

AGENDA

ORDINARY MEETING OF THE HORSHAM RURAL CITY COUNCIL

To be held on
28 January 2020
At 5.30pm

In the
Council Chamber, Civic Centre
18 Roberts Avenue, HORSHAM



Horsham Rural City
Council urban rural balance

COUNCILLORS are respectfully requested to attend the Ordinary Meeting of the Horsham Rural City Council to be held on 28 January 2020 in the Council Chamber, Civic Centre, Horsham at 5.30pm

Order of Business

PRESENT

ALSO IN ATTENDANCE

1. PRAYER

Almighty God, we pledge ourselves to work in harmony for, the social, cultural and economic well-being of our Rural City. Help us to be wise in our deliberations and fair in our actions, so that prosperity and happiness shall be the lot of our people. AMEN

2. ACKNOWLEDGEMENT OF COUNTRY STATEMENT

The Horsham Rural City Council acknowledges the five Traditional Owner groups of this land; the Wotjobaluk, Wergaia, Jupagalk, Jaadwa and Jadawadjali people. We recognise the important and ongoing place that all Indigenous people hold in our community.

We pay our respects to the Elders, both past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.

3. OPENING AND WELCOME

Welcome to distinguished guests or persons in the public gallery. The public are advised that the Council meeting will be recorded to maintain an audio archive.

4. APOLOGIES

5. LEAVE OF ABSENCE REQUESTS

6. CONFIRMATION OF MINUTES

Recommendation

That the minutes emanating from the Ordinary Meeting of the Horsham Rural City Council held in the Council Chamber, Civic Centre, Horsham at 5.30pm on 16 December 2019 be adopted.

7. CONFLICTS OF INTEREST

Disclosure of Interest and Declarations of Conflict of Interest.

A Councillor who has a conflict of interest and is attending the Council meeting must make a full disclosure of that interest.

(a) by either –

- (i) advising the Council at the meeting of the details required under paragraphs (b) and (c) immediately before the matter is considered at the meeting; or
- (ii) advising the Chief Executive Officer in writing of the details required under paragraphs (b) and (c) before the meeting; and

(b) classifying the type of interest that has given rise to the conflict as either –

- (i) a direct interest under 77B; or
- (ii) an indirect interest and specifying the particular kind of indirect interest under:
Section 78 – close association
Section 78A – financial interest
Section 78B – conflicting duties
Section 78C – receipt of an applicable gift
Section 78D – consequence of becoming an interested party
Section 78E – impact on residential amenity; and

(c) describing the nature of the interest; and

(d) if the Councillor advised the Chief Executive Officer of the details under paragraph (a)(ii), the Councillor must make a disclosure of the class of interest only to the meeting immediately before the matter is considered at the meeting.

Members of Staff

Under Section 80C of the *Local Government Act 1989*, officers or people engaged under contract to the Council providing a report or advice to Council must disclose any conflicts of interests in the matter, including the type of interest.

8. PUBLIC QUESTION TIME

9. OFFICERS REPORTS	6
9.1 CITY TO RIVER FINAL MASTERPLAN	6
9.2 HORSHAM URBAN TRANSPORT PLAN	10
9.3 PARKING MANAGEMENT PLAN BRIEF	18
9.4 BUSINESS ASSISTANCE PROGRAM (NEW)	20
9.5 HORSHAM RURAL CITY COUNCIL COMMUNITY INCLUSION PLAN 2019-2022	23
9.6 ALLOCATION OF COUNCILLORS TO COMMITTEES.....	26
9.7 ECONOMIC DEVELOPMENT REPORT – NOVEMBER 2019.....	28
9.8 ECONOMIC DEVELOPMENT REPORT – DECEMBER 2019.....	34
10. COUNCILLOR REPORTS AND ACKNOWLEDGEMENTS	39
11. URGENT BUSINESS	40
12. PETITIONS AND JOINT LETTERS.....	41
13. PROCEDURAL BUSINESS	42
13.1 ASSEMBLY OF COUNCILLORS – RECORD OF MEETINGS.....	42
<i>Council Briefing held on Monday 20 January 2020 at 5.00pm, in the Reception Room, Civic Centre, Horsham</i>	<i>42</i>
13.2 SEALING OF DOCUMENTS.....	42
13.3 INWARD CORRESPONDENCE.....	42
13.4 COUNCIL COMMITTEE MINUTES	42
<i>Bicycle Advisory Committee meeting held on Wednesday 11 December 2019</i>	<i>42</i>
<i>Western Highway Action Committee meeting held on Friday 13 December 2019.....</i>	<i>42</i>
<i>Horsham Tidy Towns Committee meeting held on Tuesday 17 December 2019.....</i>	<i>42</i>
14. NOTICE OF MOTION	43
15. CONFIDENTIAL MATTERS	44
15.1 COUNCIL’S ROLE IN THE FUTURE DELIVERY OF AGED AND DISABILITY SERVICES	44
<i>Section 89(2)(a) of the Local Government Act 1989 - personnel matters</i>	
15.2 POSSIBLE PURCHASE OF VACANT LAND – 45 ROBERTS AVENUE, HORSHAM	55
<i>Section 89(2)(d) and 89(2)(e) of the Local Government Act 1989 - contractual matters and proposed developments</i>	
15.3 COUNCIL DEPOT RELOCATION.....	59
<i>Section 89(2)(e) of the Local Government Act 1989 - proposed developments</i>	

CLOSE



SUNIL BHALLA

Chief Executive Officer

9. OFFICERS REPORTS

9.1 CITY TO RIVER FINAL MASTERPLAN

Author's Name:	Angela Murphy	Director:	Angela Murphy
Author's Title:	Director Development Services	Directorate:	Director Development Services
Department:	Economic Development	File Number:	F15/067/000017

Officer Direct or indirect Conflict of Interest

In accordance with *Local Government Act 1989* – Section 80C:

Yes No

Reason: Nil

Status

Information classified confidential in accordance with *Local Government Act 1989* – Section 77(2)(c):

Yes No

Reason: Nil

Appendix

Horsham: City to River Vision and Masterplan – January 2020 (**Appendix “9.1A”**)

List of Amendments to City to River Masterplan (**Appendix “9.1B”**)

Purpose

To receive and note the final City to River Masterplan, January 2020.

Summary

- In response to feedback received during an eight-week public engagement process (4 July to 30 August 2019), Council resolved to make a number of amendments to the City to River Masterplan and background documents, and take a number of actions.
- Amendments have since been made to the Masterplan in accordance with the changes resolved by Council at the 25 November 2019 Ordinary Council Meeting. The amended City to River Masterplan, January 2020 constitutes the endorsed Masterplan, allowing for the commencement of the Action and Implementation Plan.
- The City to River Masterplan Action and Implementation Plan will identify potential projects, their associated scope and estimated costs.
- The projects will be subject to prioritisation and consideration by Council as part of its annual and long-term capital works planning and budget allocation.

Recommendation

That Council receive and note the final City to River Masterplan, January 2020, amended in accordance with the changes resolved by Council at the 25 November 2019 Ordinary Council Meeting.

REPORT

Background

At the Ordinary Council Meeting on 25 November 2019, Council resolved to make a number of amendments to the City to River Masterplan and background documents and take a number of actions following an eight-week public engagement process from 4 July to 30 August 2019. Council received 740 written submissions during that time.

Discussion

Amendments have been made to the City to River Masterplan in accordance with the changes resolved by Council at the 25 November 2019 Ordinary Council Meeting (**Appendix "9.1A"**). The amended City to River Masterplan, January 2020 constitutes the endorsed Masterplan, allowing for the commencement of the Action and Implementation Plan. Individual projects within each sub precinct are subject to detailed concept and schematic design, stakeholder and community consultation, and Council endorsement. The Masterplan will be progressively updated as the detailed concept and schematic design work is completed.

Financial Implications

The City to River Masterplan Action and Implementation Plan will identify potential projects, their associated scope and estimated costs. The projects will be subject to prioritisation and consideration by Council as part of its annual and long-term capital works planning and budget allocation.

Links to Council Plans, Strategies, Policies

2019-2023 Council Plan

Goal 1 – Community and Cultural Development: Develop Horsham and the municipality as a diverse, inclusive and vibrant community

Four-Year Outcomes:

- 1.1 Contribute to building a vibrant, diverse and resilient community
- 1.2 Develop a safe, active and healthy community, encouraging participation
- 1.3 Contribute to cultural activities that enhance our community
- 1.4 Develop the municipality as a desirable place to live, work and enjoy for people of all ages and abilities

We'll track progress in terms of:

- Securing funding for CBD Revitalisation Project Stage 1 - improved urban design
- Develop plans for a Town Square by December 2018

Four-Year Priorities:

- 1.2.09 Activate the Wimmera River Precinct for the community and visitors (including lights and greater presentation)
- 1.2.10 Plan and progressively construct shared cycling and walking track paths along the Wimmera River – from Riverside Bridge to Horsham Weir – both sides, including improvements to lighting and other facilities
- 1.2.12 Encourage the development of a riverside café
- 1.2.13 Support planning for review of use of the Riverside Recreation Hub precinct as part of the Wimmera River strategy

Goal 2 – Sustaining the Economy: Lead in sustainable growth and economic development

Four-Year Outcomes:

- 2.2 Cultivate opportunities for the municipality to prosper and pursue possibilities for new development
- 2.3 Support initiatives for improved transport services in and around the municipality
- 2.4 Increase visitors to the municipality
- 2.5 Promote Horsham as a regional city

Horsham Rural City Council on an ongoing basis will:

- Encourage linkages with local business and tourism associations to assist growth and prosperity of the retail, commercial and tourism sectors
- Facilitate the attraction of major sporting events
- Promote and encourage safe bicycle use as a sustainable alternate mode of transport, including provision of bicycle parking facilities

Goal 3 – Asset Management: Meet community and service needs through provision and maintenance of infrastructure

Four-Year Priorities:

- 3.1.09 Identify and develop new off street parking areas on CBD fringe
- 3.1.10 Develop a master plan of streetscape themes and service levels for existing streets and new developments
- 3.2.02 Confirm and undertake design and planning for the relocation of the municipal depot including potential co-location of Tech Services planning and delivery staff
- 3.4.05 Develop improved entrances to all towns (street signage and landscapes)

Horsham Rural City Council on an ongoing basis will:

- Continue the Horsham central business district upgrade of streetscaping

Goal 4 – Governance and Business Excellence: Excel in communication, consultation, governance, leadership and responsible use of resources

Four-Year Outcome:

- 4.1 Continuously improve communication and engagement with the community through effective consultation

The City to River Project links to the following Council Plans and Strategies:

- Health and Wellbeing Plan 2017–2021
- Horsham Municipal Strategic Statement
- Sport and Recreation Strategy 2013–2018
- Horsham CAD Revitalisation Strategy 2017
- Horsham CAD Strategy 2013
- Imagine Horsham, Community and Stakeholder Engagement – Key Findings Summary 2016
- Tourism Master Plan 2016 – 2020, 2018 review
- Horsham Economic Development Strategy 2017–2021
- Horsham Municipal Bicycle and Shared Path Plan 2012–2016
- Horsham Municipal Parking Strategy 2017
- Horsham CBD Urban Design Framework
- Wimmera Sports Stadium Business Case and Concept Design 2017
- Horsham Growth Management Framework 2012

Consultation/Communication

Council made a strong commitment as part of preparing the Draft City to River Masterplan to deliver a genuine and thorough engagement process. This included using the results of earlier engagement activities undertaken in the study area and incorporating ideas already identified by the community.

Risk Implications

Risks associated with the implementation of the City to River Masterplan will be considered at an individual project level.

Environmental Implications

Environmental implications associated with the implementation of the City to River Masterplan will be considered at an individual project level.

Human Rights Implications

This report complies with the rights listed in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Conclusion

The amendments and actions made to the Draft City to River Masterplan directly respond to key concerns on fundamental ideas and design detail considerations raised through the 2019 community engagement process. The amended City to River Masterplan, January 2020 constitutes the endorsed Masterplan.

9.2 HORSHAM URBAN TRANSPORT PLAN

Author's Name:	Michael McCarthy	Director:	John Martin
Author's Title:	Project Manager	Directorate:	Infrastructure Services
Department:	Infrastructure	File Number:	F02/A05/000004

Officer Direct or indirect Conflict of Interest

In accordance with *Local Government Act 1989* – Section 80C:

Yes No

Reason: Nil

Status

Information classified confidential in accordance with *Local Government Act 1989* – Section 77(2)(c):

Yes No

Reason: Nil

Appendices

Horsham Urban Transport Plan – Community Feedback Executive Summary (**Appendix “9.2A”**)

Horsham Urban Transport Plan – Extract of Draft Plan Showing Proposed Changes to Actions (**Appendix “9.2B”**)

Horsham Urban Transport Plan – Final Plan for Endorsement (**Appendix “9.2C”**)

Purpose

To consider the changes to the draft Horsham Urban Transport Plan as recommended by the Project Control Group in response to the community submissions, and adopt the Horsham Urban Transport Plan.

Summary

This report:

- Provides background to the project to develop the Horsham Urban Transport Plan
- Outlines the engagement undertaken during the development of the Plan
- Discusses the community responses that resulted from the 10-week exhibition period of the draft Plan
- Provides recommendations for modification to the draft that have resulted from the consideration of the community responses
- Recommends adoption of the Horsham Urban Transport Plan with those changes.

Recommendation

That Council:

1. Adopt the exhibited Horsham Urban Transport Plan as presented as **Appendix “9.2C”** to this report, with the following changes from the draft Plan, based on community feedback:
 - (a) Add a priority action within Section 1.8 “reduce speed limits at the Kalkee Road Children’s Hub” noting that this has community support Increase the priority of action 2.2.3, regarding installation of traffic signals at the McPherson Street / Hamilton Street intersection.
 - (b) Modify action 2.5.1 to read as follows “Consider alternative allocation of road, parking, cycling and footpath widths when roads are upgraded or renewed, based on the following typical examples. Any changes to parking to be done on a removable, pilot basis, to demonstrate effectiveness and to test community acceptance of these changes before locking-in these changes.” Add similar comments re pilots to actions 1.2.6 and 1.2.9.

- (c) Add the following actions within *Theme 3 Public Transport*:
 - (i) Monitor the effectiveness of the changes made to the town's local bus timetable and routes in early 2020.
 - (ii) Continue to inform PTV of residential developments and new subdivisions so that bus services can be modified to suit these.
 - (d) Modify action 4.4.1 as follows "that there will be no conversion of angle to parallel without community consultation and support and an overall no net loss of car parking spaces".
 - (e) Modify action 4.6.1 to state "Work with the medical providers to identify opportunities to increase on-site parking for visitors" and 4.6.2 as follows "Investigate funding opportunities to provide additional off street parking in the vicinity of the hospital".
 - (f) Reprioritise the following actions within *Theme 5, Cycling* from "ongoing program " to "priority actions": 5.2.1, 5.2.3, 5.2.6, 5.4.5 and 5.5.1.
 - (g) In action 5.3 add "Consider separation of bikes from cars along priority cycling routes".
 - (h) In action 5.4.4, add "... with priority along cycling priority routes".
 - (i) In action 5.4.9, add "... with a pilot service node at Apex Island to test cyclist support".
 - (j) Add a new action 5.6.4 "Work with the State Government to implement the Grampians Region Cycling Plan".
 - (k) Modify action 6.1.1 as follows, as an **urgent** priority "Advocate to and collaborate with relevant State Government agencies and other stakeholders, including Barengi Gadjin Land Council, to determine the most appropriate route for removal from Horsham's CBD of through truck traffic from the Western, Wimmera and Henty Highways, including consideration of a possible south west link through Horsham's industrial area".
 - (l) Modify the wording of 6.1.2 and 6.1.3 to highlight that Golf Course Road/Three Bridges Road is an existing B-double route and the importance of maintaining and enhancing the safety of this route while longer-term solutions are identified.
 - (m) Clarify the scope of action 6.1.5 regarding upgrading the Geodetic Road intersection, so that this addresses short-stacking of long trucks at the railway crossing, and incorporates movements to/from the Western Highway, O'Brees and Curran Roads.
 - (n) Refer to all forms of public transport (not just passenger rail) in action 6.3.2.
 - (o) Add an action in section 6.6 to advocate for the improvement of intra-regional links to towns like Warracknabeal, Natimuk and Hamilton.
 - (p) Include an action to investigate and develop a location for a B-double uncoupling area, rather than the existing use at the east end of Hamilton Street.
2. Acknowledge the extensive consultation throughout the process and thank the community for its participation in this process.
 3. Communicate to the State Government as soon as is practicable the adoption of this Plan and in particular the key recommendations pertaining to arterial road and intersection upgrades identified within the Plan with a view to:
 - (i) Identify the most appropriate alternative truck route through south west Horsham, noting the sensitivity of the culturally-significant land (Wopet Bungundilar) and the importance of respectful engagement with the Barengi Gadjin Land Council (BGLC).
 - (ii) Proceeding immediately with collaborative design and funding of the three highest priority intersections, being:
 - Natimuk Road/Bennett Road
 - Wilson Street/Darlot Street
 - McPherson Street/Hamilton Street.
 4. Communicate to the State Government the high level of importance shown by the community towards the return of passenger rail to Horsham.

REPORT

Background

The Horsham Urban Transport Plan has been developed under the banner of Transforming Horsham, which is Council's overarching vision for growing the city's economy, vibrancy and liveability.

There are four inter-related strategic projects, each with a common vision – to help guide the transformation of Horsham. These projects are:

- Horsham Urban Transport Plan
- Open Space Strategy
- Horsham South Structure Plan
- City to River (Wimmera River and Central Activity District Vision and Masterplan).

The development of the Horsham Urban Transport Plan aimed to:

- Consider people's movement needs alongside place-based activities
- Review and revise Horsham's internal road hierarchy
- Identify key road network issues in the urban areas of Horsham
- Establish key priorities and issues to be addressed
- Establish principles for street design
- Address the following six transport specific objectives identified by Council:
 - A more active and vibrant CBD and river precinct
 - Trucks which don't originate or terminate in the CBD to be removed from the CBD 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.

Consultants Tonkin and Intermethod were engaged for this project.

The consultation as outlined below has been comprehensive throughout the project and was followed by a 10-week exhibition period of the draft Plan.

Discussion

Key aspects of the community feedback and the responses to this feedback are summarised below under the sub headings of each of the six transport themes in the Plan. This summary is drawn from the Engagement Executive Summary report (**Appendix "9.2A"**).

The recommendations for changes to the draft Plan have been reviewed by and endorsed by the Project Control Group for the project. These changes are shown in a "tracked changes" version of the report (**Appendix "9.2B"**).

The updated version of the Plan which incorporates these changes (**Appendix "9.2C"**) is proposed for adoption by Council.

Theme 1 – Streets for People

The assessment of Horsham’s transport network against Movement and Place principles found a number of issues impacting adversely on safety and amenity in Horsham’s streets, including:

- Wide crossing distances across side streets and roundabouts
- Lack of a continuous tree canopy
- Lack of dedicated cycling infrastructure and poor street design even in locations where the road widths could easily accommodate cyclists
- 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.

The strategies and actions outlined in the Plan have been designed to address these issues.

There is strong support for the need to upgrade several key intersections. Mostly these are on arterial roads, which will require discussion with Regional Roads Victoria.

There were disparate views expressed in this section about the benefits of some of the recommendations. Some disagreed with the notion of giving pedestrians precedence and were concerned about the safety implications of trees in roadways and on-street dining. Others commended the safety improvements recommended for pedestrians and cyclists and advocated for shade trees and increased on-street activity.

The concerns about trees are valid, but there are design options that can protect infrastructure. Several people commented that changes should not be made so that Horsham continues to act as the regional centre servicing the broad Wimmera catchment as a shopping destination – the strategies outlined do not inhibit but rather enhance this role for Horsham. It is considered that making streets more active will encourage longer stays and greater pedestrian flow and therefore support retail.

It is, however, acknowledged that the recommendations for reprioritising use of the road space can be controversial and it is proposed that any changes, say to parking space, would be investigated through pilot projects before committing to long-term change.

A key change proposed to the actions in Theme 1 “Streets for People” is to include a recommendation for lower speeds around the Kalkee Road Children’s Hub.

Theme 2 – Local Access Movement

Survey responses ranked the need for traffic signalling at the Natimuk/Bennett Road intersection (65%) as the highest priority. Wilson/Darlot Streets (42%) and McPherson/Hamilton Streets (40%) are clear second and third in priority with Dooen Road/Baillie Street the next highest priority (27%).

As all of these are on arterial roads, upgrades of these intersections will require support from Regional Roads Victoria. It is important to note that the Department of Transport has acknowledged these recommendations and has advised in its submission on the draft plan that *“DoT is open to further planning and assessment to consider the feasibility of traffic signals at intersections with arterial roads.”*

The street design guidelines based on the Movement and Place principles as outlined in the Plan are best practice design to improve safety and amenity and traffic flow for all forms of transport and it is recommended that pilot projects be undertaken to demonstrate their effectiveness and to gauge community support for these changes.

It is important to note that the emphasis of this Plan is to provide the full range of choices of transport including pedestrian and cycling and that this needs to be emphasised in any communications.

Theme 3 – Public Transport

It is noted that PTV has increased the level of bus services in Horsham due to commence in January 2020. The community has not been able to comment on the new service levels yet. These new service levels need to be monitored and it is recommended that this become an action within the Plan.

It was also considered important that the new timetables and bus routes be widely communicated to encourage increased patronage.

Theme 4 – Parking

There was significant media, especially social media, coverage of the issue of car parking with views that the Transport Plan would lead to widespread replacement of angle parking with parallel parking in the CBD. As a response feedback on this part of the plan was dominated by this issue detracting from the integrated nature of the strategies proposed.

If car parking was to be reduced in an area, the strategy clearly states that *“any loss of parking is appropriately managed with availability elsewhere in the network”*. Any pilot will need to accommodate this. It is also proposed that wording in the Plan be reviewed to ensure clarity around this.

The discussion about changes to parking was in association with application of the “movement and place” principles in the CBD which are aimed at improving the comfort and amenity of people, to increase their willingness to congregate and stay longer in this area. At the same time the movement and place principles support an efficient and fluent flow of all forms of traffic, having due regard to cars, pedestrians and cyclists.

The need to consider all forms of transport does not appear to have been acknowledged by all respondents in relation to some of their comments regarding parking.

