

WELLINGTON SHIRE COUNCIL

Urban Paths Plan



WELLINGTON
SHIRE COUNCIL

The Heart of Gippsland

Urban Paths Plan



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

This document includes the 'Urban Paths Action Plan', and 'Urban Path Maps' that detail urban path capital works projects for the next 20 years.

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

INTRODUCTION:

The Wellington Shire Urban Paths Plan sets out to increase active travel (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)

This Plan builds on the existing Walking and Cycling Plan 2012 - 2016, which identified a preferred network across the Shire, as well as minimum standards for the network infrastructure.

Wellington Shire Council is faced with several key challenges in providing footpath infrastructure across 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 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 the connection of non-general residential zoned areas to townships. This is because the focus for the next 20 years is to establish and consolidate footpath network connections within urban or general residential zoned townships (first) and close larger missing connections (large gaps) in the local footpath network of our towns.

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 greatly 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 as part of the Rural and Recreational Path Framework. This framework will be developed as part of the Urban Paths Action Plan – Connectivity of Paths Outcomes.

Defining Active Travel

The Urban Paths Plan recognises the different ways a person can active travel to a destination.

Examples include:

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

Cycling - this will also include bicycles with an auxiliary motor with power output of less than 200 watts.

Wheeled devices – such as skateboards, foot scooters, rollerblades, mobility scooters, wheelchairs or other mobility aids.

The Plan recognises that people choose to active travel for varying reasons including leisure, recreation and commuting.

The Plan will aim to encompass all these users.



BENEFITS OF ACTIVE TRAVEL

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

Health

Wellington Shire is following the national trend of increasing rates of overweight and obesity in the population which is a major area of concern.

Increasing physical activity, via increasing walking and cycling in our community, will act as major protective factors for the community.

Wellington has a lower percentage of people who meet the physical activity guidelines (50%) than the state (54%). Males are more inactive in Wellington (47.6%) compared to females (53.8%).¹

In terms of mental health benefits, walking and cycling has been proven to reduce the incidences of anxiety, stress and depression, and improve individual happiness and wellbeing.

Wellington Shire has a higher percentage of persons overweight (34%) and obese (20%) compared to the Victorian average (overweight – 31%; obese – 19%).²

Wellington Shire has a higher number of people experiencing depression and anxiety (27%) compared to the Victoria average (21%).³

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; and
- 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.

Environment

Active travel is one of the most energy efficient forms of transport available. The provision of walking and cycling paths make it easier for people to move around and provides an alternative to the use of private motor vehicles.

Walking and cycling paths are also generally associated with infrastructure such as landscaping and trees that provide amenity and biodiversity benefits.

¹ Victorian Government Data: LGA Profile (2015)

² Victorian Government Data: LGA Profile (2015)

³ The Victorian Population Health Survey (2014)



Economy

A town that is perceived as more liveable or attractive, because of having well planned walking and cycling paths, will increase the likelihood of people moving to Wellington Shire. Providing recreational opportunities for both residents and tourists will encourage people to stop, stay and spend money within a local community.



OUR SHIRE

Wellington Shire is in the Gippsland region of Victoria and covers an area of 10,924 sq. km. Wellington Shire is home to 43,465 people. Since 2011, Wellington Shire has had a population increase of 3.7% (Australian Bureau Statistics, 2016 Census Data).

Wellington Shire is made up of more than 30 different towns:

Towns (population 15,000 – 1000)	Small Town (population 1000 – 150)	Rural Settlement (less than 150)
Sale (13,673) Maffra (4,644) Stratford (2,483) Heyfield (1,993) Yarram (1,729) Rosedale (1,654) Briagolong (1,184) Wurruk (1,137) Longford (1,132)	Loch Sport (807) Golden Beach / Paradise Beach (453) Port Albert (293) Glenmaggie (277) Cowwarr (190) Coongulla (183) Alberton (163) Seaspray (156)	Woodside (138) Langsborough (117) Seaton (115) Newry (113) McLoughlin's Beach (104) Woodside Beach (95) Devon North (94) Gormandale (84) Honeysuckles (82) Boisdale (67) Dargo (66) Won Wron (60) Munro (60) Tinamba (58) Robertson Beach (55) Carrajung (42) Kilmany (35) Tarraville (27) Manns Beach (24) Hollands Landing (15) Licola (11)

