Macedon Ranges Shire Council

DRAFT
Shire Wide Footpath Plan (2018 to 2027)

Date of Adoption			
Adoption Method	☒ Council	☐ Executive	
CEO Signature		**Date**	
Manager	Eng Lim, Manager Engineering and Resource Recovery		
Department	Engineering and Resource Recovery		
Unit			
Term			
Last Endorsement Date	December 2018		
Nominated Review Period	☐ Annually	☒ 10 Years	
Next Endorsement Date	February 2027		

Macedon Ranges Shire Council acknowledges the Dja Dja Wurrung, Taungurung and Wurundjeri Woi Wurrung Peoples as the Traditional Owners and Custodians of this land and waterways. Council recognises their living cultures and ongoing connection to Country and pays respect to their Elders past, present and emerging. Council also acknowledges local Aboriginal and/or Torres Strait Islander residents of Macedon Ranges for their ongoing contribution to the diverse culture of our community.

DOCUMENT HISTORY	Version	Date	Author
Initial Review	1	9 Feb 2023	BNeupane/E Lim
Second Review			
Final Draft			
Approval			

Contents

1. Background

The Shire Wide Footpath Plan 2018-2027 prioritises the promotion of health and well-being and improvement of the built environment by upgrading the walking and cycling infrastructure within the municipality.

The Shire Wide Footpath Plan supports the Council Plan priorities and the annual funding commitment to deliver improved walking and cycling infrastructure. In addition, it outlines potential projects to be undertaken over the 10 years to guide future investment in footpaths and shared paths. The projects in the Plan aim to improve walking routes for all abilities, fix gaps in the network, and address any risks or problems. Since the Plan's adoption in 2018, the Council has spent $3,882,794 on multiple footpath deliveries as part of Capital Delivery projects.

2. Shire Wide Footpath Plan Review 2022/2023

Many footpaths initially listed in the Shire Wide Footpath Plan 2018-2027 have been delivered. However the land use activities in the Shire have also changed since the document was adopted. This review sets out a multi-criteria assessment matrix to prioritise footpath delivery, engage with the community to identify and plan for their future needs, as well as to embed future strategic township growth in identifying the different hierarchies of the footpath network within the municipality.

3. Plan Review and Development in 2022/2023

The Shire Wide Footpath Plan 2018-2027 incorporates community consultation on factors such as:

- connectivity to either a business precinct, recreation precinct, community facility or education facility;
- connectivity to a public transport node (i.e. bus stop, train station etc);
- population within the catchment area for which the path is servicing;
- comparison with the current walking and cycling strategy; and
- servicing areas with potential mobility issues, preschools/aged care etc.

The identified future pathways are rated high (coloured red), medium (coloured orange) or low priority (coloured green).

The methodology used to review Shire Wide Footpath Plan 2018-2027 is as follows:

1. Review the strategic documents and development plans endorsed since 2018;
2. Establish a priority matrix and evaluation criteria;
3. Review, analyse and evaluate the current 10-year implementation plan data using the priority matrix and evaluation criteria;
4. Evaluate all sections and determine the required annual budget for upgrades
5. Distribute a draft document for ELT/Council for comments and public consultation
6. Update the draft report to reflect the community and Council feedback
7. Resolution of Council

3.1. Strategic Context

The implementation plan and associated works of this Plan align with the current Council's Walking and Cycling Strategy and strategic infrastructure planning and delivery. The Cycling and Walking Strategy identifies and defines primary pedestrian and cycling network paths throughout the municipality. This review also incorporates recommendations for the following strategic plans and community feedback:

- CREATE – Municipal Early Years Plan (2021 -2025)
- PARTICIPATE – Positive Ageing Plan (2020 – 2025)
- ELEVATE – Youth Strategy (2018 – 2028)
- Disability Action Plan 2021 - 2025
- Community Satisfaction Survey
- School Engagements
- Community Consultations

It is noted that the Healthy Loddon Campaspe (previously known as Healthy Heart of Victoria) community survey findings identified walking as the most popular form of recreational activity (21 per cent) with two thirds of people (66 per cent) using footpaths weekly or more often and that over half (53 per cent) of all residents wanting to be more active. The Healthy Loddon Campaspe is an initiative aimed at improving health outcomes in the Loddon Campaspe region and getting more people, more active, more often.

3.2. Priority Matrix:

The footpath prioritisation process is based on the following key factors:

- the number of pedestrians using the area;
- type of pedestrians (e.g. children, mothers with prams, senior citizens);
- the surrounding land use and facilities (such as schools, hospitals, aged-care facilities and residential areas);
- whether the location is included in the Walking and Cycling Strategy,
- type of road (i.e. arterial, sub-arterial, distributor or residential); and
- connectivity to other footpaths and public transport.

Our key priorities are defined as follows:

Significance	Description
Significance Level 1	Missing Link around school areas. Any missing link within a 400m radius of any school gate
Significance Level 2	A non-DDA-compliant path on a major Arterial, Sub-arterial, Connector and Local Road that links to the township
Significance Level 3	Missing Link around community facilities, bus stops, and train station within a 400m radius
Significance Level 4	Connecting missing links on path networks
Significance Level 5	Community requests not linked to the above priorities
Significance Level 6	A full network of paths across all township areas

3.3. Priority evaluation criteria:

The Evaluation Matrix below scores and ranks paths against each other to prioritise new path construction and upgrades. In addition, the Matrix contains a list of criteria designed to prompt consideration when considering each potential path. All positive scores imply a community benefit, while negative scores may suggest that there are factors that would hinder building a footpath. Ultimately it is important to carefully consider all factors and to seek input from a range of stakeholders when making decisions about building footpaths or other infrastructure projects.

