



Yarriambiack Shire Council

Footpath Hierarchy and Implementation Plan 2023 - 2028



Yarriambiack
SHIRE COUNCIL



Yarriambiack
SHIRE COUNCIL

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1. INTRODUCTION

Footpaths play an important role within the Yarriambiack Shire Council, providing a means of access to services, community facilities, hospitals, schools, public transport and open spaces. The provision of footpaths provides for a “connected rural community, who values its land and wellbeing”, via ensuring communities are connected through footpath infrastructure maintenance, renewal and development.

The Yarriambiack Shire Council owns and maintains approximately 59km of footpaths within the region. The path comprises of various materials such as concrete, pavers, concrete squares, bitumen seal, and premix/hotmix/asphalt.

The plan has been prepared to demonstrate Council’s commitment for the next five (5) years to the implementation and management of footpath assets within the region.

This plan is to be read in conjunction with the following associated council documents:

- Council plan
- Footpath Asset Management Plan
- Road Management Plan

The Footpath Hierarchy and Implementation Plan will be used as a tool in the management of all footpaths in the Yarriambiack Shire for which Council has management responsibility.

This plan will determine basic standards for the footpaths and will assist Council and its officers to plan for maintenance works and reconstruction works to be carried out in a cost-effective manner that provides “best value” for the money spent.

2. Goals and Objectives

The goal is implementing and managing footpath assets to meet the defined level of service in the most cost-effective manner for present and future residents and visitors.

The objectives of this plan are:

- Improve the amenity, accessibility and safety of the footpath network so they are accessible for all users.
- To establish footpaths in towns, based on community feedback collected from community engagement activities.
- Reduce the risk of conflict between pedestrians and motorists.
- Establish the criteria to guide the development of new footpaths, which proposes the construction of a footpath on a least one side of most residential urban roads and include provision in the long-term financial plan to complete the development of the pedestrian footpath network in a financially sustainable manner.

3. Key Stakeholders

Key stakeholder	Role
Councillors	- Allocate resources to meet councils overall objectives in providing services - represent needs of community
CEO/Directors/Managers/Coordinators	- Adopt plan - Project management including delivery of footpath asset in accordance with adopted plan - Budget approvals - Asset management (asset register, validate useful life, condition monitoring, plan footpath asset renewal and renewal cost)
Residents/Visitors	- End users of council assets
Corporate service – Finance	- Budget allocations of approved financial plan per project cost - Monitoring asset valuation and depreciation
Insurers	- Partner with council to mutually cover risk of Council's assets

4. Maps

This hierarchy applies to thirteen towns in Yarriambiack Shire. Two maps of each town form part of the document i.e., category and surface.

Existing Conditions Maps

These maps show the type of footpath that exists in each location as at December 2022.

Accurate knowledge of existing conditions is necessary to determine the classification of paths in the FOOTPATH HIERARCHY.

This information will inform footpath maintenance and footpath reconstruction programs into the future..

Existing Paths are shown in the following groupings:

- Concrete.
- Pavers.
- Concrete squares 600 x 600 mm. Paths constructed of this material have been identified separately as the condition of many of these paths is of concern. The paths are old and require replacement with concrete or another suitable surface.
- Bitumen seal
- Premix / hotmix / asphalt.
- Unsealed: Crushed rock / gravel / quarry dust.



Footpath Hierarchy

The hierarchy determines basic standards for the footpaths and will assist Council and its officers to plan for maintenance works and reconstruction works to be carried out in a cost-effective manner that provides “best value” for the money spent.

Consideration is given to pedestrian traffic, land use and proximity to facilities (e.g. school, sporting, shopping, hospitals, etc.), bus stops, streetscapes plan and linkages to existing footpaths.

CATEGORY 1: FOOTPATH CONSTRUCTION ON BOTH SIDES OF PUBLIC ROAD

Consideration will be given to constructing a footpath on both sides of a public road where:

- Within the business center and adjacent areas where high pedestrian activity such as in the vicinity of schools, major sporting grounds, commercial areas, aged care facilities and other public facilities such as bus stops.

CATEGORY 2: FOOTPATH CONSTRUCTION ON ONE SIDE OF A PUBLIC ROAD

Consideration will be given to constructing a footpath on one side of a public road where:

- The footpath provides a link to the existing footpath network, or
- Often associated network require with arterial and link roads, or
- Whereby connecting to a significant pedestrian generation such as sporting area, education facility, aged care facility, shopping precinct, and medium volume pedestrian access to service residential area.

CATEGORY 3: NO FOOTPATH CONSTRUCTION

Footpath may not be constructed where one or more of the following factors apply:

- There are no existing connecting footpaths or possible connecting footpaths, or
- Where the construction cost is very high but can provide a low standard path, or
- Footpaths require a connection in the low-density area, keeping physically active (connection to town and reserve), and future expansion of footpath network.
- Only for internal use by Asset department when developing future footpath plans.

5. Material type

Historically, council uses variety of material such as concrete, pavers, bitumen, crushed rock/grave/quarry dust and premix for the construction of footpath. The selection of one material over another will depend on site specific circumstances including the desired level of amenity and future renewal and maintenance considerations.

Council officers assess any renewal of existing or new footpath, based on the footpath hierarchy and levels of service, which dictates the construction material type to be used.

It is proposed that Council will continue to use a range of different material types, acknowledging the majority of new paths will be constructed with concrete.

6. Technical specification

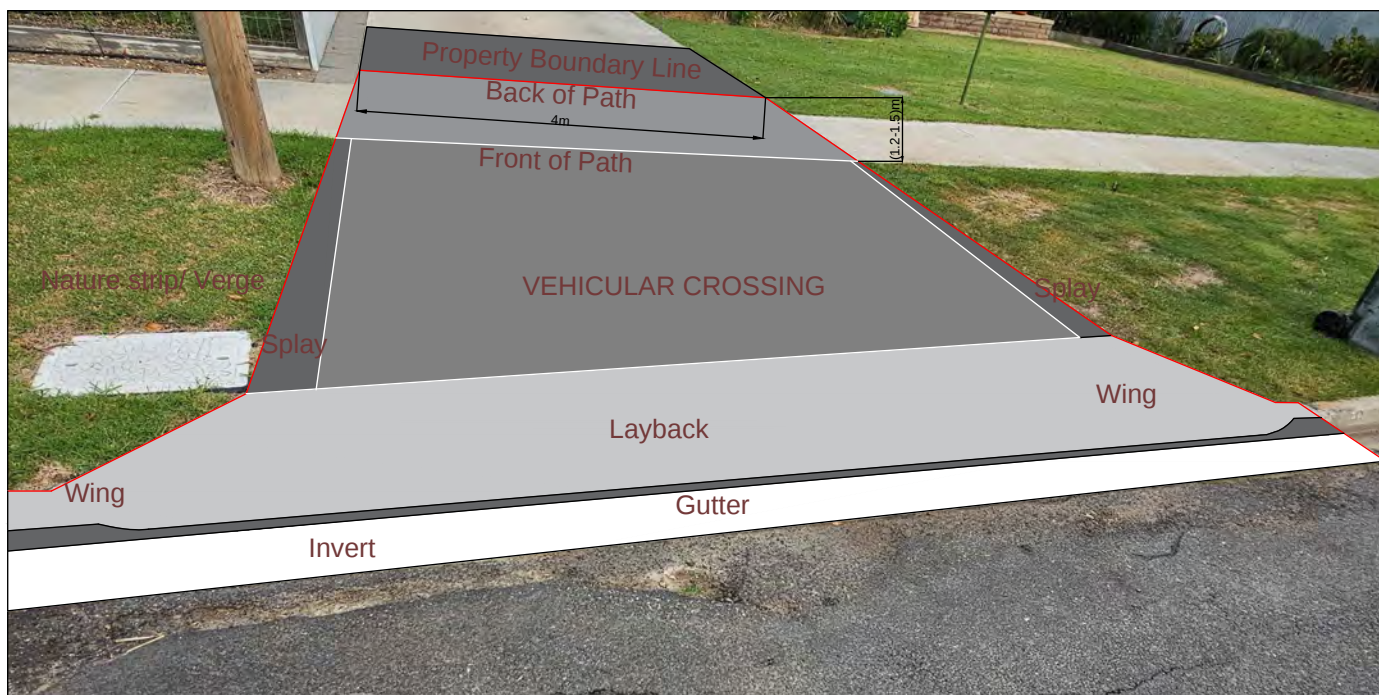
Footpaths will be generally constructed to a width of 1.5m. This width may be reduced to a minimum of 1.2m where there are physical constraints or it is otherwise impractical to provide the full width.

Footpaths shall be designed and constructed to facilitate ease of use by users with mobility and vision. Footpath shall be designed with consideration to the requirements of the relevant Australian Standards, Infrastructure Design Manual and Austroads guidelines.

7. Site works

The location of a footpath within a road or road reserve will be selected to suit the topography so the path complies with the requirement for disability access (as far as practicable) and minimises disturbance to vegetation and impact on adjoining properties.

Council may construct or reconstruct an existing driveway crossing place to a maximum length of 4 metres, at no cost to the property owner, in the event the existing crossing place does not provide a safe thoroughfare for pedestrians.



8. Footpath provision and cost

The location of the existing footpath network has been mapped using Geographical Information System (GIS).

The GIS has been used to identify all roads that do not have a footpath on one side of the road and roads which should desirably have a footpath on both sides.

Community engagement activities were undertaken to inform the implementation plan. The engagement activities identified high foot traffic areas, missing link connectors to existing footpaths and what the community deemed high priority to ensuring an accessible, inclusive, and connected community.

The total length of footpath to be constructed under the missing link and customer request is approximately:

- 27km if we invest in all identified missing footpaths.
- 9km if we only construct our immediate priority footpaths.
- 20km length of footpath request by the community.
- 7km length of footpath identified GPS source.
- 7km if we only deliver to the most critical location. These are footpaths with a category 1.

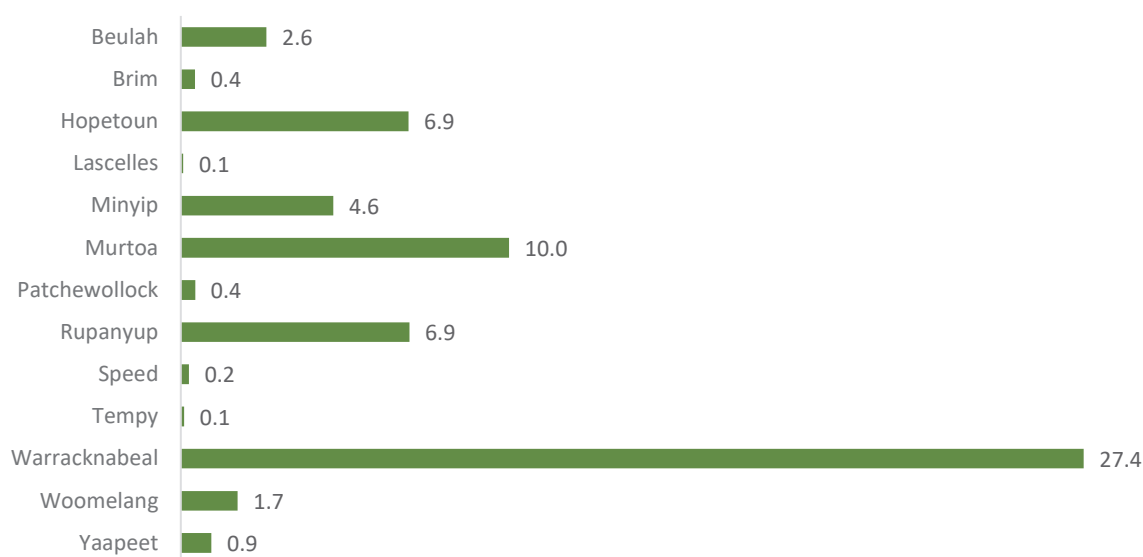
The estimated cost of constructing footpaths lengths as listed above are:

- 27km of footpath with a width of 1.5m using concrete is estimated at \$8 million.
- 9km of footpath with a width of 1.5m using concrete is estimated at \$3 million.
- 20km of footpath with a width of 1.5m using concrete is estimated at \$6 million.
- 7km of footpath with a width of 1.5m using concrete is estimated at \$2 million.
- 7km of footpath with a width of 1.5m using concrete is estimated at \$2 million, \$400 thousand per year for the next upcoming five year period.

Unit rate calculation process

- The liner kilometres of footpaths do not include the associated crossings, vegetation removal and offsets.
- Engineering teams will require further investigation on a case by case basis to estimate the correct amount of footpath construction.
- The source of the unit rate is from finished similar projects of Council capital works program 2022/23.
- The unit rate will vary depending upon the material selection on the footpath construction such as quarry dust, concrete with reinforcement or others.
- All new footpaths are assumed to be concrete at 1.5m wide as per Infrastructure Design Manual

Length (km) of footpath in towns



General

In some instances, footpaths already exist which are of a higher standard than that required by the hierarchy. In this situation, Council will maintain the existing footpath while this can be done in a cost-effective manner. When an existing footpath deteriorates to a point that it can no longer be maintained in a cost-effective manner it may be replaced by a footpath of a lower standard.

In other instances, the hierarchy indicates that a path of a higher standard is appropriate. It is acknowledged that with current levels of funding, this may take many years to achieve.

9. Related documents or legislation

- Local government act
- Disability inclusion act
- Civil liability act
- Disability Discrimination act
- Austroads Guide to Road Design – Part 6A; Pedestrian and Cyclist Paths
- Infrastructure Design Manual (IDM)
- Australian Standard
- AMCORD – A National Resource Document for Residential Development

Conformance with Road Management Plan

In response to the ROAD MANAGEMENT ACT 2004 Yarriambiack Shire has produced a ROAD MANAGEMENT PLAN for its road and footpath assets.

In regard to footpaths, the Road Management Plan (Clause 5.9.3) sets out a schedule of regular safety/defect inspections. The frequency of inspections for an individual footpath is governed by the Category given to it in this hierarchy.

Appendix A of the Road Management Plan provides details of what defects are to be recorded during the inspections and identifies time frames within which Council should take appropriate action to address the defect.

10. Definition

Existing footpaths – The footpath that is registered in Council asset management system and managed by Council.

YSC Priority Paths – Footpaths that serve a large population including missing links, connection to the existing footpaths, land connection facility (e.g, school kids walking area, residential, reserves), renewal of the path and footpath hierarchy definition (have a footpath on one side of the street).

Active Strategy Paths – Footpaths that require a connection in the low-density area, keep physically active (connection to town and reserve), and future expansion of footpath network.

11. Prioritisation – design, construction, and maintenance

The location of the existing footpath network has been mapped using the GIS.

GIS enables the display of many different kinds of data on one map and allows us to easily see, analyse, and understand relationships between different features.

Road Management Plan explains the operational standards of footpaths including regular maintenance inspections frequency.

Due to the competing demands on Council's budget, the provision of footpaths need to be prioritised to maximise the benefit to the wider community, provide direction for the installation of new footpaths and to justify the selection of footpath construction to residents.

Factors to consider for developing a prioritised hierarchy include:

- Footpath hierarchy.
- Linkage to other footpath.

- Construction feasibility – vegetation and other structures restricting the geometry of footpath.
- Construction cost.
- Construction material selection (concrete, quarry dust or others).
- Adjacent location such as schools, aged care facility, reserves, residential, shopping precinct, play ground.

12. Financial Risk and Opportunities

Annual reconstruction and maintenance costs to renew and maintain footpaths place a significant burden on the capital and operational budgets of Council. Council's financial commitment could be reduced by the way of State/Federal Government grants, alternative footpath surface types, partnerships with other organisations (VicRoads/VicTrack) and special charge schemes.

As the footpath network length is increased there will be a need to increase the associated resources required to maintain the additional footpaths. Maintenance efficiencies and/or resources will need to increase accordingly as the assets age.

13. Individual Town Footpath Plan

The maps in Appendix A indicate the existing footpaths, Yarriambiack Shire Council priority paths and active strategy paths. The maps also have information about the source of footpath data, the location or street name where the footpath will be constructed, length, estimated cost and program year.

14. Review

The Footpath Hierarchy and Implementation Plan will have a major review by Council every four years.

