WELLINGTON
SHIRE COUNCIL

DRAFT
Urban Paths Plan 2027

Contents

1. Introduction 1
2. Progress under the 2019 Urban Paths Plan 2
3. Defining Active Travel 4
3.1 Benefit of Active Travel 4
3.1.1 Health 5
3.1.2 Social 5
3.1.3 Environment 6
3.1.4 Economy 7
4. Our Shire 8
5. Policy Context 9
5.1 State 9
5.1.1 Victorian Public Health and Wellbeing Plan 2023 – 2027 9
5.1.2 Victorian Road Safety Strategy 2021 – 2030 9
5.1.3 Victorian Cycling Strategy 2018 – 2028 10
5.2 Local 10
5.2.1 Wellington Planning Scheme 10
5.2.2 Town Structure Plans and Urban Design Frameworks 11
5.2.3 Wellington 2030 Strategic Vision 11
5.2.4 Live Well in Wellington 2025 - 2029 12
5.2.5 Road Management Plan 2025 12
5.2.6 Public Open Space Plan 2014 – 2024 12
5.2.7 Wellington Disability Inclusion Access Plan 2026 - 2030 13
6. Community Engagement 14
7. Planning For Paths Within Urban Towns 15
7.1 Priority Area - Whole of Path Network Planning 15
7.1.1 Standard Footpath Network 15
7.1.2 Shared Path Network 16
7.1.3 On-Road Bicycle Lane Networks 16
7.2 Priority Area - Connectivity of Paths 17
7.3 Priority Area - Safe and Accessible 17
7.4 Priority Area - Education and Promotion 20
7.4.1 Promoting Walking and Cycling 20
7.4.2 Learning from a young age 20
7.4.3 Department of Transport and Planning Community Road Safety Programs 21
8. Criteria for Determining Path Development Priorities 22
8.1 Town status / size 22
8.2 Improves access to community destinations 22
8.3 Existing infrastructure 23

8.4 Community Advocacy 23
8.5 Minimises risk associated with paths 23
8.6 Considerations for path infrastructure 23
8.7 Community destinations include 23
9. Review and Evaluation 24
9.1 On-going Work 24
APPENDIX 1: WELLINGTON SHIRE URBAN PATHS ACTION PLAN 25
APPENDIX 2: WELLINGTON SHIRE URBAN PATHS PLAN MAP- INCLUDING CAPITAL FOOTPATH PROJECT LIST 33
TOWN MAPS: 33

The Urban Paths Plan is a Council strategy that provides direction on how Council will provide appropriate concrete paths in urban or residential zoned areas of towns within Wellington Shire.

This document includes the 'Urban Paths Action Plan', and 'Urban Path Maps' that provide the planning framework for the delivery of urban paths projects through Council's Capital Works Program.

Council will annually review progress of the Urban Path Action Plan and the urban path capital works project list.

1. Introduction

The Wellington Shire Urban Paths Plan sets out to increase active travel (for example walking and cycling) within our urban towns. The Plan includes:

- Strategic Framework (this document)
- Urban Paths Action Plan (Appendix 1)
- Urban Paths Plan Maps (Appendix 2)

Together, these documents identify the proposed path network and provide a long-term program of potential capital works projects. As available funding is limited, not all projects can be delivered at once. Council will review the Urban Paths Action Plan and capital works project list annually to reflect completed works, emerging priorities, changing circumstances and available funding.

This Plan builds on the Urban Paths Plan adopted by Council in May 2019. The 2019 Plan established a preferred path network across the Shire, identified minimum infrastructure standards and provided a long-term framework for improving connections between residential areas and key community destinations.

2. Progress under the 2019 Urban Paths Plan

Since the Urban Paths Plan was adopted in 2019, Council has delivered a substantial program of new footpath and shared path infrastructure across Wellington Shire.
Of the 143 projects originally identified, 60 projects have been completed, delivering approximately 34.5 kilometres of new paths. Council has also constructed a further 3.3 kilometres of additional path links outside the original project list where emerging opportunities or alternative alignments provided improved network outcomes and aligned with the intent of the Plan.

This investment has:

- Improved connections to town centres and main streets.
- Provided better access to schools and education facilities.
- Strengthened links to health, community and support service.
- Improved access to sporting and recreation precincts.
- Connected communities to rail trails, parks and foreshore areas.
- Addressed missing links within existing path networks.

The completed program has improved access to more than 10 schools and education campuses, 13 sport and recreation facilities, and a range of health, community and commercial destinations.

The updated Plan builds on these achievements by:

- Recognising completed paths and changes to the existing network.
- Reviewing remaining and previously identified projects.
- Refining proposed alignments where necessary.
- Improving the clarity of project descriptions and prioritization.
- Identifying opportunities to achieve stronger network and community benefits.
- Establishing the next stage of Council's long-term urban path program.

Wellington Shire Council is faced with several key challenges in providing footpath infrastructure throughout the Shire. The large physical separation between community destinations, varied topography, connectivity to key community destination points, gaps in footpath networks, and many vehicle dominated streets are common issues across the Shire.

To meet the overall outcome of increasing active travel and continuous path networks within urban towns, the Plan will focus on four priority areas:

Whole of Path Network Planning – Active travel routes will be planned and developed on a whole-of-network basis. This means the network of paths within a town will accommodate a diverse range of recreation and commuter needs.

Connectivity of Paths – Ensure all paths are well connected and linked with key community points of interest. Gaps in the existing path network will be addressed as a matter of priority.

Safe and Accessible – A safe and accessible whole of path network will ensure residents and visitors of all ages and abilities are able to travel safely to their chosen destination.

Education and Promotion – Create a culture in Wellington Shire where people of all ages choose active travel as a safe and easy way to travel to a community destination.

The Urban Paths Plan focuses on linking key community destinations within urban towns and provides for improvement of pedestrian movements within the general residential zoned areas of our coastal and smaller towns.

This Urban Paths Plan does not provide for path connections between townships or connections from non-residential areas to townships. Instead, its focus is on first establishing and consolidating footpath networks within urban and General Residential Zone areas. Priority is given to connecting key destinations within townships and addressing larger gaps in the existing local footpath network before considering broader inter-township connections.

The Urban Path Plan acknowledges that there are some locations within Wellington Shire that are not zoned as urban or general residential and therefore, footpath planning within those locations has not been considered within this document. Council acknowledges that some of these locations would benefit from footpath planning because they have key community destinations that require improved connectivity, or the footpath would provide significant recreational benefits to the community.

Council will consider additional non-urban footpath projects (herein after referred to as 'Rural and Recreational Paths'), outside of this strategy, at least annually as part of overall Council planning processes.

Rural and Recreational Path requests that do not meet the criteria of the Urban Path Plan will be considered under the Rural and Recreational Paths Operating Procedure.

3. Defining Active Travel

The Urban Paths Plan recognises the different ways a person can actively travel to a destination. Examples include:

Walking – this will also include people walking with a pram, walking aid or wheelchair.

Cycling - For the purposes of this Plan, cycling includes conventional bicycles and electrically assisted bicycles (E-bikes).

At the time of writing, legal E-bikes in Victoria are those that:

- Have a maximum continuous rated power output of no more than 250 watts.
- Provide motor assistance only up to a speed of 25 km/h.
- Are fitted with functioning pedals.

People of any age may ride a legal E-bike in Victoria without a licence or registration. The same road rules and responsibilities that apply to bicycle riders also apply to E-bike riders.

- *Note: E-bike legislation and definitions may change over time. Riders should refer to current Victorian regulations to ensure compliance.*

Wheeled devices – such as skateboards, foot scooters including electrically assisted scooters (E-scooters), rollerblades, mobility scooters, wheelchairs or other mobility aids.

At the time of writing, legal E-scooters in Victoria are those that:

- Provide motor assistance only up to a speed of 25 km/h. **Note: must not travel at speeds greater than 20 km/h.*
- Have exactly two wheels, one in front of the other.
- Features a footboard between the front and rear wheels.
- Is steered via a handlebar.
- Designed to transport one person only.
- Weighs no more than 45 kg.

People must be at least 16 years of age to ride a legal e-scooter in Victoria in a public place (shared paths and roads up to 60km/h). There are specific road safety rules which apply which are available through Victoria Police.

- *Note: E-scooter legislation and definitions may change over time. Riders should refer to current Victorian regulations to ensure compliance.*

The Plan recognises that people use active transport for a range of purposes, including recreation, leisure, commuting, access to services, and social connection. The Plan seeks to provide a network that caters for the diverse needs of all users.

3.1 Benefit of Active Travel

Active travel such as walking and cycling provides a range of health, social, environmental and economic benefits to individuals and the community.

3.1.1 Health

Wellington Shire faces several significant health challenges that reinforce the importance of supporting walking, cycling and other forms of active travel.

Increasing physical activity through walking and cycling can help address a range of chronic health issues while also improving mental health and overall wellbeing. Regular physical activity is a well-established protective factor against cardiovascular disease, obesity, anxiety and depression.

Australian Bureau of Statistics (ABS) Census[1] data shows that 5.5% of Wellington Shire residents live with long-term heart disease, ranking the Shire 8th highest among Victoria's 79 local government areas.

The Victorian Population Health Survey[2] highlights the prevalence of obesity within the municipality, ranking Wellington 3rd highest in Victoria with 34.6% of adults classified as obese. The survey also found that 67.1% of adults are overweight or obese (BMI greater than 25).

Mental health also remains a significant issue within the community. Victorian Women's Health Atlas - Wellington Mental Health Fact Sheet[3], reports that 40.7% of females and 25.6% of males have been diagnosed with anxiety or depression at some point in their lives. Further findings from the Victorian Population Health Survey show that 25% of Wellington adults sought professional help for a mental health problem in the previous 12 months.

These health indicators highlight the importance of creating opportunities for residents to incorporate physical activity into their daily lives. Walking and cycling provide accessible, affordable and inclusive forms of physical activity that can improve cardiovascular health, support healthy weight outcomes and contribute to improved mental health and wellbeing. In addition to their physical health benefits, active travel has been shown to reduce symptoms of stress, anxiety and depression while supporting social connection and overall quality of life.

3.1.2 Social

The presence of walkers and cyclists in an area can contribute to social well-being of a place by:

- Providing increased opportunities for social connection, gatherings and informal interaction.
- Enhancing community pride by encouraging people to engage with their local environment and community.
- Encouraging increased independence, particularly for school-aged children and the elderly.

Walking and cycling can improve personal security and deter crime by having more 'eyes on the street' and improve road safety through increased street activity which encourages drivers to slow down and be more alert, as well as provide an opportunity to learn safer road habits.

[1] ABS Census (2021)
[2] Victorian Population Survey (2023)
[3] Wellington Mental Health Fact Sheet (2023)

3.1.3 Environment

Walking and cycling are among the most energy-efficient and environmentally sustainable forms of transport available.

Providing safe and connected walking and cycling infrastructure encourages more people to choose active travel for short trips, reducing reliance on private motor vehicles. This can help reduce traffic congestion, vehicle emissions, fuel consumption and associated environmental impacts.

