



Yarriambiack Shire Council
**Footpath Hierarchy and
Implementation Plan
2026 - 2030**

Footpath Hierarchy and Implementation Plan

Yarriambiack Shire Council encourages a working environment which promotes gender equality and models non-violent and respectful relationships.

Contents

1	Objective	3
2	Responsibility	4
3	Policy Statement and Scope	4
3.1	Maps.....	4
3.2	Footpath Hierarchy	5
3.3	Material type.....	6
3.4	Technical specification	6
3.5	Site Works.....	6
3.6	Footpath Provision	7
3.7	Network and Planning.....	7
3.8	Financial Risk and Opportunities.....	8
3.9	Individual Town Footpath Plan	8
4	References	9
4.1	External References	9
4.2	Internal References.....	9
5	Definitions	9
6	Consistency with Governance Principles Local Government Act 2020	10
7	Policy Review	12
8	Legislative Context	12
9	Council Approved Document	13

1 Objective

The Yarriambiack Shire Council owns and maintains approximately 61km of constructed footpaths within the Shire, by means of walking, and in recent times, an increase in mobility assistance vehicles (gophers) and bicycles has occurred. Shared pathways provide a passage for people to access areas and services within the Municipality including hospitals, schools public transport, open spaces and other community services. These paths comprise of various materials such as concrete, pavers, bitumen and asphalt.

At the Yarriambiack Shire Council we strive to build our community as identified through the Yarriambiack Community Vision.

“A strong and connected community prioritising sustainable and innovative approaches to support the wellbeing of our people, economy and environment”

Our footpath maintenance, renewal and development programs intend to deliver against this Vision.

This plan has been prepared to demonstrate Council’s management of footpath assets within the region.

The Footpath Hierarchy and Implementation Plan will be used to set the basic standards of our footpath network and be used in the management, maintenance and construction works ensuring we complete these in the most cost effective manner, providing the best value for our community within the resources available to the Council.

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

- Council Plan 2025-2029
- Asset Management Strategy 2025-2035
- Road Management Plan 2025-2029
- Long-Term Financial Plan 2026-2036

The age and condition of footpaths continues to be a challenge for Council. This Footpath Hierarchy and Implementation Plan outlines how Council will address this challenge and strive to deliver the footpath network at the necessary service levels.



2 Responsibility

Key Stakeholder	Roles and Responsibilities
Councillors	<ul style="list-style-type: none"> Allocate financial and other resources to meet the objectives within the Council Plan Represent the needs of community members Adopt this plan
Assets and Engineering	<ul style="list-style-type: none"> Project management including delivery of footpath assets in accordance with adopted plan Development of capital program including resource requirement Asset management Research surrounding Shires and Councils to ensure alignment across boarders
Community Users	<ul style="list-style-type: none"> End users of council assets
Finance	<ul style="list-style-type: none"> Budget allocations of approved financial plan per project cost Monitoring asset valuation and depreciation
Insurers	<ul style="list-style-type: none"> Partner with council to mutually minimise and cover risk of Council's assets

3 Policy Statement and Scope

Council's goal is to provide footpaths of a suitable standard for the pedestrian and other traffic that uses them. Within the funding available, Council will formulate programs that over time will provide footpaths which meet the minimum standards as defined within this plan.

The objectives of this plan are:

- Improve the amenity and safety of the footpath network improving accessibility for community users, focusing on the aging population.
- Provide opportunities for shared pathways to improve health outcomes from pedestrian activity.
- Maintain and develop the footpath network to enable community members to access the services they require.

Establish the criteria and minimum standards of the footpath network.

3.1 Maps

This hierarchy applies to thirteen towns in Yarriambiack Shire. Two maps of each town are provided within Appendix 1 which show the existing category and surface material of footpaths as at January 2026.

Accurate knowledge of existing characteristics is necessary to determine the classification of paths in the Footpath Hierarchy. This information will inform future footpath maintenance and footpath reconstruction programs.

3.2 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 within Council's available resources. Consideration is given to the pedestrian and pathway users, access to community facilities, bus stops, open spaces and linkages to existing footpaths.

Classification	Description
Category 1	<p>These are the footpaths with the greatest amount of use and typically include:</p> <ul style="list-style-type: none"> • High use by general public and/or vulnerable users • Main routes between key destinations such as shopping areas, medical centres, schools, recreation facilities • Pathways in CBD/commercial precincts and in the vicinity of schools, tourist areas or attractions, hospitals, medical centre, aged care facilities and public transport terminals/stops • Typically wider paths suitable for more than one person with excellent separation or clearance from traffic lanes
Category 2	<p>These are in high density residential areas and are less used:</p> <ul style="list-style-type: none"> • Medium use by general public and/or vulnerable users • Paths providing a networking function between other destinations and category 1 paths • If associated with arterial and link roads are located on both sides of a street • Pathways in courts, low density, fringe residential streets and industrial areas within minimal through traffic
Category 3	<p>Minor pathway that does not fit the definition of a Category 1 or 2 path.</p>

Footpaths are generally only provided on one side of a road. In instances where high foot traffic occurs or in built-up commercial precincts Council will endeavour to provide paths on both sides of the road. Where footpaths are constructed of concrete, pavers or other similar material and access is required on both sides of the road Council will provide an all-weather quarry dust pathway. Based on site specific details and requirements, Council may decide to vary the material of a constructed footpath on a case by case basis.

In some instances, footpaths already exist which are of a higher grade material 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 effectively it may be replaced by a footpath in line with the hierarchy. In other instances, where the hierarchy indicates that a path of a higher standard is appropriate Council will ensure planning to construct a suitable pathway is incorporated into a future capital works program.

It is acknowledged that all footpath maintenance, upgrade and construction is undertaken only where resources are available to complete the works required. In instances where resources are unavailable works may be delayed or withdrawn from the scheduled program.

3.3 Material type

Footpaths can be constructed from a number of different materials. It is anticipated that Council will continue to use a range of different material types to suit the site specific circumstances of a footpath. The assessment to renew an existing path or provide a new one is based on these circumstances and can include the hierarchical level of service requirements and life cycle analysis.

Existing paths are shown in the following groupings:

- Concrete
- Pavers
- Concrete squares (Paths constructed of this material have been identified separately as they being phased out and replaced with concrete or another suitable surface)
- Bitumen seal
- Premix/hotmix/asphalt
- Crushed rock/gravel/quarry dust
- Unconstructed paths

3.4 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 with consideration of all users and where applicable users with additional mobility and vision requirements. All footpaths are to be constructed to meet the requirements of the relevant Australian Standards, Infrastructure Design Manual and Austroads guidelines.

3.5 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.



3.6 Footpath Provision

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

The use of GIS together with township surveying Council has been able 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.

This implementation plan has been developed by utilising the information provided through Community feedback as well as surveys of all footpaths within townships across the Shire. Identifying areas where high foot traffic occurs, linkages between existing footpaths and those considered by the community as high priority, with Councils aim to ensure accessibility, inclusiveness and a connected community.

Council has identified a number of prospective pathways in towns across the Shire. These can be seen in the town maps in Appendix 1. The below table summarises the total length of these prospective pathways by town.

Town	Length (metres)
Beulah	736
Brim	92
Hopetoun	2779
Lascelles	716
Minyip	3653
Murtoa	3080
Patchewollock	801
Rupanyup	774
Speed	643
Tempy	228
Warracknabeal	9353
Woomelang	1502
Yaapeet	220

3.7 Network and Planning

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

GIS enables multiple data sets to be displayed on a single map providing a way to easily see, analyse, and understand relationships between different features.

The Road Management Plan explains the operational standards of footpaths including regular maintenance inspections frequency. The Road Management Plan can be found on Councils website at www.yarriambiack.vic.gov.au

This footpath hierarchy has been developed in conjunction with the Long Term Financial Plan (LTFP) and the Council Plan. Priorities of footpath works is balanced together with all other Council priorities to ensure we continue to maximise the benefit to the community.

In developing and prioritising footpaths within this hierarchy Council needs to consider a number of factors., which include;

- Footpath category.
- Linkages between footpaths.
- Construction feasibility.
- Vegetation and other structures restricting the geometry of a footpath.
- Lifecycle cost analysis.
- Construction material selection (concrete, quarry dust or others).
- Proximity to schools, aged care facilities, reserves, residential premises, shopping precincts, playgrounds and other community service areas.

3.8 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 supplemented with the use of funding grants from the State and Federal Governments. Whenever possible, Council commits to applying for all available funding opportunities. This commitment complements the strategic priority with the Council Plan’s strategic objective 1: *"An innovative and Diversified economy"*

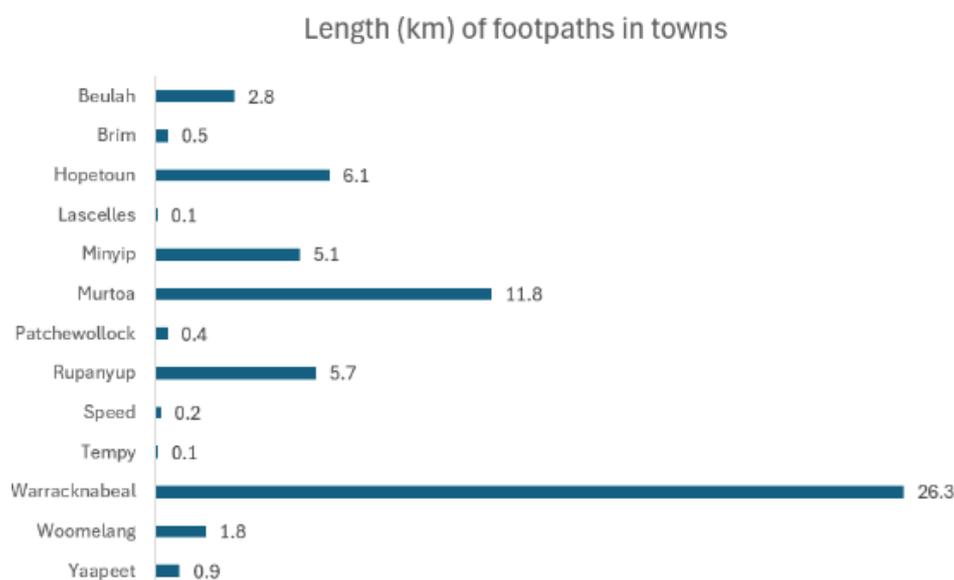
- *Advocate for continued and enhanced funding to enable strategic investment in our roads, footpaths, and associated assets to support tourism, economic development and social inclusion and connection across our Shire.*

The life cycle of footpaths including all maintenance and upgrade requirements, also needs to be reviewed as the footpath network increases. Efficiency and resource adjustments are some of the ways to enable ongoing maintenance to continue as the footpath network ages.