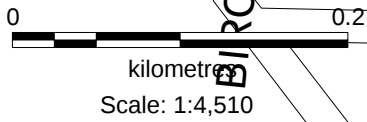
INDEX TO MAPS - Hierarchy & Surface

<i>TOWN</i>	<i>MAP NUMBER</i>
BEULAH	1 & 2
BRIM	3 & 4
HOPETOUN	5 & 6
LASCELLES	7 & 8
MINYIP	9 & 10
MURTOA	11 & 12
PATCHEWOLLOCK	13 & 14
RUPANYUP	15 & 16
SPEED	17 & 18
TEMPY	19 & 20
WARRACKNABEAL	21 & 22
WOOMELANG	23 & 24
YAAPEET	25 & 26

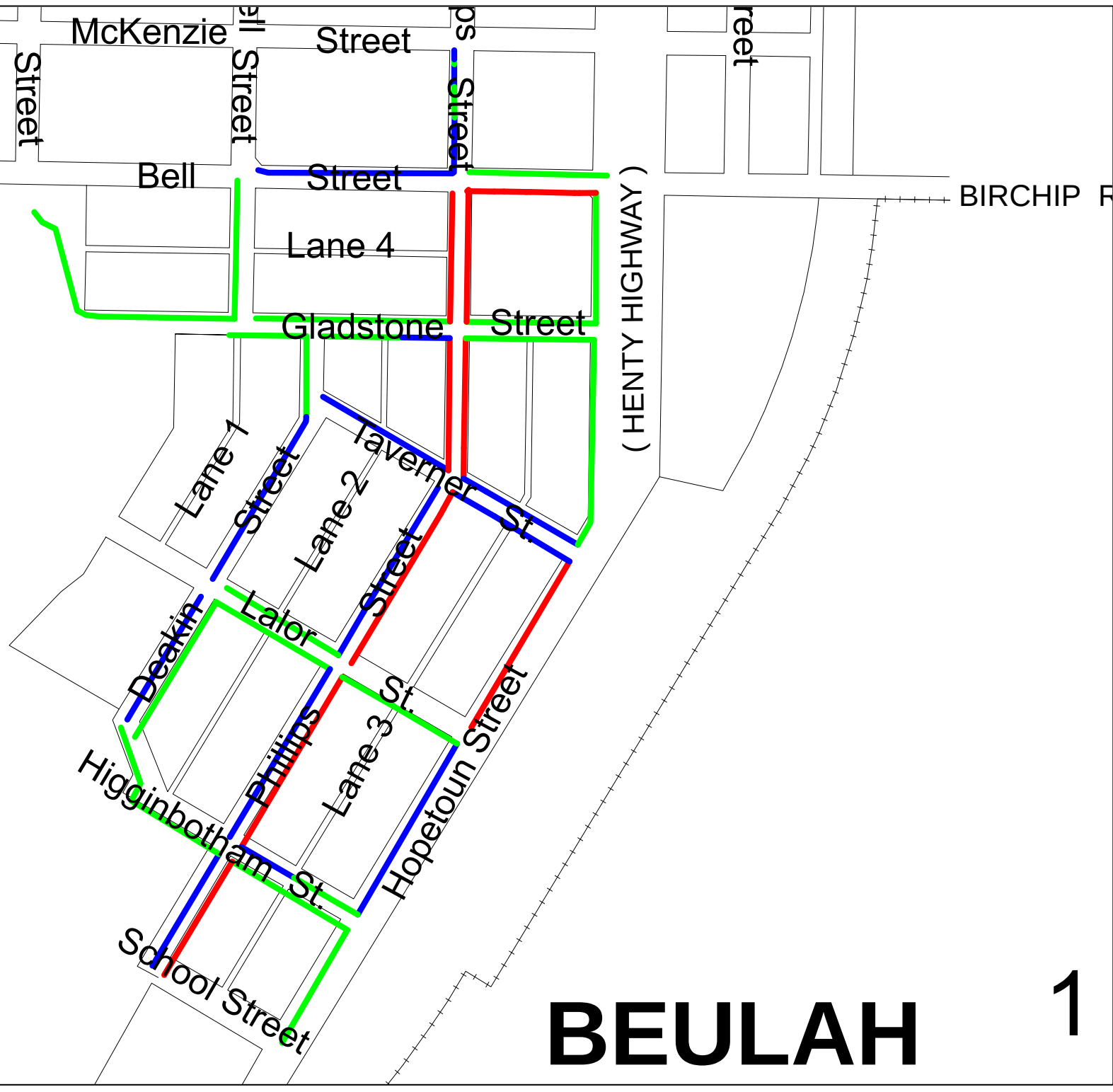
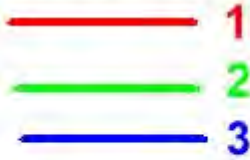
Notes to the implementation plan:

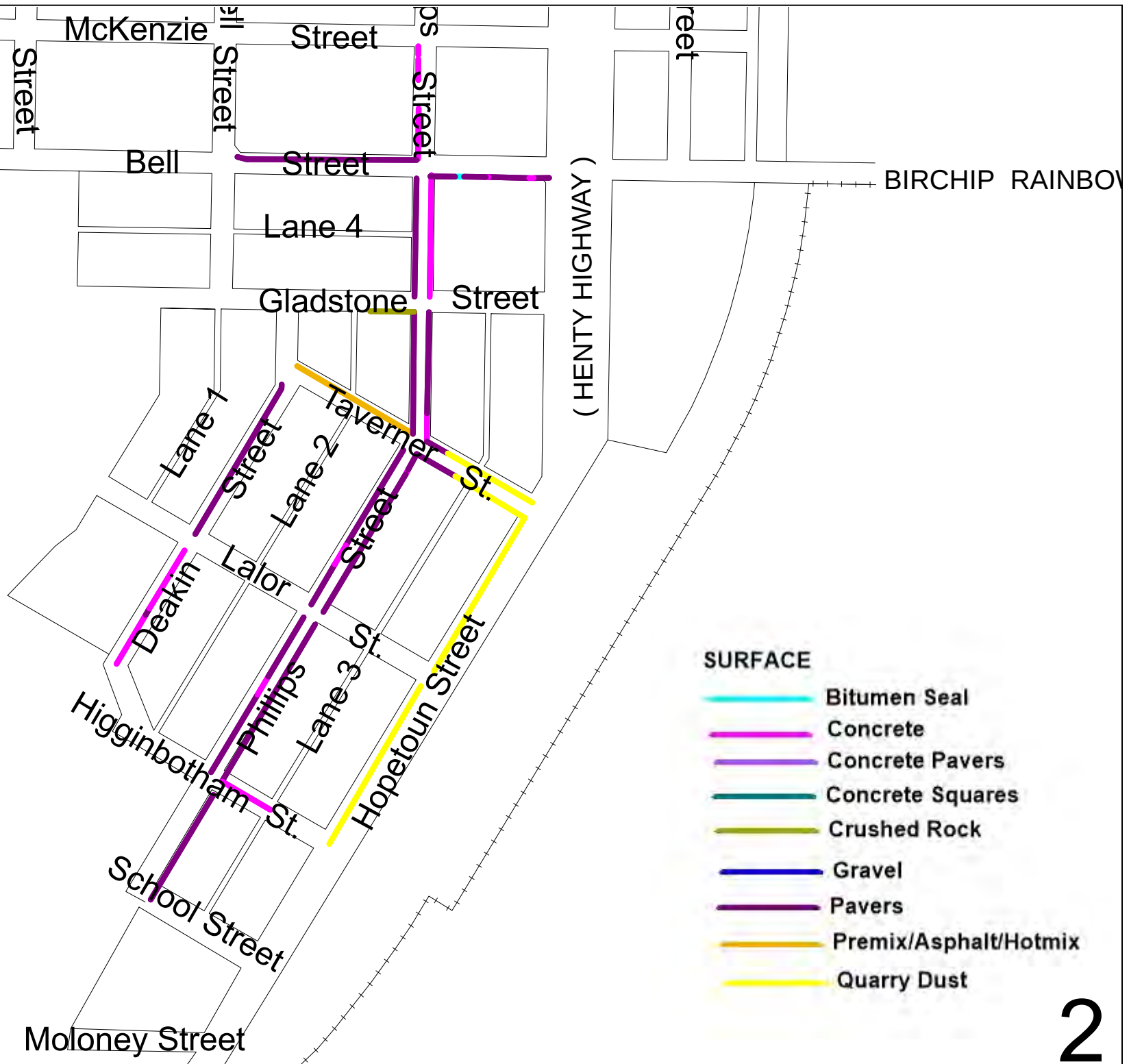
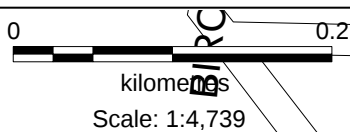
A total of 27 kilometres of footpaths are identified in 13 different towns and only 7 kilometers (highlighted in green) will be delivered within the next 5 financial years.

Appendix A.
Individual Town Footpath Plan

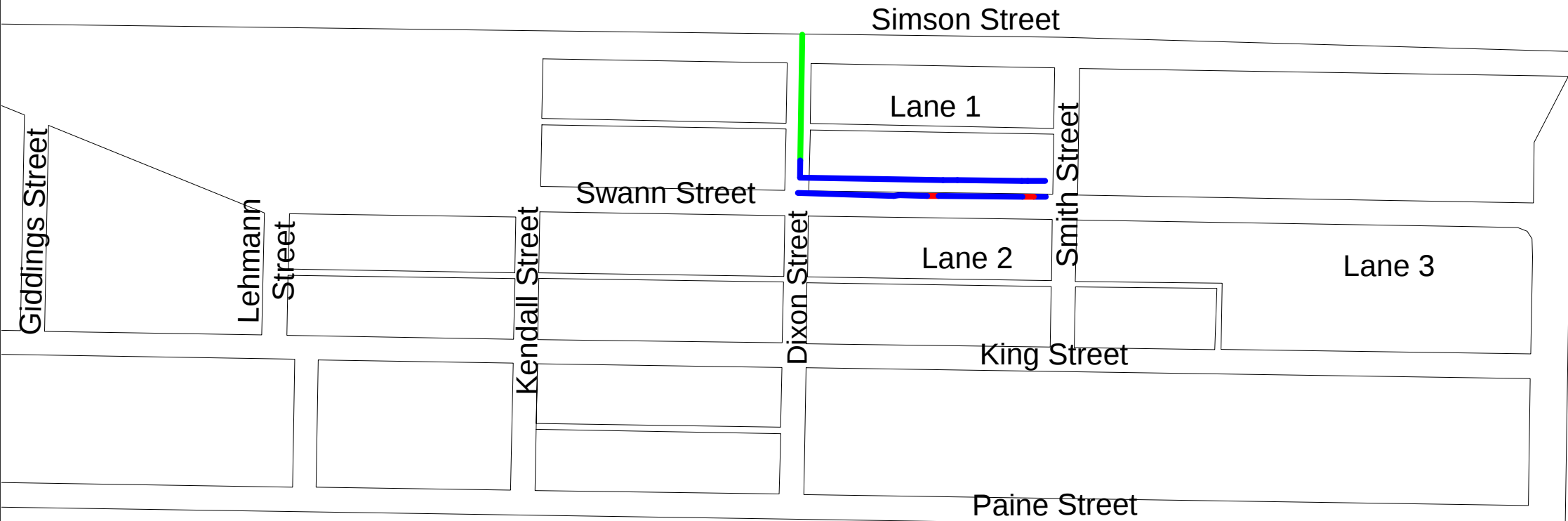
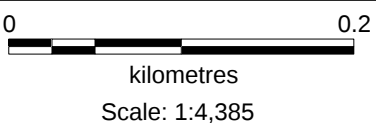


