

2026

Ouyen Walking and Cycling Plan



Mildura Rural City Council

Contents

Introduction	3
Study Process	3
Background Information	4
Road Safety Strategy (2023-2030)	4
Speed Management Strategy – Technical Report (2017)	4
Mildura Tracks and Trails Strategy (2012)	5
Mildura Integrated Transport & Land Use Strategy (2025)	5
Central Murray Regional Transport Strategy (2024)	6
Transport Sector Emissions Reduction Pledge 2026-30	6
Existing Conditions	6
Road Network & Hierarchy	6
Land Use	7
Public Transport	8
Existing Walking and Cycling Facilities	9
Crash History	12
Movement and Place	13
Existing Movement and Place Classification	13
Proposed Movement and Place Classification	15
Community Consultation	17
Historic Community Walking and Cycling Concerns	17
Community Questionnaire and Consultation Sessions	17
Equity and Inclusion Considerations	19
Walking and Cycling Plan	20
Development Process	20
Recommended Projects	20
Prioritisation of Improvements	25
External Authority Approvals	27
Conclusion	27
Community Consultation	28
Proposed Walking and Cycling Improvements	29

Introduction

Traffic Group has been engaged by Mildura Rural City Council to develop a Walking and Cycling Plan for the township of Ouyen. The study area is shown in Figure 1, below.

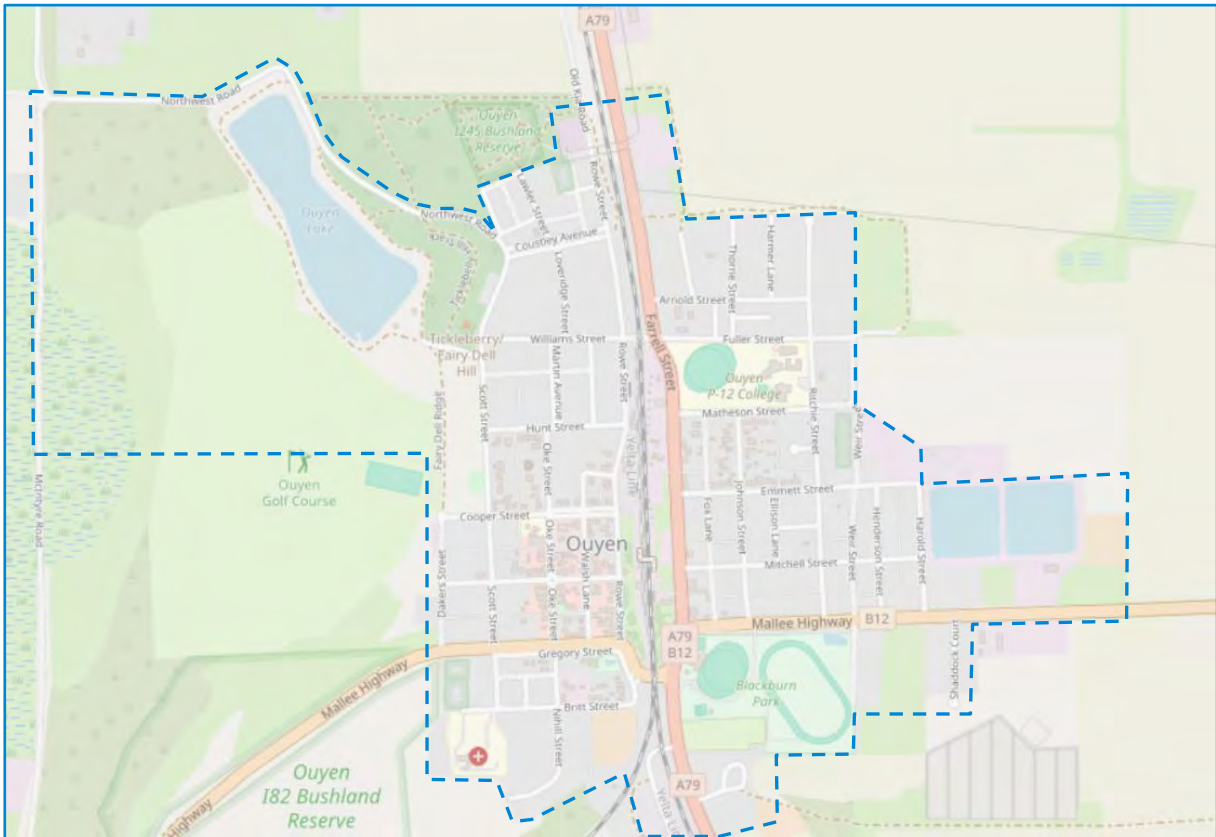


Figure 1: Study Area

Source: OpenStreetMap

Study Process

The objective of the study is to prepare a Walking and Cycling Plan for the town of Ouyen, which addresses pedestrian and cycling issues identified by the community.

This was achieved through a process of community consultation undertaken by Traffic Group and Mildura Rural City Council, including circular questionnaire surveys and in-person consultation sessions.

The adopted study process consists of the following main components:

- Familiarisation with the study area
- Community consultation
- Development of the plan
- Reporting

The flowchart presented in Figure 2 describes the study process for the Pedestrian & Cycling Plan.

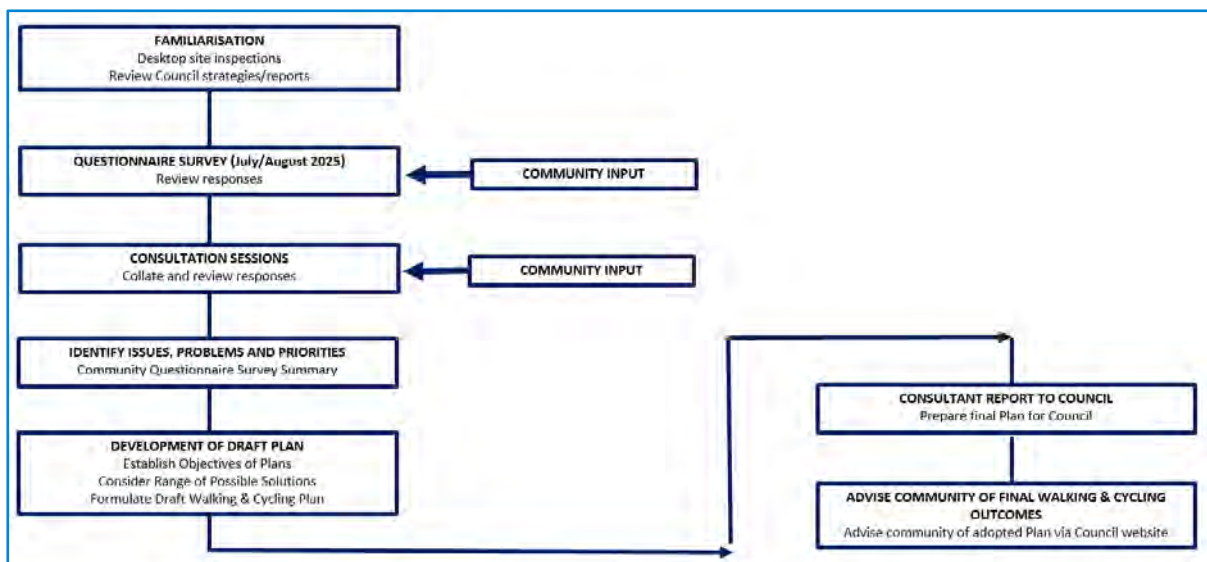


Figure 2: Study Process

The objectives of the Walking and Cycling Plan include:

- Reduce the incidence and potential for vehicle and bicycle/pedestrian crashes in the area,
- Improve access to, and the amenity of, existing pedestrian and cycling facilities in the area, with a particular focus on promoting the use of pedestrian facilities,
- Removal of barriers to walking and cycling for people with mobility issues,
- Improve health outcomes by promoting active transport,
- Develop proposals that address concerns raised by the community, and
- Maximise the safety benefits of available funding (with priority given to areas with the greatest level of community concern).

Background Information

Road Safety Strategy (2023-2030)

Council's Road Safety Strategy was created in alignment with the National Road Safety Strategy 2021-2030 and the Victorian Road Safety Strategy 2021-2030. The strategy reviewed the most recent 10-year crash history as well as responses to an online questionnaire of local residents. Based on community input and crash history, the following areas were prioritised for road safety improvements:

- Reducing crashes relating to high speed roads, run off-road and intersections
- Safe cycling networks
- Education programs in the community – especially in primary schools
- Lobbying for better road safety policies and vehicle manufacturers for better safety features with State and Federal governments

Speed Management Strategy – Technical Report (2017)

In 2017 Council completed a technical study that would form the basis for a speed management strategy for the municipality which was a review of the current speed limits and corresponding fatal

and serious injury (FSI) crash history (December 2006 – November 2016) associated with each speed zone.