3.9 Individual Town Footpath Plan

Appendix A provides two maps of each township. The first map show the existing category of paths within the town and the second showing the material the footpaths are made from.

The below graph lists Shire towns and the length of existing constructed paths.



4 References

4.1 External References

- a) *Local Government Act 2020*
- b) *Disability Inclusion Act 2024*
- c) *Civil Liability Act 2002*
- d) *Disability Discrimination Act 1992*
- e) Austroads Guide to Road Design – Part 6A; Pedestrian and Cyclist Paths
- f) Infrastructure Design Manual (IDM)
- g) Australian Standard
- h) AMCORD – A National Resource Document for Residential Development

4.2 Internal References

- a) Road Management Plan 2025-2029
- b) Asset Management Strategy 2025-2035
- c) Council Plan 2025-2029
- d) Long-Term Financial Plan 2026-2036

5 Definitions

Term	Description
Footpath network	All Yarriambiack Shire Council owned pathways
Pathway	As defined in the Road Management Act 2004: <i>"a footpath, bicycle path or other area constructed or developed by or on behalf of a road authority, the State or a relevant State body for use by members of the public other than with a motor vehicle but does not include any path—</i> <i>(a) which has not been constructed by or on behalf of a road authority, the State or a relevant State body; or</i> <i>(b) which connects to other land;</i>
Prospective Pathway	Prospective pathways have been identified for further investigation and will be assessed against all of Council's objectives and priorities. Prospective pathways may be included in the capital works plan as they progress in priority. If it is identified that a pathway is not necessary in the area identified these pathways may be constructed in an alternative location or removed from any future planning.

6 Consistency with Governance Principles Local Government Act 2020

Outline how this policy has been assessed against the Governance Principles in the *Local Government Act 2020*.

Governance Principle	Section of policy where covered
a) Council decisions are to be made and actions taken in accordance with the relevant law;	Section 4 -References
b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;	Sections 1 – Objective 3 – Policy Statement and Scope and 3.7 – Network and planning & 3.8 Financial risk and opportunities
c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;	Sections 3.6 – Footpath Provision and Cost 3.7 – Network and planning
d) the municipal community is to be engaged in strategic planning and strategic decision making;	Section 3.7 – Network and planning
e) innovation and continuous improvement is to be pursued;	Section 3.2 Hierarchy
f) collaboration with other Councils and Governments and statutory bodies is to be sought;	Section 2 - Responsibility
g) the ongoing financial viability of the Council is to be ensured;	Section 3.8 – Financial Riska and Opportunities
h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;	Section 3.8 – Financial Riska and Opportunities
i) the transparency of Council decisions, actions and information is to be ensured.	Section 3.6 Footpath Provision and Cost

In giving effect to the overarching governance principles, a Council must take into account the following supporting principles—

Community Engagement Principles	<ul style="list-style-type: none"> • A community engagement process must have a clearly defined objective and scope. • Participants in community engagement must have access to objective, relevant and timely information to inform their participation. • Participants in community engagement must be representative of the persons and groups affected by the matter that is the subject of the community engagement. • Participants in community engagement are entitled to reasonable support to enable meaningful and informed engagement. • Participants in community engagement are informed of the ways in which the community engagement process will influence Council decision making.
Comment:	The Footpath Hierarchy and Implementation Plan was open for community feedback from 11 Feb 2026 for a period of four weeks.
Public Transparency Principles	<ul style="list-style-type: none"> • Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act. • Council information must be publicly available unless— <ul style="list-style-type: none"> (i) the information is confidential by virtue of this Act or any other Act; or (ii) public availability of the information would be contrary to the public interest. • Council information must be understandable and accessible to members of the municipal community. • Public awareness of the availability of Council information must be facilitated.
Comment:	The Footpath Hierarchy and Implementation Plan is published on the Council website.
Strategic Planning Principles	<ul style="list-style-type: none"> • An integrated approach to planning, monitoring and performance reporting is to be adopted. • Strategic planning must address the Community Vision. • Strategic planning must take into account the resources needed for effective implementation. • Strategic planning must identify and address the risks to effective implementation. • Strategic planning must provide for ongoing monitoring of progress and regular reviews to identify and address changing circumstances.
Comment:	Although the Footpath Hierarchy and Implementation Plan is not a strategic policy document, reference to the Council Plan and other strategic documents have been referred to in its preparation

Financial Management Principles	<ul style="list-style-type: none"> Revenue, expenses, assets, liabilities, investments and financial transactions must be managed in accordance with a Council's financial policies and strategic plans. Financial risks must be monitored and managed prudently having regard to economic circumstances. Financial policies and strategic plans, including the Revenue and Rating Plan, must seek to provide stability and predictability in the financial impact on the municipal community. Accounts and records that explain the financial operations and financial position of the Council must be kept.
Comment:	The financial implications of Footpath management has been referred to and used to develop this Plan.
Service Performance Principles	<ul style="list-style-type: none"> Services should be provided in an equitable manner and be responsive to the diverse needs of the municipal community. Services should be accessible to the members of the municipal community for whom the services are intended. Quality and costs standards for services set by the Council should provide good value to the municipal community. A Council should seek to continuously improve service delivery to the municipal community in response to performance monitoring. Service delivery must include a fair and effective process for considering and responding to complaints about service provision.
Comment:	The footpath network provides the community with pedestrian access to the services across the Shire. The Footpath Hierarchy and Implementation Plan strives to ensure services stay accessible to the community.

7 Policy Review

This policy will be reviewed in conjunction with its associated procedures every four years.

From time to time, circumstances may require minor administrative changes to be made to this Policy. Where an update does not materially alter this Policy, such a change may be made administratively and need not be considered and adopted by Council.

Where any change or update may materially change the intent of this policy, or the legal responsibilities of any member of the community, it must be considered and adopted by Council, or by the Chief Executive Officer in reliance on delegated authority.

8 Legislative Context

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 Attachments 3 and 4 to the Road Management Plan 2025-2029 set 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. Attachment 5 to the Road Management Plan 2025-2029 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.

This Hierarchy and Implementation plan has been prepared to complement the Road Management Plan 2025-2029.