Sale is the regional capital of Wellington Shire with a population of approximately 14,000 people. It is located approximately 200km east of Melbourne; nearby Sale are the satellite towns of Wurruk and Longford. Stratford, Maffra, Heyfield, Rosedale and Yarram are key towns within Wellington with populations ranging between 1,000 and 5,000 residents.

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



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.

State:

Victorian Public Health and Wellbeing Plan 2015 – 2019

The Victorian Public Health and Wellbeing Plan outlines the government's key priorities to improve the health and wellbeing of all Victorians, particularly the most disadvantaged.

As many chronic disease and injuries are preventable, the Plan focuses on supporting healthy living from the early years and throughout life.

The health and wellbeing priorities for 2015–2019 are:

- healthier eating and active living
- tobacco-free living
- reducing harmful alcohol and drug use
- improving mental health
- preventing violence and injury
- improving sexual and reproductive health.

The Plan also identifies platforms to deliver health benefits for all Victorians:

- healthy and sustainable environments
- place-based approaches
- people-centered approaches

The Urban Paths Plan will address active living using a place-based approach.

Towards Zero 2016 – 2020: Victoria's Road Safety Strategy and Action Plan

The 'Towards Zero 2016 – 2020 Road Safety Strategy is a state government strategic plan, with the overall goal of reducing the road toll. The implementation of this Plan is coordinated by VicRoads and the TAC; however other state departments such as Victoria Police, Department of Justice and Regulations and Department Health and Human Services.

The Road Safety Strategy is about creating a safe system for all Victorians, this means safe roads and roadsides, safe speeds, safe vehicles and safe road use by all people using the road.

Although the State strategy has a focus on road safety, this Urban Path Plan (2018) recognises that improving knowledge of pedestrian safety leads to improved knowledge of road safety. In other words, by providing opportunities to learn road safety via active travel, will increase the likelihood of people (such as children) learning to be safer on our roads and footpaths.



Victorian Cycling Strategy 2018 – 2028

The Victorian Cycling Strategy aims to get more people cycling to work, school and around their local neighborhood.

The Plan aims to do this by:

- Investing in a safer, lower stress, better connected cycling network, prioritising strategic cycling corridors
- Making cycling a more inclusive experience

The strategy guides planning and investment in cycling for the next decade across Victoria. The Urban Paths Plan (2018) reflects projects identified from the Victoria Cycling Strategy.

Local

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. The key planning scheme clauses include:

Clause 21.04-2 Settlement Objectives:

To ensure that urban design and development provides for greater connectivity and amenity that encourages use of public transport services and physical activity (including walking and cycling) throughout the Shire.

Clause 21.04-3 Settlement Strategies:

Urban and Rural Townships:

- Promote urban design that encourages physical activity and promotes accessibility to public open spaces as part of a broader network of walking and cycling opportunities.
- Integrate local walking and cycling paths with tourist attractions, natural destinations and other existing infrastructure where appropriate (e.g. drainage channels) to encourage low impact access that links key destinations or creates opportunities for physical activity.

Coastal Areas:

- Promote urban design in coastal towns that encourages physical activity and promotes accessibility to public open spaces as part of a broader network of walking and cycling opportunities.

Clause 21.18-5 Walking and Cycling

Objective: To promote walking and cycling as a form of transport

Strategies:

- Develop and implement plans for networks of footpaths and bikeways.
- Encourage new developments to add to existing or provide new networks of footpaths and bikeways.
- Facilitate walking and cycling as a means of improving community health and wellbeing.

- Improve pedestrian circulation and safety.

More information about the Wellington Shire Council Planning Scheme is available on Council website.

Town Structure Plans and Urban Design Frameworks

Town 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 a number of towns including Sale, Wurruk, Longford, Heyfield and Rosedale.

