

# HORSHAM URBAN TRANSPORT PLAN

## ENGAGEMENT OUTCOMES REPORT

**DRAFT v1**  
11 JUNE 2019



# CONTENTS

<b>BACKGROUND .....</b>	<b>3</b>
TRANSFORMING HORSHAM.....	3
HORSHAM URBAN TRANSPORT PLAN .....	3
ENGAGEMENT ACTIVITIES FOR THE HORSHAM URBAN TRANSPORT PLAN.....	4
ENGAGEMENT PARTICIPATION .....	5
<b>SURVEY FEEDBACK .....</b>	<b>6</b>
RESPONDENT PROFILE .....	6
LEVEL OF PROBLEMS.....	8
PRIORITIES .....	16
SUGGESTIONS.....	24
<b>WORKSHOP FEEDBACK .....</b>	<b>40</b>
WORKSHOP AGENDA OVERVIEW .....	40
KEY ISSUES AND IDEAS FOR THE URBAN TRANSPORT PLAN .....	41
KEY PRIORITY ACTIONS .....	45

Engagement activities documented in this report are part of the Horsham Urban Transport Plan project, delivered in partnership by Intermethod and Tonkin.  
This report was prepared by Intermethod.



e: [natalya.boujenko@intermethod.com.au](mailto:natalya.boujenko@intermethod.com.au)  
m: 0413 570 229

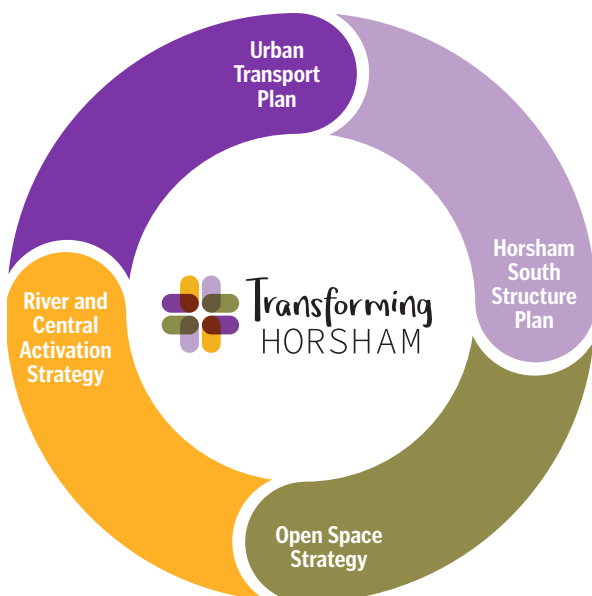
# BACKGROUND

## TRANSFORMING HORSHAM

Transforming Horsham is Council's vision for growing the city's economy, vibrancy and liveability. There are four inter-related strategic projects that have been commenced each with a common vision – to transform Horsham.

The projects are:

- Horsham Urban Transport Plan
- Open Space Strategy
- Horsham South Structure Plan
- Wimmera River and Central
- Activity District Visioning



## HORSHAM URBAN TRANSPORT PLAN

As part of the Transforming Horsham program, Horsham Rural City Council is developing the Horsham Urban Transport Plan which will set directions and priorities for developing our transport system in a way that supports the goals of our community, our economy and environment.

Council has identified six key objectives that are driving the project, being:

- a more active and vibrant city centre and river precinct
- trucks which don't originate or terminate in the city centre to be removed from the city centre and river precinct
- more active transport
- more river crossings
- linking highways to economic activities
- preference for the use of existing road reserves for future development of the local and arterial roads.

Development of the Urban Transport Plan and investigations commenced in February 2019 and will be completed by December 2019.

The project is led by the Council's Engineering Services and is a collaborative effort between all Council departments and consultancy firms Tonkin and Intermethod.

# ENGAGEMENT ACTIVITIES FOR THE HORSHAM URBAN TRANSPORT PLAN

To support development of the Horsham Urban Transport Plan, the following engagement activities have been developed and delivered:

- Engagement surveys
- Issues and opportunities community workshops
- Engagement with Elected Members
- Engagement with Project Control Group

## ENGAGEMENT SURVEYS

Three versions of the surveys were developed:

- Comprehensive surveys - four-page hard copy/pdf survey was available for download from the Council's website and in hard copies from Council's reception.
- Electronic version of the 'comprehensive'

survey was available on Council's website from 2 March and until 30 April 2019. It was also advertised via Council's Facebook page.

- Short survey - two-page extract from the comprehensive survey was developed for use in face-to-face interviews at Wimmera Field Days. Council's staff facilitated interviews with attendees of the Field Days and completed these surveys with the participants. The short survey mirrored the first two pages of the comprehensive survey, therefore feedback from these two surveys was combined.

## ISSUES AND OPPORTUNITIES COMMUNITY WORKSHOPS

Two 2 hour workshops were conducted on 29 April 2019, at 2 pm and at 6 pm, offering a choice of a daytime or an evening session. The scope and approach to both of these workshops was the same.

These workshops focussed on identifying key issues with Horsham's streets and roads, mobility and accessibility; and on establishing opportunities and future directions.

### Workshop Facebook advertisement



## DEVELOPING HORSHAM'S URBAN TRANSPORT PLAN WORKSHOP - HAVE YOUR SAY!

As part of the Transforming Horsham program, Horsham Rural City Council is developing the Horsham Urban Transport Plan. You are invited to attend a community workshop to discuss issues with our streets and roads, mobility and accessibility; and to establish opportunities and future directions.

**When** **Monday 29 April**  
Workshop 1 (2 pm - 4 pm) or Workshop 2 (6 pm - 8 pm)  
Please choose one workshop to attend

**Where** Reception Room, Municipal Offices  
18 Roberts Avenue, Horsham

**RSVP** By 23 April 2019  
transport.plan@hrcc.vic.gov.au or 03 5382 9724

## ENGAGEMENT WITH ELECTED MEMBERS

Elected Members were regularly briefed during the course of the project via:

- E-mail updates
- Teleconference call with the Consultant Team
- Dedicated meetings aligned with key project milestones.

## ENGAGEMENT WITH PROJECT CONTROL GROUP

A dedicated Project Control Group (PCG) guided Urban Transport Plan's development. Council and Consultant project team held a series of formal meetings with the PCG, in addition to informal communications and updates. Through PCG, development of the Horsham Transport Plan was integrated with other projects and initiatives within Transforming Horsham strategic program. PCG also ensured ownership of the Horsham Transport Plan within Council and provided inputs and reviews of technical material through all steps of UTP's development and engagement.

## ENGAGEMENT PARTICIPATION

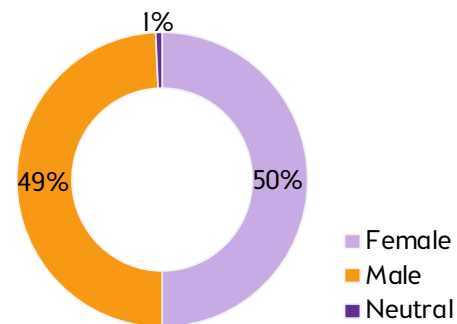


# SURVEY FEEDBACK

## RESPONDENT PROFILE

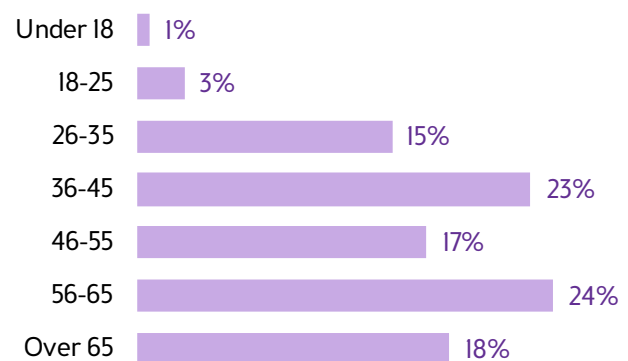
### GENDER

Gender	Number	Percentage of specified responses
Female	70	50%
Male	69	49%
Neutral	1	1%
Not specified	27	-
<b>Total</b>	<b>167</b>	



### AGE GROUPS

Age group	Number	Percentage of specified responses
Under 18	1	1%
18-25	4	3%
26-35	22	15%
36-45	34	23%
46-55	25	17%
56-65	36	24%
Over 65	27	18%
Not specified	18	-
<b>Total</b>	<b>167</b>	



It is common for survey respondents not to answer personal questions in relation to age and gender. In this survey, 17% of the respondents did not specify their gender. Of those who did, the gender profile was balanced between males and females.

11% did not specify their age group. Of those who did, all age groups were represented. However, young people aged 25 and under, were least represented, accounting for 4% of all the respondents.

## RESIDENTIAL POSTCODE

Postcode	Number	Percentage of specified responses
3300	1	1%
3388	1	1%
3393	1	1%
3400	108	74%
3401	25	17%
3402	1	1%
3409	3	2%
3414	3	2%
3418	1	1%
3441	1	1%
3950	1	1%
Not specified	21	
<b>Total</b>	<b>167</b>	

## WHERE RESPONDENTS LIVE

Place of residence	Number	Percentage of specified responses
Dimboola	3	2%
Haven	8	5%
Horsham and district	118	81%
Kalkee	2	1%
Laharum	1	1%
McKenzie Creek	1	1%
Natimuk and district	3	2%
Nhill	1	1%
Nurrabiel	1	1%
Quantong	1	1%
River Heights	1	1%
Rupanyup	1	1%
Vectis	1	1%
Wail	2	1%
Warracknabeal	1	1%
Wartook	1	1%
Not specified	21	-
<b>Total</b>	<b>167</b>	

---

**81% of the respondents lived in Horsham and district.**

---

## LEVEL OF PROBLEMS

The first survey question asked respondents:

***'Indicate the level of problem associated with the following in Horsham'.***

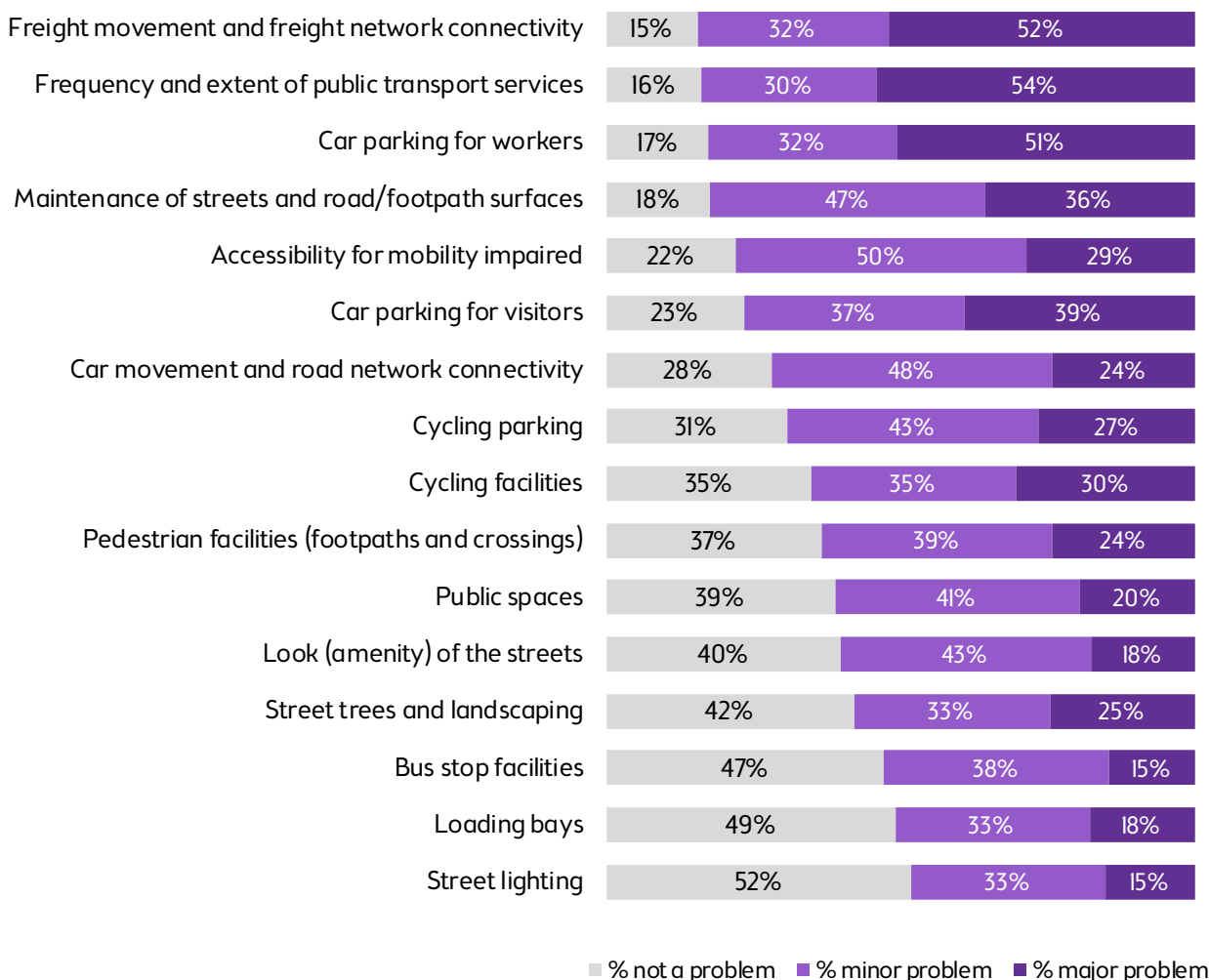
16 themes were listed, as per the response table below. The possible tick box responses were:

- Don't know
- Not a problem
- Minor problem
- Major problem

Also, between 4 and 7 respondents (per theme) did not provide a response (first column in the table). The table below provides the complete response statistics. Percentages exclude responses 'don't know' and if the question was left blank.

