



Horsham Urban Transport Plan

Draft Strategy for Consultation



**Horsham Rural City
Council** urban rural balance

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**Draft for Council endorsement for
Consultation**

September 2019

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Introduction & Background

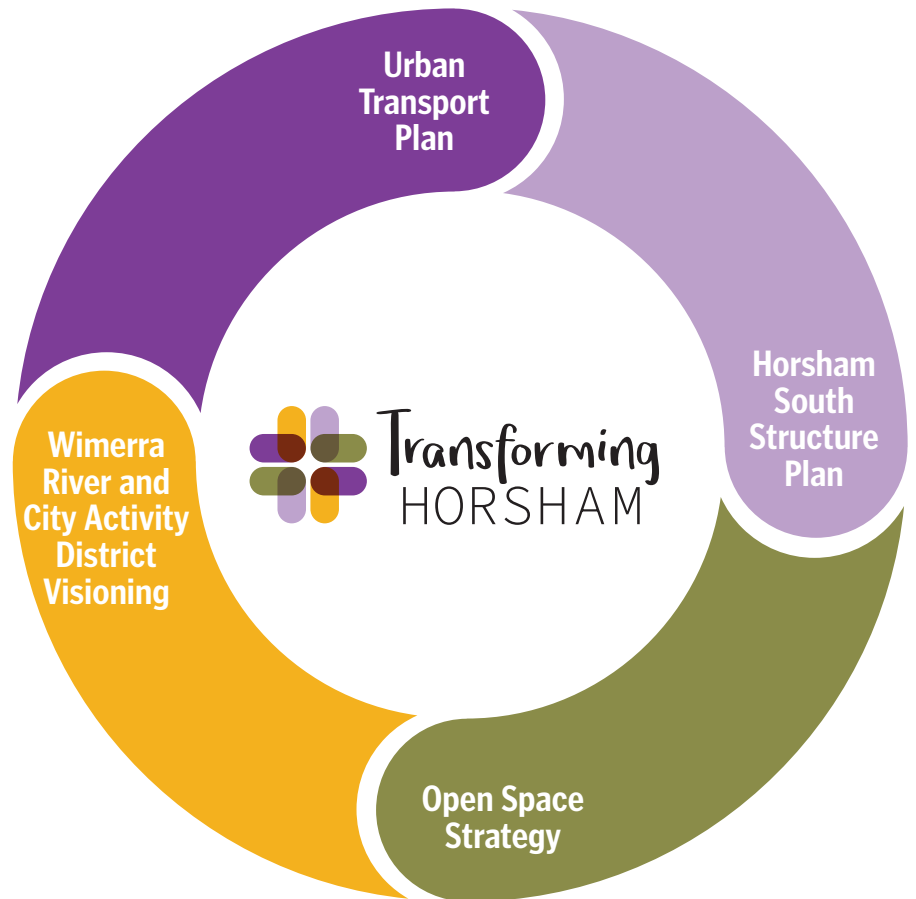
Transforming Horsham

Creating a brighter future for our rural city

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



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.

Numerous investigations have been carried out on the road network and transport movements within Horsham. Other recent regional transport studies in and around Horsham have also been reviewed, including studies that considered a potential Highway Bypass of the town.

While these previous investigations provided an overarching context, the focus of this Urban Transport Plan is the road network within Horsham and actions that Council can take in the short to medium term.

A separate Background Report details these investigations and community consultation that has informed development of the transport plan.

Introduction & Background

Continued

Policy context

Horsham is the most populous city in the Wimmera region, strategically located at the junction of five highways and conveniently located between Melbourne and Adelaide, it is a major regional centre. Over the next 20 years Horsham is expected to grow, increasing its importance as a regional arts and cultural hub and strengthening its position at the heart of one of the world's largest grain, pulse and oilseed growing regions.

The Urban Transport Plan will consider the future local transport needs that have been identified in a range of extensive previous studies and strategies, most notably the preliminary Horsham Integrated Transport Strategy (not endorsed by Council), Horsham Municipal Bicycle & Share Path Plan, Wimmera Intermodal Freight Terminal Precinct Structure Plan, Wimmera Southern Mallee Regional Transport Strategy and Municipal Parking Strategy.

This Urban Transport Plan aims to understand and quantify the transportation issues of the Horsham CAD and urban area both now and in the future. This plan sits within a suite of four strategies that collectively form the Transforming Horsham Program:

- Open Space Strategy
- Horsham South Structure Plan
- River and Central Horsham Visioning

Together they have the common goal of growing the city's economy and liveability.



Movement & Place

What is Movement and Place?

'Movement and Place' (M+P) is a way of thinking about the roles and challenges facing our roads and streets now and into the future. The M+P approach recognises that any street performs two functions: Movement of people and goods (a movement conduit), and serving as a Place (a destination in its own right).

This way of thinking implies that while we are planning for and developing our network, we need to consider the needs for movement and placemaking simultaneously.

The Movement and Place process is a tool for classifying street networks. It builds on conventional road classification systems by considering the needs of places alongside movement need. In applying the Movement and Place thinking, two decisions need to be made:

- 1 What strategic function does a street perform as a **Movement** conduit?
- 2 What strategic function does a street perform as a **Place**, a destination in its own right?

A street acts as a Movement conduit.

Design objective for

Movement=
decrease travel time



A street is also a Place, a destination in its own right.

Design objective for

Place=
increase dwell time



Current M+P Assessment

In undertaking a movement and place assessment of Horsham today, several key observations have been made:

Movement

- Horsham is literally at the crossroads of several intra and interstate highway
- A number of state roads converge onto Horsham from all directions

- McPherson St (Western Highway) has the highest north-south movement function, yet high flows were also recorded along Firebrace St and Urquhart St
- Streets within the CAD have a high movement function and generous road design prioritising movement of traffic over pedestrian and cycling use
- Wilson Street (Wimmera Highway) is also of concern for freight movements through town and the major shopping centre.

Movement & Place Continued

Place Status - Daytime

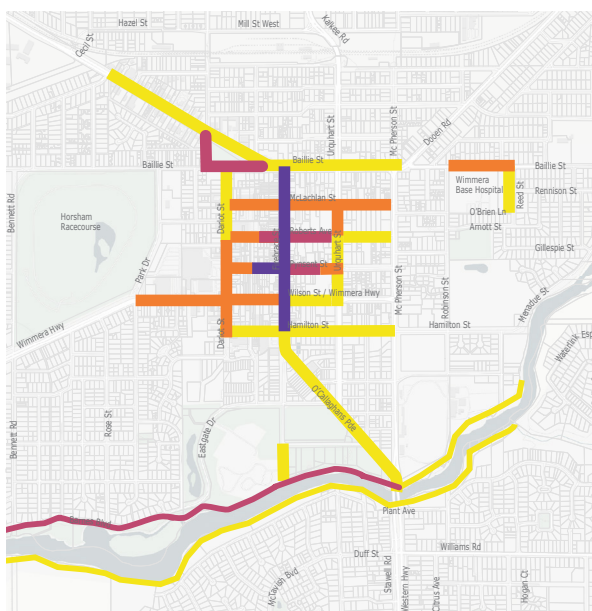
Key observations:

- Firebrace Street is the heart of Horsham township and is lined with small and diverse destinations
- Horsham Town Hall frontage along Pynsent Street is also a significant destination attracting large numbers of visitors during events
- Roberts Avenue with Horsham Rural City Council offices and Wesley Performance Arts Centre is an important destination
- Roberts Avenue west of Firebrace has the highest number of on-street dining seats used by a couple of cafes
- May Park attracts large groups of people celebrating special occasions, activating Baillie Street
- The natural setting of Wimmera River is an important recreational destination with visitors during all hours during weekdays and weekends
- Many of the retail buildings present large blank facades to the streets and are surrounded by large capacity car parks, thus encouraging access by vehicles instead of walking and cycling
- Vehicles are prioritised in the streets and pedestrians and cyclists are the “poor cousins”
 - Wide crossing distances across side streets and roundabouts
 - Lack of continuous tree canopy
 - Lack of dedicated cycling facilities even in locations where the road widths could easily accommodate cyclists
 - Lack of cycling parking
 - Lack of on-street seats as resting opportunities
- There is little on-street vibrancy: pedestrian flows are low, on-street staying/dwelling opportunities are rare and mostly not in a great environment.

