 23 survey responses
- 31 map contributions
- Two written submissions

The engagement identified consistent themes. There is strong existing use of walking and cycling across the municipality, but safety — particularly at crossings and along road corridors — remains the key issue influencing participation. Feedback also highlighted gaps in the pedestrian and cycling network and the need to improve connections between residential areas, activity centres and open space.

Overall, the feedback supports the direction of the draft ATS, with a clear emphasis on safety and connectivity. The engagement has been used to refine the Strategy, particularly in relation to network definition, mapping clarity and prioritisation of actions.

The findings have been considered in finalising the Strategy. Finalisation was also timed to align with the Brighton and Pontville Local Area Plan ('BPLAP'), which includes more detailed work on the public realm and pedestrian connections within the Brighton activity centre and to key destinations such as Ted Jeffries Park. Relevant outcomes of that work have been incorporated into the ATS to ensure alignment across Council's strategic planning.

In response to engagement, the Strategy mapping has been substantially improved to better communicate priority routes and actions. Mesh Planning were engaged to update mapping for consistency across projects. The priority action table has also been refined, including the addition and removal of projects and re-prioritisation of actions where appropriate.

2. Engagement Methods

2.1. Online Survey

A survey was available on the Have Your Say Page, capturing views on travel behaviour, barriers to active transport, preferred infrastructure types, and project priorities.

2.2 Interactive Social Map

Community members could provide location-based feedback through an interactive mapping tool, identifying:

- Missing footpaths
- Unsafe crossings

- Cycling barriers
- Connectivity gaps
- Valued routes and suggested upgrades

2.3 Written Submissions

Two written submissions were received (Department of State Growth and Cycling South).

3. Key Findings and Strategic Implications

3.1. Strong Use of Active Transport

Most respondents already engage in active transport, with 74% walking or cycling daily or a few times a week. Walking for recreation (91%) and walking with a dog (70%) were the most common activities.

3.2. Safety is the Primary Constraint

Safety is the primary issue influencing participation. The lack of safe paths (87%) was the dominant barrier, followed by poor lighting or visibility (43%) and distance to destinations (22%). Respondents also identified missing ramps and incomplete paths as practical access issues.

This indicates that improving perceived and actual safety — particularly through better separation from traffic and safer crossings — is critical to increasing uptake.

3.3. Network Gaps and Connectivity Issues

Feedback consistently identified:

- missing or incomplete footpaths
- gaps in the network
- poor connections between residential areas and destination

The effectiveness of the network is currently constrained by disconnected routes, requiring a stronger focus on completing missing links and improving continuity.

3.4. Preference for Low-Stress Infrastructure

There is a strong preference for infrastructure that separates users from traffic. Respondents favoured:

- Physical separation from vehicles
- Shared paths

Mixing with traffic was the least preferred option, with 76% ranking it lowest.

This reinforces the importance of prioritising safer, lower-stress environments where possible.

3.5. Strategic Priorities

Respondents placed highest priority on:

- Improving safety and connectivity
- Providing supporting infrastructure (lighting, wayfinding, parking)
- Requiring active transport infrastructure in new development
- Increasing awareness and participation

These priorities align strongly with the direction of the Draft Strategy.

4. Response to Key Themes

4.1. Safety and Crossings

Safety, particularly at crossings and along major road corridors, was consistently identified as the primary barrier to active transport participation.

In response, the Strategy prioritises:

- improved pedestrian crossing infrastructure
- safer route design
- expanded shared path infrastructure

This includes alignment with the Brighton and Ponville Local Area Plan (BPLAP), which identifies crossing improvements and streetscape upgrades within the Brighton activity centre.

4.2. Network Gaps

Feedback identified that sections of the active transport network are incomplete, limiting connectivity between residential areas, activity centres and key destinations.

In response, the Strategy prioritises:

- completion of missing links
- improved connections between residential areas, schools, activity centres and open space
- strengthening of river and shared path corridors

4.3. Infrastructure Type

There is a strong preference for infrastructure that provides separation from traffic and reduces exposure to higher-speed road environments.

In response, the Strategy prioritises infrastructure that provides a low-stress environment suitable for a wide range of users. While fully separated cycling infrastructure is preferred, shared paths are considered the most feasible delivery model in many locations, having regard to road constraints and available corridors. Higher levels of separation will be considered during detailed design where feasible.

4.4. Rural Living Areas

A number of submissions requested improvements to active transport infrastructure within Rural Living areas.

- Council does not typically provide urban-standard infrastructure in these areas due to:
- lower density
- higher servicing costs
- differing service expectations

Accordingly, the Strategy focuses on serviced residential areas, activity centres and key connection corridors. Targeted improvements, including trail connections, will continue to be considered where they support broader network connectivity.

4.5 Mapping Clarity

Feedback indicated that the draft mapping was difficult to interpret and did not clearly communicate priorities.

In response, the mapping has been updated to:

- clearly identify and number priority routes and actions
- improve readability
- align with other Council strategic planning projects

5. Location- Based Feedback

For completeness, location-based feedback received through the interactive mapping tool is summarised below. Responses reflect how matters have been addressed through the Strategy or will be considered through future planning and design processes.