Walking and cycling infrastructure is often delivered alongside streetscape improvements, landscaping and tree planting, which can enhance neighbourhood amenity, provide shade and comfort, support biodiversity and contribute to more attractive and liveable communities.

3.1.4 Economy

A well-connected network of walking and cycling paths can contribute to the economic vitality of Wellington Shire by enhancing the liveability, attractiveness and functionality of its towns and communities.

Communities that provide safe, accessible and enjoyable opportunities for walking and cycling are often viewed as more desirable places to live, work and visit. This can support population growth, help attract and retain residents, and contribute to the long-term appeal of Wellington Shire as a place to invest and settle.

Walking and cycling infrastructure also supports local businesses by encouraging people to spend more time in town centres, foreshore areas, parks and recreational precincts. Improved connections to community destinations and tourism attractions can increase visitation, encourage people to stay longer, and contribute to local spending.

In addition, recreational walking and cycling opportunities can strengthen Wellington's tourism offering by providing visitors with more ways to experience the Shire's natural, cultural and community assets. This can generate economic benefits for local businesses, accommodation providers and tourism operators, while also improving the quality of life for residents.

4. Our Shire

Wellington Shire is located in the Gippsland region of Victoria and covers an area of approximately 10,924 square kilometres. The 2021 Census recorded a population of 47,516 people, representing growth of approximately 9.3% since the 2011 Census. Wellington Shire comprises more than 30 towns and settlements, ranging from the regional centre of Sale to smaller rural and coastal communities.

Major Towns (>1,000)	Small Towns (150-1,000)	Rural Settlements (<150)
Briagolong	Alberton	Carrajung
Heyfield	Boisdale	Dargo
Loch Sport	Coongulla	Hollands Landing
Longford	Cowwarr	Honeysuckles
Maffra (5,384)	Devon North	Langsborough
Rosedale	Glenmaggie	Licola
Sale (~15,000)	Golden Beach / Paradise Beach	Manns Beach
Stratford	Gormandale	McLoughlins Beach
Wurruk	Kilmany	Robertsons Beach
Yarram	Munro	Tarraville
	Newry	Woodside Beach
	Port Albert	
	Seaspray	
	Seaton	
	Tinamba	
	Won Wron	
	Woodside	

Sale is the regional capital of Wellington Shire with a population of approximately 15,000 people. It is located approximately 200 kilometres east of Melbourne; near Sale are the satellite towns of Wurruk and Longford. Stratford, Yarram, Heyfield, Rosedale, Briagolong and Loch Sport are key towns within Wellington with populations ranging between 1,000 and 5,000 residents. Maffra remains the Shire's second largest township, with a population of 5,384 people in 2021.

Coastal towns such as Port Albert and Seaspray are popular tourist destinations with small populations combined with considerable volumes of tourists, particularly in summer months.

5. Policy Context

There are several state and local policies and strategies that provide support and guidance to the Urban Paths Plan. These policies either have a health and wellbeing, road safety or active travel focus which are important considerations when developing the Urban Path Plan.

5.1 State

5.1.1 Victorian Public Health and Wellbeing Plan 2023 – 2027

The Victorian Public Health and Wellbeing Plan 2023–2027 sets the Victorian Government's overarching direction for improving population health and wellbeing, with a strong focus on prevention, health equity and creating safe, healthy and supportive environments. It recognises that health is influenced by the places where people live, work, learn and spend time, and that action across government, communities and other sectors is needed to improve health outcomes.

The Plan identifies 10 public health and wellbeing priorities:

- Improving sexual and reproductive health.
- Reducing harm from tobacco and e-cigarette use.
- Improving wellbeing.
- Increasing healthy eating.
- Increasing active living.
- Reducing harm from alcohol and drug use.
- Tackling climate change and its impacts on health.
- Preventing all forms of violence.
- Reducing injury.
- Decreasing antimicrobial resistance across human and animal health.

5.1.2 Victorian Road Safety Strategy 2021 – 2030

The Victorian Road Safety Strategy 2021-2030 provides the State's long-term framework for reducing road trauma and creating a safer transport system for all road users. The strategy aims to halve road deaths by 2030, significantly reduce serious injuries, and place Victoria on a pathway toward eliminating road deaths by 2050. It is delivered through a partnership between Road Safety Victoria, the Transport Accident Commission (TAC), Victoria Police, the Department of Transport and Planning, the Department of Justice and Community Safety, and the Department of Health.

The Victorian Road Safety Strategy recognises that everyone should be able to travel safely, whether they are walking, cycling, riding or driving. It aims to create a safer transport network by improving roads, managing speeds, supporting safer road user behaviour and reducing the risk of serious injury when crashes occur.

A key focus of the strategy is improving safety for vulnerable and unprotected road users, including pedestrians and cyclists. Safe and well-connected walking and cycling networks encourage active travel while providing opportunities to improve road safety awareness, confidence and skills among people of all ages.

Consistent with the objectives of the Victorian Road Safety Strategy 2021-2030, this Urban Paths Plan supports the creation of safer communities by providing infrastructure that encourages walking and cycling as practical, everyday forms of transport and recreation. In addition to the health, social and environmental benefits of active travel, increased participation in walking and cycling can help foster a stronger understanding of road rules, improve interactions between different road users, and contribute to a safer transport environment for everyone.

5.1.3 Victorian Cycling Strategy 2018 – 2028

The Victorian Cycling Strategy 2018-2028 aims to increase participation in cycling by making it safer, more accessible and more appealing for people of all ages and abilities. The strategy seeks to support cycling for transport, recreation and everyday trips by:

- Investing in safer and better-connected cycling networks.
- Improving links to key destinations such as schools, employment areas, shopping centres and community facilities.
- Encouraging more people to choose cycling as part of their daily travel.
- Creating a more inclusive cycling environment for a broader range of users.

The strategy has informed the planning and prioritisation of cycling and shared path infrastructure across Victoria, including a number of projects identified within Wellington Shire's Urban Paths Plan.

At the time of preparing this Plan, the Victorian Cycling Strategy 2018-2028 remains a current State Government policy document and continues to provide a relevant strategic framework for cycling infrastructure and investment.

5.2 Local

5.2.1 Wellington Planning Scheme

The Wellington Shire Planning Scheme requires consideration to be made for walking and cycling infrastructure within new developments. Wellington Shire has incorporated Healthy by Design principles into the planning scheme as a reference document. Key clauses within the Wellington Shire planning scheme include the following:

Clause 18.02-1S which has an objective.
"To facilitate an efficient and safe walking network and increase the proportion of trips made by walking'.

Strategies include planning and developing walking networks to:

- Provide pedestrian routes that are safe, direct and comfortable to use.
- Enable walking as part of everyday life.
- Enable people to meet more of their needs locally and rely less on their cars".
- Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.
- Accommodate emerging forms of low-emission, low-speed personal transport.

Clause 56.0 of the Wellington Planning Scheme aims to guide residential subdivision design so that new neighbourhoods are liveable, sustainable and to ensure that new development and layouts respect local context and incorporate safe street networks.

Clause 56.06-02 addresses the Walking and Cycling Network. The objective reads.

"Provide appropriate pathways, signage, fencing, public lighting and street furniture".

Objectives and standards seek to ensure subdivision design includes street networks which promote and facilitate walking and cycling as safe, convenient and heathy modes or transport.

Clause 56.06-7 outlines objectives and standards relating to the neighbourhood street network. Requirements address verge width design to ensure sufficient space to accommodate footpaths, shared paths, cycle paths, integrated water management, street trees, tree planting, lighting and utility needs.

5.2.2 Town Structure Plans and Urban Design Frameworks

Structure Plans are prepared for towns within the Wellington Shire to identify areas of future growth and other planning considerations, including effective transport connections.

Structure Plans have been completed for several towns including Sale, Wurruk, Longford, Heyfield, Maffra and Rosedale.

Development Plans are used as a planning tool to guide the future use and development of new residential areas. Development Plans are prepared to provide a framework for the layout and form of future development including access and movement corridors.

The Development Plan Overlay requires the preparation of an overall masterplan to coordinate the form and conditions of development prior to the assessment of individual planning permit applications for subdivisions.

There are currently a series of approved Development Plans relating to specific precincts in key townships including Maffra, Stratford, Sale, Heyfield, Yarram, Rosedale, Wurruk and Longford. Many of these approved Development Plans have included the coordination and implementation of pedestrian connections and pathways.

Urban Design Frameworks are resources that provide guidance for future development of urban areas, including the provision of walking and cycling networks. Urban Design Frameworks have been prepared for Golden Beach, Loch Sport, Manns Beach, McLoughins Beach, Robertsons Beach, Seaspray, The Honeysuckles and Woodside Beach.

These plans include opportunities for new paths within both existing and future residential areas.

5.2.3 Wellington 2030 Strategic Vision

The Wellington 2030 Strategic Vision provides the visions to guide Wellington Shire long term planning. In the context of active travel, the community wanted infrastructure that enables and encourages healthy and active lifestyles. The Urban Path Plan will ensure it aligns with this community need.

5.2.4 Live Well in Wellington 2025 - 2029

Live Well in Wellington 2025–2029 is Wellington Shire Council's Municipal Public Health and Wellbeing Plan. It sets the local direction for improving health and wellbeing across the Shire, with a focus on prevention, equity and creating the conditions that enable people to live healthy, safe, connected and active lives.

The Plan identifies three key priorities:

- Safe & Respectful – supporting gender equity, preventing violence and reducing harm from alcohol, tobacco, vaping and harmful industries.
- Mental Health & Wellbeing – strengthening social connection, inclusion, connection to community, culture and Country, and supporting mental health and wellbeing.
- Healthy & Active – creating environments that support healthy eating and make physical activity and active living easier and more accessible.

5.2.5 Road Management Plan 2025

Under the *Road Management Act 2004,* Wellington Shire Council role is 'Coordinating Road Authority' or 'Responsible Road Authority'. As part of this role, Wellington Shire Council develops a Road Management Plan (RMP), which identifies Council's approach to safely and efficiently manage the Wellington Shire Road network. The Road Management Plan covers the following infrastructure: physical roadways, footpaths, road shoulders and road related infrastructure (e.g. road drainage assets and formations, traffic control devices, warning and regulatory signage).

Infrastructure not covered under this Plan includes any area of public road that has not been developed by a road authority for use by the public as a roadway or pathway and any other non-road related infrastructure (e.g. roadside bushland, utility assets, private driveways).

The Road Management Plan provides an important framework for the ongoing management and maintenance of Council's footpath network. While the Urban Paths Plan focuses on identifying and prioritising new footpath and shared path infrastructure, proposed projects should complement and support the asset hierarchy and network function identified within the Road Management Plan.

In particular, the Urban Paths Plan recognises the importance of providing and maintaining connections in areas of high pedestrian activity. These include town centres, commercial precincts, schools, community facilities, public transport stops and other locations that attract high levels of pedestrian movement. Such routes often accommodate a diverse range of users, including people with disability, older residents, school children and visitors, and therefore play a critical role in supporting accessibility, safety and community connectivity.

The Road Management Plan and Urban Paths Plan work together to ensure that Wellington Shire's path network is both strategically planned and effectively managed, helping to provide safe, accessible and connected walking and cycling opportunities across the municipality.