HIERARCHY

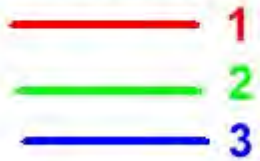




BEULAH



HIERARCHY

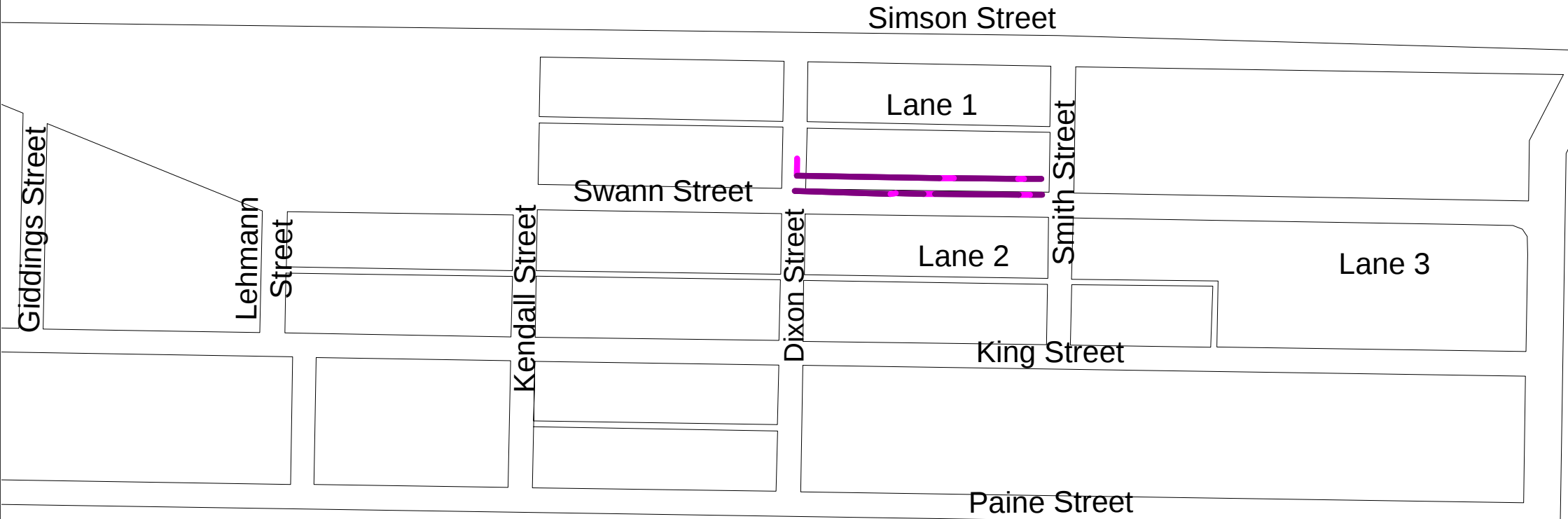


BRIM

3



kilometres
Scale: 1:4,385

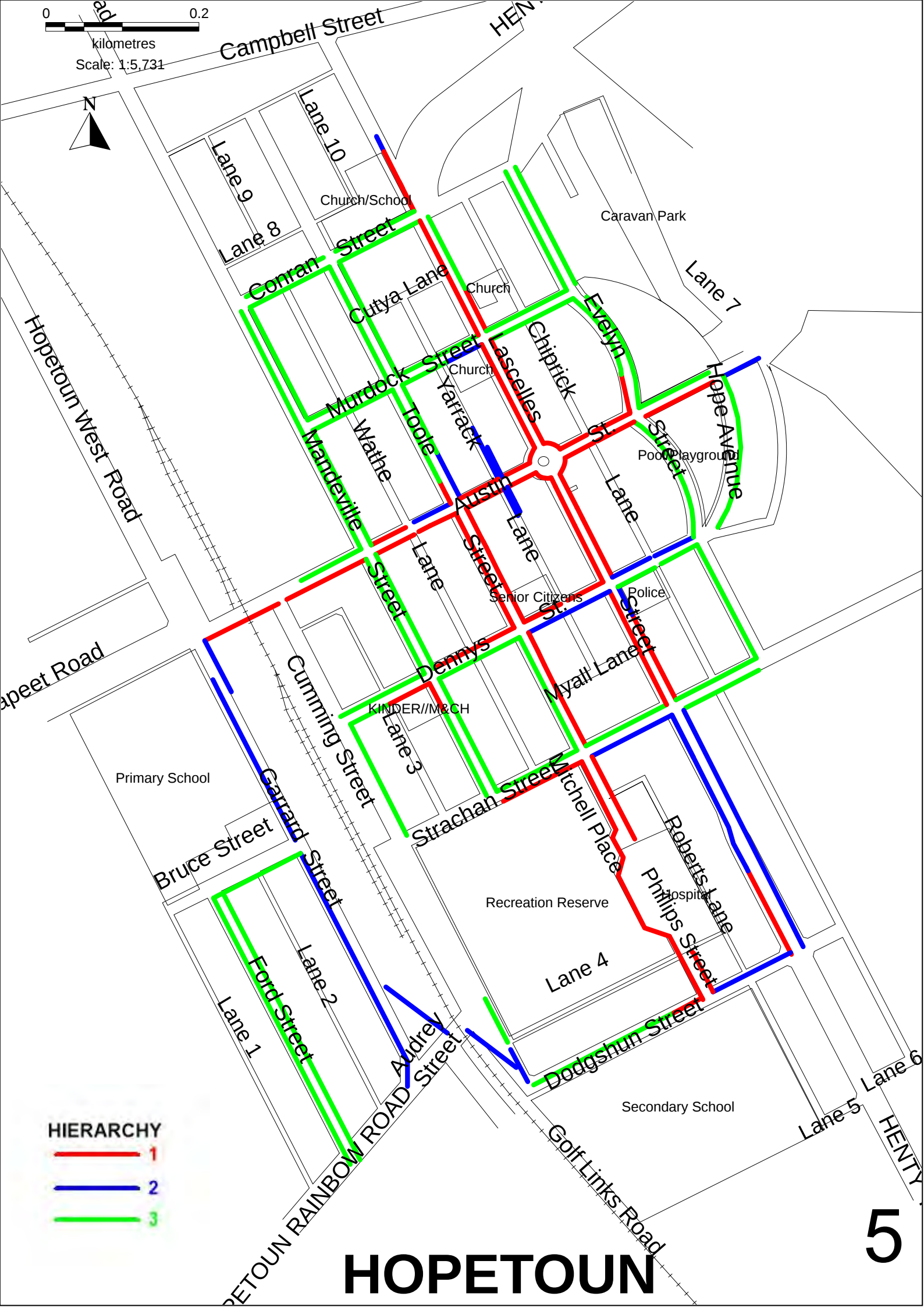


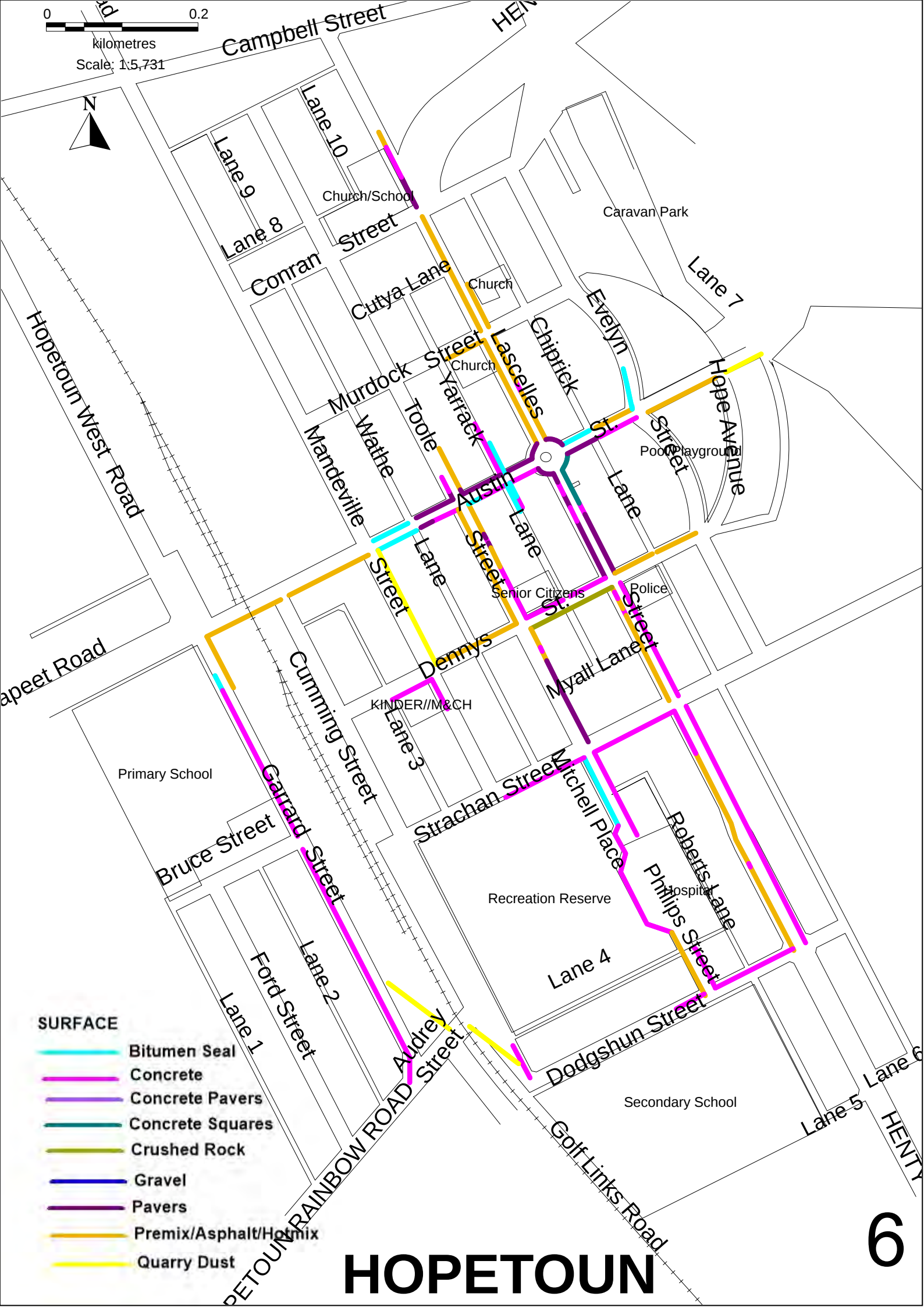
SURFACE

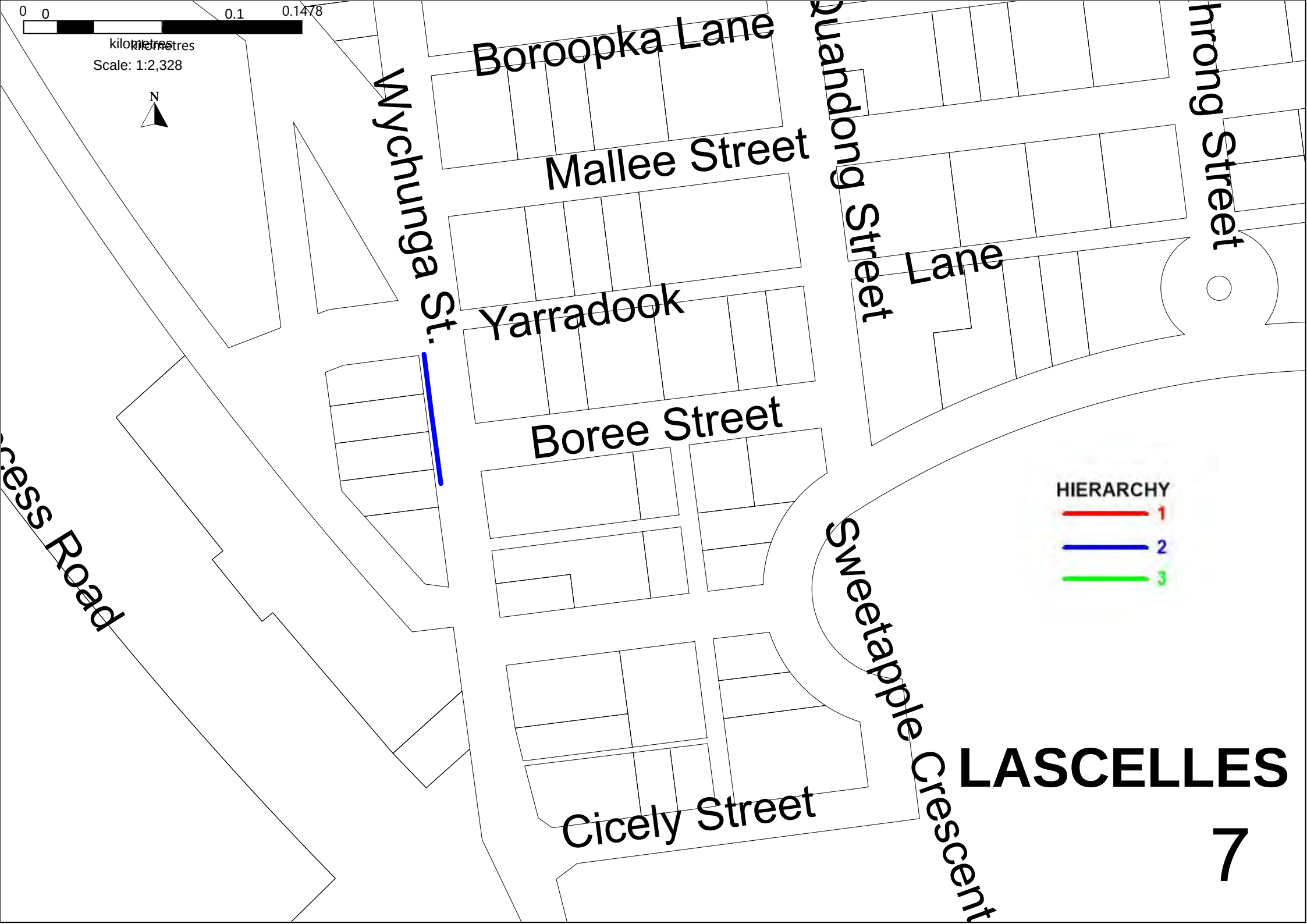
- Bitumen Seal
- Concrete
- Concrete Pavers
- Concrete Squares
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust

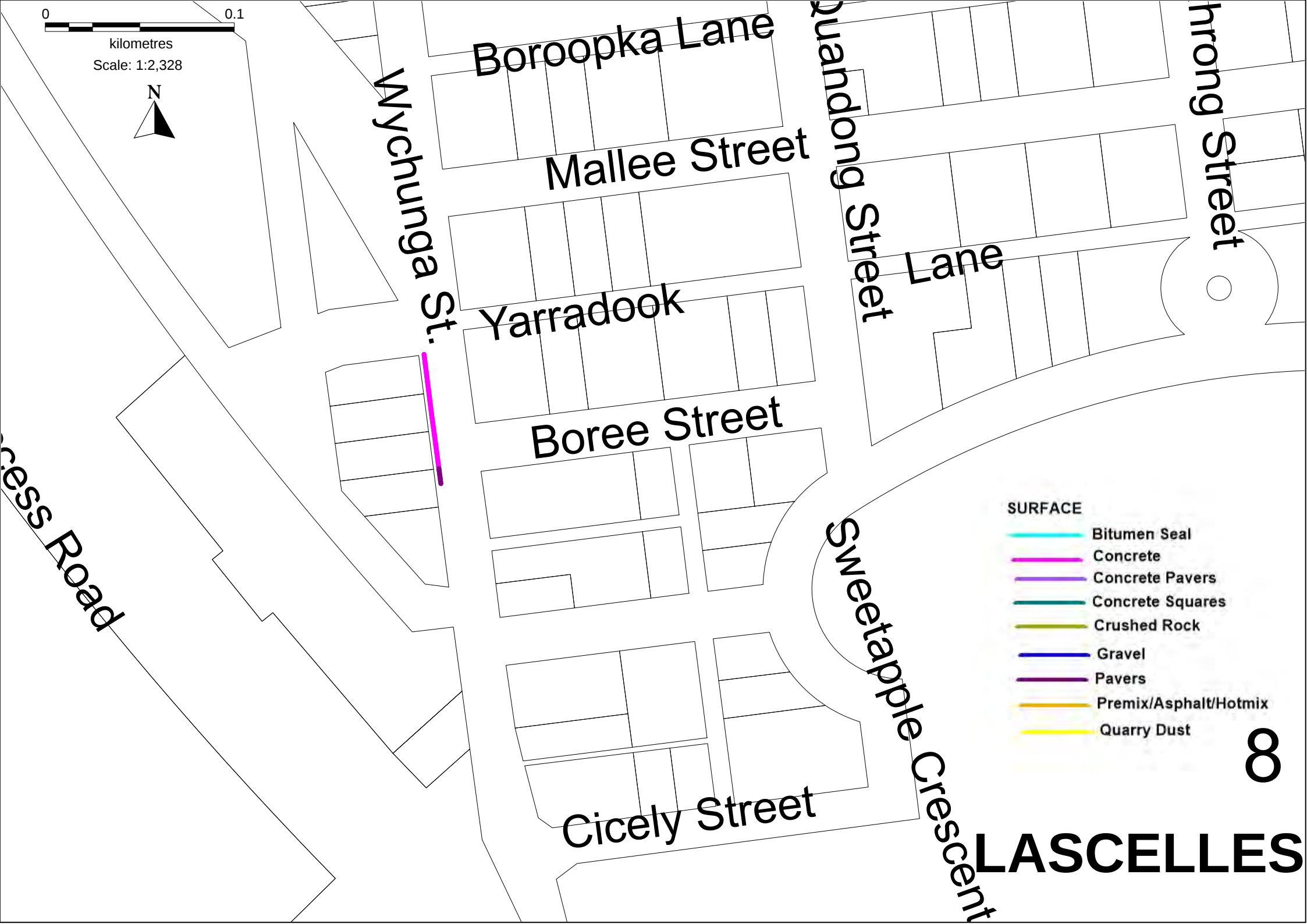
BRIM

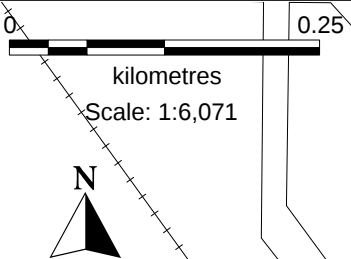
4











HIERARCHY

- 1
- 2
- 3

FLETT ST.

PETERING

MILL

MARKET

CHURCH

MAIN

WIMMERA

SOUTH

CARROLL

MORRIS

PHILLIPS ST.

STREET

STREET

MCLEOD

FOUNDRY

STREET

STREET

STREET

STREET

STREET

STATION ST.