The Plan also considers a number of strategies that would help to alleviate some parking pressure, e.g. by encouraging cycling.

Theme 5 – Cycling

The Plan identified that inadequate provision of infrastructure impacts on cyclist safety and could discourage people choosing this mode of transport. Much of the community feedback recognised the benefits of cycling to both the health and well-being of the community and traffic flow and there were some constructive comments provided to improve the provision of cycling infrastructure.

Some of the community feedback was critical of the emphasis on Cycling in this Plan. The main basis of this criticism seems to be because of the current perceived low numbers of people who participate in cycling.

The Plan aims to ensure that all modes of transport are catered for, i.e. that people are given a choice. The responses show that the community does not believe that cycling has been adequately catered for despite the policy support for this mode of transport.

The safety improvements recommending support for commuting to work and schools and the enhancements to encourage recreational cycling are designed to make Horsham more attractive for both work and play. Horsham is a growing city and its future economic and social well-being will in part be dependent on its ability to attract a range of people to relocate to Horsham which has the natural assets but not all of the infrastructure to support wholesale increases in cycling numbers.

Whilst the comments about Horsham's ageing population are acknowledged, the cycling strategies in the Plan are designed to make Horsham more attractive to people of all ages.

Improvements in cycling infrastructure will reduce the dependence on cars, therefore reducing congestion. It will support increased fitness levels and therefore personal health. The infrastructure enhancements are designed to improve safety for all.

The survey results show that the 74% respondents believe that the strategies in the draft plan will encourage active commuting and recreational cycling.

A series of modifications to the actions within the cycling theme section of the Plan have been proposed based on the community feedback.

Theme 6 – Regional Links

There is strong agreement amongst respondents that the strategies in the draft plan will improve safety and freight efficiency. The return of passenger rail and managing the heavy vehicle network were clearly the most important issues identified within the Plan.

There is a mixed response to the draft Plan's suggestions for alleviating trucks from the CBD, and in particular the suggestion that an alternative route through south west Horsham be further investigated in partnership with State Government agencies taking into consideration costs, culturally sensitive land and other factors. There are conflicting views on this issue, which cannot be solved within this Plan, it requires a major study that will take much time and resources, collaboration and specific engagement.

There is strong community opposition expressed to using Golf Course Road and Curran Road as freight routes. There are others who support a southern bypass route – but this is at odds with others in the community.

The Plan recommends the use of Golf Course Road as a short-term strategy as a means to manage the existing heavy vehicle route network until an alternative truck route is provided. This may be more acceptable to the community if there are some complementary measures to enhance the safety of this use, as a possible example, lower speed limits.

There was strong support expressed for extra river crossings in Horsham for all modes of transport, but concerns were expressed and issues raised about the crossings proposed for consideration at Bennett Road, Drummond Street and Curran Road.

A proposal to upgrade the Geodetic Rd intersection with the Western Highway upgrade could help divert some Wimmera Highway traffic from Wilson Street and the CBD. Whilst significant design issues will need to be addressed it is considered that this may help in partially achieving the stated objective of removing truck traffic from the CBD.

There is clearly strong support for the reintroduction of passenger rail within the community and this needs to be communicated to the State Government.

Financial Implications

Proposals from the Plan will be developed for input into budget planning on a prioritised basis. Some of the recommendations will feed into the City to River planning and further consultation, which is about to commence.

Links to Council Plans, Strategies, Policies

2019-2023 Council Plan

Goal 2 – Sustaining the Economy

Four-Year Priority 2.2.07 – Horsham Integrated Transport Strategy completed, including:
Stage 2 – Horsham urban area

Consultation/Communication

Promotion of this project began at the Wimmera Machinery Field Days in March 2019. Subsequent to its launch there has been extensive promotion and engagement with the community.

Initial engagement included an on-line and paper-based survey plus two workshops which attracted a broad range of community interest. The workshops were promoted heavily through Facebook, newspaper ads and press releases, and via directly contacting people who had completed surveys and left their names and contact details. Each workshop was held both during the day and in the evening to maximise the opportunity for people to attend.

The first workshop was to identify the issues and opportunities. Twenty-nine people attended. The second was to discuss the findings from the engagement undertaken and to present some ideas for consideration. Twenty-four people attended.

Both were attended by a broad cross-section of the community including people working in freight, the aged, cyclists and retailers. Their contribution is outlined in the *Engagement Outcomes Report* that was previously endorsed by Council and made available to the community during the draft exhibition period.

More than 200 direct contributions were received from the public during the development of the draft plan.

A Project Control Group was appointed to support Council consider the issues during the development of the Plan. This advisory group comprised representatives from each of the agriculture and freight sectors, Business Horsham (x2) and the broader community. The two key State Government departments (DoT and Regional Roads Victoria) each had a representative and there were two Council staff plus the project manager.

The draft Plan was exhibited for an extended 10-week period through late-September to early-December. This exhibition period was promoted repeatedly through Facebook posts, press releases, advertisements in local newspapers and on the radio through interviews.

Twelve written submissions and 74 survey responses were received. These submissions were varied in the level of detail and issues raised. The survey questions were designed to assist the public respond to the specifics within the Plan and included open ended questions that enabled the public to express their views. The survey also provided the opportunity for statistical data to be collected and therefore analysed. The opportunity provided for written submissions gave the public the opportunity to respond more generally and comment as they saw fit.

A suite of modifications to the Plan and further actions have been recommended in consideration of the community submissions and survey responses.

Risk Implications

Effective consultation has mitigated against risk involved in developing this Plan and recommendations within have identified potential risks and developed strategies to mitigate against them.

Environmental Implications

There are no environmental implications at this stage of the plan's development. Some projects identified in the plan will need detailed investigations of a range of matters, including environmental aspects.

Human Rights Implications

This report complies with the rights listed in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Conclusion

The Horsham Urban Transport Plan has been developed following extensive consultation and utilising best practice Movement and Place street design principles. Noting that community feedback was varied with opposing views expressed on some points, community input has been fully and fairly considered in the presentation of the final changes proposed in this report. It is considered that the Plan with the changes recommended is ready for adoption by Council and provides a sound basis to guide budget deliberations and transport planning into the future.

9.3 PARKING MANAGEMENT PLAN BRIEF

Author's Name:	Lauren Coman	Director:	Angela Murphy
Author's Title:	Manager Regulatory Services	Directorate:	Development Services
Department:	Regulatory Services	File Number:	F25/A02/000001

Officer Direct or indirect Conflict of Interest

In accordance with *Local Government Act 1989* – Section 80C:

Yes No

Reason: Nil

Status

Information classified confidential in accordance with *Local Government Act 1989* – Section 77(2)(c):

Yes No

Reason: Nil

Appendix

Parking Management Plan Consultants Brief (**Appendix “9.3A”**)

Purpose

To endorse the project brief to develop a Parking Management Plan for the Central Activity District (CAD) of Horsham.

Summary

- Council's current parking meter infrastructure is obsolete and challenging to maintain and Council does not currently have a plan for renewal.
- The project seeks to develop a Parking Management Plan for Horsham CAD that is tailored to Horsham's needs and flexible enough to manage the current complexities relating to access, turn-over of parking and the issues arising from aging parking related infrastructure.
- The project is to prepare a review of Council's current parking arrangements, infrastructure and operating financial model, with a view to developing a plan detailing options as to how parking can be best managed in Horsham.
- Preparation of the plan will include targeted and general community engagement. Engagement with affected communities and businesses is considered key to:
 - Development of the Parking Management Plan
 - Exploring the likely consequences of any proposed changes to be implemented.

Recommendation

That Council endorse the project brief to develop a Parking Management Plan for the Central Activity District (CAD) of Horsham.

REPORT

Background

Council reviewed its Parking Strategy in 2016, which reaffirmed that peak period parking occupancy is low at 62%, compared with the best practice benchmark of 75% for regional centres.

Current parking meter infrastructure is obsolete and challenging to maintain, and Council does not have a plan for renewal.

The engagement outcomes report from the Horsham Urban Transport Plan identifies themes around parking that can be addressed through some further work on this project.

Discussion

The brief to the consultant seeks to develop a Parking Management Plan for Horsham CAD that is tailored to Horsham's needs and is flexible enough to manage the current complexities relating to access, turn-over of parking and issues arising from aging parking related infrastructure.

The project is to prepare a review of Council's current parking arrangements, infrastructure and operating financial model to provide a plan detailing options relating to parking restrictions, infrastructure, capital and recurrent costs as to how parking can be best managed in Horsham.

Financial Implications

Council has an overall budget of \$35,000 plus GST to complete the Parking Management Plan. Costs of implementation of the plan will be determined on finalisation of the plan.

Consultation/Communication

The proposed Parking Management Plan brief was presented to the Council Briefing on 20 January 2020.

Preparation of the Parking Management Plan will include targeted and general community engagement. Engagement with affected communities and businesses is considered key to informing the development of the plan and likely consequences of any proposed changes to be implemented.

The project's engagement should be in accordance with Council's Engagement Policy and must be reviewed by Council's Community Relations and Engagement Team prior to the commencement of the project.

Risk Implications

Not applicable

Environmental Implications

Not applicable

Human Rights Implications

Not applicable

Conclusion

The project seeks to develop a Parking Management Plan for Horsham CAD that is tailored to Horsham's needs and is flexible enough to manage the current complexities relating to access, turn-over of parking and issues arising from aging parking related infrastructure.

9.4 BUSINESS ASSISTANCE PROGRAM (NEW)

Author's Name:	Chris McClure	Director:	Angela Murphy
Author's Title:	Co-ordinator Business Development & Tourism	Directorate:	Development Services
Department:	Economic Development	File Number:	F15/A01/000001

Officer Direct or indirect Conflict of Interest

In accordance with *Local Government Act 1989* –
Section 80C:

Yes No

Reason: Nil

Status

Information classified confidential in accordance
with *Local Government Act 1989* – Section 77(2)(c):

Yes No

Reason: Nil

Appendix

Business Assistance Program Policy (**Appendix “9.4A”**)

Business Assistance Program Guidelines (**Appendix “9.4B”**)

Purpose

To endorse the Business Assistance Program policy.

Summary

- Businesses, both large and small, play a critical role in creating employment opportunities, stimulating investment and generating economic competitiveness within the local economy.
- The Business Development Team supports local businesses to grow and thrive through a collaborative and inclusive approach with the business community.
- With a strong desire for business engagement, implementation of the Business Assistance Program will be a tool that connects the business community and Council.

Recommendation

That Council endorse the Business Assistance Program policy.

REPORT

Background

- Horsham Rural City Council has commissioned the Economic Development Strategy 2017-2021.
- Council has a greater emphasis on business engagement and support.
- Research undertaken which includes conversations with Business Horsham indicate there is a business need for mentoring and training to enhance skills and sustainability across the business sectors.

Discussion

There are to be two streams to the Business Assistance Program.

The first stream is a small business mentoring program, where applicants contribute financially to enter the program and Council subsidised return and future sessions to a capped amount.

The second stream is a professional development component where in-kind and financial support is offered to deliver training and skills enhancement programs.

Financial Implications

There is an allocation of \$10,000 for the provision of business assistance in the 2019/20 budget.

Links To Council Plans, Strategies, Policies

2019-2023 Council Plan

Goal 2 – Sustaining the Economy

Four-Year Priority 2.1.03 – Develop an Economic Development Strategy

Economic Development Strategy 2017-2021

Goal 5 Vision – Horsham Rural City will actively engage and support its existing business base and continue to improve the wealth and wellbeing of its residents

Consultation/Communication

Business Horsham Executive and a number of their membership have been consulted around the value of introducing a business mentoring service.

The number of businesses who have engaged with Council with the delivery of the Australia Small Business Advisory Service digital training one-on-one mentoring services demonstrates the need for training as well as mentoring.

Risk Implications

Reputational risk can be reduced by having a simplified assessment and delivery process.

Environmental Implications

Not applicable

Human Rights Implications

This report complies with the rights listed in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Conclusion

There has been a demonstrated need for business assistance, specifically for mentoring and training. Delivery of the Business Assistance Program will lead to a more resilient and sustainable business sector.

9.5 HORSHAM RURAL CITY COUNCIL COMMUNITY INCLUSION PLAN 2019-2022

Author's Name:	Mandi Stewart	Director:	Kevin O'Brien
Author's Title:	Manager Community Services and Emergency	Directorate:	Community Wellbeing
Department:	Community Services and Emergency	File Number:	F06/A10/000001

Officer Direct or indirect Conflict of Interest

In accordance with *Local Government Act 1989* – Section 80C:

Yes No

Reason: Nil

Status

Information classified confidential in accordance with *Local Government Act 1989* – Section 77(2)(c):

Yes No

Reason: Nil

Appendix

Horsham Rural City Council Community Inclusion Plan 2019-2022 (**Appendix "9.5A"**)

Community Inclusion Plan – Public Comment Feedback Summary (**Appendix "9.5B"**)

Community Inclusion Plan – Submissions Received From Public Comment Period (**Appendix "9.5C"**)

Purpose

To adopt the Horsham Rural City Council (HRCC) Community Inclusion Plan (CIP) 2019-2022.

Summary

The purpose of the CIP 2019-2022 is to enable Council to meet its obligations under Federal and State anti-discrimination legislation, promoting the rights of people with disabilities or access issues. It replaces the previous 2013-2016 Disability Access and Action Plan (DAP).

Recommendation

That Council adopt the Horsham Rural City Council Community Inclusion Plan 2019-2022.

REPORT

Background

The previous DAP was adopted on 15 July 2013 and guided improved access and inclusion across the Horsham municipality. Some key outcomes and achievements of the DAP were:

- Social connection
- Council's Community Grant Guidelines were updated to include improving access as a key outcome
- Council's public meetings are now held wherever possible in accessible venues
- Desktop hearing shuttles are located at customer service centres, Horsham Town Hall and Visitor Information Centre, making it easier for those that are hard of hearing to communicate
- Information on services
- Council publications are available in alternative formats
- Acknowledgement and celebration of Seniors Week, International Day for People with a Disability and Mental Health Week
- My Community Directory has comprehensive information on disability services and accessible facilities
- Education and awareness
- Community education sessions are held on the use of companion cards
- Disability awareness training is conducted for staff, volunteers and Councillors
- Built environment
- Installation of Changing Places toilet facility in May Park, allowing people with specific requirements to have access to a toilet and appropriate change facilities to enable greater participation in community life.

Discussion

The preparation of a new DAP or CIP is a requirement of the *Victorian Disability Act 2006*. The CIP therefore assists Council to meet its legislative requirements, promoting the rights of people with disabilities and access issues.

Estimates are that approximately 4,000 people living with a disability reside in Horsham, of whom, 1,333 are thought to have a severe or profound disability. As a primary provider of services at a local level, Council plays a key role in building a more accessible community and reducing barriers to inclusion experienced by people with a disability.

As the population increases and the proportion of older people in the population increases, the level of disability in the community is likely to increase significantly, making it vitally important that the access and inclusion of people with a disability into the wider Horsham community is properly considered and planned for.

Data analysis and stakeholder and community engagement were used in forming the key themes and actions, in collaboration with information provided from community engagement undertaken in other plans. The key themes are: Participation, Equity, Adaption, Inclusion, Advocacy and Celebrate.

The draft CIP went out for public consultation in November 2019. Nine responses were received. There were general themes around readability and clear communications, transport and parking. The issues raised are covered in the action plan and no alterations have been made to the draft. However, we will undertake to produce a Plain English version of the plan to support easy comprehension across a broad range of abilities.

Financial Implications

An increase in project budgets may be required to apply Universal Design principals to projects to ensure we are meeting the Universal Access Design guidelines to ensure refitting won't be required in the future. A small number of actions will require a budget.

Links to Council Plans, Strategies, Policies

2019-2022 Council Plan

Goal 1 – Community and Cultural Development

Arts and Cultural Plan 2014-2018

Goal 1 – Cultural Awareness

Health and Wellbeing Plan 2017-2021

Goal 1 – Increasing Healthy Eating and Active Living

Goal 3 – Improving Mental Health: Support and promote activities and event that build community resilience and social network for all groups

Consultation/Communication

The draft CIP was considered at the Ordinary Council Meeting on 28 October 2019, where it was resolved to make it available to the community for comment for a period of four weeks. The plan was also discussed at Council Briefing Meetings on 7 October 2019 and 20 January 2020.

Internal Stakeholders: Deaf Access Worker, Community Wellbeing Directorate, Executive Management Team, Councillors.

External Stakeholders: Uniting Wimmera (UW), National Disability Insurance Scheme (NDIS) providers, Latrobe Community Health Service, National Disability Insurance Agency (NDIA), Department of Health and Human Services (DHHS), Woodbine, Wimmera Health Care Group (WHCG) Wimmera Primary Care Partnership (Wimmera PCP), Grampians Community Health (GCH), Rights Information Advocacy Centre (RIAC).

Four-week public consultation on Draft CIP: November and December 2019.

Risk Implications

There is a risk of non-compliance with legislation if a new CIP is not adopted. There is a similar risk of possible adverse community feedback.

Environmental Implications

Not applicable

Human Rights Implications

This report complies with the rights listed in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Conclusion

The report is presented to Councillors for adoption.

9.6 ALLOCATION OF COUNCILLORS TO COMMITTEES

Author's Name:	Sue Frankham	Director:	Graeme Harrison
Author's Title:	Governance Officer	Directorate:	Corporate Services
Department:	Governance and Information	File Number:	F019/A15/000001

Officer Direct or indirect Conflict of Interest

In accordance with *Local Government Act 1989* – Section 80C:

Yes No

Reason: Nil

Status

Information classified confidential in accordance with *Local Government Act 1989* – Section 77(2)(c):

Yes No

Reason: Nil

Appendix

Committees with Councillor Involvement List – 2020 (**Appendix “9.6A”**)

Purpose

To receive and note the 2020 Committees with Councillor Involvement list and nominate representatives to the Municipal Association of Victoria and the Victorian Local Governance Association.

Summary

- There are various committees that involve Mayor and/or Councillor representation.
- The Committees with Councillor Involvement list is reviewed annually by the Mayor, Councillors and Chief Executive Officer. This occurs following the Statutory Meeting each year.
- There will be a new Council elected in October 2020.
- Representation of Councillors on the committees for 2020 remains unchanged from 2019.
- The Municipal Association of Victoria and the Victorian Local Governance Association require formal advice following resolution of the Councillors appointed to represent Horsham Rural City Council on those bodies.

Recommendation

That Council:

1. Receive and note the Committees with Councillor Involvement list for 2020, noting that there will be a new Council elected in October 2020.
2. Nominate Cr Mark Radford as Council's representative for 2020 to the Municipal Association of Victoria and Cr Josh Koenig as substitute representative.
3. Nominate Cr Mark Radford as Council's representative for 2020 to the Victorian Local Governance Association and Cr Josh Koenig as substitute representative.

REPORT

Background

There are various committees that involve Mayor and/or Councillor representation.

The Committees with Councillor Involvement list is reviewed annually by the Mayor, Councillors and Chief Executive Officer. This occurs following the Statutory Meeting each year. There will be a new Council elected in October 2020.

Discussion

Representation of Councillors on the committees for 2020 remains unchanged from 2019.

The Municipal Association of Victoria and the Victorian Local Governance Association require formal advice following resolution of the Councillors appointed to represent Horsham Rural City Council on those bodies.

Financial Implications

Provision for involvement of the Mayor and Councillors on committees has been made within the existing Council budget.

Links To Council Plans, Strategies, Policies

2019-2023 Council Plan
Goal 4 – Governance and Business Excellence

Consultation/Communication

Once the recommendation is endorsed, formal advice will be provided to the Municipal Association of Victoria and the Victorian Local Governance Association in relation to the nominated Council representatives on those bodies.

Risk Implications

Not applicable

Environmental Implications

Not applicable

Human Rights Implications

This report complies with the rights listed in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Conclusion

The 2020 Committees with Councillor Involvement list, together with nominations to the Municipal Association of Victoria and the Victorian Local Governance Association are submitted to Council for endorsement.

9.7 ECONOMIC DEVELOPMENT REPORT – NOVEMBER 2019

Author's Name:	Stephen Pykett	Director:	Angela Murphy
Author's Title:	Manager Economic Development	Directorate:	Development Services
Department:	Economic Development	File Number:	F15/A06/000001

Officer Direct or indirect Conflict of Interest

In accordance with *Local Government Act 1989* –
Section 80C:

Yes No

Reason: Nil

Status

Information classified confidential in accordance
with *Local Government Act 1989* – Section 77(2)(c):

Yes No

Reason: Nil

Appendix

Nil

Purpose

To receive and note the Economic Development Report for November 2019.

Summary

The Economic Development Report provides a summary of economic development activities in the municipality during the reporting period.

Recommendation

That Council receive and note the Economic Development Report for November 2019.

REPORT

Background

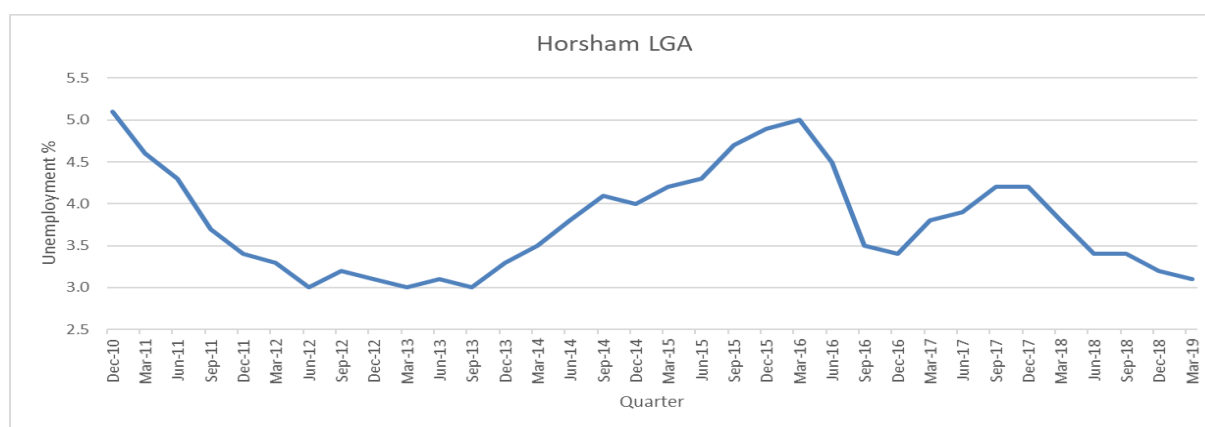
At the Ordinary Meeting of Council on 26 August 2019, it was resolved that a regular Economic Development Report be tabled on the Ordinary Council Meeting agenda.