# Themes	Number of respondents for each possible 'level of problem' rating					Percentage of respondents who selected one of the three level of problem ratings		
	No response provided	Don't know	Not a problem	Minor problem	Major problem	% not a problem	% minor problem	% major problem
(a) Car movement and road network connectivity	7	3	44	75	38	28%	48%	24%
(b) Freight movement and freight network connectivity	6	19	22	46	74	15%	32%	52%
(c) Frequency and extent of public transport services	5	31	21	39	71	16%	30%	54%
(d) Cycling facilities	5	21	49	49	43	35%	35%	30%
(e) Pedestrian facilities (footpaths and crossings)	4	2	59	63	39	37%	39%	24%
(f) Accessibility for mobility impaired	5	43	26	59	34	22%	50%	29%
(g) Cycling parking	5	38	38	53	33	31%	43%	27%
(h) Bus stop facilities	5	45	55	45	17	47%	38%	15%
(i) Car parking for workers	5	18	25	46	73	17%	32%	51%
(j) Car parking for visitors	4	8	36	58	61	23%	37%	39%
(k) Loading bays	5	62	49	33	18	49%	33%	18%
(l) Street lighting	5	17	75	48	22	52%	33%	15%
(m) Look (amenity) of the streets	7	1	63	68	28	40%	43%	18%
(n) Street trees and landscaping	4	1	68	54	40	42%	33%	25%
(o) Public spaces	5	5	61	65	31	39%	41%	20%
(p) Maintenance of streets and road/footpath surfaces	5	3	28	74	57	18%	47%	36%

Level of problem determination for all respondents who did not skip the question or answered 'don't know', in descending order for 'major problem' rating



The smallest proportion of respondents found 'street lighting' to be a problem (52% of all respondents who indicated a level of problem), followed by 'loading bays' (49%) and 'bus stop facilities' (47%).

The largest proportion of respondents found 'frequency and extent of public transport services' to be a major problem (54%).

The largest proportion of respondents had issues (i.e. combined minor and major problem ratings) with:

- 'Freight movement and freight network connectivity' (85% of all respondents who indicated a level of problem)
- 'Frequency and extent of public transport services' (84%)
- 'Car parking for workers' (83%)
- 'Maintenance of streets and road/footpath surfaces' (82%)

Themes with the smallest numbers of people rating the level of problem were 'loading bays' (100 respondents), 'bus stop facilities' (117) and 'accessibility for mobility impaired' (119).

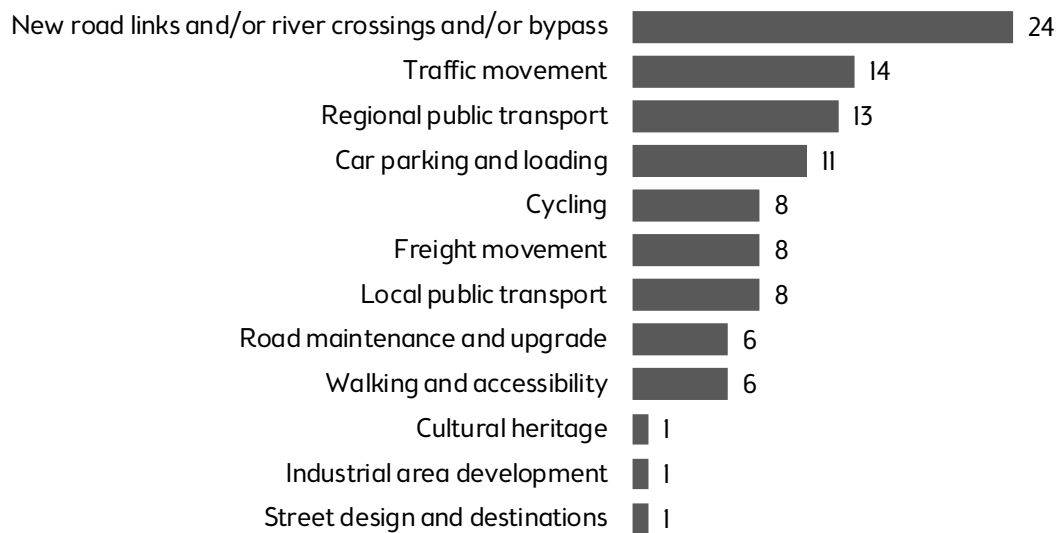
## COMMENTS REGARDING PRIORITIES

As an open-ended question following the level of problems questions, respondents were asked:

***‘Please list any further strategic transport issues or problems you are aware of.’***

These open-ended priorities were grouped into categories and are included in full (‘verbatim’) in this section. Total of 101 comments were put forward by 82 respondents. In this and other sections, all open-ended questions are grouped by topics and only minor corrections to spelling and punctuation were made.

### Number of comments within each topic/group



## CAR PARKING AND LOADING

---

- Better parking for workers within the CBD.
- Car parking for visitors at the Hospital.
- Getting a park in the city main street can be a problem.
- I'm opposed to parking metres in the CAD. They should be abolished.
- More parking in town centre for employees.
- Not enough access to taxis picking up wheelchairs. Car parking for visitors at hospital an issue.
- Parking problems.
- Parking spaces are a problem and parking meters are too expensive.
- Poor parking for caravans and trailers.
- Right angled parking on some streets and in carparks is difficult to negotiate especially for the larger vehicles many people seem to drive now. They are also too narrow to open door without hitting the car next to you.
- There is no parking in supermarkets or near toilets for caravan parking etc. Existing parking is not easy to find and limited.

## CULTURAL HERITAGE

---

- Respect Aboriginal cultural heritage. Send anyone who won't to some awareness raising training.

## CYCLING

---

- Connectivity to schools via safe walk or ride options. Certain areas of town lack complete footpaths or crossovers at key points. People will take the direct route, not the one you make them take.
- Cycling parking at the Hospital.
- Facilities for cyclists to park and ride safely through the town.
- Make Horsham a cycle and pedestrian friendly town and that will improve community health while fixing car parking and traffic concerns. Need to have high quality (separated) cycle paths to get high adoption. Horsham is a great place for this.
- Priority given to cars all over the town.

Roundabouts for cars - dangerous to cyclists. No separation of cyclists and cars or when there are bike tracks they stop and are not connected. Almost impossible for people who are older or unstable on their feet to cross the streets in Horsham. The wide streets must have traffic calming measures installed and crossing points at regular intervals - not just one or two placed midway in a block. That won't help the elderly to cross the street. An obvious example is trying to cross Wilson St to get to the Town hall, or trying to cross Pynsent St to the Town hall. The bike arrangements at the new roundabout are awful and the green marking is a disgrace. Incredibly dangerous and hopefully ignored by cyclists. Until we recognise that cars are killing the town and contributing to obesity and isolation we won't make the changes we require and the centre of the city will continue to be busy with cars - but empty of people.

- Roads within town are destroyed by the heavy freight traffic, public transport by bus in town is unheard of (we could do more to promote it and have commuters using it - freeing up parking and streets, rather than just people without cars) and Horsham people are not interested in sharing the roads with people on bikes.
- There is no clear cycle path from South of the River to Horsham Primary School and Holy Trinity Lutheran School.
- Walking/cycling bridge to waterlinks bridge at Baillie St to waterlinks.

## FREIGHT MOVEMENT

---

- All the trucks coming from the Wimmera Highway into Wilson St.
- Large vehicles in congested/small areas eg. Wilson St and Firebrace St.
- Major through transport routes mix with local traffic. Through traffic from many different directions has to go through Horsham. Established areas/buildings make alternatives difficult.
- Noise, the amount of heavy vehicles that run through the CBD.
- Roads within town are destroyed by the

heavy freight traffic, public transport by bus in town is unheard of (we could do more to promote it and have commuters using it - freeing up parking and streets, rather than just people without cars) and Horsham people are not interested in sharing the roads with people on bikes.

- Trucks in McPherson/Baillie St.
- Trucks travelling through the centre of the city without need.
- With the development of industry and the increase of population, the amount of cargo transportation will gradually increase in the future.

## INDUSTRIAL AREA DEVELOPMENT

---

- Alternative truck route (bypass). Second river crossing. Strategic industrial area development in association to the truck route.

## LOCAL PUBLIC TRANSPORT

---

- Bus routes need review to cater for Aldi, GCH and headspace.
- Buses do not have effective timetabling to suburbs like Haven & River side etc.
- Hospital - community bus. No bus stop at Kmart needs to be looked at.
- More frequent bus services. If public transport routes and times were better I would accompany my children on the bus to school and use the bus to get to work, thus eliminating the requirement for parking for my vehicle at work.
- PTV visited Horsham in October 2017 to review the bus timetable and stops. What was the outcome of this as no further actions seem to have occurred.
- Public bus to and from neighbouring suburbs.
- Roads within town are destroyed by the heavy freight traffic, public transport by bus in town is unheard of (we could do more to promote it and have commuters using it - freeing up parking and streets, rather than just people without cars) and Horsham people are not interested in sharing the roads with people on bikes.

- Trains.....not buses...not suitable for elderly disabled. People not using buses for reasons stated. Can't manage solo trips on bus.

## NEW ROAD LINKS AND/OR RIVER CROSSINGS AND/OR BYPASS

---

- Alternative truck route (bypass). Second river crossing. Strategic industrial area development in association to the truck route.
- Better heavy transport possible bypass option. Definitely need a 2nd bridge off Natimuk Road end of town over to Golf Course Road.
- Bottle neck at the bridge, Darlot Street and Natimuk Road intersection needs looking at. Too many trucks in town, need a ring road and at least 1 and preferably 2, river crossings.
- Bridge over river below weir.
- Bypass around Horsham.
- Bypass should go to Doon and help heavy transport out of Horsham.
- Bypass?
- Factor in the improvement that will come when the bypass comes. In other words we currently have a lot of non-local traffic but when the bypass comes things like the Williams Rd/Bridge congestion will be dramatically reduced.
- Horsham needs a bypass that can accommodate removing truck traffic from McPherson Street and Wilson Street. I will nominate my thoughts to HRCC.
- Horsham needs another vehicle bridge crossing over the river within city limits besides Stawell Road so traffic congestion is reduced at the Stawell Road/Williams Road intersection. A bypass around Horsham is not going to solve this issue as most traffic is local and wants to travel to the CBD. Maybe a road bridge over the river at Bennett Road with complementary pedestrian and cycle facilities on it that links up to Southbank and Haven. A Bennett Road bridge is not too far out of the way for Horsham traffic, and opens up access to schools (especially the secondary school), and an alternate access

to the CBD. Freight also needs streamlining from the south (especially Golf Course Road industrial estate) to access Western Highway South (the highway intersection is terrible for trucks - and cars waiting behind them!), and also for freight wanting to travel to the Dooen Freight Terminal that have to travel through Horsham to access Dooen. A bypass to the east of Horsham with appropriate access ramps for traffic heading south-east on the current Western Highway from Horsham to travel up to Dooen would benefit this. Otherwise all trucks from Horsham South would have to continue to travel through Horsham or use the residential Williams Road.

- I would like to see Horsham have a ring road to channel traffic around the town.
- Internal vehicle crossing of the Wimmera River, second pedestrian crossing of the river to the east of the Stawell Road bridges.
- Make a decision on the bypass and stop pandering in specific individuals. The location is going to annoy whom ever is affected, so get over it and put the matter to bed. Option 2A is clearly the best. Also, if anyone says the the bypass needs to be closer to Horsham for economic reasons, have them document those reasons and investigate their validity. A bypass route clearly must bypass the town. There will be access points to exit/enter the town regardless of where it go.
- More options to travel through town.
- Only one vehicle access over the river in the urban area of Horsham.
- Push for bypass of Horsham to the north east asap.
- Second river crossing western edge/ side of city providing connection of Western Highway, Wimmera Highway, Henty Highway enabling truck/transport alternative route to industrial areas and bypass of City centre.
- Second traffic bridge over the Wimmera River that is not in a flood plain area.
- The bypass of Horsham.
- The bypass.
- There needs to be a ring road that connects the Western, Wimmera, and Henty Highways

out side the current urban sprawl, but incorporates the industrial area on Golf Course Road. This needs to be done before future development, especially to the west of Horsham. This in turn involves the development of a second river crossing downstream of the weir.

- TRUCKS - please build a truck bypass. I'm sure the truckies would be happy if they could do 80 kms/hr and not stop at multiple traffic lights and make a sharp turn in the middle of a town where they don't stop in anyway.
- We need a ring road
- Western Highway bypass.

## REGIONAL PUBLIC TRANSPORT

---

- Access to and from surrounding towns and farms in regards to public transport. Also limited public transport in regards to connecting cities.
- Better connections to the train in Ararat and Ballarat.
- First thing that is needed is a public meeting of all residence about our train. I would like to attend a meeting about this.
- Horsham desperately needs a rail service to Melbourne.
- Lack of passenger rail connection to Melbourne.
- Lack of regular train service impedes ability of residents to access major cities easily, in particular when needing to attend medical appointments.
- No regular rail network services from Horsham to Melbourne and return (i.e. V-Line services).
- No train service from Horsham to Melbourne or anywhere else.
- Public transport access to Ballarat, Mildura and Hamilton.
- Public transport service - train service.
- Trains.....not buses...not suitable for elderly disabled. People not using buses for reasons stated. Can't manage solo trips on bus.
- We need a regular passenger train service.
- We need train line to Melbourne to be reinstated.