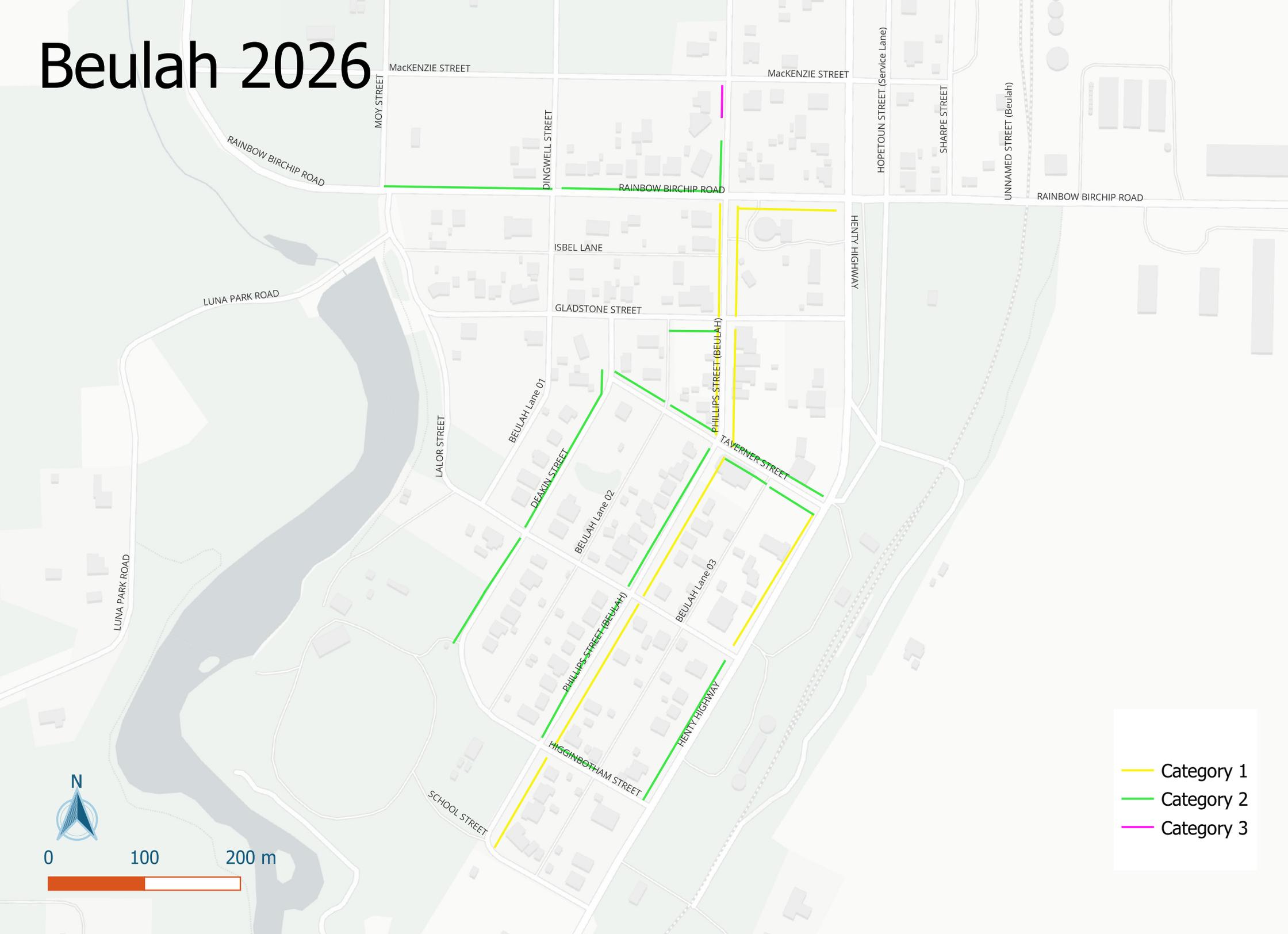
9 Council Approved Document

Adopted:	Ordinary Council Meeting 25 July 2018	Item 11.3
Reviewed:	Ordinary Council Meeting 25 June 2023	Item 17.2 Minute Book Page 41
	Ordinary Council Meeting 25 March 2026	Item 15.7 Minute Book Page 53

Appendix 1

Index to Town Maps – Category and Material		
Town	Hierarchy Map	Surface Type Map
Beulah	13	14
Brim	15	16
Hopetoun	17	18
Lascelles	19	20
Minyip	21	22
Murtoa	23	24
Patchewollock	25	26
Rupanyup	27	28
Speed	29	30
Tempy	31	32
Warracknabeal	33	34
Woomelang	35	36
Yaapeet	37	38

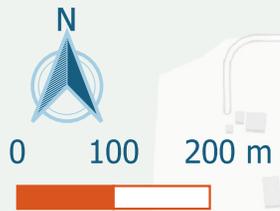
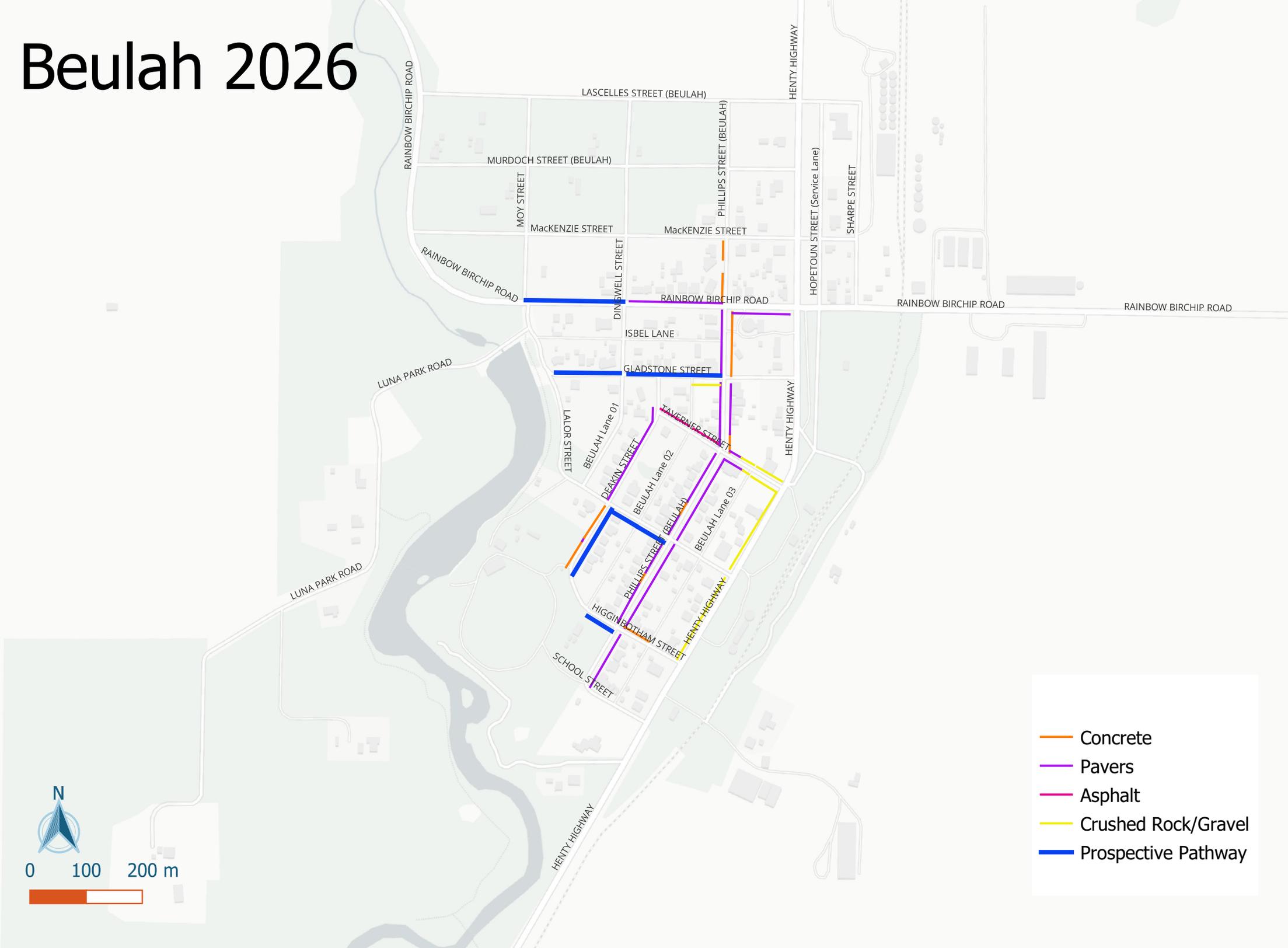
Beulah 2026