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.

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.

Healthy Wellington Plan 2017 - 2021

Healthy Wellington Plan is a combination of Wellington Shire Municipal Public Health and Wellbeing Plan and Health Promotion Funded Agencies Health Promotion Plan.

Healthy Wellington Plan provides a strategic approach to public health planning for the Wellington Shire, with a strong focus on collaborative partnership. The development and implementation of the Urban Paths Plan will be coordinated by Wellington Shire Council and supported by the Healthy Wellington partnering agencies.

Road Management Plan 2017

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 develops Road Management Plan (RMP), which identifies Councils 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 & 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 nonroad related infrastructure (e.g. roadside bushland, utility assets, private driveways).

As part of Urban Path Planning, consideration for urban footpath capital work projects will align with the 'Footpath Hierarchy Description' of the Road Management Plan.

High Activity footpaths provide connections within CBD and Town Centres. These paths also link major public transportation hubs including bus stops and railway stations to town centres. High Activity paths are likely to have a diverse range of users and are most likely to have the highest traffic volumes.

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.

Wellington Access and Inclusion Plan 2017 – 2022

The Wellington Shire Council Access and Inclusion Plan 2017 – 2022 is a Council strategy that identifies how Council services will be more accessible and inclusive, removing barriers experienced by people with a disability.

Safe and accessible is one of the priorities of the Urban Paths Plan. Path projects will align with the priorities of the Access and Inclusion Plan.



CONSULTATION AND ENGAGEMENT

Community engagement for the Urban Paths Plan commenced in early 2016 with engagement activities for the development of Municipal Strategies incorporating health and well-being, being physical active, and transport as a focus.

The strategies include:

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

During the various engagement activities, the community identified a range of walking and cycling priorities such as:

...support our community to be safe, resilient, healthy, active, connected, accepting of diversity and having access to appropriate and sustainable services and facilities.

This feedback was used to assist in the development of the Urban Paths Plan.

The draft Urban Paths Plan was completed in October 2018. For a period of 12 weeks from December 2018 to February 2019, a community engagement process was undertaken to receive feedback on the draft Plan.

Engagement activities included:

- Media promotion via newspaper articles, community newsletter articles, social media posts and promotion on council website.
- Drop in Sessions at Yarram, Sale, Maffra, Heyfield, Golden Beach, Port Albert and Loch Sport.
- Public Submission process.

Council received 91 formal public submissions and received feedback from over 1000 people (including students from schools, special interest advisory groups, and community groups) regarding the draft Plan.

Overall the submissions and feedback provided from the community was supportive of the Plan. The submissions and feedback received were mainly additional considerations for the four priority areas within the strategic framework, and suggestions for additional footpaths.

The key themes that came from the public submission include:

- Road Safety for Pedestrians and Cyclist – over a third of the submissions received focussed the need for footpath planning to address a road safety issue impacting pedestrians and or cyclist.
- Footpath planning to connect to community facilities such as recreational facilities, schools and local shops.

Other secondary and tertiary themes include:

- Consider other footpath infrastructure, such as lighting, seating and safe areas to cross.
- Gaps in the proposed footpath network.
- Footpath connection between towns.
- Health and wellbeing



PLANNING FOR PATHS WITHIN URBAN TOWNS

The key outcome for the Urban Path 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

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.

A well-planned network of active travel routes allows people to travel safely and with ease, whether on foot, bike or other wheeled vehicles. The best active travel routes include a connected network of footpaths, shared paths for pedestrians and cyclists, off road cycle paths, on road cycle lanes and paths for recreation and leisure (Healthy by Design, 2012).

The intention of a whole of path network is to develop a series of safe and accessible paths (shared and standard footpath) that provide connection to community destinations. These 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



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, unless the footpath provides a link to key community destinations.

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.

As a rule, shared path network will not be extended to areas of rural zoning, unless the footpath provides a link to key community destinations.

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.