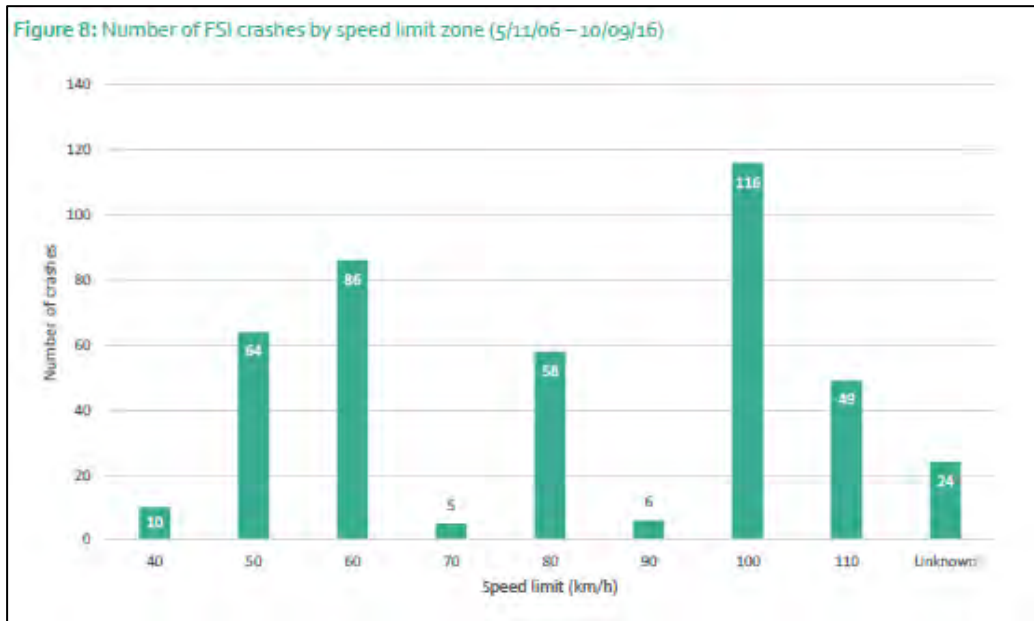


Figure 3: FSI Crashes by Speed Zone

As part of the development of the strategy, several consultation sessions were undertaken with three different focus groups including the general public to identify community sentiment relating to speed limits, Safe System aligned treatments and overall safety. The key outcomes from this report included:

- Safe speeds are integral in managing road safety. Speed limits should be suited to the operating environment such that should a crash occur, it does not result in a fatality or serious injury.
- There is community sentiment for lowering of speed limits in residential areas and around schools.

It is acknowledged that the speed limit within Ouyen does not exceed 60km/h, with the majority of roads default 50km/h local roads. Local streets along the frontages of Ouyen P-12 College are subject to 40km/h speed limits.

Mildura Tracks and Trails Strategy (2012)

Mildura Rural City Council's *Tracks and Trails Strategy* was created to identify, develop, upgrade, manage and maintain a network of linked and shared on and off road cycling and walking paths suitable for commuting and recreation purposes. A series of recommendations was included within the strategy, with the following recommendations particularly relevant to this project:

- Install bicycle parking at all recreation reserves, swimming pools, shopping centres / strips and neighbourhood centres where such facilities do not currently exist.
- Support the development of a trail at the rear of the hospital and along the western edge of town.
- Develop connections to areas of open space and recreation reserves.

Mildura Integrated Transport & Land Use Strategy (2025)

The Mildura Integrated Transport & Land Use Strategy (ITLUS) aims to guide how the region grows, with a focus on how people and goods travel to, within and through the municipality.

A key issue identified within the ITLUS is “*reduced pedestrian and cyclist safety due to a lack of safe and connected networks*”.

Actions identified within the ITLUS which apply to the Ouyen Walking and Cycling Plan include the following:

8 - Develop an active transport network plan that caters for all modes of transport including annual priorities for pedestrian networks and strategic cycling corridors.

12 - Undertake a Movement + Place assessment (Modules 1 & 2) to establish network priorities.

Central Murray Regional Transport Strategy (2024)

The Central Murray Region includes Mildura, Swan Hill, Gannawarra, Murray River, Buloke and Balranald Councils.

The Central Murray Regional Transport Forum has developed the Central Murray Regional Transport Strategy which has identified the following four goals for transport in the region.

1 - Increase supply chain efficiency and support economic development by improving freight transport access

2 - Improve community access to services through efficient and affordable mobility solutions

3 - Increase community safety and well-being and decrease supply chain disruptions and productivity impacts by improving transport network safety and resilience

4 - Improve community health and environmental outcomes and decarbonise supply chains through sustainable transport modes and infrastructure

Priority 7: Improved local bus services and active transport includes actions to “Identify and deliver improvements to active transport networks in line with Integrated Transport and Land Use Strategies” and to “Advocate for greater funding for active transport projects throughout the region”.

Transport Sector Emissions Reduction Pledge 2026-30

The Victorian Government’s *Transport Sector Emissions Reduction Pledge* puts in place measures across the freight and passenger transport system that will deliver significant emissions reduction beyond 2030.

The pledge includes a target for 25% of trips to be made by active transport by 2030.

Existing Conditions

Road Network & Hierarchy

Two (2) arterial roads managed by the Department of Transport and Planning extend through the study area, as outlined below:

Calder Highway (Farrell Street) extends in a north-south direction through the centre of the study area. A posted speed limit of 60km/h applies to Calder Highway through the study area, aside from an approximately 380m section in the vicinity of Ouyen P-12 College which is subject to a 40km/h speed limit between 8-9:30am and 2:30-4pm on school days, and

Mallee Highway (Gregory Street/Hughes Street) extends in an east-west direction through the south of the study area and is subject to a posted speed limit of 60km/h through the study area.

The remaining road network consists of local roads and laneways managed by Mildura Rural City Council.

Land Use

The majority of land uses within the Ouyen township are residential. Significant non-residential land uses in the study area include:

- Ouyen P-12 College,
- Mallee Track Health & Community Service,
- Ouyen Lake (lake, playground, BBQ area & public toilets),
- Blackburn Park (football/cricket ovals, netball courts, skate park, harness racing track & public toilets),
- Oke Street between Cooper Street and Mallee Highway (shops, including supermarket),
- Ouyen Pre-School,
- Victoria Hotel Ouyen,
- Ouyen Club,
- Ouyen Bowls Club,
- Ouyen Golf Club,
- Ouyen Tennis Club,
- Ouyen Swimming Pool, and
- Ouyen Library & Service Centre.

The location of each of these facilities is presented on the land use plan at Figure 4.