Place Status - Evening

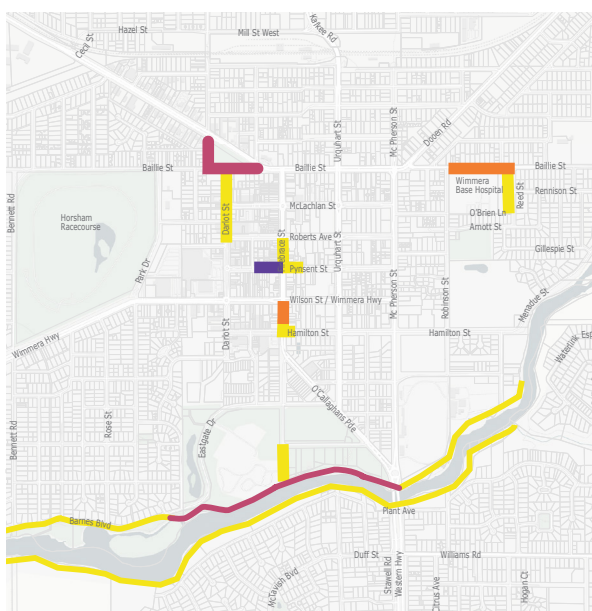
Key observations:

- Beyond the shopping hours, there is very little visible activity in Horsham
- The largest numbers of people in the evening were observed walking, cycling and camping around the banks of Wimmera River
- All pubs and clubs internalise their activities with no significant activation of the streets.



Daytime Place Status

- Place status P1
- Place status P2
- Place status P3
- Place status P4
- Place status P5 (no colour)



Evening Place Status

- Place status P1
- Place status P2
- Place status P3
- Place status P4
- Place status P5 (no colour)

An Integrated Transport Plan

Integrated transport planning is a process that acknowledges the variety of demands placed on the road and transport network. Effective transport plans enable balanced decisions that improve accessibility, amenity, safety, sustainability and functionality for communities.

Integrated transport planning recognises that there may not be “one size fits all”, as the transport network must accommodate competing demands from different users. The overall plan however ensures that each transport function (eg freight movement) has a place in the network. Similarly, the plan also ensures that each road balances the movement and place making activities.

Themes

The Horsham Urban Transport Plan has been developed on the following six key directions. The plan is not a stand-alone document but one that supports and informs the key directions for Transforming Horsham. While some of the strategies are aspirational and build for the future, there are numerous actions that Council can take in the short term to have an immediate and real change on how the community lives and moves within Horsham.

Importantly these strategies are designed to allow Council to manage and influence its own road network. While there are external factors that will also shape the future of Horsham, this plan provides a basis for Council and the community to control their own destiny.



Theme 1

Streets for People

The section provides directions for:

- Walking
- Accessibility for pedestrians
- Personal Mobility Devices
- The mobility impaired and aging population
- Pedestrian comfort (shade, water fountains, ability to sit and rest)
- Street activation (encouraging on-street activities and flexible street design enabling events and ad hoc activities)
- Creating more destinations
- Promoting walking and on-street activities

What we plan for:

- A more active and vibrant CBD
- More active transport
- A city where walking is safe easy and comfortable
- Conditions for pedestrians are suitable for people with all levels of mobility
- A well-connected walking network throughout the city linking key destinations
- Alignment of the transport strategy with revitalisation of the riverfront and central activity district



Poor accessibility for the mobility impaired

Lack of footpaths

Difficulty in crossing near roundabouts



Streets for People Continued



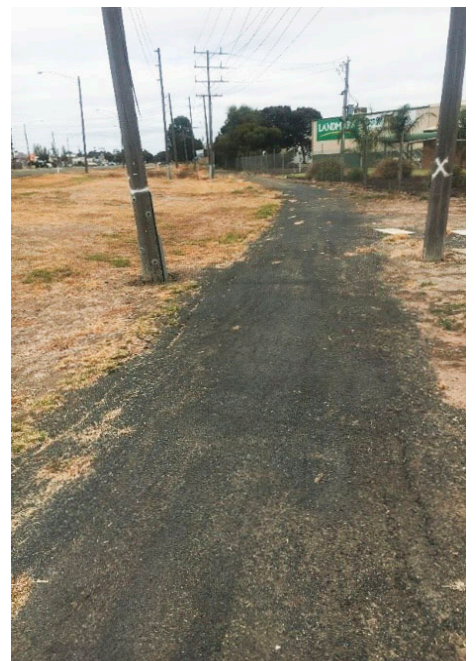
Visual impact of on-street parking on the streetscape

Excessive amount of road space dedicated to vehicle movement and storage



Lack of crossing facilities

Wide roads to cross



Poor maintenance of paths

Unsealed paths



Streets for People Continued

Strategies

Strategies	Options / Actions	Priority Actions	Ongoing Program
1.1 Improve footpaths for pedestrians and the mobility impaired	1.1.1 Conduct an audit of existing footpaths to assess useable width, condition and type of surfacing and kerb ramps for compliance with Australian Standards and DDA requirements		
	1.1.2 Develop a hierarchy of footpaths and prepare a plan to progressively upgrade footpaths and connections throughout the urban area		
	1.1.3 Upgrade connecting laneways between main roads to provide improved connectivity		
	1.1.4 Conduct a lighting audit of existing paths to identify areas with inadequate lighting and plan for progressive upgrade		
	1.1.5 Progressively upgrade existing kerb ramps to meet DDA requirements (and suitability for mobility scooters)		
1.2 Improve road crossings and pedestrian network connectivity	1.2.1 Install exclusive all-pedestrian movement "scramble crossing" at Wilson St/Firebrace St traffic signals		
	1.2.2 Investigate installation of traffic signals with pedestrian and bicycle crossings at the following locations to improve connections between urban areas and the CAD:		
	• Natimuk Rd (Wimmera Hwy)/Bennett Rd		
	• McPherson St (Western Hwy)/Hamilton St		
	• Wilson St (Wimmera Hwy)/Darlot St		
• Natimuk Rd (Wimmera Hwy)/Drummond St/ Future Growth Area collector road			
1.2.3 Work with the Regional Roads Victoria to ensure safe pedestrian (and cycling) facilities are provided on all arms of the proposed roundabout at the intersection of Western Hwy/Henty Hwy/ Golf Course Road/Plumpton Rd (refer 6.1.7)			
1.2.4 Install at grade "continuous footpaths" for pedestrians at minor intersecting side roads and driveways			

Streets for People

Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
Improve road crossings and pedestrian network connectivity	1.2.5	Work with the rail authorities toward the provision of improved crossings of the rail corridor to upgrade (or replace) the existing pedestrian underpasses	
	1.2.6	Narrow the width of road pavements of key streets within the CAD or install medians as part of place making actions to reduce crossing distances and increase footpath widths (refer Section 2 example cross drain sections)	
	1.2.7	Provide mid-block crossing facilities over wide roads throughout the CAD. At strategic crossing points consider the installation of raised pedestrian crossings (wombat) to give priority to pedestrians (refer Wimmera River and CAD Visioning Plan)	
	1.2.8	Provide pedestrian / cycling path along the Western Highway south of Golf Course Road to Wimmera Lakes Caravan Resort (and ultimately Green Lake)	
	1.2.9	Consider the installation of medians as part of street upgrading works to reduce the crossing distances and to provide opportunity for landscaping and to calm the traffic on CAD streets and on major roads including: <ul style="list-style-type: none"> • Wilson Street / Wimmera Hwy / Natimuk Road • Baillie Street (Western Hwy) • Dimboola Rd (Western Hwy) • Dooen Rd (Wimmera Hwy) • Hamilton St • McPherson Street (Western Hwy) • Pynsent St • Roberts Ave • Urquhart St 	
1.3 Develop Firebrace Street linkage between CAD and River (refer also Sections 2 and 5)	1.3.1	Develop Firebrace Street to be a shared street including appropriate bicycle provisions between the Riverfront and O'Callaghans Parade	
	1.3.2	Investigate options to provide pedestrian and cycling connectivity along Firebrace Street from O'Callaghans Parade and the CAD (eg widen footpath adjacent to physically separated bicycle lanes)	