Discussion

Key items of interest for the report period are provided below.

Economic Benchmarks and Data

Unemployment



Region	Unemployment
Australia	5.2%
Victoria	4.8%
Horsham (LGA)	3.1%

Department of Employment, Skills, Small and Family Businesses; Small Area Labour Markets – March quarter 2019

Planning Applications Determined

	Number	Cost	YTD	YTD cost of development
November 2019	9	\$3,326,000	66	\$11,168,958
November 2018	8	\$474,200	44	\$8,689,037
Change	+1	+\$2,851,800	+22	+2,479,921

Building Permits Issued

	Number	Total cost of development	YTD	YTD cost of development
Council	5	\$449,462	43	\$3,173,063
Private surveyors	17	\$3,247,028	85	\$24,610,670
Total	22	\$3,696,490	128	\$27,783,733

Summary of building permits issued YTD

	Number	Total Value	Commercial		Domestic	
			No	Value	No	Value
Council	43	\$3,173,063	10	\$1,600,725	33	\$1,572,338
Private Surveyor	85	\$24,610,670	22	\$9,493,493	63	\$15,117,177
Total	128	\$27,783,733	32	\$11,094,218	96	\$16,689,515

Business Engagement

Direct business engagement

	Number	YTD
General business	19	99
New or expanding business	8	26
Event organisers	13	40
Total	40	165

Networking and business event breakdown

	Number	YTD
Networking & business events	6	21

Networking attended	Attendees	Details
Reimaging retail strips – vacant shops forum	50	Small Business Victoria and Victorian Small Business Commissioner facilitated workshops developing a state wide response to changing retail space and utilisation
Vital and Viable places Masterclass	50	Masterclass workshop reviewing place making in retail environments
Victorian Tourism Awards	300	Presentation event for the 2019 Victorian Tourism Awards
Total	400	

Facilitated business events	Attendees	Details
Social Media training	44	ASBAS facilitated training
Total	44	

Tourism and Events

	Number	YTD
Notice of intention to hold an event applications	10	53
Visitor information Centre visits	1,284	6,289
Visithorsham.com web visits	3,677	16,962

Strategic Planning

Horsham South Structure Plan	<ul style="list-style-type: none"> The project is needed in order to ensure that South Horsham develops in a coordinated way, ensuring infrastructure needs such as traffic and transport connectivity, sewer, water and drainage to be developed in a sequenced way, avoiding land use conflicts and development limitations in the future. Horsham South Key Strategic Directions Report is currently under review by the PCG, in preparation for targeted landholder engagement.
Horsham Aerodrome Business Plan review	<ul style="list-style-type: none"> Council has appointed a consultant to begin development of the Horsham Aerodrome Masterplan. An assessment of both the previous Aerodrome Business Plan and Aerodrome Masterplan has been undertaken along with stakeholder engagement. On 20 June 2019 further engagement took place with the Aerodrome user group to discuss the draft findings.
City to River	<ul style="list-style-type: none"> Wider community engagement process commenced 4 July 2019 and closed 30 August 2019. All submissions were summarised further targeted engagement is planned.

Infrastructure Development

Enhanced Broadband Project (Connecting Regional Communities Program)	<ul style="list-style-type: none"> Funding of \$1.7 million has been announced to install high speed broadband at one gigabit per second in both directions in the Horsham Rural City Council area. This proposed fixed wireless service will be available to businesses in Horsham, Wimmera Intermodal Freight Terminal Precinct, Aerodrome and Horsham Enterprise Park. Spirit Telecom has been awarded the tender to deliver this "state of the art" internet access through fixed wireless. Construction has begun and services are expected to be available for businesses in the second half of 2019. Spirit Telecom has begun advertising services to businesses. Ministerial launch took place Thursday 21 November 2019.
Horsham Regional Livestock Exchange roofing	<ul style="list-style-type: none"> Has successfully received funding under the Building Better Regions Fund to roof the Livestock Exchange for \$1.49 million towards a total project of \$3.03 million to improve animal and human welfare, value of sheep from improved shelter conditions, water savings and efficiencies in cleaning the facility. A tender process has been completed and construction planning is underway.

Projects and Programs

Environmental Upgrade agreements	<ul style="list-style-type: none"> • Council has agreed to offer Environmental Upgrade Agreements (EUA's) that assist businesses and commercial property owners in Horsham by providing access to Environmental Upgrade Finance. This scheme gives access to finance for energy and environmental efficiency upgrades to buildings with repayments made through Council's rates system. • Initial interest has been positive with applications progressing through the system. • Community interest remains positive and further agreements are expected.
Wimmera Business Centre	<ul style="list-style-type: none"> • A review of the centre and its operations is being undertaken to look at the current offerings from the Business Centre, review practices in other centres and to identify start up trends. • Engagement through this process has quantified a level of interest in a co-working space in Horsham. • Further workshops with small and home based businesses are being arranged.
Horsham Visitor Information Centre	<ul style="list-style-type: none"> • The VIC review is continuing in association with Grampians Tourism who are undertaking a Grampians wide Visitor Servicing review. • The final report has now been received and is being evaluated.

Business Development, Tourism and Events

Major Sporting Events	<ul style="list-style-type: none"> • Horsham will be hosting a double header series of National motocross championships over one weekend in May 2020. This events is estimated to be worth close to \$500,000 in income to Horsham and the region.
Localised	<ul style="list-style-type: none"> • The Localised project aims to raise awareness of local businesses, prevent spending leakage from the region and facilitate business to business communication. This has been a major business engagement tool with currently 82 profiles across the Wimmera.
Tourism	<ul style="list-style-type: none"> • Visit Victoria tourism review is looking at revising the number of regional tourism boards across Victoria.

Financial Implications

Not applicable

Links To Council Plans, Strategies, Policies

2019-2023 Council Plan

Goal 2 – Sustaining the Economy

Consultation/Communication

Not applicable

Risk Implications

Not applicable

Environmental Implications

Not applicable

Human Rights Implications

This report complies with the rights listed in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Conclusion

The Economic Development Report for November 2019 is provided for the information of Councillors.

9.8 ECONOMIC DEVELOPMENT REPORT – DECEMBER 2019

Author's Name:	Stephen Pykett	Director:	Angela Murphy
Author's Title:	Manager Economic Development	Directorate:	Development Services
Department:	Economic Development	File Number:	F15/A06/000001

Officer Direct or indirect Conflict of Interest

In accordance with *Local Government Act 1989* –
Section 80C:

Yes No

Reason: Nil

Status

Information classified confidential in accordance
with *Local Government Act 1989* – Section 77(2)(c):

Yes No

Reason: Nil

Appendix

Nil

Purpose

To receive and note the Economic Development Report for December 2019.

Summary

The Economic Development Report provides a summary of economic development activities in the municipality during the reporting period.

Recommendation

That Council receive and note the Economic Development Report for December 2019.

REPORT

Background

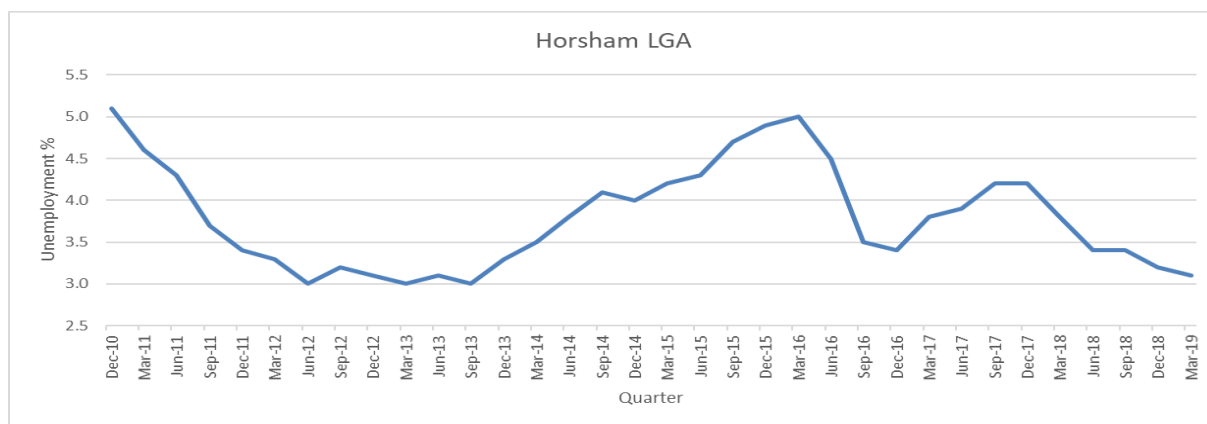
At the Ordinary Meeting of Council on 26 August 2019, it was resolved that a regular Economic Development Report be tabled on the Ordinary Council Meeting agenda.

Discussion

Key items of interest for the report period are provided below.

Economic Benchmarks and Data

Unemployment



Region	Unemployment
Australia	5.2%
Victoria	4.8%
Horsham (LGA)	3.1%

Department of Employment, Skills, Small and Family Businesses; Small Area Labour Markets – March quarter 2019

Planning Applications Determined

	Number	Cost	YTD	YTD cost of development
December 2019	-	\$-	66	\$11,168,958
December 2018	6	\$4,675,000	50	\$13,364,037
Change	-6	+\$2,851,800	+16	-\$2,195,079

Building Permits Issued

	Number	Total cost of development	YTD	YTD cost of development
Council	8	\$410,646	51	\$3,583,709
Private surveyors	11	\$2,354,688	96	\$26,965,358
Total	20	\$2,765,334	148	\$30,549,067

Summary of building permits issued YTD

	Number	Total Value	Commercial		Domestic	
			No	Value	No	Value
Council	51	\$3,583,709	12	\$1,868,485	39	\$1,715,224
Private Surveyor	96	\$26,965,358	24	\$9,692,211	72	\$17,273,147
Total	147	\$30,549,067	32	\$11,560,696	111	\$18,988,371

Business Engagement

Direct business engagement

	Number	YTD
General business	19	118
New or expanding business	0	26
Event organisers	11	51
Total	30	195

Networking and business event breakdown

	Number	YTD
Networking & business events	1	22

Networking attended	Attendees	Details
Horsham Golf Club strategic Planning	20	Attended facilitated strategic planning day to assist in the development of the Horsham Golf Club strategic plan
Total	-	

Facilitated business events	Attendees	Details
Nil		
Total	-	

Tourism and Events

	Number	YTD
Notice of intention to hold an event applications	8	61
Visitor information Centre visits	1,171	7,460
Visithorsham.com web visits	3,735	20,697

Strategic Planning

Horsham South Structure Plan	<ul style="list-style-type: none"> The project is needed in order to ensure that South Horsham develops in a coordinated way, ensuring infrastructure needs such as traffic and transport connectivity, sewer, water and drainage to be developed in a sequenced way, avoiding land use conflicts and development limitations in the future. Horsham South Key Strategic Directions Report is currently under review by the PCG, in preparation for targeted landholder engagement.
Horsham Aerodrome Business Plan review	<ul style="list-style-type: none"> Council has appointed a consultant to begin development of the Horsham Aerodrome Masterplan. An assessment of both the previous Aerodrome Business Plan and Aerodrome Masterplan has been undertaken along with stakeholder engagement. On 20 June 2019, further engagement took place with the Aerodrome user group to discuss the draft findings.
City to River	<ul style="list-style-type: none"> Wider community engagement process commenced 4 July and closed 30 August 2019. All submissions were summarised further targeted engagement is planned.

Infrastructure Development

Enhanced Broadband Project (Connecting Regional Communities Program)	<ul style="list-style-type: none"> • Funding of \$1.7 million has been announced to install high speed broadband at one gigabit per second in both directions in the Horsham Rural City Council area. This proposed fixed wireless service will be available to businesses in Horsham, Wimmera Intermodal Freight Terminal Precinct, Aerodrome and Horsham Enterprise Park. Spirit Telecom has been awarded the tender to deliver this “state of the art” internet access through fixed wireless. • Construction has begun and services are expected to be available for businesses in the second half of 2019. • Spirit Telecom has begun advertising services to businesses.
Horsham Regional Livestock Exchange roofing	<ul style="list-style-type: none"> • Has successfully received funding under the Building Better Regions Fund to roof the Livestock Exchange for \$1.49 million towards a total project of \$3.03 million to improve animal and human welfare, value of sheep from improved shelter conditions, water savings and efficiencies in cleaning the facility. • A tender process has been completed and construction planning is underway.

Projects and Programs

Environmental Upgrade agreements	<ul style="list-style-type: none"> • Council has agreed to offer Environmental Upgrade Agreements (EUA’s) that assist businesses and commercial property owners in Horsham by providing access to Environmental Upgrade Finance. This scheme gives access to finance for energy and environmental efficiency upgrades to buildings with repayments made through Council’s rates system. • Initial interest has been positive with applications progressing through the system. • Community interest remains positive and further agreements are expected.
Wimmera Business Centre	<ul style="list-style-type: none"> • A review of the centre and its operations is being undertaken to look at the current offerings from the Business Centre, review practices in other centres and to identify start up trends. • Engagement through this process has quantified a level of interest in a co-working space in Horsham. • Further workshops with small and home based businesses are being arranged.
Horsham Visitor Information Centre	<ul style="list-style-type: none"> • The VIC review is continuing in association with Grampians Tourism who are undertaking a Grampians wide Visitor Servicing review. • The final report has now been received and is being evaluated.

Business Development, Tourism and Events

Major Sporting Events	<ul style="list-style-type: none"> • Horsham will be hosting a double header series of National motocross championships over one weekend in May 2020. This events is estimated to be worth close to \$500,000 in income to Horsham and the region.
Localised	<ul style="list-style-type: none"> • The Localised project aims to raise awareness of local businesses, prevent spending leakage from the region and facilitate business to business communication. This has been a major business engagement tool with currently 82 profiles across the Wimmera.
Tourism	<ul style="list-style-type: none"> • Visit Victoria tourism review is looking at revising the number of regional tourism boards across Victoria.

Financial Implications

Not applicable

Links To Council Plans, Strategies, Policies

2019-2023 Council Plan
Goal 2 – Sustaining the Economy

Consultation/Communication

Not applicable

Risk Implications

Not applicable

Environmental Implications

Not applicable

Human Rights Implications

This report complies with the rights listed in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

Conclusion

The Economic Development Report for December 2019 is provided for the information of Councillors.

10. COUNCILLOR REPORTS AND ACKNOWLEDGEMENTS

Cr Mark Radford, Mayor

- 16 December 2019 – Mick Farrell’s funeral
- 16 December 2019 – Ordinary Council Meeting
- 17 December 2019 – Wimmera Mall Sustainability Alliance
- 18 December 2019 – Horsham College Year 12 Graduation
- 19 December 2019 – Staff Christmas party and presentations
- 23 December 2019 – Letter to Terry Sartori, retiring shop owner
- 24 December 2019 – Visit Horsham Plaza Manager, Allison Roberts
- 28 December 2019 – 3AW Radio interview re overland train
- 30 December 2019 – Channel 9 Interview re New Year’s Eve fireworks
- 3 January 2020 – Liam Batson’s funeral
- 6 January 2020 – ABC Radio interview re overland train
- 7 January 2020 – Wimmera Mail-Times interview re local sport discussion
- 8 January 2020 – Horsham Table Tennis visit
- 8 January 2020 – Letter to Rev Linley Liersch, local Minister
- 9 January 2020 – Mildura trip – riverside inspection
- 10 January 2020 – Andy Wood’s funeral
- 12 January 2020 – Horsham’s Eight Ball Championship
- 17-18 January 2020 – Overland Passenger train trip
- 20 January 2020 – Weekly Advertiser interview re overland train
- 20 January 2020 – Councillor Briefing Meeting
- 22 January 2020 – Meeting with Dr Anne Webster, Member for Mallee
- 22 January 2020 – World War 2 memorial discussions
- 25 January 2020 – Horsham Greyhound Club awards
- 26 January 2020 – Australia Day Ceremony – Horsham

Cr Alethea Gulvin

- 15 January 2020 – Pedal boat on the Wimmera River
- 20 January 2020 – Councillor Briefing Meeting
- 26 January 2020 – Australia Day Ceremony – Natimuk
- I would like to formally acknowledge the local community and the way that they have rallied together to support those affected by the bushfire crisis. I am incredibly proud to be a part of this strong community. My thoughts and prayers are with those affected.

11. URGENT BUSINESS

12. PETITIONS AND JOINT LETTERS

13. PROCEDURAL BUSINESS

13.1 ASSEMBLY OF COUNCILLORS – RECORD OF MEETINGS

Council Briefing held on Monday 20 January 2020 at 5.00pm, in the Reception Room, Civic Centre, Horsham

Refer to **Appendix “13.1A”**

13.2 SEALING OF DOCUMENTS

Nil

13.3 INWARD CORRESPONDENCE

From The Hon Melissa Horne MP dated 7 January 2020 re Return of Passenger Rail

Refer to **Appendix “13.3A”**

13.4 COUNCIL COMMITTEE MINUTES

Bicycle Advisory Committee meeting held on Wednesday 11 December 2019

Western Highway Action Committee meeting held on Friday 13 December 2019

Horsham Tidy Towns Committee meeting held on Tuesday 17 December 2019

Refer to **Appendix “13.4A”**

Recommendation

That Council receive and note agenda items:

- 13.1 Assembly of Councillors – Record of Meetings
- 13.2 Sealing of Documents
- 13.3 Inward Correspondence
- 13.4 Council Committee Minutes.

14. NOTICE OF MOTION

Horsham: City to River

Vision & Masterplan

JANUARY 2020

ACKNOWLEDGMENTS

Horsham Rural City Council gratefully acknowledges the valuable contributions made by businesses, government and referral agencies, special interest groups, community representatives, traditional owners and residents for attending consultation sessions and providing input into this project.

Council would also like to thank groups and individuals who made submissions and provided feedback on the draft Masterplan and supporting documents.

ACKNOWLEDGMENT OF COUNTRY

Horsham Rural City Council acknowledges the five Traditional Owner groups of this land; the Wotjobaluk, Wergaia, Jupagalk, Jaadwa and Jadawadjali people.

We recognise the important and ongoing place that all Indigenous people hold in our community.

We pay our respects to the Elders, both past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.



PROJECT CONSULTANTS:



Contents

<u>Overview</u>	01
<u>Study Area</u>	02
<u>Vision Statement</u>	03
<u>Objectives</u>	04
<u>Masterplan</u>	09
<u>Transformative Projects</u>	15
<u>Land Use, Redevelopment and Investment</u>	16
<u>Staging</u>	21
<u>Where to From Here?</u>	22

Overview

Horsham Rural City Council is planning for the long-term future of the Wimmera River Precinct and Central Activities District (CAD). The aim is to transform and revitalise the area to make it a more attractive place to live, work, visit and invest in.

This project forms part of *Transforming Horsham*, a suite of projects being undertaken concurrently by Council with a view to creating a brighter future for Horsham over the coming decades. *Transforming Horsham* is about imagining together, talking together, working together and moving forward together.

This document is a long term Vision and Masterplan for central Horsham and will be used to guide the revitalisation of the area over the next 20 to 30 years. The Vision and Masterplan is informed by independent research, analysis and consultation with representatives of community groups, organisations, businesses, Government agencies and traditional owners.

To respond to research and analysis, initiatives were identified where they could materially improve one or both of the following principles:



Liveability



Economic Resilience

THE PROCESS

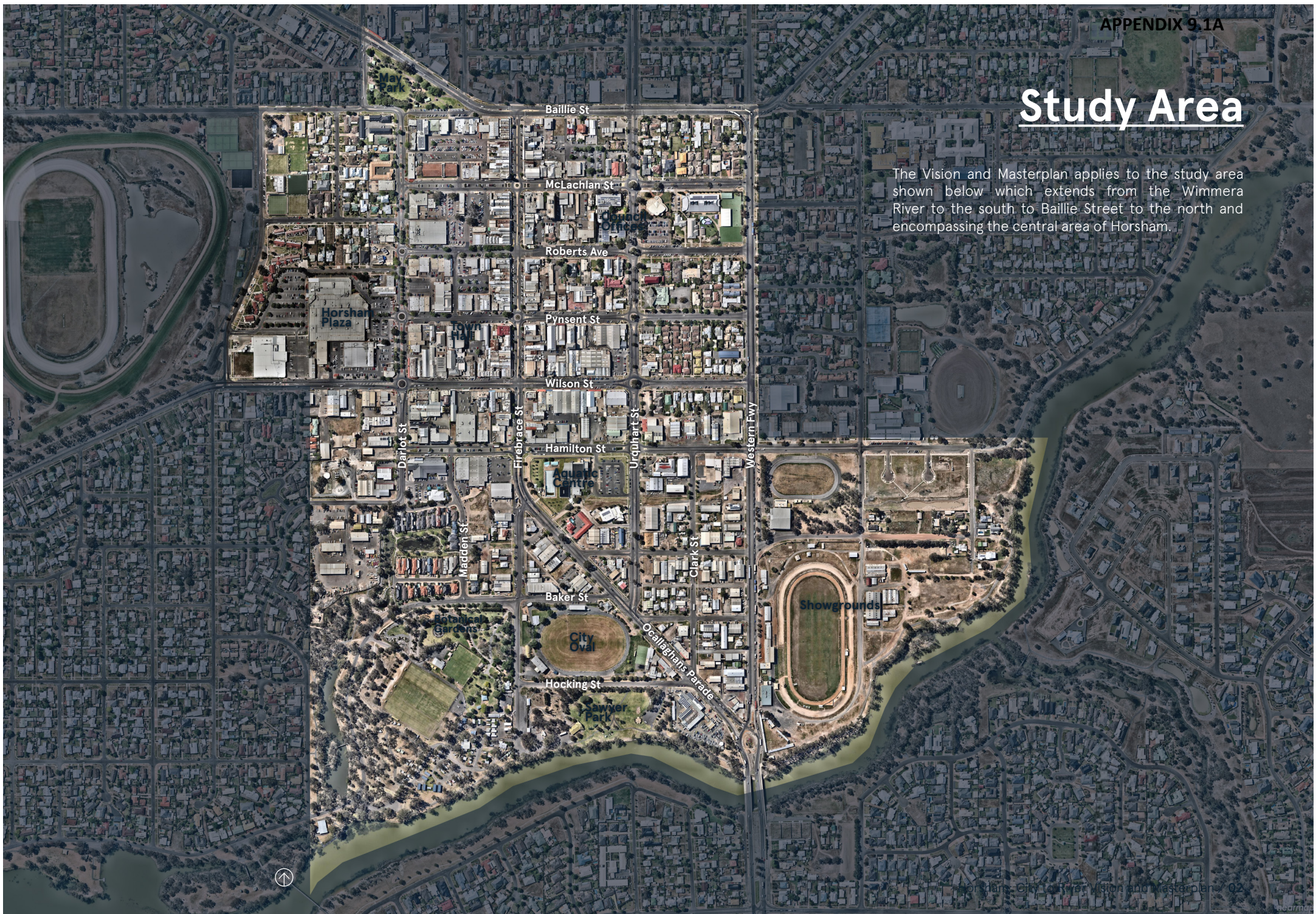
The Vision and Masterplan is the culmination of a series of steps depicted in the graphic below. The detailed research and analysis is included in the Technical Reports and Background Report.



