

Walking, Wheeling & Cycling Strategy Engagement Summary

Central Coast Council

Community members were invited to provide feedback between 27 May to 24 June 2026 on the draft Walking, Wheeling and Cycling Strategy.

The strategy aims to deliver a safe, inclusive and accessible network that supports people of all ages and abilities.

It focuses on improving the continuity and connectivity of existing infrastructure, promoting active transport, and aligning with the community's aspirations.

The community could share their feedback by:

- Completing the survey on Your Voice, Our Coast
- Emailing a submission
- Writing to Council by post

What we heard

People want safer, more connected and more comfortable ways to walk, wheel and cycle across the Central Coast. Survey results showed strong support for investment in footpaths and shared paths, with the large majority of respondents rating them as important to extremely important. The feedback also highlighted several recurring themes:

- Safety from dangerous road conditions
- Missing footpath network gaps
- Safe routes to schools
- Maintenance and accessibility
- Shade, trees and heat mitigation
- Shared pathways and micromobility devices
- Advocacy for specific projects and missing links

How you connected



A total of **136** submissions received



Your Voice Our Coast
1068 views



Facebook – **4,267** people were reached, generating **18** reactions



Targeted stakeholder email - Delivered to **125** community groups



Media release - Delivered to **120** with an open rate of **45%**



eNews - Delivered to **22,283** with an open rate of **28%**



Coast Connect print - **62,000+** readers

Engagement results

The engagement survey results show that providing footpaths and shared paths on the Central Coast is important to residents, with a total of 97% of respondents rating it important to extremely important.

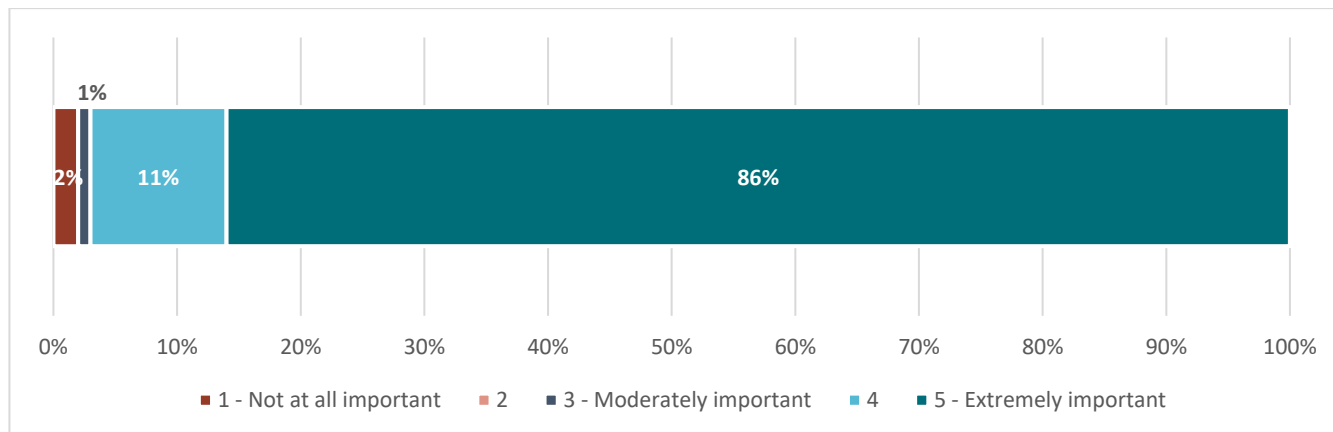


Figure 1: How important is providing footpaths and shared paths on the Central Coast to you?, Online survey on Your Voice Our Coast, 27 May to 24 June 2026, 95 responses.

When asked why adopting the Walking, Wheeling and Cycling Strategy was important to them, the most common reasons were safety (93%), health (89%) and ease of active transport (82%). Of the 18% that said "Other", common themes emphasised safety related to e-bikes and the lack of footpaths around high-traffic areas.