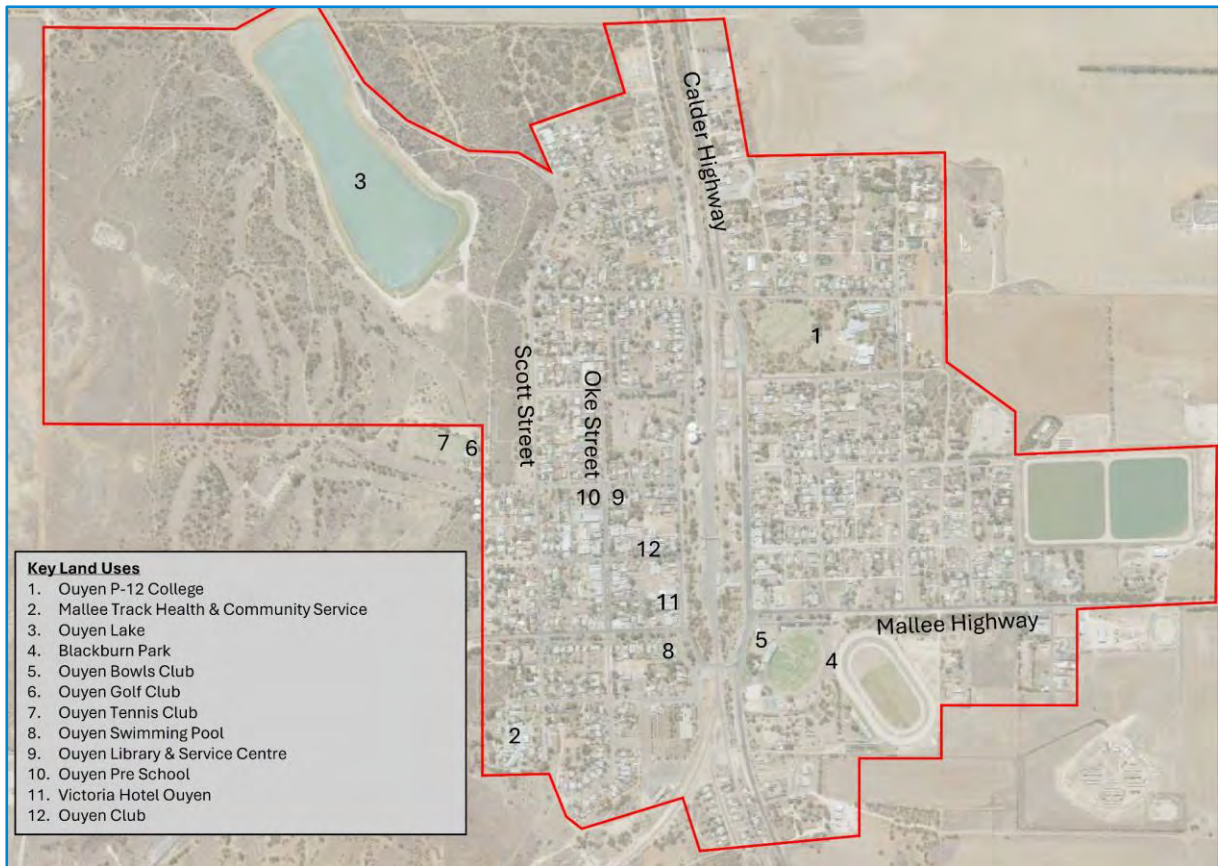


Figure 4: Land Use Plan

Public Transport

Public transport services within the study area comprises of three (3) bus routes and three (3) V/Line coach routes. Two (2) public bus stops are located within Ouyen, as detailed below.

- Ouyen Community Park – off-street bus stop located on Oke Street, and
- Caltex Station/Calder Hwy – on-street bus stop located on Calder Highway near Mitchell Street.

A summary of the public transport routes within Ouyen is presented at Table 1.

Table 1: Public Transport Within Study Area

Service	Via	Location
Bus		
Mildura – Ouyen – Sea Lake		Ouyen Community Park
Ouyen – Pinnaroo	Mallee Highway	Ouyen Community Park & Caltex Station/Calder Hwy
Mildura – Horsham	Hopetoun	Caltex Station/Calder Hwy

Service	Via	Location
V/Line Coach		
Sydney – Adelaide	Albury	Ouyen Community Park
Ouyen – Melbourne	Warracknabeal & Ballarat	Ouyen Community Park
Mildura – Melbourne	Ballarat and Donald	Caltex Station/Calder Hwy

Existing Walking and Cycling Facilities

The existing walking facilities in the township of Ouyen generally comprise of sealed and/or unsealed footpaths on one or both sides of some roads, with many roads not having any pedestrian facilities on either side of sections of the road. In many instances the footpath condition is poor and pedestrians elect to walk on the road carriageway rather than the footpath.

Sealed footpaths within Ouyen are typically concrete, with small sections of footpath paved in the vicinity of the Oke Street/Pickering Street intersection and Blackburn Park. Unsealed footpaths are constructed of either crusher dust or gypsum. Photographs showing the different footpath facilities are provided at Figure 5 to Figure 8.



Figure 5: Concrete Footpath - Cooper Street



Figure 6: Paved Footpath - Oke Street



Figure 7: Crusher Dust Footpath - Calder Highway



Figure 8: Gypsum Footpath - Oke Street

No formal bicycle facilities are provided within Ouyen, aside from an unsealed off-road shared path extending along the south side of Hunt Street between Scott Street and Rowe Street.

A school crossing is located on the Calder Highway immediately south of Fuller Street, with crossing supervisors staffing the crossing during the morning and afternoon to assist children crossing to and from Ouyen P-12 College. Outside of school times vehicles have priority at the crossing, however kerb outstands and a median island reduce the crossing distance and provide protection for, and visibility of pedestrians.

Three (3) formal railway crossing facilities are provided for pedestrians crossing the railway line, as detailed below:

- Williams Street – at-grade pedestrian crossing,
- Between Pickering Street and Mitchell Street – railway overpass, and
- Mallee Highway – at-grade pedestrian crossing.

A map showing the existing pedestrian facilities in Ouyen is provided at Figure 9.

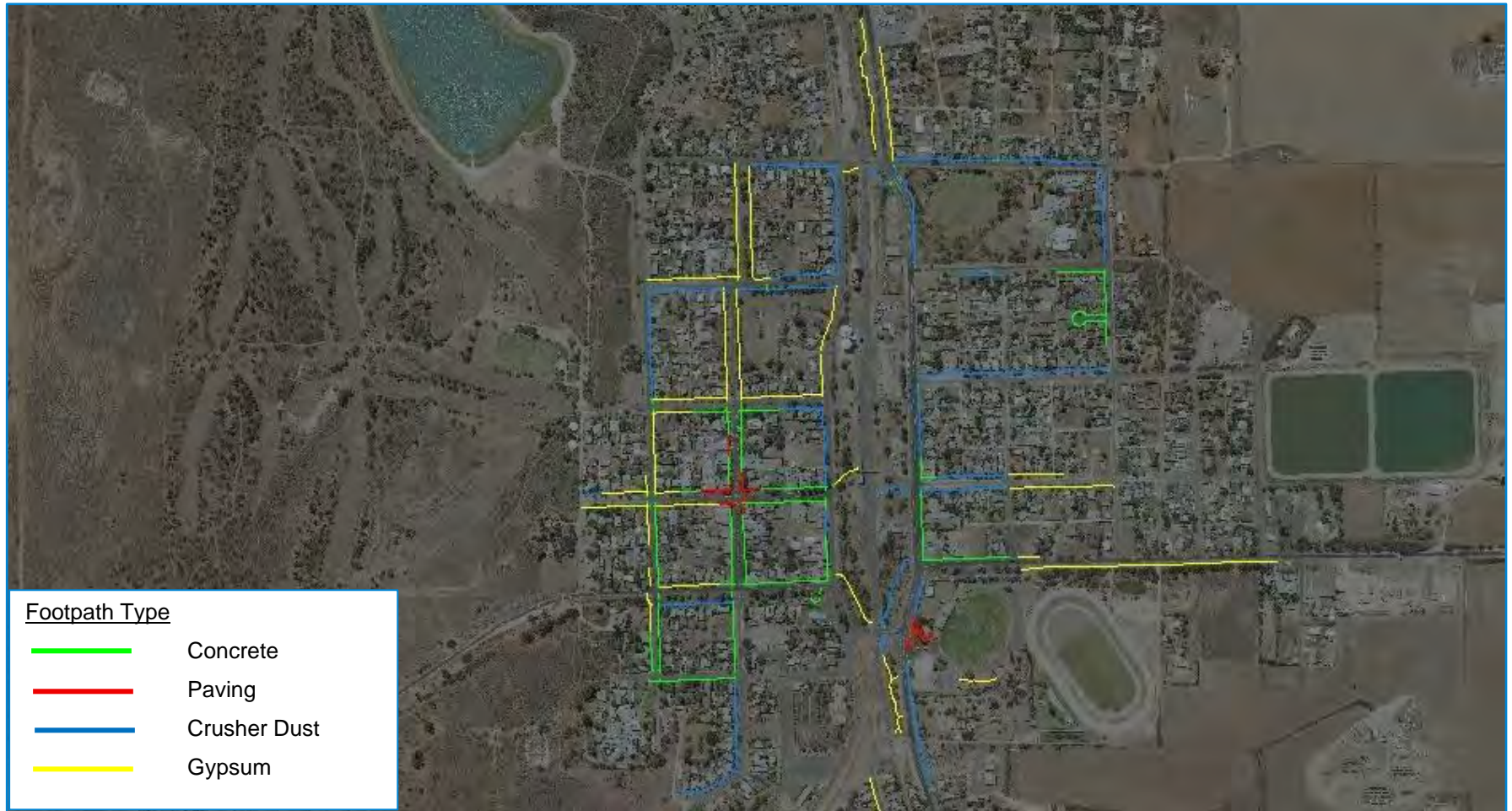


Figure 9: Existing Pedestrian Facilities

Source: Mildura Rural City Council

Crash History

A review of the crash history for the study area was undertaken by analysing crash data for the most recent 10-year period (January 2015 – December 2024) sourced from CrashStats (the Victorian accident statistics dataset managed by DTP). CrashStats contains all reported casualty crashes, which include the categories of 'Fatal', 'Serious Injury' and 'Other Injury' crashes. Non-injury or property damage only crashes are not included in this database.