5.2.6 Public Open Space Plan 2014 – 2024

The Wellington Shire Council's Public Open Space Plan provides a framework for the planning and management of Wellington Shire public open space networks, including the urban forest and play spaces (excluding sporting infrastructure).

The Plan defines how Wellington Shire Council will meet community needs and expectations for urban public open space now and until 2024 in terms of equity, liveability, vitality, sustainability, quality, flexibility, diversity, community health and well-being and efficient use of resources.

This Plan acknowledges the strong links that well-planned public open space contributes to increasing health and wellbeing outcomes of a community.

At the time of writing the Public Open Space Plan 2014 – 2024 was under active review, a new plan is expected to supersede this plan in 2027.

5.2.7 Wellington Disability Inclusion Access Plan 2026 - 2030

The Disability Inclusion and Access Plan 2026-2030 marks a renewed commitment by Wellington Shire Council to advance access, equity, and inclusion for people living with disability. This plan reflects community expectations and the lived experiences of people within the municipality. It demonstrates Council's commitment not only to fulfilling legislative obligations, but to actively contribute to inclusive communities where all individuals can participate fully, equitably, and with dignity. The plan demonstrates that every aspect of Council has an agreed commitment and responsibility to access and inclusion. Priority 2 of the Disability Inclusion Access Plan is 'People living with a disability are connected and supported', which includes infrastructure, planning processes, and ensuring diverse consultation.

Local governments are uniquely positioned in the development of inclusive, accessible, and equitable communities for people with disability. As the level of government closest to the community, councils play a crucial role in translating national and state policies into practical, localised actions that shape the daily lives of residents and influence the broader service landscape

6. Community Engagement

The Urban Paths Plan builds on extensive community engagement undertaken during the development of the original Plan in 2019. Consultation commenced in 2016 through a range of strategic planning initiatives, including:

- Wellington 2030 Community Vision.
- Council Plan 2017-2021.
- Healthy Wellington Plan 2017-2021.

Through these engagement processes, the community consistently highlighted the importance of walking and cycling infrastructure in supporting safe, healthy, connected and inclusive communities. Common themes included improving access to community facilities, promoting physical activity, enhancing safety, and creating better connections between residential areas and key destinations.

Building on this earlier work, a draft Urban Paths Plan was prepared and released for public consultation between December 2018 and February 2019. Engagement activities included media promotion, community drop-in sessions across Wellington Shire, a formal submission process, and consultation with schools, community groups and advisory committees.

This process generated significant community participation, with Council receiving 91 formal submissions and feedback from more than 1,000 community members. Overall, the feedback demonstrated strong support for the Urban Paths Plan and helped refine the proposed network and project priorities.

Key themes identified through the engagement included:

- Improving pedestrian and cyclist safety.
- Strengthening connections to schools, recreational facilities, community services and local shopping areas.
- Addressing gaps within the walking and cycling network.
- Promoting community health and wellbeing through increased opportunities for active travel.

The review of the Urban Paths Plan builds upon this extensive foundation of previous engagement. Current consultation activities are intended to complement earlier engagement by seeking updated information on how people use the path network today, identifying emerging needs and understanding any barriers that may have changed since the Plan was first adopted.

Placeholder – Summary of 2026 engagement once completed.

7. Planning For Paths Within Urban Towns

The key outcome for the Urban Paths Plan is to increase and improve active travel in our urban towns.

As identified earlier, increasing active travel such as walking and cycling in a community will have a positive impact on the health, wellbeing, social, environmental and economic status of the Wellington community.

To meet this overall outcome, this strategy and annual action plans will focus on four priority areas as follows:

- Whole of Path Network Planning.
- Connectivity of Paths.
- Safe and Accessible.
- Education and Promotion.

7.1 Priority Area - Whole of Path Network Planning

> *Active travel routes will be planned and developed on a whole-of-network basis. This means the network of paths within a town will accommodate a diverse range of recreation and commuter needs.*

The Urban Paths Plan aims to create a connected network of safe, accessible and convenient paths, including both shared paths and footpaths, that help people travel between the places they visit every day. By improving connections throughout our towns, the network will support walking, cycling and other forms of active travel, while making it easier for people of all ages and abilities to access key community destinations.

Key destinations include:

- Town centres, neighbourhood shopping areas and local businesses.
- Schools, kindergartens and other educational facilities.
- Community facilities such as libraries, halls, community centres and civic buildings.
- Sporting facilities including ovals, tennis courts, basketball courts and netball courts.
- Recreation destinations such as swimming pools, skate parks, public open spaces, parks and gardens.
- Public transport facilities, including railway stations and major bus interchanges.
- Entertainment and cultural venues such as galleries, theatres, restaurants, hotels and cinemas.
- Health and wellbeing facilities, including hospitals, medical centres, aged care facilities and nursing homes.
- Employment areas and major workplaces including, industrial estates, business precincts and major employers.
- Future growth areas identified through strategic planning, ensuring paths support anticipated development.

7.1.1 Standard Footpath Network

The standard footpath network is primarily for walkers. However, in the context of walking and cycling, consideration needs to be made for children under the age of 12 who are cycling and adults that may be accompanying them on bike.

Other considerations include people who are walking with a pram or walking aid, or people travelling on a mobility scooter.

The standard footpath network will be the main form of path used within the whole of path network planning. The standard footpath network will work towards providing direct connections to community destinations.

When planning the standard footpath network, priority consideration should be given to locations that are potentially hazardous to pedestrians such as road and rail crossings, highways and arterial roads with a view to minimising these risks.

Priority should also be given to locations with high numbers of vulnerable pedestrians (children, elderly and people with a disability).

As a rule, the standard footpath network will not be extended to areas of rural zoning.

7.1.2 Shared Path Network

The shared path network is infrastructure that allows walkers and cyclists to share a common path separated from vehicle traffic. It is an extension of the standard footpath network.

Shared paths are designed to provide connections between key community destinations within major towns such as Stratford, Sale, Maffra, Yarram, Heyfield and Rosedale.

In accordance with agreed standards, shared footpaths will be a minimum of 2.5 metres wide to allow walkers and cyclists to pass safely and comfortably. Where constraints do not allow a continuous 2.5 metres path, consideration will be given to alternative widths down to 1.8 metres which enables two wheelchairs to pass in opposite directions. Provision of a 1.5 metres path on each side of a roadway may also be considered where wider paths are not feasible to improve overall access in the area.

The alignments shown within this Plan are indicative and may be refined during detailed planning and design. Where physical constraints, land availability, environmental considerations, existing infrastructure or other factors prevent the delivery of a shared path along the identified route, alternative solutions may be considered to achieve a similar connectivity outcome as mentioned. The focus will remain on delivering a connected, accessible and legible active transport network, rather than a specific alignment.

As a rule, the shared path network will not be extended to areas of rural zoning.

7.1.3 On-Road Bicycle Lane Networks

On road bicycle lanes are on-road lanes reserved for bike riders identified with a bike symbol on the road and a sign which says that it is a bike lane.

To create a positive culture that promotes walking and cycling, it is important we keep on-road bicycle lanes clear, and not utilise them as parking spots for vehicles. Having a parked car in an on-road bicycle lane causes more safety risk to the cyclist making it difficult for children over the age of 12 and adult cyclist wanting to ride in their designated lane.

On-road bicycle lanes will be constructed in accordance with relevant standards and need to be wide, well-marked and well signposted.

On-road bicycle lanes are most appropriate in larger towns such as Sale, Maffra and Yarram which cover a large area where people are likely to commute by bicycle from one part of town to another.

Roads with no on-road bicycle lane
Where feasible and supported by data, roads will be improved to ensure cyclists can safely share the road with vehicles. This includes sealing of gravel road intersections, shoulder widening, signage and a higher level of maintenance.

7.2 Priority Area - Connectivity of Paths

> *Ensure all paths are well connected and linked with key community points of interest. Gaps in the existing path network will be addressed as a priority. Future paths will be continuous and well connected to each other and to destinations in the region.*

Some sections of Wellington Shire's path network, particularly the footpath network, contain gaps that reduce connectivity between key community destinations. Closing these gaps will help create a more connected, accessible and user-friendly network, making it easier and more attractive for people to walk, cycle and use mobility aids throughout their community.

As part of the criteria to determine path development, connectivity will be a priority with a focus on completion of gaps in the existing path network, to community destinations.

As mentioned in the Introduction section, smaller missing connections (gaps) in our existing path network, and renewal of existing pedestrian infrastructure, are assessed and reviewed as part of separate capital works programs.

7.3 Priority Area - Safe and Accessible

> *Active travel routes will be inclusive of people with mobility difficulties including people in wheelchairs, vision impaired, prams and mobility scooters. Infrastructure such as Disability Discrimination Act (DDA) compliant paths, ramps and charging points for mobility scooters will be considered when planning for footpaths.*

A safe and accessible whole of path network will ensure residents and visitors of all ages and abilities are able to travel safely to their chosen destination.

The following consideration will be made when developing the whole path network:

- Design for Access and Mobility – Paths, ramps and walkways should comply with AS 1428.1, AS 1428.4 and AS 4586 to support accessibility for people of all ages and abilities.
- Gradient and Crossfall – Paths should be designed to minimise steep grades, excessive crossfalls and sudden changes in level wherever practicable. These features can create difficulties for people cycling, pushing a pram, using a wheelchair, mobility scooter, walking frame or other mobility aid. Pram crossings in particular should provide a smooth and accessible transition between the roadway and footpath, as steep ramps or pronounced dips at the kerb can reduce comfort, accessibility and safety for users.
- Footpath Planning in CBD Areas -footpath networks should support convenient and

accessible access to businesses, services and community facilities. Wherever practicable, paths should provide a continuous connection from the footpath to a building's main entrance. Where this is not possible, access should be provided to an alternative accessible entrance via a safe and direct route.