Cyclists who are confident enough to ride in traffic will use the on-road bicycle lane network, but the network must also cater for all cyclists over the age of 12 who are no longer permitted to use the footpath network, and novice adult cyclists who are still gaining confidence.

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 possible, 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.

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 path networks, particularly the footpath network, have gaps, which creates a connection issue to community destinations. This lack of connectivity is a disincentive to the use of path networks in Wellington Shire.

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.

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 AS1428.1, 1428.4 and 4586.
- Curb cut out designs in footpath need to consider:
 - Gradient – avoid a steep gradient or dip at the bottom of the curb because it makes it difficult for someone who is cycling, pushing a pram or wheelchair, or using a mobility scooter to travel up or walk down the curb.



- Ensure when crossing at a curb cut there is a matching curb cut out on the opposite side.
- Footpath planning in the CBD of Major towns – Footpath planning to consider continuous travel from footpath into a building, preferably the main entrance. If this is not possible provide continuous travel from footpath to an alternative entrance.
- Traffic calming measures use physical design and public education to improve road safety for motorists, pedestrians and cyclist. It aims to encourage safer, more responsible driving and potentially reduce traffic flow. Some examples of traffic calming strategies include:
 - Speed table - A wide speed hump with a flat top, typically used in residential areas and for pedestrian crossings.
 - Road narrowing which enforces a natural reduction in speed. The narrowing of roads can be achieved by several methods, including extending the footpath, curb extensions and chokers, which narrow the road to a single lane at vital safety points like pedestrian crossings.
 - Visual cues, such as pedestrian islands, roadside planter boxes, and road signs signal drivers to slow down and pay more attention.
- Lighting - Where appropriate, lighting will be provided as part of the construction of a shared path. In many cases existing street lighting will be 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.
- Seating – Where possible, seats will be incorporated along path networks to allow for people to rest. Where possible, seating and shelter will also be provided to public transport stops such as Public Bus stops.
- 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 along shared pathways.



- 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 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 – As outlined in Wellington Shire Local Laws No 2 – Streets and Roads, section 5.1 Trees and Plants not to interfere or obstruct:

Wellington Shire residents will ‘maintain safe and unobstructed passage for pedestrians in line with the *Disability Discrimination Act 1992*.’

More specifically:

- An owner or occupier of land must not allow any tree or part of a tree or any plant or other vegetation to grow on that land, so that it interferes or obstructs with the passage of traffic by:
 - a) overhanging onto or over any pavement abutting that land at a height of less than three (3) metres from the level of the adjacent Footpath or nature strip;
 - b) overhanging onto or over any Road abutting that land at a height of less than five (5) metres from the level of the adjacent Footpath or nature strip;
 - c) obstructing or impairing the vision of the driver of a Vehicle travelling along a Road adjacent to or near the land or approaching the intersection adjacent to or near the land; or
 - d) otherwise impacting on the safe and convenient use of any pavement or Road adjacent to or near the land;

Wellington Shire Council will endeavour to select tree species that minimise the risk to pedestrians from seed drop whilst still providing the benefit of shading.



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. As a starting point, the Wellington Shire Council website provides helpful walking and cycling information via the [Walking and Cycling webpage](#).

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

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 the following program:

Bicycle Education Programs

VicRoads 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 other that are relevant. Some of these projects include:

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.

VicRoads Community Road Safety Programs

VicRoads 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.



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:

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, unless the footpath provides a link to key community destinations.

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

2. Improves access to community destinations

E.g. Project will improve pedestrian and cyclist access to community destinations. The greater the number of community destinations a path is servicing, the higher its priority.

3. Existing infrastructure

F.g. The amount of existing infrastructure (such as a footpath on opposite side of road) available for pedestrians and cyclists on the proposed route. This also includes alternative path options for pedestrians and cyclists.

4. Community Advocacy

Majority of the community support the project, and / or Council has received identification and advocacy as part of community planning methods.



5. Minimises risk associated with paths

E.g. Project makes the path network safer for pedestrians and cyclists and / or minimises risk implications for Council.

6. Poor / inadequate level of path provision in the area

F.g. Paths are narrow, have poor surveillance or do not have a sealed surface.