## ROAD MAINTENANCE AND UPGRADE

---

- Amount of freight traffic (large trucks etc) travelling through town and lack of maintenance on rural roads and those within Horsham township.
- Fix the dips in the roads caused by tree routes - Natimuk are and Banool St for example. It's wrecking cars and it's caused by council planning, not the residents.
- River Road south of Trento Avenue: River Road has become quite a busy road used by visitors to the Church of Christ and trades people accessing to and from Plumpton Road. These vehicles turn from the Stawell Road traffic lights at Duff Street then head south down River Road. Conversely traffic from the church and Plumpton Road travels north to Duff Street to use the lights at Stawell Road. The current situation consists of a narrow single bitumen road with an open drain carrying storm water from the north to the south where the outfall heads into the existing wetland. There is vacant land abutting the western boundary and the rear of Toys Restaurant to the east. This length of road needs upgrading to provide a safe and convenient transport route for the additional users. An updated road may encourage the development of the vacant westerly residential land.
- Road surfaces are unsafe and terrible.
- Rural roads surfacing is average.
- The actual road surface around the turbo roundabout at Williams Road is sub-standard.

## STREET DESIGN AND DESTINATIONS

---

- Spaces are not connected. Lack of adequate shade, major issue in the heat. No under cover public parking in all of Horsham is a strange decision.

## TRAFFIC MOVEMENT

---

- 50 km/h signage.
- Golf Course Road and Stawell Road intersection, Bennett Road and Natimuk Road intersection, Hamilton Street and

Darlot Street.

- Morning gridlock intersection of Williams Road/Duff Street with Stawell Road (Western Highway).
- Natimuk Road is congested and an issue.
- Need traffic lights at Bennet Rd and Natimuk Rd intersection.
- New turbo intersection has created another issue at the Williams Road lights. Now all Melbourne bound traffic block the left lane turn into Williams Road.
- Roundabouts in CBD.
- School rush management. Very busy for a short time. It would be better to design out 40kmh zones on federal highways passing schools, this just leads to congestion.
- School zones.
- Sunnyside area between 8.15 and 9 am and 3.15 - 3.45pm. Traffic lights intersection of Baillie and McPherson also cause back ups as traffic returning from school drop off back to these traffic lights only lets 3 cars turn left from Dooen Rd into McPherson and traffic banks up in Baillie St - often back past Robinson St. Congestion at these lights also creates issues for buses trying to get to the interchange at Horsham College after school - vehicles cut through all the residential streets to try to avoid the back up at the lights.
- Traffic blockage areas at peak times. Notably the roundabout at Woolworths.
- Traffic light timing just not right for certain times of the day.
- Traffic lights at Stawell Rd / Williams Rd are a nightmare at peak hour.
- Transports often don't stop at red lights, very unfair to say for those that do. You always have to be very wary???

## WALKING AND ACCESSIBILITY

---

- Connectivity to schools via safe walk or ride options. Certain areas of town lack complete footpaths or crossovers at key points. People will take the direct route, not the one you make them take.
- Make Horsham a cycle and pedestrian

friendly town and that will improve community health while fixing car parking and traffic concerns. Need to have high quality (seperated) cycle paths to get high adoption. Horsham is a great place for this.

- Pedestrain crossing in Baillie Street west, not enough.
- The foot things where you cross the roads which I assume are for the visually impaired or those that need assistance in crossing the road are slippery and dangerous. My husband has slipped on 2 of them and I slipped also.
- Walk/cycle track on Western Highway from caravan park to roadhouse we see lots of pedestrians walking along the highway with lots of tragic passing an accident just wating to happen.
- Walking/cycling bridge to waterlinks bridge at Baillie St to waterlinks .

# PRIORITIES

## PRIORITIES FOR MOVEMENT AND ACCESSIBILITY IN HORSHAM

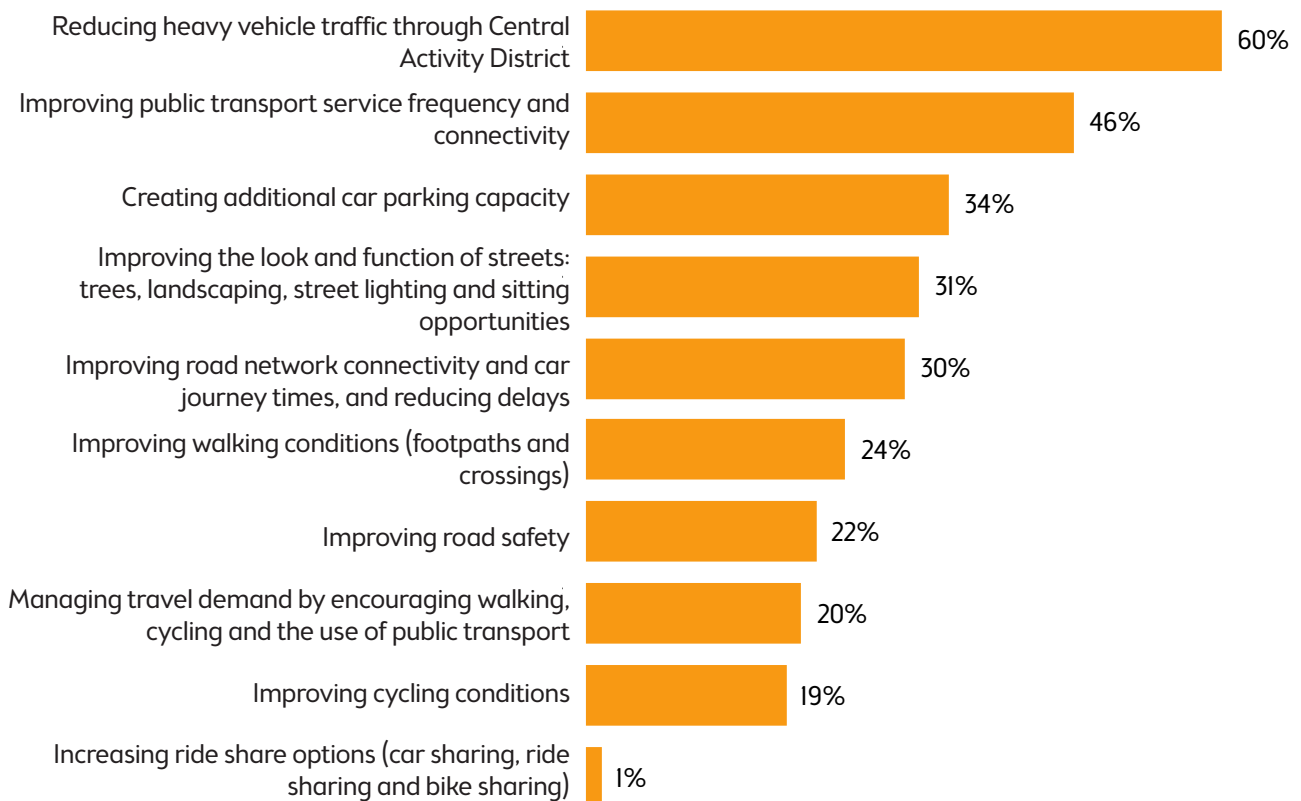
The second survey question asked respondents:

***‘Over the next 20 years, what do you think are the top three priority initiatives that would improve transport, movement and accessibility in Horsham?’***

Respondents were asked to select three of the 10 predetermined transport-related themes. With regard to qualifying responses:

- Four of the respondents left this question blank.
- 19 of the respondents nominated four or more priorities, instead of 3, and therefore these answers were excluded from the statistics shown below.
- 144 respondents selected three or less priorities, as shown on the chart below.

Percentage of 144 total respondents who selected the theme as one of their three top priorities



**‘Reducing heavy vehicle traffic through Central Activity District’ was considered to be a priority by the highest number of respondents, 86 (or 60% of all qualifying responses). Following, ‘improving public transport service frequency and connectivity’ was the second most popular answer (66 respondents or 46%) and ‘creating additional car parking capacity’ (49 respondents or 34%).**

## PRIORITIES FOR TRANSPORT INITIATIVES FOR HORSHAM'S CENTRAL ACTIVITY DISTRICT

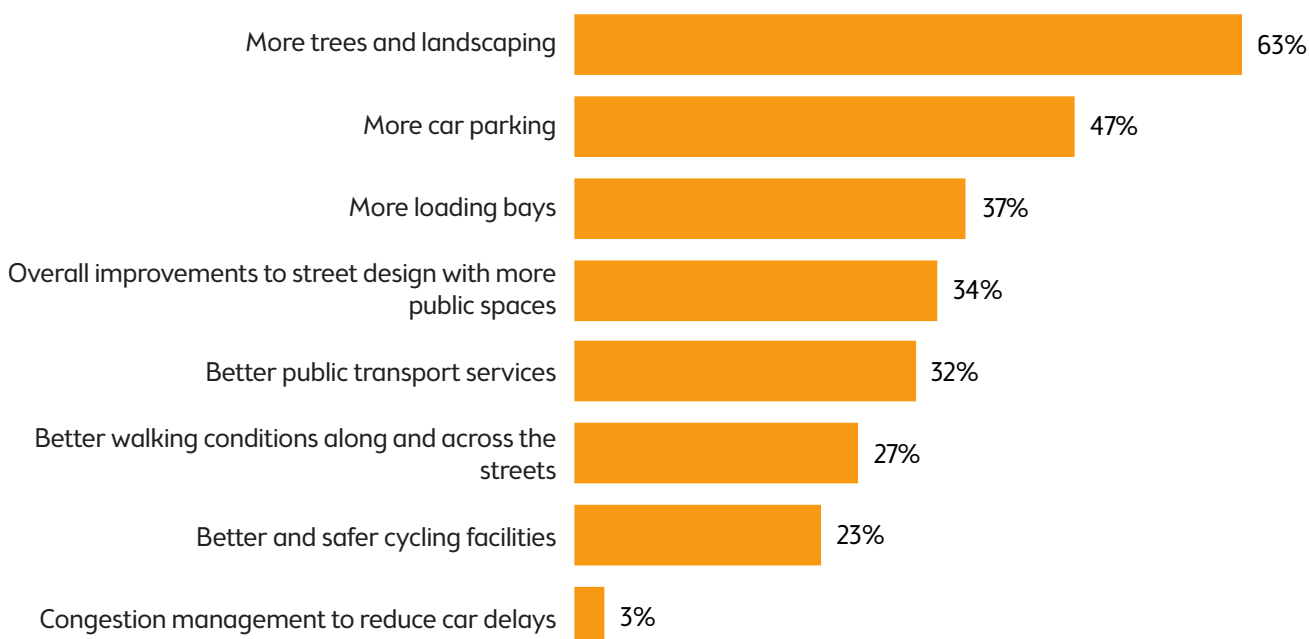
The third survey question asked respondents:

***'Please consider the following possible transport initiatives for Horsham's Central Activity District. Please select three priorities that you consider most important.'***

Respondents were asked to select three of the 8 predetermined transport-related themes. With regard to qualifying responses:

- 11 of the respondents left this question blank.
- 9 of the respondents nominated four or more priorities, instead of 3, and therefore these answers were excluded from the statistics shown below.
- 147 respondents selected three or less priorities, as shown on the chart below.

Percentage of 147 total respondents who selected the theme as one of their three top priorities



**'More trees and landscaping' was considered to be a priority by the highest number of respondents, 92 (or 63% of all qualifying responses). Following, 'more car parking' was the second most popular answer (69 respondents or 47%) and 'more loading bays' (54 respondents or 37%).**

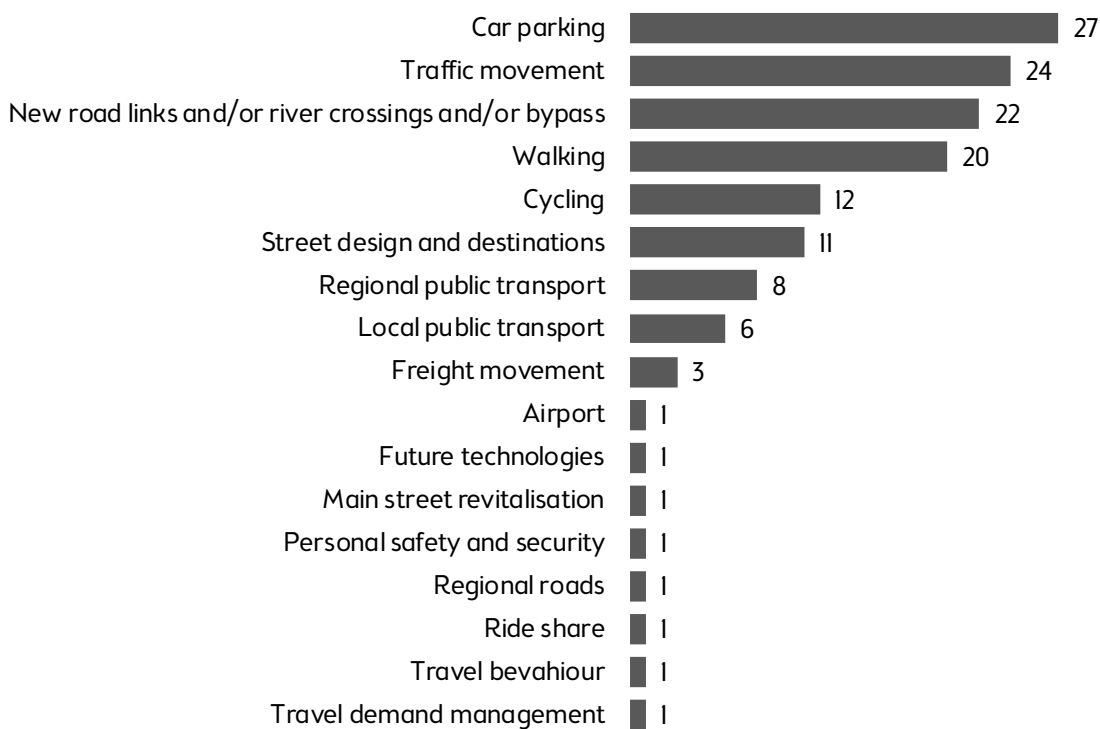
## COMMENTS REGARDING PRIORITIES

As an open-ended question following the two prioritisation questions, respondents were asked:

***‘Please list any further transport, movement and access priorities.’***

These open-ended priorities were grouped into categories and are included in full (‘verbatim’) in this section. 141 comments were put forward by 82 respondents and the chart below shows the number of comments within each group.