Criterion	Consideration	Ranking System	Score
Activity Node	Will the path connect key activity centres that attract many pedestrians?	Primary/Secondary School	10
		Shopping Centres	10
		Childcare/Aged Care Centre	10
		Community Facility	7
		Train Station	7
		Bus Stop	7
		Employment Precinct or Tertiary institution	5
		No	0
Surrounding Zoning	The density and type of surrounding development will influence the level of path usage. Select the option that best describes the surrounding development (or would generate a similar level of pedestrian activity) while disregarding any activity nodes.	Residential	3
		Low density residential	2
		Rural	1
		Industrial	2
Speed Limit	The higher the speed limit, the greater the risk to pedestrians. Pathways on both sides of the road should be encouraged in high-risk areas.	100 Km/h	5
		80 Km/h	4
		70 Km/h	3
		60 Km/h	2
		50 Km/h	1
		40 Km/h	0
Road Hierarchy	Higher-order roads link to key destinations with higher pedestrian activity. (Refer to IDM for Street Type)	Arterial Road (Township Area)	3
		Connector Road (Township)	3

Criterion	Consideration	Ranking System	Score
		Access Street (Township)	2
		Access Place (Township)	1
		Access Lane (Township)	0
Blind spots	Road geometry can reduce the visibility of pedestrians to drivers. Hazards include sharp bends and crests.	Complete blind spots	5
		Some blind spots	3
		No blind spots	0
Disability Access	Is the path specifically required to allow access by disabled or senior citizens? (Concrete path must be provided).	Extensive (would serve multiple residents daily)	10
		Minor (would occasionally be used)	5
		No	0
On-street Parking Demand	Parked cars can force pedestrians into the middle of the road	High parking demand	3
		Occasional parked cars	1
		Minimal parked cars	0
Informal Path	Is there an existing informal path?	Yes	3
		No	0
Alternative access	Is an alternative path available off the carriageway formation that most pedestrians can use? There may be a serviceable path on the other side of the road that is safely accessible.	A concrete path on another side of the road	-10
		Formalised Gravel path on either side of the road	-6
		Nature strip on either side of the road	0
		None or limited	2
Missing Link (Connectivity)	Is this section of the footpath identified as a missing link?	Less than 50m in length	5
		Length between 50-150m	3
		A length greater than 150m	1

3.4. Consultation and Engagement

As part of the Shire Wide Footpath Plan 2018-2027 community consultation process, Council Officers completed two rounds of community consultation in 2017 to develop the Shire Wide Footpath Plan. This consultation included:

- community Drop-in sessions in Gisborne, Macedon, Riddells Creek, Woodend, Kyneton and Romsey; and
- the opportunity for people to “Have Their Say” through written submissions either through Facebook, Email or Post.

Utilising the feedback generated through the initial round of consultation, the Shire Wide Footpath Plan was developed by Council Officers. This Plan was subsequently released in July 2018 for a formal 28 day period of consultation to seek final submissions before adoption by Council. These submissions were considered when finalising the 2018 Plan for adoption by Council.

As part of the 2022/2023 review of this plan an improved consultation process for footpath projects has been initiated including initial letters to affected residents where Council is planning to construct new footpaths on their street in the following financial year (pending budget approval). The information provided to residents will include the paths indicative alignment, proposed width and type of material to be used and will seek preliminary feedback from the affected residents before proceeding to a budget submission.

This enhanced process will enable Council to respond and address community feedback before proceeding with concept design and allowing another opportunity for on-site meetings and/or provide feedback via email/phone if required. This will also help fine tune the overall cost estimates and avoid further complications to the delivery phase.

Once a footpath project is funded for delivery, further notification of the final design will be communicated to the affected residents with another notification of the commencement works after appointment of the contractor.

4. Design Considerations

The design parameters and criteria listed below will guide to select footpath alignment, width and materials for individual footpath projects.

4.1. Accessibility

The Disability Discrimination Act 1992 (DDA) makes it unlawful to discriminate against someone based on their disability or a disability of any associates of that person. The DDA includes local government within its scope. Accordingly, Council must ensure that access for all users is a priority when developing or maintaining built environment elements.

The essential key to an effective pedestrian system is developing and maintaining Continuous Accessible Paths of Travel (CAPT), as defined in Australian Standard (AS) 1428.1. This is about the journey; it is about how a person can travel from their starting point to their destination with minimum difficulties or access challenges. Designs that work with the topography of an area and not against it will benefit all users.

However as AS1428.1 and AS1428.2 are for the provision of access to buildings, in the absence of specific information, it is recommended that appropriate clauses are applied to facilities in outdoor locations such as streetscape and open space areas. The Australian Human Rights Commission has prepared numerous guidelines and supporting materials to help organisations and individuals interpret the Disability Discrimination Act requirements. In the guidelines, footpaths and streetscapes fall under Access to Premises and are covered by Section 23 of the DDA. An excerpt from the FAQ says:

"*While the Commission does not have the legal authority to make determinations on what is and is not unlawful discrimination, it can provide advice to assist people to avoid discriminating. This advice concerning footpaths draws on material found in Australian Standards 1428 parts 1 and 2 and overseas guidelines and standards and represents what the Commission considered.*"

Important contributing elements to a CAPT include path surfaces, the definition of streetscape components, trip-free transitions, and consistent and clear property lines. In addition, the CAPT should consist of clearly defined footpaths, pathways, ramps, roadways, crossing points, outdoor spaces, signage and other way-finding cues.