- **Road and Path Interfaces** – Locations where paths intersect with roads are critical to the safety, accessibility and continuity of the active transport network. These interfaces should be designed using Safe System principles to provide clear priority, lower vehicle speeds and safe crossing opportunities for people of all ages and abilities. Crossing facilities should create a continuous and accessible route while minimising conflicts between pedestrians, cyclists and motor vehicles.
    - **Pedestrian Priority Crossings and Wombat Crossings** – where appropriate, raised pedestrian crossings, including wombat crossings, can be constructed to improve visibility of pedestrians, provide a safer place to cross the road and encourage lower vehicle speeds.
    - **Lower Speed Environments** – Vehicle speeds should be managed through appropriate speed limits and road design to create safer conditions for people walking and cycling.
    - **Road Narrowing and Kerb Extensions** – Kerb extensions and other road narrowing treatments can help reduce vehicle speeds, shorten crossing distances and improve visibility between road users.
    - **Continuous and Accessible Crossings** – Where a path crosses a road, matching pram crossings should be provided on either side of the road to support a continuous, safe and accessible route for pedestrians, cyclists, people using wheelchairs, mobility aids and those pushing prams.
    - **Pedestrian Refuges and Traffic Islands** – Refuge islands can assist pedestrians to cross wider roads by allowing crossings to be completed in stages.
    - **Gateway Treatments and Visual Cues** – Landscaping, pavement treatments, line marking and signage can help reinforce lower-speed environments and increase driver awareness of pedestrian and cycling activity.
- Lighting - Where appropriate, lighting will be provided as part of the construction of a shared path. In many cases existing street lighting will be generally sufficient to light our path networks, however where street lighting is insufficient these routes will have supplementary lighting to a level that makes them safe and inviting after dark – priority will be given for shared paths and key active transport routes that connect important community destinations.
- Seating – Where possible, seats will be incorporated along shared path networks to allow for people to rest.
- Water fountains - Where possible, consider the inclusion of water fountains along shared pathways.
- Wayfinding signs - The provision of good signage enhances walking and cycling routes and can result in increased usage. Consideration for wayfinding signs include:
    - Clear direction to points of interest, including distance and duration of journey for active travel modes.
    - footpath network of an area / precinct to encourage active travel.
    - Include special town information such as historical and cultural significance to promote town identity.
- Bike Parking - Bicycle parking facilities will be available to the public and are provided at key destinations with a focus on railway stations, strip shopping centers, leisure facilities, parks and recreation reserves. By providing parking at these locations it will encourage residents to consider cycling as a viable option for short town-based trips as well as for recreational purposes.
- Recharge Points – Where possible, consider the inclusion of recharge points at key destinations.
- Tactile Ground Surface Indicators (TGSI) – ensure contrasting TGSI are used to assist those who are blind and those who have a vision impairment. In Wellington Shire Councils Urban Path Network TGSI will only be implemented throughout all high

- activity areas, access to major facilities and services in CBD areas and as part of new works having regard for AS 1428.4 and VicRoads Road Design Note 06-06.
- Trees and Plants Not to Interfere or Obstruct – Property owners and occupiers have a responsibility to ensure that trees, shrubs and other vegetation do not obstruct the safe and convenient use of footpaths, shared paths or roads. Vegetation should be maintained to provide adequate clearance for pedestrians, cyclists, vehicles and other road users, while also ensuring visibility at intersections, crossings and other key locations.
- For more information on vegetation clearance requirements, maintenance responsibilities and Council's approach to managing obstructions within the road reserve, please refer to Council's Road Management Plan and Wellington Shire Local Law No. 2 – Streets and Roads.
- Tree species will be selected to balance shade, amenity and accessibility outcomes. Wherever practicable, Council will prioritise species that provide canopy cover and environmental benefits while minimising potential hazards associated with seed, fruit and leaf drop on paths and pedestrian areas.

7.4 Priority Area - Education and Promotion

Create a culture in Wellington Shire where people of all ages choose walking and cycling (or active travel) as a safe and easy way to travel to a community destination.

There are several resources available to encourage people to walk and cycle.

7.4.1 Promoting Walking and Cycling

There are a number of methods that can be utilised to promote walking and cycling. These are:

- **Brochures -** Existing walking and cycling brochures can be updated by Council in partnership with walking and cycling groups and the local community.
- **Wayfinding Maps and Signs –** Having access to wayfinding signs and town /area maps that highlight footpath network is more likely to better inform residents and tourists of footpath networks and increase the likelihood of people choosing to walk or cycle.
- **Social Media / Website -** Wellington Shire Council's website can include information on walking and cycling in Wellington including upcoming events, brochures and promotion of new walking and cycling infrastructure. In addition, this information will be available through social media and links on other relevant websites to maximise the reach of this information.
- **Newspapers / Community Newsletters** – Walking tracks and cycle paths will be promoted in the local newspapers and newsletters.
- **Footpath Decals** – used to communicate a road safety message for pedestrians and cyclist such as promoting safe crossing 'Stop Look Listen and Think' or 'Shared Zoned' for cyclists and pedestrians.

Future promotion of walking and cycling will focus on key messages such as:

- The health benefits of walking and cycling
- The infrastructure that Wellington Shire Council offers for walking and cycling
- Resources to ensure that people are walking and cycling safely
- Events promoting participation in walking and cycling

7.4.2 Learning from a young age

Learning safe walking and cycling habits at a young age increases the likelihood that children will continue these habits throughout their life.

Wellington Shire Council in partnership with Wellington Shire kindergarten, primary and secondary schools will promote active transport options to students via Bicycle Education Programs.

The Department of Transport and Planning has developed the Bike Ed program that is designed to help children aged 8 to 12 years to develop the skills they need to ride safely and independently on roads and paths.

To assist primary schools with running Bike Ed program, Wellington Shire Council have provided the following resources:

- Wellington Bike Ed Trailer(s)
- Youth bicycles
- Wellington Bike Ed Framework – a school resource incorporating the Bike Ed curriculum into school curriculum.
- Funding to send teachers and or community volunteers to Bicycle

Safety. Education Instructor Training.

There are opportunities where Wellington Shire Council can apply for external funding to deliver education programs that promote active travel and road safety. Where possible, Wellington Shire Council will continue to seek funding to deliver these projects and any others that are relevant. Some of these projects include the Walk to School Program.

The Wellington Walk to School Program is sponsored by VicHealth, and focusses on promoting active transport (including walking, riding, skating and scooting) in primary schools in the month of October. Wellington Shire Council encourages primary schools to be registered and run activities throughout the month of October. Schools with high participation rates are rewarded with prizes.

7.4.3 Department of Transport and Planning Community Road Safety Programs

From time to time, the Department of Transport and Planning provide funding for communities to implement programs that address road safety for pedestrians and vehicle users. Wellington Shire Council has annually applied for funding to address walking and cycling and road safety priorities in our local community. Programs include Safe to School Program, Awareness Raising Younger Drivers, and Driver Distraction.

8. Criteria for Determining Path Development Priorities

The following criteria have been developed to guide priorities for development of urban path infrastructure.

Infrastructure projects can include paths, lighting, seating, tree planting for shade and way-finding signage to ensure desired outcomes.

Having criteria allows for infrastructure projects to be easily assessed and added to the existing prioritised list (refer to Appendix 2). The model features 6 factors that seek to assess the priority of each infrastructure project. They include:

8.1 Town status / size

Major Towns:
Shared Path

- Access to a shared path network within 400m of residential property.
- Residential areas are connected to major activity centers and major activity areas are connected to each other.

Standard Footpath

- Access to footpath network within 200m of residential property.
- Role is to feed pedestrians onto shared path network.

Small Towns:
Shared Path

- Only to be installed between major activity centres.

Footpath

- Access to footpath network within 400m of residential property.

As a rule, shared and standard footpath network will not be extended to areas of rural zoning.

As a rule, all paths listed in the Urban Paths Plan will be cement footpaths.

While this Plan identifies Council's preferred path network and service levels, individual projects will be subject to further investigation, detailed design and funding considerations. Proposed paths, alignments and treatments may be revised where construction constraints, environmental factors, utility services, land requirements, cost or broader community benefit indicate an alternative approach would provide a more practical and effective outcome.

8.2 Improves access to community destinations

Priority will be given to projects that improve walking and cycling access to key community destinations such as schools, shops, recreation facilities, community services and public transport. Generally, paths that connect a greater number of destinations or serve a larger portion of the community will generally receive higher priority.

8.3 Existing infrastructure

The extent, quality and level of service provided by existing walking and cycling infrastructure along the proposed route will be considered when determining project priorities. This includes factors such as path width, surface type, condition, accessibility, traffic volumes, remaining asset life and whether renewal or replacement works are already planned. Consideration will also be given to the availability of crossing facilities, connections on either side of the road and alternative routes available to pedestrians and cyclists.
Projects that address a demonstrated level of service gap, improve network continuity, remove barriers to movement or provide a significant improvement to access, safety and connectivity may receive higher priority.

8.4 Community Advocacy

Priority may be given to projects that demonstrate strong community support or have been identified through community engagement activities, strategic planning processes, adopted Council strategies, town plans or other community advocacy initiatives.

8.5 Minimises risk associated with paths

Projects that improve safety and accessibility for pedestrians and cyclists, or address identified network risks, may receive a higher priority. This includes projects that improve separation from traffic, provide safer crossing opportunities, address known hazards, improve visibility, or support safer travel for people of all ages and abilities. Consideration will also be given to projects that assist Council in managing asset, operational and safety risks associated with the path network.

8.6 Considerations for path infrastructure

When identifying future urban paths projects further considerations will include:

- Cost of providing required additional infrastructure i.e. rail / creek crossings.
- Car parking
- Way finding signage
- Seating
- Lighting

8.7 Community destinations include

- Town center and other smaller shopping centers.
- Schools and other educational facilities.
- Community facilities including; halls, libraries and community centers.
- Sporting facilities including; ovals, tennis courts, basketball courts and netball courts.
- Recreational facilities including; swimming pools, skate parks and public parks and gardens.
- Railway stations and major bus interchanges.
- Entertainment facilities including; galleries theatres, hotels, restaurants and cinemas.
- Aged care facilities, nursing homes, hospitals and health centers.

9. Review and Evaluation

The Urban Paths Plan will remain as is once adopted. However, the Urban Paths Action Plan (Appendix 1) and Urban Paths Maps, that detail urban path capital works projects (Appendix 2) will be reviewed on an annual basis.

Progress on this Plan will be reported to Council and the broader community through regular reporting channels.

To enable the Urban Paths Plan to achieve its desired goals, actions and tasks will be developed for some business units within Council. The actions and tasks will be integrated into Council's business planning system which will ensure regular reporting takes place as part of the existing Council business planning cycle of mid-year and annual reviews.

9.1 On-going Work

A regular audit schedule has been developed to check the standard of the urban path network and identify any maintenance issues that need to be addressed and identify potential new projects to be investigated by Council.

All community members have an opportunity to be involved in providing feedback about urban footpaths through the Council Customer Action Request Form. This form can be used to inform Council of issues with paths and to suggest projects to provide better connectivity.

The Customer Action Request Form is located on the council website.

APPENDIX 1: WELLINGTON SHIRE URBAN PATHS ACTION PLAN

This action plan will be reviewed annually, and overall progress will be reported on via Council Annual Report and Council Meetings.
The overall outcome for the 'Urban Paths Plan' is to increase active travel in our urban towns.