Considerations for path infrastructure:

When identifying future urban paths projects further considerations will include:

- Cost of providing required additional infrastructure such as, rail / creek crossing
- Car parking
- Way finding signage
- Seating
- Lighting

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



REVIEW AND EVALUATION

The Urban Paths Plan will remain as is once adopted however, the Urban Path Action Plan ([Appendix 1](#)) and Urban Path 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 via media releases relating to walking and cycling projects.

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.

Ongoing 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 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: <ul style="list-style-type: none"> - 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 / Community Planning, Land Use Planning, and Infrastructure Planning. 	Built and Natural Environment Division Land Use Planning Business Unit Business Development	June 2018	Maps completed and published on Council website.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
		Community Wellbeing – Facilities Planning, Social Planning		
	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 Community Wellbeing – Facilities Planning, Social Planning	April 2019	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 Business Development	April 2019	Maps completed and published on Council website.

Outcomes	Actions	Responsibility within Council	Timeframe	Evidence of Success
		Community Wellbeing – Facilities Planning, Social Planning		
	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)	Natural Environment, Open Space Planning	2019	Framework completed and published on Council website.
	5. Develop framework that guides the development of footpath networks within council owned and managed Community Facilities (example Community Halls, Recreational and Sporting Reserves).	Community Wellbeing, Community Facilities Planning	2019	Framework completed and published on Council website.

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. <ul style="list-style-type: none"> - 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 Wellbeing – Facilities Planning, Social Planning	2018 – 2019	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 and Engineer	2019	Framework complete Non-Urban Paths capital projects 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	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 Community Wellbeing, Social Planning	2019	Audit completed and works program developed to address recommendations.

	3. Commence traffic calming planning for the following towns: <ul style="list-style-type: none"> - Heyfield - Loch Sport - Seaspray - Sale 	Built Environment Business Unit – Road Planning and Engineer Community Wellbeing, Social Planning	2019 - 2020	Planning completed Planning has funding (either Rates or External Funding)
	4. Implement traffic calming planning for the following towns: <ul style="list-style-type: none"> - Heyfield - Loch Sport - Seaspray - Sale 	Built Environment Business Unit – Road Planning and Engineer	2020 - 2024	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 Wellbeing, Social Planning	Ongoing	External funding received Projects implemented in accordance to funding guidelines. Individual project evaluation
	2. Promote walking and cycling paths via: <ul style="list-style-type: none"> - Council media channels - Libraries - Leisure Services 	Media and PR Team Community Wellbeing, Social Planning	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

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

Capital Footpath List – Briagolong

Path type	Road Name	Project Location	Length
Footpath	Church Street	Victoria Street to Cahill Street	289
Footpath	Victoria Street	Church Street to Forbes Street	415
Footpath	Forbes Street	Victoria Street to Cahill Street	249
Footpath	Rosstrevor Avenue	Forbes Street tot Smith Street	573
Footpath	Mclean Street	Rosstrevor Avenue Station Street	496

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

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	Macfarlane Street	Davis Street to Gordon Street	525
Shared Path	Gordon Street	Fawaz Street to Macfarlane Street	602
Shared Path	Anderson Street	Skeels Street to Mary Street	495
Shared Path	Skeels Street	Tyson Road to Anderson Street	500
Shared Path	Apex Park Reserve - George Street	Tyson Road to Anderson Street	787
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

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	The Boulevard / Mary Street		343
Footpath	Toorak Avenue	Graham Street to Mary Street	435

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
Footpath	Wallaby Street		1803
Footpath	Goodlett Avenue / Syme Street		433

Capital Footpath List – Maffra

Path type	Road Name	Project Location	Length (m)
Shared Path	Cedarwood Drive / Rosewood Court	Boisdale Street to shared path at end of Cedarwood Drive	355
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	River Street / Johnson Street / McMahon Drive	Duke Street to Macalister River Park	280
Shared Path	The Crescent		89
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