4.2. Path Surfaces and Performance Characteristics

The general types of surfacing used for new paths are Asphalt, Concrete, and Granitic Sand. The overall function is to provide a safe, economic, and durable all-weather surfacing that is smooth, skid resident, waterproof, and durable. Concrete is the preferred construction material for Council footpaths and shared paths per current Council policies.

Concrete provides reasonable rideability and serviceability for all-wheeled and pedestrian traffic. Concrete has a design life of 80 years and low operating and maintenance costs. In addition, concrete paths are compliant with Disability Discrimination Act (DDA).

Concrete paths generally provide better long-term performance and require very little or no maintenance during the design life. In addition, concrete paths are easy to maintain by occasionally replacing a few panels or grinding to remove tripping hazards due to reactive soil or street tree roots.

Asphalt provides excellent rideability and serviceability for wheeled and pedestrian traffic. Asphalt as a footpath has a design life of 20 years and higher operating and maintenance costs than concrete. There may be occasions when Council installs new asphalt paths due to existing streetscape or specific requirements. However, the Asphalt footpath is not a primary footpath material.

Asphalt paths are subject to deterioration by surface cracking and loss of surface shape due to soil movements or thermal and age effects. Therefore, depending on soil characteristics, regular maintenance is required every two years around the tree root zone and service pits.

Granitic Sand - Granitic sand paths typically have the shortest design life (up to 10 years) and can deteriorate quickly. Generally, these paths are not compliant with the requirements of the Disability and Discrimination Act. On average, granitic paths are required to be re-sheeted (significant maintenance) every five years. Granitic material is suitable in a recreation environment in conjunction with other paths. Council receives many requests from residents to use this material, however it should be used sparingly as it is not financially sustainable due to high maintenance requirements.

Generally, granitic sand paths have higher rolling resistance and they are not as easy or safe for cyclists, prams, and wheelchairs to traverse as asphalt or concrete paths, particularly in wet periods. While initial construction costs are lower, ongoing operational costs are higher due to weed control, regular surface grading, and material replenishment resulting in high overall life cycle costs. High-velocity or high-volume water flows impacting an unsealed path may result in significant scour and erosion. Typically, the granitic sand path requires maintenance more regularly than other materials, depending on many other factors, such as terrain, drainage, and trees.

4.3. Relevant Design Guidelines

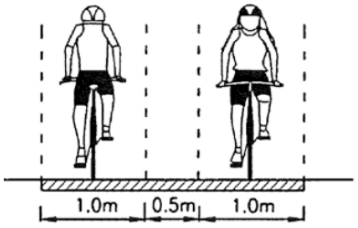
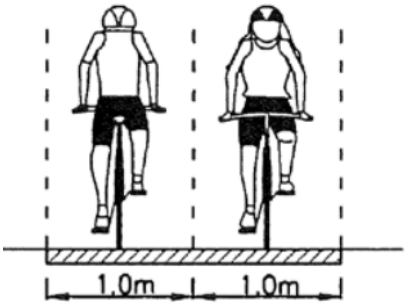
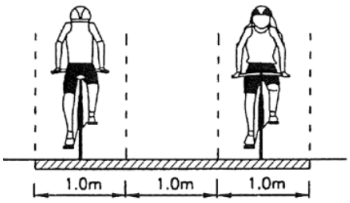
The Austroads Guide to Road Design: Pedestrian and Cyclist Paths provides both strategies for path design and technical information for design and construction. Council will adopt the path width in line with the Austroads Guide recommendation. Path widths are determined based on the destination, the number of pedestrians and cyclists, pram and wheelchair users etc., for individual sites.

Table 1 guides path width selection except in high-activity areas such as commercial and shopping precincts, recreational facilities, school entrances and associated crossings. Path widths wider than identified in the table are likely necessary and need to be decided on a case-by-case basis during the project initiation phase i.e. entire verge between the property boundary to the back of the kerb may be fully hard-paved with a planter box for trees.

A path along the River/Creek that provides regional links throughout the State to follow guidelines from the relevant Catchment Authority.

Table 1: Guidance Table for different categories of footpaths and shared user paths

Path Types	Recommended width (m)	Comments
Footpath	1.5 m	• In line with Council engineering guidelines • Provides enough width for one wheelchair and a pedestrian
Shared User Path	2.5 m	• Desirable Minimum Width • Regular commuting and local access • Bike speed 20 Km/h

Path Types	Recommended width (m)	Comments
		
	2.0 m 	• 2.0 m is an acceptable path width where the path has a very low use at all times and on all days, where significant constraints exist limiting the construction of a wider path • Constrained conditions
	3.0 m 	• Frequent and concurrent use in both directions • Bike speed 30Km/h • Regional network e.g. along the Arterial and major connector road, river/creek corridor
Bike Paths	3.0 m	• Frequent commuting and concurrent use in both directions • 30Km/h +

4.4. Material and width Selection Criteria for Paths:

Concrete is the preferred material for all the paths in the township zone in line with the current Council guidelines, which benefits the wider user group.

The following material selection criteria are applicable for path selection during the design and delivery of the path based on the Land Zoning hierarchy: Township Zone, Township/Rural Transition Zone, and Rural.

Please note that Land Zoning hierarchy is based on Macedon Ranges Planning Scheme https://www.mrsc.vic.gov.au/Build-Plan/Macedon-Ranges-Planning-Scheme where the township zone is defined under Clause 32.05.