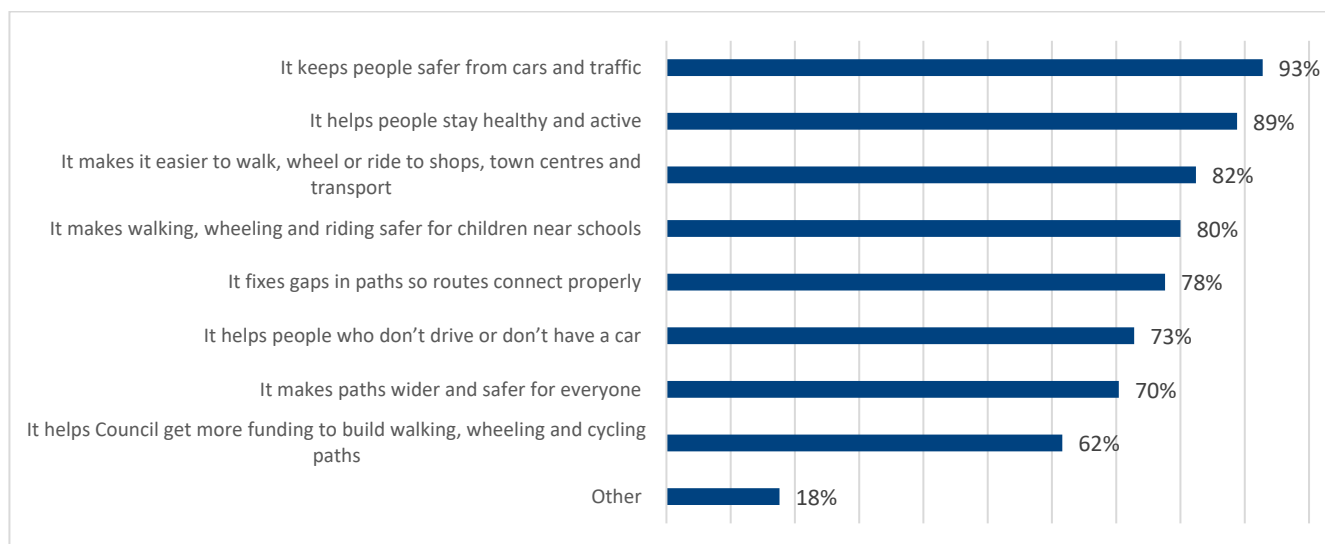


Figure 2: Why is adopting the Walking, Wheeling and Cycling Strategy important to you?, Online survey on Your Voice Our Coast, 27 May to 24 June 2026, 125 responses. *Note: Selection of multiple options allowed

Key themes

Submissions showed that people are thinking about walking, wheeling and cycling as part of everyday life, not just recreation. Many comments focused on whether people can move safely and comfortably between homes, schools, shops, public transport and local centres. The themes below reflect the main issues raised, including safety, missing connections, accessibility and how different path users share space.

Safety from dangerous road conditions



Many respondents raised safety as a key concern, particularly in areas where people need to walk, wheel or ride close to moving traffic. Feedback described the impact this has on everyday trips, including feeling unsafe when travelling with children, using mobility aids or accessing nearby shops, parks and services.

Ways respondents mentioned this theme:

- Roads and walking conditions described as dangerous - often with "no choice" but to use them
- Cars travelling too fast for shared streets
- Calls for physical separation between cars and paths

Quote examples:

"My main concern is the danger I face sharing roads with cars travelling way too fast. There are no footpaths so I need to use the road to wheel the pram or scooter of my 3-year-old grandchild to the park or shops."

"Bike paths etc what about footpaths!! Moved into [redacted], Long Jetty 3 months ago n almost fallen 3 times, walking on road dangerous, but no choice"

Missing footpath network gaps



Respondents often spoke about gaps in the footpath network as a barrier to getting around safely and independently. These gaps were raised in relation to everyday destinations, with feedback noting that even short local trips can become difficult when paths stop suddenly or do not connect.

Ways respondents mentioned this theme:

- Streets with no footpaths - pedestrians forced to walk on road edges
- Parents unable to safely walk with prams or strollers
- Missing links to schools, shops, and beaches
- Expectation that every street should have a footpath as a basic requirement

Quote examples:

"Being 1km from our children's school and not being able to walk there without breaks in the footpath is very frustrating"

"Every resident should be able to leave their house and access school, shops and the beach via a walking path. It is not acceptable that a person with disability have to rely on others and cannot access the community independently in their neighbourhood because the lack of footpath."