LOATS

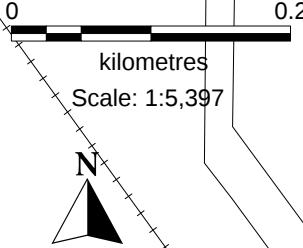
STREET

RECREATION
RESERVE

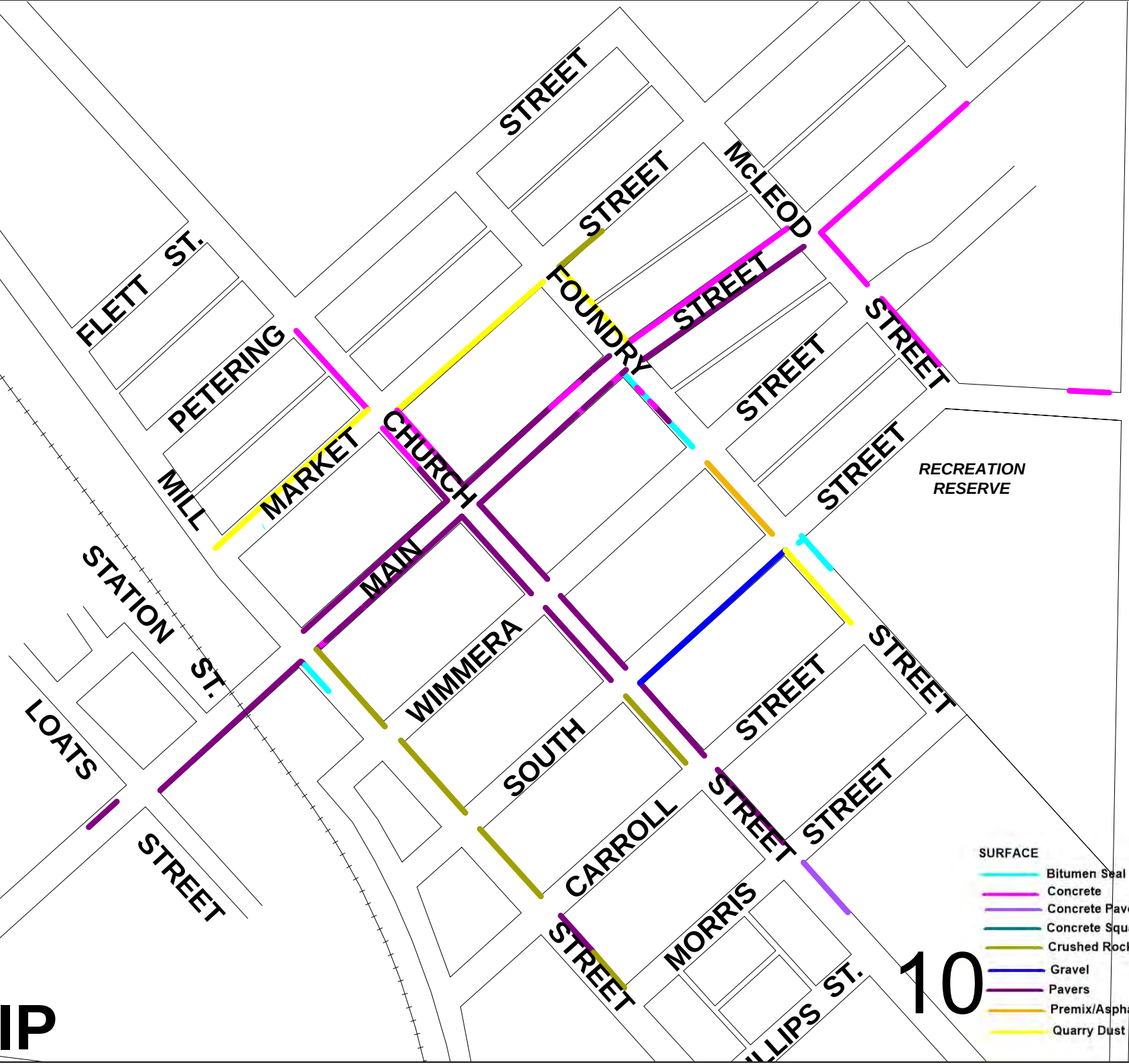
R LEARMONTH ROAD

RESERVOIR

MINYIP

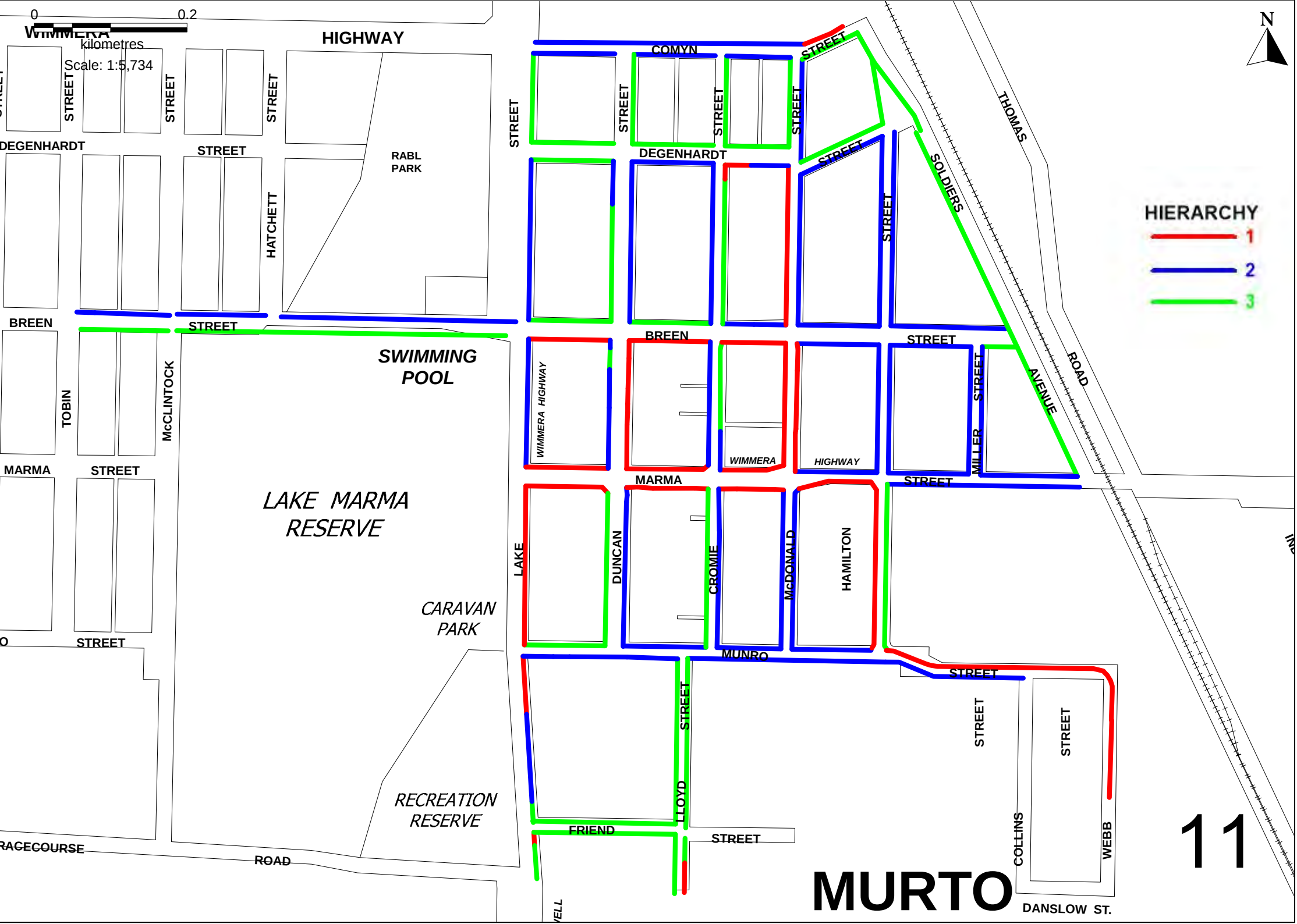


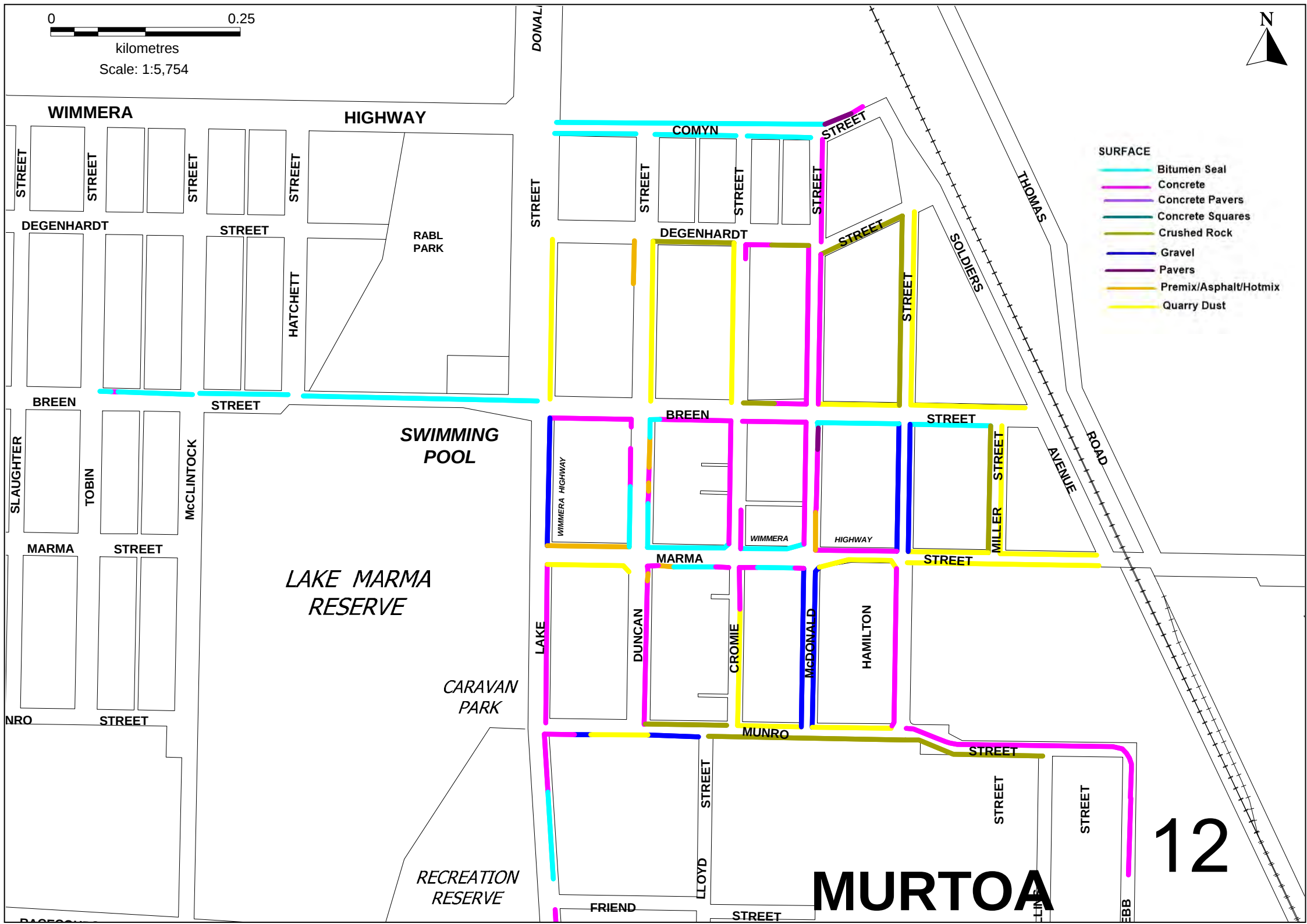
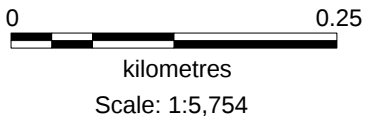
MINYIP



- SURFACE**
- Bitumen Seal
 - Concrete
 - Concrete Pavers
 - Concrete Squares
 - Crushed Rock
 - Gravel
 - Pavers
 - Premix/Asphalt/Hotmix
 - Quarry Dust

10





SURFACE

- Bitumen Seal
- Concrete
- Concrete Pavers
- Concrete Squares
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust

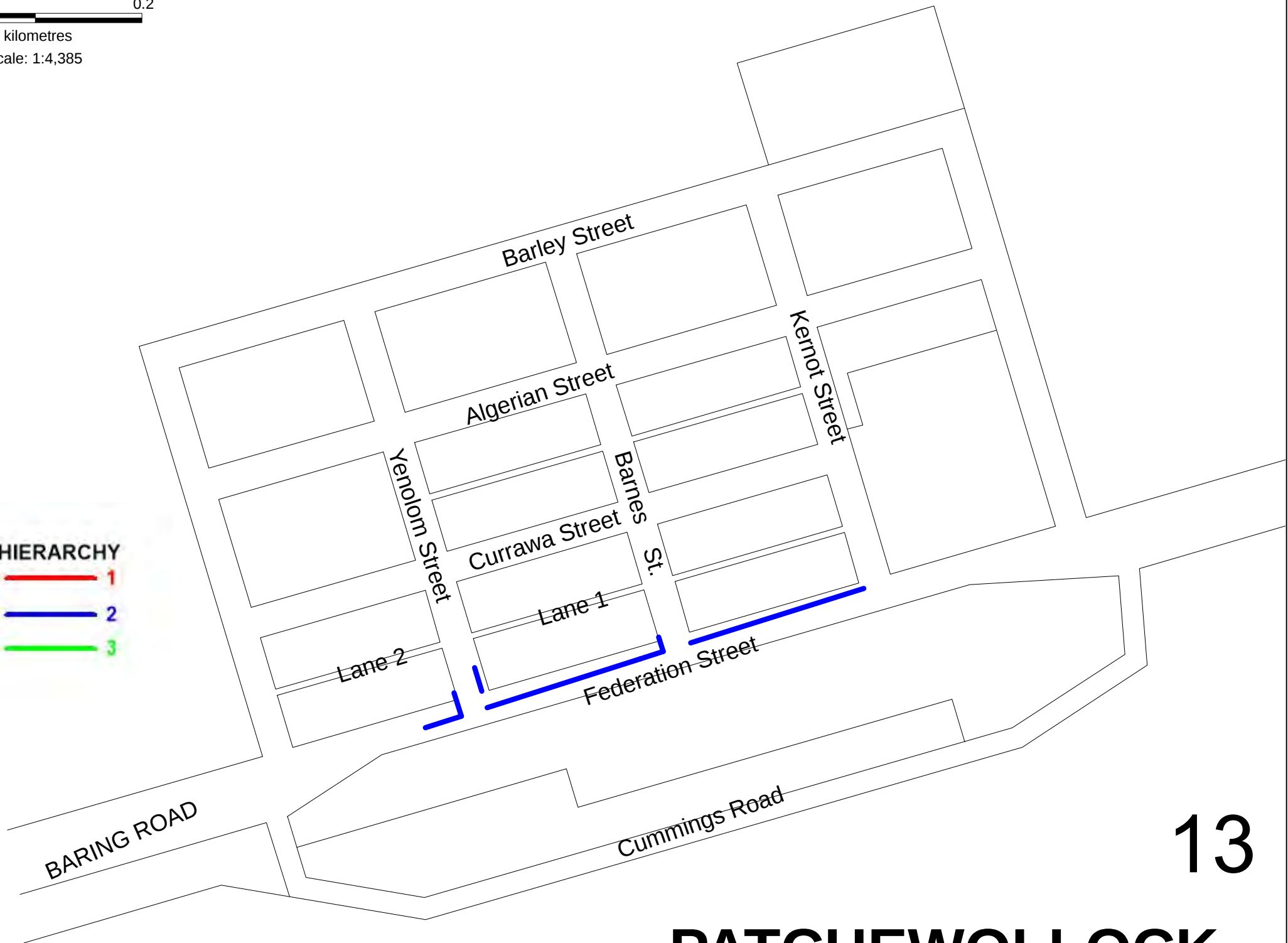
0 0.2

kilometres

Scale: 1:4,385



HIERARCHY



13

PATCHEWOLLOCK

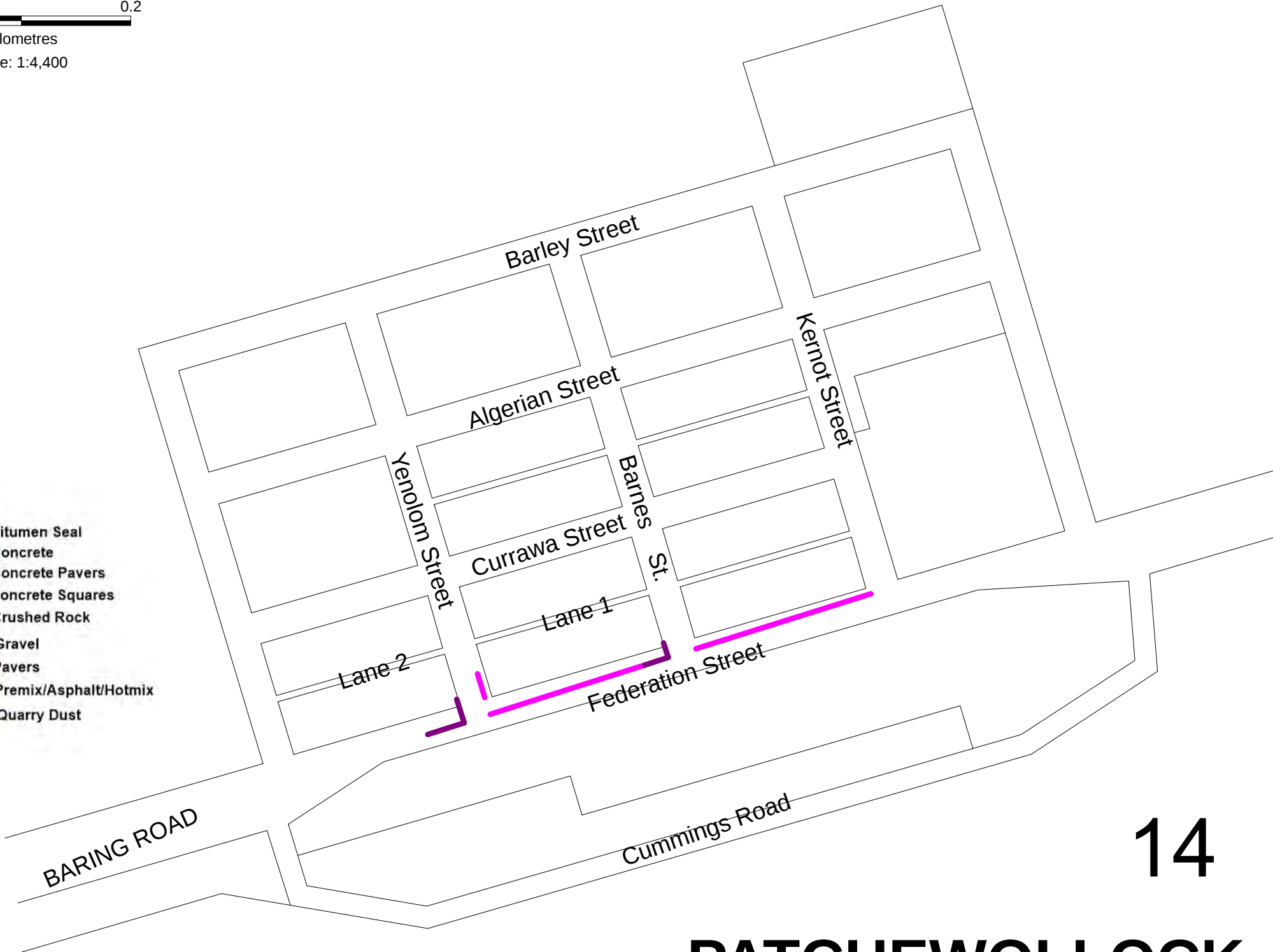
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kilometres

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SURFACE

- Bitumen Seal
- Concrete
- Concrete Pavers
- Concrete Squares
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust



14

PATCHEWOLLOCK

0 0.2

kilometres

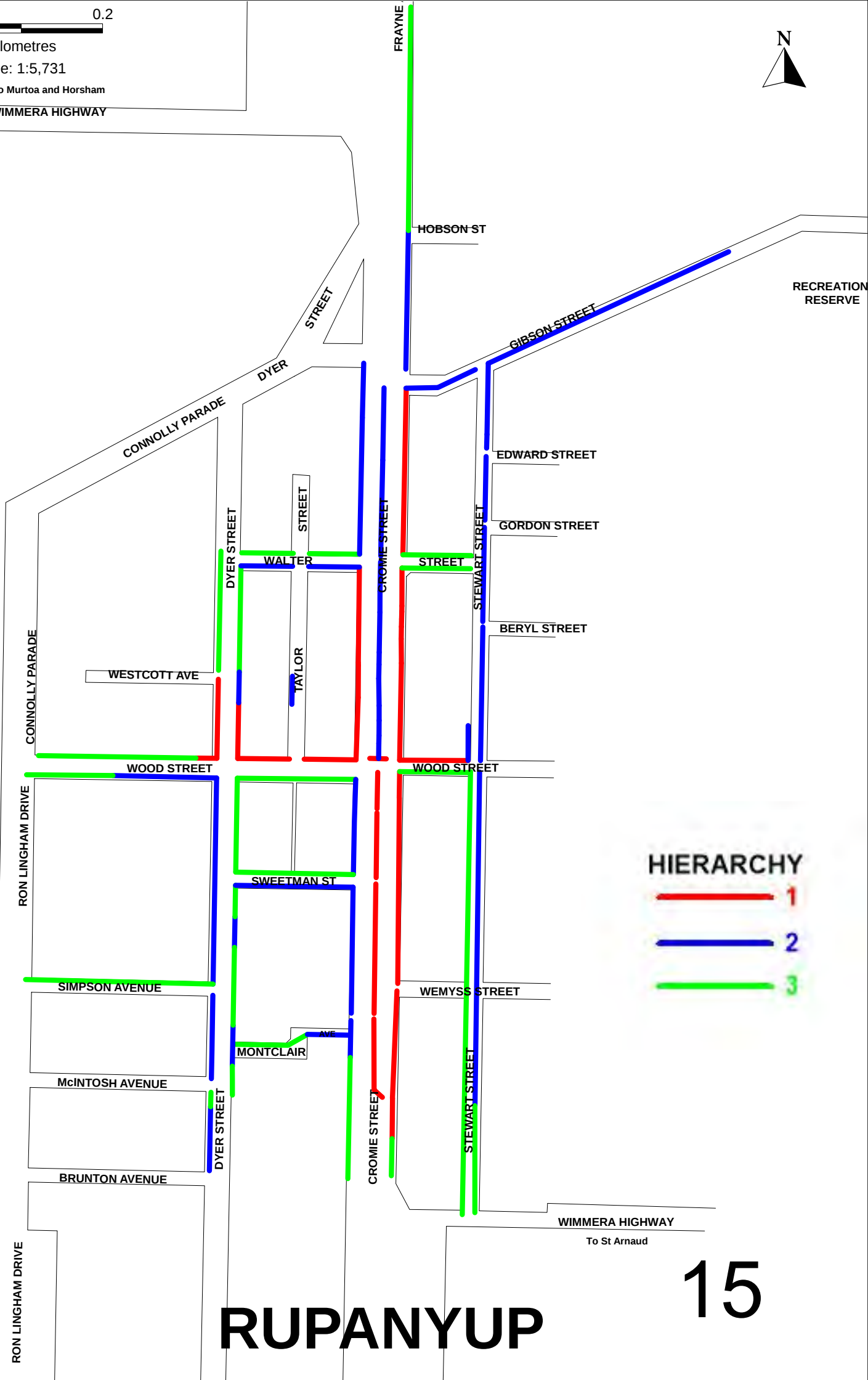
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To Murtoa and Horsham