Table 2: Materials Selection Criteria based on land zoning

Zoning	Definition	Materials
Townships	Township zone under the Macedon Ranges Planning Scheme	Concrete / asphalt
Township/Rural Transition	Either side of 100m of the township zone boundary	Concrete/Coloured Concrete*/Asphalt
Rural	The area outside Township Zone under Macedon Ranges Planning Scheme	Granitic Sand /Coloured Concrete**

**Coloured concrete options may be explored during the detailed design process to retain rural or transition characteristics.*

***Coloured concrete option may be explored for DDA compliance, if identified, during the community consultation process.*

Table 3: Path width selection based on the Zone

	*Arterial Road****	*Connector Road*	*Higher Order Local Street (>2000 veh/day)*	*Local Street (<2000 veh/day)*
Township Zone -Large Town *	A	B	D / B	D
Township Zone - Small Town	A / B	B / C	D / B	D
Transition Zone	A / B	B / C	D / B	D
Rural Zone	A/B / C	D	D	D

Preferred Option / Secondary Option**

Path Type	Width
A – Shared User Path	3.0 m
B – Shared User Path	2.5 m
C – Shared User Path	2.0 m
D – Footpath	1.5 m

**Gisborne, New Gisborne, Woodend, Kyneton, Riddells Creek, and Romsey are considered Large Town centres*
*** Secondary options will be explored in constrained or to retain the existing environmental characteristics.*
**** Any path within the Arterial Road shall consider the DOT's strategic planning and design requirements.*

5. Plan Implementation

Projects prioritised in the Plan (refer to the 'Footpath Priority List' and 'Footpath Priority Maps') will be implemented through Council's annual capital works budget process, developer contributions or grant opportunities.

The Shire Wide Footpath Plan 2018-2027 is a dynamic plan, subject to review by Council Officers. The community may request consideration of additional pathways not currently listed in the Plan, which will be evaluated based on the factors outlined in the Plan to ensure strategic alignment.

This review undertaken in the financial year 2022/2023 takes place midway through the ten-year timeline and (will) incorporates community feedback and addresses improvements identified by Council and the community during the first four years delivering the Shire Wide Footpath Plan 2018-2027.

A comprehensive review of the Shire Wide Footpath Plan 2018-2027 will be occur prior to expiry.

6. Footpath Priority List

Gisborne - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Kilmore Road	Direct link at Intersection of Kilmore Road and Melbourne Road		44	10	3	2	3	0	5	3	0	0	3	29	1
2	Melton Road	From Willowbank Road to School entrance east side		213	10	3	2	3	0	5	0	3	0	1	27	2
3	Frith Road	From Frith Road to path in Botanical gardens.		67	10	2	0	0	0	5	0	3	2	3	25	3
4	Gisborne-Melton Road	Gisborne-Melton Road from The Willows to Echidna Lane (north side)		151	10	2	4	3	0	5	0	0	0	0	24	4
5	Robertson street	From Child Care Centre to Hamilton Street		366	10	3	4	2	0	5	0	0	0	0	24	5
6	Willowbank Road	Willowbank Road (bike path) from Parkview Road to Brady Road		248	7	3	2	3	0	5	0	3	0	0	23	6
7	Howey Street	Howey Street from Prince Street to Stephen Street (north side)		243	10	3	1	2	0	5	0	0	0	1	22	7
8	Stephen Street	Stephen Street from Howey Street to Fisher Street		216	10	3	1	2	0	5	0	0	0	1	22	8
9	Penny Green Drive	Penny Green Drive from Howey Street to Daly Street		223	10	3	1	2	0	5	0	0	0	1	22	9
10	Daly Street	Daly Street from Mulgutherie Way connecting footpath to Melton Gisborne Road (connect to the School crossing at Melton Gisborne Road)		700	10	3	1	2	0	5	0	0	0	1	22	10
11	Goode Street	Goode Street from Howey Street to Fisher Street (east side)		204	10	3	1	2	0	5	0	0	0	1	22	11
12	Goode Street	Goode Street from Fisher Street to Hamilton Street (east side)		215	10	3	1	2	0	5	0	0	0	1	22	12
13	Stephen Street	Stephen Street from Fisher Street to Hamilton Street (east side)		220	10	3	1	2	0	5	0	0	0	1	22	13
14	Dalton Street	Beteween Dalton Street path in reserve from where the current footpath stops behind the property of 98-100 Melton Road to the Melton Gisborne Road		160	10	3	0	0	0	5	0	3	0	1	22	14
15	Curtis - Worcester Linear Reserve	From Worcester Street to Curtis Court		210	10	3	1	2	0	5	0	0	0	0	21	15
16	Fersfield Road	From Sheedy Road to 15 Fersfield Road		150	7	3	1	2	0	5	0	0	0	3	21	16
17	Calthorpe Street	Calthorpe Street from Fisher Street to Court Bowl end/where the footpath stops (footpath coming from Howey Street)		194	10	3	1	1	0	5	0	0	0	0	20	17
18	Olivia Court	Olivia Court (south side) from Jacksons Creek Way to existing path in reserve		88	7	3	1	1	0	5	0	0	0	3	20	18
19	Carinya Drive	Carinya Drive to Glenton Court along reserve.		116	10	3	0	0	0	5	0	0	2	0	20	19
20	Glenton - Fowler Walkway	Link through Reserve in Glenton Court to High School		167	10	3	0	0	0	5	0	0	2	0	20	20
21	Worcester Road	Worcester Road from Fersfield Road to Howey Street (west side)		458	7	3	2	2	0	5	0	0	0	0	19	21
23	Fersfield Road	From 35 to 19 Fersfield Road		337	7	3	1	2	0	5	0	0	0	1	19	23
22	Bloomfield Road	From Willowbank Road to Fersfield Road west side. Could be some gifting at the southern end, eventually.		377	7	3	1	2	0	5	0	0	0	0	18	22
24	Mount Gisborne Road	Mt Gisborne Road from Wyralla Cres to Carinya Drive		289	0	3	3	3	0	5	0	3	0	0	17	24
25	Wallaby Run	Wallaby Run from Eagle Ridge to Sankey Reserve Top of Hill		159	0	2	0	0	0	5	0	3	2	3	15	25
26	Bacchus Marsh Road	Mulguthrie Way to Bullengarook		159	0	2	5	3	0	5	0	0	0	0	15	26