Streets for People

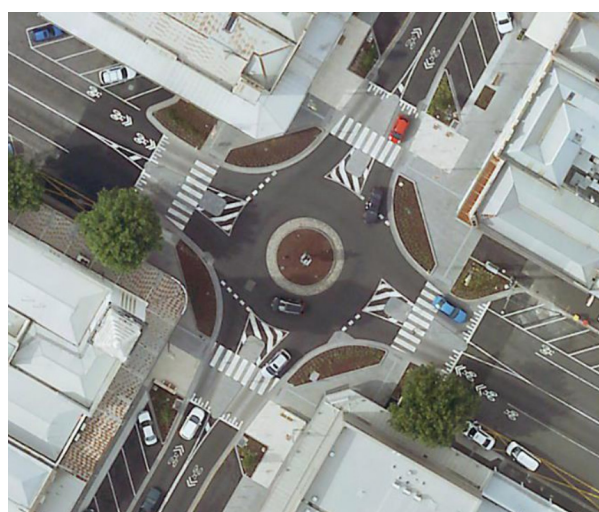
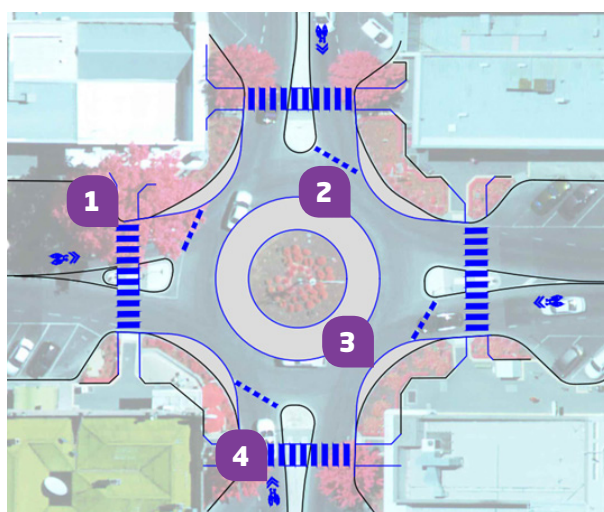
Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
Develop Firebrace Street linkage between CAD and River (refer also Sections 2 and 5)	1.3.3 Investigate upgrades to the intersections of Firebrace St/O'Callaghans Parade and Firebrace Street/Hamilton Street intersections to provide pedestrian and cycling connectivity (as part of the shared street linkage)		
1.4 Additional Shared Path River Crossings (note also consideration of additional road crossings in sections 2 and 6)	1.4.1 Investigate the provision of a new pedestrian/cycling river crossing for shared path users at Hamilton Street, to support the future urban growth areas.		
1.5 Improve pedestrian comfort	1.5.1 Develop a programme of street tree planting to increase the shading of footpaths throughout the CAD and urban areas		
	1.5.2 Provide sheltered areas with seating and water fountains at schools, civic amenities, and activation areas, throughout CAD and around the hospital		
	1.5.3 Install DDA compliant seats with back and arm supports throughout the CAD and urban areas at regular intervals along identified pedestrian routes (refer Section 4.6.5)		
1.6 Increase street activation	1.6.1 Consider the trial installation of "parklets" as a quick win, to provide seating or outdoor dining areas by removing isolated on-street parking spaces		
	1.6.2 Develop Roberts Ave for increased place activation with a wide median to accommodate (for example) a secure and fenced play space and ad hoc events and increased traffic calming		
	1.6.3 Increase footpath widths to accommodate areas of landscaping, outdoor dining, sheltered seating areas and ad hoc events		

Streets for People Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program	
1.7 Roundabout safety	1.7.1 Work with Regional Roads Victoria to trial a consistent roundabout treatment in Horsham to reduce speeds and improve safety for pedestrians and cyclists including: <ul style="list-style-type: none"> • Enlarge vehicle mountable annulus and install mountable corner radii at the roundabouts located in the CAD to reduce vehicle speeds • Install set back pedestrian crossings on each arm of the roundabouts located in the CAD to prioritise pedestrians over vehicles • Education of local users on how to use roundabouts safely • Refer concept below - similar to examples in Mildura and Warnambool 			
	1.8.1 Reduce the visual and actual width of streets by widening footpaths, installing medians, narrowing traffic lanes, widening bicycle lanes and street tree planting			
	1.8.2 Install raised priority crossings at intersecting side roads to slow vehicle turning speeds and to provide a continuous path of travel for pedestrians			
1.8.3 Expand the CAD 40 km/h speed limit to include Darlot Street between Wilson Street and Baillie Street				

Concept Roundabout for Pedestrian and Bicycle Safety



- 1 Integrate Zebra pedestrian crossing
- 2 Enlarge roundabout with mountable annulus
- 3 Widen kerb lines
- 4 Bicycle sharrow symbol

Theme 2

Local Access Movement

The section provides directions for:

- Traffic movement within Horsham
- Addressing congestion
- Improving safety and addressing risk
- Addressing safety at known blackspots

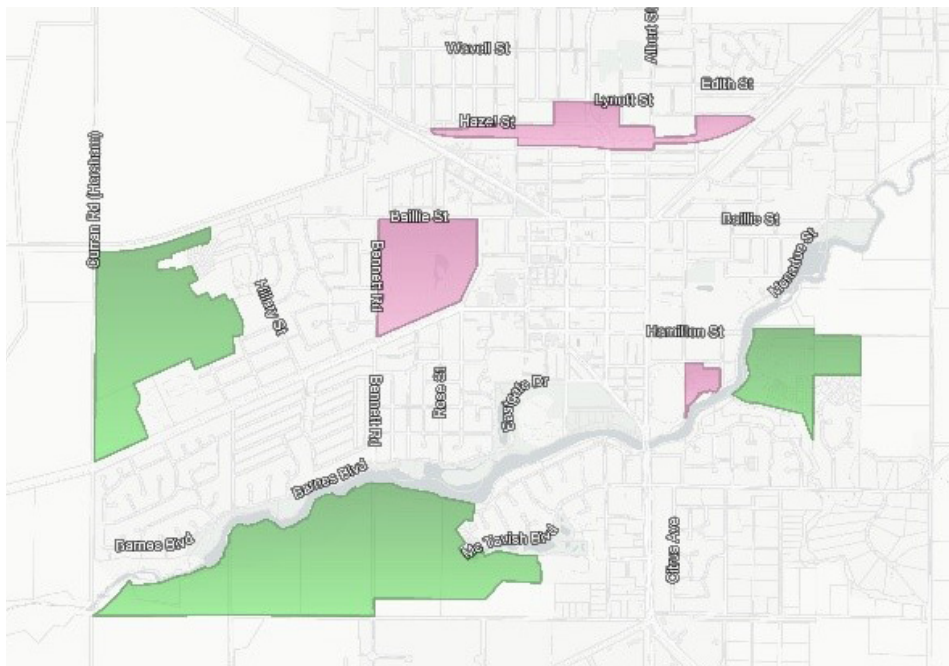
What we plan for:

- A clearly defined functional road hierarchy
- Safer roads for all users



Crashes at intersections

Congested intersections



Future growth areas increasing traffic volumes



Poor city resilience during emergencies with one river crossing

Congestion in and around two school precincts

Local Access Movement

Continued

Strategies

Strategies	Options / Actions	Priority Actions	Ongoing Program
<p>2.1 New Wimmera River crossings for non-Heavy vehicles</p> <p>(note that additional freight route over the river is addressed in section 6)</p>	<p>2.1.1 Undertake detailed investigations into the feasibility of a new road (including a pedestrian/ cycle path bridge) over the Wimmera River at one (or more) of the following locations:</p> <ul style="list-style-type: none"> • connecting Drummond Street to south-west future growth area • connecting Barnes Blvd, near Bennett Rd, to south-west future growth area • connecting Hamilton Street to eastern future growth area 		
<p>2.2 Install traffic signals to improve safety and connectivity</p>	<p>2.2.1 Natimuk Road/Drummond St/Banool St to improve access for all road users, relieve congestion in the School Priority Zone West and to accommodate future traffic growth from development areas to the north and south of the Wimmera River. Provides safe access for pedestrians and cyclists</p>		
	<p>2.2.2 Natimuk Road/Bennett Road to improve access for all road users, and to accommodate traffic growth from future growth areas south of the Wimmera River. Provides safe access for pedestrians and cyclists</p>		
	<p>2.2.3 McPherson Street/Hamilton Street intersection; install traffic signals to cater for increased traffic volumes from new residential areas (and potential changes around the sports precinct) and to improve safety and to provide an east-west crossing for people walking and cycling (cycle lantern required)</p>		
	<p>2.2.4 Dooen Rd/Baillie St E; form a closely-spaced signalised intersection (Staggered T) with McPherson St/Baillie St to reduce the incidence of traffic queuing over Dooen/Baillie intersection</p>		
	<p>2.2.5 Wilson St/Darlot St; modify the roundabout in the short term to increase vehicle mountable area of annulus and corner radius to reduce vehicle speeds. - refer to standard roundabout treatment</p>		
	<p>2.2.6 Wilson St/Darlot St; investigate installation of traffic signals in the future</p>		

Local Access Movement

Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
Install traffic signals to improve safety and connectivity	2.2.7	Hamilton Street/Robinson Street intersection; remove the four-way intersection and create a staggered T intersection (as part of potential redevelopment of recreation precinct)	
	2.2.8	Dimboola Rd/Hazel St to relieve congestion on Baillie St by improving access from the northern urban areas to the proposed school kiss'n'drop zone on Remlaw Road	
	2.2.9	Advocate Regional Roads Victoria to provide right turn signal from the minor roads at arterial intersections: <ul style="list-style-type: none"> • May Park Tce /Dimboola Rd (Western Hwy) • Urquhart St /Baillie St (Western Hwy) • McPherson St/Baillie St (Western Hwy) 	
2.3 Improve traffic flows and safety	2.3.1	Hamilton St/Darlot St; investigate alternative traffic arrangements to better suit priority traffic flows	
2.4 New collector roads	2.4.1	Residential development between Curran Rd and Horsham West Primary School will add to the existing congestion on Baillie St. As part of the development, construct a collector road between Remlaw Rd and Natimuk Road (connecting to new signals) to encourage traffic to use Remlaw and Natimuk to access the CAD	
	2.4.2	Consider provision of a new non-Heavy Vehicle road link as an extension of Hamilton Street to the developing residential area between Cameron Road and the river (east of the river)	
2.5 Reallocation of road space as / when roads are upgraded	2.5.1	Consider alternative allocation of road, parking, cycling and footpath widths when roads are upgraded or renewed, based on the following typical examples. Refer examples below	
2.6 Safer Schools Precincts	2.6.1	Undertake detailed 'case study' investigations into the two school/educational precincts and develop traffic calming plans to support improved access by active transport, improved parking arrangements, and safer conditions for all road users	

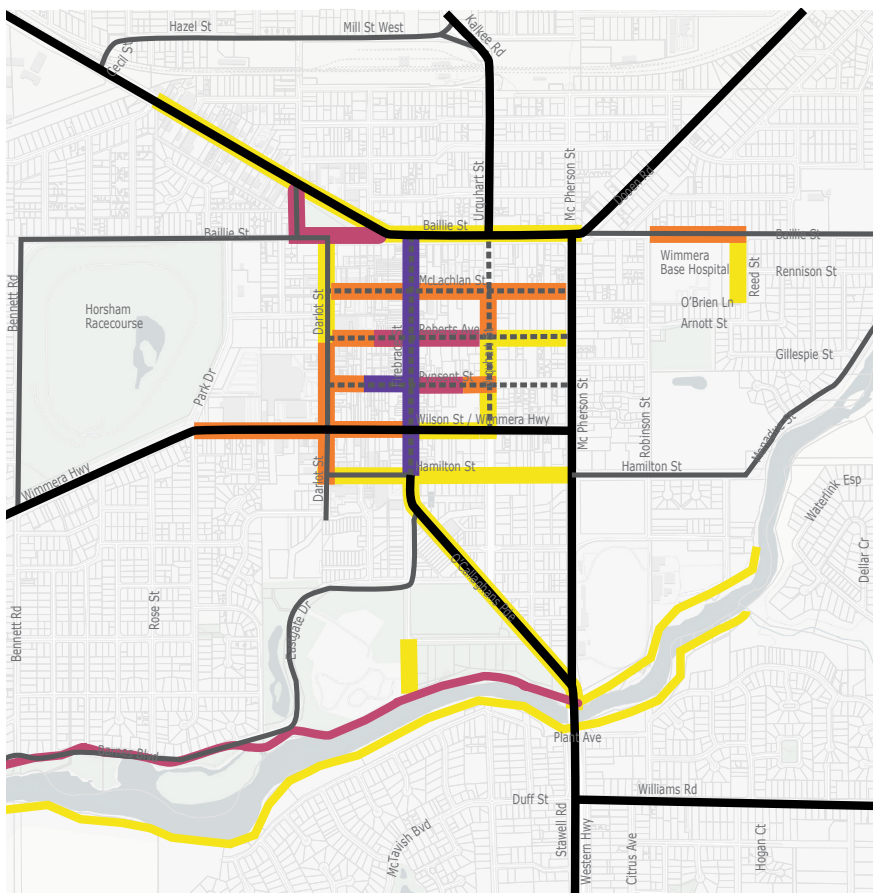
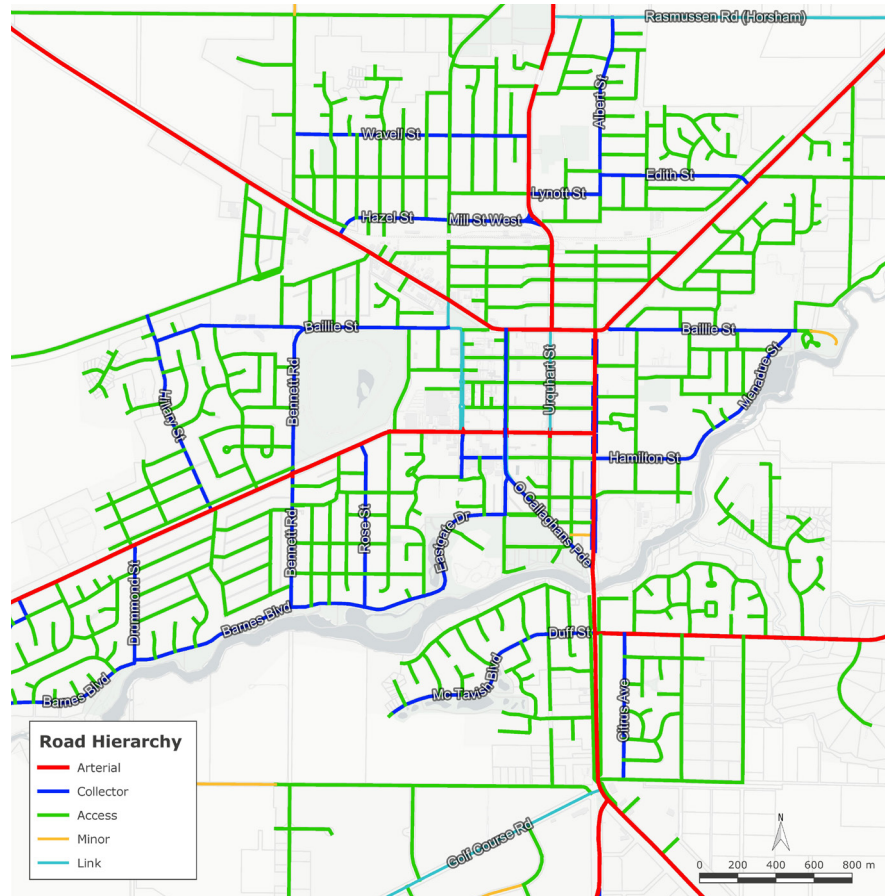
Local Access Movement

Continued

Existing Road Hierarchy

Council has an existing road hierarchy that describes the movement status of roads beyond the CAD.