Safe routes to schools



Safe travel to and from school was a strong focus in the feedback. Respondents linked this theme to child safety, school traffic and the ability for families to choose walking, wheeling or cycling where suitable paths and safer crossings are available.

Ways respondents mentioned this theme:

- Children walking on road shoulders or busy roads to reach school
- Current walks to school described as "scary" for kids
- Calls to prioritise schools and feeder roads

Quote examples:

"If schools and their feeder roads were connected first all non riders and school traffic would benefit because it would get cars off the roads and stop the nightmare traffic around school times."

"I'm desperately hoping this will help with the urgent building of footpaths in the side of Empire Bay Drive so that children can walk and ride safely to school... Please build them before our children are hurt"

Maintenance and accessibility



Feedback highlighted that existing paths need to be safe, well maintained and accessible for all users. Respondents raised concerns about how damaged surfaces, overgrown vegetation, poor lighting or missing links can make paths harder to use, particularly for older people, people with disability and those using mobility devices.

Ways respondents mentioned this theme:

- Elderly residents identified as key users needing safe paths
- People with disabilities unable to access community independently
- Need for paths suitable for wheelchairs and mobility scooters
- Calls for regular maintenance of existing paths
- Overgrown vegetation and debris reducing path width and accessibility
- Need for better lighting along paths

Quote examples:

"It would be appreciated if you could find / add some funding to improve the appalling conditions of the footpaths in Kariong e.g. Langford Drive especially around the school and Mitchell Drive. The footpaths on these roads are in poor condition and need some urgent repairs. Anyone with mobility issues using an mobility scooters would be a nightmare."

"Ongoing maintenance of existing paths is vital, including regular cleaning (e.g. monthly and after storms / floods) and at least twice a year trimming back of overgrown vegetation which can greatly reduce the effective width and safety of paths."

"Existing shared paths, crossings and signage require repair and compliance upgrades before any new strategy or consultation round is launched."

Shade, trees and heat mitigation



Some respondents highlighted the role of shade and tree canopy in making paths more comfortable and usable, particularly during hot weather. Feedback suggested that path planning should consider heat, comfort and green infrastructure as part of creating places people are more likely to use.

Ways respondents mentioned this theme:

- Calls for more shade trees along pathways
- Paths described as not comfortable without shade/canopy
- Peninsula area identified as a heat island needing green infrastructure

Quote examples:

"These walking, cycling and wheeling paths must have shade, so decent shade tree's must be incorporated into all paths."

"Please look to initiatives like The Greenway in Sydney's inner west, which prioritise canopy. Please invest in best practise planting for shade and in establishment maintenance to ensure paths marry well with green infrastructure, including utilising solar aspect to cast shade onto at least 50% of pathway."

Shared pathways and micromobility devices



Feedback about shared paths included concerns about how pedestrians, cyclists and people using e-bikes, e-scooters and similar devices move safely in the same space. Respondents raised the need to consider speed, awareness and separation in busy locations so shared paths feel safer and more comfortable for different users.

Ways respondents mentioned this theme:

- E-bikes and e-scooters travelling too fast on shared paths
- Pedestrians feeling unsafe when passed by fast-moving cyclists
- Calls to separate cyclists from pedestrians in high-traffic areas

Quote examples:

"This is all very well but right now it is too dangerous to use the cycle ways for fear of being run over by the [redacted] on ebikes and unregistered motorbikes."

"I think this is the right direction, but I strongly feel you need to touch on safety as well. For example I daily walk parts of the Budgewoi lake path and have noticed barely anyone on a bike , e, or normal or even scooter rings the bell to notify they are passing."

Advocacy for specific projects and missing links



Submissions included advocacy for specific projects and missing links across various areas of the Central Coast. Respondents described how gaps in the walking, wheeling and cycling network can make local trips harder, less safe or more dependent on car travel, particularly where routes do not provide practical connections to key destinations.