Number of comments within each topic/group.



## AIRPORT

---

- Look at our airport strategy, as it could become more relevant in future, particularly if we become a mining area.

## CAR PARKING AND LOADING

---

- Car parking for the bigger vehicles very limited.
- Car parking that is timed to allow walking between shopping areas.
- Car parks in middle of road - blocks views
- Eliminate parking meters from the CBD.
- Facilitate privately owned and run multistory car parking .
- Free parking days.
- Freight loading/unloading in town.
- I am especially concerned about parking near the hospital
- If we are to encourage people to stay and wander enjoy public spaces then we need the opportunity for people to park longer than 1 hour and stop booking visitors to town for overstaying car park when there are car parks empty up and down the street on most days. The biggest complaint from visitors to shop owners is the car parking.
- Keep the cars off the street with abundant convenient parking.
- More all day parking for workers.
- More car parking near central park areas e.g. May Park.
- More car parking spaces. More parking spaces for car /caravan or car/trailer or car/ horse float.
- More car parks hospital area.
- More car parks.
- More disabled parking in key areas e.g. foot clinic, Lister House, etc.
- More free parking all day. Its bloody ridiculous how limited this is especially near Hamilton St and Darlot Street. There are many local community health centres, Tristar clinic, shopping etc. and there is no free parking that is all day for staff and/or customers. This could be said for majority of

the town.

- More long term parking for workers in CBD.
- More parking for a car trailer or car caravan.
- Multi-story car park.
- Parking.
- Public parking spaces.
- Reduce car parking.
- Special parking facilities for senior citizens - not just for people with a disabled sticker.
- Think outside the box to improve parking even buying commercial property to help.
- Widen parking bays eg. 4WD etc
- Worker car parking.

## CYCLING

---

- Creating cut throughs at roundabouts so cyclists aren't pushed into the path of cars but can continue in a straight line.
- Encouraging walking and cycling will do more to improve congestion. Enable kids to ride safely to school to reduce the number of cars at peak times. Provide safe cycle routes to the CBD and suitable parking and reduce road congestion.
- Get local cars out of the CBD and bike friendly. Put bike bays so people can ride to work or visit the town on there bike. Need bike bays in Horsham township so people are encouraged to ride bike to work and/or town.
- Public toilet disability access; better footpath conditions for disabled/pram/bicycle access; improved footpath/bicycle path access from Sawyer Park to Peppertree Lane.
- Review bike lanes, footpaths and roads around schools in regards to safety and increasing active transport.
- Ride pathways through the town.
- Safe cycling and walking. Good options will improve travel times for everyone. Let's take the opportunity to greatly increase the use of active transport options in Horsham (cycling and walking). This will improve lifestyle in Horsham, more roads won't do this.
- Safer walk/bike ways near major roads.
- Safety for cyclists.

- Survey the parents via the schools (esp primary) on what is stopping them from allowing their children to walk/ride/scoot or catch the bus to school (those who take their kids to school). If some of those issues could be addressed then some morning traffic issues could be reduced.
- There needs to be a bike track from the east side of Horsham (hospital area) to the only public secondary school in Horsham which is on the west side of town. There are no safe cycling routes.
- There needs to be safe ways to cross the Western Highway to get to the CBD from the North and East side of the Highway - for pedestrians, gophers and cyclists if people are going to be encouraged to use these methods of transport.

## FREIGHT MOVEMENT

---

- Rerouting of heavy transport around the CAD.
- No trucks in streets
- The most critical issue in Horsham is the truck movements through Wilson St. This issue ties in with the additional river crossing and widening footpaths in Wilson St adjoining hotels, eating places. It also ties in with the need for a ring road around Horsham. It's the biggest issue that Horsham needs to address first.

## FUTURE TECHNOLOGIES

---

- Prepare for electric vehicles to become a significant percentage of the vehicle fleet.

## LOCAL PUBLIC TRANSPORT

---

- Fix public bus time table so town people can go to work and come home on our buses.
- Our bus system is not effective and bus routes and timing do not encourage increased use. The bus stops are not linked to key areas - no bus stop near Lister House or near Reid St medical centre. All bus stops should have seating, shelter and a printed timetable on them. Because PTV is so slow and ponderous it may be worth exploring

other options to provide public transport.

- Promotion of the use of public transport.
- Review of public transport routes.
- Shuttle buses.
- Trains and local buses times to start at a good time so people don't have to use their car for work.

## MAIN STREET REVITALISATION

---

- Force landlords to make their rents cheaper to fill all the empty shops. The main street is dying. We need more variety and more options to keep people spending their money locally.

## NEW ROAD LINKS AND/OR RIVER CROSSINGS AND/OR BYPASS

---

- Bypass?
- 2nd bridge at the Natimuk side of town. A town bypass for heavy vehicles but allow the option of coming through town, this will encourage tourists and passing travellers to still stop in town.
- 2nd traffic bridge over the Wimmera River
- A bridge for traffic at the west side of the city in the Curran Road area and suitable road network to accommodate it.
- A local vehicle bridge at the hospital end of Baillie St. A local vehicle bridge across to the Curran Road area.
- A ring road connecting the western highway, from Currans Road to the Wimmera Highway and out to the industrial area.
- Actively call for the bypass to go ahead.
- Additional River crossing on Western side of Horsham.
- Additional road (car) river crossing access at ends of both Baillie St and Bennett Road.
- Another bridge over Wimmera River western end of town for local traffic only.
- How can Horsham get the most out of a Western Highway bypass. What is the town's strategy to entice when it is in place (what is the vision). How would road priorities change when it is installed. Where are people going to and from (e.g. school drop offs, trucks

across town to industrial areas that should be outside of town).

- Not enough car bridges over the Wimmera River.
- Provide an alternative truck route via Curran Road over the river and utilise Plumpton and Golf Course Roads. Alter Golf Course Road intersection by acquiring art council building and joining Western Highway with Henty Highway with a traffic light intersection.
- Ring road for freight (separate from bypass).
- Ring road.
- Roundabouts, bypass, trucks through Wimmera Highway.
- Second bridge either at waterlink esplanade or river end of Bennett Rd.
- Second bridge.
- Start Ring Road. i.e. 2nd bridge .
- Truck pypass and old people off the road.
- VicRoads have completed all of their investigations which came up with Option D. I fully support their decision - lock it in so that good planning for the link roads can begin.
- Western Highway bypass.

## PERSONAL SAFETY AND SECURITY

---

- CCTV camera network for security to encourage walking.

## REGIONAL PUBLIC TRANSPORT

---

- Direct regular fast train link to Melbourne.
- Passenger rail connections to Ararat.
- Pressure state and federal government to reintroduce the rail and implement Horsham as the regional hub for light rail to Dimboola and Nhill which will reduce the need for additional traffic and parking within the CBD.
- Providing greater bus access to Ararat, connecting train.
- Public transport from neighbouring towns like Nhill and Kaniva.
- Public transportation with surrounding towns and cities should be improved.
- Train connectivity to Melbourne and Adelaide.

- Train to Melbourne.

## REGIONAL ROADS

---

- Safety also, dual lanes in both directions along the highway between Melbourne and Adelaide.

## RIDE SHARE

---

- Encourage ride sharing, and walking from parking areas.

## STREET DESIGN AND DESTINATIONS

---

- Better river front park, lawn, cafe, public toilets at playgrounds.
- Cars dominate the CBD streetscape.
- Creating more parks at hospital.
- Good lighting.
- More open spaces to enjoy and facilities for young people to enjoy.
- More trees.
- Provision of shade for parking.
- Shaded areas.
- Shaded walking and shaded open space, shaded car parking.
- Traffic calming, safe crossing points at key locations along the streets (not just in the centre of a block) seats and shade, trees and water, points of interest, public spaces that encourage people to gather, artwork and colour, signs and symbols that encourage people to gather and linger - temporary seating in parking bays (parklets). The streetscapes are hot, boring and do not have seating or shelter from the sun. O'Callaghan's Parade is an example of everything that is wrong. The one seat near the pool faces a car park. At no time throughout the year is the seat ever in shade. The footpath from the pool to the city oval is never in shade and the beautiful trees down the middle of the road (O'Callaghan's Parade) are lovely to look at but don't provide protection to either cars or pedestrians.
- Wider footpaths on Firebrace Street and encouraged business utilisation of footpath

spaces e.g. cafe chairs, retail sales.

## TRAVEL BEVAHIOUR

---

- Educate the population on how to share infrastructure.

## TRAVEL DEMAND MANAGEMENT

---

- Manage travel demand, both within and outside of Horsham.

## TRAFFIC MOVEMENT

---

- Ban 4WD's from CBD
- Coles loading bay, where trucks just reverse out of gleeed street and block Darlot Street without any warning devices.
- Congestion management to reduce car delays at Doeen Road, McPherson St corner and Williams Road corner.
- Consider traffic free zone in CBD.
- Corner Hamilton Street and Darlot Street - traffic congestion.
- Darlot St-Wilson St need stop lights.
- Fix the Bradbury Lane/Coles Loading Bay death trap. It is Russian roulette with pedestrians, semi trailers and cars all in close proximity. Having trucks back across Darlot St into Coles is incredibly dangerous and there have been lots of near misses.
- Fix up the hazardous intersections like Bennett Road, Stawell hwy into Golf Course Rd & Old Hamilton road etc. There will be a major collision there one day with fatalities.
- Get rid of the lights at Roberts Ave and put back the roundabout, we should have some pedestrian lights rather than full on traffic lights which just aid traffic congestion in Firebrace St.
- Get rid of the strip of concrete in the middle of Firebrace St. Causes congestion. Who rides bicycles ?
- Have a look at our whole CBD area because it's becoming harder and harder to move around particularly at peak times, in a town this size it shouldn't be that hard.
- I only use the road into Horsham from Natimuk and at particular times of the day it is totally congested.
- Improving traffic flow at the Wilson St/ Darlot St roundabout. Wilson St is also the Wimmera Highway which trucks use to travel through Horsham as there is no other alternative to access the Dooen Freight terminal, Bendigo, NSW, Hamilton/Portland, and Ballarat/Melbourne. The intersection is also the main access point for Horsham West, as there are no nearby alternatives that people use. There is also a large volume of traffic changing direction/turning at that intersection, which decreases the capacity of the intersection dramatically. A lot of traffic is turning to avoid the traffic lights at Wilson St/Firebrace St, so improvements to that intersection and/or light sequence would help.
- Proper vehicle access under the Wawunna Rd and McPherson St underpasses (re-open both roads). Electronic flashing lights at all school crossings. A large roundabout at the Stawell Road / Golf Course Rd / Henty Hwy corner.
- Put a roundabout at Darlot St and McLachlan st intersection.
- Redesign the Darlot / Wilson street roundabout. Redesign the O'Callaghans Pde / Mc Pherson Street turbo about to make lane changing to Williams Rd and Duff Street safer.
- Reduce vehicle speed.
- Remove traffic lights at Roberts Avenue and Firebrace Street intersection as this causes traffic congestion and delays.
- Retain angle parking but do away with the big curves that come out at intersections. Median strip in Firebrace Street causes congestion with cars pulling out as there isn't enough room.
- Slow traffic speeds.
- Synchronising lights on the Western Hwy to improve traffic flow and clear traffic out.
- Traffic lights at Bennett Rd and Natimuk Rd intersection.
- Upgrading the accessibility and safety of the Bennett Road and Natimuk Road intersection.