27	Kilmore Road	Kilmore-Gisborne Road from where the current footpath stops on west side to the existing footpath near the Reserve to continue to the town		174	10	3	2	3	0	5	0	0	-10	1	14	27
28	Melbourne Road	From Howey Street to Fisher street west side		376	0	2	2	3	0	5	0	0	0	0	12	28
29	Keily Road	Keily Road between Fersfield Road and Howey Street (west side)		471	0	3	1	2	0	5	0	0	0	0	11	29
30	Curtis Court	From Reserve to Aitken Street		190	0	3	1	2	0	5	0	0	0	0	11	30
31	Fersfield Road	Fersfield Road between Sansom Street and Worcester Road (north side)		583	7	3	1	2	0	5	0	0	-10	0	8	31

Kyneton - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Mollison Street	Mollison Street from Beauchamp Street to Ward Street (east side)		100	10	3	1	3	0	5	0	3	0	3	28	1
2	Powlett Street	Powlett Street from Hutton Street to Yaldwyn Street (east side)		110	10	3	1	2	0	5	0	3	0	3	27	2
3	Powlett Street	Powlett Street from Simpson Street to Hutton Street		345	10	3	1	2	0	5	0	3	0	3	27	3
4	Jennings Street	Jennings Street from Powlett Street to Wedge Street		219	10	3	1	2	0	5	0	3	0	1	25	4
5	Edgecombe Street	Edgecombe Street from Sturt Street to Orr Street		109	10	3	1	2	0	5	0	0	0	3	24	5
6	Wheatley Street	From Epping street to where concrete path starts west side		121	10	3	1	2	0	5	0	0	0	3	24	6
7	Warren Street	From Epping street to where concrete path starts west side		89	10	3	1	2	0	5	0	0	0	3	24	7
8	High Street	To join missing link between paths on south side near Sactuary Drive.		153	10	3	1	2	0	5	0	0	0	3	24	8
9	Beauchamp Street	From Powlett Street to Wedge Street		215	10	3	1	2	0	5	0	0	2	0	23	9
10	Clowes Street	Clowes Street from Mollison Street to Ebden Street (north side)		207	7	3	1	2	0	5	0	3	0	0	21	10
11	Edgecombe Street	Edgecombe Street from Orr Street to Jacobs Avenue		145	7	3	1	2	0	5	0	0	0	3	21	11
12	Beauchamp Street	Beauchamp Street (W) from Wedge Street to Jeffrey Street (north side)		211	7	3	1	2	0	5	0	0	2	0	20	12
13	Mitchell Street	Mitchell Street from Mollison Street to Ebden Street (south side)		210	7	3	1	2	0	5	0	0	2	0	20	13
14	Mitchell Street	From Powlett Street to Wedge Street		212	7	3	1	2	0	5	0	0	2	0	20	14
15	Orr Street	From Edgecombe to where concrete path starts south side		87	10	3	1	1	0	5	0	0	0	0	20	15
16	Palmer Place	Palmer Place Top of T Court Bowl to Court Bowl		142	7	3	1	2	0	5	0	0	0	0	18	16
17	Palmer Place	Palmer Place from Windridge Way to T intersection		115	7	3	1	2	0	5	0	0	0	0	18	17
18	Powlett Street	Powlett Street from Yaldwyn Street to Piper Street (east side)		104	10	3	1	2	0	5	0	3	-10	3	17	18
19	Mollison Street	Mollison Street from Mitchell Street to Ward Street (west side)		108	10	3	1	3	0	5	0	3	-10	0	15	19
20	Piper Street	From Campaspe Crescent to Argyle Lane		274	0	3	2	3	0	5	0	0	2	0	15	20
21	Hutton Street	Hutton Street from Wedge Street to western end (near the creek).		138	0	3	1	1	0	5	0	3	0	1	14	21
22	Edgecombe Road	Edgecombe Road from Melville Drive to Saleyards Road		1857	0	3	1	2	0	5	0	0	0	3	14	22
23	Hutton Street	Hutton Street from Ebden Street to Powlett Street (south side)		211	0	3	1	1	0	5	0	3	0	1	14	23
24	Wedge Street	Wedge Street from Yaldwyn Street to Piper Street (west side))		111	7	3	1	2	0	5	3	3	-10	0	14	24
25	Ebden Street	Ebden Street from Donnithorne to Pohlman Street (east side)		108	10	3	1	2	0	5	0	3	-10	0	14	25
26	Yaldwyn Street	Yaldwyn Street from Mollison Street to Ebden Street (north side) includes section on east side of Mollison		274	10	3	1	2	0	5	3	0	-10	0	14	26
27	Baynton Street	Baynton Street from Campaspe River Walk to Wedge Street		216	0	3	1	1	0	5	0	3	0	1	14	27
28	Beauchamp Street	Beauchamp Street from Jeffrey Street to end of Beauchamp/or Campaspe Place		255	0	3	1	2	0	5	0	0	2	0	13	28

