

Theme 1 Streets for People

Strategies

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
1.1 Improve pedestrian paths	1.1.1. Conduct an audit of existing footpaths to assess useable width, condition 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. Conduct a lighting audit of existing paths to identify areas with inadequate lighting and planned for progressive upgrade		
	1.1.4. Progressively upgrade existing kerb ramps to meet DDA requirements		
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:		
	<ul style="list-style-type: none"> McPherson St (Western Hwy)/Hamilton St 		
	<ul style="list-style-type: none"> Wilson St (Wimmera Hwy)/Darlot St 		
	<ul style="list-style-type: none"> Natimuk Rd (Wimmera Hwy)/Drummond St/Future Growth Area collector road 		
	<ul style="list-style-type: none"> Natimuk Rd (Wimmera Hwy)/Bennett Rd 		
	1.2.3. Work with the Regional Roads Victoria to ensure pedestrian crossing facilities are provided on all arms of the proposed roundabout at the		

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	intersection of Western Hwy/Henty Hwy/Golf Course Road/Plumpton Rd		
	1.2.4. Install at grade "continuous footpaths" for pedestrians at minor intersecting side roads and driveways		
1.3 Improve road crossings and pedestrian network connectivity	1.3.1. Work with the rail authorities toward the provision of improved crossings of the rail corridor to upgrade (or replace) the existing pedestrian underpasses		
	1.3.2. Narrow the width of key streets within the CAD as part of place making actions to reduce crossing distances and increase footpath widths		
	1.3.3. 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		
	1.3.4. 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) • Baillie Street (Western Hwy) • Dimboola Rd (Western Hwy) • Dooen Rd • Hamilton St (Henty Hwy) • McPherson Street (Western Hwy) • Natimuk Road (Wimmera Hwy and Henty Hwy) • Pynsent St • Roberts Ave • Urquhart St 		
1.4 Develop Firebrace Street linkage	1.4.1. Develop Firebrace Street to be a shared street between the Riverfront and O'Callaghans Parade		
	1.4.2. Investigate options to provide pedestrian and cycling connectivity along Firebrace Street from O'Callaghans Parade and the CAD (eg		

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	widen footpath adjacent to physically separated bicycle lanes)		
	1.4.3. 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)		
1.5 Additional Shared Path River Crossings (note also consideration of additional road crossings in sections 2 and 6)	1.5.1. Investigate the provision of new pedestrian/cycling river crossings for shared path users at Hamilton Street, to support the future urban growth areas.		
1.6 Improve pedestrian comfort	1.6.1. Develop a programme of street tree planting to increase the shading of footpaths throughout the CAD and urban areas		
	1.6.2. Provide sheltered areas with seating and water fountains at schools, civic amenities, and activation areas		
	1.6.3. Install DDA compliant seats with back and arm supports throughout the CAD and urban areas at regular intervals along identified pedestrian routes		
1.7 Increase street activation	1.7.1. Consider the trial installation of parklets as a quick win, to provide seating or outdoor dining areas by removing isolated on-street parking spaces		
	1.7.2. Develop Roberts Ave for increased place activation with a wide median to accommodate a that could include (for example) a secure and fenced play space and ad hoc events and increased traffic calming		
	1.7.3. Increase footpath widths to accommodate areas of landscaping, outdoor dining, sheltered seating areas and ad hoc events		

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1.8 Roundabout safety	<p>1.8.1. Work with Regional Roads Victoria to develop and trial a consistent roundabout treatment in Horsham to reduce speeds and improve safety for pedestrians and cyclists including:</p> <p>1.8.2. Enlarge vehicle mountable annulus and install mountable corner radii at the roundabouts located in the CAD to reduce vehicle speeds</p> <p>1.8.3. Install set back pedestrian crossings on each arm of the roundabouts located in the CAD to prioritise pedestrians over vehicles</p> <p>1.8.4. Education of local users on how to use roundabouts safely</p> <p>1.8.5. Refer concept below - similar to examples in Mildura and Warnambool</p>		
1.9 Reduce vehicle speeds in the CAD and urban areas	<p>1.9.1. Reduce the visual and actual width of streets by widening footpaths, installing medians, narrowing traffic lanes, widening bicycle lanes and street tree planting</p>		
	<p>1.9.2. Install raised priority crossings at intersecting side roads to slow vehicle turning speeds and to provide a continuous path of travel for pedestrians</p>		
	<p>1.9.3. Expand the CAD 40 km/h speed limit to include Darlot Street between Wilson Street and Bailie Street</p>		

Theme 2 Local Access Movement

Strategies

Strategies	Options / Actions	Key Actions in the Short Term	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 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</p>		