- Category 1
- Category 2
- Category 3

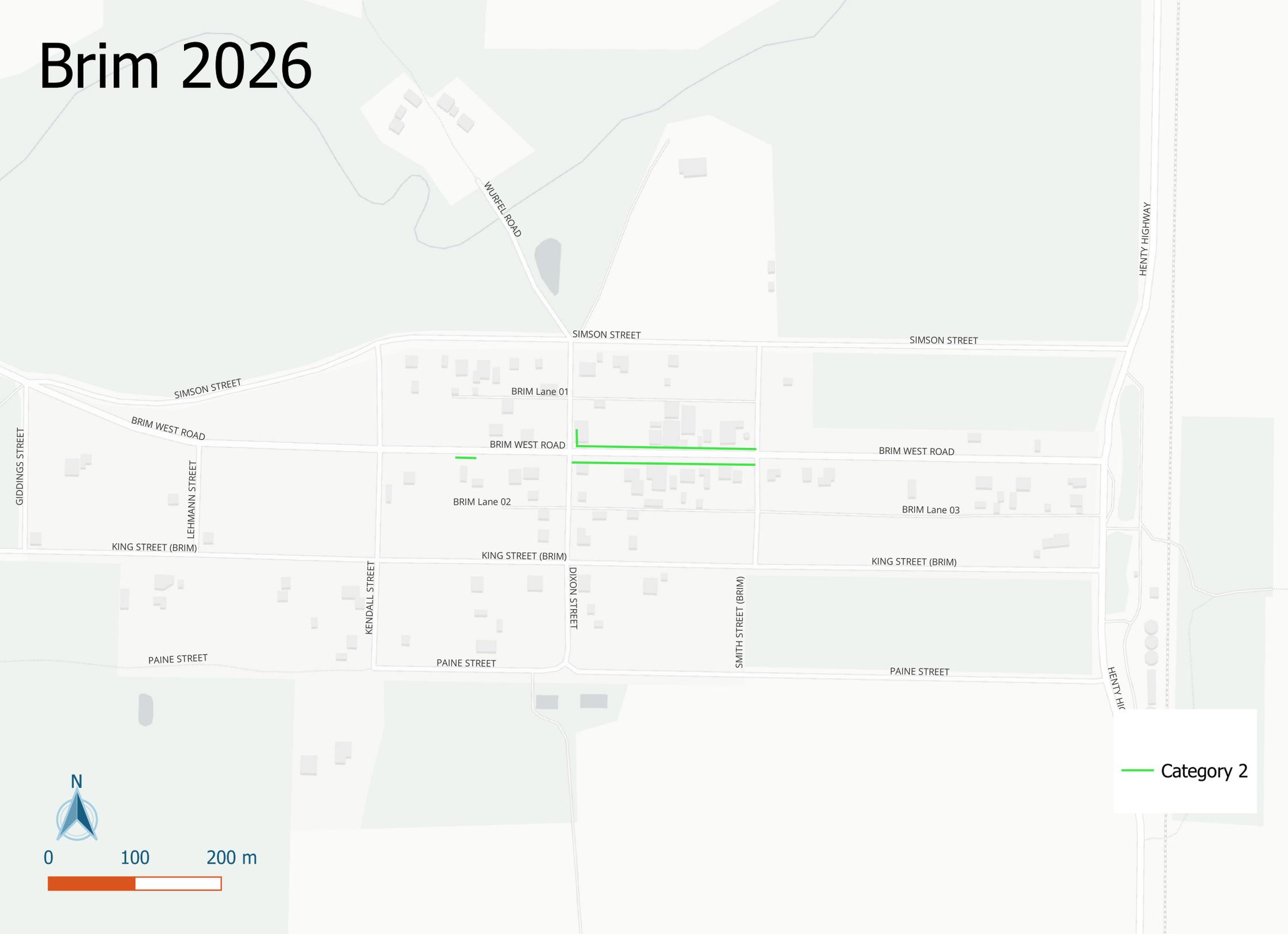


Beulah 2026

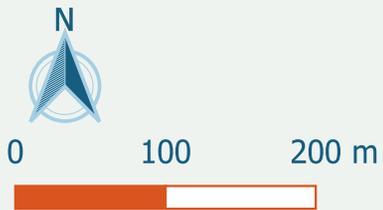


- Concrete
- Pavers
- Asphalt
- Crushed Rock/Gravel
- Prospective Pathway

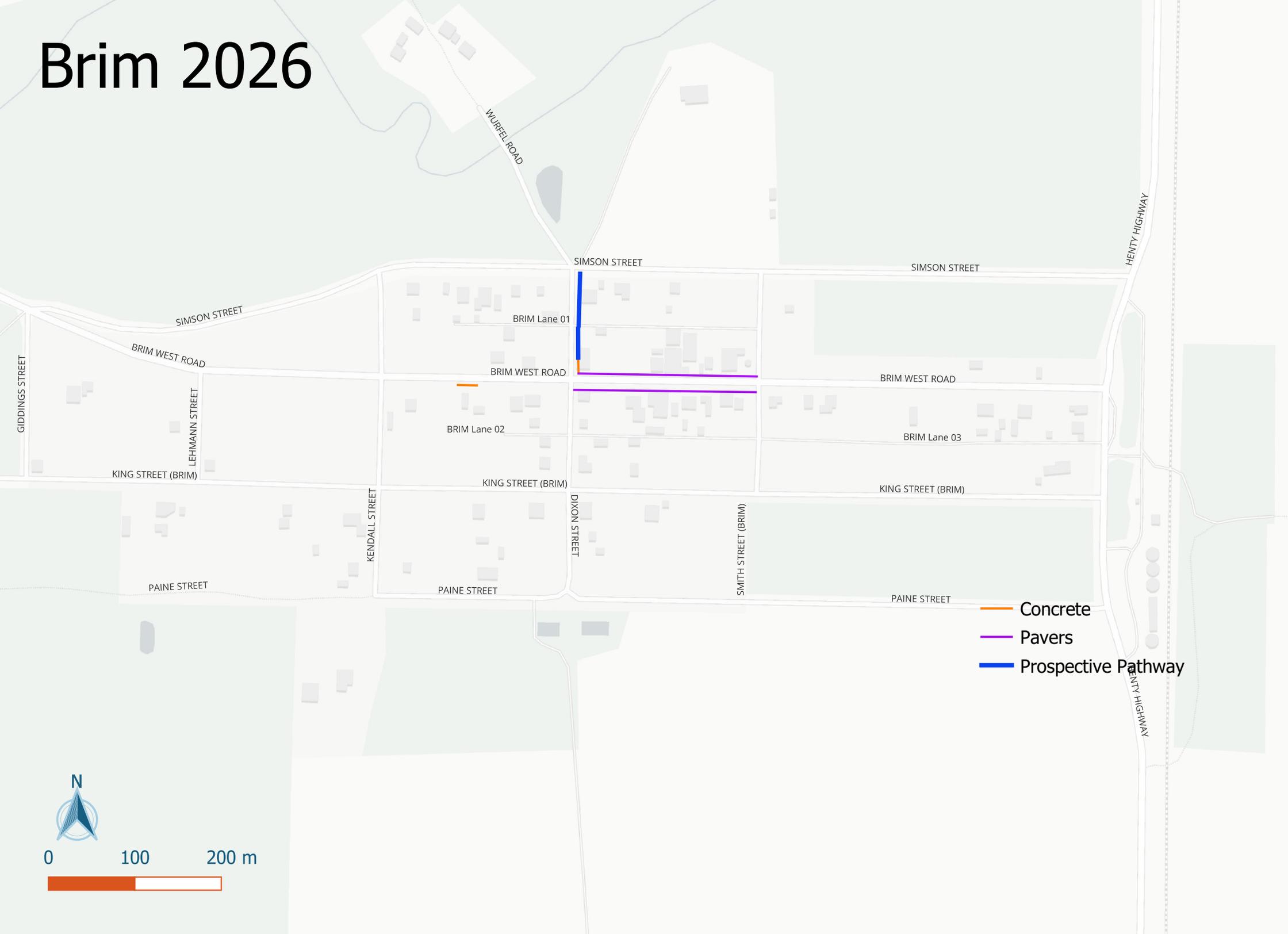
Brim 2026



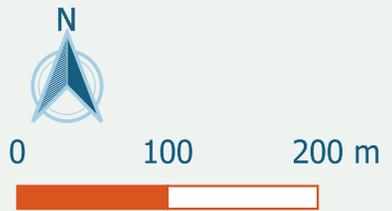
— Category 2



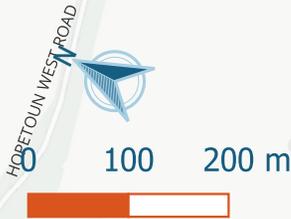
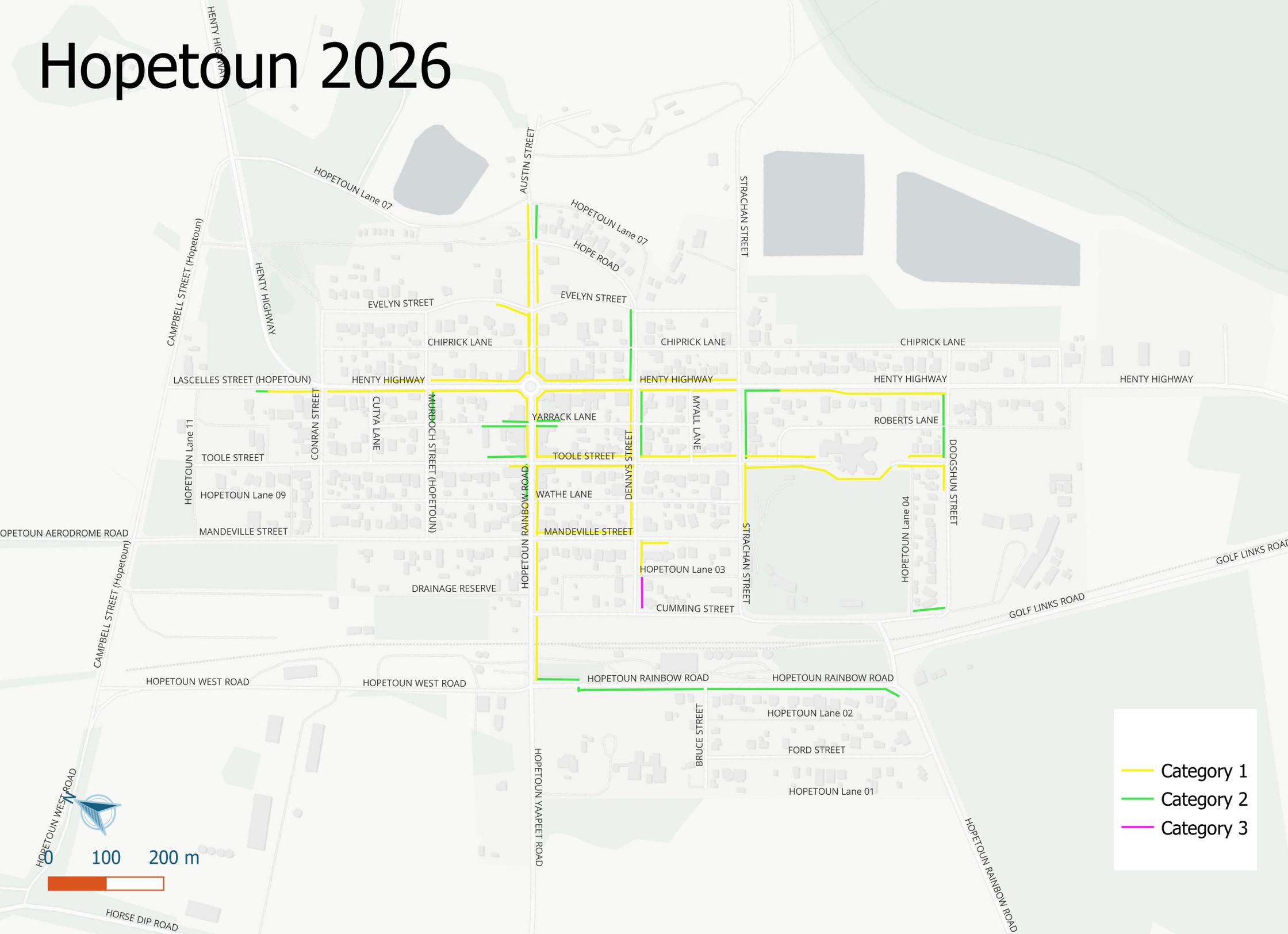
Brim 2026