29	Beauchamp Street	From Ebden Street to Powlett Street		210	0	3	1	2	0	5	0	0	2	0	13	29	
30	Edgecombe Street	Edgecombe Street from Bourke Street to Epping Street east side		155	10	3	1	2	0	5	0	0	-10	1	12	30	
31	Edgecombe Street	From the end of High Street to existing path on west side		155	10	3	1	2	0	5	0	0	-10	1	12	31	
32	Yaldwyn Street	Yaldwyn Street from Ebden Street to Powlett Street (south side)		210	10	3	1	2	0	5	0	0	-10	0	11	32	
33	Ebden Street	Ebden Street from Simpson Street to Donnithorne (east side)		109	10	3	1	2	0	5	0	0	-10	0	11	33	
34	Lauriston Street	Lauriston Street from Mollison Street to Victoria Street (north side))		410	10	3	1	2	0	5	0	0	-10	0	11	34	
35	Victoria Street	Victoria Street from Lauriston Street to Bowen Street (west side)		89	10	3	1	2	0	5	0	0	-10	0	11	35	
36	Ebden Street	Ebden Street from Pohlmann Street to Clowes Street (east side)		110	7	3	1	2	0	5	0	3	-10	0	11	36	
37	Victoria Street	Victoria Street from Yaldwyn Street East to Mair Street (west side)		89	10	3	1	2	0	5	0	0	-10	0	11	37	
38	Victoria Street	Victoria Street from Bowen Street to Yaldwyn Street East (west side)		85	10	3	1	2	0	5	0	0	-10	0	11	38	
39	Campaspe Drive	Campaspe Drive from Mid Block to Franklin Place on Campaspe Trail		103	0	3	1	2	0	5	0	0	0	0	11	39	
40	New Street	New Street from High Street to Begg Street (east side)		237	10	3	1	1	0	5	0	0	-10	0	10	40	
41	Begg Street	Begg Street from Langley Street to end of the road/school (south side)		172	10	3	1	1	0	5	0	0	-10	0	10	41	

Lancefield - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Dunsford Street	The Crescent to Foy Street		660	10	3	1	2	0	5	0	3	0	0	24	1
2	Dunsford Street	Foy Street to Park Street		260	10	3	1	2	0	5	0	3	0	0	24	2
3	Foy Street	Chauncey Street to High Street		340	10	3	1	2	0	5	0	3	0	0	24	3
4	Connors Road	Park Street to Clifton Drive		242	10	3	1	2	0	5	0	0	0	0	21	4
5	Chauncey Street	Foy Street to Park Street on North side		266	7	3	1	2	0	5	0	3	0	0	21	5
6	Chauncey Street	Park Street to Clifton Drive on North side		296	7	3	1	2	0	5	0	3	0	0	21	6
7	Connors Road	Clifton Drive to Mcmasters Lane		438	7	3	1	2	0	5	0	0	0	0	18	7
8	Clifton Drive	Chauncey Street to Connors Road		210	7	3	1	1	0	5	0	0	0	0	17	8
9	Park Lane	Chauncey Street to 15 Park Lane		340	7	3	1	1	0	5	0	0	0	0	17	9
10	Beckermans Lane	Main Road to 34 Beckermans Lane		350	0	3	1	1	0	5	0	0	0	0	10	10

Macedon - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Bruce Street	Bruce Street to Carrington Street		100	10	3	0	0	0	5	0	3	0	0	21	1
2	Bruce Street	Victoria Street to McBean Avenue		550	10	3	1	2	0	5	0	0	0	0	21	2
3	Railway Place	English Street to Hunter Street		453	10	3	1	2	0	5	0	0	0	0	21	3
4	Railway Place	Hunter Street to McBean Avenue		520	10	3	1	2	0	5	0	0	0	0	21	4
5	Smith Street	25 Smith Street to Heath Street		60	10	3	1	1	0	5	0	0	0	0	20	5
6	Bent Street	Honour Avenue to Oval		260	7	3	1	2	0	5	0	0	0	0	18	6
7	McBean Avenue	Bruce Street to Bent Street		220	7	3	1	2	0	5	0	0	0	0	18	7
8	English Street	Railway Place to Green Street		160	7	3	1	2	0	5	0	0	0	0	18	8
9	Green Street	English Street to Nursery Road		475	7	3	1	2	0	5	0	0	0	0	18	9
10	McBean Avenue	Railway Place to Blackforest Drive		325	0	3	1	2	0	5	0	0	0	0	11	10
11	Smith Street	Carrington Street to Victoria Street		285	10	3	1	2	0	5	0	0	-10	0	11	11
12	Smith Street	Along 66 to 74 Smith Street		105	10	3	1	2	0	5	0	0	-10	0	11	12
13	McBean Avenue	Bent Street to Mt Macedon Road		1109	0	2	1	2	0	5	0	0	0	0	10	13
14	Nursery Road	Green Street to Blackforest Drive		758	0	3	1	1	0	5	0	0	0	0	10	14
15	Craven Street	Margaret Street to Smith Street		105	0	3	1	1	0	5	0	0	0	0	10	15