The annual action plan will focus on the four priority areas. They include:

- Whole of Path Network Planning
- Connectivity of Paths
- Safe and Accessible
- Education and Promotion

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
Whole of Path Network Planning Active travel routes will be planned and developed on a whole-of-network basis. This means the network of paths within a town will accommodate a diverse range of recreational and commuter needs.	1. Establish an internal Council working group to: - Ensure a coordinated approach to the planning and development of the whole of path network. - Ensure working group is made up of staff from Social Connection & Inclusion, Community Facilities Planning, Land Use Planning, and Infrastructure Planning.	Built and Natural Environment Division Land Use Planning Business Unit Community Development Unit	June 2018 – Complete. 2027 – update in progress.	Maps completed and published on Council website.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
	2. Map existing whole of path network within each town across Wellington Shire. - Include design requirement for infrastructures such as landscaping and trees that provide amenity and biodiversity benefits.	Built and Natural Environment Division	April 2019 – complete.	Maps completed and published on Council website.
	3. Prepare a 20-year Urban path capital project list including budget (Appendix 2)	Built and Natural Environment Division Land Use Planning Business Unit Community Development Unit	April 2019 – complete. 2027 – update in progress.	List complete and used for Capital works program forward planning.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
	4. Develop framework that guides the development of footpath networks within Wellington Shire Local, Neighbourhood, District, or Regional Open Spaces (such as Parks and Gardens)	Open Space Planning Unit	2019 – Complete.	Greening Wellington Plan completed and published on Council website.
	5. Develop framework/plan that guides the development of footpath networks within council owned and managed Community Facilities (example Community Halls, Recreational and Sporting Reserves).	Community Development Unit Community Facilities Planning	Ongoing.	Framework/plan completed and available.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
Connectivity of Paths – Ensure all paths are well connected and linked with key community points of interest. Gaps in the existing path network will be addressed as a matter of priority.	1. Conduct an audit of the existing path network and identify gaps. - Small gaps in the network will be incorporated in renewal capital works program. - Large gaps in the network will be incorporated in Walking and Cycling capital works program (Appendix 2)	Internal Council Working group made up of staff from: Built and Natural Environment Division Land Use Planning Business Unit Community Development Unit Community Facilities Planning Unit	2018 – 2019 complete.	Audit completed, and gaps incorporated in either Walking and Cycling Program or Path renewal Program.
	2. Where appropriate, prepare Business Case for additional footpaths that address a gap in path network.	Council Staff	Ongoing	Evidence of Business Case and outcome/s.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
	3. Develop non-urban path framework that includes a criteria for constructing footpaths in non-urban areas, which however, provide a community benefit.	Built Environment Business Unit – Road Planning	2019 – complete.	Framework complete Non-urban paths list developed.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
Safe and Accessible – A safe and accessible whole of path network will ensure residents and visitors of all ages and abilities are able to travel safely to their chosen destination.	1. Commence an audit of signage to identify off-road and on-road signage requirements (location, type) for pathways. Prepare a timeline and budget for the installation of Signage.	Built and Natural Environment Division	2019 – complete.	Audit completed and works program developed to address recommendations.
	2. Commence an audit of seating and bike parking across Wellington Shire. Audit will identify areas that require seating and bike parking. Prepare a timeline and budget for the installation of seats and Bike Parking.	Built and Natural Environment Division	2030.	Audit completed and works program developed to address recommendations.

	3. Commence traffic calming planning for the following towns: - Heyfield - Loch Sport - Seaspray - Sale	Built Environment Business Unit – Road Planning	Ongoing.	Planning completed Planning has funding (either Rates or External Funding)
	4. Implement traffic calming planning for the following towns: - Heyfield - Loch Sport - Seaspray - Sale	Built Environment Business Unit – Road Planning	Ongoing – funding dependent.	Traffic Calming measures implemented in towns

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
Education and Promotion Create a culture in Wellington Shire where people of all ages choose walking and cycling (or active travel) as a safe and easy way to travel to a community destination	1. Wellington Shire Council seek external funding to deliver education programs that promote active travel and road safety.	Community Development Unit	Ongoing – funding dependent.	External funding received Projects implemented in accordance to funding guidelines. Individual project evaluation
	2. Promote walking and cycling paths via: - Council media channels - Libraries - Leisure Services	Customer & Communications Unit Community Development Unit	Ongoing	Communication Plan developed which includes scheduling of promotion of walking and cycling paths.

APPENDIX 2: WELLINGTON SHIRE URBAN PATHS PLAN MAP- INCLUDING CAPITAL FOOTPATH PROJECT LIST

This document lists a total of 15 urban towns within Wellington Shire that will have new footpaths constructed based on the strategic direction and criteria of the Wellington Shire Urban Paths Plan.

Towns were chosen based on urban and residential zoning as well as existing road infrastructure. Further planning of urban towns will occur in future years.

This document will be reviewed on an annual basis.

TOWN MAPS:

Alberton
Briagolong
Cowwarr
Heyfield
Loch Sport
Maffra
Paradise Beach / Golden Beach
Port Albert
Rosedale
Sale
Seaspray
Stratford
Wurruk
Yarram

Capital Footpath List – Alberton (green = complete)

Path type	Road Name	Project Location	Length (m)
Shared Path	Thomson Street		150

Capital Footpath List – Briagolong

Footpath	Forbes Street	Victoria Street to Cahill Street	249

Capital Footpath List – Cowwarr

Path type	Road Name	Project Location	Length (m)
Footpath	Draper Street	Main Street to Pine Grove Avenue	110
Footpath	Railway Street	Morgan Street to Main Street	219
Footpath	Morgan Street / Church Street	Railway Street to Church Street	263

Capital Footpath List – Heyfield (green = complete)

Path type	Road Name	Project Location	Length (m)
Shared Path	Tyson Road	Skeels Street to Mary Street	454
Shared Path	Davis Street	Mary Street to Macfarlane Street	697
Shared Path	Gordon Street	Fawaz Street to Park Avenue	290
Shared Path	Gordon Street	Park Avenue to Macfarlane Street	275
Shared Path	Anderson Street	Skeels Street to Mary Street	495
Footpath	Skeels Street	Tyson Road to Anderson Street	500
Footpath	Licola Road / Davis Street		495
Footpath	Firebrace Road		615
Footpath	Maffra Road	East of Weir Road	280
Footpath	Fawaz Street	East of Gordon Street	280

Capital Footpath List – Loch Sport (green = complete)

Path type	Road Name	Project Location	Length (m)
Footpath	Victoria Parade	North of Charlies Street (East of Victoria Parade)	148
Footpath	Charlies Street	Victoria Parade to Government Road	286
Footpath	Government Road	Charlies Street to Warren Street	577
Footpath	Warren Street / Sanctuary Road	Government Road to Cliff Street	1118
Footpath	Basin Boulevard / Marina Drive	Cove Street to Victoria Street	480
Footpath	Marina Drive	Basin Boulevard to National Park Road	121
Footpath	Bream Road	Wattle Grove to National Park Road	395
Footpath	National Park Road	East end	1207

Footpath	Swan Street	National Park Road to Wallaby Street	139
Footpath	Graham Street	Toorak Avenue to National Park Road	187
Footpath	National Park Road (East Ext.)		330
Footpath	Victoria Street	Marina Drive to Bream Road	730

Capital Footpath List – Maffra (green = complete)

Path type	Road Name	Project Location	Length (m)
Footpath	Cedarwood Drive	Boisdale Street to shared path at end of Cedarwood Drive	495
Shared Path	Powerscourt Street	Shared path to Morrison Street	294
Shared Path	Powerscourt Street	McLean Street to Alfred Street	861
Shared Path	Powerscourt Street	Alfred Street to Stratford-Maffra Road	465
Shared Path	Alfred Street		168
Shared Path	Boisdale Street	McLean Street to Princess Street	245
Shared Path	Princess Street / Boisdale Street	Laura Street to Foster Street	742
Shared Path	Foster Street	Boisdale Street to Gray Street	463
Shared Path	McMillan St	Princess Street to Johnson Street	515
Shared Path	Duke Street	River Street to McMillan Street	346
Shared Path	Princess Street	Cooper Crescent to Laura Street	408
Shared Path	Morison Street		58
Footpath	McAdam Street	Burley Place to Morison Street	335

Capital Footpath List – Paradise Beach / Golden Beach (green = complete)

Path type	Road Name	Project Location	Length (m)
Footpath	Surf Edge Drive		245
Footpath	Shoreline Drive	Moonrise Road to Azure Avenue	1874

Capital Footpath List – Port Albert (green = complete)

Path type	Road Name	Project Location	Length (m)
Shared Path	Bay Street	Napier Street to Wharf Street	602
Shared Path	Victoria Street	Tarraville Road to Wellington Street	495
Footpath	Tarraville Road	Raglan Street to Victoria Street	279
Footpath	Wharf Street		210
Footpath	Bay Street Ext. (North)		140

Capital Footpath List – Rosedale (green = complete)

Path type	Road Name	Project Location	Length (m)
Footpath	Cricket Street / Moore Street	Cricket Street to Duke Street	349
Shared Path	Duke Street/Mackay Street/Albert Street	Moore Street to Wood Street	711
Shared Path	Wood Street	Duke Street to Dawson Street	429
Shared Path	Hood Street	Queens Street to Railway Station	613
Shared Path	Ext. of Duke Street		100
Shared Path	Mackay Street	Albert Street to Duke Street	
Shared Path	George Street	Moore Street to Wood Street	535
Footpath	Mackay Street	King Street to Prince Street	113

Capital Footpath List – Sale (green = complete)

Path type	Road Name	Project Location	Length (m)
Shared Path	Stawell Street	Reeve Street to Raymond Street	380
Shared Path	York Street	Dawson Street to Raglan Street	560
Shared Path	Raglan Street	Reeve Street to Guthridge Parade	2045
Shared Path	Raymond Street	Raglan Street to Stawell Street	547
Footpath	Market Street	Raglan Street to Cunninghame Street	887
Shared Path	Palmerston Street	Cunninghame Street to Foster Street	460

Shared Path	Cunninghame Street	Palmerston Street to Guthridge Parade	195
Shared Path	Stead Street to Patten Street	Guthridge Parade to shared path near Rachel Court	866
Shared Path	Inglis Street	Guthridge Parade to Patten Street	618
Shared Path	Inglis Street	Patten Street to Somerton Park Road	523
Footpath	Patten Street	Montgomery Street to Helen Crescent	430
Footpath	Patten Street	Inglis Street to Rachel Court	437
Footpath	Hutchison Street	Guthridge Parade to Patten Street	633
Footpath	Montgomery Street	Guthridge Parade to Patten Street	620
Footpath	Montgomery Street	Patten Street to Somerton Park Road	523
Footpath	Foster Street (North)	Marley Street to Barkley Street	434
Shared Path	Maffra-Sale Road	The Boulevard to York Street	1268
Shared Path	Raglan Street	Guthridge Parade to Somerton Park Road	1203
Shared Path	Punt Lane	McMillan Street to new Tafe building	260
Footpath	Topping Street		372
Footpath	Guthridge Parade	Burling Court to Greenaway Court	980
Footpath	Barkly Street	Cunninghame Street to Foster Street	470
Footpath	Somerton Park Road	Ibis Avenue to Montgomery Street	1400

Capital Footpath List – Seaspray (green = complete)

Path type	Road Name	Project Location	Length (m)
Footpath	Main Road	Tip Road to Davies Street	495
Footpath	Main Road	Centre Road to Hansen Street	253
Footpath	Centre Road	Main Road to Shoreline Drive	574
Footpath	Shoreline Drive / Futcher Street	Centre Road to Government Road	812
Footpath	Lyons Street / Bearup Street		248

Capital Footpath List – Stratford (green = complete)