This hierarchy is still valid until such time as additional road linkages are created.



Combined Movement and Place Status

This map provides an overlay of the potential place status that should be considered as/when roads are upgraded.

- Movement status M1
- Movement status M2 (none in Horsham)
- Movement status M3
- Movement status M4
- Movement status M5 (no colour)
- Place status P1
- Place status P2
- Place status P3
- Place status P4
- Place status P5 (no colour)

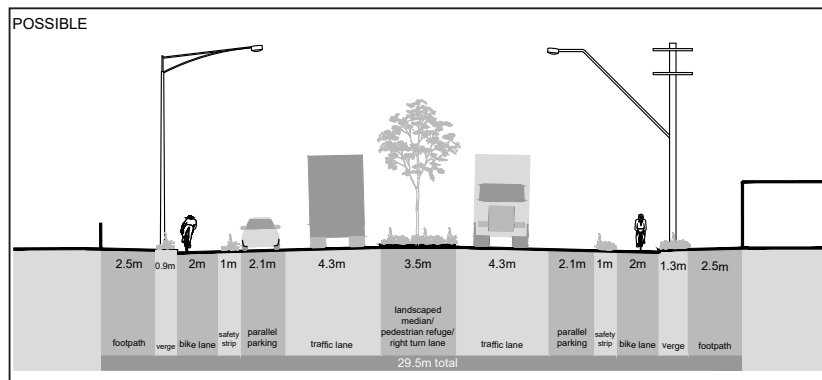
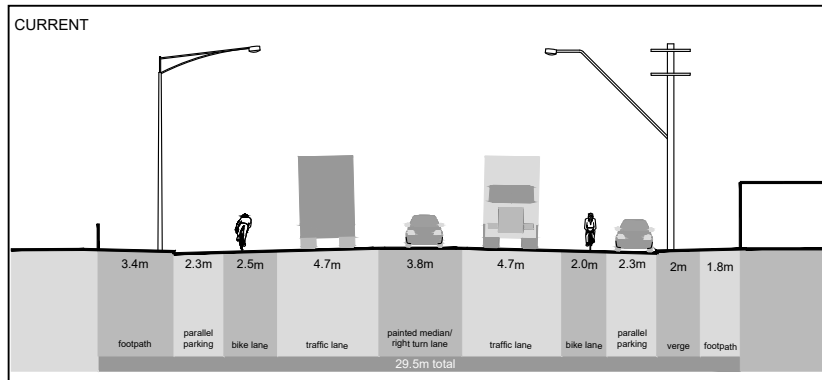
Local Access Movement

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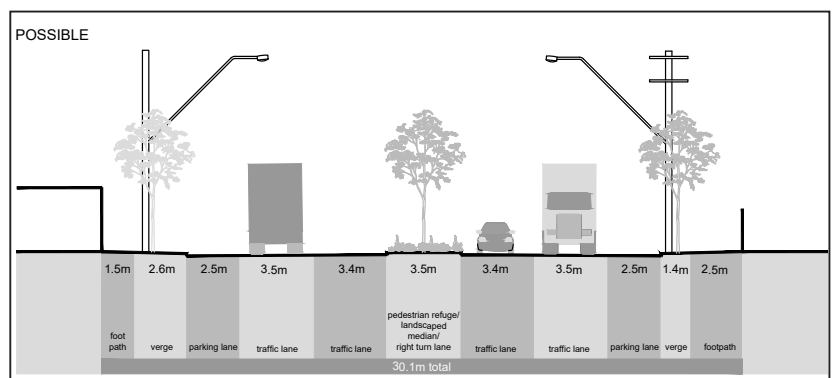
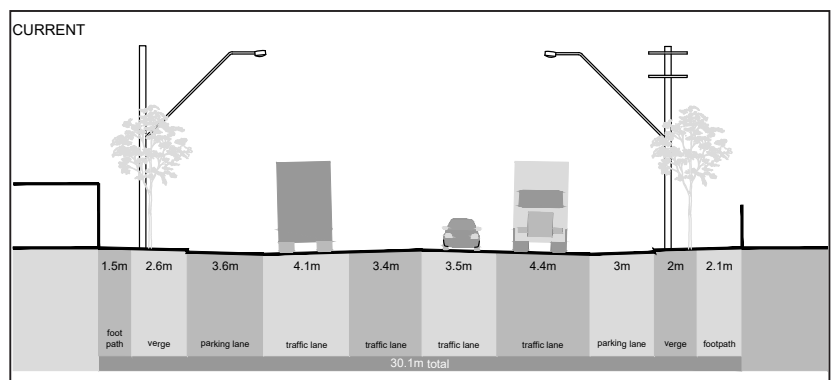
Road Cross Sections Alternative Examples

The following examples are provided as an indication of how road space can be re-arranged to provide improved outcomes for pedestrians and/or place making.

Wilson Street



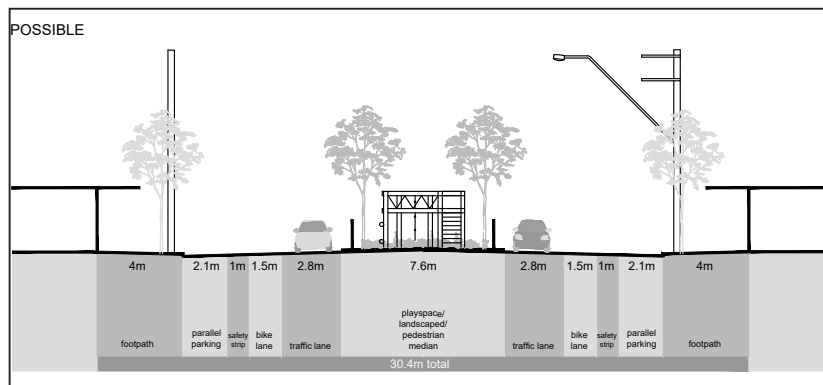
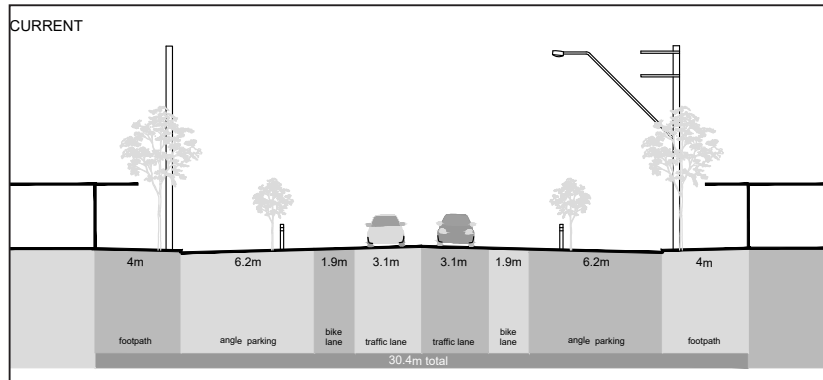
McPherson Street