- Concrete
- Pavers
- Prospective Pathway

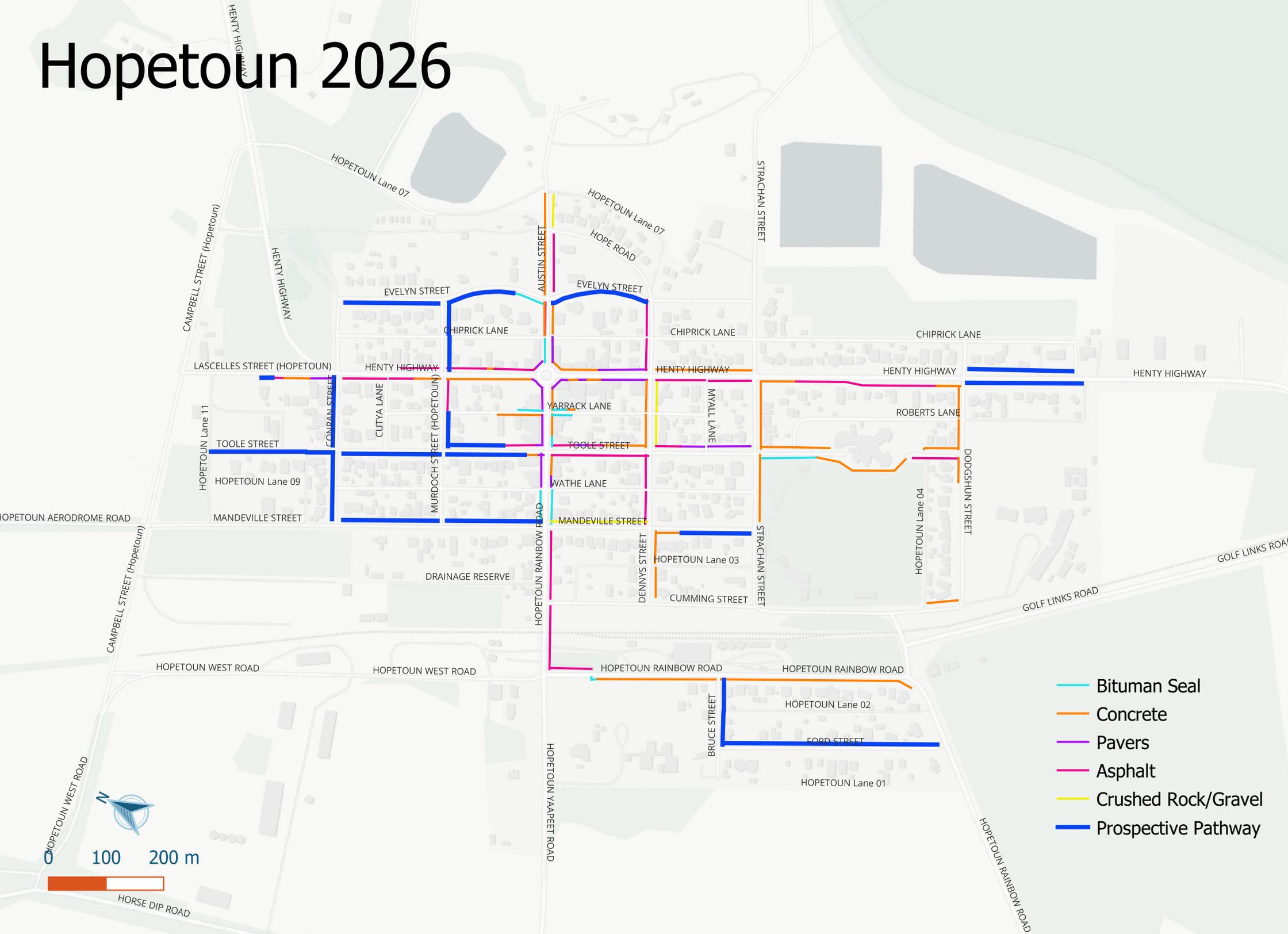


Hopetoun 2026



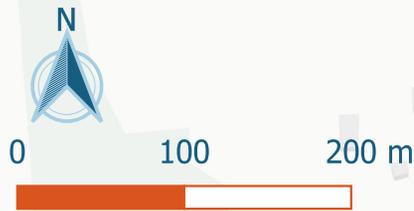
Category 1
Category 2
Category 3

Hopetoun 2026



- Bituman Seal
- Concrete
- Pavers
- Asphalt
- Crushed Rock/Gravel
- Prospective Pathway