WIMMERA HIGHWAY



RECREATION
RESERVE



HIERARCHY

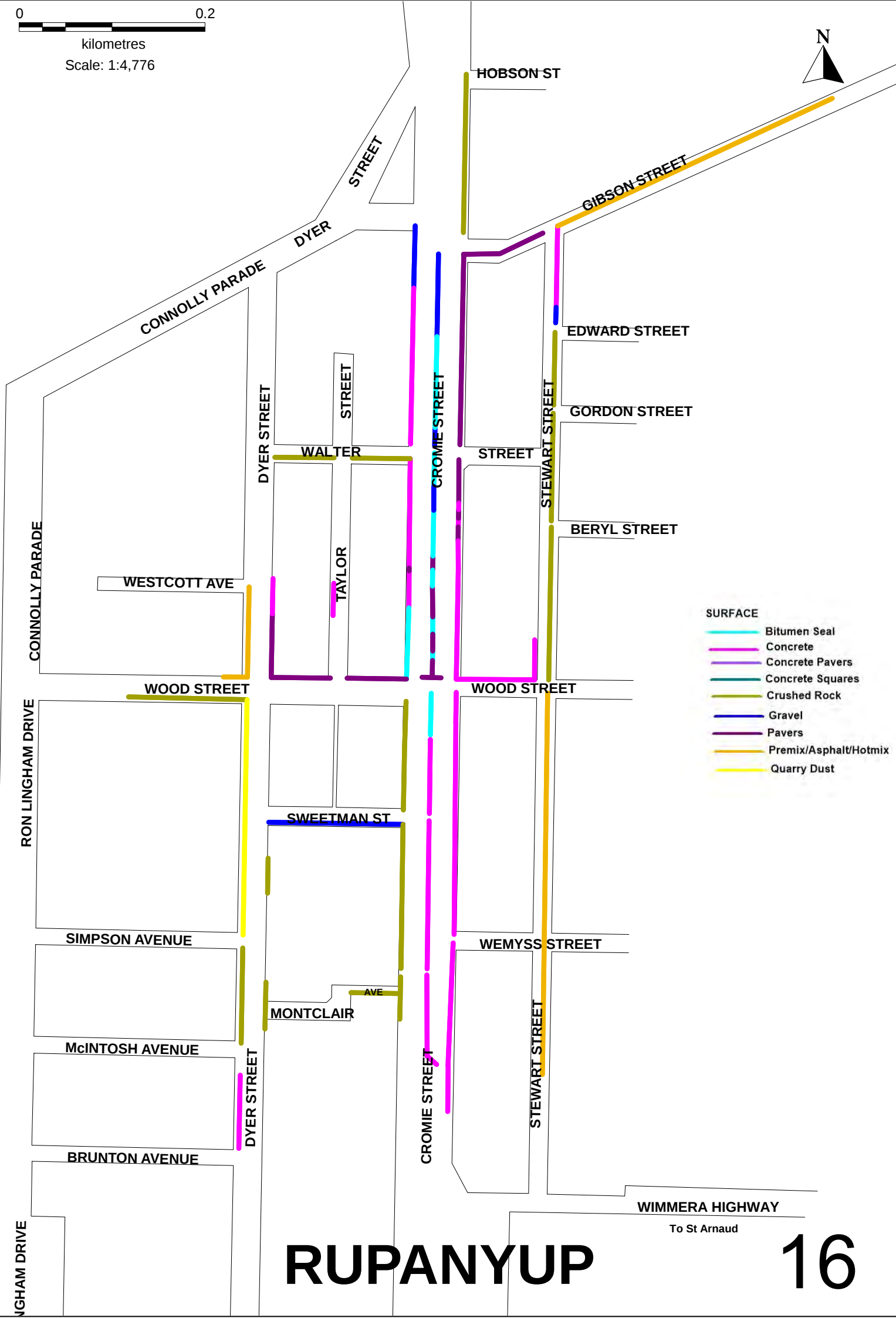
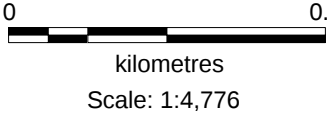
1

2

3

RUPANYUP

15



- SURFACE**
- Bitumen Seal
 - Concrete
 - Concrete Pavers
 - Concrete Squares
 - Crushed Rock
 - Gravel
 - Pavers
 - Premix/Asphalt/Hotmix
 - Quarry Dust

0 0.2

kilometres

Scale: 1:4,385



LOCK
ROAD

UNRAYSIA HIGHWAY

Road

Golf Course Road

Lane 1

Goudie Street

PATCHEWOLLOCK
SEA LAKE ROAD

HIERARCHY

1

2

3

Speed Silo Road

Chamberlain Street

Carter St.

Bakers Lane

Singletons
Lane

Main Street

Edwards Street

Randall Lane

SUNF

17

SPEED

0 0.1

kilometres

Scale: 1:4,048



PATCHEWOLLOCK
SEA LAKE ROAD

SURFACE

- Bitumen Seal
- Concrete
- Concrete Pavers
- Concrete Squares
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust

SIA HIGHWAY

Speed Silo Road

Chamberlain Street

Golf Course Road

Goudie Street

Carter St.

Bakers Lane

Lane 1

Singletons Lane

Main Street

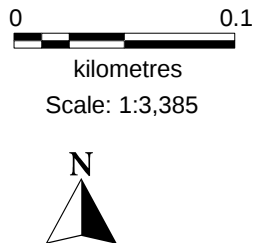
Randall Lane

Edwards Street

SUNRISE

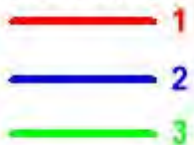
18

SPEED



CK
D

HIERARCHY



RAYSIA HIGHWAY

Scotts Lane

Boucher Lane

Station Street

Harrison Street

TEMPY EAST ROAD

Currys Lane

Dalton Street

Martin Lane

Boschert Street

Recreation Street

19

TEMPY

0 0.1
kilometres

Scale: 1:3,373



NEWWOLLOCK
TEMPY ROAD

RAYSIA HIGHWAY

Scotts Lane

Boucher Lane

Station Street

Harrison Street

TEMPY EAST

Currys Lane

Dalton Street

Martin Lane

Boschert Street

Recreation Street

SURFACE

- Bitumen Seal
- Concrete
- Concrete Pavers
- Concrete Squares
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust

20

TEMPY

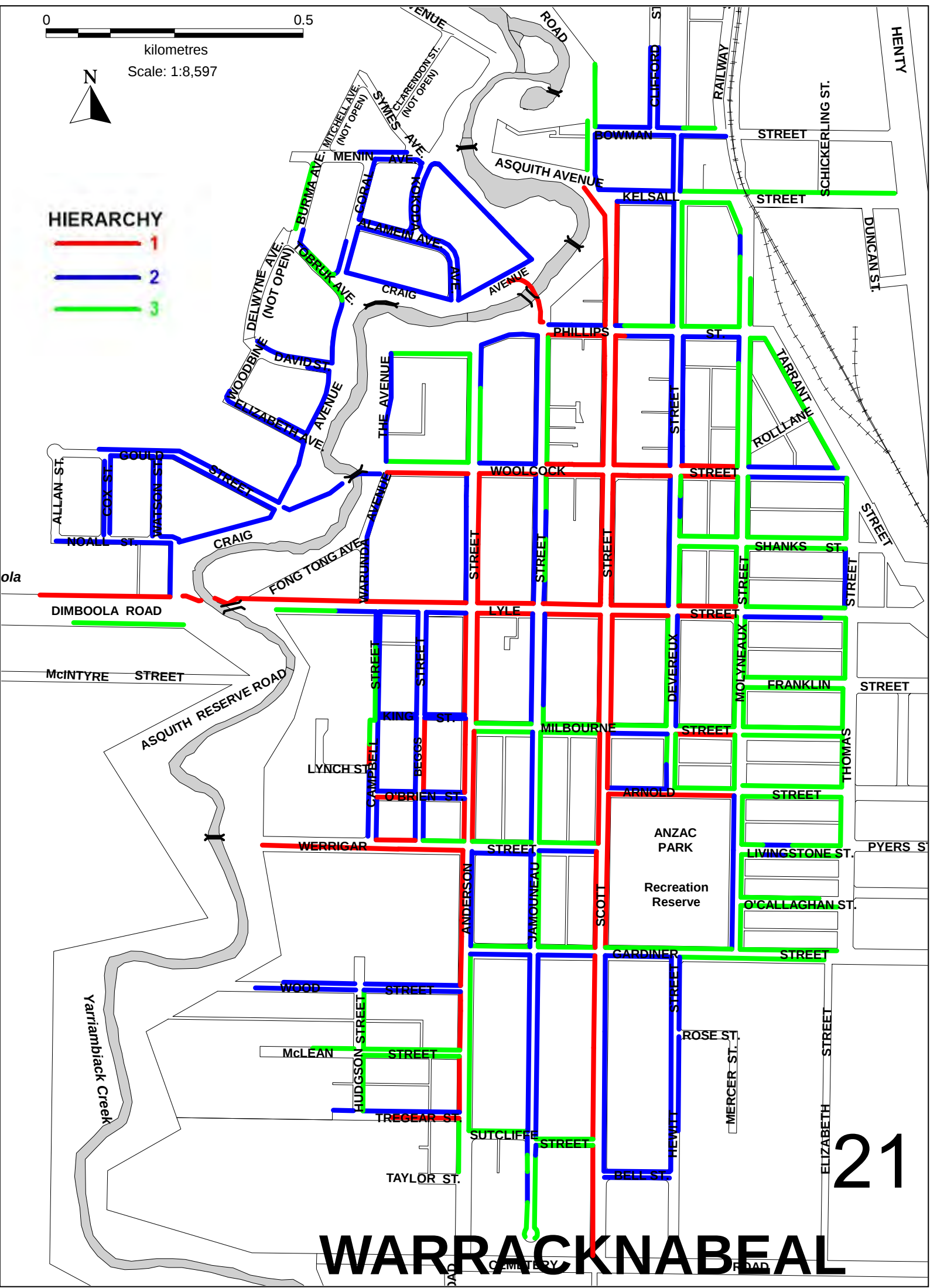
0 0.5

kilometres
Scale: 1:8,597



HIERARCHY

- 1
- 2
- 3



21

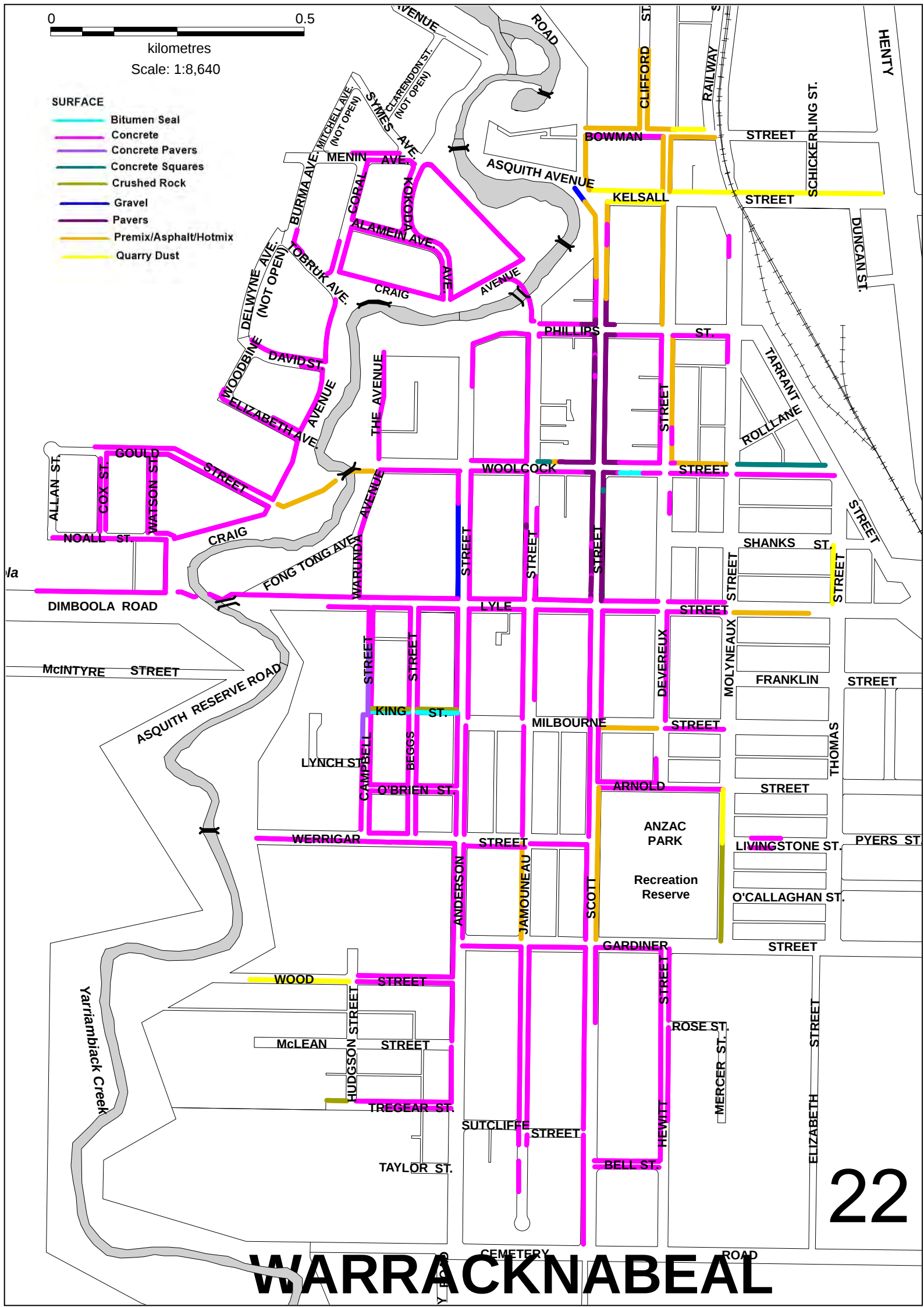
WARRACKNABEAL

0 0.5

kilometres
Scale: 1:8,640

SURFACE

- Bitumen Seal
- Concrete
- Concrete Pavers
- Concrete Squares
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust



WARRACKNABEAL

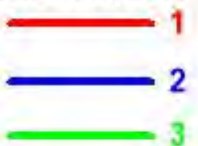
22



kilometres
Scale: 1:1,385



HIERARCHY



Railway Crescent

Myall Street

Carr Street

Dudley Street

EA LAKE ROAD

Brook Street

Berriwill

Proctor Street

Dettman Lane

Gloucester Street

Roberts Street

Brock Street

Woomelang Lane

Church Street

Ussing Street

Keiselbach Street

HOPETOUN SE

WOOMELANG

23

0 0.2
kilometres
Scale: 1:4,385



SURFACE

- Bitumen Seal
- Concrete
- Concrete Pavers
- Concrete Squares
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust

Railway Crescent

Myall Street

Carr Street

Dudley Street

SEALAKE ROAD

Brook Street

Berriv

Proctor Street

Dettman Lane

Gloucester Street

Roberts Street

Brock Street

Woomelang Lane

Ussing Street

Church Street

Keiselbach
Street

HOPE TOWN S

WOOMELANG

24

0 0.1

kilometres

Scale: 1:4,048



YAAPEET WEST ROAD

HOPET

RAILWAY ROAD

Woods Street

Byrne Street

Macs Lane

Cowan Street

Raggatt Street

Grahams Lane

Germaine Street

Marshman Street

25

YAAPEET

HIERARCHY

1

2

3

0 0.1
kilometres
Scale: 1:4,062



YAAPEET WEST ROAD

RAILWAY ROAD

SURFACE

- Bitumen Seal
- Concrete
- Concrete Pavers
- Concrete Squares
- Crushed Rock
- Gravel
- Pavers
- Premix/Asphalt/Hotmix
- Quarry Dust