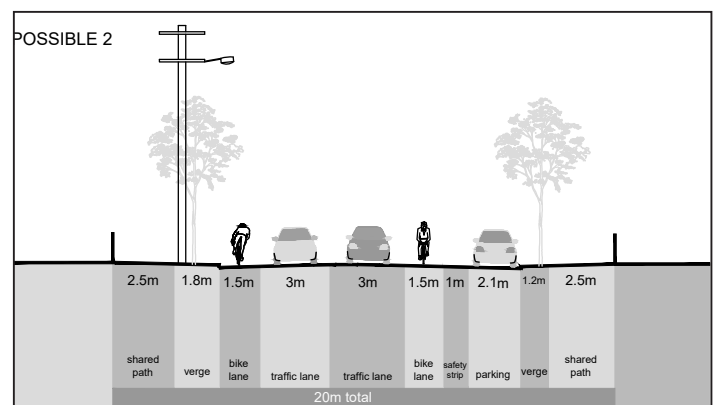
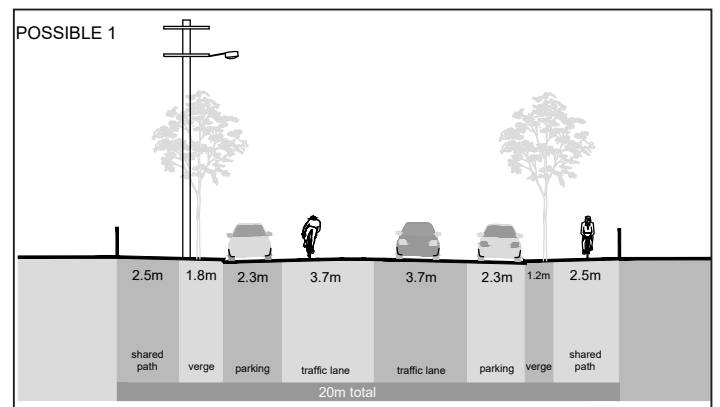
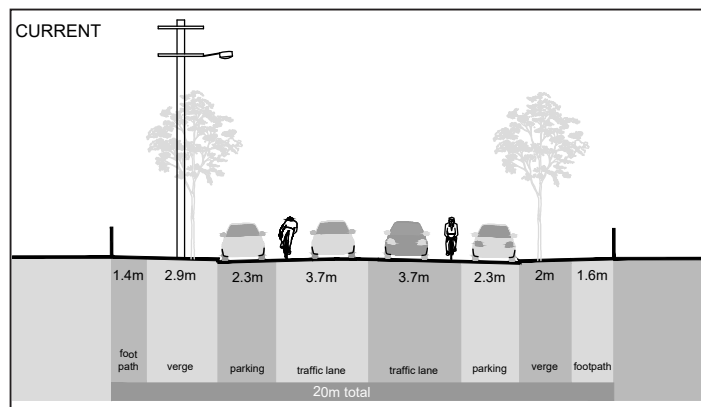
Local Access Movement

Continued

Roberts Avenue



Typical Residential Street



Theme 3

Public Transport (Inner Horsham)

The section provides directions for:

- Increase bus patronage
- The bus network and timetabling
- Waiting areas and facilities
- Awareness of disruptive technology

What we plan for:

- Public transport provides a real alternative to travel in and around Horsham
- To maximise the use of the existing and extensive bus routes
- To capitalise on the advances of disruptive and innovative transport technologies

	Monday to Friday					
Morning (am) / Afternoon (pm)	am	am	pm	pm	pm	pm
Pryors Rd/Cameron Rd (Horsham)	9:44	11:14	12:44	1:44	2:44	5:14
Cameron Rd (Horsham)	9:44	11:14	12:44	1:44	2:44	5:14
Perry Dr/Dooen Rd (Horsham)	9:46	11:16	12:46	1:46	2:46	5:16
Edith St/Dooen Rd (Horsham)	9:46	11:16	12:46	1:46	2:46	5:16
Palk St/Dooen Rd (Horsham)	9:47	11:17	12:47	1:47	2:47	5:17
Baillie St/Urquhart St (Horsham)	9:49	11:19	12:49	1:49	2:49	5:19
Masonic Temple/Urquhart St (Horsham)	9:49	11:19	12:49	1:49	2:49	5:19
Ward St/Pynsent St (Horsham)	9:50	11:20	12:50	1:50	2:50	5:20
Horsham Plaza/Darlot St (Horsham)	9:50	11:20	12:50	1:50	2:50	5:20
Ward St/Roberts Ave (Horsham)	9:51	11:21	12:51	1:51	2:51	5:21

Current timetabling does not support commuters



Lack of shelter at urban bus stops

Accessibility of bus stops for people with mobility issues



VICTORIAN REGIONAL BUS FARES SUPPLEMENT

Effective 1 January 2017

Fare structures not easily interpreted on-line

Public Transport (Inner Horsham)

Continued

Strategies

Strategies	Options / Actions	Priority Actions	Ongoing Program
3.1 Expand public transport network and timetable	3.1.1 Advocate that Public Transport Victoria start bus services to provide for the morning commute <i>(A review of public transport services has recently been undertaken and over 30 new bus stops and more frequent services will be introduced, commencing January 2020)</i>		
	3.2.1 Advocate that Public Transport Victoria increase bus service frequency to 30 minutes during commuter and school times		
3.2 Bus network to grow with the growing urban areas	3.2.2 Advocate that Public Transport Victoria expand the bus service network as new residential areas are populated		
	3.3.1 Develop a program to progressively provide disability compliant bus stops with bus shelters.		
3.3 Improve the public transport user experience	3.3.2 Advocate for Public Transport Victoria to install real-time arrival information at major bus stops		
	3.3.3 Lobby State Government to expand the VicFree WiFi roll out to include Horsham public buses and Horsham Coach Terminal		
	3.3.4 Advocate that Public Transport Victoria improve the website ticketing information		
	3.4.1 The bus network is currently designed to remove the need for buses to turn right at unsignalized intersections. New signals may enable a more direct route for buses		
3.4 Review bus routes once intersections are upgraded	3.5.1 Monitor the evolving use of app based technology, particularly for taxi, share car and hire car platforms and modify the on-street parking restrictions to cater for the potential increase in passenger loading or share car permit zones in the CAD		

Theme 4

Parking

The section provides directions for:

- Managing parking supply with any changes in the availability of on street parking
- Managing parking occupancy
- Addressing impact of parking on street amenity
- Balancing parking needs with street activation needs
- Awareness of disruptive technology

What we plan for:

- Car parking provides convenient access to essential services
- The amount of parking throughout Horsham is appropriate for the demands for short and long-term parking demands
- Parking is managed to support active transport initiatives
- Parking is not the dominant feature of the streetscape
- To capitalise on the advances of disruptive and innovative transport technologies

Council has an endorsed Municipal Parking Strategy (December 2017) that provides a sound foundation for the ongoing management of car parking within the Horsham centre. The document is consistent with the directions within the Horsham Urban Transport Plan and has not been recast in any great detail.



Resident perception of a shortage of convenient parking for commuters and visitors

Changes in technology

The advancement of autonomous motor vehicles may have a significant long term impact on parking demand and management.

Inadequate Loading Zones

Parking Continued

Accessibility for mobility impaired



Numerous and varied parking restrictions

Parking detracts from the look of the streetscape



Parking

Continued

Strategies

Strategies	Options / Actions	Priority Actions	Ongoing Program
4.1 Implementation of Parking Strategy	4.1.1 Continue to manage car parking in accordance with Council's endorsed parking strategy		
4.2 Rearrangement of parking in key streets to increase place activation, landscape opportunities and improved pedestrian and cycling facilities	4.2.1 Examine the impact of parking changes (loss in spaces) as part of street improvement activities		
	4.2.2 Ensure that any loss of parking is appropriately managed with availability elsewhere in the network		
4.3 Smart parking system to improve the visitor and commuter parking experience	4.3.1 Investigate the implementation of a Smart Parking system that utilises on-street sensors to detect parked vehicles, feeding information to an app-based system to guide users to the cheapest available parking spaces		
	4.3.2 Utilise data from the Smart Parking system or traditional parking surveys to routinely monitor parking use with a view to informing streetscape upgrades, minimising the impact of parking loss in areas of high parking demand		
	4.3.3 Utilise data from the Smart Parking system or traditional parking surveys to routinely adjust parking charges relative to parking demand; higher pricing for the most convenient locations, lower pricing for less convenient		
	4.3.4 Utilise data from the Smart Parking system or traditional parking surveys to rationalise parking restrictions and to reflect driver behaviour		
	4.3.5 Reduce the parking demand in the CAD by implementing improved bus services and cycling infrastructure, prior to streetscape upgrades		
4.4 Parking arrangements	4.4.1 As part of street upgrading for additional activation and subject to parking demand, consider converting angle parking to parallel parking to prevent conflicts between reversing (unparking) vehicle manoeuvres and other vehicles and pedestrians in select streets		