William Guilfoyle's plan for the Horsham Botanical Gardens (1880)

Study Area

The Vision and Masterplan applies to the study area shown below which extends from the Wimmera River to the south to Baillie Street to the north and encompassing the central area of Horsham.



Vision Statement

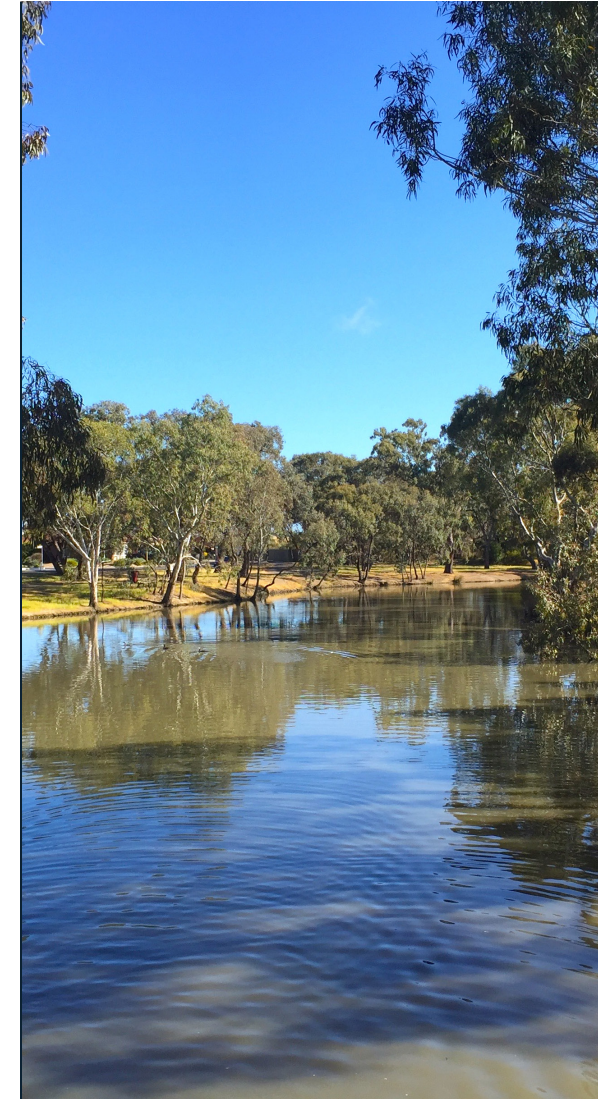
Horsham is the heart of the Wimmera and supports the region's economy and communities. The success of the City is linked to its rich history, strong community and resilient economy.

The centre of Horsham is a thriving commercial, cultural, civic and recreation hub that will continue to evolve over time to meet the needs of the community, support and grow business activity and support and grow visitors to the region. The CAD will be better connected to highly accessible and quality open spaces, will incorporate substantially more shade and active transport opportunities and will accommodate more housing.

Horsham celebrates its connection to the Wimmera River, its greatest natural asset. The cultural, recreation and tourism potential of the riverfront precinct will be maximised to increase recreation, socialising, play, events, activities and infrastructure for visitors and residents. The riverfront will be better connected with surrounding areas, provide opportunities for public and private investment and creatively communicate the history and ongoing importance of Indigenous culture in the area.

By focusing on improvements which support liveability and economic resilience, the area will promote the attraction and retention of population and investment which will preserve the City's critical role for Horsham and the Wimmera region.

Together, the Horsham Central Activities District and the Wimmera riverfront will form an attractive, prosperous and sustainable destination that residents are proud of, businesses thrive within, investors covet, and visitors enjoy.



Objectives

The following objectives have been identified to guide the achievement of the vision across four main areas.

OBJECTIVE ONE

Wimmera River Precinct

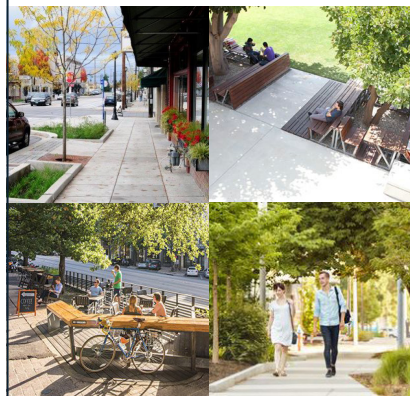
Activate, connect and add value to the Riverfront Precinct to establish an iconic community, recreation and tourist destination.



OBJECTIVE TWO

Horsham's Central Activities District

Improve the amenity of the CAD and the diversity of land uses to strengthen the existing business environment, attract more visitors and accommodate greater housing, hospitality, open space and events.



OBJECTIVE THREE

Transport and Connectivity

Better integrate and improve the connection between the CAD and the Riverfront and improve access to, and connectivity within the study area.



OBJECTIVE FOUR

Sport and Recreation

Adopt a long term strategic approach to developing sporting infrastructure that meets contemporary standards, promotes participation, accommodates regional events, makes efficient use of public land and integrates with urban and river areas.



OBJECTIVE ONE

The Wimmera River Precinct

The following key directions are designed to support the objective for the Wimmera River Precinct.

1: Activate the riverfront to increase utilisation by residents and visitors:

- Construct a dedicated meeting place;
- Formalise and upgrade walking/cycling trails;
- Introduce a water play area;
- Develop and upgrade recreational fishing and boating infrastructure;
- Upgrade the soundshell at Sawyer Park;
- Public art and indigenous interpretive content; and
- Improve street furniture, upgrade lighting and public toilets.

2: Improve the integration and accessibility of existing areas within the Riverfront Precinct

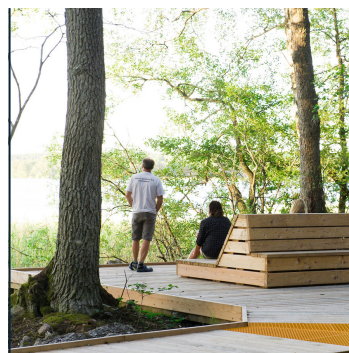
Including: City Oval, Sawyer Park, Caravan Park, Botanic Gardens, Horsham Lawn Tennis, Croquet and the Showgrounds precinct.

Enhance integration and connectivity of the regional Croquet facility through measures including the removal of permanent fencing.

3: Leverage activation to establish commercial and tourism development opportunities.

Identify sites and encourage development of:

- Hospitality – destination restaurant / café;
- Visitor accommodation;
- Business event facilities; and
- Arts and cultural spaces (e.g. Horsham Museum).



OBJECTIVE TWO

Horsham’s Central Activities District

The following key directions are designed to support the objective for the Central Activities District.

1: Implement the recommendations of the CAD Revitalisation Strategy

This includes improving streetscapes, prioritising pedestrian/cycling transport and connectivity and better integrating the CAD and the riverfront precinct with clear visual connections and landscaping.

2: Develop a series of meeting places in the CAD

Establish a series of meeting places in the CAD, which link with other CAD anchors including the Town Hall, May Park and the Riverfront.

3: Investigate the potential to redevelop/develop a high-quality purpose-built Government facility in the CAD

Investigate the opportunity to co-locate a range of Government agencies (e.g. Local and State Government departments, agencies, Police).

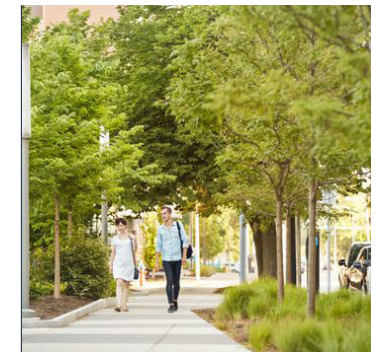
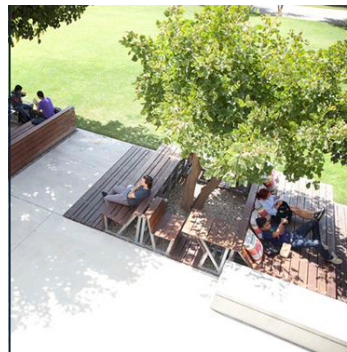
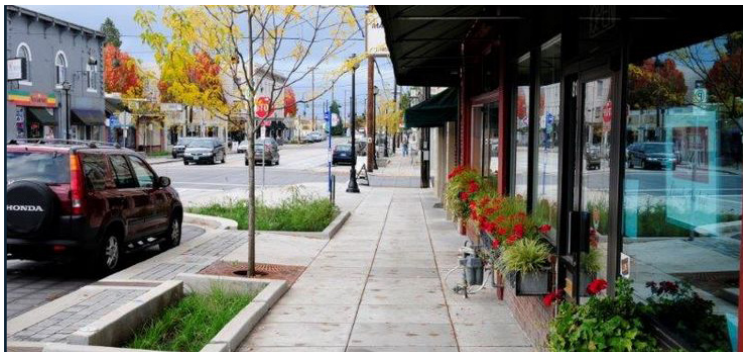
4: Identify sites or precincts suitable for urban renewal between the riverfront precinct and Wilson Street.

These sites could both transition unsuitable industrial uses to other locations and accommodate new housing and commercial uses in the CAD. This includes relocating the Council Depot to an alternative location and encouraging land use transition along key pedestrian routes between the riverfront and CAD. Consider Burnt Creek Estate or Enterprise Estate as a location for any industrial uses wishing to relocate.

5: Transform the Wimmera Business Centre.

to meet contemporary business needs including reconsidering the operating model, physical requirements and optimum location. Potential to provide an integrated model that co-locates multiple uses including permanent and co-working office accommodation, temporary meeting rooms, community uses (e.g. small library space / gallery space / education facilities) and a café.

Encourage and support private sector urban renewal.



OBJECTIVE THREE

Transport and Connectivity

The following key directions are designed to support the objective for Transport and Connectivity.

1: Implement the transport recommendations of the CAD Revitalisation Strategy.

2: Create safe crossing points over the Western Highway and advocate for the downgrading of the road / creation of an alternative truck route

to remove large vehicles from the CAD given proximity to schools and the need to improve access to recreation facilities to the east of the highway.

3: Improve north-south routes connecting the riverfront with the CAD

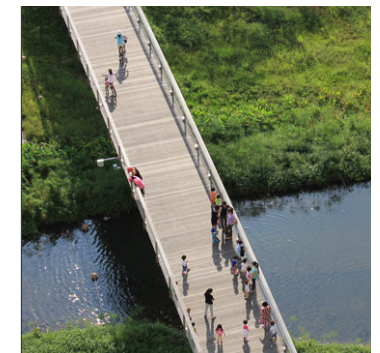
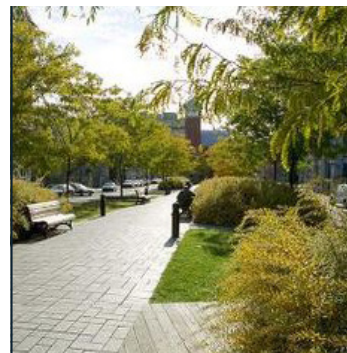
using existing road reserves as well as opportunities for 'off road' or laneway connections.

4: Establish an east-west linear trail along the existing drainage easement

commencing at Hamilton Street and Western Highway and extending in a south west direction past the Aquatic Centre to Madden Street.

5: Establish a pedestrian bridge at Hamilton Street

to provide an off-road connection between residential areas, schools, the river corridor and the CAD and to create a continuous north and south bank trail loop along the river in conjunction with the ANZAC bridge.



OBJECTIVE FOUR

Sport and Recreation

The following key directions are designed to support the objective for Sport and Recreation.

1: Upgrade City Oval as Horsham’s premier regional AFL/cricket venue

Upgrade City Oval to a regional standard to enable regional AFL and cricket sporting events and other non-sporting events to be hosted. Upgrades required are likely to include expansion of the size of the field, a new multi-purpose pavilion and clubrooms (including fully accessible and female friendly facilities) and covered spectator areas. Delivery of a second netball court would assist in club training and matches.

2: Develop a Regional Indoor Sports Precinct

Investigate the opportunity to develop a regional indoor multi-purpose sports facility which considers the Crown Land showgrounds site and the Horsham West option (Jenkinson Avenue site).

Key sports facilities considered for inclusion include basketball, netball, badminton, table tennis, volleyball and squash.

3: Develop an outdoor multi-purpose sports precinct

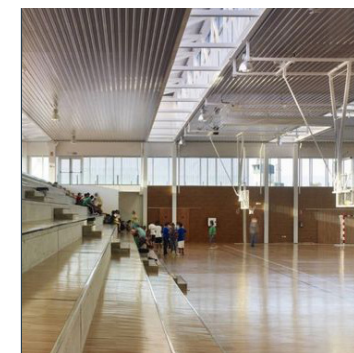
Strategic opportunity to develop a new multi-purpose shared outdoor sports precinct on the crown land reserve at the Horsham showgrounds precinct.

As a preliminary concept this should include the provision of multipurpose sporting facilities. Key sports facilities considered for inclusion include athletics (including 8 lane grass track and associated athletics facilities), soccer/rugby fields, a synthetic hockey pitch and tennis courts.

Consideration should also be given to the inclusion of a shared use oval for AFL/ Cricket training and matches, this could be delivered as part of a multi-purpose grass field that has the capacity to accommodate multiple sports (i.e. soccer, rugby, AFL, cricket). Consideration could also be given to the inclusion of tennis courts with the synthetic hockey facility.

An independent feasibility study is required relating to directions 2 and 3, to assess the site located on crown land reserve at the Showgrounds and the Horsham West site (Jenkinson Avenue).

The study should assess the economic and social impacts of the proposals, assess the technical components relating to traffic, geology and flooding, determine appropriate operational models, costs and include consultation with relevant stakeholders such as the showgrounds committee and Greyhound Racing Victoria.



Masterplan

A Masterplan for the study area has been prepared by landscape architects based on the vision, objectives and directions for the area.

The Masterplan shows the desired indicative long-term layout of the study area, in particular those areas that are proposed to transition from their existing uses to new or improved uses.

The Masterplan shows an indication of potential building locations, public realm upgrades, sporting precincts and other open space proposals, however the exact locations and layouts within each site may change depending on more detailed planning.

The most important role of the Masterplan is to show the desired long term direction for land within the area and an overarching physical aspiration that Council will seek to achieve through a range of actions, investment and partnerships over time.

Detailed elements of the Masterplan are shown on the following pages.

Individual projects are subject to:

- Council endorsement and are subject to detailed concept and schematic design, stakeholder and community consultation; and
- Prioritisation and availability of funds as part of Council's budget planning process and attraction of funding from other sources (e.g. government or private).





Legend

- 1 Firebrace Street redesigned to major pedestrian / shared space route
- 2 Precinct entry: junction remodelled
- 3 Baker Street remodelled. Parking
- 4 City Oval redevelopment to regional standard.
 - New Oval re-aligned and enlarged
 - Community netball courts
 - Improved pavilion and amenities
 - Public access through area increased
- 5 Hocking Street repurposed for car parking and shared use
- 6 Family, Tourism and Recreation Precinct (including opportunities for miniature railway & waterplay area)
- 7 New paths and connections
- 8 Explore commercial opportunities at Wilson Bolton site
 - Iconic gateway building
 - Generous public riparian access
 - Building activation on Riverfront face
 - Public amenity
- 9 Events provision enhanced at Sawyer Park and connected to City Oval
- 10 Meeting Place and plaza
- 11 New cafe / Restaurant on river-front
- 12 New waterfront destination
- 13 Improve integration and permeability of caravan park
 - Existing public toilets to be considered as part of redevelopment.
- 14 New gardens and caravan park entry
- 15 Indigenous/cultural facility
- 16 New recreational fishing and boating infrastructure
- 17 Restored major pedestrian boulevard through gardens to river
- 18 Horsham Croquet Club
 - Enhance integration and connectivity (including the removal of permanent fencing) of the regional Croquet facility.
- 19 Horsham Lawn Tennis Club
 - Retain existing footprint pending a review of future needs and demand (Ref. to objective 1 direction 2 and objective 4 direction 3)
- 20 New parking and shade planting
- 21 Existing caravan park
 - Public through access with key avenues
 - Permeable and transparent boundaries
 - Services centrally located
 - Caravan park size reduced
- 22 Existing Playground
- 23 War Memorial retained
- New public meeting or gathering space

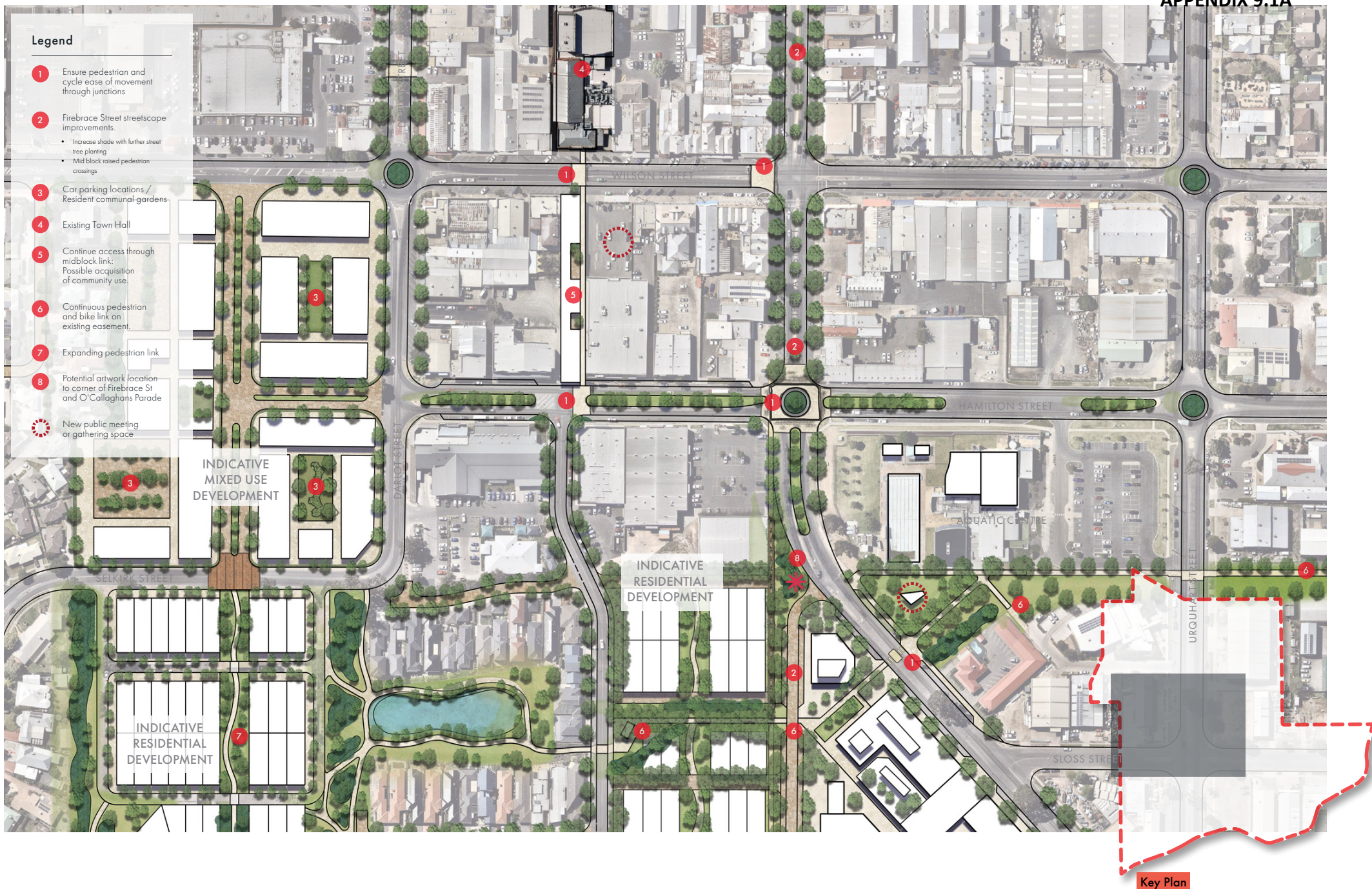
Key Plan

Legend

- 1 New tourism/hospitality site
 - Existing site heritage elements to be reflected in final design
- 2 New waterfront access and boulevards; lookouts
- 3 Cultural and arts facilities with transitional uses
 - Further investigation for a potential museum site.
- 4 Parking locations
- 5 New multi-purpose regional sports and events facilities precinct. Indicative only
 - Generous public riparian access
 - Improved street frontages
 - Multiple sport use
 - Closer/ realignment of McBryde St. subject to further traffic management planning.
- 6 Extend river-front bikeway and shared paths
- 7 New pedestrian and cycle bridge
- 8 Pedestrian and bike way continues on opposite bank of river
- 9 Opportunity for a regional multi-purpose indoor sporting precinct subject to feasibility study
- 10 Investigate the opportunity for a regional multi-purpose outdoor sporting precinct subject to feasibility study.
- 11 New precinct entry to work in with heritage gates
- 12 New road frontage planting and boundary treatment
- 13 Existing velodrome retained
- 14 Proposed New Pavilion
- 15 Existing Basketball Building to remain
-  New public meeting or gathering space

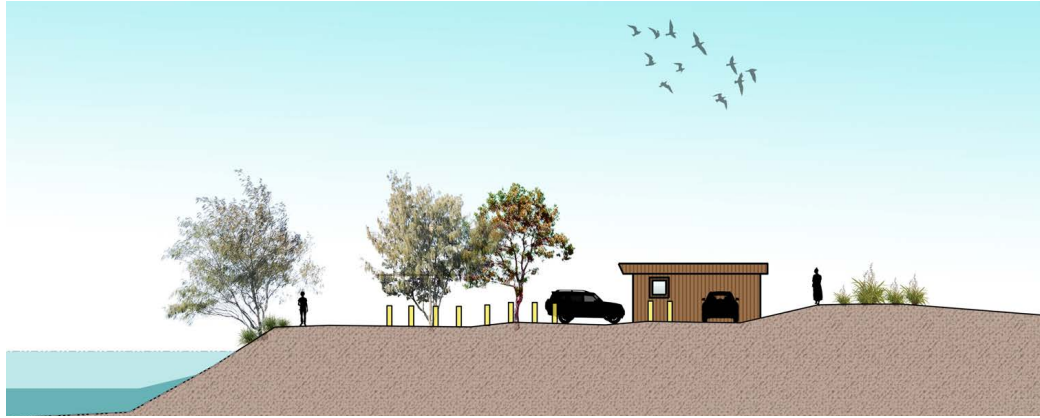


Key Plan





Riverfront Precinct



Before

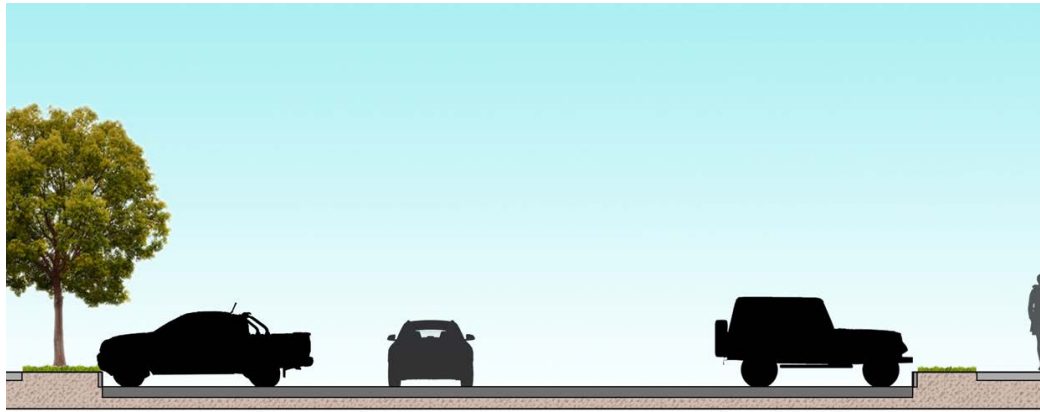
Source: Tract, 2019



After

Source: Tract, 2019

Firebrace Street (River End)



Before

Source: Tract, 2019



After

Source: Tract, 2019

Transformative Projects

A number of transformative projects are proposed as part of the Vision and Masterplan, particularly within public land near the Wimmera Riverfront.