Lascelles 2026

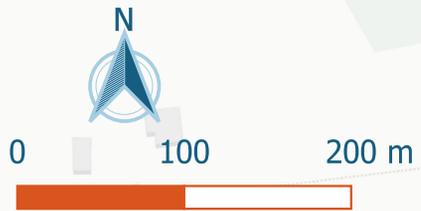


— Category 2

Lascelles 2026



- Concrete
- Pavers
- Prospective Pathway



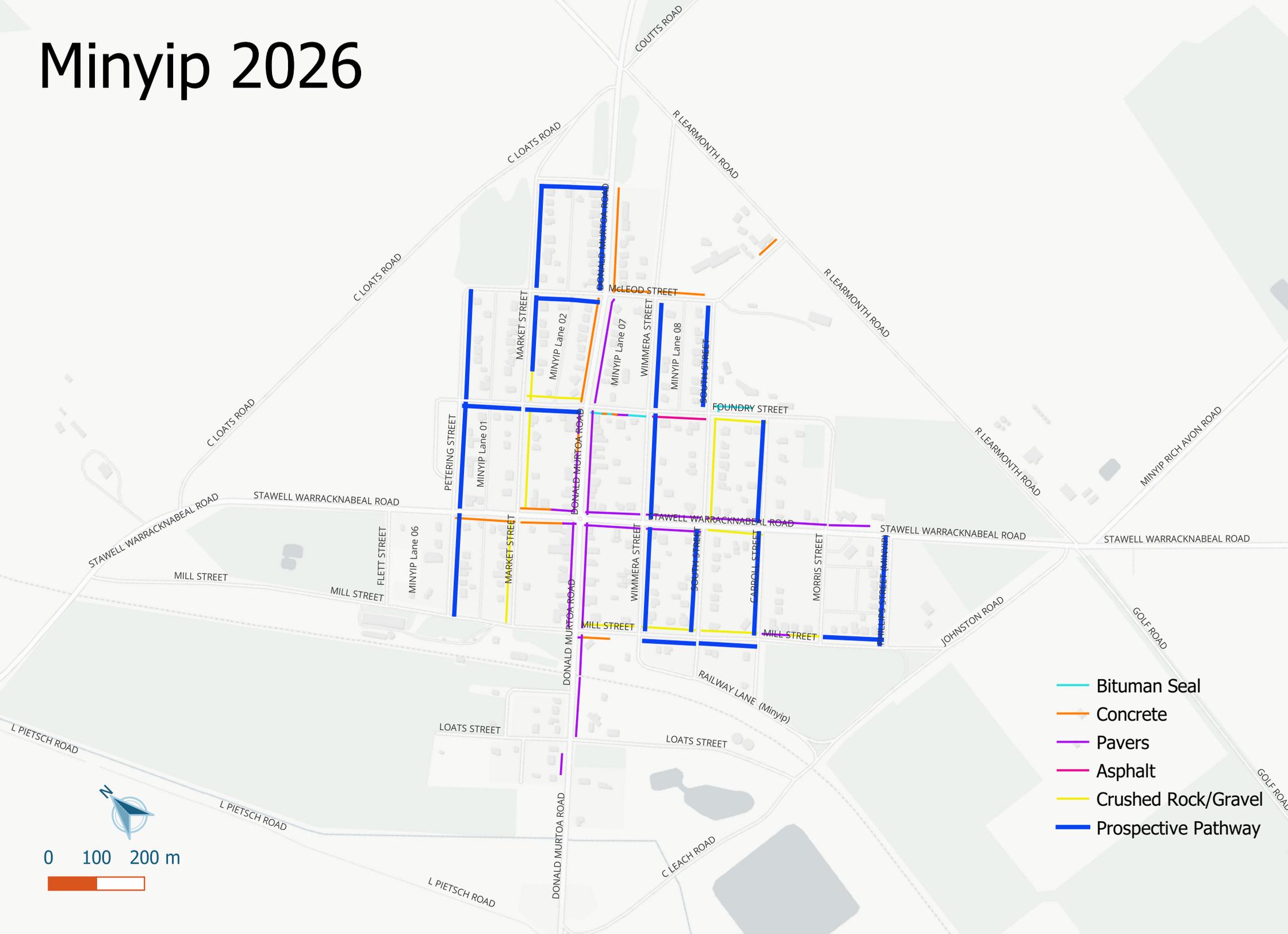
Minyip 2026



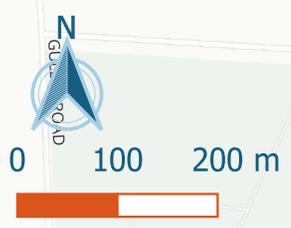
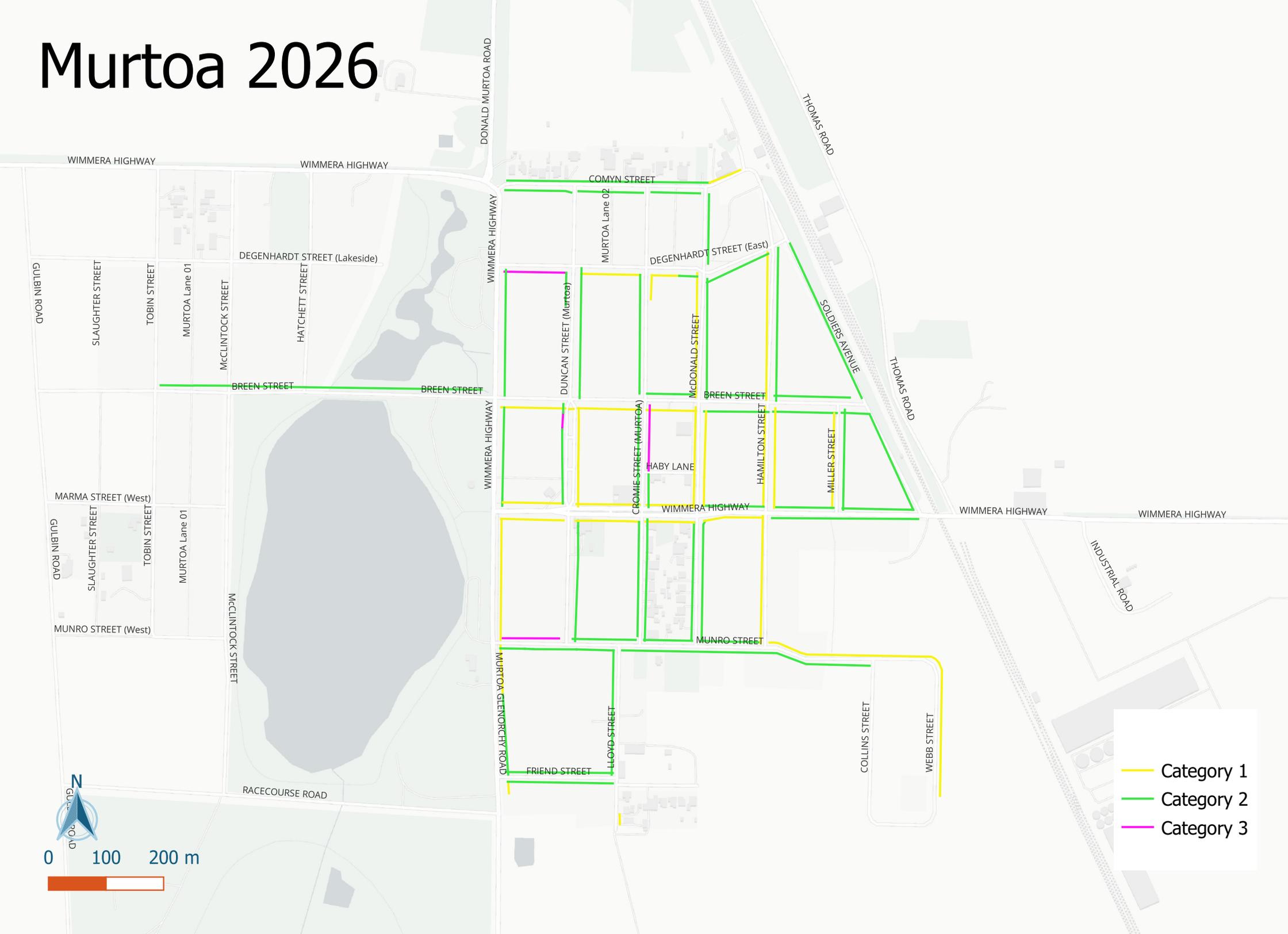
— Category 1
— Category 2



Minyip 2026

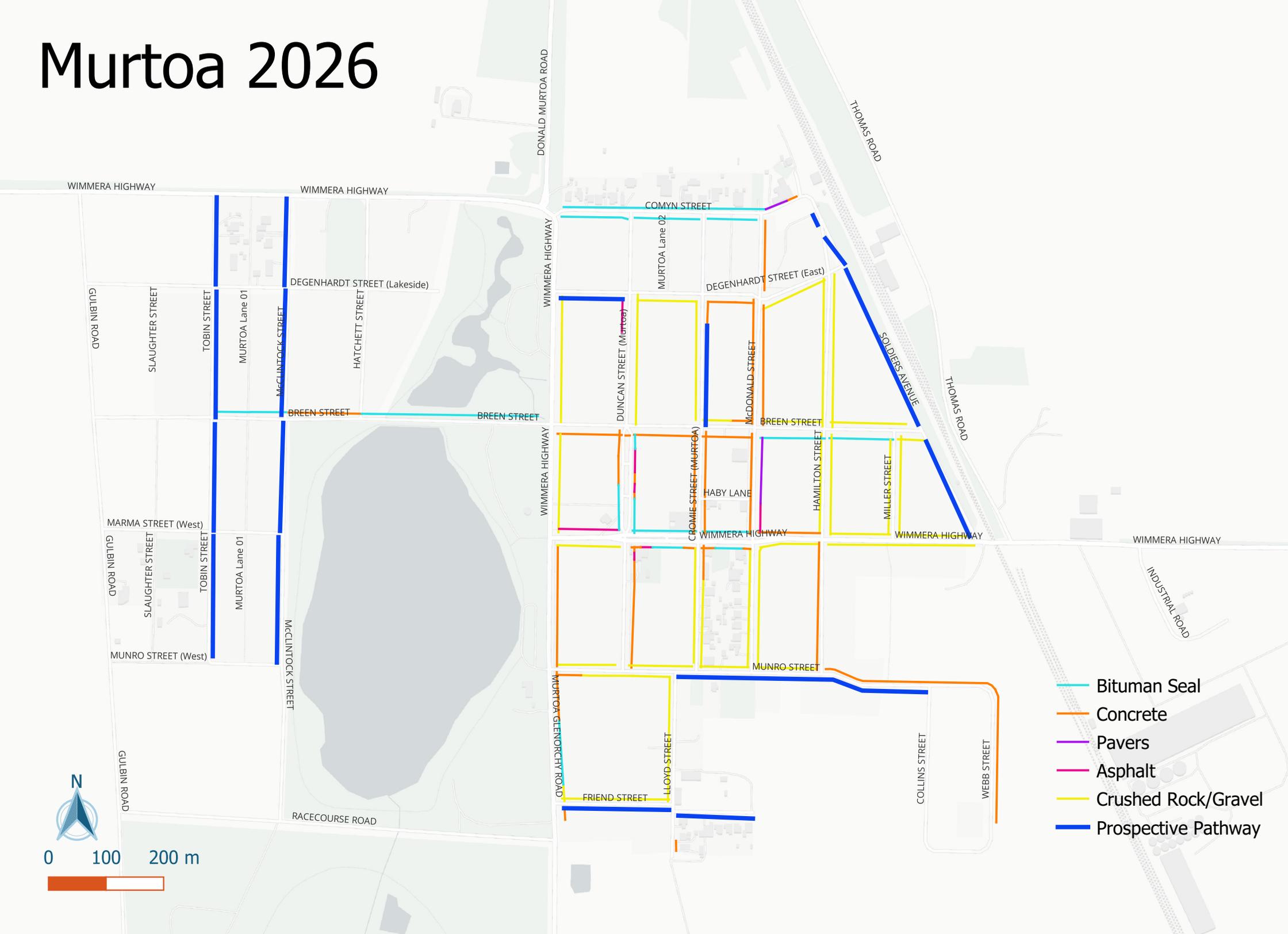


Murtoa 2026



Category 1
Category 2
Category 3

Murtoa 2026



Patchwollock 2026



— Category 2



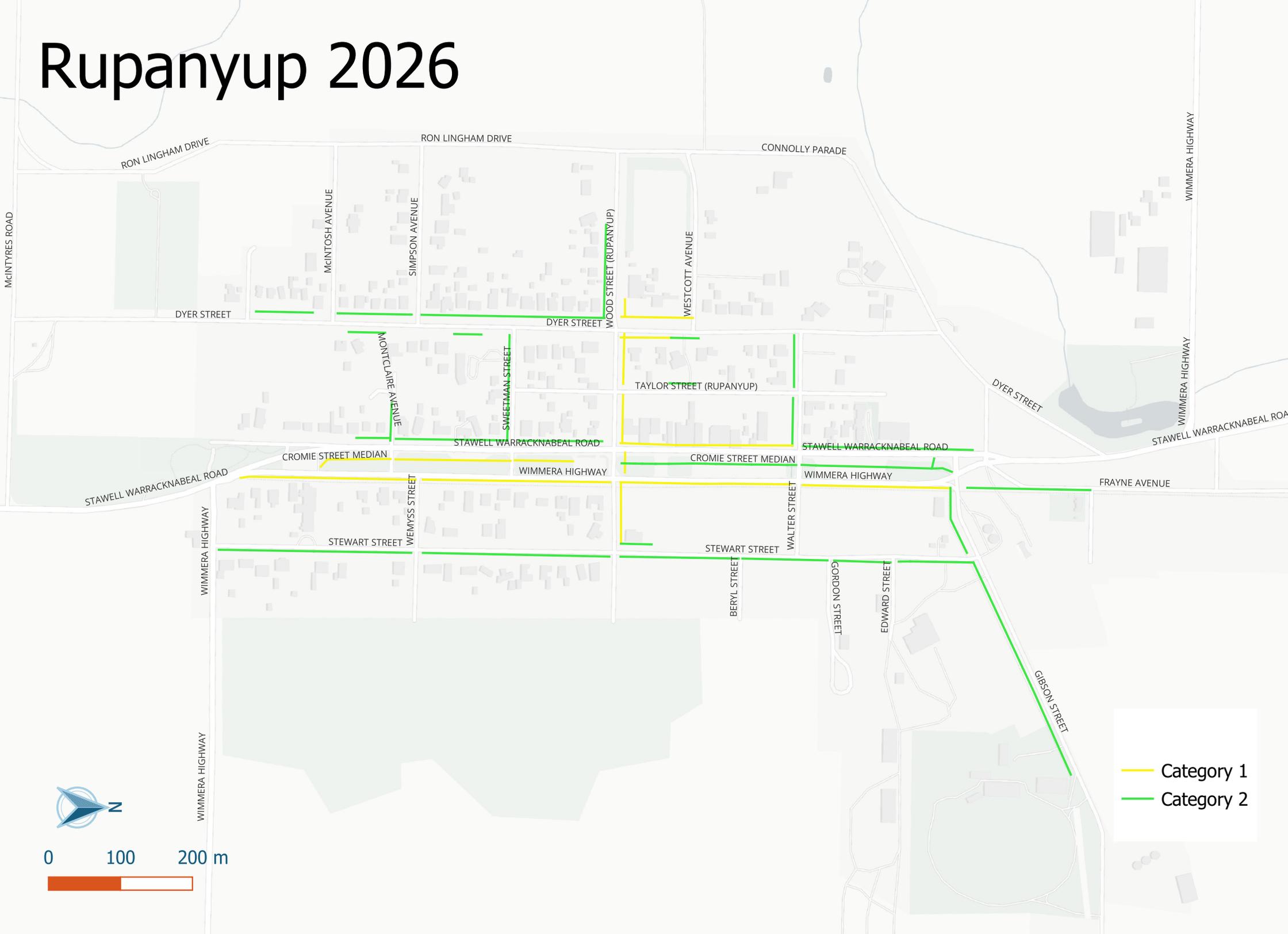
Patchwollock 2026



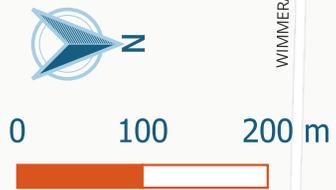
- Concrete
- Pavers
- Prospective Pathway