Path type	Road Name	Project Location	Length (m)
Footpath	Moonrise Road	Shoreline Drive to Sea Breeze Avenue	456
Footpath	Dolphin Avenue	Shoreline Drive to Sunburst Avenue	530
Footpath	Meridan Road		467
Footpath	Surf Edge Drive		245
Footpath	Rainbow Road / Azure Avenue		1092
Footpath	Shoreline Drive	Moonrise Road to Azure Avenue	1874
Footpath	Paradise Beach Road / The Boulevard	Stephenson Avenue to near Twenty Seventh Street	1103
Footpath	Sea Breeze Avenue to Astro Avenue	Moonrise Road to Surf Edge Drive	1230
Footpath	Paradise Beach Road	Link From Paradise Beach To Golden Beach	709

Capital Footpath List – Port Albert

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

Path type	Road Name	Project Location	Length (m)
Shared Path	Cricket Street / Moore Street	Cricket Street to Duke Street	349
Shared Path	Duke Street	Moore Street to Hood Street	948
Shared Path	Wood Street	Duke Street to Cansick Street	429
Shared Path	Hood Street	Queens Street to Railway Station	613
Shared Path	Ext. of Duke Street		100
Shared Path	Mackay Street	Queen Street to Duke Street	385
Shared Path	Queen Street	Mackay Street to Hood Street	683
Shared Path	George Street	Moore Street to Duck Court	248
Shared Path	Cansick Street	Wood Street to Hood Street	457
Footpath	Mackay Street	King Street to Queen Street	113
Footpath	Prince Street (West Rosedale)		375

Capital Footpath List – Sale

Path type	Road Name	Project Location	Length (m)
Shared Path	Stawell Street	Reeve Street to Guthridge Parade	1900
Shared Path	Cobains Road / Gibsons Street		1570
Shared Path	Dawson Street	York Street to Guthridge Parade	1370
Shared Path	York Street	Dawson Street to Raglan Street	560
Shared Path	Raglan Street	Reeve Street to Guthridge Parade	2045
Shared Path	Reeve Street	Raglan Street to Foster Street	1538
Shared Path	Raymond Street	Raglan Street to Stawell Street	547
Shared Path	Market Street	Raglan Street to Cunninghame Street	887
Shared Path	Landsdowne Street	Raglan Street to Macalister Street	1042
Shared Path	Palmerston Street	Cunninghame Street to Macalister Street	223

Shared Path	Cunninghame Street	Palmerston Street to Guthridge Parade	195
Shared Path	Pettit Drive / Macarthur Street	Railway Station to Reeve Street	660
Shared Path	Cunninghame Street	Thomson Street to Reeve Street	137
Shared Path	Stead Street to Patten Street	Guthridge Parade to shared path near Rachel Court	866
Shared Path	Inglis Street	Guthridge Parade to Somerton Park Road	1142
Shared Path	Araluen Drive	Inglis Street to Stead Reserve	205
Shared Path	Patten Street	Montgomery Street to Raglan Street	1681
Shared Path	Hutchison Street	Guthridge Parade to Patten Street	633
Shared Path	Montgomery Street	Guthridge Parade to Somerton Park Road	1141
Shared Path	Cherry Place / Cedar Street		
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 / Carter Street		620
Footpath	Guthridge Parade	Burling Court to Stevens Street	1130
Footpath	Evelyn Drive	Cobains Road to Dryden Place	630
Footpath	Barkly Street	Cunninghame Street to Foster Street	443
Footpath	Somerton Park Road	Brolga Place to Inglis Street	443

Capital Footpath List – Seaspray

Path type	Road Name	Project Location	Length (m)
Shared Path	Foreshore Road		686
Footpath	Lyons Street / Bearup Street	Bearup Street to Foreshore Road	114
Footpath	Main Road	Ellen Avenue 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 / Futchers Street	Centre Road to Government Road	812
Footpath	Lyons Street / Bearup Street		248