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
	increase vehicle mountable area of annulus and corner radius to reduce vehicle speeds. - refer to standard roundabout treatment		
	2.2.6. Wilson St/Darlot St; investigate installation of traffic signals in the future		
2.3 Install traffic signals to improve safety and connectivity	2.3.1. Hamilton Street/Robinson Street intersection; remove the four-way intersection and create a staggered T intersection (as part of potential redevelopment of recreation precinct)		
	2.3.2. 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		
	2.3.3. Provide right turn signal for minor roads at arterial intersections: <ul style="list-style-type: none"> • Dimboola Rd (Western Hwy)/May Park Tce • Baillie St (Western Hwy)/May Park Tce • Baillie St (Western Hwy)/Urquhart St • Baillie St (Western Hwy)/McPherson St 		
2.4 Improve traffic flows and safety	2.4.1. Hamilton St/Darlot St; investigate alternative traffic arrangements to better suit priority traffic flows		
2.5 New collector roads	2.5.1. 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		
	2.5.2. 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)		

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
2.6 Reallocation of road space as / when roads are upgraded	2.6.1. Consider alternative allocation of road, parking, cycling and footpath widths when roads are upgraded or renewed, based on the following typical examples		
2.7 Safer Schools Precincts	2.7.1. 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		

Theme 3 Public Transport (Inner Horsham)

Strategies

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
3.1 Expand public transport network and timetable	<p>3.1.1. Advocate that Public Transport Victoria start bus services to provide for the morning commute</p> <p><i>(We understand there is a review of public transport services currently being undertaken as a separate commission)</i></p>		
3.2 Bus network to grow with the growing urban areas	3.2.1. Advocate that Public Transport Victoria increase bus service frequency to 30 minutes during commuter and school times		
	3.2.2. Advocate that Public Transport Victoria expand the bus service network as new residential areas are populated		
3.3 Improve the public transport user experience	3.3.1. Significantly upgrade the Horsham Coach Terminal, including free wifi, air-conditioned waiting rooms, DDA toilet, refreshment facilities and parking facilities		
	3.3.2. Develop a program to progressively provide disability compliant bus stops with bus shelters.		
	3.3.3. Advocate for Public Transport Victoria to install real-time arrival information at bus stops		
	3.3.4. Lobby State Government to expand the VicFree WiFi roll out to include Horsham public buses and Horsham Coach Terminal		
	3.3.5. Advocate that Public Transport Victoria improve the website ticketing information		
3.4 Review bus routes once intersections are upgraded	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		

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
3.5 Disruptive Technology	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 Strategies

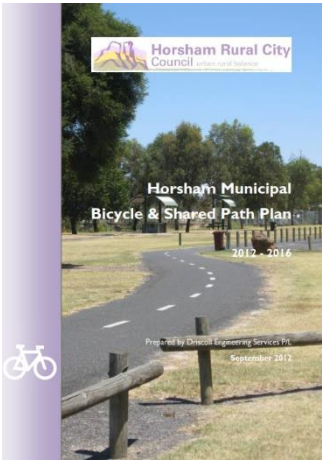

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
4.1 Implementation of Parking Strategy	4.1.1. Continue to manage car parking in accordance with Council's endorsed parking strategy		
4.2 Rearrangement of parking in key streets to increase place activation, landscape opportunities 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		

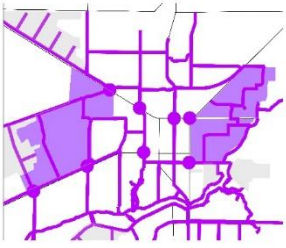
Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
	and cycling infrastructure, prior to streetscape upgrades		
4.4 Parking arrangement	4.4.1. As part of street upgrading for additional activation etc, and subject to parking demand, consider converting angle parking to parallel parking to prevent conflicts between reversing (unparking) vehicle manoeuvres and other vehicles and pedestrians in select streets.		
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. Negotiate with medical providers 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		
4.7 Reduce school congestion	4.7.1. Provide a Kiss'n'drop zone on Remlaw Road to alleviate congestion on Baillie St (W)		
	4.7.2. Provide a Kiss'n'drop zone off Trinity Dr to deter parking on 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		

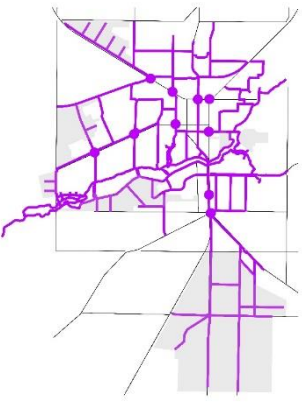
Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
	4.8.2. Promote Horsham as the rest stop and EV charging hub for the Melbourne-Adelaide route		
4.9 Changes in technology	4.9.1. Continue to monitor advancements in automotive technology and ensure future parking arrangements can adapt with change		

Theme 5 Cycling

Strategies

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
<p>5.1 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>There is also a recently released Grampians RDV Regional Cycling master plan that has relevance to Horsham.</p>			
 			