Byrne Street

Macs Lane

Raggatt Street

Grahams Lane

Germaine Street

Woods Street

Cowan Street

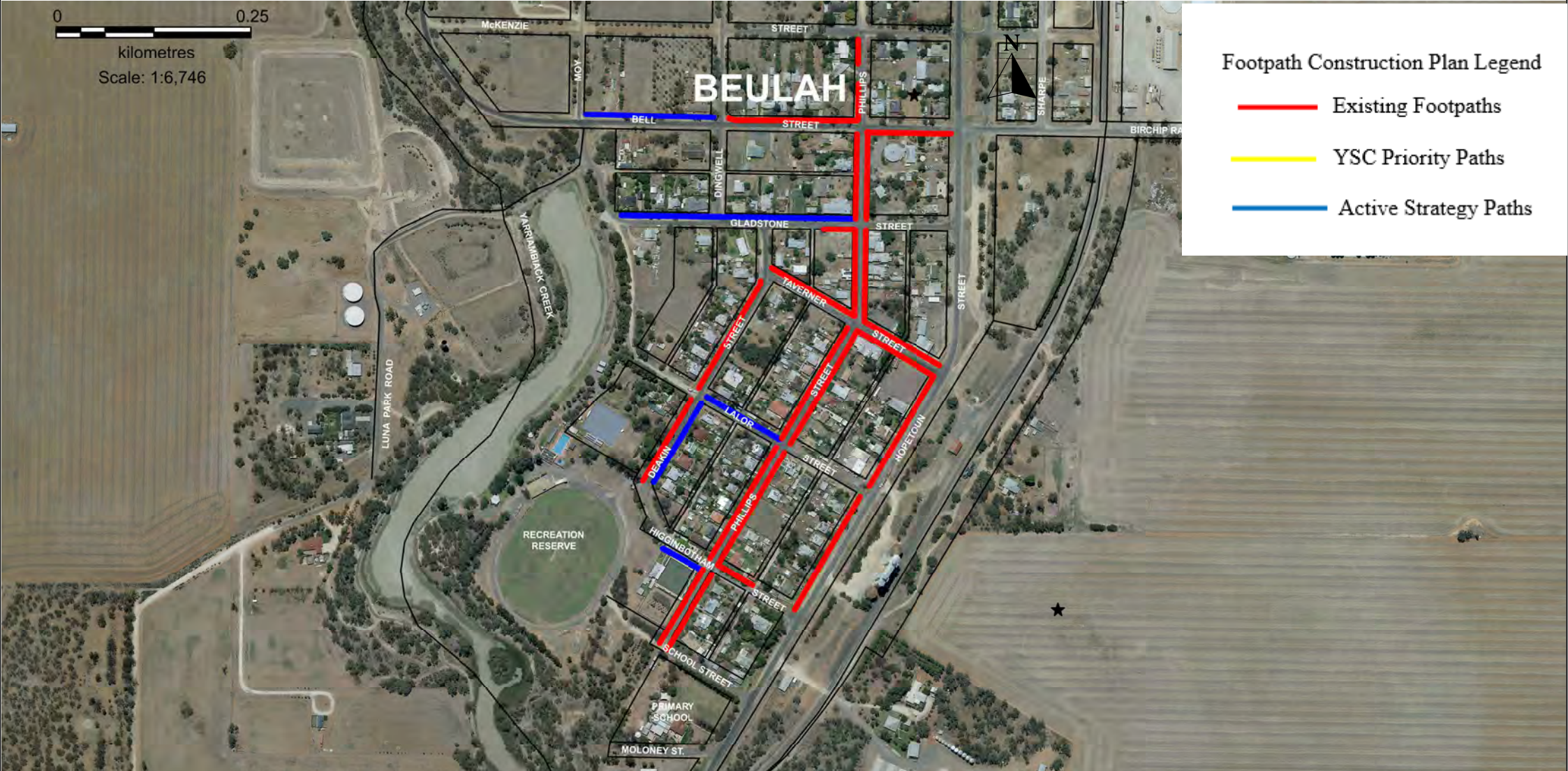
Marshman Street

HOPETON

26

YAAPEET

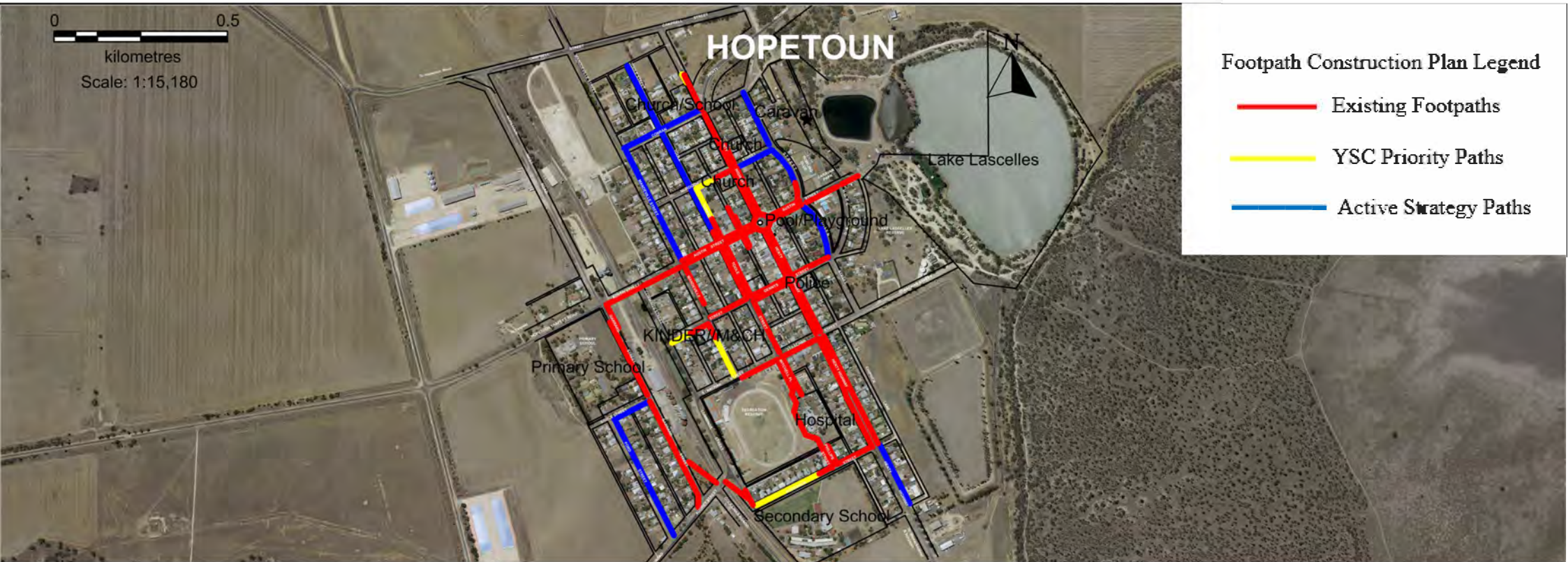
Appendix B.



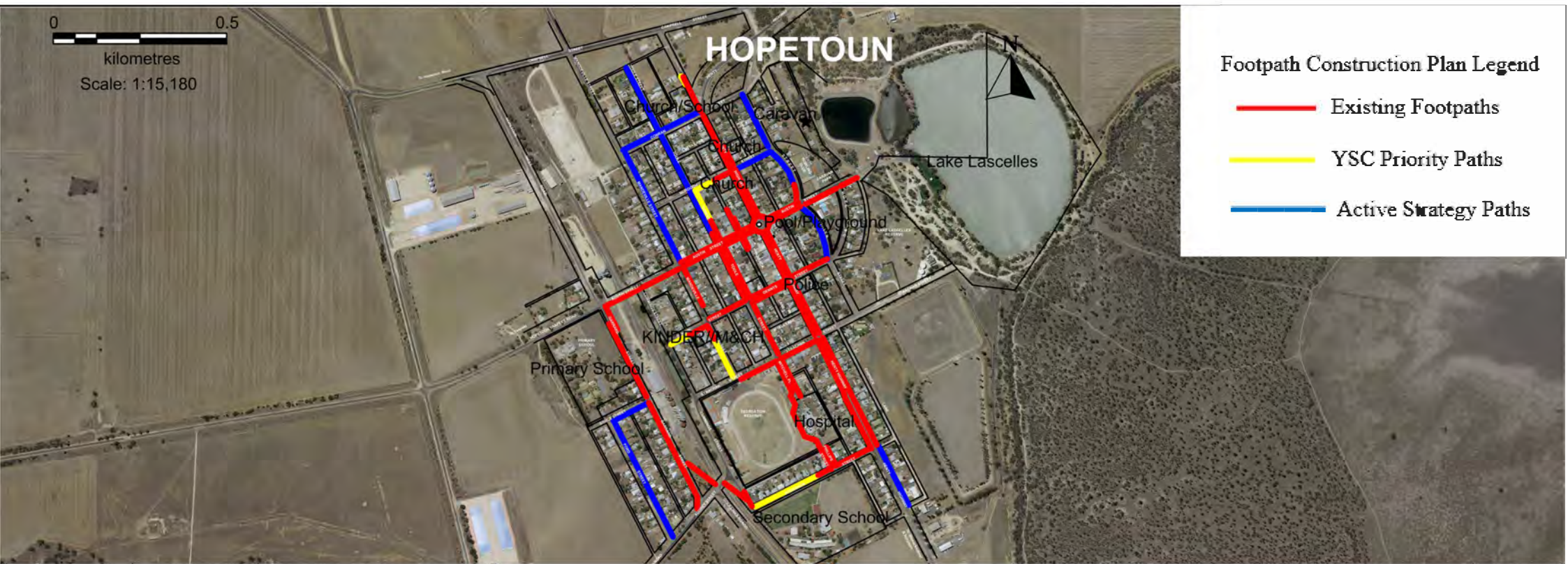
Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Beulah	Community Consultation	New path, north side of Bell St - between Moy St and Dingwell St	Bell Street	North side - Moy St to Dingwell St	160	\$48,000	2025/26
Beulah	Community Consultation	New path Deakin St and Lalor St - people walk the way to reach the town centre	Deakin St and Lalor St	East side of Deakin St (Lalor St to Higginbotham St) and North side Lalor St between Phillips St and Deakin St)	230	\$69,000	2024/25
Beulah	GPS	Infront of bowling club	Higginbotham Street		60	\$18,000	2025/26
Beulah	GPS	Provides a safe off street walkway across the Gladstone St	Gladstone Street	Between Phillips St to the west end of the street	300	\$90,000	2026/27



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Brim	GPS	Link to the rec reserve to the shopping precinct	Dixon Street	Section from Swann St to Simson St	100	\$30,000	2024/25
Brim	Community Consultation	In front of the church, when it is wet people found difficult to walk	Swann Street		20	\$6,000	2024/25



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Hopetoun	GPS	Provides a safe off street walkway across the Bruce St	Bruce Street	South side - between Garrard St and Ford St	115	\$34,500.00	2026/27
Hopetoun	GPS	Provides a safe off street walkway across the Bruce St	Ford Street	East side - between Bruce St and Audrey St	370	\$111,000.00	2026/27
Hopetoun	GPS	Link Mandeville St to Austin St	Mandeville Street	North side of Austin St - section between Conran St to Austin St	350	\$105,000.00	2027/28
Hopetoun	GPS	Provide a safe off street walk and link to existing path on Toole St	Toole Street	From end of existing path to north end of Toole St	500	\$150,000.00	2026/27
Hopetoun	GPS	Missing path network and link to existing path at Lascelles St.	Conran Street	Between Mandeville St to Lascelles St	230	\$69,000.00	2026/27
Hopetoun	GPS	Link between two street Lascelles St and Evelyn St	Murdoch Street	South side between Lascelles St and Evelyn St	110	\$33,000.00	2027/28
Hopetoun	GPS	Provide a safe off street walkway along the street and connection require to other street	Evelyn Street	Section from Conran St to Dennys Rd	450	\$135,000.00	2027/28
Hopetoun	GPS	Provides safe off street walk way to Fire station and industrial zone	Lascelles Street (Henty Highway)	South end - from end of path to Fire station	180	\$54,000.00	2026/27



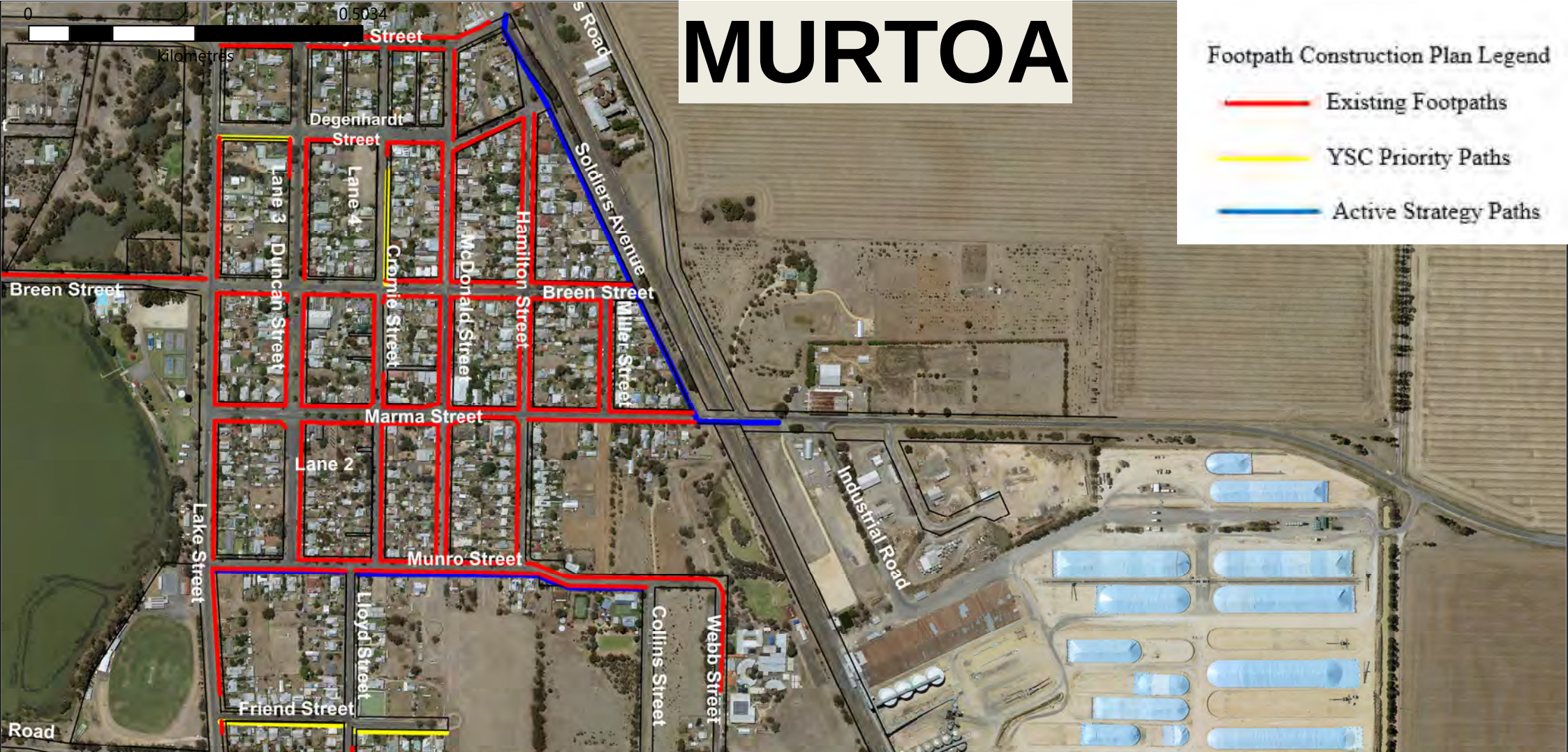
Town	Source	Other Information	Location/ Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Hopetoun	Community Consultation	Access to house number 27 Lascelles St, Currently there is a premix path.	Lascelles Street	End of premix path to property 27 Lascelles St	40	\$12,000.00	2024/25
Hopetoun	Community Consultation	Path for the people to come to parking at Toole St. Tourists pull here as well trucks	Toole St and Murdock St	South side Murdoch St between Toole St and Yarrack Lane east side of Toole St between Murdoch St and Austin St	1500	\$450,000.00	2024/25
Hopetoun	Community Consultation	New path - south side of the road, continue to the end of Cumming St	Dennys Street	south side -Cummings St to Lane	50	\$15,000.00	2023/24
Hopetoun	Community Consultation	Kid walking in the nature strip - no safe when rain. Kids coming from the Cumming Street West side of the town) can access the gate located at the intersection of Cumming Street and Dodgshun Street	Dodgshun Street	North side - Cummings St to school crossing	200	\$60,000.00	2024/25
Hopetoun	Community Consultation	People need a path walking from town to ovel, west side of the street, missing connection	Mandeville Street	West side - end of path to Strachan St	130	\$39,000.00	2025/26



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Lascelles	GPS	Active strategy	Boree Street	Hwy to Quandong St	180	\$54,000.00	2028/29
Lascelles	GPS	Active strategy	Quandong Street	Mallee St to Boree St	120	\$36,000.00	2028/29
Lascelles	Community Consultation	Quarry dust path - kids walking to school bus stop at Sunraysia Hwy (Wychunga St)	Mallee Street	North side - Mahrong St to Wychunga St	40	12000	2024/25