Capital Footpath List – Stratford

Path type	Road Name	Project Location	Length (m)
Shared Path	Wellsford Street / Hobson Street		567
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	Lee Street / Old Redbank Road	Buckley Street to The Knob Reserve	426
Shared Path	Hobson Street		523
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	1041
Footpath	Wellsford Street / Princess Highway	Hobson Street to Carter Street	407
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

Path type	Road Name	Project Location	Length (m)
Footpath	Princes Highway	Frith Street to Prince Street	800
Footpath	Wurruk Way	Prince Street to Riverview Road	567
Footpath	Prince Street	Princes Highway to Riverview Road	243

Capital Footpath List – Yarram

Path type	Road Name	Project Location	Length (m)
Shared Path	Buckley Street / Commercial Road	Railway Avenue to Donald Street	630
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	Railway Ave/ Church Road		721
Shared Path	McLean Street		281
Shared Path	Growse Street	James Street to Queen Street	165
Shared Path	Railway Ave / Church Rd / Commercial Rd	Wesley St to Commercial Rd	725
Footpath	Charlotte Road / Rhoda Street / Deanne Drive		168
Footpath	Duke Street	Commercial Street to Growse Street	624
Footpath	Growse Street	Queen Street to Duke Street	111
Footpath	Campbell Street		143
Footpath	Lawler Street		70
Footpath	Yarram Street		234

Alberton Town Map - Urban Paths Plan 2019

Existing standard footpath – Red | Existing shared footpath – Black
NEW standard footpath – Yellow | NEW shared footpath – Purple



0 100 150 200
Meters

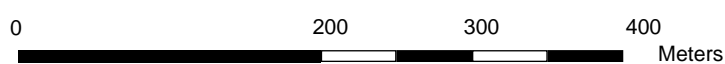
1: 2,500

This material may be of assistance to you but Wellington Shire Council and the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or consequences which may arise from your relying on any information contained in this material (or publication).

Print Date: 12/04/2019 10:02:40 AM

Briagolong Town Map - Urban Paths Plan 2019

Existing standard footpath – Red | Existing shared footpath – Black
NEW standard footpath – Yellow | NEW shared footpath – Purple



1: 5,000

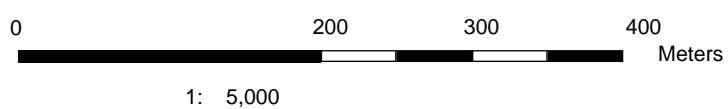
This material may be of assistance to you but Wellington Shire Council and the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or consequences which may arise from your relying on any information contained in this material (or publication).

Print Date: 12/04/2019 10:06:55 AM

Cowwarr Town Map - Urban Paths Plan 2019



Existing standard footpath – Red | Existing shared footpath – Black
NEW standard footpath – Yellow | NEW shared footpath – Purple



This material may be of assistance to you but Wellington Shire Council and the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or consequences which may arise from your relying on any information contained in this material (or publication).

Print Date: 12/04/2019 10:09:21 AM













Existing standard footpath – Red | Existing shared footpath – Black
NEW standard footpath – Yellow | NEW shared footpath – Purple



0 200 300 400 Meters

1: 5,000

Print Date: 12/04/2019 12:15:21 PM

Port Albert Town Map - Urban Paths Plan 2019



Existing standard footpath – Red | Existing shared footpath – Black
NEW standard footpath – Yellow | NEW shared footpath – Purple