Path type	Road Name	Project Location	Length (m)
Shared Path	Wellsford Street / Raymond Street	Hobson Street to Reserve	275
Shared Path	Wellsford Street / McAlister Street	McMillan Street to Lloyd Street	536
Shared Path	Lloyd Street	McMillan Street to Bolden Street	221
Shared Path	McMillan Street	Shared path along McMillan Street to Davis Street	323
Shared Path	Buckley Street	Davis Street to Lee Street	485
Shared Path	McAlister Street		437
Shared Path	Redbank Road / Lee Street		1060
Footpath	Fitzroy Street	Tyers Street to Wellsford Street	439
Footpath	Tyers Street	Fitzroy Street to Dawson Street	359
Footpath	Dawson Street	Tyers Street to McFarlane Crescent	230
Footpath	Raymond Street	Merrick Street to Soldiers Memorial Park	163
Footpath	Davis Street / Killeen Street	Buckley Street to Redbank Road	347

Capital Footpath List – Wurruk (green = complete)

Path type	Road Name	Project Location	Length (m)
Footpath	Prince Street/Wurruk Way	Riverview Road to Fisk Street	323
Footpath	Wurruk Way	Princes Highway to Riverview Road	427

Capital Footpath List – Yarram (green = complete)

Path type	Road Name	Project Location	Length (m)
Footpath	Buckley Street	Railway Avenue to School	130
Shared Path	Rodgers Street	Rail Trail to Commercial Road	284
Shared Path	James Street	Commercial Road to School	878
Shared Path	Commercial Road	McLean Street to caravan park	740
Shared Path /Footpath	Railway Ave/ Church Road		721
Shared Path	Mclean Street		181
Shared Path	Growse Street	James Street to Duke Street	490
Footpath	Charlotte Road		150
Footpath	Rhoda Street / Deanne Drive		
Footpath	Duke Street	Commercial Street to Growse Street	580
Footpath	Campbell Street		143
Footpath	Lawler Street		70
Footpath	Yarram Street		234

Alberton



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WELLINGTON
SHIRE COUNCIL
The Heart of Gippsland

Briagolong



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WELLINGTON SHIRE COUNCIL
The Heart of Gippsland

Cowwarr



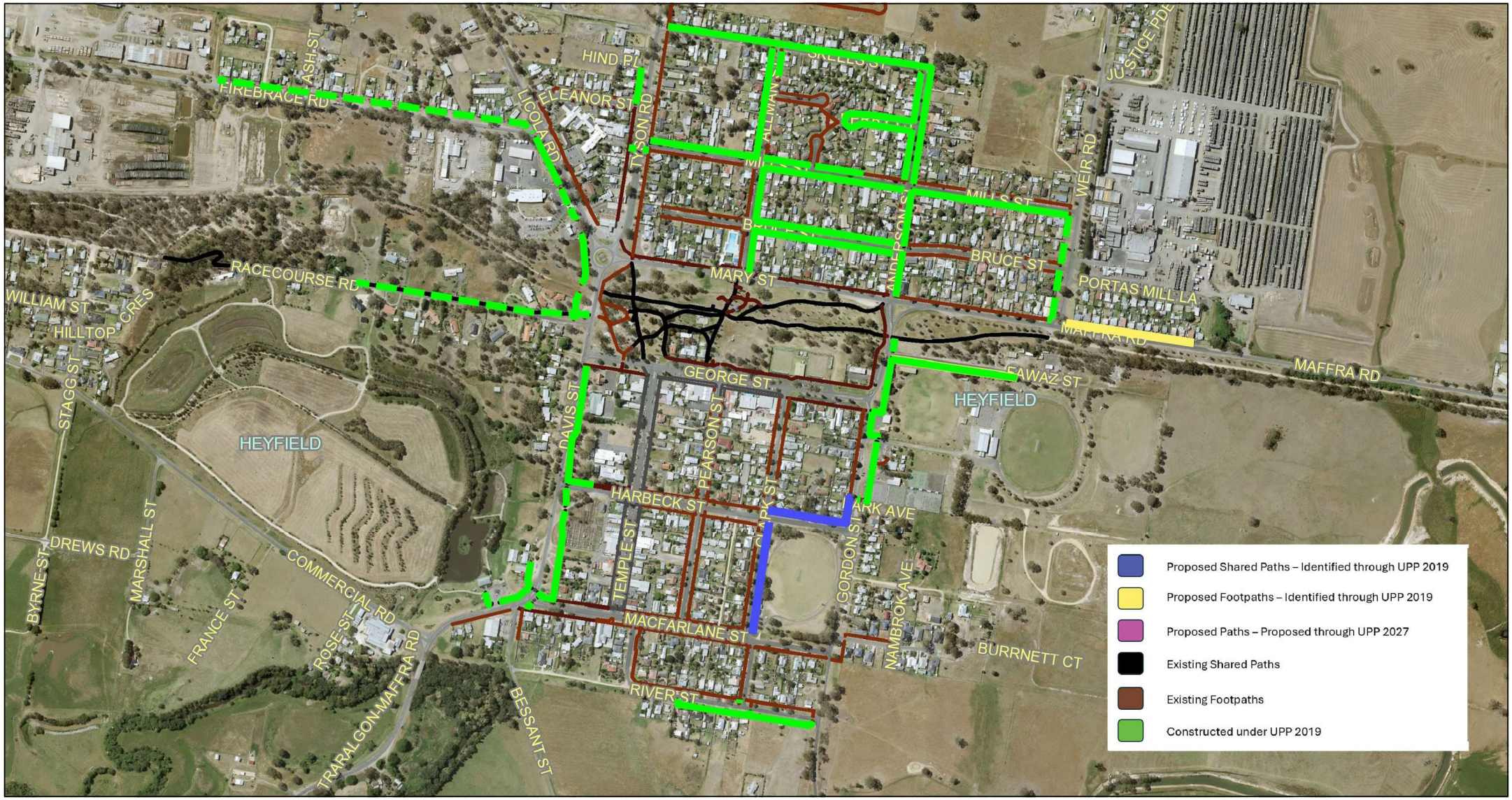
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Heyfield



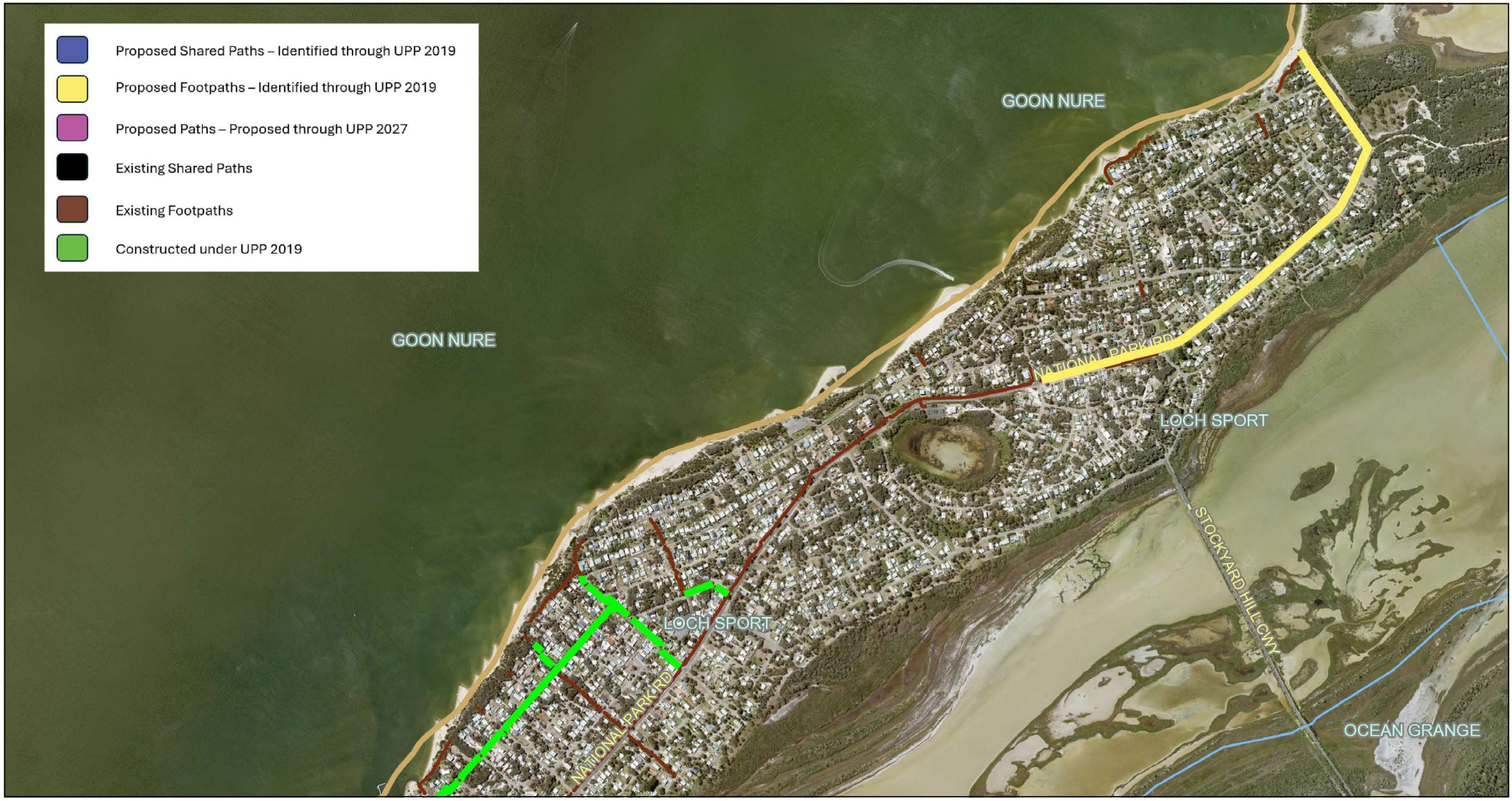
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Loch Sport - North