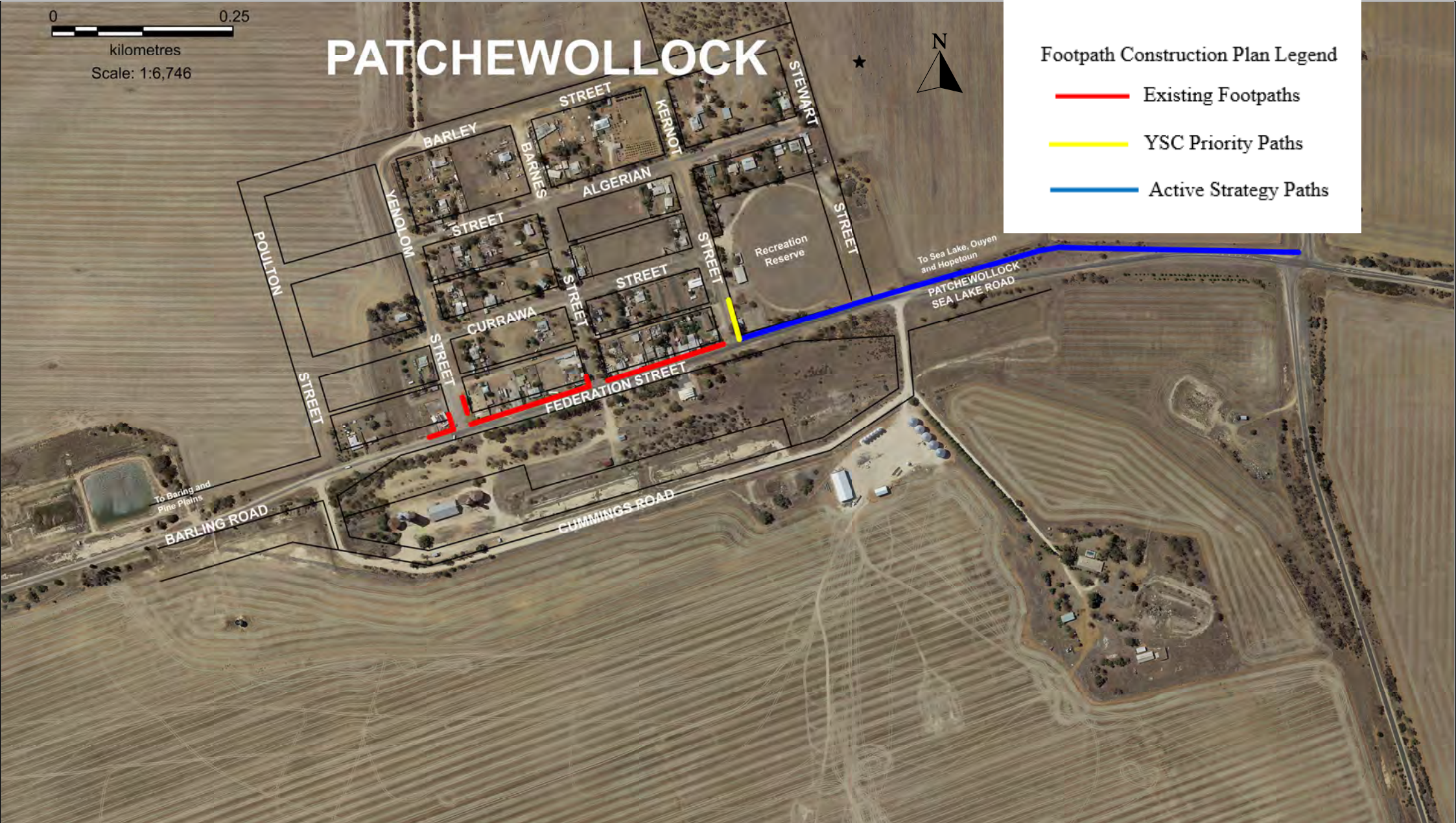
Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Minyip	Community Consultation	New path - connection between town centre and Wetlands - tourist walking via this route -access to the playground	Foundry Street	Wetlands to Main St	270	\$81,000.00	2024/25
Minyip	Community Consultation	Provides safe off street walk way (quarry dust)	Main Street	North side - from McLeod St to Market St	210	\$63,000.00	2025/26
Minyip	Community Consultation	Provides safe off street walk way (quarry dust)	South Street	North side - from Mill St to Church St	210	\$63,000.00	2025/26
Minyip	Community Consultation	Provides safe off street walk way (quarry dust)	Petering Street	South side - from Mill St to McLeod St	600	\$180,000.00	2026/27
Minyip	Community Consultation	Provides safe off street walk way (quarry dust)	Wimmera Street	South side - from Mill St to McLeod St	630	\$189,000.00	2026/27
Minyip	Community Consultation	Provides safe off street walk way (quarry dust)	Carroll Street	North side - from Mill St to McLeod St	400	\$120,000.00	2027/28
Minyip	Community Consultation	Provides safe off street walk way (quarry dust)	Phillips Street	North side - from Mill St to Church St	210	\$63,000.00	2027/28
Minyip	Community Consultation	Provides safe off street walk way (quarry dust)	Mill Street	West side, in between Wimmera St to Phillips St	300	\$90,000.00	2028/29
Minyip	GPS	Provides safe off street walk way (quarry dust)	Market Street	South side - from LcLeod St to end of the street	420	\$126,000.00	2027/28
Minyip	GPS	Provides safe off street walk way (quarry dust)	McLeod Street	West side - in between Main St to Market Street	130	\$39,000.00	2026/27
Minyip	Community Consultation	Provides safe off street walk way (quarry dust)	South Street	North side - in between Foundry St to McLeod St	200	\$60,000.00	2025/26



Town	Source	Other Information	Location/ Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Murtoa	Community Consultation	No adequate path - people keep walking from Lake St to train station	Degenhardt Street	South side - Duncan St to Lake St	110	\$33,000.00	2025/26
Murtoa	Community Consultation	Walkable path - connection to train station and stick shed	Soldiers Avenue	West side - Comyn St to Wimmera Hwy	800	\$240,000.00	2028/29
Murtoa	Community Consultation	Provides safe off street walk way	Cromie Street	East side - police station to Breen St	170	\$51,000.00	2024/25
Murtoa	Community Consultation	Significant footpath require for frequently walkers to & from the Lake & Football / Cricket precinct & also to & from the Lawn Bowls Club	Friend Street	South side - Lake st to end of the st	310	\$93,000.00	2027/28
Murtoa	Community Consultation	Significant footpath require on the southside of the street	Munro Street	South side - along the street from lake to Kinder	620	\$186,000.00	2025/26



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Murtoa	Community Consultation	There are no footpaths (or kerb and channeling) in Tobin Street. Footpaths would provide easier access to McClintock Street and Lake Margaret without having to use the roadway.	Tobin Street	East side - Wimmera Highway to Munro Street	750	\$225,000.00	2025/26
Murtoa	Community Consultation	Significant lack of footpath throughout the street	McClintock Street	west side - Munro St to Wimmera Hwy	750	\$225,000.00	2025/26



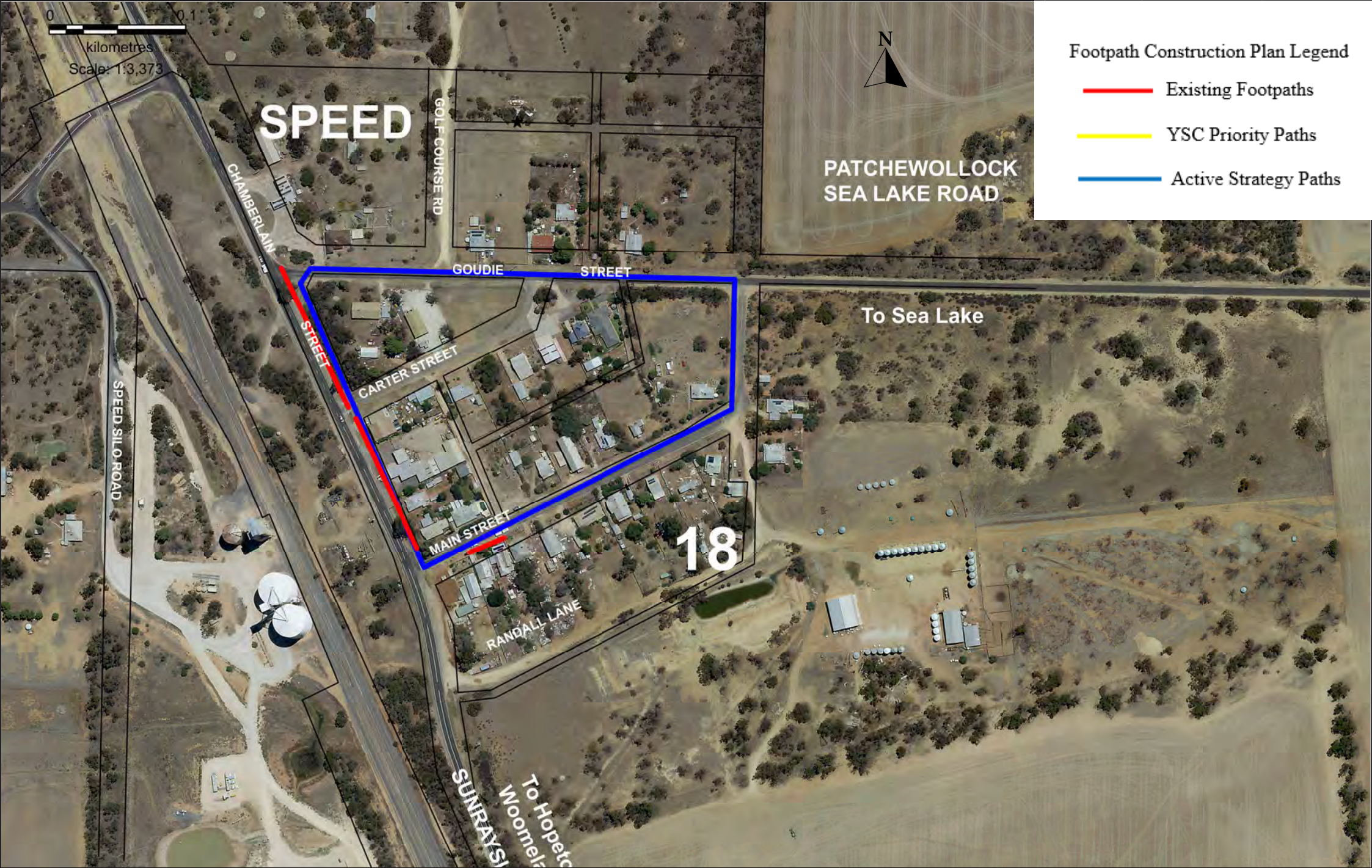
Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Patchewollock	Community Consultation	Path connection to the playground	Kernot Street	Federation St to Currawa St	60	\$18,000.00	2024/25
Patchewollock	Community Consultation	Walkable track from Kernot St to Patche Sea Lake and Hopetoun Walpeup Rd	Patchewollock Sea Lake Road	Kernot St to intersection	800	\$240,000.00	2028/29



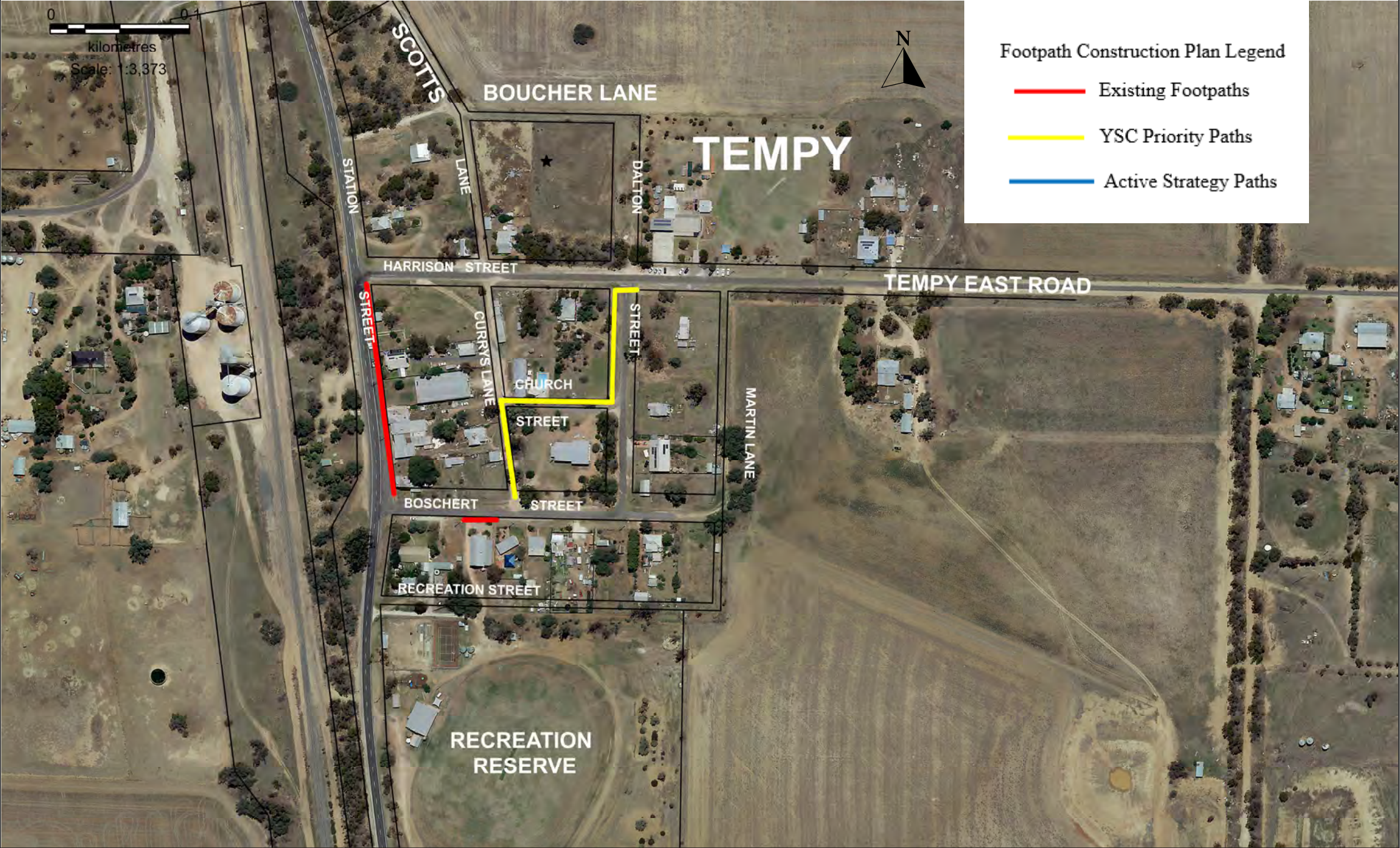
Town	Source	Other Information	Location/ Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Rupanyup	Community Consultation	Provides safe off street walk way	Walter Street	North side of Walter St, between Cromie St and Stewart St	86	\$25,800.00	2025/26
Rupanyup	Community Consultation	Substantial path require renewal - damage due to flood	Stewart Street	East side - from Wood St to Gibsoon St	380	\$114,000.00	2027/28
Rupanyup	Community Consultation	Filled with water require proper construction - from Gibson St to Hobson St	Frayne Avenue	East side - Gibson St to end of the property line	590	\$177,000.00	2027/28
Rupanyup	Community Consultation	Cromie Street shopping center pavement is in poor condition. Footpath require renewal	Cromie Street	West side -Walter to Wood St	240	\$72,000.00	2027/28



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Rupanyup	Community Consultation	Parts of Stewart St had hot mix footpath upgrade, which has raised the pavement height which will cause more flood damage than the 2011 floods, is narrow and has degraded.	Stewart Street	East side - from Wood St to Gibson St	600	\$180,000.00	2027/28
Rupanyup	Community Consultation	Missing link - connection to the Ambulance from the end of the path	Cromie Street	Between Hospital to Ambulance station	100	\$30,000.00	2025/26
Rupanyup	Community Consultation	Missing link - connection to all the houses - south end of Stewart St	Stewart Street	End of path to Wimmera Hwy	130	\$39,000.00	2025/26
Rupanyup	Community Consultation	Provides safe off street walk way	Sweetman St	Between Dryer St and Cromie St	140	\$42,000.00	2025/26



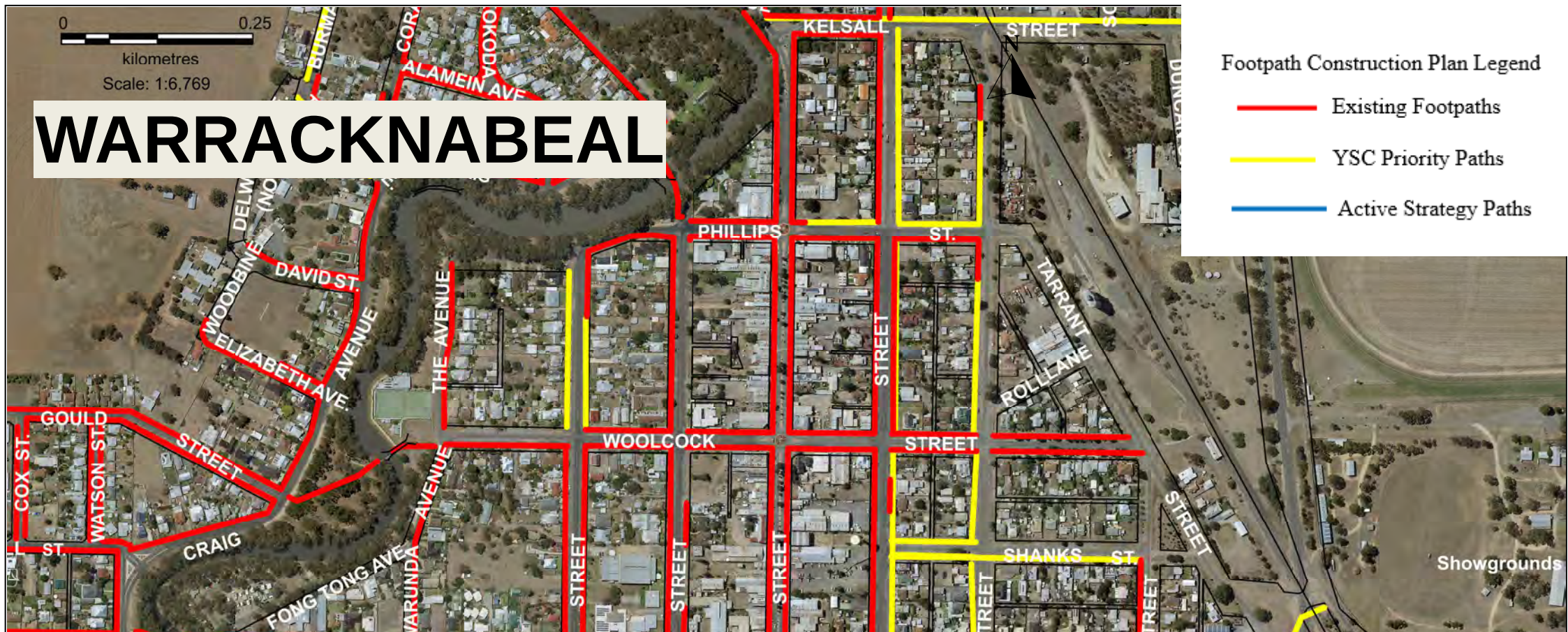
Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Speed	Community Consultation	Make a walkable track around the town	Speed	Goudie St-Chamberlain St - Main St- Edwards St	800	\$240,000.00	2024/25