Representatives of existing public land uses that will be impacted during implementation of the Vision and Masterplan will be directly consulted by Council in relation to the appropriate timelines and processes for the transition of public land use in the study area.

The following design principles should be followed for the major transformational projects:

City Oval Redevelopment:

- Maintain the current sporting role and upgrade to meet all contemporary facility standards including Universal Design;
- Increase public access to and through the site by allowing greater permeability, removing fences, encouraging passive recreation and creating an inviting public realm and interface;
- Improve integration with surrounding areas including Swayer Park, the Riverfront and key pedestrian access routes to the CAD.

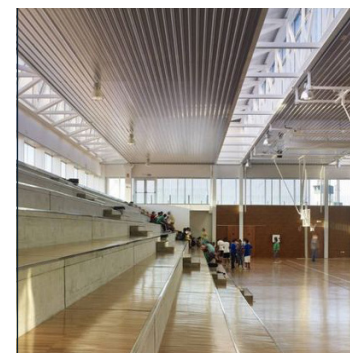
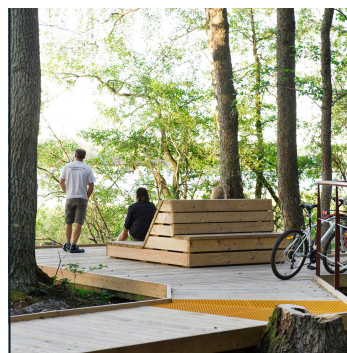
Riverfront:

- Maximise public use of the Riverfront for residents and visitors, particularly for passive open space, socialising, trails, play and events;
- Restore elements of the original Botanic Gardens Plan;
- Improve physical connections and integration with surrounding areas; and
- Incorporate Indigenous interpretation into design.

Showgrounds Precinct:

- Maximise shared use of public land for sports, passive open space and events;
- Make efficient use of shared facilities including car parking, pavilions and infrastructure;
- Consider the need to retain elements of cultural significance such as Showgrounds gates;
- Ensure a high degree of connectivity and integration between all elements of the precinct including velodrome, indoor stadium, outdoor sports, Riverfront and major tourism site;
- Establish an attractive southern gateway to Central Horsham and high quality interface with the Western Highway, including pedestrian access to the western side of the Highway.

These principles apply to the preferred vision for the precinct as a sporting precinct, which is subject to the confirmation of technical and financial feasibility through an independent study.



Land Use, Redevelopment and Investment

The Horsham CAD and Riverfront Precinct currently accommodates a broad range of land uses. This diversity is a great strength which enables a variety of economic, civic and recreational functions to be performed within a relatively compact urban form.

The Masterplan identifies a range of major projects that will primarily occur within public land. Importantly, these projects are designed in many instances to improve investment conditions for the private sector to take advantage of greater activity and visitation. Investment could take a number of forms, including individual businesses or property owners making improvements or expansions to premises, right up to major redevelopment of key sites to establish new tourism, residential or hospitality facilities.

It is important that clear direction is provided to the market as part of this Vision and Masterplan. This includes identifying the type and location of land use and investment priorities that Council will encourage, support and facilitate over the planning period. This will provide greater direction and certainty to the business, property and investment markets when making decisions.

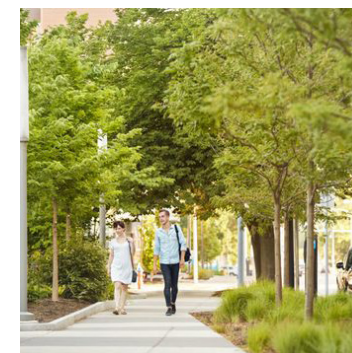
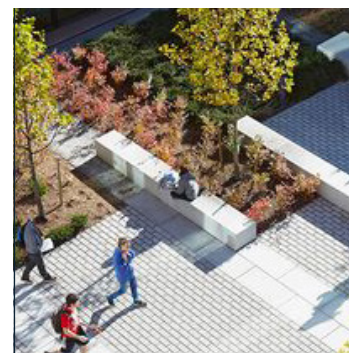
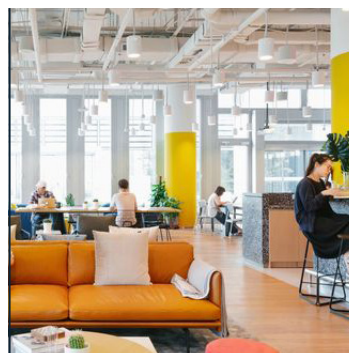
Research and consultation undertaken as part of this project and previous studies identified a range of opportunities to strengthen the land use mix to respond to market needs and capitalise on proposed public investment.

In particular, greater residential, tourism and hospitality uses have been identified as key opportunities for the area, while it is also important that existing retail, commercial, civic and business roles are retained and supported.

The land use priorities and key investment opportunities for each broad precinct as part of this Masterplan are shown in Figure 1.

'Major sites' shown on the plan indicate the locations where particular developments could be undertaken to capitalise on the economic and tourism opportunities identified for the area, with a particular focus on creating new sites for tourism and hospitality investment in proximity to the Wimmera River.

A wide range of other sites across the Study Area will also be appropriate to accommodate redevelopment and investment.

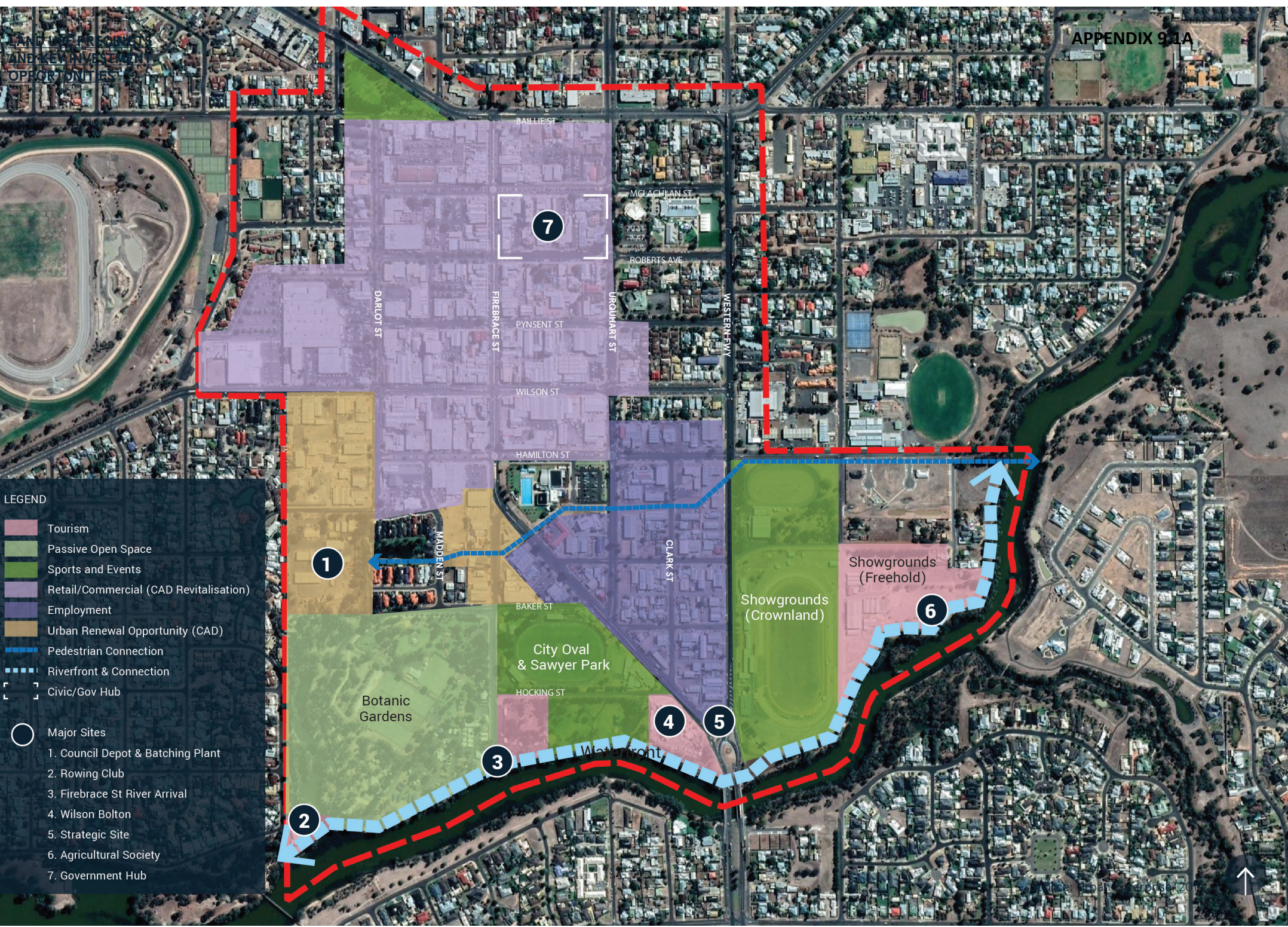


LAND USE PLAN
AND REVENUE
OPPORTUNITIES

LEGEND

- Tourism
- Passive Open Space
- Sports and Events
- Retail/Commercial (CAD Revitalisation)
- Employment
- Urban Renewal Opportunity (CAD)
- Pedestrian Connection
- Riverfront & Connection
- Civic/Gov Hub
- Major Sites

1. Council Depot & Batching Plant
2. Rowing Club
3. Firebrace St River Arrival
4. Wilson Bolton
5. Strategic Site
6. Agricultural Society
7. Government Hub



CAD RETAIL AND COMMERCIAL FOCUS

The CAD accommodates the majority of retail, commercial and civic land uses. It is important that a compact commercial core is maintained to encourage trip sharing and to enable a concentration of economic and social activity to occur within the central area.

Demand for new retail and commercial floorspace is not expected to result in the need for any significant extensions to the core area – therefore the vision for this area is to continue to improve the physical conditions and infrastructure for visitors and businesses through public realm and transport initiatives.

There are opportunities for the public realm to perform a greater linear open space role to promote recreation and social activity in appropriate locations in the CAD. This will encourage greater visitation, footfall and length of stay in the area, leading to greater private sector investment across a variety of retail, commercial, hospitality and creative opportunities.

Opportunities for commercial and retail uses to extend to the south towards the river precinct are proposed in the vicinity of Firebrace Street and Darlot Street as part of two mixed-use 'urban renewal' areas – this is discussed in the following section.

Artist's impression of Firebrace Street (toward riverfront)



Source: Tract, 2019

CAD TO RIVERFRONT TRANSITION AREA: BUSINESS AND URBAN RENEWAL

The section of land between the retail and commercial core and the Wimmera River (the 'transition area') currently accommodates a variety of industrial, commercial, retail and residential land uses. Land uses in this area are relatively inconsistent and there are a number of examples of sub-optimal interfaces, for example between heavier industrial and residential uses.

The land use vision for this area is provided in two parts:

- Land in the eastern section of the transition area has many attributes that support ongoing employment and retail-focused land uses, including good exposure and accessibility from main roads and separation from residential areas. The vision for this area is to remain as an employment area within the Commercial 2 Zone with existing businesses encouraged to continue operations and reinvest.
- By contrast, land in the western section of the transition area presents an opportunity for urban renewal. This could be achieved by replacing existing industrial uses with a mix of housing and business uses. These opportunities have been identified in two areas that are strategically located in close proximity to the retail core, open space and recreation assets, existing residential uses and proposed north-south and east-west linear open space connections through the precinct. This applies to:
 - Land currently occupied by the Council Depot and neighbouring concrete batching plant; and
 - Properties fronting Firebrace Street between Baker Street and Hamilton Street.

RIVERFRONT: RECREATION, EVENTS, TOURISM AND HOSPITALITY FOCUS

The land use and investment vision for the riverfront area is to establish a continuous corridor of complementary tourism, hospitality, recreation and events uses which capitalise on the substantial natural advantages offered by the Wimmera River.

Major improvements are proposed in the Masterplan to upgrade and activate the open space along the riverfront and improve and expand the sports and events infrastructure at City Oval, Sawyer Park and the Showgrounds. A number of opportunities have been identified for tourism and hospitality investment to occur on both public and private land in this precinct, with a focus on visitor accommodation and hospitality uses.

The catalyst for private sector investment in the riverfront precinct will be activation of the key public assets in the area to increase visitation, activities and events.

Council's role will focus on providing the strategic and policy support for this investment to occur and pursuing catalyst projects which can improve investment conditions for the private sector.

Artist's impression of the Riverfront Area



Source: Tract, 2019

Staging

The vision for the study area will require a broad range of projects and actions over a long period of time. It is important that these actions are delivered in a staged manner so that public projects can catalyse private sector investment, and to enable budget allocations to be staged.

Staging is indicative only and will be confirmed in the action and implementation plan.

INDICATIVE TIMING	CENTRAL ACTIVITIES DISTRICT	TRANSITION AREA	RIVERFRONT PRECINCT
Early			
(0-5 years)	Deliver public realm and public space initiatives	Deliver east-west linear open space	Deliver early stages of riverfront works (Firebrace St entrance) and linear connections, including Hamilton Street Bridge
	Plan for new north-south link	Plan for urban renewal	Progress the redevelopment and upgrade of City Oval
	Investigate the opportunity for a government precinct		Investigate the regional multi-purpose sport opportunity Showgrounds precinct
Medium term			
(5-15 years)	Deliver new north-south link	Relocate Council depot	Deliver indoor sports stadium (subject to the outcomes of further work required)
	Facilitate new civic precinct development (subject to the outcomes of further work required)	Finalise all urban renewal actions	Redevelopment of Wilson Bolton site
		Deliver all Firebrace Street public realm improvements	Establish tourism investment opportunity at Showgrounds
		Establish access improvements across Western Highway	Deliver remaining stages of riverfront works
Long term			
(15+ years)	Realise government precinct outcomes (subject to the outcomes of further work required)	Realise urban renewal outcomes	Deliver Showgrounds vision, including sporting infrastructure and relocated greyhounds and show site (subject to the outcomes of further work required)

Where to From Here?

This Vision and Masterplan provides a clear blueprint for the future of the centre of Horsham. Without a long term vision and broad participation by the Horsham community, meaningful change, investment and improvement will not be possible.

A detailed action and implementation plan will be prepared. Council will seek funding for major projects in partnership with other levels of Government, to support the vision and masterplan for the study area.



Horsham:
City to River

List of Amendments to City to River Masterplan in accordance with changes resolved by Council at the November 25, 2019 Council meeting.

No.	Resolution	Amendments to C2R Masterplan
1.	Acknowledge and thank all groups and individuals who made a formal submission to the Draft City to River Masterplan and supporting documents.	Text added to Acknowledgments
2.	Note key concerns and support highlighted through the Draft City to River Masterplan public engagement process	Reflected in City to River Engagement Report
3.	Amend the Draft City to River Masterplan to divide into sub-precincts to facilitate implementation through targeted community and stakeholder engagement.	Shown on page 17
4.	Note that a large proportion of the feedback is relevant to the detailed concept and design stage and will be considered as part of the engagement for each project at a sub-precinct level.	Reflected in City to River Engagement Report.
5.	Endorse the Horsham Sporting Facilities Demand Assessment (May 2019) subject to the following amendment: <ul style="list-style-type: none"> • Recognition of Horsham Croquet as a Regional Facility and Lawn Tennis as a local facility in the Botanic Gardens sub-precinct. 	In progress
6.	Endorse the Wimmera River Precinct and Central Activity District Background Report, May 2019 (Appendix "9.1B") subject to the following amendment: <ul style="list-style-type: none"> • Recognition of the regional role of Horsham Greyhound Racing Club. 	In progress
7.	Amend the Draft City to River Masterplan to show that individual projects on the Masterplan are subject to Council endorsement and may change based on detailed concept and schematic design and stakeholder and wider community engagement.	Text added to page 9.
8.	Amend the Draft City to River Masterplan to show that individual projects in the Masterplan are subject to prioritisation and funding as part of Council budget planning process and availability of funds from other sources, be it government or private.	Text added to page 9.
9.1	Botanic Gardens Sub-Precinct - Amend the Draft Masterplan to show the Horsham Croquet Club in the Botanic Gardens with enhanced integration and connectivity (including removal of permanent fencing), as a regional facility, noting that a number of the lawn tennis courts are used to support regional tournaments	Amendments to page 5 and 10 (point 18 in the legend)

<p>9.2</p>	<p>Botanic Gardens Sub-Precinct – Amend the Draft Masterplan to show lawn tennis courts with enhanced integration and connectivity (including removal of permanent fencing), and work with the Lawn Tennis Club, Tennis Victoria and Sport and Recreation Victoria (SRV) to review future needs and demand for lawn tennis in the broader context of other tennis facilities and proposed regional tennis facility in Horsham, noting that the current footprint is to remain pending the aforementioned review.</p>	<p>Amendments to page 5, 8 and 10 (point 19 in the legend).</p> <p>Reviewing the future needs and demand for lawn tennis in the broader context of other tennis facilities and proposed regional tennis facility in Horsham will be identified as an action to implantation of objective 1, direction 2 and objective 4 direction 3.</p>
<p>9.3</p>	<p>Botanic Gardens Sub-Precinct – Amend the Draft Masterplan to remove the proposed lake.</p>	<p>Amendments to page 10.</p>
<p>9.4</p>	<p>Riverfront Sub-Precinct – Amend the Draft Masterplan to acknowledge the role of miniature railway in activation of the riverfront sub-precinct and work with the Wimmera Live Steam and Model Engineering Society to explore design options and a viable operating model as part of the design process.</p>	<p>Amendments to page 10, under point 6.</p> <p>Work with the Wimmera Live Steam and Model Engineering Society to explore design options and a viable operating model as part of the design process will be identified as an action to implantation of objective 1, direction 1.</p>
<p>9.5</p>	<p>Riverfront Sub-Precinct – Commence implementation of concept and schematic design for the riverfront improvements, including the splash park and site selection for the café/restaurant.</p>	<p>In progress</p>

9.6	Riverfront Sub-Precinct – Undertake a market sounding and expression of interest process for the development/operation of the café/restaurant.	Pending Action and Implementation Plan.
9.7	City Oval and Sawyer Park Sub-Precinct – Commence concept and schematic design process for City Oval and Sawyer Park area which considers options for the configuration of City Oval and Sawyer Park layout.	Pending Action and Implementation Plan.
9.8	Showgrounds Freehold Sub-Precinct – Work with the Horsham Agricultural Society to advance the precinct planning and assist in the development of the site, which aligns with their operating model.	Pending assistance sought by Horsham Agricultural Society.
9.9	Key Connection Sub-Precinct – Commence schematic designs for the key connection along Firebrace Street.	Pending Action and Implementation Plan.
9.10	CAD Renewal Sub-Precinct – Encourage and support the private sector in urban renewal including preparation of a development plan for the concrete batching plant site	Amendments to page 6. Action undertaken through council’s business support and investment attraction unit.
9.11	CAD Revitalisation Sub-Precinct – Commence schematic and detailed designs	Pending Action and Implementation Plan and Governance Structure
9.12	CAD Revitalisation Sub-Precinct – Note that the planning for the GovHub will be subject to further engagement with State Government Agencies.	Amendments to page 6, Objective 2, key direction 3.
9.13	CAD Revitalisation Sub-Precinct – Note that there are no plans to change the existing angle parking arrangements in the CAD and any reconfiguration will be subject to further consultation with business and other stakeholders as part of the schematic and detailed design stage.	No specific strategic direction is given to parallel parking in the Masterplan or background document.