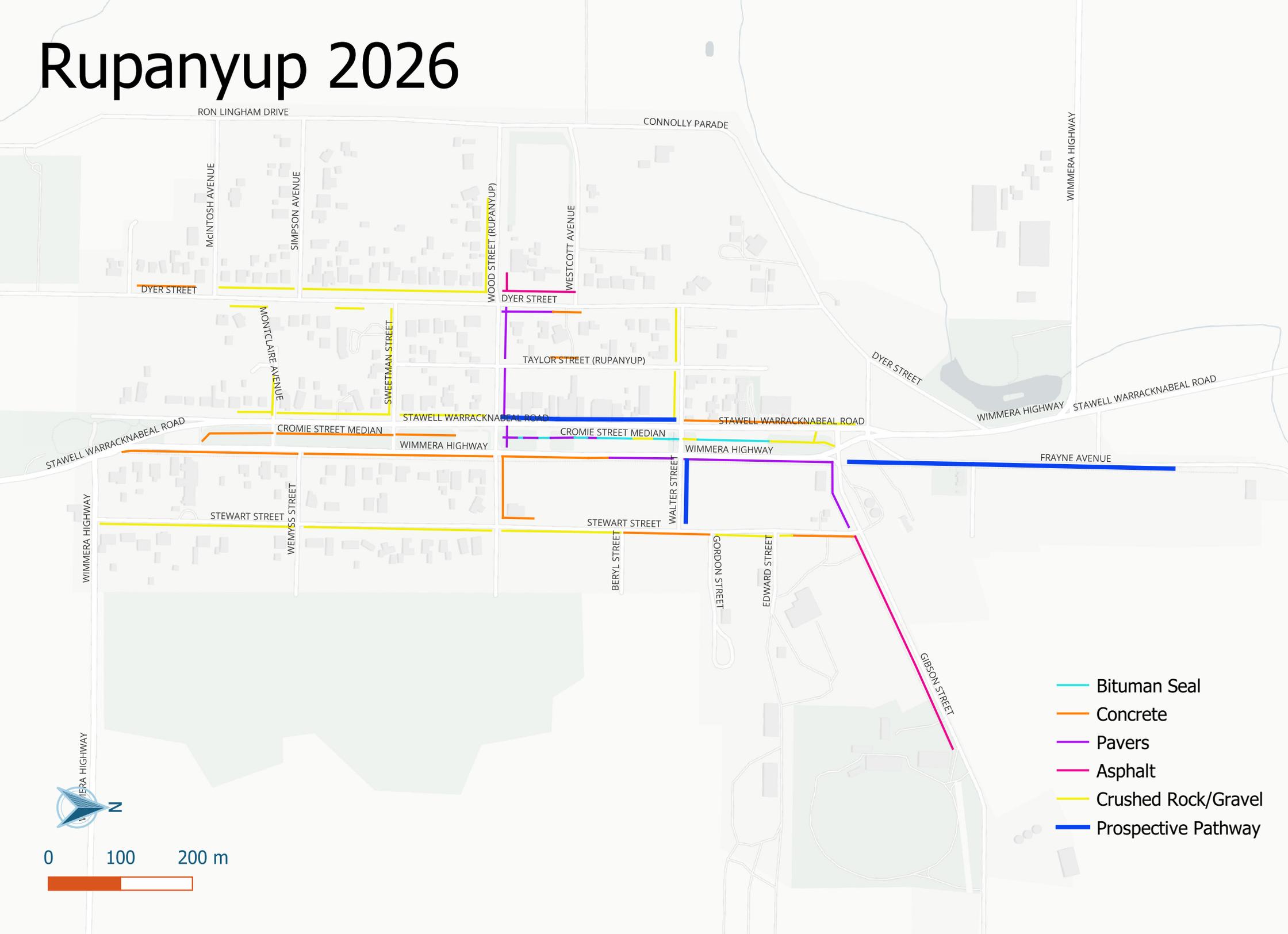
Rupanyup 2026



— Category 1
— Category 2



Rupanyup 2026



RON LINGHAM DRIVE

CONNOLLY PARADE

MCINTOSH AVENUE

SIMPSON AVENUE

WOOD STREET (RUPANYUP)

WESTCOTT AVENUE

WIMMERA HIGHWAY

DYER STREET

DYER STREET

MONTCLAIRE AVENUE

SWEETMAN STREET

TAYLOR STREET (RUPANYUP)

DYER STREET

WIMMERA HIGHWAY

STAWELL WARRACKNABEAL ROAD

STAWELL WARRACKNABEAL ROAD

CROMIE STREET MEDIAN

STAWELL WARRACKNABEAL ROAD

STAWELL WARRACKNABEAL ROAD

CROMIE STREET MEDIAN

WIMMERA HIGHWAY

FRAYNE AVENUE

WIMMERA HIGHWAY

STEWART STREET

WEMYSS STREET

WIMMERA HIGHWAY

STEWART STREET

WALTER STREET

BERYL STREET

GORDON STREET

EDWARD STREET

GIBSON STREET

- Bituman Seal
- Concrete
- Pavers
- Asphalt
- Crushed Rock/Gravel
- Prospective Pathway



0 100 200 m



Speed 2026



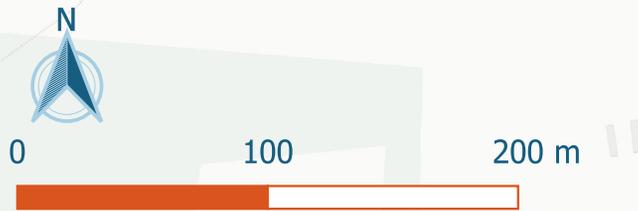
- Category 1
- Category 2



Speed 2026



- Concrete
- Crushed Rock/Gravel
- Prospective Pathway



Tempy 2026

PATCHEWOLLOCK TEMPY ROAD

BOUCHER LANE

SCOTT'S LANE

TEMPY EAST ROAD

SUNBAYSLIA HIGHWAY

DALTON STREET

CURRYS LANE

MARTIN LANE

CHURCH STREET (TEMPY)

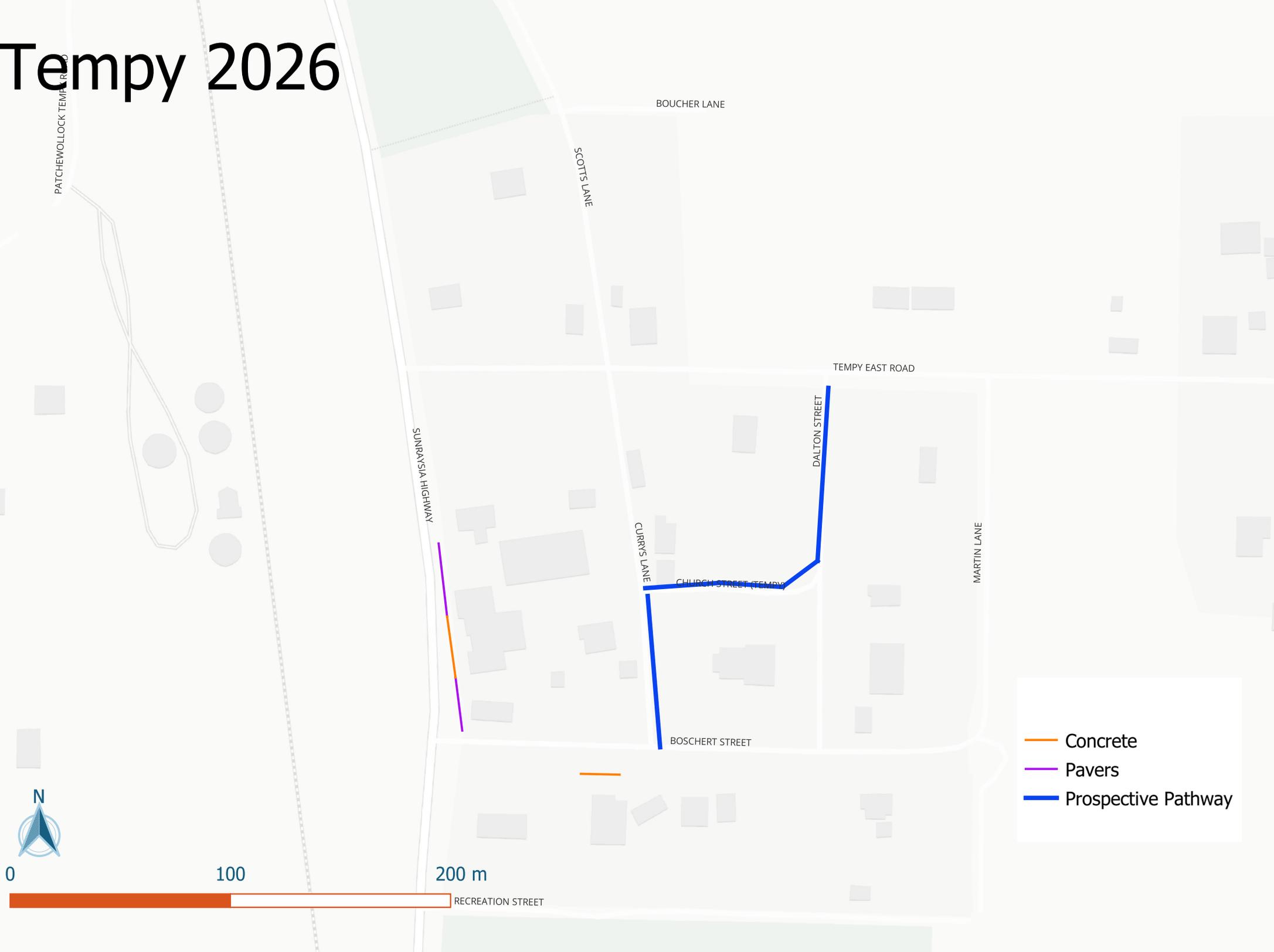
BOSCHERT STREET



 Category 2

RECREATION STREET

Tempy 2026



BOUCHER LANE

SCOTTS LANE

TEMPY EAST ROAD

DALTON STREET

SUNRASZIA HIGHWAY

CURRYS LANE

CHURCH STREET (TEMPY)