The categories of crash severity are defined as follows:

- Fatal: one or more persons are killed in the crash or die within 30 days from injuries sustained in the crash.
- Serious Injury: one or more persons are admitted to hospital as a result of injuries sustained in the crash.
- Other Injury: one or more persons are given medical treatment for injuries sustained in the crash.

In the 10-year period between January 2015 and December 2024, six (6) casualty crashes were reported within the township of Ouyen. Of the six (6) crashes, there were two (2) serious injury crashes, neither of which involved pedestrians or cyclists.

Overall, one (1) of the six (6) crashes involved a pedestrian and no crashes involving cyclists were recorded.

A summary of the crashes is provided in Table 2.

Table 2: Summary of Crashes

Location	Severity	DCA Code	Description	Users involved
Oke Street 47m north of Pickering Street	Other	107	Ped on footpath struck by vehicle entering/leaving driveway	1 x pedestrian 1 x vehicle
Gregory Street at Gregory Street	Other	140	U Turn	2 x vehicles
Hughes Street at Ritchie Street	Other	120	Head on (not overtaking)	2 x vehicles
Hunt Street at Oke Street	Serious	175	Off end of road/T-intersection	1 x vehicle
Scott Street 60m north of Cooper Street	Other	130	Rear end (vehicles in same lane)	2 x vehicles
Ritchie Street 11m north of Dolan Laneway	Serious	171	Left off carriageway into object/parked vehicle	1 x vehicle

In addition to the crashes identified in Table 2, we have been informed that two (2) crashes involving cyclists occurred during the 10 year period of crash history, however were not included within the available CrashStats data. These crashes were recorded by Victoria Police and a summary of these crashes is provided below:

- *“Cyclist riding East along Mallee Hwy, vehicle travelling East has clipped cyclist causing same to fall to road. Both parties travelling into the sun causing significant glare and nil bitumen to left of fog line forcing cyclist to ride to right of fog line.”*
- *“Cyclist was riding out of the Ouyen hospital car park when a vehicle reversed out causing her to take evasive action and tumbling from the bicycle. As a result she sustained grazes & bruising.”*

Movement and Place

Existing Movement and Place Classification

The movement and place framework is a planning approach that recognises streets serve two main functions:

- Movement – enabling the efficient movement of people and goods, and
- Place – supporting social, economic and community activity.

The movement and place framework includes a walking and cycling classification for each road link. Walking scores range between W1 and W5, with W1 being key pedestrian corridors with high volumes and strategic importance and W5 being the lowest walking function, with low strategic importance. Similarly, cycling scores range from C1 to C4, with C1 being links on strategic cycling corridors, and C4 being neighbourhood and local links.

Figure 10 and Figure 11, below, show the current walking and cycling classifications based on initial DTP mapping under the Movement and Place Framework. It should be noted that the initial DTP mapping is based on generic rules using administrative road classifications and proximity to specific land use.

With reference to the current walking and cycling classifications within Ouyen, it is noted that:

- The entire town of Ouyen has a C4 cycling score, and
- Roads within Ouyen generally have a W5 score, with select road links having W3 classification, particularly along the Mallee Highway, Calder Highway, and in the vicinity of schools, noting that this includes W3 links in the vicinity of the site of the former Ouyen Primary School at Hunt Street.

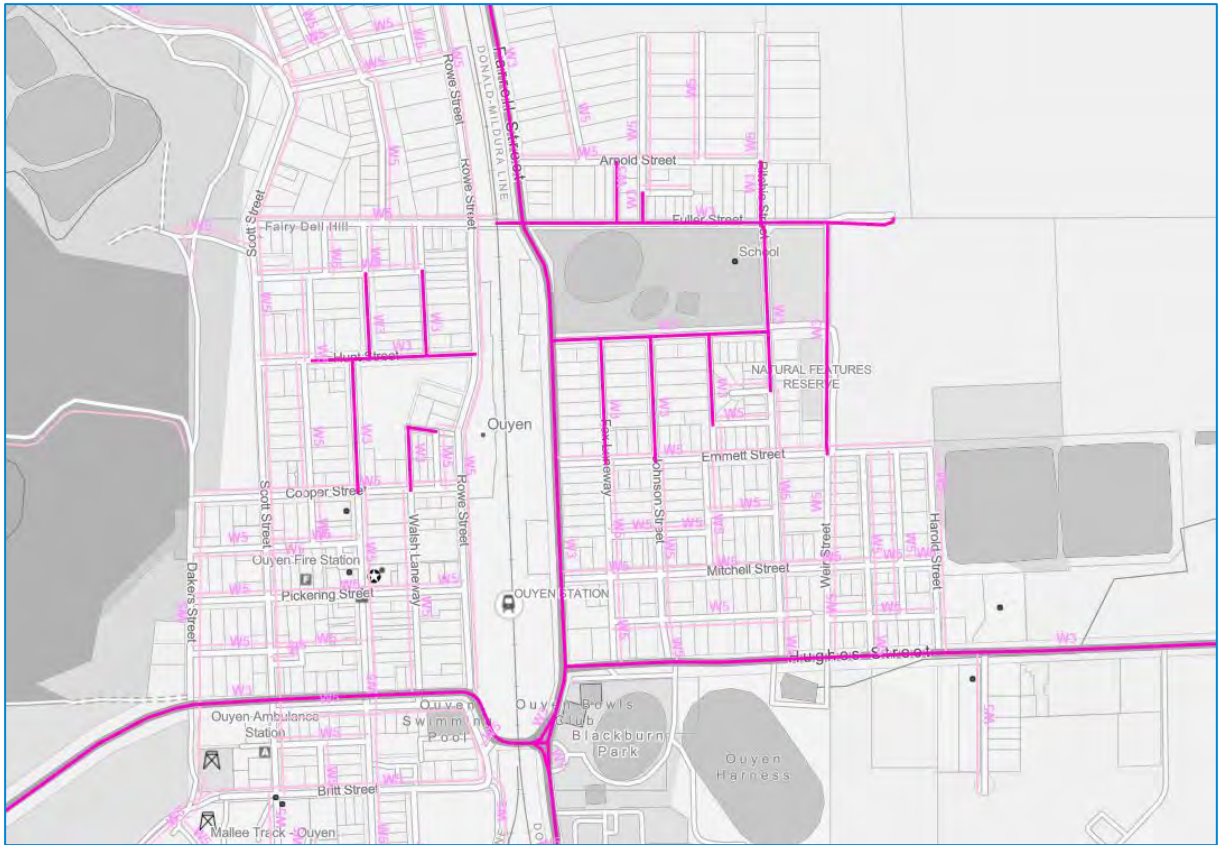


Figure 10: Existing Walking Classification



Figure 11: Existing Cycling Classification

Proposed Movement and Place Classification

In conjunction with the Walking and Cycling Plan, Council has proposed updating the movement and place classifications within Ouyen based on local knowledge of how movement occurs within the town. These classifications are shown at Figure 12 and Figure 13 for walking and cycling, respectively.

With reference to the proposed classifications, the following is noted:

- Walking classifications are proposed as either W3 or W4 within the area bounded by, and including, Williams Street, Fuller Street, Ritchie Street, Mallee Highway and Scott Street, as well as Clay Avenue and areas of Britt Street and Nihill Street, with all other links being classified as W5.
- Cycling classifications are to remain as C4, aside from a loop around the town, including links along Williams Street, Fuller Street, Mallee Highway and Scott Street, as well as sections of Pickering Street, Oke Street and Clay Avenue which are proposed to be reclassified as C3.



Figure 12: Proposed Movement and Place Classifications – Walking



Figure 13: Proposed Movement and Place Classifications – Cycling

Community Consultation

Historic Community Walking and Cycling Concerns

Council has provided a record of historical concerns received from the community for the study area relating to walking and cycling. Key issues which have been identified by the community include:

- Concern around lack of separation between pedestrian and vehicle traffic along Scott Street and along the road to Ouyen Lake.
- Request for improved pedestrian facilities at Ouyen P-12 College, particularly along the south side of Fuller Street.
- Concerns around visibility of pedestrians and vehicles at Harris Lane adjacent to the IGA.
- Requests for improved pedestrian facilities along the southern side of Williams Street.
- Concern around accessibility of the crossing of the railway line for people in wheelchairs.
- Request for lighting of path on the west side of the Calder Highway between the Mallee Highway and Railway Terrace.

Community Questionnaire and Consultation Sessions

Mildura Rural City Council conducted community consultation between 23 July 2025 and 23 August 2025 to seek comments from the community on existing walking and cycling infrastructure in Ouyen. The consultation methods involved the following:

Questionnaire Survey – An online questionnaire was published on Council’s ‘Your Say’ webpage, inviting community members to provide input around existing conditions and to recommend treatments/methods for improving the walking and cycling conditions within Ouyen.