- Widening arterial roads to 2 lanes and removing some roundabouts

## WALKING

---

- A walking bridge at the end of Hamilton St. Dedicated areas on footpaths for gophers and bicycles. Move the council yard and concrete business out of Horsham to help free up Darlot Street and Hamilton Road.
- Also need to improve the walking tracks with suitable surfaces and seating, etc, for Haven, River side etc. Barnes Boulevarde has all the funding it appears.
- Consideration of the needs and demands of gophers, changing the connections between the roads and footpaths (too steep at the moment)
- Encouraging walking and cycling will do more to improve congestion. Enable kids to ride safely to school to reduce the number of cars at peak times. Provide safe cycle routes to the CBD and suitable parking and reduce road congestion.
- Fix footpaths to cater for mobility scooter.
- Foot bridges, smarter and more street lighting.
- I find crossing main intersections in Natimuk Road dangerous at busy times and avoid these intersections. I even drive up to Aldi and congest the road more before I try and cross Natimuk Road.
- Increase pedestrian priority.
- Make the footpaths more even so more can walk or ride in safety.
- More zebra crossings for the elderly on gophers and pedestrians.
- Need to get people to understand how to use the many roundabouts in town so they use them for effective traffic flow instead of treating them like pedestrian crossings. Needs an awareness campaign. Put in more actual pedestrian crossings that motorists must stop at [like in NSW] so people understand the differences between roundabout crossings and right of way for pedestrians to cross busy roads in town.
- Pedestrian crossings, covered walkways to parking areas, covered car parks.
- Pedestrian crossings.
- Public toilet disability access; better footpath conditions for disabled/pram/bicycle access; improved footpath/bicycle path access from Sawyer Park to Peppertree Lane.
- Review bike lanes, footpaths and roads around schools in regards to safety and increasing active transport.
- Review the intersection of Roberts Avenue and Firebrace Street. Remove traffic lights and make a pedestrian friendly roundabout.
- Safe cycling and walking. Good options will improve travel times for everyone. Let's take the opportunity to greatly increase the use of active transport options in Horsham (cycling and walking). This will improve lifestyle in Horsham, more roads won't do this.
- Safer walk/bike ways near major roads.
- Survey the parents via the schools (esp primary) on what is stopping them from allowing their children to walk/ride/scoot or catch the bus to school (those who take their kids to school). If some of those issues could be addressed then some morning traffic issues could be reduced.
- There needs to be safe ways to cross the Western Highway to get to the CBD from the North and East side of the Highway - for pedestrians, gophers and cyclists if people are going to be encouraged to use these methods of transport.

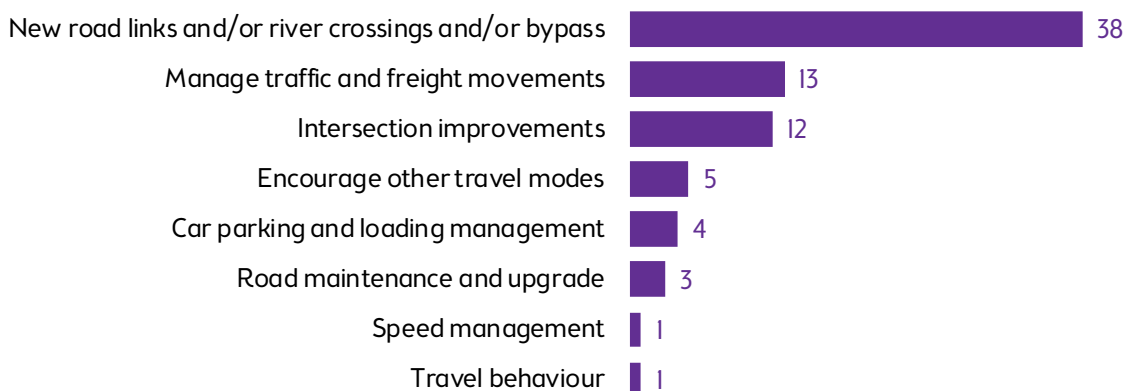
# SUGGESTIONS

## SUGGESTIONS FOR IMPROVING CAR TRAFFIC AND FREIGHT MOVEMENT

***‘What are your suggestions for improving movement and access for car traffic and freight?’***

77 suggestions were put forward by 66 respondents and are all included below.

### Number of suggestions within each topic/group



### CAR PARKING AND LOADING MANAGEMENT

- Fix Bradbury Lane and Coles loading bay. Maybe have the trucks drive in a loop through the lane and out the car park. So dangerous.
- More loading zones.
- Review the parking arrangements. Not more parking but better planned - providing shade and shelter for cars and publicising shade and long term parking so city workers are encouraged and supported to park away from the CAD.
- Shop owner/employees need to be encourage to park outside the CBD

### ENCOURAGE OTHER TRAVEL MODES

- Better public transport
- Introduce light rail to Ararat and Nhill.
- Passenger rail, that doesn't take forever and require transfers.

- Stop viewing transport as being about vehicles and start viewing it as being about people and services
- TRAIN TO MELBOURNE!!!

### INTERSECTION IMPROVEMENTS

- Changing the Baillie St/McPhersons St/Down Road bottleneck which is very apparent during morning and afternoon school hours. With 4 schools within close proximity, plus heavy vehicles the area is a complete dangerous nightmare!
- Consider additional traffic light option at Cnr of Wilson and Darlot St (Bakers Delight/Treves corner). Roundabout is choked after school pickup and between 5 and 6pm.
- Create a roundabout at Bennett Road and Natimuk Road intersection.
- Improving traffic flow at the Wilson St/Darlot St roundabout.
- More lights and roundabouts.
- Remove traffic lights at Roberts Avenue and Firebrace Street intersection.

- Review Hamilton St Darlot st intersection.
- Review of congestion at the Darlot and Wilson st roundabout.
- Roundabouts.
- Stawell and Williams Road are dangerous.
- Traffic lights at intersections.
- Update Henty/Western/Golf Course Road intersection.

## MANAGE TRAFFIC AND FREIGHT MOVEMENTS

---

- Better traffic management/flow st Wilson Darlot streets.
- Designate delivery times for freight in CAD (if not already adhered to naturally).
- Find a way to move traffic away from Darlot St/Wilson St round about.
- Freeway to re-divert freight and transit traffic out of CBD, traffic lights at bennett road/natimuk road intersection to provide a break in traffic so the 'feeder' streets can join the traffic and people can cross the road safely.
- Freight outside city centre.
- Have freight trucks travel through non peak times.
- I think it is important to assess any work involving addressing car traffic and freight movements with data. For example; I notice here in Horsham people comment that a line of three cars is heavy traffic and two Coles trucks going through town is "congested". Whereas, in comparison to suburbs in Melbourne car and freight movement in Horsham is wonderful! Data should be collected - but also drilling down into this data (i.e. not just large vehicles but actual trucks and finding out what the destinations are). Signage would be a simple and low cost solution for improving freight movement. For example, there are already options for trucks to not go through the centre of town perhaps just communicate alternative paths.
- Introduce curfews for heavy transport on certain routes during peak times.
- Limiting available truck routes. Ban trucks from certain roads.
- Not sure how to manage freight but it is a

surreal experience to be crossing Wilson St at 9 am and have a B-Double transport heading towards me as I cross the road. Why are transports allowed to travel through the CAD?

- Understand where trucks and cars are trying to go. I would suggest encouraging the southern Horsham industrial businesses that move many shipping containers per day to Dooen should move to Dooen. Car traffic from south of Horsham will flow much better if Western Highway through traffic used an East Horsham Bypass. This would allow priority flow for traffic on Williams Rd into Horsham over Stawell Rd through traffic. School and Health cluster in North East would benefit from direct access across the river to decongest Baille St and Menidue St (especially at the Velodrome). A crossing at Bennett Rd would allow school kids to ride to school from the growing southern suburbs.
- Too many roundabouts and traffic lights - maybe make the CBD one way traffic.

## NEW ROAD LINKS AND/OR RIVER CROSSINGS AND/OR BYPASS

---

- A bypass for freight to not go through town if they don't need to.
- A second bridge for heavy vehicle use from West along Wimmera Highway to bypass Horsham to Western Highway South .
- A series of link roads around Horsham that connect to the bypass.
- A western highway bypass. If the current option D was adopted it would allow local council the opportunity to plan future link roads that can utilise the bypass as part of transport plan. A bypass will help provide two thirds of the road network required around Horsham at the expenses of the State and Federal Governments. This would only leave one-third of the road network to be funded by ratepayers with State Government assistance. The other major benefit is that ongoing maintenance will be reduced and create a saving for local council with two-thirds of the network being the responsibility of the State Government.
- Advance the completion of the proposed

highway bypass. Complete other heavy traffic routes to south and west.

- Alternative river crossings.
- Alternative truck route would reduce numbers in the city and free up car movement.
- Another bridge over the river on the west side of town for trucks going to the industrial area. This could be also be the bypass that the town sorely needs.
- Arterial road on the south west side of Horsham connecting Wimmera, Henty and Western Highway.
- Build a ring road incorporating the three intersecting highways to the south and west of the city.
- Build the bypass.
- Bypass.
- Bypass but not through River Heights. Take the traffic out to the transfer station at Dooen. Don't cut off River Heights from Horsham.
- Bypass for freight.
- Bypass now.
- Bypass to get heavy trucks out of Horsham.
- Bypass Western Highway.
- Bypass.
- Construct a second bridge (and bypass) to separate the cars and the some of the freight.
- Extra river crossings, better access to Golf Course Rd.
- Firstly, get VicRoads to lock in Option D so that other link roads and bridges can be planned. Once the bypass is in place, a ring road could be developed to assist with traffic movement.
- Forget the bypass and put in an interconnecting arterial road to connect the highways to the West and give us a second bridge at the same time.
- Freight bypass. North or south there are pros and cons. Slip lane at the Stawell Rd/Williams Rd intersection (Melbourne bound).
- Getting started on a bypass.
- Horsham needs to better utilise existing bridges/roads (Horsham Noradjuha Road and 3 Bridges road to divert commercial

trucks out of Wilson Street). Another bridge along this stretch of the river is an absolute waste of money. Horsham also needs to divert trucks out of McPherson Street (including freight from the industrial area to the WIFT). The most efficient way to do this is with Bypass Option D, being the VicRoads preferred option.

- Just get the bypass built and someone just make a decision. Never going to keep everyone happy.
- Local consensus planned bypass! Not! Government mandated one!
- Make a decision on if we are going to have a road go around h=Horsham. This is being spoken about for years.
- More bridges over the Wimmera River.
- Need another bridge.
- Need bypass routes for through traffic, and also 'main' routes to business/work/school areas to reduce congestion at peak times. Diifficult with so many entry directions.
- Ring road and river crossings.
- Ring Road type scenario.
- Ring road.
- Ring road.
- Second river crossing West of Horsham.
- Truck only bypass.
- We need an effective ring road of major roads for trucks around the city that links all highways.

## ROAD MAINTENANCE AND UPGRADE

- Just improve road surfaces for all traffic.
- River Road has become a major shortcut for trades and delivery vehicles from the industrial estate and for residents form the haven area to enter access the Western Highway at the Williams Road lights rather than the Golf Course Road intersection. There has also been a considerable increase in traffic due to the new church and patrons using the new fuel stations in Golf Course Road. The road service is poor, the edges are dangerous and the road is narrow - an accident waiting to happen and needs to be upgraded as a priority.

- Upgrade the Horsham - Natimuk Road to two lanes in each direction.

## **SPEED MANAGEMENT**

---

- Try to make less cars in the CBD. Bike or reduce speed to 30 and if this can be done all cars have to give way to pedestrians.

## **TRAVEL BEHAVIOUR**

---

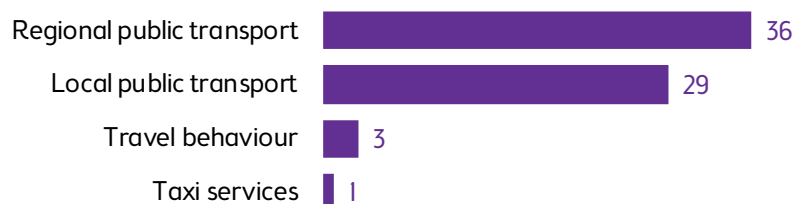
- Educate country drivers about how to use roundabouts and treat pedestrians with respect - some motorists fail to stop at the pedestrian crossing in Roberts Avenue on a regular basis. Also cyclists are not well catered for.

## SUGGESTIONS FOR IMPROVING PUBLIC TRANSPORT

### *'What are your suggestions for improving our public transport?'*

70 suggestions were put forward by 63 respondents and are all included below.

#### Number of suggestions within each topic/group



### LOCAL PUBLIC TRANSPORT

- A decent bus station in Roberts Avenue. More frequent buses - especially at peak hours i.e. to support 9 - 5:30 workers.
- Also the bus service around town and bus stops - seems odd that Public Transport Victoria decides this yet don't know the community demographics/needs.
- Build a central transport hub in the middle of town and have a free shuttle to a new train station out of town (move railway north to re-integrate northern suburbs) and also to the aerodrome. Bring back passenger rail. More frequent services to local towns (Natimuk, etc) to allow day trips via public transport. More bus stops across town.
- Encourage more people to use it! In order for people to use it, it needs to be prompt, frequent, trips are relatively direct, and easy to access/locations (not too far to walk to a bus stop). The bus routes seem to travel along many of Horsham's streets, but there are not enough bus stops. This is especially important for the elderly. In conjunction with this, please ensure that there are footpaths that lead to/from the bus stops. Some bus stops are a concrete slab with uneven dirt/ground leading up to/away from the bus stop. The footpaths should link up to at least the next intersection. In Williams Road this is not so, and quite a few elderly people live on/

near these bus stops.