MARTIN LANE

BOSCHERT STREET

RECREATION STREET

- Concrete
- Pavers
- Prospective Pathway

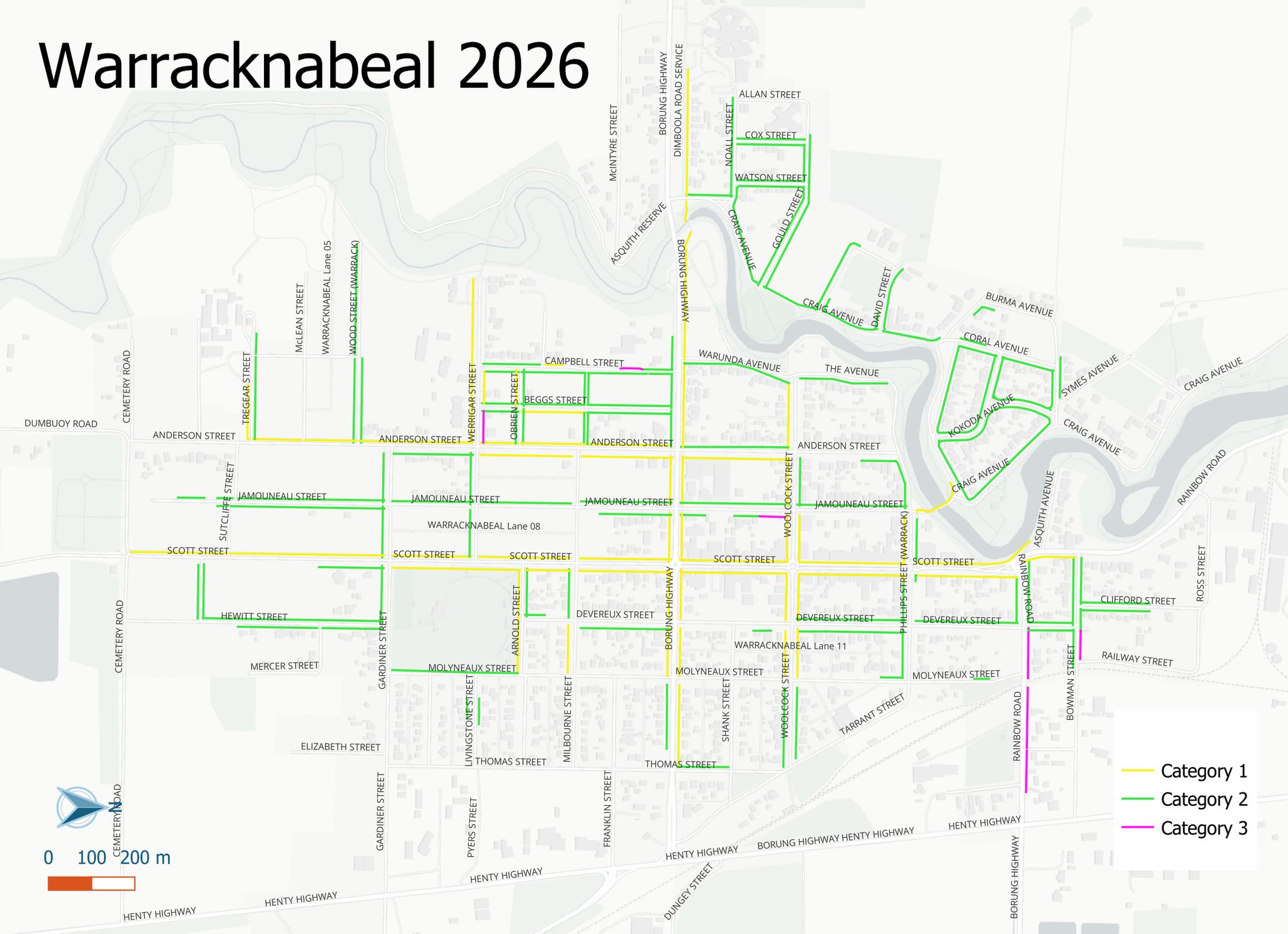


0

100

200 m

Warracknabeal 2026



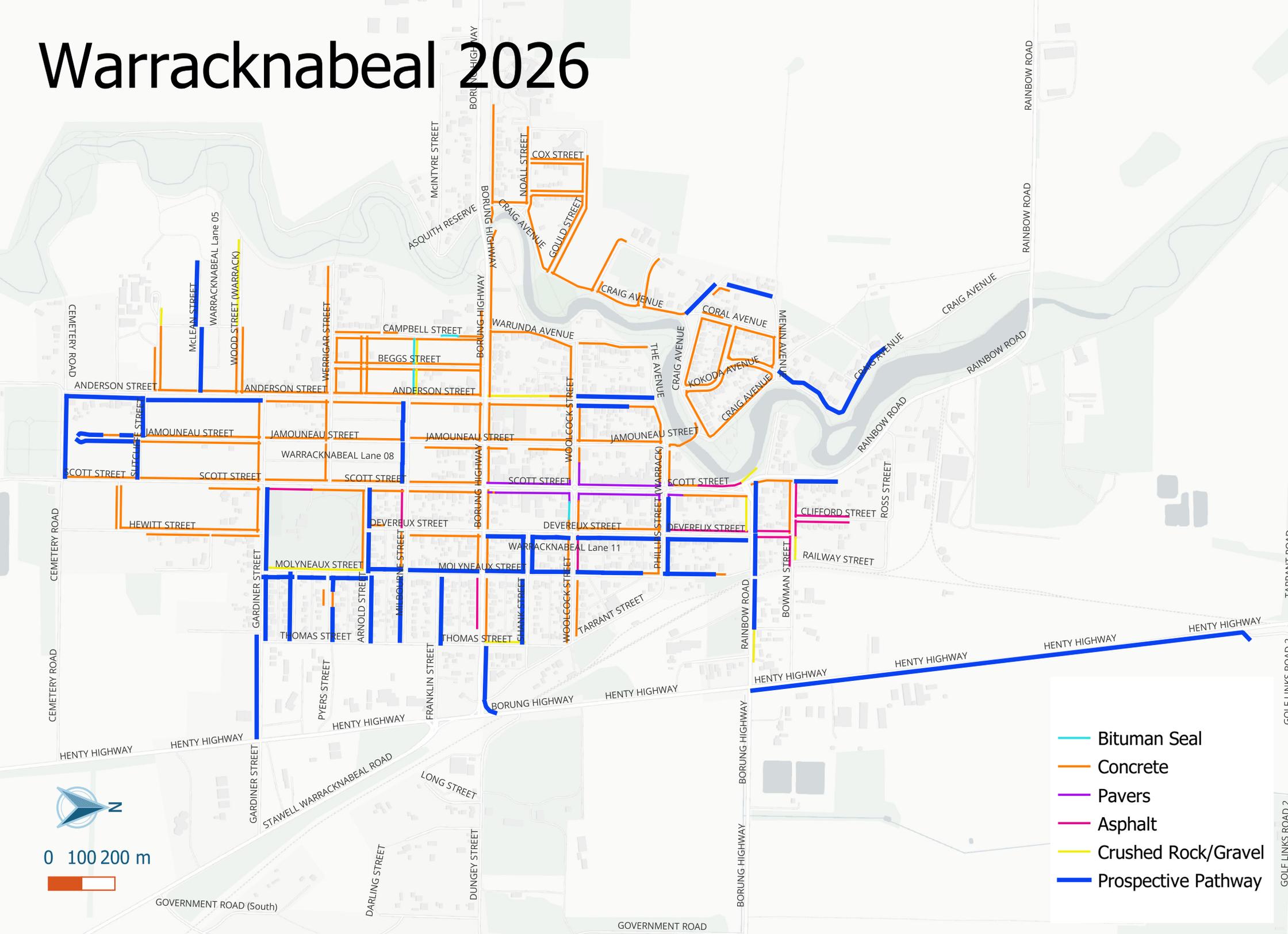
- Category 1
- Category 2
- Category 3



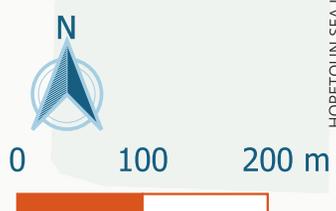
Warracknabeal 2026



- Bituman Seal
- Concrete
- Pavers
- Asphalt
- Crushed Rock/Gravel
- Prospective Pathway



Woomelang 2026



Woomelang 2026



Yaapeet 2026

YAAPEET WEST ROAD

YAAPEET KENMARE ROAD



— Category 2



Yaapeet 2026



- Concrete
- Pavers
- Prospective Pathway