Consultation Session – An in-person community consultation was held on Sunday, 3 August 2025, where community members were invited to discuss issues that they have identified.

A total of 42 responses were received for the questionnaire survey, with a summary of responses provided at Table 3, while key issues identified at the in-person session are summarised in Table 4.

A copy of the questionnaire survey is attached at Appendix A.

Table 3: Summary of Key Issues - Questionnaire Survey

Location	Issues Identified
General/Area Wide Comments	<ul style="list-style-type: none"> • Concerns around lack of and/or condition of existing footpaths and requests for additional/improved footpaths • Requests for shared paths • Concerns around crossing opportunities for people using wheelchairs, mobility scooters and prams • Concerns around people walking and children cycling on roads rather than footpaths due to poor condition • Concerns around people parking on footpaths • Concerns around visibility of vehicles and pedestrians when exiting laneways

Location	Issues Identified
Blackburn Park	<ul style="list-style-type: none"> Concerns around crossing Calder Highway Concerns around crossing Mallee Highway
Ouyen Lake	<ul style="list-style-type: none"> Concerns about lack of connection between Ouyen Lake and township Concern around lack of separation between pedestrians/cyclists and vehicles at entrance to the lake
Ouyen P-12 College	<ul style="list-style-type: none"> Concerns around lack of pedestrian footpaths along school frontages Concerns around condition of existing footpath along the school's frontage to Calder Highway Requests for school crossing near Fuller Street/Ritchie Street intersection
Oke Street	<ul style="list-style-type: none"> Concerns around footpath condition Requests for paved footpath to be replaced with concrete in vicinity of Oke Street/Pickering Street intersection
Scott Street	<ul style="list-style-type: none"> Concerns around lack of pedestrian facilities Concerns around difficulty crossing the Mallee Highway
Williams Street	<ul style="list-style-type: none"> Requests for upgraded footpaths to connect to Ouyen Lake

Table 4: Summary of Key Issues - Community Consultation Sessions

Location	Issues Identified
General/Area Wide Comments	<ul style="list-style-type: none"> Concerns around lack of level footpaths resulting in people with mobility issues walking/driving mobility scooters on the road instead of using footpaths Concerns around kerb ramps not being suitable for people with disabilities Request for footpath to be upgraded along route between kindergarten (Oke Street/Cooper Street) to Golf Club/Tennis Club

Location	Issues Identified
Ouyen P-12 College	<ul style="list-style-type: none"> Request from school to have crossing between school and school property on east side of Ritchie Street Request for footpath on south side of Fuller Street along school
Blackburn Park	<ul style="list-style-type: none"> Requests for crossing of Mallee Highway to access Ouyen Bowls Club
Oke Street	<ul style="list-style-type: none"> Request for footpath to be upgraded
Scott Street	<ul style="list-style-type: none"> Request for footpath to extend to the north of Pickering Street
Ouyen Lake	<ul style="list-style-type: none"> Concerns about lack of connection between Ouyen Lake and township Concern around lack of separation between pedestrians/cyclists and vehicles at entrance to the lake

Equity and Inclusion Considerations

Of the 42 responses to the community questionnaire, 34 (83%) responses were from women, seven (15%) were from men and one (2%) person responded 'prefer not to say'. It is broadly considered that given the majority of responses to the survey were from women, the responses from women have largely contributed to the development of the Walking and Cycling Plan.

Two (5%) responses were received from people who identify as an Aboriginal and/or Torres Strait Islander. The two Aboriginal and/or Torres Strait Islander respondents largely had concerns relating to the lack of suitable footpaths within Ouyen and lack of crossing opportunities across the highways. While there were no specific locations where footpaths were requested, these responses have been incorporated in the development of the Walking and Cycling Plan.

One (2%) response was received from someone with a disability where they need help with self-care, body movement or communication activities. This respondent had concerns around a lack of level footpaths, particularly along Oke Street, Cooper Street and Scott Street. This response was incorporated into the Walking and Cycling Plan, with footpath improvements along these streets proposed.

Question 5 of the Questionnaire Survey asked respondents "How would you rate the existing level of safety as a pedestrian in Ouyen?", with options between 1 (very unsafe) and 5 (very safe). Of the 38 responses to this question, 32 responses were from women and five (5) were from men. On average, women rated the level of safety as 1.6/5 and men rated it a 1.2/5, with four (4) of the five (5) men rating safety a 1/5.

Question 17 the Questionnaire Survey asked respondents "How would you rate the existing level of safety when cycling in Ouyen?", with options between 1 (very unsafe) and 5 (very safe). Of the eight (8) responses to this question, five (5) responses were from women and three (3) were from men. On average, women rated the level of safety as 1.2/5 and men rated it a 1.7/5, with four (4) of the five (5) women and two (2) of the three (3) men rating safety a 1/5.

Walking and Cycling Plan

Development Process

A Walking and Cycling Plan has been prepared to guide Council to improve conditions for walking and cycling across the Ouyen Township, and seeks to address the main pedestrian and cyclist issues in Ouyen identified by community input received throughout the consultation process, on-site observations and discussions with Council. Solutions to identified issues were developed in a balanced consideration of community feedback, Council strategies, practicality, and the local context of the township of Ouyen and its existing facilities.

The objectives of the Walking and Cycling Plan include:

- Reduce the incidence and potential for vehicle and bicycle/pedestrian crashes in the area,
- Improve access to, and the amenity of, existing pedestrian and cycling facilities in the area, with a particular focus on promoting the use of pedestrian facilities,
- Removal of barriers to walking and cycling for people with mobility issues,
- Develop proposals that address concerns raised by the community, and
- Maximise the safety benefits of available funding (with priority given to areas with the greatest level of community concern).

The Walking and Cycling Plan has been developed to address the issues raised from the community consultations and following a review of the existing land uses and pedestrian and cycling networks within the township. We note that the majority of recommendations are focused on walking rather than cycling, which reflects the trends in issues raised by the community where most of the cycling related material related to young children who are legally permitted to ride along footpaths.

Recommended Projects

The recommendations aim to address missing walking and cycling links within Ouyen, improve connectivity to key destinations as well as provision of safer crossing locations.

Key recommendations of the Ouyen Walking and Cycling Plan include:

- Provision/upgrade of footpaths on roads leading to the main shopping precinct as well as Ouyen P-12 College, parks and other key destinations.
- Provision of crossing facilities to enable safer crossing opportunities at key locations along the Calder Highway and Mallee Highway.
- Provision/upgrade of shared user paths to provide off-road facilities for connections to key destinations.

Another consideration is the condition of existing paths within the town, noting that some of the existing paths are constructed with crusher dust or gypsum rather than concrete and are in relatively poor condition, are affected by severe weather and result in pedestrians choosing to walk on the road in preference for a sealed surface.

In most instances, new path sections are recommended to be constructed in concrete to minimise ongoing maintenance requirements in locations which are identified to have the greatest strategic need, where pedestrian volumes are expected to be highest.

A detailed listing of all the recommended treatments is presented at Table 5, with a plan illustrating the recommended pedestrian and cycling improvements provided at Figure 14 and attached at Appendix B. Unless nominated otherwise, all new/upgraded footpath projects are proposed to be constructed in concrete.

Table 5: Proposed Walking and Cycling Projects

No.	Project	Purpose
Walking Projects		
W1	Williams Street – footpath on one side	Provide a suitable footpath connection from Rowe Street to Scott Street, including upgrading existing footpath between Rowe Street and Martin Avenue.
W2	Fuller Street – footpath on south side along school frontage	Provide a footpath along Ouyen P-12 College’s frontage to Fuller Street to provide a link between the school entrance and school crossing at the Calder Highway.
W3	Ritchie Street – footpath on west side	Provide a suitable footpath from Fuller Street to Mallee Highway, including upgrading the existing footpath along Ouyen P-12 College’s frontage to Ritchie Street.
W4	Matheson Street – footpath on north side	Provide a suitable footpath connection from Calder Highway to Ritchie Street along Ouyen P-12 College’s frontage to Matheson Street.
W5	Cooper Street – footpath on one side (crusher dust)	Provide a suitable footpath connection between the existing concrete footpath on the south side of Cooper Street and Dakers Street to connect to the tennis and golf clubs.
W6	Scott Street – footpath on one side	Provide a suitable footpath connection between Williams Street and the Mallee Highway, including upgrading existing footpaths between Pickering Street and Hunt Street.
W7	Oke Street – footpath upgrade on one side	Upgrade the existing footpath on Oke Street between Hunt Street and Cooper Street to provide a suitable footpath connection between the town centre and residential areas to the north.
W8	Oke Street/Pickering Street – footpath upgrade	Upgrade the existing brick/paved footpaths on all corners of the Oke Street/Pickering Street intersection.
W9	Mitchell Street – footpath on one side (crusher dust)	Provide a suitable footpath connection on Mitchell Street between Harold Street and Ritchie Street.
W10	Mallee Highway – footpath on north side	Provide a suitable footpath connection on Mallee Highway between Ritchie Street and Calder Highway.