- Extra town bus services. Other towns have to later at night and early in morning even on weekends.
- Follow up with PTV as they set the local bus timetables/routes. Install bus shelters, or at a minimum seating at all bus stops. Install the bus timetables on the bus stop signposts.
- Have smaller buses circulating more often, with a hail and ride operation.
- Increased frequency.
- Increased frequency.
- Increased frequency. Use of smaller busses if more cost efficient.
- More buses.
- More frequent services.
- More frequent services. Mini buses to replace large buses on selected routes. Explore creative options to develop alternative public transport options than relying on PTV.
- More services.
- More stops.
- Move bus depot to station, use shuttle bus into city/ town bus times.
- Operate buses so they arrive at central activity center BEFORE work hours start, and leave after work hours are finished! 15 min before 8:30am and 15min after 5:30pm.
- Public transport to regional areas is poorly thought through with limited access to public

transport during peak period demand. Introduce the light rail and eliminate buses and reduce cars.

- Review bus routes and consult with users as to how these can be improved.
- Review the times and routes of the city buses. Are they accessible to workers to reduce the number of worker cars in the CBD?
- Run bus timetables more frequently to enable those out of town to use them effectively.
- Shuttle buses.
- Smaller buses and more frequent.
- Smaller buses: we have Melbourne sized buses driving around blocking roads like in front of Priceline, that have 2-10 people on them. Go back to smaller buses and save some emissions and make town safe again.
- Start our local bus about 6 am and finish about 9 pm.
- The bus routes need review and better action from PTV. The process of review and change is 3rd world. A person travelling from Horsham North can't easily get to the swimming pool and is delivered at Coles - and must return via Coles. I don't understand why the buses are so large (and empty) when a smaller, cheaper option (bus) could increase the timetabling of circuits. There appears to be no consideration of public transport options to get people to work and to collect them at the end of the day.
- There needs to be more than one stop in the cbd for the buses.
- Use smaller buses.
- Utilise buses where available.

## REGIONAL PUBLIC TRANSPORT

---

- A fast efficient train to Melbourne that arrives at 8 am into the city.
- A regular rail service, please.
- Continue lobbying for rail.
- Daily rail service to Melbourne.
- Daily return train service to Melbourne
- Establishment of public transport services between Horsham and smaller towns in the wider region.
- Extend the V-Line railway service from Ararat to Horsham and create regular weekly or daily services to Melbourne and return.
- External bus routes ok.
- Get passenger rail connection to Melbourne!
- Have fast rail connection to Ballarat/Melbourne constructed.
- I don't use public transport. Bring back the trains to Melbourne for those who use this transport.
- Implementation of regular train service from Horsham to Ballarat/Melbourne
- More buses and trains.
- More trains.
- Need passenger trains.
- Need regular fast train to Melbourne and Adelaide.
- Not sure. Make some of the linkages to and from Ararat station to Horsham a little bit more sensible, particularly on weekends.
- Passenger rail.
- Pedestrian railway to Melbourne.
- Regular interstate passenger trains.
- Regular trains between Ballarat and Horsham, for a start.
- Return of rail service that is faster than road travel. If this can not be achieved a rail service will never work. (Example: road trip to Melbourne CBD currently takes 3.5-4.5 hrs, rail service would need to do the same trip in 2.5 to 3 hrs to be viable and used by the community.
- The bus system is unknown to anyone in Horsham who has a car - it is too easy to get around Horsham in a car, so public transport is rarely considered. Although a passenger service to Melbourne/Ballarat would make Horsham such a better place to live with connectivity to the cities for work and recreation.
- The rail to come to Horsham.
- There needs to be more frequent public transport services to smaller communities within the region (Dimboola, Warracknabeal, Haven, Murtoa etc).
- Train availability.

- Train direct Melbourne.
- Train service to Melbourne and in lieu of that more regular buses.
- Train to come back to Horsham or more bus services to Horsham on weekends. More town bus services in West area.
- Train to Horsham.
- Trains from Horsham.
- Trains.
- Trains.
- Unsure. If rail returned I guess cost and travel time would be the main factor for me to use.
- We definitely need the train to be accessible in Horsham. Horsham is a Regional City and we need these basic public transport services to support our ageing and growing community.
- Well bring back the trains from here to Melbourne, that's most needed most of all.

## TAXI SERVICES

---

- I do not travel by bus in Horsham so am unaware of how good this service is. If taxi come under the service then Saturday night then I am told it is shocking.

## TRAVEL BEHAVIOUR

---

- Do some things to encourage people to use it. I tried to use the town bus - and it was over an hour to wait for the next one. It was quicker to walk 3.5 km home (which I did). The public transport to Melbourne is better than everyone says - If we can't show that we're using it - what is the incentive for Govt to give us better services? Let's consider some ways to get people using public transport and then we have a better case to argue for more services.
- Encourage business (e.g. supermarkets and the like) to provide transport of people and goods instead of car parks.
- This issue needs more education and encouragement so that the public transport is use more be all.

## SUGGESTIONS FOR IMPROVING CYCLING

### *'What are your suggestions for improving cycling conditions?'*

73 suggestions were put forward by 60 respondents and are all included below.

#### Number of comments within each topic/group



### CONNECTIVITY, NEW LANES/PATHS

- Add cycling paths through the town.
- Add to both sides of river.
- Connect the river to the CBD.
- Connecting key bike routes.
- Cycling lanes would be helpful within town and major roads to increase safety for cyclists.
- Existing cycle paths are safe and efficient ways to travel. Would be great to have more.
- Good paths and safe crossings leading to the CBD and to all the schools.
- Improve the paths and connectivity. An assessment should be done as to can you access each school on a safe bike path.
- Line-marked areas for bicycles to use where possible plus more interlinking tracks.
- Link open spaces with bike paths. Link schools, hospital, sporting grounds to each other CAD with safe bike paths. Educate the public on the safe routes/bike paths. Ensure regular maintenance of bike paths.
- More and better paths along the river (inc. bridges).
- More bike and walking tracks.
- More bike lanes on main arterial roads in

town and around schools.

- More bike tracks parallel to busier streets/roads.
- More cycle paths to outer areas. Use the unused train lines for bike paths as they have done elsewhere such as Bright, Victoria.
- More cycle tracks/lanes.
- More cycling tracks.
- More designated cycle lanes.
- Much extended and linked network of dedicated walking/cycling tracks.
- Open MacBain St so it goes down to the river like its shown on Google maps. McBryde St is no longer ideal for children riding through with it's unsealed surface and narrowness since half the road was given to the property owner at 6 MacBain St. What is the council's timeline to acquire the land from 8 MacBain St?
- River crossing near Bennett Rd. Best access to the Horsham College from the south. Designated cycling lanes into town and in CBD. Connect river track to CBD with cycling track.
- Safer and more connected routes on paths. I am looking at this from kids getting to schools.

## BIKE PARKING AND STORAGE

---

- Add extra bike parking near shops.
- Cycling parking.
- Make bike bays for people in CBD so they can lockup their bikes.
- More bike parking.
- More facilities for bike parking.
- More places to park bicycles.
- More space for bike parking with more appropriate racking facilities throughout the CBD
- Provide decent places for them to park their bikes.
- Secure and covered bike storage for all day use (workers). More bike park rails.

## EDUCATION AND AWARENESS

---

- Community education.
- Cycle teach beside highway.
- Cycling along the river is pretty good. Often have issues with people not having their dogs on leads (in areas where they should be). Possibly greater awareness (and if necessary) enforcement of that responsibility would be good.
- I do not ride a bike and consider cyclists have to take responsibility for themselves. Many times we have cyclist on the road that have no reflection tops or anything on there bikes. If it is not good weather conditions we are on these guys before we see them. Of course there is ALWAYS the guys that help us out. We should speak to the cyclist and listen to their problems, but can they please help us.
- Implement a trial of licencing cycle riders and run a public safety awareness campaign.
- Teach cyclists to ride on bike tracks and not think they are cars.

## EXPERTISE

---

- Have someone who ride a bike do the planning.

## IMPROVED FACILITIES

---

- Better roads quality tracks and places to plug in and charge e-bikes.
- Create better safety lanes for cyclists.
- Cycling lanes, more shaded areas for extreme heat.
- I love that you can now cycle down the other side of the river too and do a loop back to Weir park. Its a bit tricky cycling around town - I used to cycle to the gym, but that felt dangerous (traffic-wise) so I stopped.
- Improved footpaths and dedicated bicycle lanes.
- Level footpaths. Increased street and footpath lighting. More water bottle refill stations along cycling paths (like the new type at Apex skateboarding park, by ANZAC bridge).
- Much improved dedicated lane marking on streets.
- Remove sections of kerbs at intersections that stick into bike lanes. Paint bike lanes a different colour.
- Review roads with bike access. Do they meet the needs of all users...school, worker, weekend rider, visitors?
- Well defined bike lanes throughout CBD. Improve bike tracks in and around our schools to encourage more children to ride to school in a safe environment.
- Where on-road cycling lanes are required, they should be wider, and not part of on-road car parking lanes.

## INVESTMENT

---

- Register cycles revenue into cycle paths.

## NONE NEEDED / QUESTION IF NEEDED

---

- Ban bikes :)
- Cycling is not too bad.
- How many cyclist are using the road every day here in Horsham. Do have a number of workers commuting to work by bike? How is this number compared to those who drive or walk?
- How many ride bikes ?
- Is this a real issue, not sure if many people are

cycling to work. Most cycling for pleasure/sport.

- None, Horsham has plenty of cycling tracks.
- Not required.
- Nothing.
- This is hard to answer. What are the issues? Is it within the CBD or other areas? Are shared roads the issue or paths?

## SEGREGATED FACILITIES

---

- Build bike tracks separate to the highways and main roads.
- Connectivity of cycling paths, Identification of key routes and make cycling a priority - not just a nuisance for cars. Create separate cycling lanes so young and older people feel safe on the roads - not just people who are brave and in lycra! Cut throughs at all roundabouts and crossings so cyclists aren't pushed into the middle of the road. Use strategies that are clearly working in Adelaide and through the CAD of Melb. It's not that hard.
- Cycling only tracks to keep all cyclists off foot paths.
- Designated and promoted preferred access routes to the CAD. Reduce bike chokes at intersections. Use of green bands for bike lanes at intersections.
- Designated cycle lanes with proper separation from cars, not just a painted line on the road.
- Get bikes off major roads, bike track on old railway track Horsham to Natimuk.
- More dedicated bicycle tracks with high quality surfaces. Better connections between cycle tracks. Separate cars and bikes.
- Need designated cycling tracks that don't run along the busy roads - utilise the space next to the railway line.
- Off road cycling lanes.
- Put all bike tracks on the inside and block them off from cars.
- Separate off-road cycling tracks where possible for cyclists' safety, and good links between locations that cyclists want to ride to/from.

- Separate lanes for cyclers and walkers.

## STRATEGIC ROUTES OR APPROACH

---

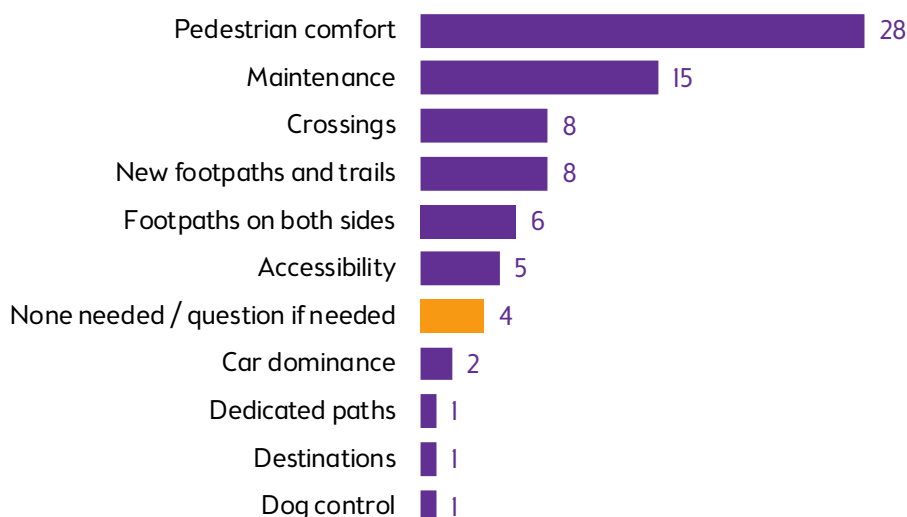
- Get cyclists off major roads such as Natimuk and Noradjuha.
- Signage and streetscaping/bike lanes - I'd suggest thinking about who might be interested in commuting via bike (office workers, health, teachers) and work out where their journeys may be - perhaps along Urquhart and Darlot Streets for professionals in the CBD, Baillie/McLachlan Street for the schools and hospital, Dooen Road, Dimboola Road and O'Callaghans' Pde seem like the main roads people would use.
- Accessibility

## SUGGESTIONS FOR IMPROVING WALKING

### *'What are your suggestions for improving walking conditions?'*

79 suggestions were put forward by 64 respondents and are all included below.

#### Number of suggestions within each topic/group



#### ACCESSIBILITY

- Accessible paths. I note that gophers don't seem to be mentioned, which appears to be an oversight given the % of our population that are elderly. Having used a gopher a number of times post surgery, it is unsafe crossing and getting along so many of the streets.
- Get gophers of footpaths and more walking tracks properly cemented in all parks.
- I sit down the river and many people use this facility, cyclists, walkers so this should be kept safe. Would suggest we speak to people who actually take elderly around Horsham to see if conditions are adequate - not only check but put long term plan to update footpaths.
- Level footpaths.
- Level paths.

#### CAR DOMINANCE

- Increase space allocated for pedestrian traffic by getting cars out of high usage areas.
- Reduce car traffic.

