

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 Pontville 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 Wiley 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.

2.3 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