		The Horsham CAD Revitalisation Strategy (2017) outlines interventions currently planned or under investigation and outlines some recommended approaches to consider when implementing the improvements. The Strategy refers to parallel parking by saying that <i>“Removal of on-street parking or replacement of angle-parking with parallel parking on selected cycle routes can also improve safety for cyclists”</i> (page 9)
9.14	CAD Revitalisation Sub-Precinct – Amend the Draft City to River Masterplan to show a series of meeting places in the CAD	Reflected on page 6, Objective 2, key direction 2. Amendments made to page 13, point 10.
10.	Seek grant funding for projects in the Draft City to River Masterplan as the funding opportunities arise	Ongoing
11	That Council revoke McBryde Street as its preferred location and conduct a feasibility study independently which considers Crown Land showgrounds site and the Horsham West option (Jenkinson Avenue site) noting that the study will: <ul style="list-style-type: none"> • Determine the economic and social impacts of the proposed regional outdoor multi-purpose sports facility • Be informed by the technical feasibility (including traffic, geology and flooding), operational model and costs • Involve stakeholder engagement including with the Showgrounds Committee and Greyhound Racing Victoria in determining cost associated with relocation. 	Amendments to page 8 and 11.

12	<p>That Council revoke McBryde Street as its preferred location and conduct a feasibility study independently which considers Crown Land showgrounds site and the Horsham West option (Jenkinson Avenue site) noting that the study will:</p> <ul style="list-style-type: none">• Determine the economic and social impacts of the proposed regional indoor multi-purpose sports facility <p>Be informed by the technical feasibility (including traffic, geology and flooding), operational model and costs.</p>	Amendments to page 8 and 11.

Horsham Urban Transport Plan

Community Feedback

Executive summary

January 2020

This report is an executive summary of the full engagement report on responses received from the community on the draft Horsham Urban Transport Plan. The full engagement report includes literal comments from all the surveys and written submissions, and is available separately.

The draft Plan was placed on exhibition for ten weeks, closing on 9 December 2019. This followed extensive promotion of the project beginning at the Wimmera Field Days in March that year.

Engagement

Engagement for the project included an on-line and paper-based survey plus two workshops which attracted a broad range of community interest. The workshops were promoted heavily through Facebook, newspaper advertisements and press releases, and via directly contacting people who had completed surveys and left their names and contact details. Each workshop was held both during the day and in the evening to maximise the opportunity for people to attend.

The first workshop was to identify the issues and opportunities. Twenty-nine people attended.

The second was to discuss the findings from the engagement undertaken and to present some ideas for consideration in shaping the draft Plan. Twenty-four people attended.

Both were attended by a broad cross-section of the community including people working in freight, the aged, cyclists and retailers. Their contribution is outlined in the *Engagement Outcomes Report* that has been endorsed by Council.

More than 200 direct contributions were received from the public during the development of the draft plan.

A Project Control Group was appointed to support Council consider the issues during the development of the Plan. This advisory group comprised representatives from each of the agriculture and freight sectors, Business Horsham (x2) and the broader community. The two key State Government departments (Department of Transport and Regional Roads Victoria) each had a representative and there were two Council staff plus the project manager. A representative of the so-called Strategic Directions Group was invited to be on the PCG, but declined. It is understood that one of the Business Horsham representatives is a member of the Strategic Directions Group.

The exhibition of the draft plan was promoted repeatedly through Facebook posts, press releases, advertisements in local newspapers and on the radio through interviews.

Twelve written submissions and 74 survey responses were received. These submissions were varied in their level of detail and issues raised. The survey questions were designed to assist the public respond to the specific issues raised within the Plan and included open ended questions that enabled the public to express their views. The survey also provided the opportunity for statistical data to be collected and therefore analysed. The opportunity provided for written submissions gave the public the opportunity to respond more generally and comment as they saw fit.

The responses showed that there was a range of views on many issues. A summary is provided below for each of the six themes from the Plan:

Recommendation

That Council acknowledge the extensive consultation throughout the process and thank the community for its participation

Theme 1 - Streets for people

- The survey responses prioritised improving footpaths for pedestrians and the mobility impaired (66%) with improvement of road crossings (46%), roundabout safety (40%) and additional river crossings (35%) the next major priorities for this theme.
- The proposal for extra river crossings received mostly favourable comments and was considered one of the best things in the draft plan by some but there were also a few objections to this proposal, citing different views about the location and purpose of these crossings with some being in favour of pedestrian and cycling whilst others were in favour of new crossings for cars as well as trucks.
- There was strong support expressed for improving streetscapes through planting trees but there was also a lesser number of people concerned about the impact of trees in road reserves on safety and infrastructure.
- The survey highlighted the importance of signalisation of several key intersections, with the following standing out as requiring upgrades:
 - Natimuk Rd (Wimmera Highway) / Bennett Rd
 - Hamilton St / McPherson St (Western Highway)
 - Wilson St (Wimmera Highway) / Darlot St.
- Upgrades are also strongly supported at other intersections, including the Stawell Rd (Western Highway) / Golf Course Rd / Hamilton Rd (Henty Highway) intersection.

What was missing from the Plan

The following items were identified as inclusions to the Plan in this section:

- Improving traffic flow in Bradbury Lane (Coles car park)
- Improving traffic at the Hamilton St / Madden St intersection
- Reducing speed in Kalkee Rd around the Children's Hub

Recommendation

The assessment of Horsham's transport network against Movement and Place principles found a number of issues impacting adversely on safety and amenity in Horsham's streets:

- Wide crossing distances across side streets and roundabouts
- Lack of continuous tree canopy
- Lack of dedicated cycling infrastructure and poor street design even in locations where the road widths could easily accommodate cyclists
- 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.

The strategies and actions outlined in the draft plan have been designed to address these issues.

There is strong support for the need to upgrade several key intersections. Mostly these are on arterial roads, which will require discussion with Regional Roads Victoria.

There were disparate views expressed in this section about the benefits of some of the recommendations. Some disagreed with the notion of giving pedestrians precedence and were concerned about the safety implications of trees in roadways and on-street dining. Others commended the safety improvements recommended for pedestrians and cyclists and advocated for shade trees and increased on-street activity.

The concerns about trees are valid, but there are design options that can protect infrastructure.

Several people commented that changes should not be made so that Horsham continued to act as the regional centre servicing the broad Wimmera catchment as a shopping destination, the strategies outlined do not inhibit but rather enhance this role for Horsham.

Making streets more active will encourage longer stays and greater pedestrian flow and therefore support retail.

The recommendations for reprioritising use of the road space can be controversial and there is a need to demonstrate the benefits with pilot projects, before progressing to larger scale action.

The only change proposed to the actions in Theme 1 “Streets for People” is to include a recommendation for lower speeds around the Kalkee Rd Children’s Hub.

Theme 2 - Local Access Movement

- The survey responses to the question seeking an indication of the priority support for intersection upgrades ranked the need for traffic signalling at the Natimuk Rd/Bennett St intersection (65%) as the highest priority. Wilson/Darlot Streets (42%) and McPherson St/Hamilton St (40%) are clear second and third in priority with Dooen Rd/Baillie St the next intersection prioritised (27%).
- There is strong support for:
 - extra river crossings to improve the permeability of local traffic (67%),
 - improved traffic flows (60%), and
 - safer school precincts (56%)

Recommendation

The only change to actions in Theme 2 results from comments made about parking (Theme 5). This relates to comments advocating against the introduction of parallel parking, and is discussed in the section on that theme.

It is proposed that action should proceed immediately with collaborative design and funding of the three highest intersection priorities:

- Natimuk Rd/Bennett St
- Wilson/ Darlot
- McPherson/Hamilton

This will require support from State Government agencies, noting the very strong and consistent community support for these three intersection upgrades. It is important to note that the Department of Transport has acknowledged these recommendations and has advised that *“DoT is open to further planning and assessment to consider the feasibility of traffic signals at intersections with arterial roads.”*

It is very important that the State Government recognises these as community priorities and works to improve these intersections before crash data becomes critical/fatal.

School precincts should also be prioritised for further study.

It is important to note that the draft Plan addresses all modes of transport, not just cars.

Theme 3 - Public Transport

There was strong support for the public transport network to expand with urban growth areas (72%) and for an expansion of the service levels across the town (70%).

Response

It is noted that the local bus timetable was reviewed with an increase in service levels to be provided from January 2020 whilst the draft plan was in preparation. With this in mind the respondents were not able to comment on the new service levels. These new service levels need to be monitored.

Recommendation

It is recommended that the following additions be made to the draft Plan:

That Council

1. monitor the effectiveness of the changes made to the town's local PTV timetable and routes in early 2020
2. continue to inform PTV of residential developments and new subdivisions.

Theme 4 - Parking

- There was a very strong reaction against the notion of replacing angle parking with parallel parking and an apparent mistaken misapprehension that the plan was recommending wholesale replacement of angle parking in the CBD. Opposition to parallel parking received the highest number of comments across all themes.
- There was a slight majority agreeing that the strategies presented had identified key issues around schools and the hospital (52%) with many comments calling for increased parking around the hospital in particular.
- The respondents expressed strong support for improvements in local public transport services with 72% prioritising growing the network into growth areas and 70% prioritising expanding the network overall.

What was missing from the Plan

The following items were identified as inclusions to the Plan in this section:

- More car parks!!!
- 5 minute drop off near schools
- Extra car parking at the hospital

Recommendations

Whilst it does not recommend wholesale replacement of angle parking the community opposition is noted and it is important that the Plan reflects the concern, particularly about the loss of car parks.

It is proposed to add to the Plan the recommendation for small scale pilot testing of the movement and place principles when a road is to be upgraded and that any pilot will show how these principles can improve amenity without reducing car parking. Also, "that there will be no conversion of angle to parallel without community consultation and support". It is recommended to add Action 4.4.4 with this effect. It is also recommended to modify action 2.5.1 so that any such changes be done on a pilot basis.

There was a strong response to car parking around schools and the hospital schools. The draft Plan has a clear actions to undertake case studies around the schools. Parking around the hospital was also highlighted as a community concern. Consider adding to the Plan:

- A design and costing to increase parking around the hospital

Theme 5 - Cycling

- A key concern, primarily from the BAC comments was that there is insufficient funding committed to upgrading cycling paths and facilities. A Bike Plan was developed in 2012, but it has been implemented only slowly due to a lack of funding.

There were some conflicting comments about cycling:

- Some expressed strong support for the need to upgrade cycling infrastructure with many constructive comments
- Seventy-four per cent of survey respondents agreed that the strategies included in the draft plan would encourage active commuting and recreational cycling
- Some were against the need for infrastructure upgrades to improve cycling safety and to activate transport options based on current usage
- The Bicycle Advisory Committee provided a detailed submission with specific recommendations that have essentially been incorporated.

What was missing from the Plan

The following items were identified as inclusions to the Plan in this section:

- Stronger recognition of the principle – that bikes and cars should be separated where possible
- Bicycle crossings over the river

Response

The focus on the report is to ensure that all modes of transport are catered for. The responses show that the community does not believe that cycling has been adequately catered for despite the policy support for this mode of transport (commuting and recreational). However 74% believe that the strategies proposed will improve safety and amenity for cyclists.

The safety improvements recommending to support active commuting to work and schools and the enhancements to encourage recreational cycling are designed to make Horsham more attractive for both work and play. Horsham is a growing city and its economic and social well-being in the future will in part be dependent on its ability to attract “tree changers” to relocate to Horsham which has the natural assets but not the infrastructure to support wholesale increases in cycling numbers.

Whilst the comments about Horsham’s ageing population are noted, the cycling strategies in the draft are designed, in part, to make Horsham more attractive to young families to relocate to Horsham and to support existing families and adults actively commute to school and work and cycle for recreation.

Improvements in cycling infrastructure will reduce the dependence on cars, therefore reducing congestion. This may take time to realise, but action is needed to encourage people to cycle more.

Cycling will support increased fitness levels and therefore personal health. The infrastructure enhancements are designed to improve safety for all.

Recommendation

There are a number of specific recommendations provided by the Bicycle Advisory Committee. These are all addressed in the Cycling section of this report. The key recommendations to modify the draft Plan are:

Reprioritise recommendations 5.2.1, 5.2.3, 5.2.6 and 5.5.1

5.3.1: Add “Consider separation of bikes from cars along priority cycling routes”.

5.4.4: Add “Consider prioritising intersections along cycling priority routes”.

5.4.9: Add “Develop pilot service node at Apex Park to test cyclist support”

5.6: Add extra strategy: “Work with State Government to implement Grampians Region Cycling Plan”

Theme 6 - Regional Links

- There was very strong support for the return of passenger rail (71%), in fact statistically this was ranked the highest of all the strategies in the regional links theme of the draft plan. Second most important was

managing the existing freight network (66%) whilst promoting Horsham as a stopover between Melbourne and Adelaide (53%) was ranked third most important.

- The return of passenger air was viewed as the least most important regional links strategy (24%)
- There was strong universal support expressed in the survey responses and written submissions to remove trucks from the CBD but strongly disparate views for and against how that should be achieved.
- There was strong opposition expressed against the use of Golf Course Rd and Three Bridges Rd residential areas as a truck route. This community opposition confirms the findings from the HITS strategy in 2016.
- Other comments expressed support for an alternative heavy vehicle route through south west Horsham including the use of Golf Course Rd.
- Culturally significant land in this precinct was acknowledged as a major issue to be considered
- There was strong support expressed for a bypass.
- Sixty-seven per cent of respondents believed that the regional links strategy would improve safety and 58% believed these strategies would improve freight efficiency.

What was missing from the Plan

The following items were identified as inclusions to the Plan in this section:

- Get the bypass done
- Storage and movement of dangerous goods
- Space for trucks to disconnect trailers
- Improved regional public transport to Hamilton, Goroke, Warracknabeal, Natimuk

Response

There was a mixed response to the draft Plan's suggestions for alleviating truck traffic in the CBD, and in particular the suggestion that an alternative route through south west Horsham be further investigated in partnership with State Government agencies taking into consideration costs, culturally sensitive land etc. There is obviously a great deal of history and strong competing views. This matter cannot be solved within this Plan, it requires a major study that will take much time and resources, collaboration and specific engagement.

With regard to the potential route through the industrial south west estates, there is apparently an undisclosed Plan developed by an independent group within Horsham. Whilst the Project Control Group was advised of its existence, this plan was requested but not provided to the PCG. There is no evidence of any consultation regarding the development of this Plan. A member from this group was invited to join the PCG but declined the offer.

There is strong community opposition expressed to using Golf Course Road and Curran Road as freight routes. There are others who support a southern bypass route – but this is at odds with others in the community.

The draft Plan recommends the continued use of Golf Course Rd as a short term strategy as a means to manage the existing heavy vehicle route network until an alternative truck route is provided. This may require a range of measures to enhance the safety of this route, e.g. lower speed limits.

These short-term recommendations within the draft Plan are designed to accommodate freight traffic while an alternative heavy vehicle route is being developed. Rather than reject these strategies we should acknowledge their short term nature, introduce other measures to enhance the safety of these proposals if possible and stress the urgent priority is to work with the State Government to identify a more permanent solution.

There was strong support expressed for extra river crossings in Horsham (for all modes of transport), but concerns were expressed and issues raised about the crossings proposed for consideration at Bennett Rd, Drummond St and Curran Rd.

Upgrade of the Western Highway intersection with Geodetic Rd and Curran Rd may help divert traffic from Wilson Street and the CBD. Whilst significant design issues will need to be addressed it is considered that this will help significantly in achieving the stated objective of removing truck traffic from the CBD.

There is strong support for the reintroduction of passenger rail within the community and this needs to be communicated to the State Government.

Recommendation

- Add as **urgent** priority the recommendation to
 - Establish a working party with relevant State Government agencies to determine the most appropriate route to removal of through truck traffic from the Western, Wimmera and Henty Highways, including consideration of a possible south west link through Horsham's industrial area in the Golf Course Rd precinct.
- Modify the wording of 6.1.2 and 6.1.3 to highlight that this is an existing B-double route and the importance of maintaining and enhancing the safety of this route while longer-term solutions are identified by the working party with the State Government.

Theme 1 Streets for People

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:		
	<ul style="list-style-type: none"> Natimuk Rd (Wimmera Hwy)/Bennett Rd 		
	<ul style="list-style-type: none"> McPherson St (Western Hwy)/Hamilton St 		Changed to Priority Action

Strategies	Options / Actions	Priority Actions	Ongoing Program
	<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 		
	<p>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)</p>		
	<p>1.2.4. Install at grade "continuous footpaths" for pedestrians at minor intersecting side roads and driveways</p>		
	<p>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</p>		
	<p>1.2.6. After conducting pilots to determine community acceptance, narrow the width of some sections 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)</p>		
	<p>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)</p>		
	<p>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)</p>		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	<p>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:</p> <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 <p>Any changes to be done on a pilot basis to test community acceptance of these changes.</p>		
<p>1.3 Develop Firebrace Street linkage between CAD and River</p> <p>(refer also Sections 2 and 5)</p>	<p>1.3.1. Develop Firebrace Street to be a shared street including appropriate bicycle provisions between the Riverfront and O'Callaghans Parade</p>		
	<p>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)</p>		
	<p>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)</p>		
<p>1.4 Additional Shared Path River Crossings</p> <p>(note also consideration of additional road</p>	<p>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.</p>		

Strategies	Options / Actions	Priority Actions	Ongoing Program
crossings in sections 2 and 6)			
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 (to be considered in the context of the City to River Project)		
	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 (to be considered in the context of the City to River Project)		
	1.6.3. Increase footpath widths to accommodate areas of landscaping, outdoor dining, sheltered seating areas and ad hoc events		
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 		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	<p>roundabouts located in the CAD to reduce vehicle speeds</p> <ul style="list-style-type: none"> • 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 Reduce vehicle speeds in the CAD and urban areas	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		
	1.8.4. Seek Regional Roads Victoria approval to reduce the speed limit on Kalkee Rd at the Children's Hub		

Theme 2 Local Access Movement 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 traffic signal lantern required)</p>		Changed to Priority Action
	<p>2.2.4. Dooen Rd/Baillie St E; form a closely-spaced signalised intersection (Staggered T) with McPherson St/Baillie St to reduce</p>		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	the incidence of traffic queuing over Dooen/Baillie intersection		
	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		
	2.2.6. Wilson St/Darlot St; investigate installation of traffic signals in the future		
	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)		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	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. Any changes to parking to be done on a removable, pilot basis, to demonstrate effectiveness and to test community acceptance of these changes before locking them in		
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		

Theme 3 Public Transport (Inner Horsham)

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>		
	3.1.2. Council and PTV to monitor the effectiveness of the changes made to the Horsham local bus services during 2020		
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		
	3.2.3. Council to continue to inform PTV of residential developments and new subdivisions so that bus services can be modified to suit these		
3.3 Improve the public transport user experience	3.3.1. Develop a program to progressively provide disability compliant bus stops with bus shelters.		
	3.3.2. Advocate for Public Transport Victoria to install real-time arrival information at major bus stops		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	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 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		
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		

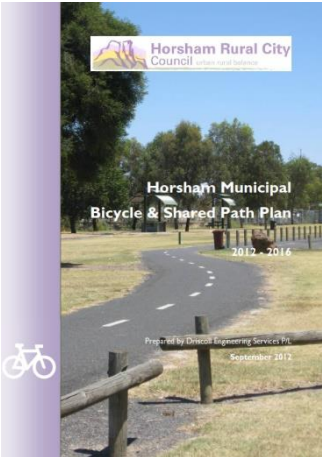
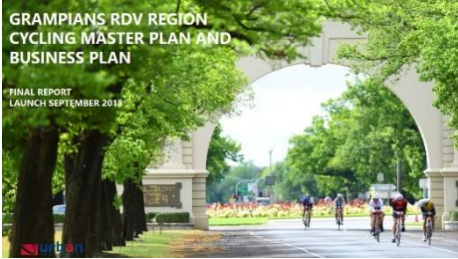
Theme 4 Parking Strategies

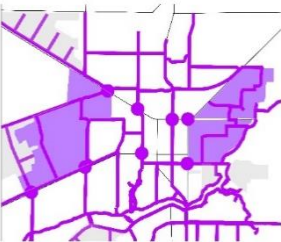
Strategies	Options / Actions	Priority Actions	Ongoing Program
4.1 Implementation of Parking Strategy	4.1.1. Continue to manage car parking in accordance with Council's endorsed parking strategy		
4.2 Rearrangement of parking in key streets to increase place activation, landscape opportunities and improved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

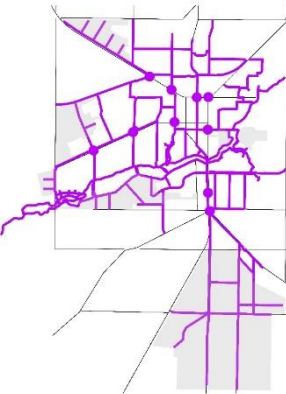
Strategies	Options / Actions	Priority Actions	Ongoing Program
	4.3.5. Reduce the parking demand in the CAD by implementing improved bus services and cycling infrastructure, prior to streetscape upgrades		
4.4 Parking arrangements	4.4.1. As part of street upgrading for additional activation and subject 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, but there will be no change of angle parking to parallel parking without community support and an overall no net loss of car parking spaces		
	4.4.2. Investigate provision of additional (long vehicle) spaces in the CAD for caravans, mobile homes, etc		
	4.4.3. Review standard size of car spaces to accommodate larger (4WD) vehicles		Changed to Priority Action
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. Work with the medical providers to identify opportunities to increase on-site parking for visitors		
	4.6.2. Investigate funding 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,		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	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 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 Regional Cycling master plan that has relevance to Horsham.</p>		
			