Parking

Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
Parking arrangements	4.4.2 Investigate provision of additional (long vehicle) spaces in the CAD for caravans, mobile homes, etc		
	4.4.3 Review standard width of car spaces to accommodate longer (4WD vehicles)		
4.5 Accessible parking	4.5.1 Conduct an audit of on-street accessible parking spaces to assess their compliance with the Australian Standards including the provision of kerb ramps and parking space dimensions		
	4.5.2 Work with mobility, aged and other stakeholder groups to identify locations for additional accessible parking spaces		
4.6 Hospital precinct parking	4.6.1 Discuss with the medical providers the opportunities to increase on-site parking for visitors		
	4.6.2 Investigate opportunities to provide additional off street parking in the vicinity of the hospital		
	4.6.3 Reduce parking demand by providing Journey to Work planning for medical staff, taking into account varying and overlapping shift patterns		
	4.6.4 Review timed limits (on-street) around the hospital to provide balance of staff and visitor parking needs		
	4.6.5 Improve amenity for walking around the hospital including provision of seating and shade (refer section 1.5.3)		
4.7 Reduce school congestion	4.7.1 Subject to the school safety review (see 2.6) provide a Kiss'n'drop zone on Remlaw Road to alleviate congestion on Baillie St (W)		
	4.7.2 Subject to the school safety review (see 2.6) provide a Kiss'n'drop zone off Trinity Dr to deter parking adjacent to the Helipad		
	4.7.3 Prevent east to west traffic using Baillie St, south of May Park, to encourage traffic originating in the east to use Dimboola Rd/High St Nth/Remlaw Rd to access the Remlaw Rd Kiss'n'drop zone		
4.8 Electric vehicle hub	4.8.1 Investigate the potential for an EV charging station in May Park with 'human recharge' facilities		
	4.8.2 Promote Horsham as the rest stop and EV charging hub for the Melbourne-Adelaide route		
4.9 Changes in technology	4.9.1 Continue to monitor advancements in automotive technology and ensure future parking arrangements can adapt with change		

Theme 5 Cycling

The section provides directions for:

- To create a culture of cycling, increasing the number of people cycling to work, school and for fun
- A connected cycling network
- Low-stress cycling environment
- Targeted cycling infrastructure upgrades
- Reduce cost of living pressures

What we plan for:

- Cycling is a safe and convenient form of transport for all trips
- People of all levels of cycling experience and ability are safe
- A more active and vibrant CBD
- More active transport
- A well connected on and off-road network linking key destinations



Narrow bicycle lanes

A fragmented bicycle network not supporting a safe and efficient journey to school or work

Disappearing bicycle lanes at intersections



Cycling Continued



Obstacles on paths



Poor quality surfaces

A lack of cycling infrastructure near schools

Lack of safe and secure areas to park bicycles at offices, shopping centres and schools





Faded road markings

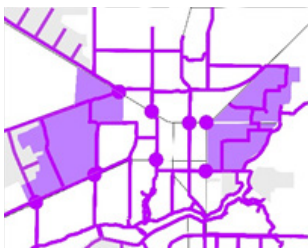
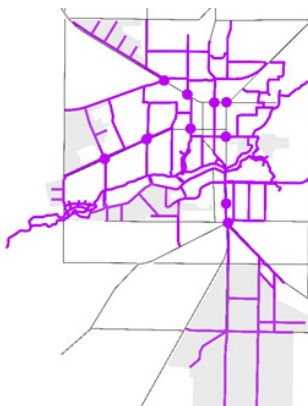
Busy roads form barriers with few safe places to cross

Cycling Continued

Strategies

Strategies	Options / Actions	Priority Actions	Ongoing Program
	<p>Council has an endorsed Bicycle and Shared Path Plan (2012) that provides a basis for the ongoing development of cycling infrastructure and programs within Horsham.</p> <p>Council recognises the good work of its community based Bicycle Advisory Committee which has helped to refine and enhance the cycling network in Horsham.</p> <p>There is also a Grampians RDV Reginal Cycling master plan that has relevance to Horsham.</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>		
<p>5.1 Create a Bicycle Corridor Network throughout the urban areas</p>	<p>5.1.1 Undertake mapping of the existing bicycle path network to clearly identify missing links in the network.</p> <p>5.1.2 Undertake a specific review of the Horsham Cycling strategy with consideration to the options and ideas listed below</p> <p>5.1.3 Review existing funding commitment to the implementation of the cycling strategy to enable more works to be undertaken</p>		
<p>5.2 Create a safe, lower stress cycling environment within the CAD</p>	<p>5.2.1 Modify the existing roundabouts to slow vehicle speeds (refer Section 2)</p> <p>5.2.2 Widen footpaths and/or medians to narrow the streetscape to reduce vehicle speeds</p> <p>5.2.3 Install bicycle merge zones in advance of the roundabouts (refer 1.7)</p> <p>5.2.4 Provide safety zones between on-street parking and bicycle lanes to prevent car-dooring conflicts</p>		

Cycling Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program	
Create a safe, lower stress cycling environment within the CAD	5.2.5	Convert angle loading zones to parallel loading zones to prevent larger commercial vehicles overhanging the bicycle lanes		
	5.2.6	Use continuity markings to continue on-road bike lanes across side roads with coloured surfacing		
	5.2.7	Prioritise Cycling upgrades in the School Zones. Create a network of Shared Path Bicycle Corridors throughout the school priority zones		
5.3 Develop cross town corridors 	5.3.1	Develop Shared Path Bicycle Corridors to consist of new shared paths located within the existing footpath and verge areas: <ul style="list-style-type: none"> • East Zone (Nth)- Sunnyside Av, Olga Av, Culliver St, Lawrence St, Knowles St, Pryors Rd and Charles/Cathcart St connecting to Holy Trinity Lutheran College, Horsham Primary and Wimmera River path • East Zone (Sth) - Robinson St, Arnott St and Rennison St connecting River Path and St Brigid's College • West Zone - Bennett Rd (Horsham Racecourse), Banool Street (future growth area), Hillary Street, connecting Baillie Street, Horsham West Primary School, Federation Uni. and Horsham College 		
		5.3.2	Shared Path Bicycle Corridors are to provide priority for cyclists across intersecting side roads with crossing facilities at major intersections	
		5.4.1	Work with Regional Roads Victoria to finalise the best alignments for Strategic Cycling Corridors	
5.4 Develop regional corridors and connections 	5.4.2	Implement key east-west and north-south corridors once preferred routes are established)		
	5.4.3	Upgrade signalised intersections to provide bicycle lanterns to continue shared paths across major roads		
	5.4.4	Provide crossing facilities at all collector and arterial road intersections		
	5.4.5	Provide a new river crossing for shared path users at Hamilton Street, to support the ongoing urban growth areas		

Cycling

Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
Develop regional corridors and connections	5.4.6	Develop and install a suite of wayfinding measures to provide consistent directional signing and road markings, to guide cyclists along key routes, with distance and travel time information to major destinations	
	5.4.7	Secure and convenient bicycle parking facilities at key locations including schools, shopping centres and key public places. Consider installing bicycle parking nodes on street by removing underused parking spaces	
	5.4.8	End of trip facilities including changing rooms and showers to be included in new commercial, office or industrial land developments	
	5.4.9	Install Bicycle Service Nodes at intersecting Bicycle Corridors that include tyre pumps, tethered/secured tools and water fountains	
5.5 Future Growth Areas to be sustainable movement flagships	5.5.1	Provide dedicated shared path connections from within Future Growth Areas direct to schools and the river crossings, not using the road corridor	
	5.5.2	Future Growth Areas to have continuous shared paths permeating through new developments	
	5.5.3	If 'no through roads' or cul-de-sacs form part of the local road network, provide permeability for walking and cycling with shared paths linking the vehicle turn-around areas	
	5.5.4	Shared paths to be sealed with no undulations when traversing domestic driveways	
	5.5.5	Provide crossing facilities at all shared path and road intersections	
	5.5.6	Shared paths crossings of side roads to give priority to pedestrians and cyclists over motor vehicles	
5.6 Create links to tourism and recreational trails	5.6.1	Connect shared path on south bank of Wimmera River to the future Horsham to Natimuk Regional Cycling Trail	
	5.6.2	Connect Strategic Cycling Corridor to the future Horsham to Green Lake Regional Cycling Trail	