<p>5.2 Create a Bicycle Corridor Network throughout the urban areas</p>	<p>5.2.1. Undertake mapping of the existing bicycle path network to clearly identify missing links in the network.</p> <p>5.2.2. Undertake a specific review of the Horsham Cycling strategy with consideration to the following option and ideas.</p> <p>5.2.3. Review existing funding commitment to the implementation of the cycling strategy to enable more works to be undertaken</p>		
<p>5.3 Create a safe, lower stress cycling environment within the CAD</p>	<p>5.3.1. Modify the existing roundabouts to slow vehicle speeds (refer Section 2)</p> <p>5.3.2. Widen footpath and/or medians to narrow the streetscape to reduce vehicle speeds</p> <p>5.3.3. Install bicycle merge zones in advance of the roundabouts</p>		

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
	5.3.4. Provide safety zones between on-street parking and bicycle lanes to prevent car-dooring conflicts		
	5.3.5. Convert angle loading zones to parallel loading zones to prevent larger commercial vehicles overhanging the bicycle lanes		
	5.3.6. Use continuity markings to continue on-road bike lanes across side roads with coloured surfacing		
	5.3.7. Prioritise Cycling upgrades in the School Zones. Create a network of Shared Path Bicycle Corridors throughout the school priority zones		
<p>5.4</p> 	<p>5.4.1. Develop Shared Path Bicycle Corridors to consist of new shared paths located within the existing footpath and verge areas:</p> <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. Aus and Horsham College 		
	5.4.2. Shared Path Bicycle Corridors are to provide priority for cyclists across intersecting side roads with crossing facilities at major intersections		
	5.5.1. Work with Regional Roads Victoria to finalise the best alignments for Strategic Cycling Corridors		

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
5.5 	5.5.2. Upgrade signalised intersections to provide bicycle lanterns to continue shared paths across major roads		
	5.5.3. Provide crossing facilities at all collector and arterial road intersections		
	5.5.4. Provide new river crossings for shared path users at Hamilton Street, prior to, and to support the future urban growth areas		
	5.5.5. 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		
	5.5.6. 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		
	5.5.7. End of trip facilities including changing rooms and showers to be included in new commercial, office or industrial land developments		
	5.5.8. Install Bicycle Service Nodes at intersecting Bicycle Corridors that include tyre pumps, tethered/secured tools and water fountain		
5.6 Future Growth Areas to be sustainable movement flagships	5.6.1. Provide dedicated shared path connections from within Future Growth Areas direct to schools and the river crossings, not using the road corridor		
	5.6.2. Future Growth Areas to have continuous shared paths permeating through new developments		
	5.6.3. If 'no through roads' or cul-de-cacs form part of the local road network,		

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
	provide permeability for walking and cycling with shared paths linking the vehicle turn-around areas		
	5.6.4. Shared paths to be sealed with no undulations when traversing domestic driveways		
	5.6.5. Provide crossing facilities at all shared path and road intersections		
	5.6.6. Shared paths crossings of side roads to give priority to pedestrians and cyclists over motor vehicles		
5.7 Create links to tourism and recreational trails	5.7.1. Connect new shared path on south bank of Wimmera River to the future Horsham to Natimuk Regional Cycling Trail		
	5.7.2. Connect Strategic Cycling Corridor to the future Horsham to Green Lake Regional Cycling Trail		
5.8 Create links to tourism and recreational trails	5.8.1. 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		
5.9 Education and Promotion	5.9.1. Work with Road Safety Education Victoria to expand the Kids on the Move to all schools in Horsham		
	5.9.2. Following completion of improved routes promote their use via social media, maps, fun days and cycling artistic trails		
	5.9.3. Develop infographics and other material to communicate the health and costs benefits of cycling		
	5.9.4. Work with employers to encourage their staff to cycle to work		

Theme 6 Regional Links

Strategies

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
6.1 Manage the existing heavy vehicle route network until an alternative truck route is provided	6.1.1. Upgrade and 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		
	6.1.2. Collaborate with Regional Roads Victoria to identify an alternative truck route to divert freight traffic from Horsham's CBD		
	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. 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		
	6.1.5. 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)		
	6.1.6. Collaborate with Regional Roads Victoria in developing the concept design of the new roundabout at Western Hwy/Golf Course Rd/Plumpton Rd/Hamilton Rd.		

Strategies	Options / Actions	Key Actions in the Short Term	Ongoing Program
	6.1.7. Investigate the potential expansion of EV charging with new universal charging station		
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 Victoria passenger transport services 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 Victoria passenger transport services introduce more regular connections with Ararat rail services, particularly on weekends		
6.4 Promote regular passenger air services at Horsham Airport	6.4.1. Advocate Victoria passenger transport services to introduce passenger services at the re-developed Horsham Aerodrome in conjunction with the Airport Master Plan (currently under development)		