New Gisborne - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Station Road	Between Farrell Street and west of 204 Station Road	East	135	10	3	2	3	0	5	3	1	2	3	32	1
2	Ferrier Road	Crossmount Drive to eastern side of School	North	110	10	3	2	3	0	5	3	0	2	3	31	2
3	Hamilton Road	Barringo Road/Hamilton Road to School	South	70	10	1	4	0	0	5	3	0	2	0	25	3
4	Station Road	Farrell Street to Ferrier Road	West	420	10	3	2	3	0	5	3	1	-6	1	22	4
5	Ferrier Road	Station Road to Muriel Terrace	South	110	10	3	2	3	0	5	3	0	-10	3	19	5
6	Kensei Court	Kensei Court		115	7	3	1	1	0	5	0	0	2	0	19	6
7	Hyperno Court	Hyperno Court		190	7	3	1	1	0	5	0	0	2	0	19	7
8	Zeal Street Reserve	Missing link between Hyperno Court and Footpath		70	0	3	1	1	0	5	0	0	2	3	15	8
9	Barry Road	Missing link between 2 Newry Drive and 2 Meek Street	East	123	0	2	1	1	0	5	0	0	2	3	14	9

Newham - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Dons Road	Robertson Drive to Rochford Road	West	180	10	3	2	2	0	5	0	0	0	0	22	1

Riddells Creek Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Sexton Street	Missing link along 130-150 Sexton Street	North	63	10	3	1	2	0	5	0	0	0	3	24	1
2	Stephen Street	Stephen Street	West	70	10	3	1	1	0	5	0	0	0	3	23	2
4	Sutherland Road	Stephen Street to Racecourse Road	North	570	7	3	2	3	0	5	0	3	0	0	23	3
3	Southbourne Road	Cheriton Drive to Rangeview Drive	South	327	10	3	1	2	0	5	0	0	0	1	22	4
5	Sutton Street	Mahoneys Road to Somerville Lane	South	230	10	3	1	2	0	5	0	0	0	0	21	5
6	Bolithos Road	Mahoneys Road to Somerville Lane		104	10	3	1	2	0	5	0	0	0	0	21	6
7	Bolithos Road	Main Road to Mahoneys Road		230	10	3	1	2	0	5	0	0	0	0	21	7
9	Racecourse Road	Sutherland Road to Richardson Street		440	7	3	1	2	0	5	0	3	0	0	21	8
10	Racecourse Road	Richardson Street to Amess Road		340	7	3	1	2	0	5	0	3	0	0	21	9
15	Main Road	Richardson Street to Amess Road		365	7	3	3	3	0	5	0	0	0	0	21	10
12	Mahoneys Road	Bolithos Road to Sutton Street		230	10	3	1	1	0	5	0	0	0	0	20	11
8	Mahoneys Road	Melvins Road to Merrifield Street		230	10	3	1	0	0	5	0	0	0	0	19	12
13	Gap Road	Main Road to Somerville Lane		350	7	3	1	2	0	5	0	0	0	0	18	13
11	Merrifield street	Mahoneys Road to Somerville Lane		222m	7	2	1	2	0	5	0	0	0	0	17	14
17	Gap Road	Sommerville Lane to Plantation Road		320	0	3	1	2	0	5	0	0	0	0	11	15
19	Bolithos Road	Somerville Lane to Whittakers Lane		330	0	3	1	2	0	5	0	0	0	0	11	16

Romsey - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Couzens Lane	From court bowl path at end of road to track along creek		34	7	3	1	2	0	5	0	3	0	5	26	1
2	Railway Street	Railway Street from McIntosh Terrace to connect existing footpath at Railway Street (east side Retirement driveway)		42	10	3	1	1	0	5	0	0	0	5	25	2
3	Roger Street	From Existing Path to Stawell Street		79	10	2	1	2	0	5	0	0	0	3	23	3
4	Roger Street	From Existing Path to Barry Street		132	10	2	1	2	0	5	0	0	0	3	23	4
5	Pohlman Street	From Reserve Path to Murphy Street		74	10	2	1	2	0	5	0	0	0	3	23	5
6	Main Street, Romsey	From Lomandra Estate to Reynolds Grove		314	10	3	2	3	0	5	0	0	0	1	24	6
7	Main Street, Romsey	From Reynolds Grove to Exisiting Path		79	10	3	2	3	0	5	0	0	0	1	24	7
8	Main Street, Romsey	From White Avenue to Existing Path (Barry Street)		529	10	3	2	3	0	5	0	0	0	1	24	8
9	Metcalfe Drive	Metcalfe Drive between Regan Drive and Reynolds Grove (east side)		406	7	3	1	3	0	5	0	3	0	0	22	9
10	William Street	William Street from Barry Street to Stawell Street (west side)		201	10	2	1	2	0	5	0	0	0	0	20	10
11	Stawell Street	Stawell Street (west) from Pohlman Street to Wrixon Street		223	10	2	1	2	0	5	0	0	0	0	20	11
12	White Avenue	From Park Lane to eastern end north side		720	7	3	1	2	0	5	0	0	0	0	18	12
13	Reynolds Grove	Reynolds Grove from Metcalfe Drive to Main Street		667	7	3	1	2	0	5	0	0	0	0	18	13
14	Wrixon Street	Wrixon Street from Barry Street to 140m north of Stawell Street (east side)		298	7	2	1	2	0	5	0	0	0	0	17	14
15	Palmer Street	From Main Street to existing path at east end north side		433	7	2	1	2	0	5	0	0	0	0	17	15
16	Romsey Road /Barry Street	From Park Lane to Lauder Place north side		724	7	2	1	2	0	5	0	0	0	0	17	16
17	Digby Drive	Digby Drive from Main Street to Coleraine Drive		344	0	3	1	2	0	5	0	0	0	0	11	17
18	Ewing Drive	From Kathryn Street to Colleraine Drive north side		934	0	3	1	2	0	5	0	0	0	0	11	18
19	Colleraine Drive	From Digby Drive to Ewing Drive north side		728	0	3	1	2	0	5	0	0	0	0	11	19
20	Ida Crescent	Ida Crescent from Knox Road to Metcalfe Drive		435	0	3	1	2	0	5	0	0	0	0	11	20
21	Roger Street	Roger Street extension from Thomas Court to Palmer Street		131	0	2	1	2	0	5	0	0	0	0	10	21