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Loch Sport - South



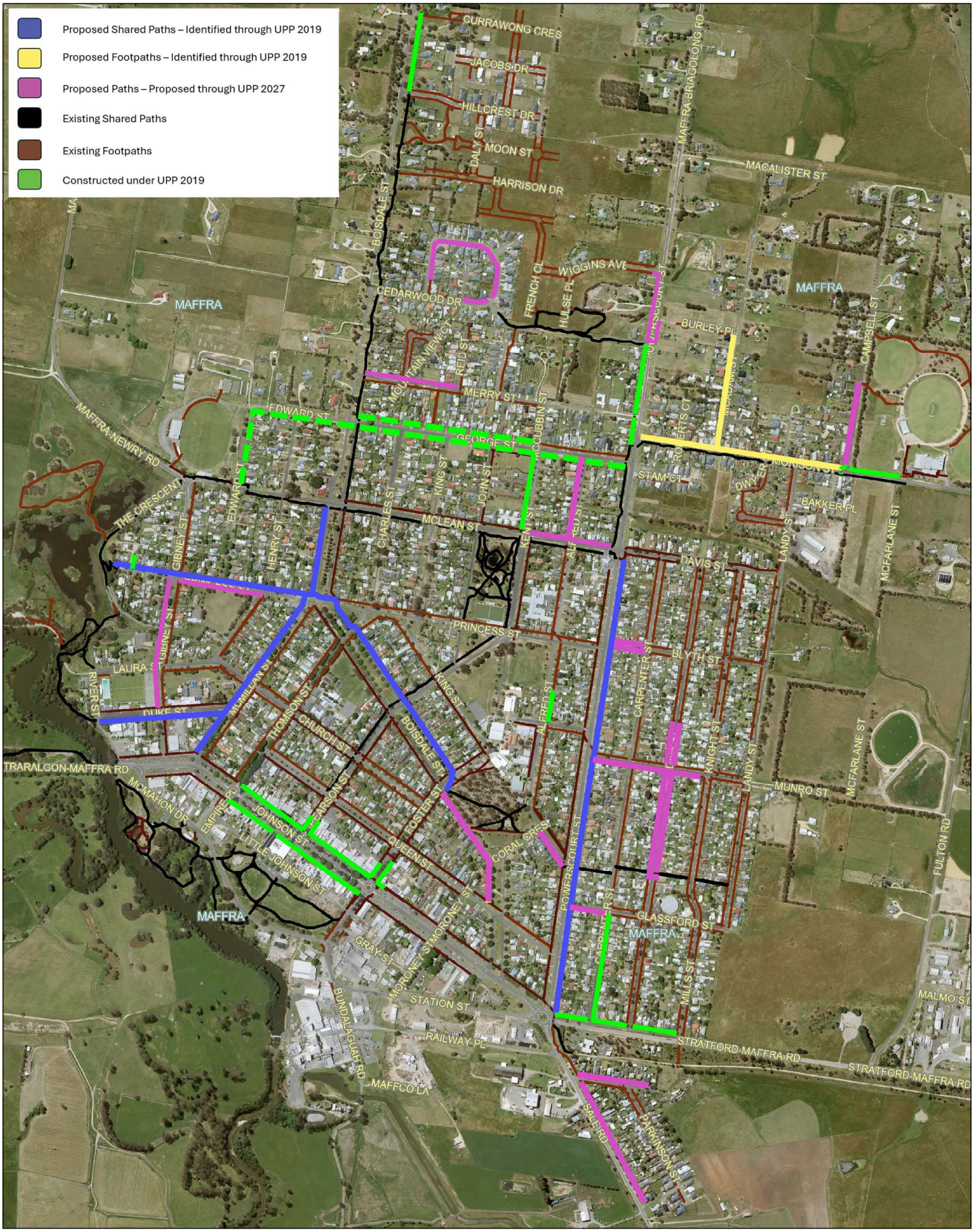
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Maffra



0 400 600 800 Meters

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Paradise Beach and Golden Beach



0 400 600 800 Meters

1: 10,000

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Port Albert



0 300 450 600 Meters

1: 7,500

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Rosedale



0 300 450 600 Meters

1:7,500

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Sale - North



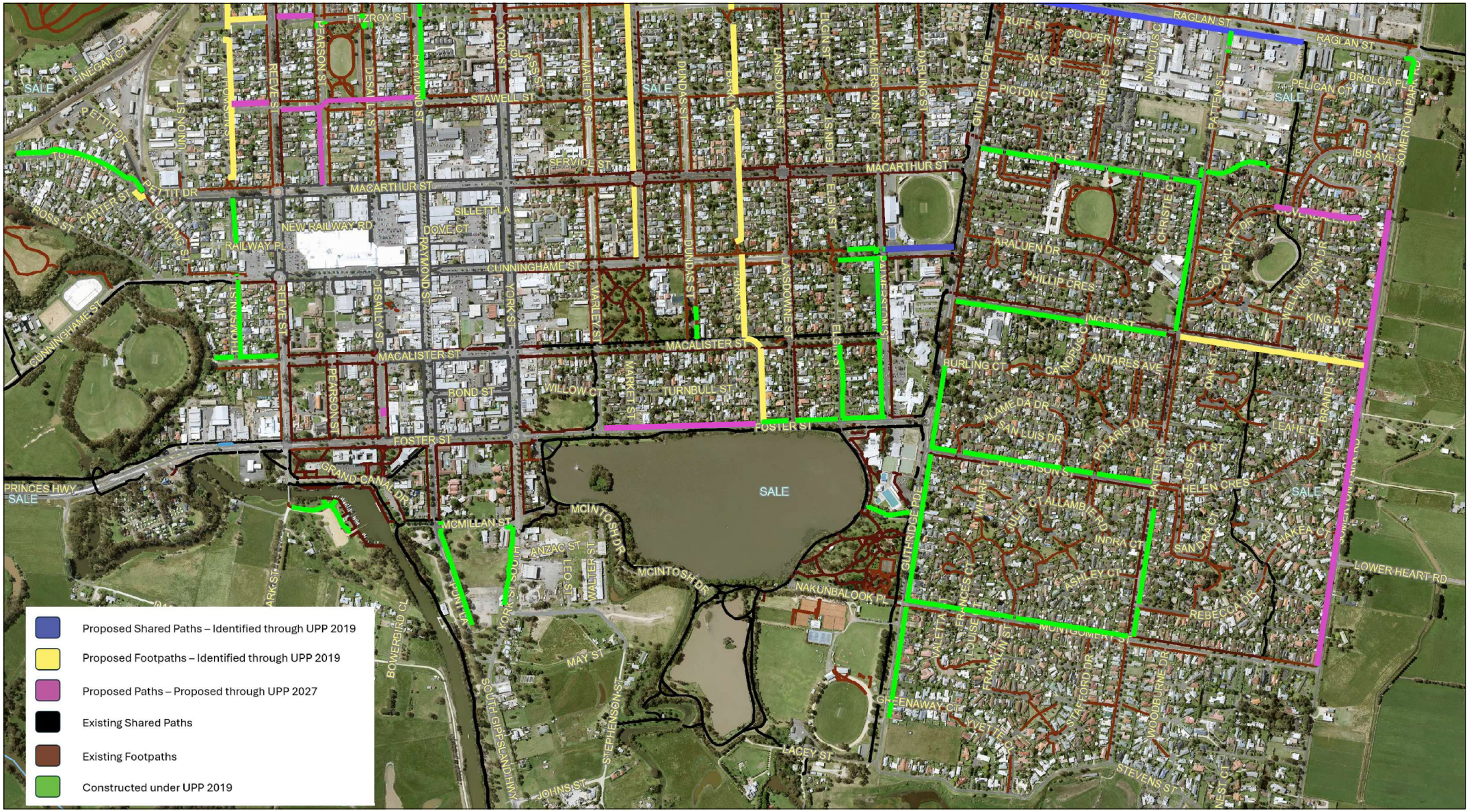
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Sale - South



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Seaspray



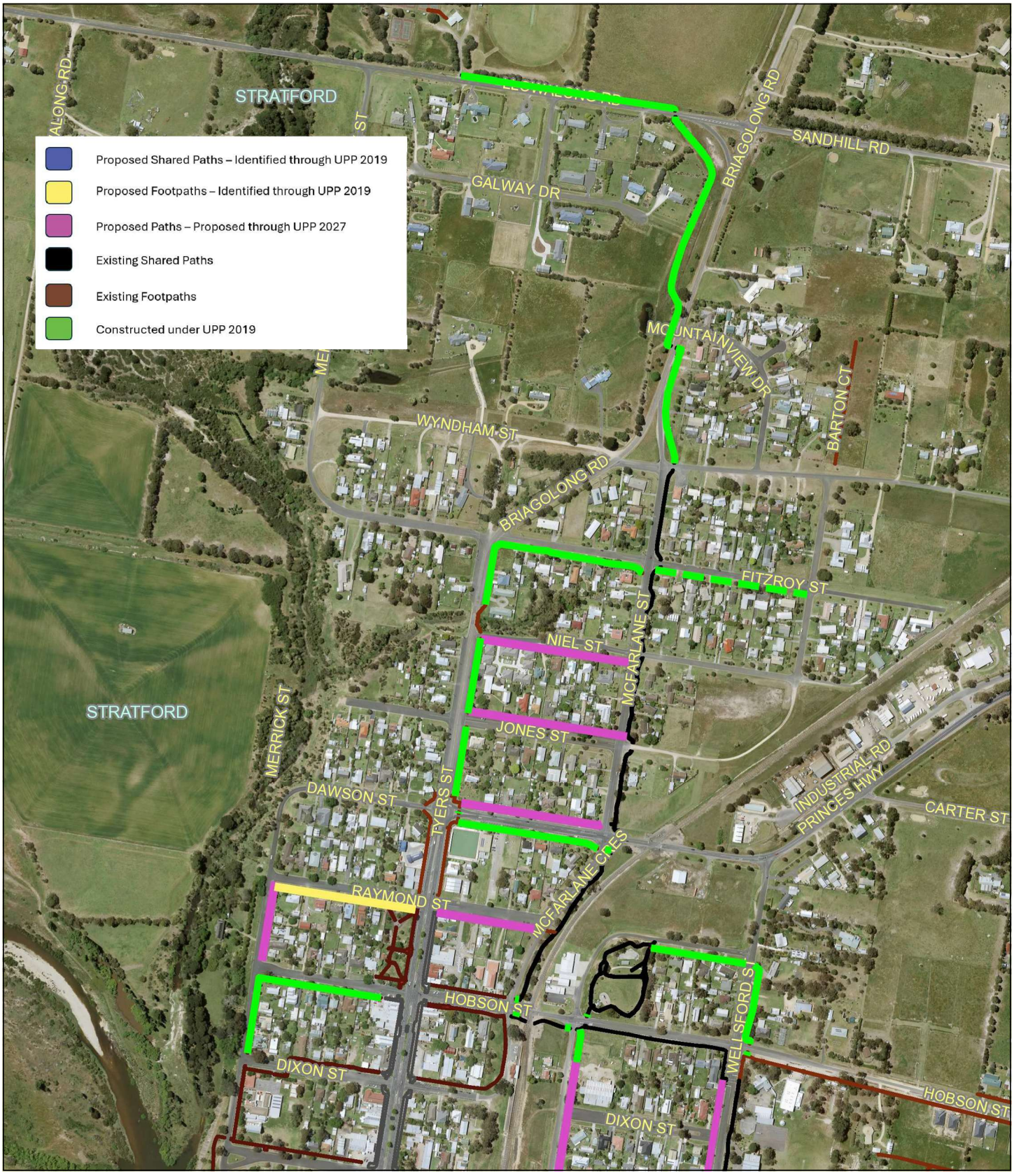
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Stratford - North