<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>		

Strategies	Options / Actions	Priority Actions	Ongoing Program
<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>Changed to Priority Action</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>Changed to Priority Action</p>
	<p>5.2.4. Provide safety zones between on-street parking and bicycle lanes to prevent car-dooring conflicts</p>		
	<p>5.2.5. Convert angle loading zones to parallel loading zones to prevent larger commercial vehicles overhanging the bicycle lanes</p>		
	<p>5.2.6. Use continuity markings to continue on-road bike lanes across side roads with coloured surfacing</p>		<p>Changed to Priority Action</p>
	<p>5.2.7. Prioritise Cycling upgrades in the School Zones. Create a network of Shared Path Bicycle Corridors throughout the school priority zones</p>		
<p>5.3 Develop cross town corridors</p> 	<p>5.3.1. 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 		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	<ul style="list-style-type: none"> 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 		
	<p>5.3.2. Shared Path Bicycle Corridors are to provide priority for cyclists across intersecting side roads with crossing facilities at major intersections</p>		
	<p>5.3.3. Consider separation of bikes from cars along priority cycling routes</p>		
<p>5.4 Develop regional corridors and connections</p> 	<p>5.4.1. Work with Regional Roads Victoria to finalise the best alignments for Strategic Cycling Corridors</p>		
	<p>5.4.2. Implement key east-west and north-south corridors once preferred routes are established)</p>		
	<p>5.4.3. Upgrade signalised intersections to provide bicycle traffic signal lanterns to continue shared paths across major roads</p>		
	<p>5.4.4. Provide crossing facilities at all collector and arterial road intersections with a priority along cycling priority routes</p>		
	<p>5.4.5. Provide a new river crossing for shared path users at Hamilton Street, to support the ongoing urban growth areas</p>		<p>Changed to Priority Action</p>
	<p>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</p>		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	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, with a pilot service node at Apex Island to test cyclist support		
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		Changed to Priority Action
	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		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	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 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		
	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		
	5.6.4. Work with the State Government to implement the Grampians Region Cycling Plan		
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

Strategies

Strategies	Options / Actions	Priority Actions	Ongoing Program
<p>6.1 Manage the existing heavy vehicle route network until an alternative truck route is provided</p>	<p>6.1.1. Advocate to and collaborate with relevant State Government agencies and other stakeholders, including Barengi Gadjin Land Council, to determine the most appropriate route for removal from Horsham’s CBD of through truck traffic from the Western, Wimmera and Henty Highways, including consideration of a possible south west link through Horsham’s industrial area</p>		
	<p>6.1.2. Enhance the safety along the existing south-western B-double route (Golf Course Rd, Horsham-Noradjuha Rd, Natimuk Rd, Curran Rd, Geodetic Rd, Gatehouse Rd and Henty Highway) ,noting that it passes through a residential area, as an interim measure until a preferred heavy vehicle route is established</p>		
	<p>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. These works to be undertaken as safety improvements until a preferred heavy vehicle route is established</p>		
	<p>6.1.4. Consider repeating Origin Destination surveys to coincide with peak grain season</p>		
	<p>6.1.5. Undertake detailed investigations, in collaboration with Regional Roads Victoria, to improve safety and accessibility at the intersection of Western Highway, Geodetic Road, Curran Road, Obrees Road, and the rail crossing. The long-term aim being to</p>		

Strategies	Options / Actions	Priority Actions	Ongoing Program
	provide heavy vehicle access to Geodetic Road from the Highway and Curran Road.		
	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		
	6.1.9. Investigate and develop a location for a B-double uncoupling area, rather than the existing use at the east end of Hamilton St		
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 Improve public transport connections to Horsham with a priority to reintroduce	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		

Strategies	Options / Actions	Priority Actions	Ongoing Program
passenger rail into Horsham	6.3.2. Advocate the State Government to introduce more regular public transport connections with Ararat rail services, particularly on weekends to improve linkages with Melbourne	Changed to Ongoing Program	
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		
	6.6.3. Advocate for the improvement of intra-regional links to towns (including Warracknabeal, Natimuk and Hamilton)		



Horsham Urban Transport Plan

Final



**Horsham Rural City
Council** urban rural balance

Contents

Introduction & Background	1
Urban Transport Plan	1
Policy context	2
Current M+P Assessment	3
Movement & Place	3
An Integrated Transport Plan	5
Streets for People	6
Local Access Movement	13
Road Cross Sections Alternative Examples	17
Public Transport (Inner Horsham)	19
Parking	21
Cycling	26
Regional Links	32

Final for Council endorsement

January 2020

**Prepared by Tonkin in partnership
with Intermethod**



Level 2 170 Frome Street
Adelaide SA 5000

T+ 61 08 8273 3100

E Paul.Simons@tonkin.com.au

Introduction & Background

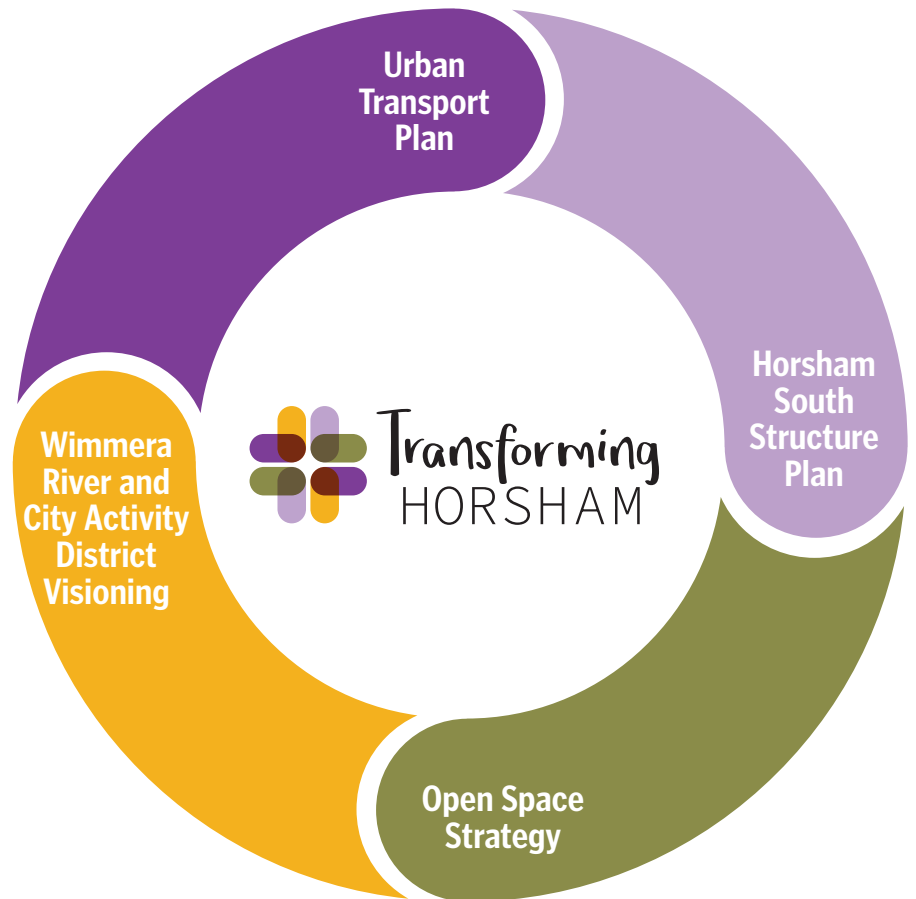
Transforming Horsham

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

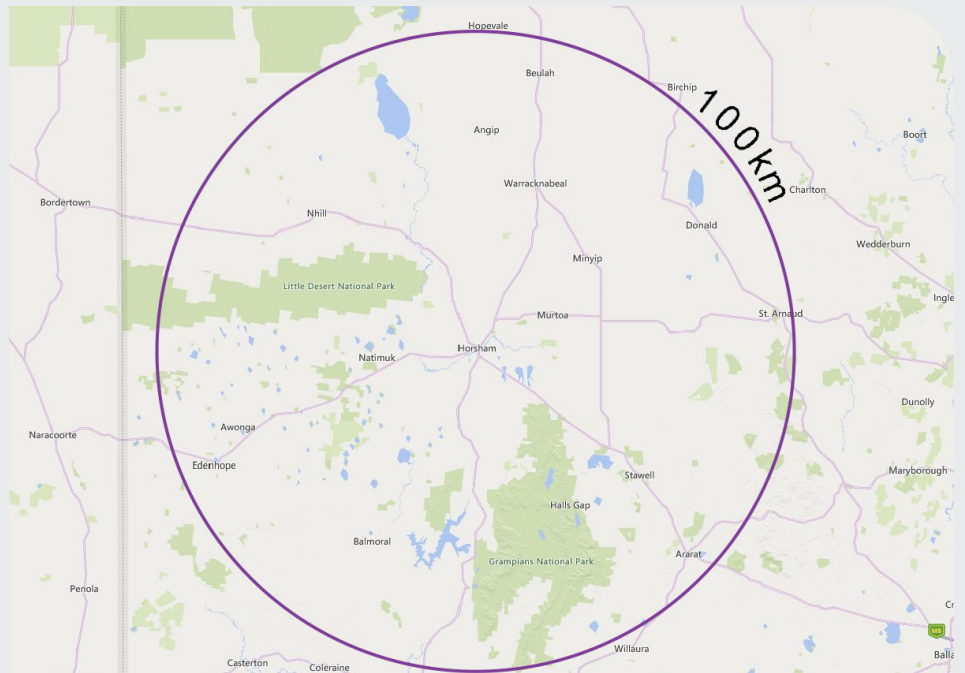
Horsham is the most populous city in the Wimmera region, strategically located at the junction of five highways and conveniently located between Melbourne and Adelaide, it is a major regional centre. Over the next 20 years Horsham is expected to grow, increasing its importance as a regional arts and 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.

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



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?

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

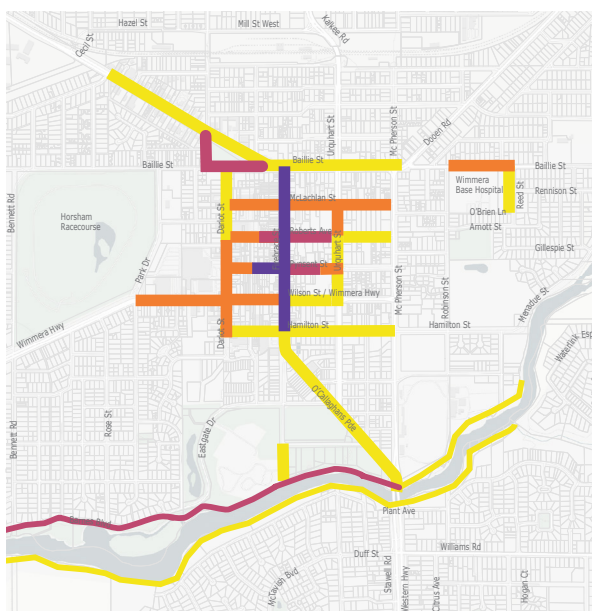
Key observations:

- 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

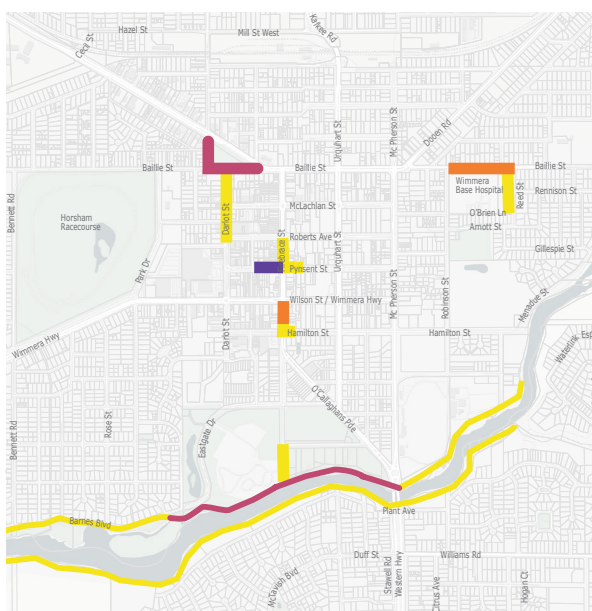
Key observations:

- 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

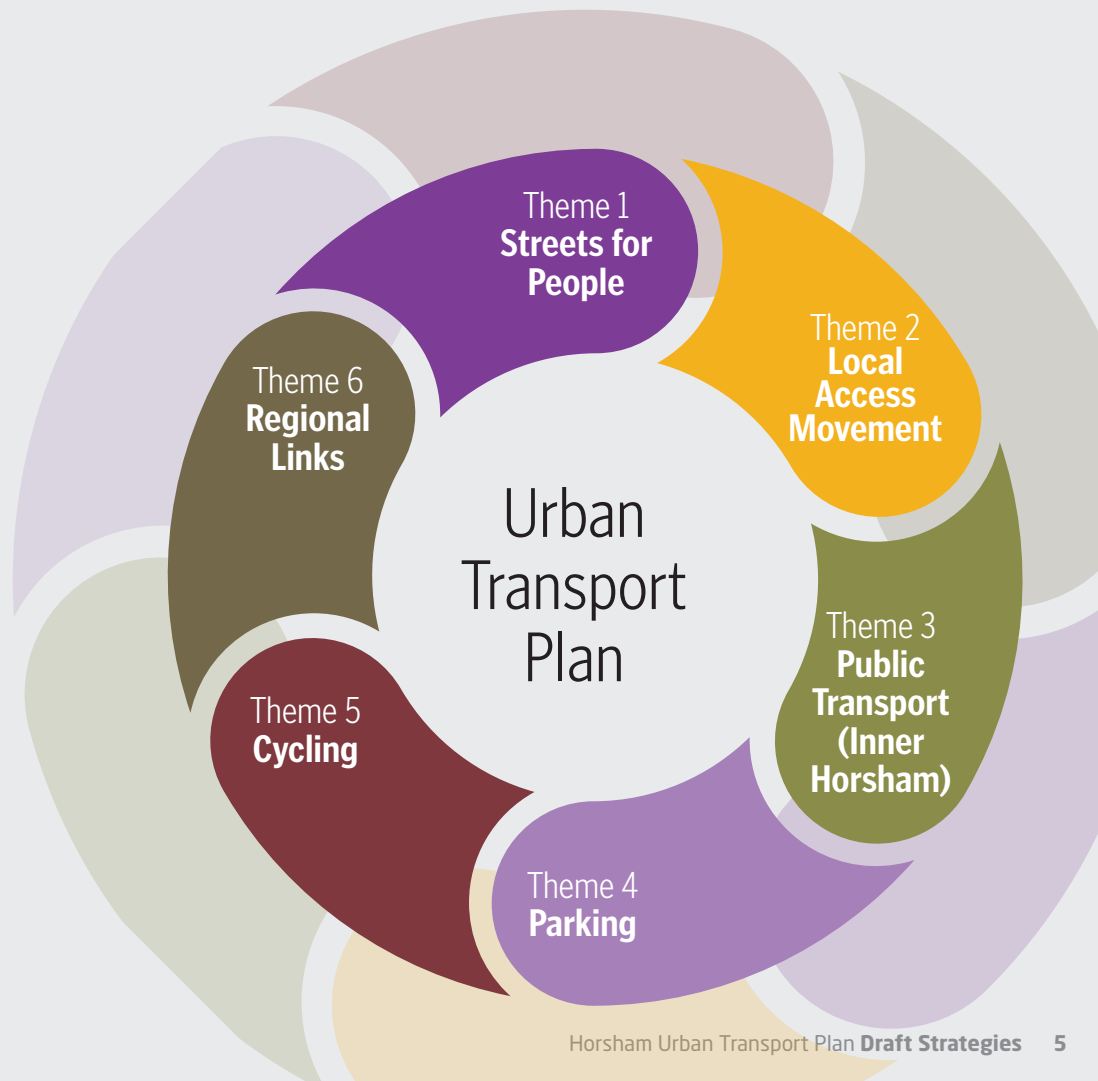
Integrated transport planning is a process that acknowledges the variety of demands placed on the road and transport network. Effective transport plans enable balanced decisions that improve accessibility, amenity, safety, sustainability and functionality for communities.

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



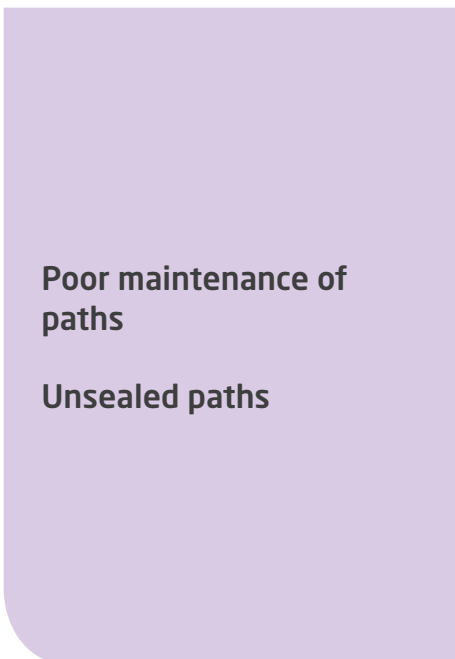
Visual impact of on-street parking on the streetscape

Excessive amount of road space dedicated to vehicle movement and storage



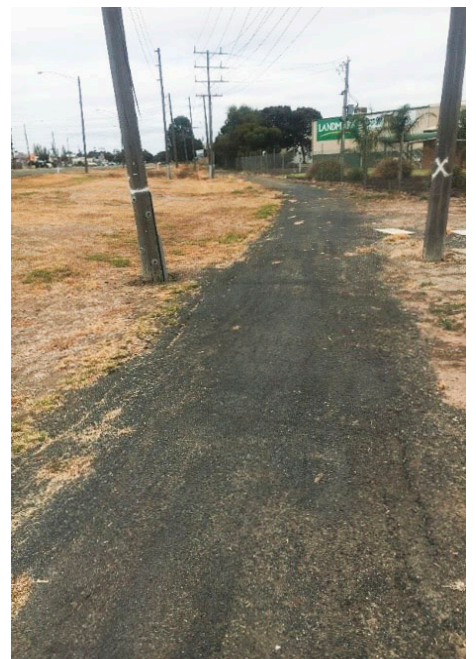
Lack of crossing facilities

Wide roads to cross



Poor maintenance of paths

Unsealed paths



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: <ul style="list-style-type: none"> 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		

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 After conducting pilots to determine community acceptance, narrow the width of some sections 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 Any changes to be done on a pilot basis to test community acceptance of these changes		

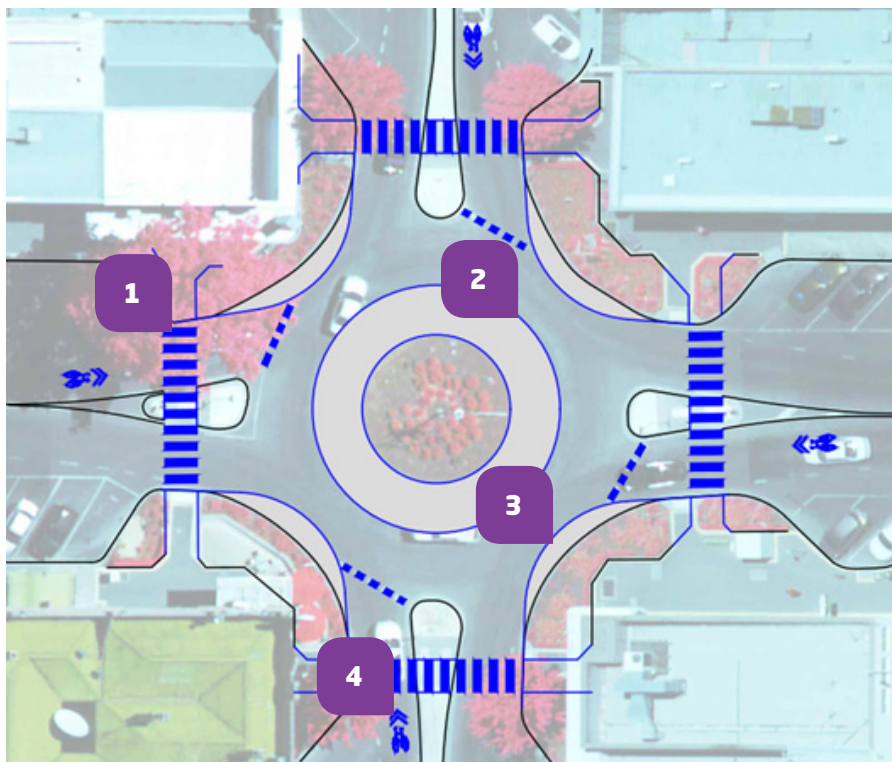
Streets for People Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
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)		
	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 (to be considered in the context of the City to River Project)		
	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 (to be considered in the context of the City to River Project)		

Strategies	Options / Actions	Priority Actions	Ongoing Program
Increase street activation	1.6.3 Increase footpath widths to accommodate areas of landscaping, outdoor dining, sheltered seating areas and ad hoc events		
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 Reduce vehicle speeds in the CAD and urban areas	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		
	1.8.4 Seek Regional Roads Victoria approval to reduce the speed limit on Kalkee Rd at the Children's Hub.		