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Tempy	Community Consultation	Walking track from school to pool/to hall, designated footpath on this area	Dalton Street, Church Street and Currys Lane		250	\$75,000.00	2024/25



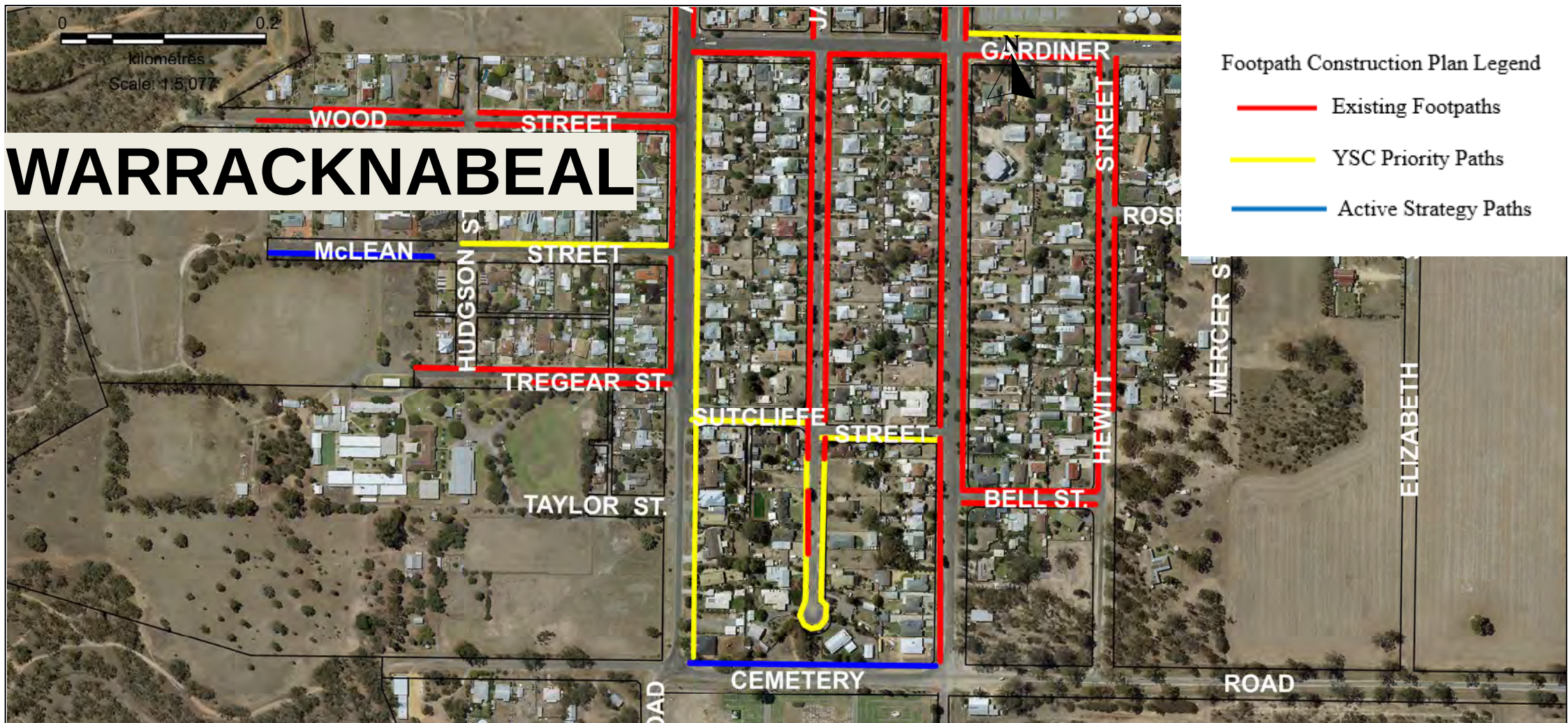
Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Warracknabeal	GPS	Craig Ave - active path connection to the playground (boat ramp) to an existing path at Menin Ave and Kokoda Ave	Craig Avenue	From Menin Ave intersection to south end of the property line	430	\$129,000.00	2028/29
Warracknabeal	Community Consultation	No footpath on either side of the road of Tobruk or Burma Ave meaning all of the above (bikes, prams, gopher etc have to use the road to avoid flat tyres etc. Very unsafe	Tobruk Avenue	South side - between Burma Ave and Craig Ave	140	\$42,000.00	2026/27
Warracknabeal	Community Consultation	No footpath on either side of the road of Tobruk or Burma avenue meaning all of the above (bikes, prams, gopher etc have to use the road to avoid flat tyres etc. Very unsafe	Burma Avenue	West side - between Tobruk St and Menin Ave	140	\$42,000.00	2026/27
Warracknabeal	Community Consultation	Upgrade new path material - including railway crossing	Kelsall Street	Scott St to Henty Highway	580	\$174,000.00	2027/28
Warracknabeal	GPS	Significant connection to the town centre at Scott St	Rainbow Road	Bowman St to end of property	120	\$36,000.00	2028/29



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Warracknabeal	GPS	Link to existing footpath at Phillips Str	Phillips Street	Section between Scott St and Molyneaux St	200	\$60,000.00	2027/28
Warracknabeal	GPS	No footpath on either side of the street	Molyneaux Street	Section between Kelsall St and Phillips St	180	\$54,000.00	2027/28
Warracknabeal	Community Consultation	New path - west side of Anderson St, north of Woolcock Str	Anderson Street	From Woolcock St to Phillips St	200	\$60,000.00	2027/28
Warracknabeal	Community Consultation	Missing link - east side of Anderson St, north of Woolcock St	Anderson Street	From Woolcock St to Phillips St	140	\$42,000.00	2026/27
Warracknabeal	Community Consultation	No footpath on one side of the street, provide a safe off street walk.	Devereux Street	East side - Phillips St to Kelsall St	245	\$73,500.00	2026/27
Warracknabeal	Community Consultation	Bad path between Phillips St and Wolcock St, renewal program	Devereux Street	East side - Woolcock St and Phillips St	245	\$73,500.00	2025/26
Warracknabeal	GPS	New footpath - connect to the shopping precinct	Devereux Street	East side - Lyle St to Woolcock St	245	\$73,500.00	2026/27
Warracknabeal	Community Consultation	New path - from Thomas St to Devereux St	Shanks Street	South side - between Thomas St and Devereux St	190	\$57,000.00	2026/27



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Warracknabeal	Community Consultation	New footpath - link between racecourse, east side of town to the shopping area - proper railway crossing	Lyle Street	Thomas St to Dungey St - north side of Lyle St	260	\$78,000.00	2028/29
Warracknabeal	Community Consultation	Provides safe off street walk way	Milbourne Street	South side - between Anderson St and Scott St South side - between Molyneaux St to Thomas St	400	\$120,000.00	2025/26
Warracknabeal	GPS	Provides safe off street walk way	Franklin Street	North side - between Molyneaux St and Thomas St	190	\$57,000.00	2024/25
Warracknabeal	Community Consultation	Noted as a significant connector serving a population, linking to the roads toward the business centre	Molyneaux Street	West side - between Lyle St and Milbourne St	300	\$90,000.00	2025/26
Warracknabeal	GPS	Provides safe off street walk way	Arnold Street	North side - between Devereux St to Thomas St	300	\$90,000.00	2028/29
Warracknabeal	Community Consultation	Provides safe off street walk way	Livingstone Street	North side - between Molyneaux St to Thomas St	205	\$61,500.00	2026/27
Warracknabeal	GPS	Provides safe off street walk way	O'Callaghan Street	South side - between Molyneaux St to Thomas St	205	\$61,500.00	2028/29
Warracknabeal	GPS	Where no footpath restrict to walk	Gardiner Street	North side - Molyneaux St to Thomas, south side Thomas to Henty Hwy	450	\$135,000.00	2028/29
Warracknabeal	Community Consultation	Significant connector into the recreation reserve	Gardiner Street	North side - between Scott St to Molyneaux St	240	\$72,000.00	2025/26



Footpath Construction Plan Legend

- Existing Footpaths
- YSC Priority Paths
- Active Strategy Paths

Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Warracknabeal	Community Consultation	Significant future development	McLean Street	South side - between Hudson St to end of the street	380	\$114,000.00	2026/27
Warracknabeal	Community Consultation	Provides safe off street walk way	McLean Street	North side - between Anderson St and Hudson St	180	\$54,000.00	2024/25
Warracknabeal	Community Consultation	Provides an active path to the cemetery	Cemetery Road	North on Cemetery Rd from Scott St to Anderson St	240	\$72,000.00	2028/29
Warracknabeal	GPS	Provide safe off street walk way	Anderson Street	East side - from Gardiner St to Cemetery Rd	570	\$171,000.00	2028/29
Warracknabeal	GPS	Significant connector linking between street	Sutcliffe Street	South side on Sutcliffe St from Anderson St to Scott St	230	\$69,000.00	2026/27
Warracknabeal	Community Consultation	Significant connector to existing footpath on Jamouneau Street serving a moderate population	Jamouneau Street	End of the street, both side including bellmouth	330	\$99,000.00	2025/26

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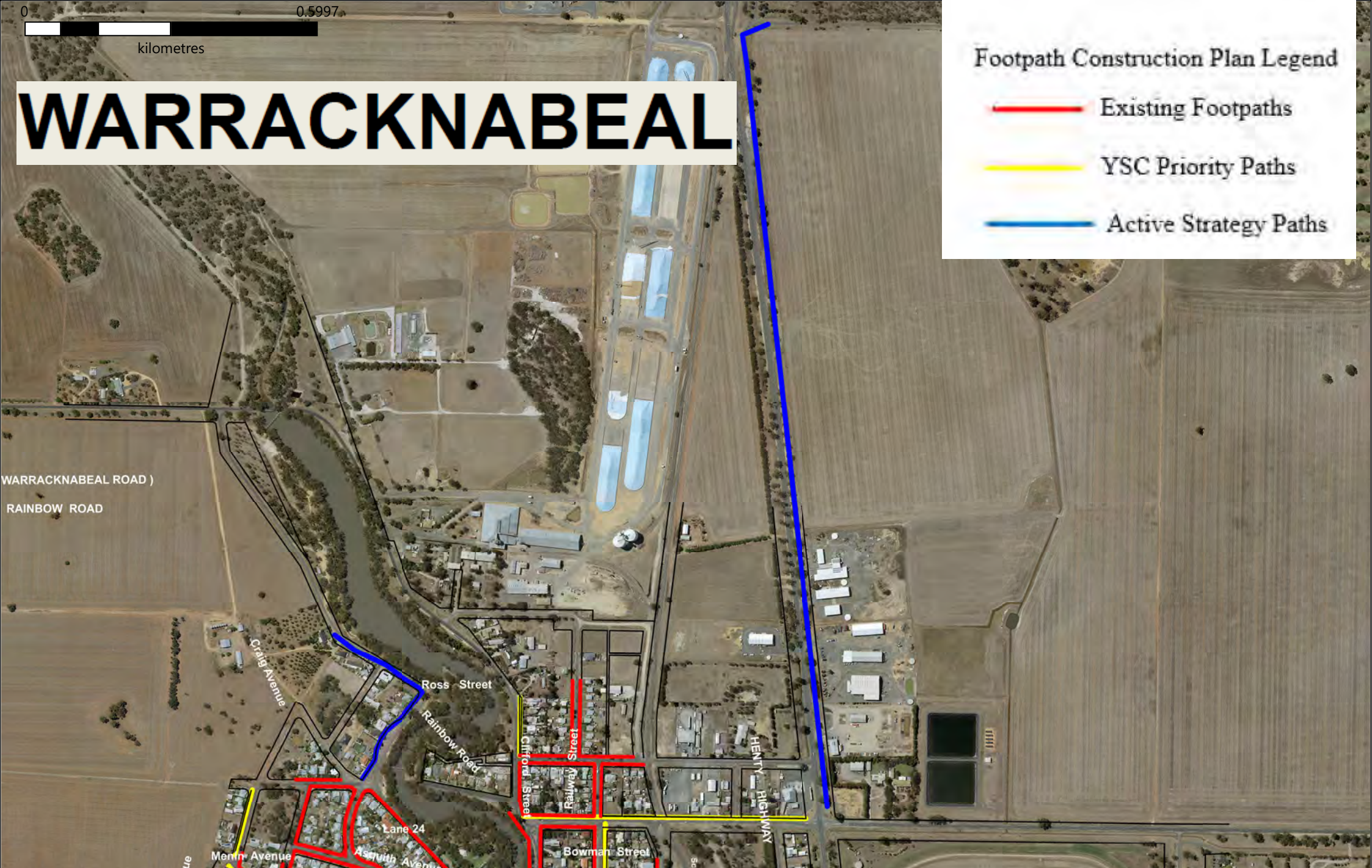
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Footpath Construction Plan Legend

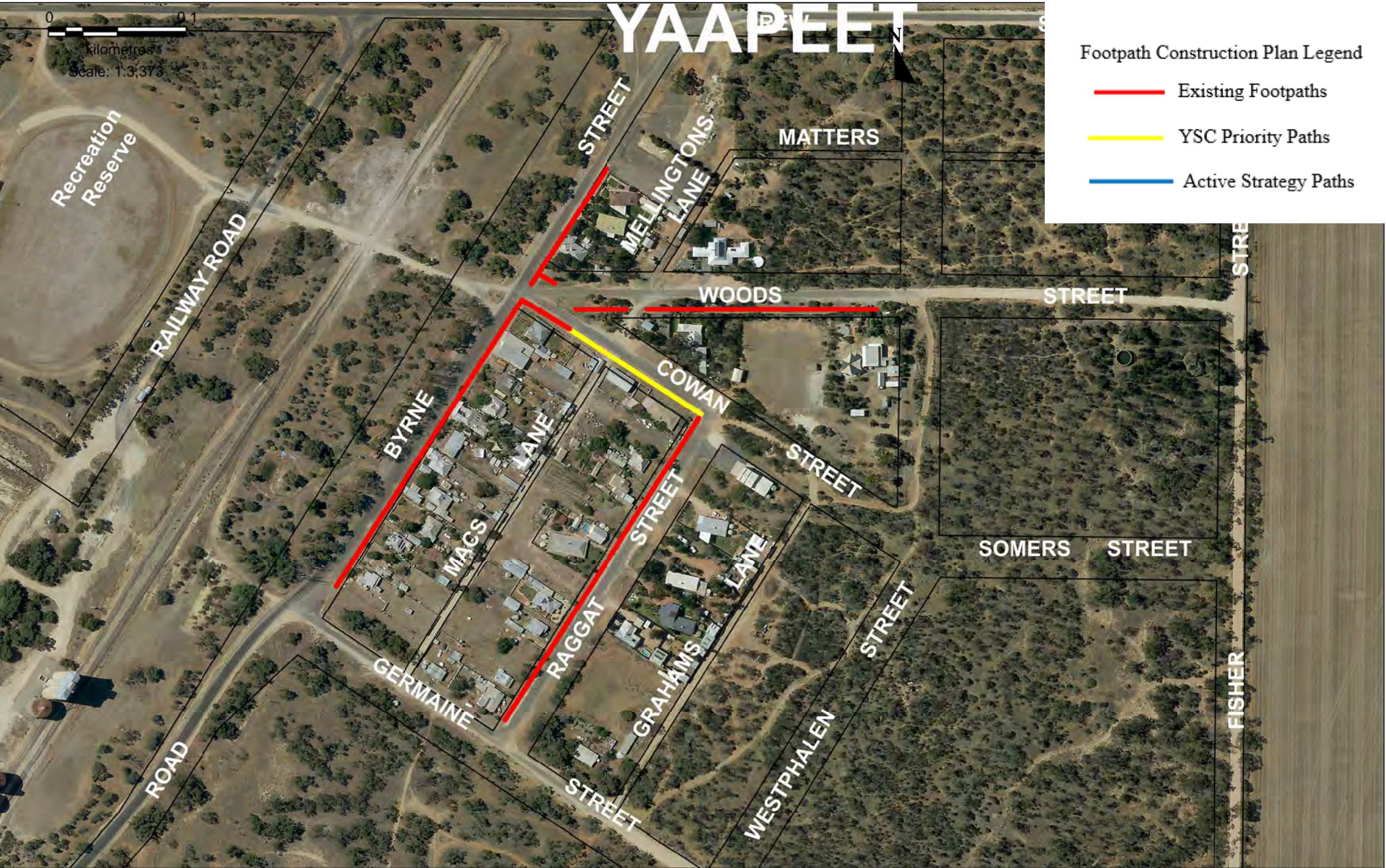
Existing Footpaths

YSC Priority Paths

Active Strategy Paths



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Warracknabeal	Community Consultation	Path to the Golf Course - people travel with pram and cycle	Henty Highway	From Kelsall St to Golf Links Rd	1700	\$510,000.00	2028/29



Town	Source	Other Information	Location/Street	Section From - To	Length (M)	Estimate Cost (\$)	Planned Year
Yaapeet		Path connection between Raggett St and Macs lane - kids are walking those area	Cowan Street	Macs Lane to connection to existing path	120	\$36,000.00	2025/26



YARRIAMBIACK SHIRE COUNCIL

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