Ways respondents mentioned this theme:

- Pedestrians forced to share narrow roadways with vehicles
- Calls for a boardwalk or foreshore path as a safer alternative
- Areas described as disconnected or isolated without walking access

Quote examples:

"We in the Bays community really need walking access to Woy Woy, the Woy Woy rd is far too dangerous to even attempt to walk down"

"There are currently no safe walking/cycling paths for pedestrians to and from Horsfield, Phegans and Woy Woy bay into Woy Woy proper, making these areas only accessible by car."

Council's response

Due to the volume and variety of content contained within community feedback, not every issue or theme can be included and responded to in the following table, however all feedback has been read and will be considered by the project team.

This phase of engagement sought feedback on the draft strategy, to identify where clarification, refinement or improvement may be appropriate prior to finalisation. Feedback has been reviewed by the project team and considered in the development of recommendations to be presented to Council for consideration. The final decision is made by the elected Councillors at a formal Council meeting and may also be influenced by available funding, priorities and delivery programs.

Theme	Theme summary	Council's response
Safety from dangerous road conditions	Respondents raised concerns about walking, wheeling or riding close to traffic, especially where there are no footpaths or safe separation from vehicles.	Improving safety and accessibility is a key focus of the Strategy through the delivery of footpaths, crossings, kerb ramps, shared paths and other safety improvements. Future projects will be assessed and prioritised using Council's Prioritisation Framework, which places significant emphasis on safety, accessibility and community need.
Missing footpath network gaps	Respondents identified missing links in the footpath network as a barrier to safe,	Addressing gaps in the network is a key outcome of the Strategy and is supported by the new Priority Pathways Program, which focuses on completing

	connected and independent local trips.	local missing links and improving connections to schools, shops, public transport and community facilities. Future projects will be prioritised based on factors including community need, safety and deliverability.
Safe routes to schools	Families and community members highlighted the importance of safer walking, wheeling and riding routes near schools, including safer crossings and connected paths.	The Strategy includes specific objectives and actions aimed at improving walking, wheeling and cycling access to schools and supporting safer routes for children and families. Council will continue working with schools and the community to identify opportunities to improve pathways, crossings and connections that support active travel to school.
Maintenance and accessibility	Feedback noted that existing paths need to be well maintained, accessible and suitable for people using prams, wheelchairs, mobility scooters and other mobility aids.	The Strategy includes actions supporting pathway renewal, maintenance, accessibility improvements and upgrades to existing assets. Community feedback relating to surface condition, vegetation management, lighting, drainage and accessibility has been considered in the development of the final Strategy.
Shade, trees and heat mitigation	Respondents suggested that shade, tree canopy and heat should be considered when planning paths so they are more comfortable to use.	The Strategy recognises the importance of supportive elements such as shade, trees, seating, water and lighting to improve comfort, accessibility and participation. A new Strategy action was added to ensure these considerations will continue to be incorporated into planning, design and delivery of future pathway projects where appropriate.
Shared pathways and micromobility devices	Feedback raised safety concerns about pedestrians, cyclists, e-bikes, e-scooters and similar devices sharing the same paths, particularly in busy areas.	The Strategy recognises the need to improve comfort and safety on busy routes through appropriate pathway design, wider shared paths where feasible, improved signage, wayfinding and community education. Council will continue working with State Government agencies regarding regulation and enforcement matters associated with e-bikes and other micromobility devices
Advocacy for specific projects and missing links	Feedback focused on the need for safer and more practical connections for people walking, wheeling and cycling at specific locations in their local area.	All suggested projects and route opportunities identified during consultation have been recorded and will be assessed through the Prioritisation Framework. The Strategy supports the investigation and delivery of network connections that improve access to key destinations, reduce reliance on private vehicles and strengthen regional connectivity.

What's next?

The Walking, Wheeling and Cycling Strategy was adopted by Council on 25 August 2026, following consideration of the feedback received during community engagement.

The Strategy will now guide how Council plans, prioritises and delivers future walking, wheeling and cycling improvements across the Central Coast. Suggested projects and missing links raised by the community will be considered through Council's prioritisation process and future delivery programs, subject to available funding.

Find out more and stay up to date at

<https://www.yourvoiceourcoast.com/walking-cycling-strategy>

September 2026