Location	Issue	Comment
Brighton		
Army Camp Estate	Lighting of open space	The lighting of open spaces is not specifically within the scope of the ATS.
Burrows Avenue	Proposed upgrade to include curb ramps.	Completion of the Burrows Avenue footpath is included in the Strategy. Accessibility outcomes, including kerb ramps, will be addressed during detailed design.
Volcanic Drive, Ethan Court, Tea Tree Road.	Various requests/ comments for upgrades/ provision of shoulders, footpaths etc.	Council does not typically provide footpaths in rural living zoned areas. The level of service in these areas is less than in serviced residential areas nearby to activity centres. The focus on the ATS is on serviced residential and business zoned land. The ATS does, however, include proposed possible upgrades to provide unsealed shared in Brighton to connect the Jordan River Trail into the Brighton town centre to create a 'loop' which was identified in the BPLAP.
Bridge crossing between Brighton and Pontville	Comment on safety issues crossing.	The ATS includes an action specifically looking at improving access between Brighton and Pontville. Actions include investigating an underpass/ bridge.
Ford River	Issues crossing bridge	Council will consider this issue when it comes to assessing the safety of roads and bridges. The ATS includes an action to complete footpath along Ford Road heading south to the riverside walkway.
Brighton Road	Unsafe crossing	Already identified as a safety priority
Roundabout near high school	Fast-moving traffic; poor visibility; request for pedestrian crossing/overpass	The Strategy includes improvements to pedestrian safety, including shared path connections along Elderslie Road, William Street and Brighton Road. The BPLAP also proposes a lower-speed environment in this area.
Briggs Road (Harris Rd / Redside Dr area)	Poor visibility on hill; unsafe for walking/ cycling; request for safer access	Rural road safety matter which is outside ATS scope.
Brighton Road/ Highway Services Precinct	Request for footpaths on both side of road between school and KFC etc.	The ATS includes an action to provide footpath between high school and the roundabout near the Brighton Hub. The other side of the road will be upgraded as part of the South Brighton development.
Pontville		
Pontville riverfront	Path "just stops"	The ATS identifies pursuing new and improved river trails as a key strategic action as well as a priority infrastructure action.
Jordan River corridor	Valued route plus recommendations for upgrades	The ATS and its mapping includes proposed upgrades to provide unsealed shared in Brighton to connect the Jordan River Trail into the Brighton town centre to create a 'loop' which was identified in the BPLAP.
Bridgewater		
Glenstone Road roundabout	Suggestion to relocate proposed crossings to quieter leg of roundabout	Council has funding to construct pathway from school to this roundabout. As part of that project the crossing on the roundabout will be considered.

Footpath between Glenstone Road roundabout and Brighton Hub	Footpath goes through a sign	It is considered there is ample clearance for pedestrians/ cyclists to go under the sign on the footpath.
Brighton Hub	Recommendations for additional footpaths in Hub	Already included in ATS network as part of Bridgewater walking and cycling connections.
Cycling between Brighton and Bridgewater	Request to extend local path to meet the new Bridgewater Bridge shared path	Council is committed via the ATS to providing improved connections between Brighton and Bridgewater including the new shared path between the Brighton High School and the Brighton Hub.
Brighton Hub	Request to upgrade Weily Park Road to be fully sealed for whole extent	Already included in ATS as a key connection. Furthermore, Council is currently doing strategic planning work in 'Bridgewater West' and the Brighton Hub which will look at active transport connection improvements between the Hub and nearby growth areas. Wiley Park Road will be considered for upgrade in the future.
Old Main Road	Request separated cycleways on Old Main Road.	The ATS includes an action to: Pursue and investigate the design and costings to the upgrade/ retrofit of Old Main Road in accordance with Bridgewater Bridge Masterplan, which includes cycling infrastructure
Railway Line	Recommendation for rail trail between Riverside Drive to Boyer	The ATS includes actions regarding investigating additional riverside trails.
Bridgewater Foreshore	Comments regarding accessing Bridgewater foreshore	The ATS includes actions regarding improved connections between Brighton and Bridgewater.
Old Beach, Herdsmans Cove & Gagebrook		
Old Beach Foreshore	Comment to continue Old Beach Foreshore trail	The ATS includes an action to investigate continuing Old Beach foreshore trail.

5.2 Written Submissions

Council received two (2) written submissions from the Department of State Growth and Cycling South.

The Department of State Growth submission raised matters relating to:

- clarification of roles and responsibilities
- the need for consultation on works impacting State-controlled roads and infrastructure
- mapping accuracy and presentation

These matters have been addressed through:

- removal of references to external agencies delivering actions
- clarification of Council's role in implementing the Strategy
- confirmation that consultation will occur with relevant agencies during project design and delivery
- updates to mapping to improve clarity and reflect current infrastructure planning

Cycling South supported the overall direction of the Strategy and no changes were required in response.

4. Key Changes to ATS

As a result of engagement, the Strategy has been updated to include:

- improved mapping clarity and numbering of priority actions
- refinement and reprioritisation of infrastructure actions
- clarification of roles and responsibilities, including removal of references to external agencies delivering actions

- updates to mapping to reflect current infrastructure planning
- stronger alignment with the Brighton and Pontville Local Area Plan (BPLAP), including consideration of key crossing improvements





**Brighton
Council**