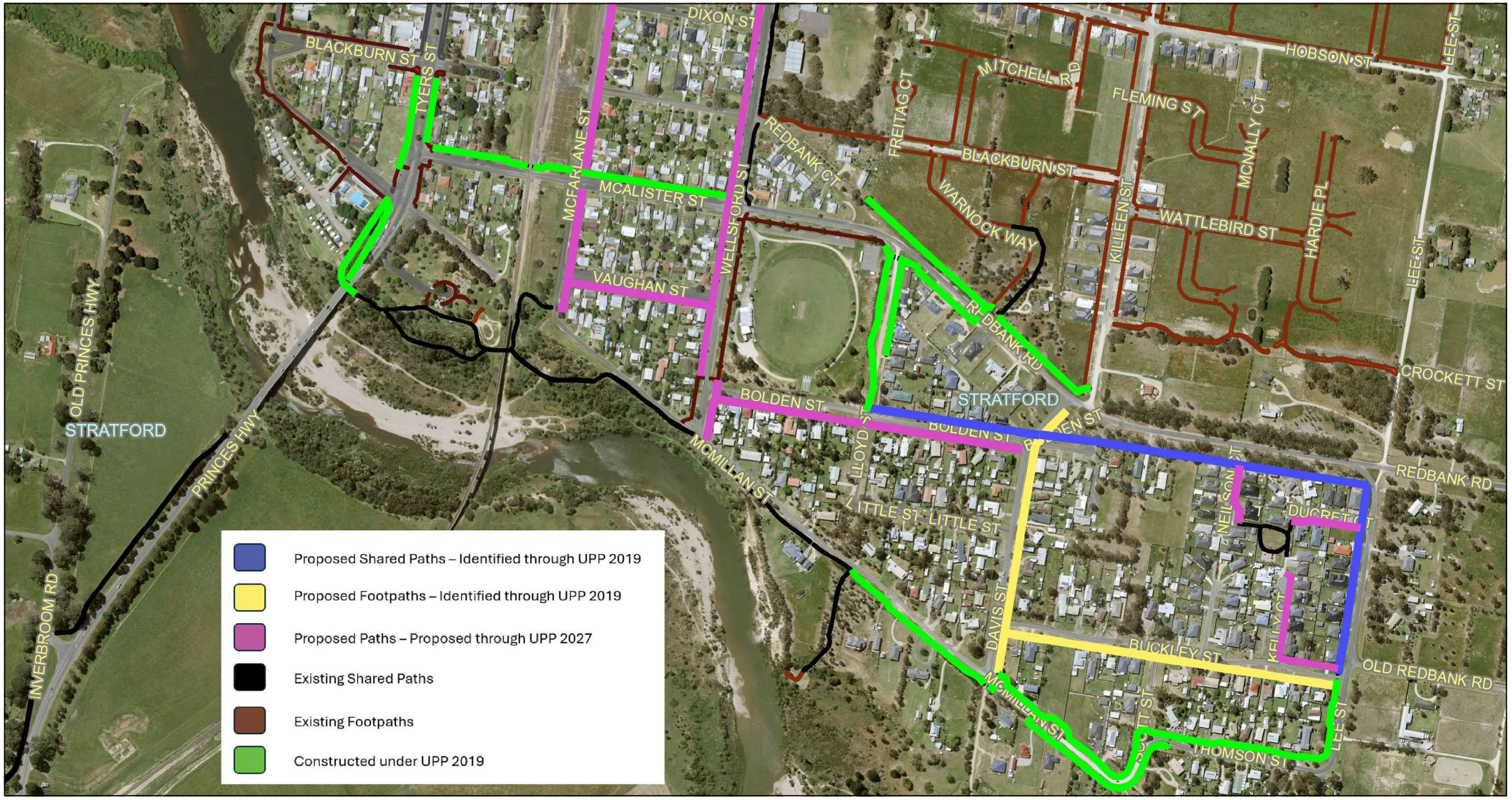
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Stratford - South



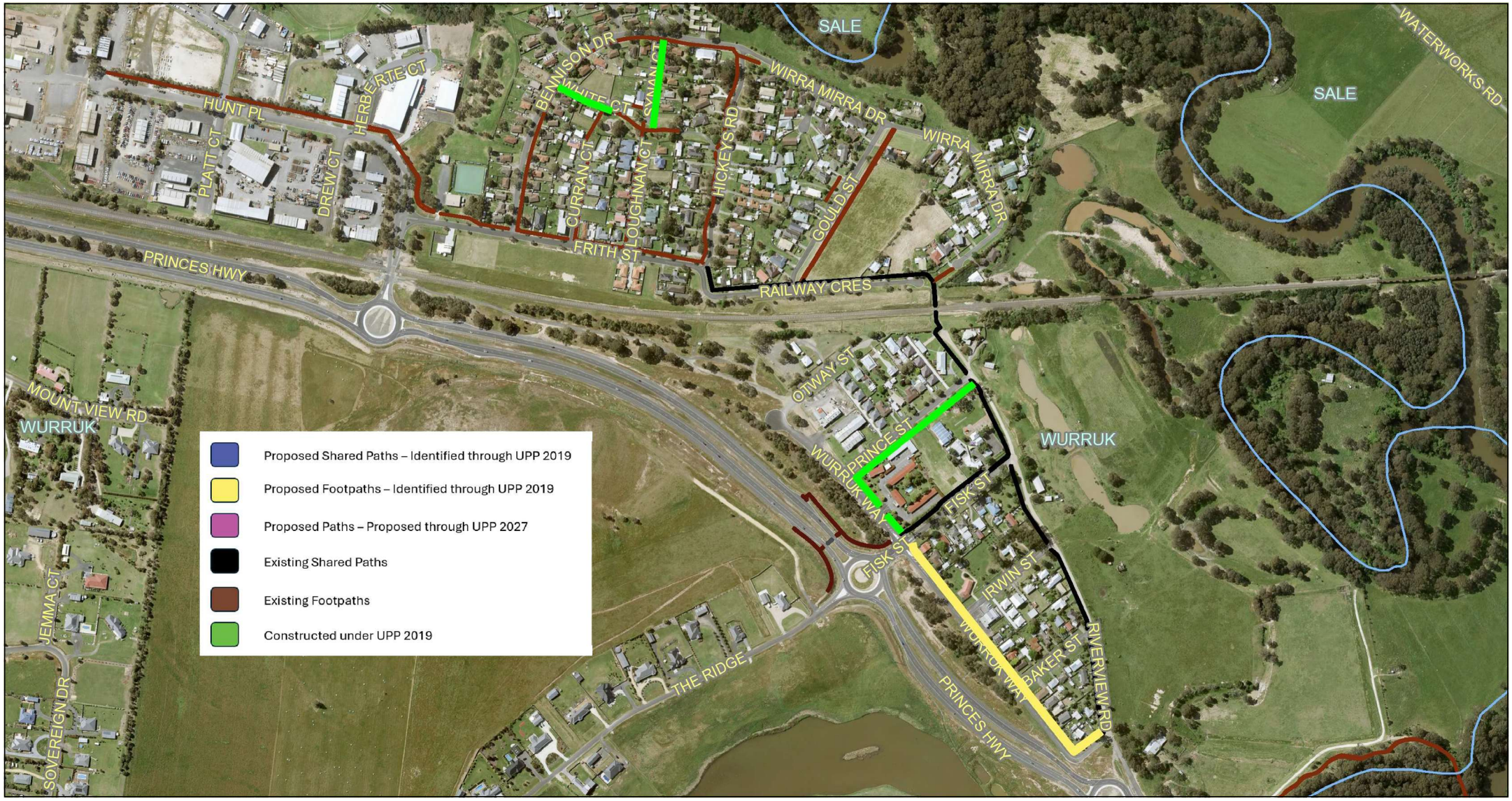
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Wurruk



0 300 450 600 Meters

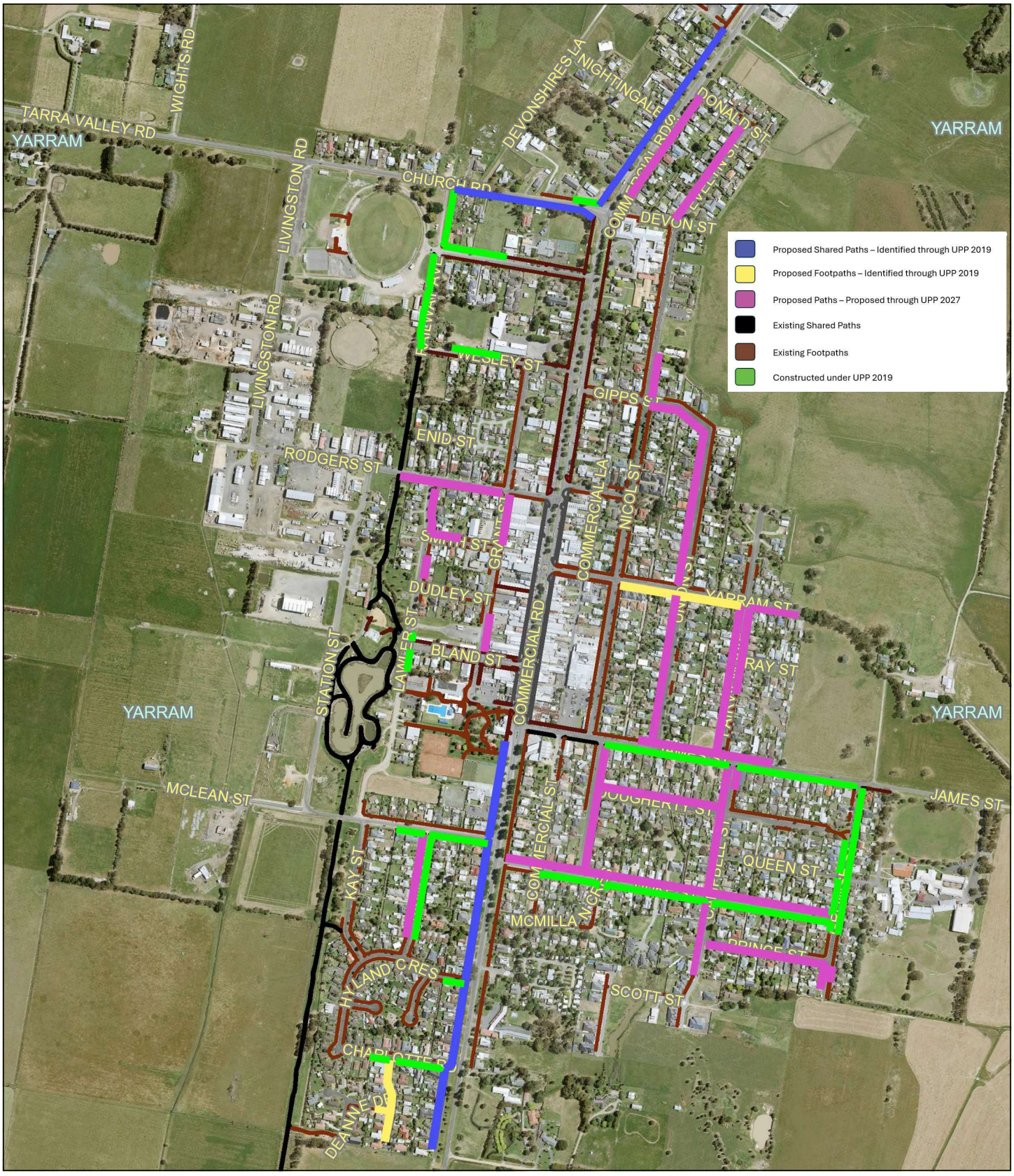
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WELLINGTON SHIRE COUNCIL
The Heart of Gippsland

Yarram



0 400 600 800 Meters

1: 10,000

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