No.	Project	Purpose
W11	Calder Highway/Railway Terrace – connect existing footpaths	Provide a suitable footpath connection to connect existing footpaths along the Calder Highway and Railway Terrace.
W12	Loveridge Street – footpath on one side (crusher dust)	Provide a suitable footpath connection on Loveridge Street to provide a connection between the town centre and residential areas north of Williams Street.
W13	Calder Highway – footpath on east side	Provide a suitable footpath connection on the Calder Highway between Fuller Street and the Mallee Highway, including upgrading existing footpaths between Fuller Street and approx. 70m north of Mitchell Street.
W14	Rowe Street – footpath on west side between William Street and Hunt Street	Upgrade existing footpath to provide suitable connection between Williams Street and Hunt Street to improve connection between Ouyen P-12 College and town centre.
W15	Calder Highway/Railway overpass – footpath upgrade	Upgrade existing footpath connection between railway overpass and the Calder Highway.
W16	Johnson Street – footpath on one side (crusher dust)	Provide a suitable footpath connection on Johnson Street between Matheson Street and Mallee Highway.
W17	Mallee Highway – connect existing footpaths	Provide a suitable footpath connection to connect existing footpaths along the Mallee Highway and Calder Highway along Blackburn Park's Mallee Highway frontage.
W18	Cooper Street – footpath upgrade on south side between Walsh Laneway and Rowe Street	Upgrade the existing footpath on Cooper Street between Walsh Laneway and Rowe Street to provide a suitable footpath connection.
W19	Mallee Highway – footpath on south side of service road between Nihill Street and Rowe Street	Provide a suitable footpath connection on south side of service road between Nihill Street and Rowe Street.
W20	Mallee Highway – existing footpath upgrade between Scott Street and Oke Street.	Upgrade the existing footpath on the north side of Mallee Highway to provide a suitable connection between Scott Street and Oke Street.
Cycling Projects		
C1	Bicycle parking	Provide bicycle parking at key cycling destinations, i.e. Supermarket, Ouyen Lake, Blackburn Park, Library etc.

No.	Project	Purpose
Shared Walking/Cycling Projects		
S1	Scott Street – shared path on west side (crusher dust)	Provide a shared path along the west side of Scott Street between Cooper Street and the entrance to the Ouyen Lake.
S2	Hunt Street – shared path on south side	Upgrade the existing shared path along the south side of Hunt Street between Scott Street and Rowe Street.
Pedestrian Crossing Projects		
P1	Mallee Highway at Oke Street – kerb outstands	Provide a safe crossing point between the town centre and residential area to the south.
P2	Calder Highway north of Mallee Highway – kerb outstands and refuge island	Provide a safe crossing point between existing pedestrian facilities west of the Calder Highway and the residential area to the east.
P3	Mallee Highway at Blackburn Park – kerb outstands and refuge island	Provide a safe crossing point between Blackburn Park and the residential area to the north.
P4	Calder Highway at Blackburn Park – kerb ramps and refuge island	Provide a safe crossing point between Blackburn Park and town centre.
P5	Ritchie Street at Ouyen P-12 College – kerb outstands	Provide safe crossing point between Ouyen P-12 College and school property east of Ritchie Street.
P6	Calder Highway near railway overpass – kerb outstands and refuge island	Provide a safe crossing point at the existing footpath connection to the railway overpass which is proposed to be upgraded as detailed in item W15.

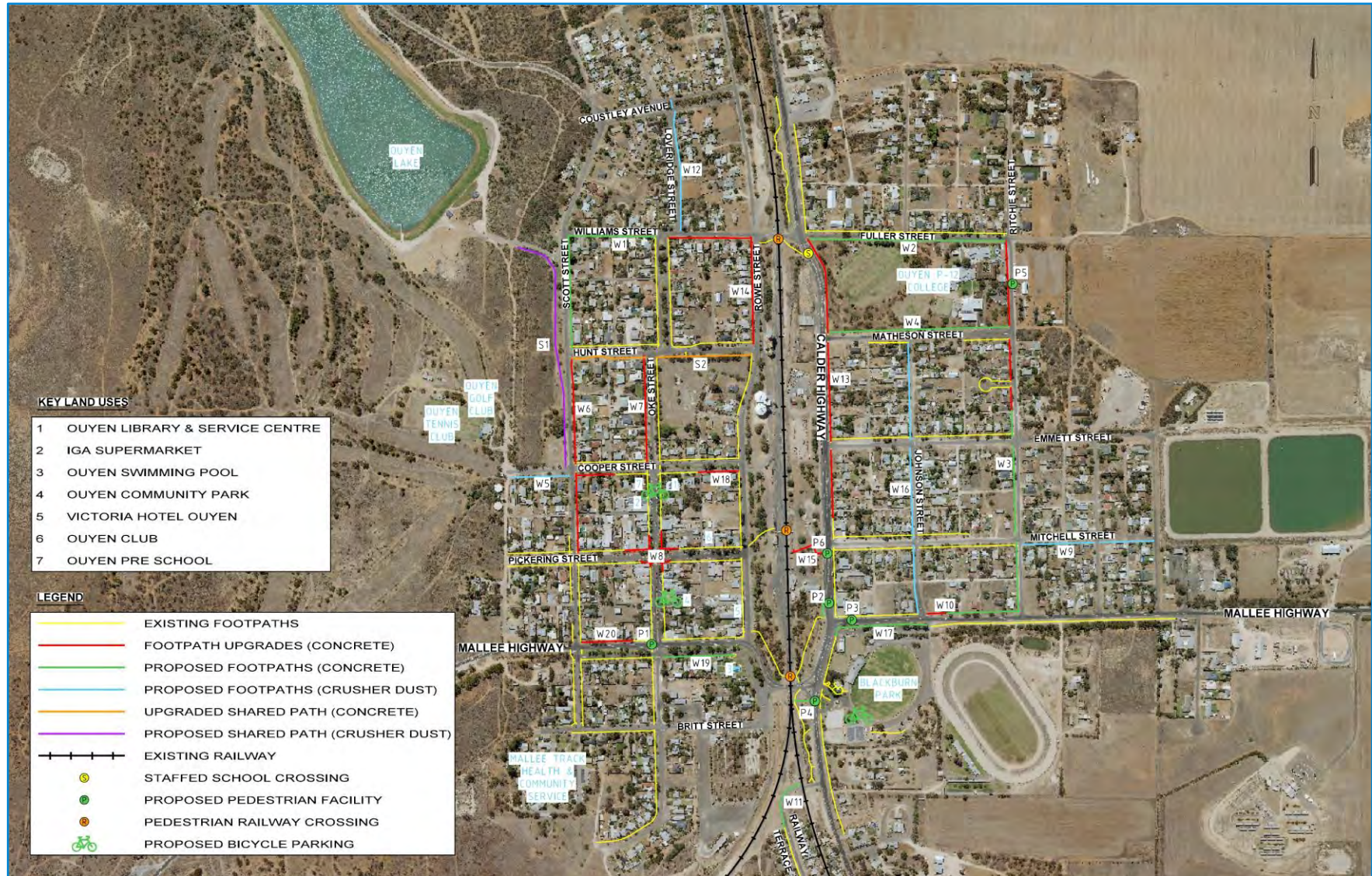


Figure 14: Walking and Cycling Plan – Proposed Improvements

Prioritisation of Improvements

Based on the recommendations, a high-level cost estimate for each improvement has been prepared based on recent construction rates provided by Council as well as current rates within the industry. These costs include only the main construction items and do not include site specific items such as service impacts or traffic management.

Costs have been categorised according to the following cost ranges:

- Low (< \$40,000)
- Moderate (\$40,000 – \$100,000)
- High (> \$100,000)

Based on the complexity, cost, identified need and perceived safety benefits of each project, the recommendations are classified as either a high, medium or low priority project.