#### CROSSINGS

- More pedestrian crossings - eg across McPherson St, O'Callaghan's Parade, Natimuk Rd, etc.
- More pedestrian crossings along all CAD streets, rather than pedestrians having to cross at traffic intersections. Introducing zebra crossings (outside Horsham Town Hall on Pynsent St). Narrowing Pynsent, Roberts and McLachlan street to be more pedestrian friendly. Streets are very wide. A median in the streets would work well to allow a half-way point for crossing pedestrians.
- More road crossing points with median safety islands where applicable Or more pinch points that allow pedestrians to have a narrower width to cover.
- More zebra crossings in the CBD for high pedestrian traffic intersections (moreso Firebrace St roundabouts) so pedestrians clearly have priority, especially when vehicles are turning.
- Pedestrian crossings.
- Pedestrian safety at Bradbury Lane (conflicts

with loading vehicles at Coles).

- Reducing clutter around the entrances to cross the road so that pedestrians and car drivers can see each other more easily.
- Walking paths are pretty good. Main issue is difficulty getting across Wilson St/Darlot St area I think. A traffic light would make a big difference. Know there's one up further at Firebrace St corner - but I think it would make it easier to park the car and walk the kids around town if you could get across the road at Wilson st/Darlot St easier.

## DEDICATED PATHS

---

- Exclusive walk ways without cyclists.

## DESTINATIONS

---

- Have somewhere to go.

## DOG CONTROL

---

- Ensure dogs are more controlled in non leash areas. Some dog owners fail to adequately control their animal blaming the walker for their dog's bad behaviour. All dogs should be on a leash where the public walk.

## FOOTPATHS ON BOTH SIDES

---

- Footpaths on both sides of the streets in town.
- Improved footpaths - particularly where there are footpaths lacking.
- Lots of areas still have no footpaths.
- More footpaths. Lots of people walk on the road out my side of Horsham as there are no footpaths but its a popular area due to the river
- Some streets don't have a footpath on both sides of the street. This could be a way to improve.
- Within Horsham west area and others there are some streets with footpaths only on one side of the street. Often meaning you are j walking to cross from one side to the other and this could be within one block. Would be great to see footpaths enhanced throughout

township to make it easier. Especially if you are trying to encourage people to walk/ride to work or school.

## MAINTENANCE

---

- Better footpaths.
- Enforce overgrown hedges on footpaths and make the owners trim them. Rather than having them encroaching in the way over the path.
- Ensure footpaths are trip hazard free.
- Fix the footpaths all around town check them by walking not a gopher since those wheels on it can't tell you where the little tripping hazard is.
- Fix the footpaths.
- Fix the footpaths.
- Improve the footpaths. Given the nature of Horsham soil - the trip hazards are an issue with uneven paths.
- Maintain pavers in public areas.
- Maintenance on all footpaths.
- Make ALL home owners trim their overhanging trees and overgrown bushes that are in the footpath area. Enforce penalties if they don't!!
- Moving soil makes concrete slab paving variable and sometimes dangerous. Needs regular inspection.
- Repair of cracked footpaths.
- The first thing is to fix up all the existing footpaths in Horsham. All the yellow/white lines must be removed and the paths fixed.
- The footpaths are poorly maintained.
- Walking tracks need surface improvements. gravel tacks need a more stable surface that is long lasting, won't wash away and is suited to its environment.

## NEW FOOTPATHS AND TRAILS

---

- Additional footpaths.
- Again existing paths around the river and racecourse are great. Perhaps some new paths in the Horsham north area.
- Both sides of river and scooter friendly.

- Continue extending river walking tracks. Consider a walking track to Natimuk (rail trail?).
- Extension of walking trails.
- More trails and pathways.
- More walking tracks.
- Walking track desire highway (Western).

### NONE NEEDED / QUESTION IF NEEDED

---

- All good.
- No major issue.
- None. There are plenty of walking paths.
- The facilities are already pretty good.

### PEDESTRIAN COMFORT

---

- Additional lighting and seating.
- Additional seating improve path surfaces.
- Additional seats and shade for people to rest.
- Better footpaths, shaded walk areas better lighting.
- Community education, signage and streetscaping/pedestrian crossings - for me, definitely Natimuk Road is an issue in the mornings to work.
- Have some seating, if we're an ageing population we'll need it.
- Identify major walking routes for schools, public services and shopping centres and provide footpaths and shelter on both sides of the road.
- Improved street lighting.
- Increase shade by planting trees.
- Increased street and footpath lighting along riverbank precinct.
- Maintain existing tracks /trails with decent surfaces with resting seats at reasonable spots, provide water points also.
- More access to shady paths - not enough mature trees.
- More lighting.
- More native street trees and more areas to sit.
- More shade and seating and street crossings. Drinking fountains located around the CAD

and town better maps and guides - how far?  
How long (time).

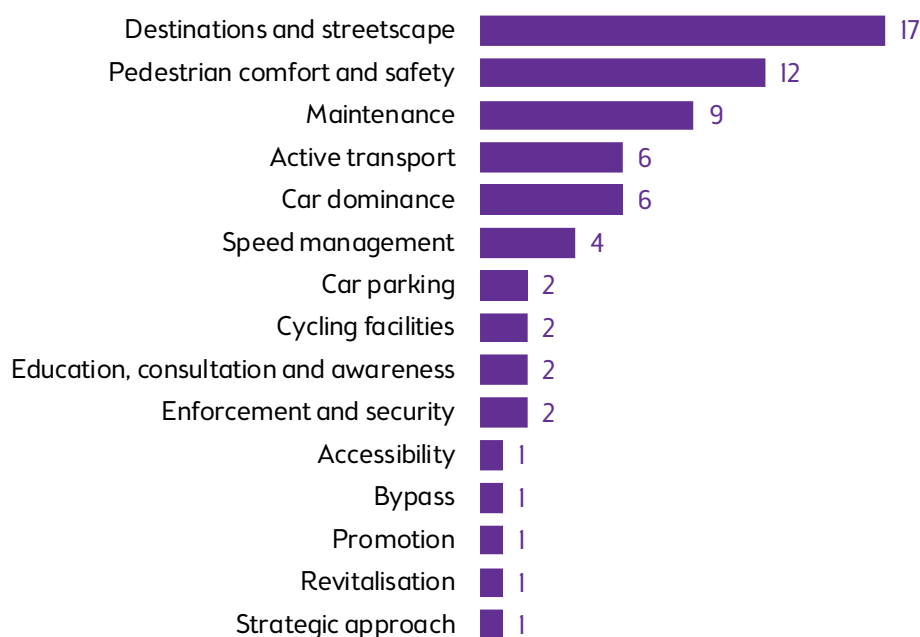
- More shade from street trees or covered walkways.
- More shade on walking routes (eg. Natimuk Rd).
- More shade trees.
- More shaded areas for extreme heat.
- Not enough shady seating areas in shopping precinct - emphasis has been on driving and parking at each shop, not parking once and walking to shop.
- Safe surfaces with random seating.
- Seating along the river walk to sit and rest.
- Shade, cover from rain, and basically ensure climate change adaptation is central to design and provision.
- Shade, seating, drinking fountains, appropriate lighting, easy connections and crossings. Wayfinding and signage that is consistent and respectful - distance and approx times to walk A to B. Create points of interest as well to break the journey and create opportunities to gather and linger so sitting alone on a bench seat is not a sign of being puffed but is an opportunity to meet with friends. This involves tables as well as seating, rubbish bins, wi-fi and artwork - sculpture, mosaics.
- Shady trees in nature-strips, seating, maintenance to current footpaths.
- Signage and better concrete footpaths.
- The inclusion of more solar lighting along the walking areas to improve safety for the Elderly, Women and Children.
- Wear comfortable shoes!

## SUGGESTIONS FOR IMPROVING WALKING

### *'How can we make our streets better for everyone?'*

67 suggestions were put forward by 60 respondents and are all included below.

#### Number of suggestions within each topic/group



### ACCESSIBILITY

- Level roads and guttering.

### ACTIVE TRANSPORT

- By catering to the individual experience of walking, cycling and driving through Horsham.
- Emphasis on public transport, pedestrians and cyclists.
- Encourage more walking, cycling and less car-hopping.
- Less bigger transport - actually no big transport...
- Shared bike/gopher and walking paths and more pedestrian crossings and monitor the lights so that they can be programmed better for school drop off and pick up times, and investigate a way to make it safer

for pedestrians/cyclists and gophers at Baillie St/McPherson St intersection - as many drivers do not even notice the green pedestrian light due to watching for trucks and b doubles going through red lights. It is not unusual to be first car at the lights going into CBD from Dooen Rd and light turns green but b double turning from Baillie St into McPherson St - turns as light goes to red, and by the time he gets around the car is facing a red light again.

- Well lit areas make me feel safe at night times when walking/riding. Our community needs better tolerance towards sharing the roads with peds and bikes.

### BYPASS

- Divert heavy vehicles around Horsham with a bypass.

## CAR DOMINANCE

---

- Get more people (not vehicles) on them.
- Get rid of huge buses and stupid roundabouts and weird concrete sections in southbank.
- Less cars.
- Reduce car traffic.
- Slow down cars in some residential streets. Kids should be able to have kick-to-kick footy in the streets and not have to worry about cars.
- Take back the streets from cars. Don't get caught up in side discussions - have a clear vision that is people focused and stay with that. Our car culture will roar but cars are ruining the CAD as people shop-hop from block to block and don't get the chance to meet people and to talk and be connected. Our CAD is soul-less. Many of the streets throughout Horsham are wide and encourage fast movement of cars. Traffic calming measures like many of the suburbs in Adelaide and Melbourne, visual cues that encourage cars to slow, landscaping etc so that streets can be areas for the community (as they used to be).

## CAR PARKING

---

- Get rid of parking meters.
- More free parking which is all day.

## CYCLING FACILITIES

---

- Add more bike paths to enable safer cycling on the roads.
- Keep cyclists of the main roads.

## DESTINATIONS AND STREETSCAPE

---

- Better design/aesthetics and open spaces.
- Better signage. Priority to pedestrians in town.
- Encourage respectful behaviour in public areas like parks, create more attractive spaces, more natural green spaces etc. for families to enjoy with not too much signage and infrastructure.
- Firstly we need to improve the entrances to

Horsham. The entrance on Dimboola road is a total disgrace.

- Good footpaths, nice size shade trees.
- Improved plantings.
- Lots of trees and sun shades to keep pedestrians and cars cool.
- More green areas and sitting areas.
- More hardy appropriate larger shade trees eg chinese elms / jacarandas / elms with seasonal beauty not crepe myrtles or natives. More uniform planting scheme - check out Paul Bangay's Guide to Plants. Need to have underground power lines for this to occur.
- More shady trees, seats, rubbish bins that are emptied regularly and in all areas of Horsham.
- More street trees; more street furniture.
- More trees.
- Shade, road markings for cyclists, roundabouts, undercover parking area to shelter from heat for cars, cyclists and pedestrians.
- There has been a big effort by council to improve street scapes particular in Horsham north. The completed streets look fantastic but there is still a way to go. Hopefully the remaining streets can be improved systematically.
- Tree shade.
- Trees. Bowden and Searle St have large, shady, ancient trees which add significant value to the properties located along them. Short scraggly trees do not.
- Which Streets, CBD or Residential? We need to make all our streets look and feel cooler through the warmer months. Is can be achieved with more grass areas on the main roads into Horsham as well as within the CBD that are kept green with more drought tolerant grasses. This should also be a program extended to the households of Horsham to help create this greener calming, cooler streetscape. More trees for shade. Also this inclusion of Shade sails over car park areas, both council owner and business owned (eg. Safeway, Horsham Plaza, Coles etc..).

## EDUCATION, CONSULTATION AND AWARENESS

---

- Asking questions is a good start. I've appreciated having this survey and the opportunity to give my opinion. That's a nice change.
- Information to teach people how to be more patient and courteous at roundabouts and in CBD. Information sessions. Informative Facebook posts.

## ENFORCEMENT AND SECURITY

---

- More cameras and media on local traffic movement.
- Police to patrol street more.

## MAINTENANCE

---

- Better road surfaces.
- Eliminate potholes and undulations in the roads and provide footpaths.
- Ensure maintenance requirements are attended to promptly.
- Keep improving and maintain.
- Keep up maintenance.
- Maintain footpaths.
- Smooth roads and footpaths (not uneven or broken).
- Trim branches overhanging footpaths.
- You will never please everyone but seeing things on long term plans help. As in knowing that there street will be resealed/improved drainage in 2 years etc.

## PEDESTRIAN COMFORT AND SAFETY

---

- Better lighting in some streets, foot paths and gutters.
- Better road and footpath surface, better lighting.
- Light them, fix them and shade them. Much more likely to walk then.
- Make safer.
- More lights.
- Need more seats.

- Safety zones in the middle of the streets - resting points. Shade.
- Shade and seating.
- Shade, windbreaks (wind roars along some shopping streets).
- Street lighting.
- Toilet block in Roberts Ave is a disgrace, especially as used by bus travellers.
- Unsure if you mean safer as I feel this is becoming an issue -when my father could walk he tried to keep his independence but could not get from one end of the street to the other. Put seats in then someone will complain they are in the way. ???

## PROMOTION

---

- A strong marketing campaign celebrating everything good in Horsham and remembering neighbouring towns and farmers. Showcasing a welcoming city that values surrounding communities in neighbouring shires and encourages two way travel and support to and from surrounding towns.