Tylden - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	Tylden Woodend Road	Macbain Street to Harpers Street	North	220	10	3	3	3	0	5	0	0	0	0	24	1
2	Clowes Street	Macbain Street to Maxwell Street		410	10	3	1	1	0	5	0	0	2	0	22	2
3	Tylden Woodend Road	Harpers Street to Maxwell Street	North	180	7	3	3	3	0	5	0	0	0	0	21	3
4	Bloomfields Lane	Ewing Street to Tylden Woodend Road		470	7	3	1	2	0	5	0	3	0	0	21	4

Woodend - Footpath Priority List

No	Street	Location	Direction	Length (m)	Activity Node	Surrounding Zoning	Speed Limit	Road Hierarchy	Blind spots	Disability Access	On street Parking Demand	Informal Path	Alternative access	Missing Link	Total Score	Priority
1	High Street, Woodend	High Street, Woodend from School Crossing to Owen Street		100	10	3	2	3	0	5	0	3	0	0	26	1
2	Ashbourne Road	Ashbourne Road from Goldies Lane to Booths Lane (south side)		502	10	3	1	2	0	5	0	3	0	0	24	2
3	Anslow Street	Anslow Street from Pyke Street to Wood Street (south side) and then to the Reserve existing gravel footpath		159	10	3	1	2	0	5	0	3	0	0	24	3
4	Buckland Street	Buckland Street from Owen Street to East Street		232	10	3	1	2	0	5	3	0	0	0	24	4
5	Anslow Street (West)	Anslow Street (West) from Forest Street to		502	10	3	1	2	0	5	0	3	0	0	24	5
6	Owen Street	Owen Street From Buckland Street to East Street north side		235	10	3	1	2	0	5	0	0	2	0	23	6
7	Wood Street	Wood Street from Brooke Street to Urquhart Street (east side)		112	10	3	1	2	0	5	0	0	0	0	21	7
8	East Street	East Street From Owen Street to Buckland Street		328	10	3	1	2	0	5	0	0	0	0	21	8
9	Brewster Street	Brewster Street from High Street to East Street		139	10	3	1	2	0	5	0	0	0	0	21	9
10	Quarry Road	Quarry Road from Washington Lane to Reidwell Drive		365	0	3	3	3	0	5	0	3	0	1	18	10
11	Bowen Street	Bowen Street From Five Mile Creek tio Mount Macedon Road west side		203	7	3	2	1	0	5	0	0	0	0	18	11
12	Quarry Road	From Reidwell Drive to Blackmore Road		264	0	3	3	3	0	5	0	3	0	1	18	12
13	Ashbourne Road	Ashbourne Road from Booths Lane to Donalds Road (south side)		624	0	3	1	2	0	5	0	3	0	0	14	13
14	High Street	High Street From Owen Street to Brewster Street west side		190	10	3	1	3	0	5	0	0	-10	0	12	14
15	Stuart Drive	Stuart Drive from Manifold Road and Savages Lane (east side)		441	0	3	1	2	0	5	0	0	0	0	11	15
16	Old Lancefield Road	Old Lancefield between Romsey Road and Savages Lane (west side)		394	0	2	2	2	0	5	0	0	0	0	11	16
17	Old Lancefield Road	Old Lancefield Road between Savages Road and Honeysuckle Lane (west side)		799	0	2	2	2	0	5	0	0	0	0	11	17
18	Honeysuckle Lane	Honeysuckle Lane from Barbara Street to existing footpath		220	0	2	2	2	0	5	0	0	0	0	11	18
19	Manifold Road	Manifold Road from where footpath stops to Stuart Drive (south side)		165	0	3	1	2	0	5	0	0	0	0	11	19
20	Savages Lane	Savages Lane from Carlisle Street to Stuart Drive (north side)		95	0	3	1	2	0	5	0	0	0	0	11	20
21	Washington Lane	Washington Lane From Doyeswood Drive to Patricia Way west side		230	0	3	1	2	0	5	0	0	0	0	11	21
22	Barbara Street	Barbara Street from Manifold Road to Honeysuckle Lane (east side)		357	0	3	1	2	0	5	0	0	0	0	11	22

23	Patricia Way	Patricia Way From Washington Lane to Peter Godden Drive north side		68	0	3	1	2	0	5	0	0	0	0	11	23
24	Peter Godden Drive	Peter Godden Drive From Patricia Way to Quarry Road west side.		274	0	3	1	2	0	5	0	0	0	0	11	24
25	South Road	From Washington Lane to High Street Bus Stop		338	0	3	1	2	0	5	0	0	0	0	11	25
26	Mount Macedon Road	Mt Macedon Road from Morris Road to Arthur Court (south side)		173	0	3	2	3	0	5	0	0	-10	0	3	26

7. Footpath Priority Maps

Due to the file size of the Footpath Priority Maps and for ease of downloading they have been attached separately to this document.