Priorities are largely based on the strategic function of the improvement. An overview of the project priority categories is as follows:

- High – Improvements which link key destinations within the Ouyen township (e.g. Ouyen P-12 College, Oke Street Shops, Blackburn Park, Ouyen Lake) and do not currently have footpaths which are fit for purpose.
- Medium – Improvements which link key destinations within the Ouyen township and have footpaths which are of fair condition, however could be improved to be more fit for purpose, or locations which provide a moderate strategic function and do not currently have footpaths which are fit for purpose.
- Low – Improvements which do not provide a key strategic function, however, seek to achieve a minimum standard to provide facilities in reasonable proximity to all properties in the township.

In locations where new footpaths are recommended there is a general preference for them to be constructed using concrete to provide an all-weather surface that requires less on-going maintenance. It is however, recognised that Council has limited budget and that constructing all new footpaths in concrete may not be practical or limit the ability to expand the network.

This plan recommends that the highest priority paths where there is greatest need should be constructed using concrete, however, a lesser quality surface treatment could be considered by Council for the lower priority routes subject to a regular maintenance regime. We also note however that unsealed footpaths are less attractive to some users, and there is a risk that pedestrians continue to walk on the road even with an unsealed footpath provided. Indicative cost estimates are prepared based on the assumption that they will be constructed using concrete, unless otherwise specified.

Each of the recommendations have been allocated a priority in Table 6.

Table 6: Prioritised List of Improvements

No.	Project	Estimated Cost	Priority
W1	Williams Street – footpath on one side	High	High
W2	Fuller Street – footpath on south side along school frontage	High	Medium
W3	Ritchie Street – footpath on west side	High	High

No.	Project	Estimated Cost	Priority
W4	Matheson Street – footpath on north side	High	Medium
W5	Cooper Street – footpath on one side (crusher dust)	Low	High
W6	Scott Street – footpath on one side	High	High
W7	Oke Street – footpath upgrade on one side	Moderate	Medium
W8	Oke Street/Pickering Street – footpath upgrade	Moderate	Low
W9	Mitchell Street – footpath on one side (crusher dust)	Low	Medium
W10	Mallee Highway – footpath on north side	Moderate	High
W11	Calder Highway/Railway Terrace – connect existing footpaths	Low	Low
W12	Loveridge Street – footpath on one side (crusher dust)	Low	Medium
W13	Calder Highway – footpath on east side	High	Medium
W14	Rowe Street – footpath on west side between William Street and Hunt Street	Moderate	High
W15	Calder Highway/Railway overpass – footpath upgrade	Low	Medium
W16	Johnson Street – footpath on one side (crusher dust)	Moderate	Low
W17	Mallee Highway – connect existing footpaths	Low	Medium
W18	Cooper Street – footpath upgrade on south side between Walsh Laneway and Rowe Street	Low	Medium
W19	Mallee Highway – footpath on south side between Nihill Street and Rowe Street	Moderate	Medium
W20	Mallee Highway – footpath upgrade between Scott Street and Oke Street.	Moderate	Low
C1	Bicycle parking – Oke Street, Blackburn Park, Ouyen Lake	Low	Low
S1	Scott Street – shared path on west side (crusher dust)	Moderate	Medium
S2	Hunt Street – shared path on south side	High	Medium
P1	Mallee Highway at Oke Street – kerb outstands	Low	Medium

No.	Project	Estimated Cost	Priority
P2	Calder Highway north of Mallee Highway – kerb outstands and refuge island	Moderate	Medium
P3	Mallee Highway at Blackburn Park – kerb outstands and refuge island	Moderate	High
P4	Calder Highway at Blackburn Park – kerb ramps and refuge island	Moderate	High
P5	Ritchie Street at Ouyen P-12 College – crossing	Low	High
P6	Calder Highway near railway overpass – kerb outstands	Moderate	High

External Authority Approvals

Whilst the majority of projects fall on roads/areas that Council is wholly responsible for, several projects will require approval from external authorities, which include both Department of Transport and Planning (DTP) and VicTrack.

DTP is the responsibility authority for the arterial road network, which includes the Calder Highway and Mallee Highway. Five (5) recommended projects involve pedestrian crossing facilities of the arterial road network. An initial meeting was held with DTP representatives on 19 September 2025 to outline the intent of these facilities and the strategic justification for each provision. Subsequent consultation will be required to obtain approval for these projects, and likely involve the development of designs to a functional or detailed level.

Project W15 seeks to upgrade an existing informal pedestrian path between the existing rail overpass and the Calder Highway on VicTrack land, and accordingly Council will need to consult with VicTrack prior to undertaking this project.

Conclusion

The Ouyen Walking and Cycling plan has been developed to improve conditions for those activities across the Ouyen Township, and seeks to address the issues raised from community consultations, following a review of the existing land uses and the existing pedestrian and cycling network within the township.

Key recommendations include:

- Providing new/improved crossing facilities at key locations to improve safety when crossing the Calder Highway and Mallee Highway,
- Provide new/upgraded footpaths to provide suitable links between key destinations within Ouyen,
- Construct an off-road shared path along Scott Street between Cooper Street and the Ouyen Lake,
- Upgrade the existing shared path along Hunt Street, and
- Provide bicycle parking at key destinations throughout Ouyen.

The recommendations from this Plan in conjunction with other Council initiatives will create a safer and better connected community.

Appendix A

Community Consultation

Survey

Ouyen Walking and Cycling Plan

Are you a pedestrian or cyclist?

01. Do you want to fill in this survey as a pedestrian or cyclist?

Select one answer only
<input type="radio"/> Pedestrian
<input type="radio"/> Cyclist (please scroll down to question 13)
<input type="radio"/> Both

Pedestrian

02. What is your main reason for travelling as a pedestrian in Ouyen?

Select one answer only
<input type="radio"/> To get to work, school or the shops
<input type="radio"/> For exercise or fitness
<input type="radio"/> For social or recreational activities
<input type="radio"/> Other
<input type="text"/>

03. How often do you travel in Ouyen as a pedestrian?

Select one answer only
<input type="radio"/> Multiple times per day
<input type="radio"/> Daily
<input type="radio"/> Weekly
<input type="radio"/> Monthly
<input type="radio"/> Never

04. How long do you typically travel for as a pedestrian in Ouyen?

Select one answer only
<input type="radio"/> Less than 15 minutes
<input type="radio"/> 15 to 30 minutes
<input type="radio"/> 30 minutes to 1 hour
<input type="radio"/> 1 hour or longer

05. Question 11: How would you rate the existing level of safety as a pedestrian in Ouyen?

1 Star (very unsafe) - 5 Stars (very safe)

___ / 5

06. Are there any places in Ouyen where you think there are safety issues for pedestrians?

Select one answer only
<input type="radio"/> No
<input type="radio"/> Yes (please specify)
<input type="text"/>

07. What changes would help improve pedestrian safety in the places you mentioned?

<input type="text"/>

08. List any places where you typically travel as a pedestrian in Ouyen.

09. If you have children who regularly travel as pedestrians in Ouyen, list any locations where they typically travel.

10. What improvements should be made to increase your participation as a pedestrian?

11. Are there any places in Ouyen where its hard to cross the road safely?

Select one answer only
<input type="radio"/> No
<input type="radio"/> Yes, please specify
<div style="border: 1px solid black; height: 20px;"></div>



12. Are there any locations where the footpath or pedestrian network has gaps or missing links?

Select one answer only
<input type="radio"/> No
<input type="radio"/> Yes, please specify
<input type="text"/>

If you are not filling in this survey as a cyclist, please go to question 25

Cyclist

13. What is your main reason for cycling in Ouyen?

Select one answer only
<input type="radio"/> To get to work, school or the shops
<input type="radio"/> For exercise or fitness
<input type="radio"/> For social or recreational activities
<input type="radio"/> Other
<input type="text"/>

14. How often do you travel in Ouyen as a cyclist?

Select one answer only
<input type="radio"/> Multiple times per day
<input type="radio"/> Daily
<input type="radio"/> Weekly
<input type="radio"/> Monthly
<input type="radio"/> Never

15. How long do you typically travel for as a cyclist in Ouyen?

Select one answer only
<input type="radio"/> Less than 15 minutes
<input type="radio"/> 15 to 30 minutes
<input type="radio"/> 30 minutes to 1 hour
<input type="radio"/> 1 hour or longer

16. When cycling in Ouyen, where do you typically ride?

Select one answer only
<input type="radio"/> Off-road
<input type="radio"/> On-road
<input type="radio"/> Both

17. How would you rate the existing level of safety when cycling in Ouyen?

1 Star (very unsafe) - 5 Stars (very safe)

<input type="text" value="___"/> / 5

18. Are there any places in Ouyen where you think there are safety issues for cyclists?

Select one answer only
<input type="radio"/> No
<input type="radio"/> Yes, please list them
<input type="text"/>

19. What changes would help improve cyclist safety in the places you mentioned?

<input type="text"/>



20. List any places where you typically travel as a cyclist in Ouyen

21. If you have children who regularly cycle in Ouyen, list any places where they typically ride.

22. Are there any places in Ouyen where its hard to cross the road safely as a cyclist?

Select one answer only
<input type="radio"/> No
<input type="radio"/> Yes, please list them
<div style="border: 1px solid black; height: 20px;"></div>

23. Are there any locations where the cyclist network has gaps or missing links

24. Are there any ideas, improvements or positive examples you'd like to share about your experience as a cyclist in Ouyen?