## REVITALISATION

---

- Fill empty shops in the main cbd area.

## SPEED MANAGEMENT

---

- Measures to slow traffic.
- Managing speed areas and making sure street crossings are safe for all ages and abilities to use.
- Slow motor traffic to 35 km/h.
- Slow the car traffic down, especially in Firebrace Street. This will encourage cars to use Darlot and or Urquhart Streets.

## STRATEGIC APPROACH

---

- Develop a map of movements to prioritise needs.



# WORKSHOP FEEDBACK

## WORKSHOP AGENDA OVERVIEW

Two 2 hour workshops were conducted on 29 April 2019, at 2 pm and at 6 pm, offering a choice of a daytime or an evening session. The scope and approach to both of these workshops was the same.

These workshops focussed on identifying key issues with Horsham's streets and roads, mobility and accessibility; and on establishing opportunities and future directions.

**Both workshops were well attended by members of the public, members of the PCG and Elected Members.**

**23 people attended both workshops.**

The workshop agenda was as following:

- Welcome and introductions (5 minutes)
- Presentation – overview of the Urban Transport Plan project and its strategic alignment (10 minutes)
- Presentation – key context and issues for transport, movement and accessibility in Horsham (10 minutes)
- Presentation – Movement and Place approach and assessment for Horsham (5 minutes)

- Facilitated workshop discussion (1 hour and 10 minutes):
  - » What are the issues experienced with Horsham's urban street network?
  - » What are some of the opportunities to improve movement, access and streets in Horsham's CAD?
  - » Using Movement and Place concept, what should the future vision for the street network be?
  - » What should be some of the key directions in the Urban Transport Plan?
- Prioritisation of key actions (5 minutes)
- Group feedback and close (15 minutes).

Workshop discussions were facilitated at three tables and key feedback from each table was discussed in the combined group of attendees.

This section includes key messages and key priorities identified at these two workshops. The feedback from both workshops (all six discussion tables) was combined.

# KEY ISSUES AND IDEAS FOR THE URBAN TRANSPORT PLAN

## TRAFFIC AND FREIGHT MOVEMENT

---

- Consider give way confusion at roundabouts between cars and also cars and pedestrians.
- Investigate options for freight linkages to direct freight movements around town.
- Install freight route signage, clearly marking freight routes.
- Build a new vehicle river crossing west of the city.
- Build a new vehicle river crossing east of the city.
- Bypass (or a ring road as an alternative) needs to be considered to support local access needs.
- Address the need for an additional bridge, subject to bypass timing.
- Establish a ring road for Horsham.
- Address impact of amenity from freight in Wilson Street. Keep trucks out of town (out of Wilson Street and McPherson Street).
- Consider impacts of residential growth to the west of Horsham.
- There is an issue of trucks not observing red lights.
- Address weaving traffic from O'Callaghans Parade to William Road.
- Address River Road to Plympton Road rat run for traffic heading to Church of Christ.
- Consider measures to improve compliance with 40 km/h speed limit (e.g. speed humps and wombat crossings).
- Install red light enforcement cameras (suggested locations is at the Anglican Church).
- Consider safety measures for scooters and motorcycles.
- Improve road signage and lane signage.

## INTERSECTION DESIGN

---

- Suggested intersections for investigations and improvements:
  - » Western Highway / Geodetic Road
  - » Golf Course Road / Henty Highway / Western Highway
  - » Bailie Street / Menadue Street (especially for pedestrians and cyclists crossing)
  - » Bailie Street / McPhersons Street (review phasing of signals)
  - » Darlot/Wilson Street roundabout
  - » Darlot / Hamilton Street intersection (road priority is wrong)

## CAR PARKING, LOADING AND SCOOTER PARKING

---

- Horsham, being the regional centre, needs to provide convenient access for visitors:
  - » for cars and car parking
  - » good access to key services and popular destinations
  - » opportunity to consider hop on/hop off bus linking services in town.
- Maintain good DDA car parking accessibility at key service locations, such as banks, medical destinations, post office and shops.
- Develop information and information campaigns regarding where car parks and available to address the desire to park immediately at the front of destinations.
- Consider safety of centre road car parks from the points of view of on-going traffic visibility and pedestrian accessibility.
- Consider a multi-storey car park.
- Remove long-term parking to encourage use of buses, cycling and walking.
- Plan for the future by incrementally improving CAD destinations and on-street staying opportunities, and relocating



street space from car parking to those opportunities.

- Introduce electric scooter/bike parking spaces.
- Shade car parking areas, especially at outer location (to encourage parking further out).
- Offset any car parking loss by building a multi-storey car park.

## PUBLIC TRANSPORT

---

- Consider improving public transport connectivity to the south of the CBD (to connect gardens and the river)
- Improve public transport:
  - » needs to be publicised
  - » install timetables
  - » survey current users
  - » survey potential users.
- V-line terminates at the courts - is there not a better location?
- Train station is a horrible place and needs a rethink.
- Consider building a public transport terminus, an exciting destination with cafes and information centre.
- Public transport waiting areas need to be much improved.

## ACTIVE TRANSPORT

---

- Establish and reinforce active transport routes for to/from schools
- Work with schools to promote active transport, encourage children to ride to school on bikes or scooters, and catching a bus.

- Encourage cycling to work.
- Enhance and expand continuity of pedestrian and cycle paths, and create new linkages.
- Improve and prioritise linkages to key destinations.
- Make greater use of river paths as a conduit for school travel, improve connectivity and reinforce riding/walking routes.
- Strengthen pedestrian connectivity through laneways, establishing their role as thoroughfares.

## CYCLING FACILITIES

---

- Install frequent bike parking opportunities in CAD.
- Install more secure cycling storage.
- Improve cyclist safety at roundabouts (cyclists get squeezed out as bike lanes disappear). Make roundabouts safer for cycling and mobility scooters.
- Design key priority cycling routes that are safe (refer to the work by the Bicycle Advisory Committee).
- Design Copenhagen-style bikeways to encourage parents riding with children.
- Invest more into cycling infrastructure, making cycling safer.
- Need more cycling connectivity in residential areas to encourage commuting by bike.

## WALKING CONDITIONS AND ACCESSIBILITY

---

- Create age-friendly accessible streets.
- Address the issue of crossing wide roads, especially for older people and those with



mobility constraints (for example, Wilson Street adjacent Safeways/Woolworths).

- Address poor condition of footpaths and trip hazards.
- Reinforce the use of the median in Firebrace Street for pedestrian accessibility.
- Improve walkability in Horsham:
  - » widen footpaths wherever possible
  - » install more pedestrian crossings (there is currently very few crossing points and many more are needed).
- Create short mid-block pedestrian crossings by building out footpaths.
- Prioritise widening of footpaths at key destinations, for example at the cinema.
- In the future, there will be an increase in motorised mobility scooters/wheelchairs:
  - » ensure the width of footpaths are appropriate
  - » ensure intersecting side streets can be safely traversed.
- There is an issue of pedestrians crossing against red near Vic Hotel.
- McPherson Street is a barrier for east-west pedestrian connectivity.
- Address accessibility issues due to steep kerb and gutter profile. Mobility scooters bottom out when traversing side streets.
- Improve pedestrian connectivity and pedestrian access priority at Horsham Plaza. Create opportunities for attractive staying activities at the front of the Plaza. Integrate pedestrian route to Plaza with routes to other destinations.
- Review school pedestrian crossing at Natimuk Road, which conflicts with traffic movements.

- Review pedestrian connections and wayfinding to May Park from other CBD locations. It is currently an underutilised resource.
- Improve the ease of crossing Western Highway and crossings for pedestrians walking towards CBD from Horsham North. There is too much traffic and pedestrians are not safe.
- Increase pedestrian priority and opportunities for crossing the roads in the CBD. Consider the approach that Bendigo took.
- Remove street clutter such as unnecessary sign posts.

## STREETSCAPE AND DESTINATIONS

- Install more seating throughout to provide rest points and opportunities to enjoy surrounds.
- Increase numbers of and improve seating with shade and drinking fountains.
- Install shade wherever possible.
- Invest in attractive tourist signage and destination/walking route signage. There is a distinct lack of signage in Horsham.
- Improve street lighting.
- Install entry treatments on approaches to Horsham to welcome visitors and provide a sense of destination.
- Consider opportunities for destination/streetscape improvements on Pyncent Street next to the Townhall, connections to the river and the CBD.
- Improve street aesthetics of O'Callaghans Parade.

- Create a key destination (Place PI on the Movement and Place hierarchy) at Firebrace Street, between McLachlan and Bailie).
- Develop a structured/strategic tree planting program to shade streets, encourage walking and encourage use of outer city car parks.
- Investigate a possibility of and build a town square, the heart of Horsham, which will encourage on-street staying activities. Consider a major attractor like a splash pad. Use Mildura as an example.
- Make public/common areas more attractive.
- Strengthen the role of Darlot Street as a destination.
- Create more and better connections between the riverfront and the city street network.
- Encourage outdoor dining. Make permits and regulations easier to comply with.
- Curate on-street events, for example, install parklets, roll out the grass.

## EDUCATION, CONSULTATION AND AWARENESS

---

- Driver education courses for right of way at roundabouts.
- Cultivate and promote culture and unique Horsham-centric experiences. For example, consider a discovery centre for the Cultural Lands.
- Provide more community information about what is on and what is open.
- Educate users of mobility scooters to encourage safer driving practices.

## AERODROME

---

- Plan to consider aerodrome.

## OTHER

---

- Get access to water pipeline.
- Urban masterplan for Horsham is much needed to address the needs of recreation and sporting facilities and to plan out pedestrian links to green areas.



## KEY PRIORITY ACTIONS

As the last activity for the workshop attendees were invited to select four top priority considerations discussed at their table, using sticky dots. The list below details which of the priorities were selected and numbers indicate the number of workshop attendees who selected them. The priority list below is a repeat of the messages included in the previous section and it is a collation of all selected priority items from six discussion tables, hence it has a degree of repetition.

Number of people who prioritised the action	Priority action
5	Driver education courses for right of way at roundabouts.
4	Build a new vehicle river crossing west of the city.
4	Bypass (or a ring road as an alternative) needs to be considered to support local access needs.
4	Develop a structured/strategic tree planting program to shade streets, encourage walking and encourage use of outer city car parks.
4	Investigate a possibility of and build a town square, the heart of Horsham, which will encourage on-street staying activities.
4	Investigate improvements at Darlot / Wilson Street intersection.
4	Keep trucks out of town (out of Wilson Street and McPherson Street).
4	Urban masterplan for Horsham is much needed to address the needs of recreation and sporting facilities and to plan out pedestrian links to green areas.
3	Address impact of amenity from freight in Wilson Street.
3	Consider measures to improve compliance with 40 km/h speed limit (e.g. speed humps and wombat crossings).
3	Create age-friendly accessible streets.
3	Improve the ease of crossing Western Highway and crossings for pedestrians walking towards CBD from Horsham North.

Number of people who prioritised the action	Priority action
3	Increase numbers of and improve seating with shade and drinking fountains.
3	Increase pedestrian priority and opportunities for crossing the roads in the CBD.
3	Install freight route signage, clearly marking freight routes.
3	Install more secure cycling storage.
3	Invest more into cycling infrastructure, making cycling safer.
3	Shade car parking areas, especially at outer location (to encourage parking further out).
2	Build a new vehicle river crossing east of the city.
2	Design Copenhagen-style bikeways to encourage parents riding with children.
2	Encourage outdoor dining.
2	Establish a ring road for Horsham.
2	Establish and reinforce active transport routes for to/from schools.
2	Improve public transport.
2	Install more pedestrian crossings.
2	Make roundabouts safer for cycling and mobility scooters.
2	Need another river crossing bridge.
2	Need more cycling connectivity in residential areas to encourage commuting by bike
2	Widen footpaths.
1	Achieve continuity of pedestrian/bike paths.
1	Address confusion at roundabouts.
1	Address poor condition of footpaths.
1	Address the need for an additional bridge, subject to bypass timing.
1	Address weaving traffic from O'Callaghans Parade to William Road.
1	Cater for accessibility needs of mobility scooters.
1	Consider a multi-storey car park.
1	Consider improving public transport connectivity to the south of the CBD (to connect gardens and the river).

Number of people who prioritised the action	Priority action
1	Create more and better connections between the riverfront and the city street network.
1	Create more cycling routes.
1	Curate on-street events, for example, install parklets, roll out the grass.
1	Educate users of mobility scooters to encourage safer driving practices.
1	Encourage children to ride to school on bikes or scooters, and catching a bus.
1	Encourage cycling to work.
1	Improve and prioritise linkages to key destinations.
1	Improve car parking access to services for the elderly.
1	Improve road signage and lane signage.
1	Install red light enforcement cameras.
1	Invest in attractive tourist signage and destination/walking route signage.
1	Investigate improvements at Darlot / Hamilton Street intersection.
1	Investigate improvements at Golf Course Road / Henty Highway / Western Highway.
1	Investigate improvements at Western Highway and Geodetic Road intersection.
1	Investigate streetscape improvements and destination opportunities at Town Hall in Pyncent Street.
1	Make public/common areas more attractive.
1	Remove long-term parking to encourage use of buses, cycling and walking.
1	Remove street clutter such as unnecessary sign posts.
1	Strengthen pedestrian connectivity through laneways, establishing their role as thoroughfares.
1	Strengthen the role of Darlot Street as a destination.