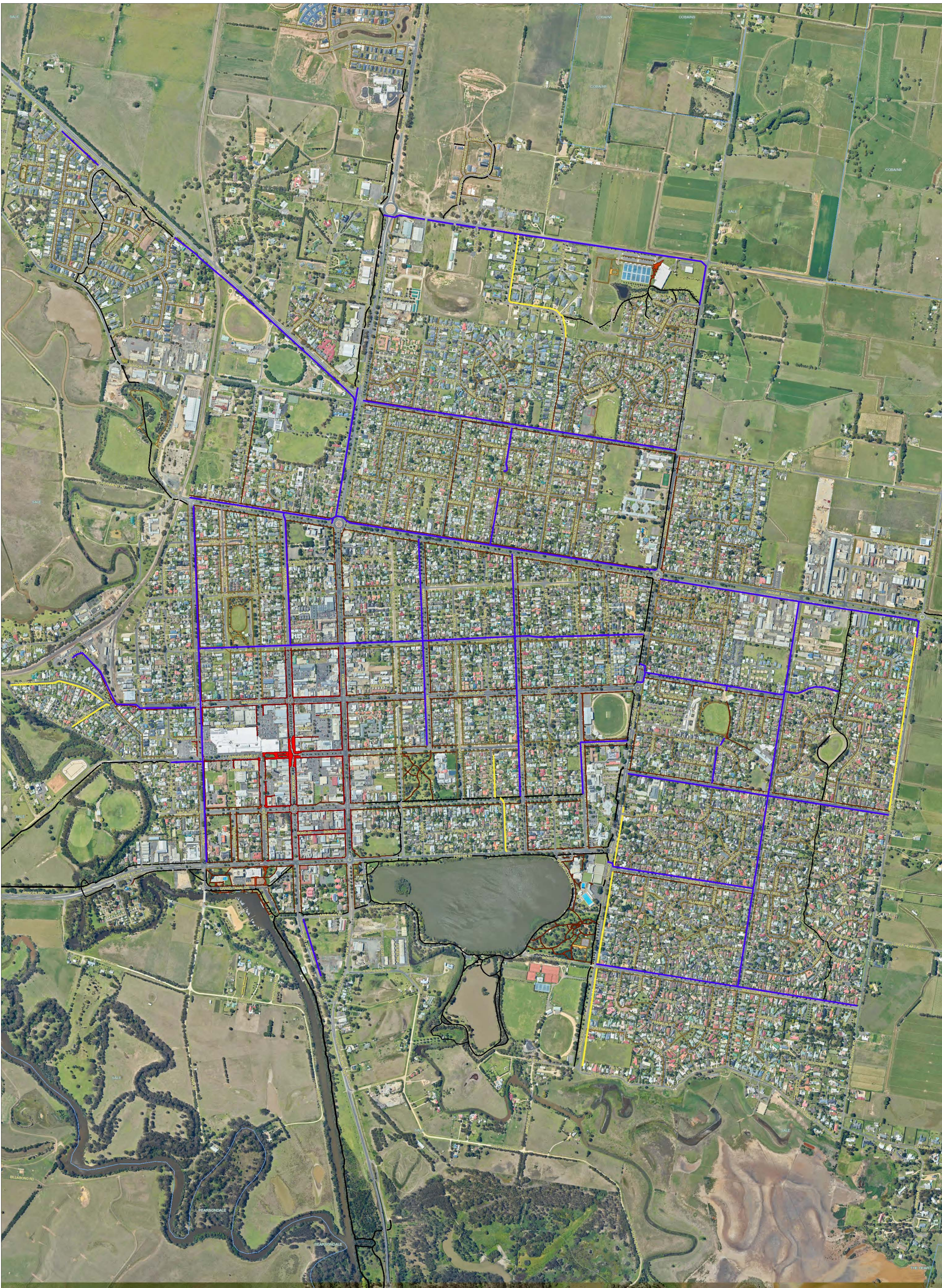
0 200 300 400
Meters

1: 5,000

This material may be of assistance to you but Wellington Shire Council and the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or consequences which may arise from your relying on any information contained in this material (or publication).

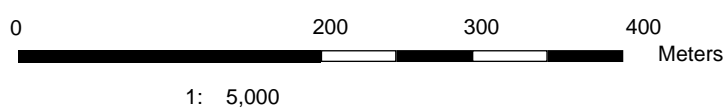
Print Date: 12/04/2019 12:18:37 PM





Seaspray Town Map - Urban Paths Plan 2019

Existing standard footpath – Red and Light Brown | Existing shared footpath – Black
NEW standard footpath – Yellow | NEW shared footpath – Purple



This material may be of assistance to you but Wellington Shire Council and the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or consequences which may arise from your relying on any information contained in this material (or publication).

Print Date: 12/04/2019 12:35:33 PM