Cycling

Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
Create links to tourism and recreational trails	5.6.3 Upgrade Dudley W Cornell Park path to a shared path providing an east-west link from the future Strategic Cycling Corridor to Albert St shared path or include a Shared Path Corridor as part of Children's/Community Hub development		
5.7 Education and Promotion	5.7.1 Work with Road Safety Education Victoria to expand the Kids on the Move to all schools in Horsham		
	5.7.2 Following completion of improved routes promote their use via social media, maps, fun days and cycling artistic trails		
	5.7.3 Develop infographics and other material to communicate the health and costs benefits of cycling		
	5.7.4 Work with employers to encourage their staff to cycle to work		

Theme 6

Regional Links

The section provides directions for:

- Minimising the impacts of freight on the Horsham CAD and urban areas
- Horsham as the Melbourne-Adelaide stopover
- Passenger rail into Horsham
- Air travel to/from Horsham

What we plan for:

- Trucks which don't originate or terminate in the CBD to be removed from the CBD and river precinct
- A road network linking highways to economic activities
- Consideration of alternative truck routes to reduce truck traffic through the CAD
- Reintroduction of regular passenger rail services to Horsham
- Introduction of air travel services to Horsham

Overarching Issues



Degradation of the Horsham environment caused by heavy vehicles, including noise, fumes and vibration

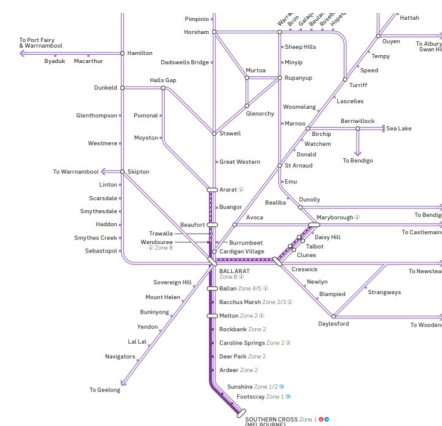


Safety concerns with the transportation of hazardous materials through the CAD

Safety concerns with interaction between heavy vehicles and other vehicles



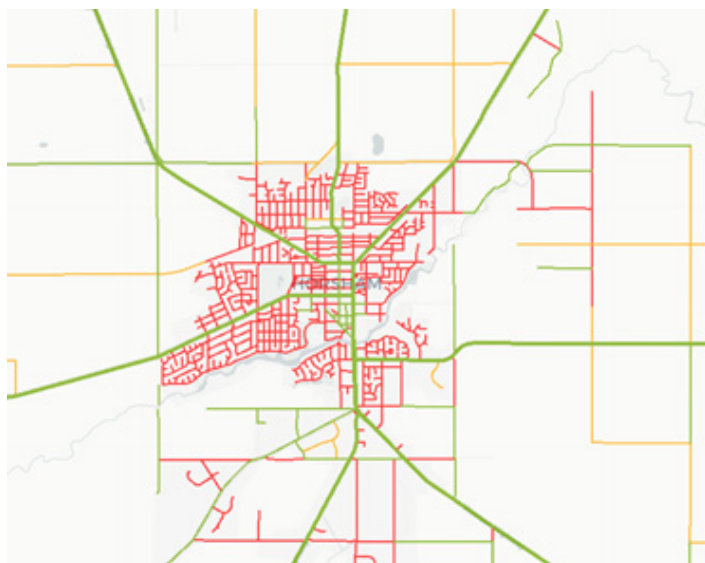
Poor regional public transport links, with coach to rail changes required



Regional Links Continued

Freight Link / Bypass Issues

- The extremely high cost of the “Bypass”, as previously mooted, and the length of time it may take before it is built, creates considerable uncertainty for Council and the community in managing the road network within Horsham, and in particular the freight movements through the CAD



The existing gazetted freight routes all pass through town (the green lines are gazetted B-Double routes)

Council should consider better management of the existing routes in the short term

- Managing the diversity of freight movements in around and through Horsham.
- An Alternative Truck Route will be investigated in detail as a priority.

A significant issue for transport in Horsham, is provision of alternative routes for trucks that don't need to go into or through the CBD area. Such a route will be important, for removal of through truck traffic along Western Highway, Wimmera Highway and Henty Highway.

One such route is a possible south/western link through Horsham's Industrial area in the Golf Course Rd precinct. Council will be collaborating with RRV in the consideration of alternative truck routes. This consideration of alternate routes will include at least the following issues:

- Efficient freight movements
- The possibility of a dual-purpose link, i.e. freight links and residential connections (north/south of the river)
- Environmental issues, including flooding
- The significant cultural heritage site - Wopet Bungundilar near Pearsons Rd
- The impact of freight movements on residential amenity, e.g. adjacent to Curran Rd
- Cost.

Regional Links Continued

Strategies

Strategies	Options / Actions	Priority Actions	Ongoing Program
6.1 Manage the existing heavy vehicle route network until an alternative truck route is provided	6.1.1 Collaborate with Regional Roads Victoria and other stakeholder groups, including Barenji Gadjin Land Council, to identify alternative truck routes to divert freight traffic from Horsham's CAD		
	6.1.2 Signpost the existing B-double route of Golf Course Rd, Horsham-Noradjuha Rd, Natimuk Rd, Curran Rd, Geodetic Rd, Gatehouse Rd, Henty Highway as a short term alternative for a preferred route for Heavy vehicles		
	6.1.3 Collaborate with Regional Roads Victoria to implement the upgrade of the Horsham Noradjuha Road as identified in the Wimmera Southern Mallee Regional Transport Strategy, with priority given to the length between the Wimmera Hwy and Three Bridges Rd, including provision for Heavy Vehicle turning at these intersections		
	6.1.4 Consider repeating Origin Destination surveys to coincide with peak grain season		
	6.1.5 Undertake detailed investigations, in collaboration with Regional Roads Victoria, to enable accessibility between Geodetic Road and Curran Road over the rail crossing and Western Highway		
	6.1.6 Upgrade Natimuk Road-Wilson Street and McPherson Street road links with medians and improved pedestrian/cycling connections in collaboration with Regional Roads Victoria (refer section 2)		
	6.1.7 Collaborate with Regional Roads Victoria in developing and implementing the concept design of the new roundabout at Western Hwy/ Golf Course Rd/Plumpton Rd/Hamilton Rd (refer 1.2.3)		
	6.1.8 Investigate the potential expansion of EV charging with new universal charging stations		

Regional Links

Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
6.2 Promote Horsham as the Melbourne to Adelaide stopover	6.2.1 Upgrade the May Park Rest Area as identified by the Wimmera Southern Mallee Regional Transport Strategy including the reconfiguration of Baillie St and realising economic opportunities for providing refreshments		
	6.2.2 Provide improved passenger facilities bus layover area for interstate bus services		
6.3 Reintroduce passenger rail into Horsham	6.3.1 Advocate the State Government to pursue the introduction of passenger shuttle rail services between Horsham Stawell and Ararat as identified in the Wimmera Southern Mallee Regional Transport Strategy		
	6.3.2 Advocate the State Government to introduce more regular connections with Ararat rail services, particularly on weekends to improve linkages with Melbourne		
6.4 Review freight rail network	6.4.1 Investigate feasibility of realigning the freight rail line between Dooen and the Western Highway to remove freight rail from the residential precincts		
6.5 Promote regular passenger air services at Horsham Airport	6.5.1 Advocate the State Government to introduce passenger services at the re-developed Horsham Aerodrome in conjunction with the Airport Master Plan (currently under development)		
6.6 Improved regional bus services	6.6.1 Upgrade the Horsham Coach Terminal in the short term including free wifi, air-conditioned waiting rooms, DDA toilet, refreshment facilities and parking facilities		
	6.6.2 Investigate alternative sites for a comprehensive upgrade to coach terminal facilities in the longer term		