About you

These questions will help us understand whether the plan delivers across different segments of our community. It will also help us see whether we have reached a representative mix of community members.

25. What is your connection to Ouyen? (tick all that apply) Required

Select all that apply
<input type="checkbox"/> I live in Ouyen
<input type="checkbox"/> I work in Ouyen
<input type="checkbox"/> I shop in Ouyen
<input type="checkbox"/> I go to school in Ouyen
<input type="checkbox"/> I play sport in Ouyen
<input type="checkbox"/> I visit Ouyen for holidays or to see friends/family
<input type="checkbox"/> Other
<div style="border: 1px solid black; height: 20px;"></div>

26. What is your gender? Required

Select one answer only
<input type="radio"/> Woman
<input type="radio"/> Man
<input type="radio"/> Non-Binary or gender diverse
<input type="radio"/> My gender identity isn't listed
<input type="radio"/> Prefer not to say



27. What is your age? **Required**

Select one answer only
<input type="radio"/> 0-12
<input type="radio"/> 13-18
<input type="radio"/> 19-25
<input type="radio"/> 26-34
<input type="radio"/> 35-44
<input type="radio"/> 45-54
<input type="radio"/> 55-64
<input type="radio"/> 65+
<input type="radio"/> Prefer not to say

28. Do you identify as Aboriginal and/or Torres Strait Islander? **Required**

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Prefer not to say

29. What country were you born in? **Required**

Select one answer only
<input type="radio"/> Australia
<input type="radio"/> Prefer not to say
<input type="radio"/> Other
<input type="text"/>



30. Do you have a disability where you need help with self-care, body movement or communication activities? **Required**

Select one answer only
<input type="radio"/> Yes
<input type="radio"/> No
<input type="radio"/> Prefer not to say

31. First Name **Required**

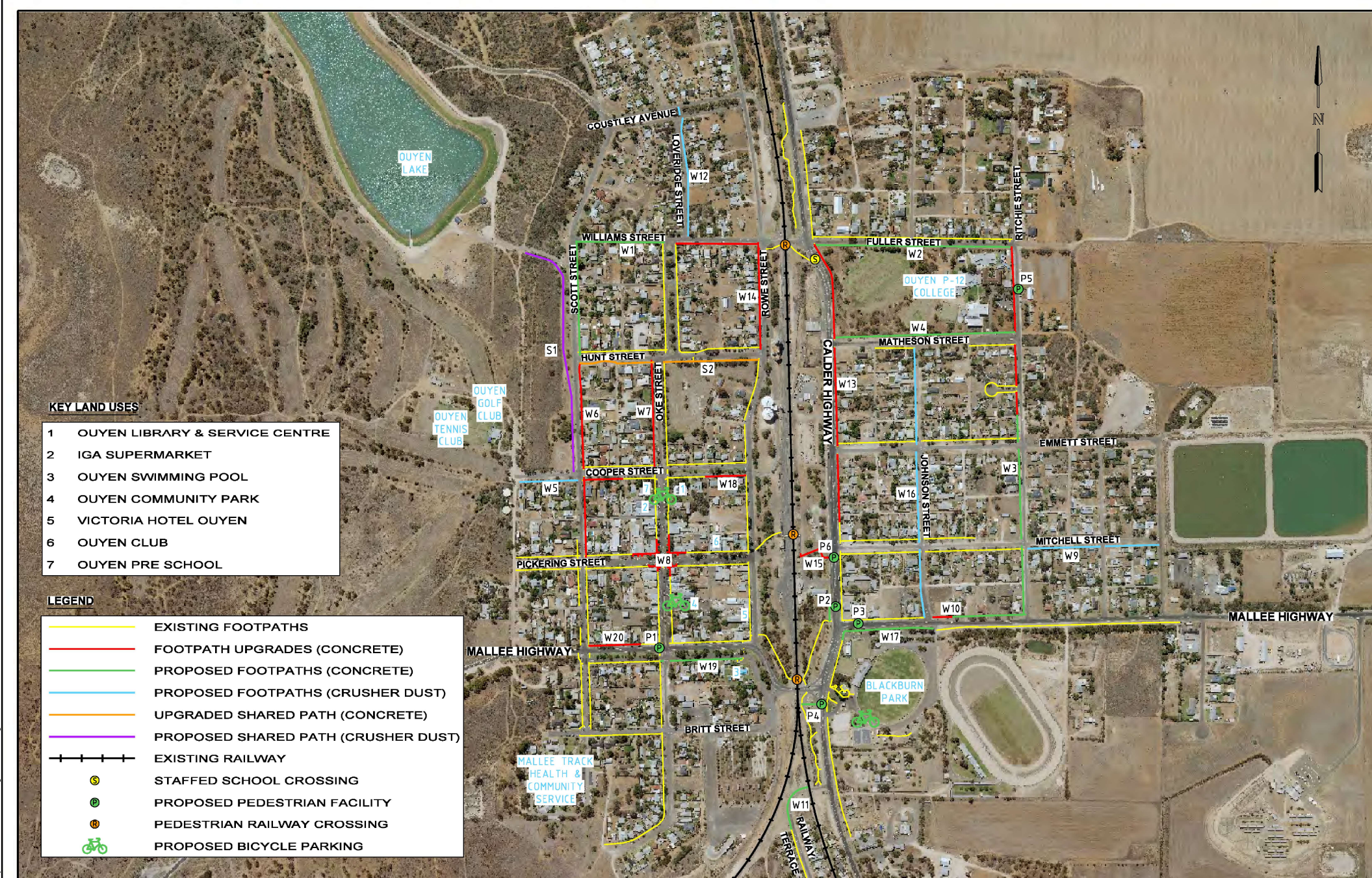
32. Last Name **Required**

33. Email address **Required**

34. Phone number

Appendix B

Proposed Walking and Cycling Improvements



KEY LAND USES

- 1 OUYEN LIBRARY & SERVICE CENTRE
- 2 IGA SUPERMARKET
- 3 OUYEN SWIMMING POOL
- 4 OUYEN COMMUNITY PARK
- 5 VICTORIA HOTEL OUYEN
- 6 OUYEN CLUB
- 7 OUYEN PRE SCHOOL

LEGEND

- EXISTING FOOTPATHS
- FOOTPATH UPGRADES (CONCRETE)
- PROPOSED FOOTPATHS (CONCRETE)
- PROPOSED FOOTPATHS (CRUSHER DUST)
- UPGRADED SHARED PATH (CONCRETE)
- PROPOSED SHARED PATH (CRUSHER DUST)
- EXISTING RAILWAY
- S STAFFED SCHOOL CROSSING
- P PROPOSED PEDESTRIAN FACILITY
- R PEDESTRIAN RAILWAY CROSSING
- B PROPOSED BICYCLE PARKING

ISSUE	ISSUE DESCRIPTION	DESIGNER	CHECKED/APPROVED	ISSUE DATE
A	INITIAL ISSUE	DFT	AM (RPE13499)	24/09/2025
B	UPDATED ISSUE	DFT	AM (RPE13499)	23/10/2025
C	UPDATED ISSUE	DFT	RT(RPE6375)	13/02/2026
D	UPDATED ISSUE	DFT	RT(PRE6375)	11/03/2026

GENERAL NOTES
 1. BASE INFORMATION FROM MILDURA RURAL CITY COUNCIL 'OUYEN PATH OVERLAY.DWG'

DESIGNED D TORPEY
CHECKED/APPROVED A MONTGOMERIE
FILE NAME G36515-02-00.dgn

Traffix Group
 Level 28, 459 Collins Street
 Melbourne, Victoria 3000
 +61 3 9822 2888
 www.traffixgroup.com.au

OUYEN
WALKING AND CYCLING PLAN
 MILDURA RURAL CITY COUNCIL

SCALE 0 37.5 75 112.5 150
 1:7500 (A3)

SHEET No. 1/1 DWG No. G36515-01-01

DATE: 11/03/2026
 FILE: \\server\council\Projects\OUYEN\Drawings\G36515-02-00.dgn