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

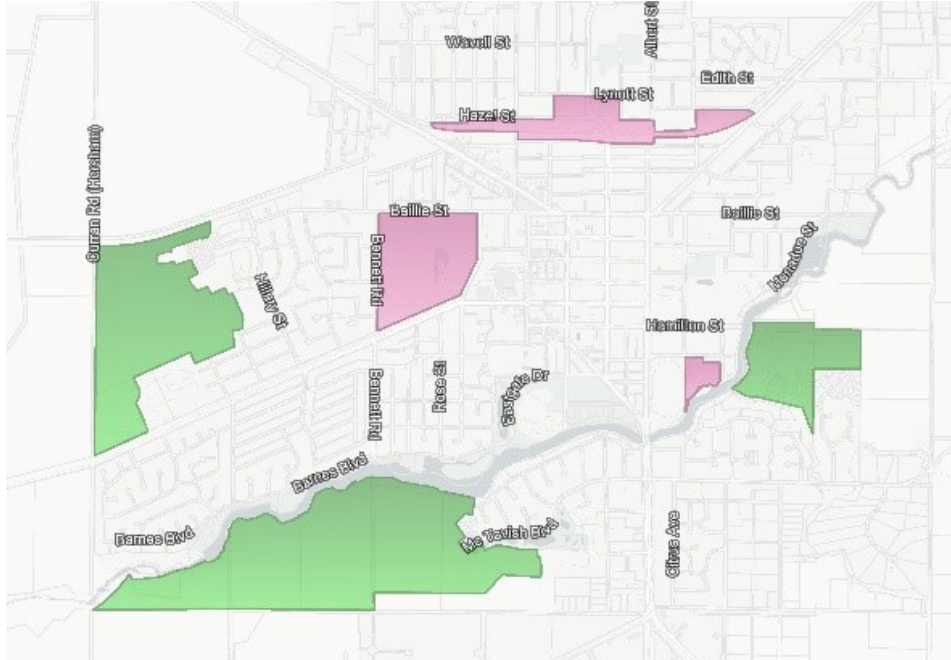
What we plan for:

- 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

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 traffic signal 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

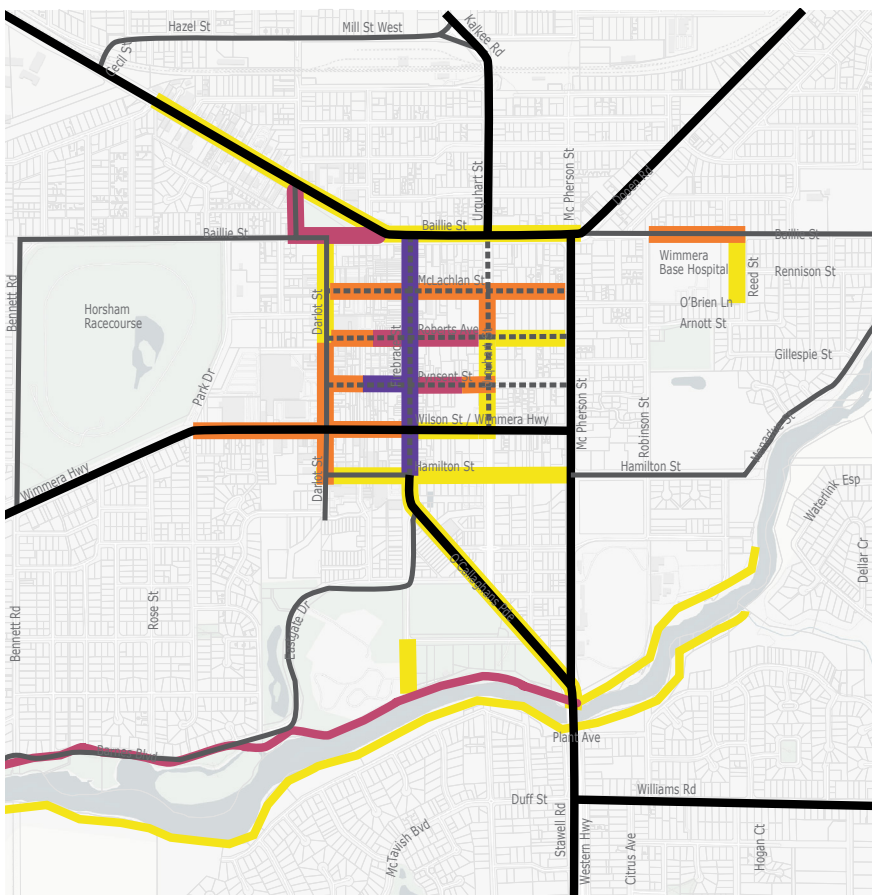
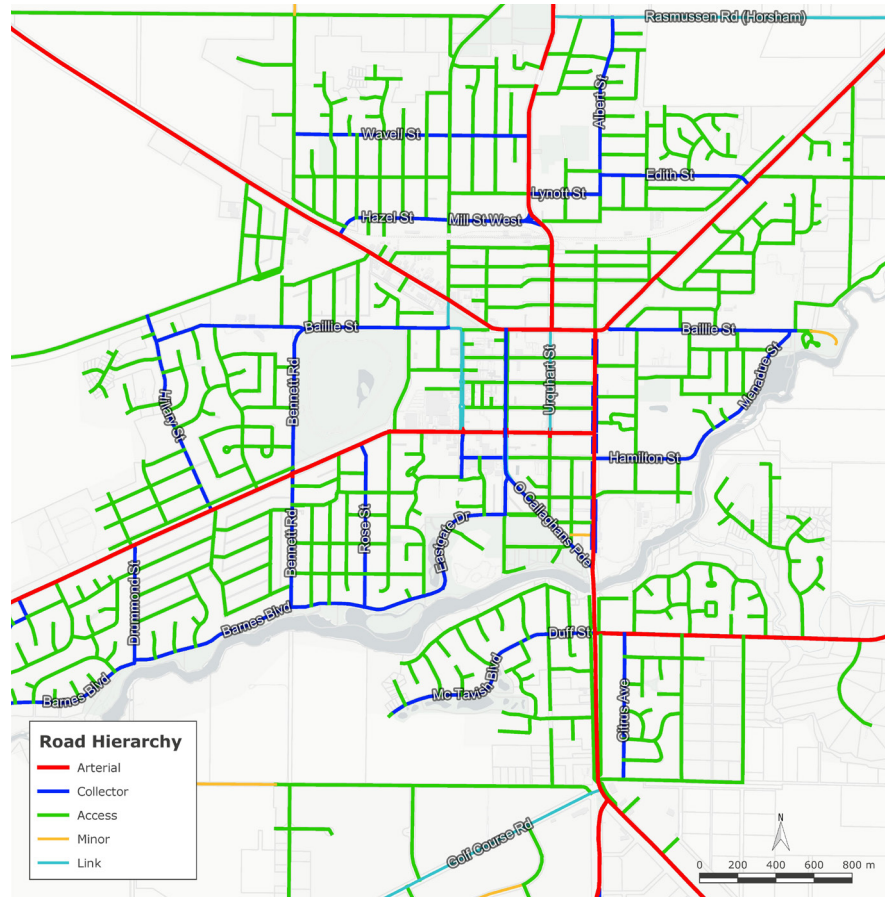
Strategies	Options / Actions	Priority Actions	Ongoing Program
Install traffic signals to improve safety and connectivity	2.2.7	Hamilton Street/Robinson Street intersection; remove the four-way intersection and create a staggered T intersection (as part of potential redevelopment of recreation precinct)	
	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. Any changes to parking to be done on a removable, pilot basis, to demonstrate effectiveness and to test community acceptance of these changes before locking them in	
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)

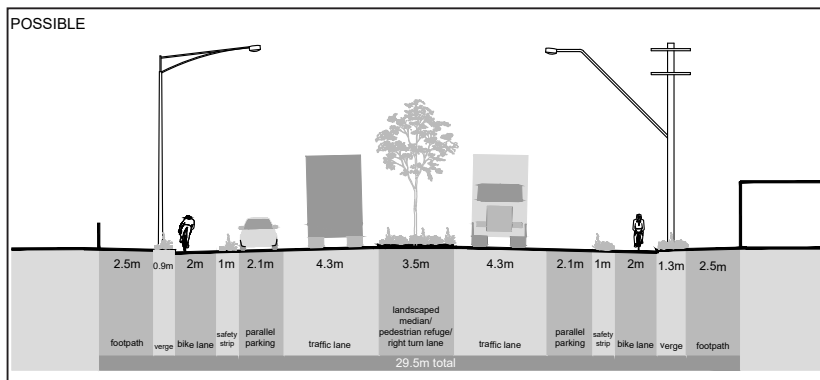
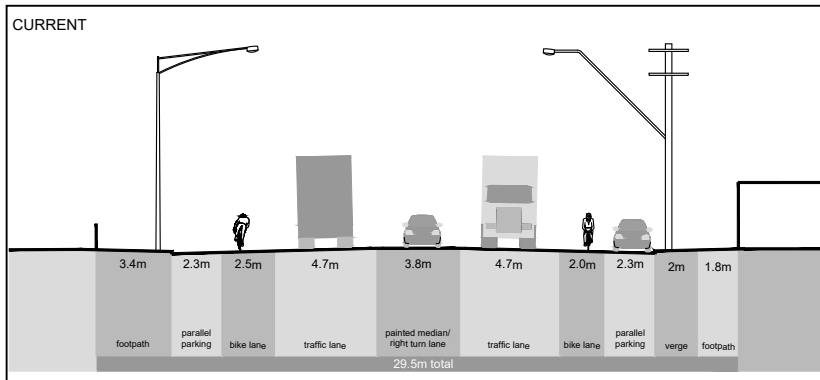
Local Access Movement

Continued

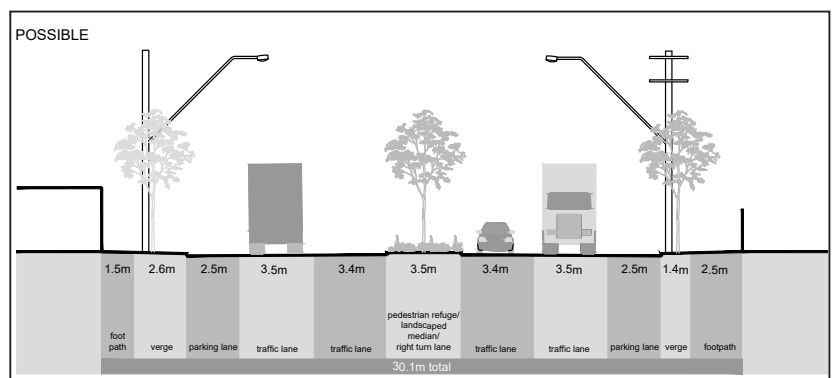
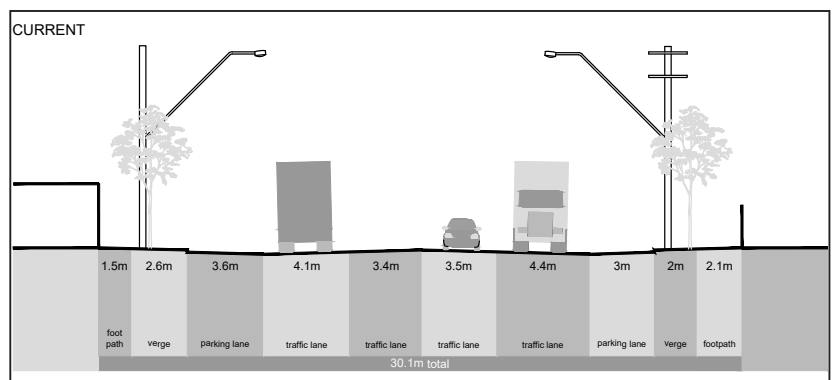
Road Cross Sections Alternative Examples

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

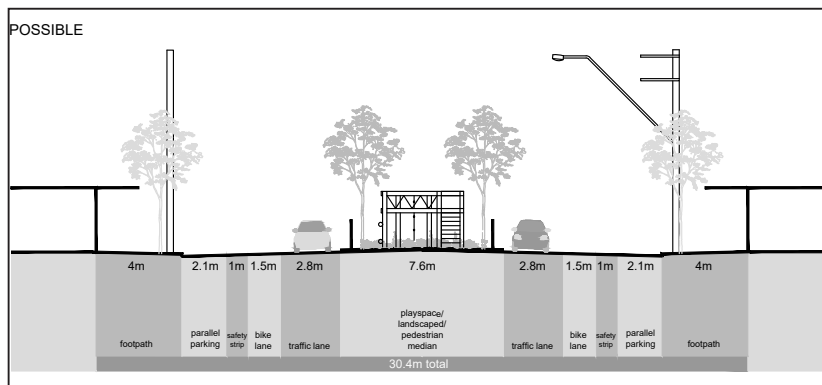
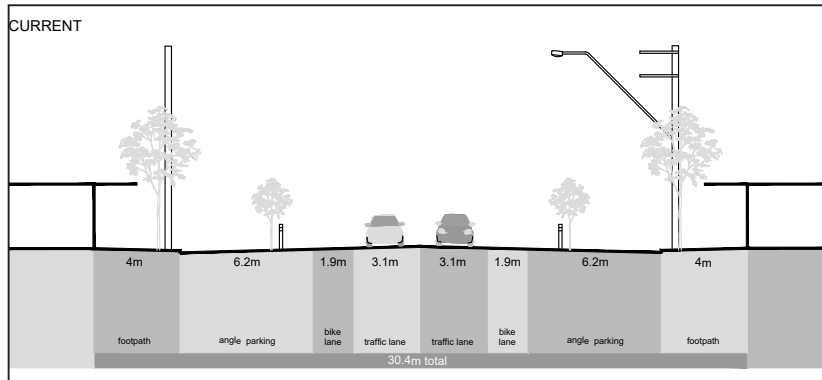


McPherson Street

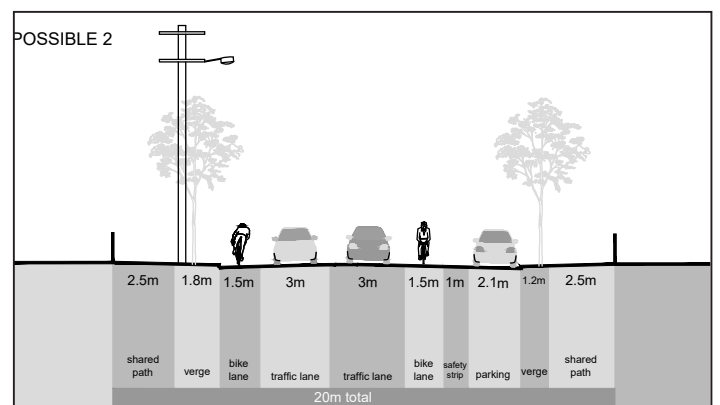
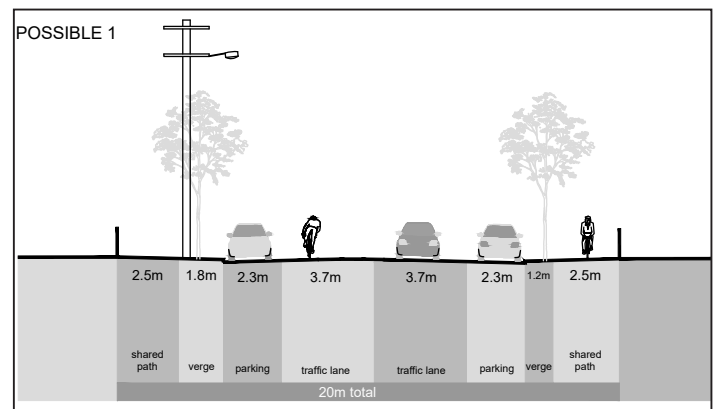
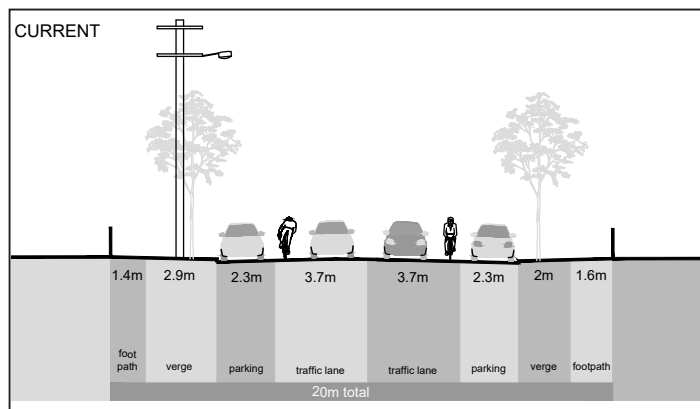


Local Access Movement Continued

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

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>		
	3.1.2 Council and PTV to monitor the effectiveness of the changes made to the Horsham local bus services during 2020		
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		
	3.2.3 Council to continue to inform PTV of residential developments and new subdivisions so that bus services can be modified to suit these		
3.3 Improve the public transport user experience	3.3.1 Develop a program to progressively provide disability compliant bus stops with bus shelters.		
	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 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		
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

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



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		

Strategies	Options / Actions	Priority Actions	Ongoing Program
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, but there will be no change of angle parking to parallel parking without community support and an overall no net loss of car parking spaces		
	4.4.2 Investigate provision of additional (long vehicle) spaces in the CAD for caravans, mobile homes, etc		
	4.4.3 Review standard size of car spaces to accommodate larger (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 Work with the medical providers to identify opportunities to increase on-site parking for visitors		
	4.6.2 Investigate funding 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		

Parking

Continued

Strategies	Options / Actions		Priority Actions	Ongoing Program
Reduce school congestion	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





Obstacles on paths





Poor quality surfaces
A lack of cycling infrastructure near schools

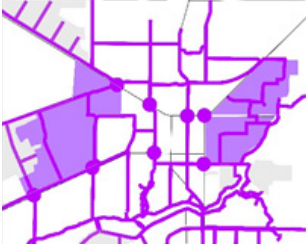
Lack of safe and secure areas to park bicycles at offices, shopping centres and schools

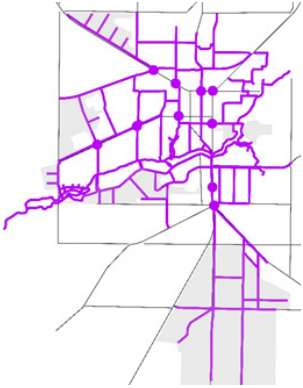


Faded road markings
Busy roads form barriers with few safe places to cross

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;">   </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>		

Strategies	Options / Actions	Priority Actions	Ongoing Program
<p>Create a safe, lower stress cycling environment within the CAD</p>	<p>5.2.5 Convert angle loading zones to parallel loading zones to prevent larger commercial vehicles overhanging the bicycle lanes</p>		
	<p>5.2.6 Use continuity markings to continue on-road bike lanes across side roads with coloured surfacing</p>		
	<p>5.2.7 Prioritise Cycling upgrades in the School Zones. Create a network of Shared Path Bicycle Corridors throughout the school priority zones</p>		
<p>5.3 Develop cross town corridors</p> 	<p>5.3.1 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. and Horsham College 		
<p>5.3.2 Shared Path Bicycle Corridors are to provide priority for cyclists across intersecting side roads with crossing facilities at major intersections</p>			
<p>5.3.3 Consider separation of bikes from cars along priority cycling routes</p>			

Strategies	Options / Actions	Priority Actions	Ongoing Program
5.4 Develop regional corridors and connections 	5.4.1 Work with Regional Roads Victoria to finalise the best alignments for Strategic Cycling Corridors	■	
	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 traffic signal lanterns to continue shared paths across major roads		■
	5.4.4 Provide crossing facilities at all collector and arterial road intersections with a priority along cycling priority routes		■
	5.4.5 Provide a new river crossing for shared path users at Hamilton Street, to support the ongoing urban growth areas	■	
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 , with a pilot service node at Apex Island to test cyclist support		■
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		■

Strategies	Options / Actions	Priority Actions	Ongoing Program
Future Growth Areas to be sustainable movement flagships	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 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		
	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		
	5.6.4 Work with the State Government to implement the Grampians Region Cycling Plan		
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



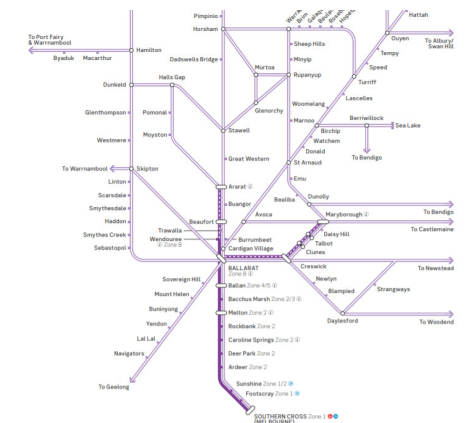
Safety concerns with the transportation of hazardous materials through the CAD



Safety concerns with interaction between heavy vehicles and other vehicles



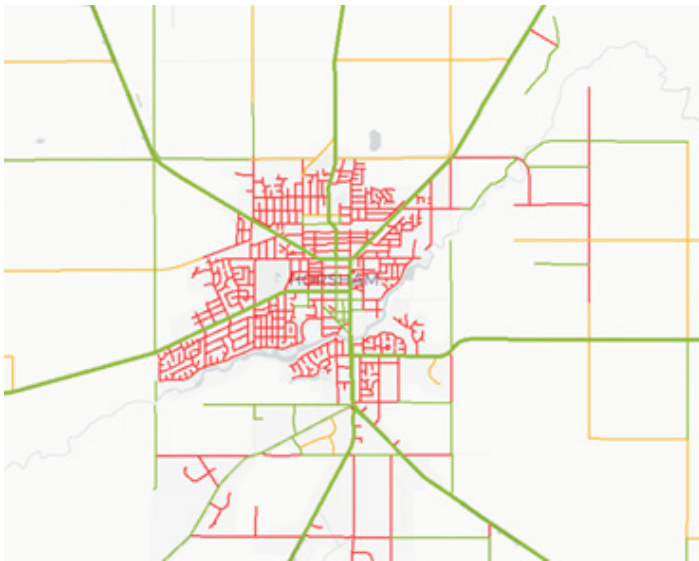
Poor regional public transport links, with coach to rail changes required



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



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

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.

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 Advocate to and collaborate with relevant State Government agencies and other stakeholders, including Barengi Gadjin Land Council, to determine the most appropriate route for removal from Horsham’s CBD of through truck traffic from the Western, Wimmera and Henty Highways, including consideration of a possible south west link through Horsham’s industrial area		
	6.1.2 Enhance the safety along the existing south-western B-double route (Golf Course Rd, Horsham-Noradjuha Rd, Natimuk Rd, Curran Rd, Geodetic Rd, Gatehouse Rd and Henty Highway), noting that it passes through a residential area, as an interim measure until a preferred heavy vehicle route is established		
	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. These works to be undertaken as safety improvements until a preferred heavy vehicle route is established		
	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 improve safety and accessibility at the intersection of Western Highway, Geodetic Road, Curran Road, Obrees Road, and the rail crossing. The long-term aim being to provide heavy vehicle access to Geodetic Road from the Highway and Curran Road		
	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)		

Regional Links Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
Manage the existing heavy vehicle route network until an alternative truck route is provided	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		
	6.1.9 Investigate and develop a location for a B-double uncoupling area, rather than the existing use at the east end of Hamilton St		
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 Improve public transport connections to Horsham with a priority to 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 public transport 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)		

Regional Links Continued

Strategies	Options / Actions	Priority Actions	Ongoing Program
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		
	6.6.3 Advocate for the improvement of intra-regional links to towns (including Warracknabeal, Natimuk and Hamilton).		





PARKING MANAGEMENT PLAN
Consultants Brief

SPECIFICATION

1. BACKGROUND

Horsham Rural City Council reviewed its parking strategy in 2016, which reaffirmed that peak period parking occupancy is low at 62%, compared with the best practice benchmark of 75% for regional centres.

Current parking meter infrastructure is obsolete and is challenging to maintain, and Council does not have a plan for renewal.

The Engagement outcomes report from the Horsham Urban Transport plan identifies themes around parking that can be addressed through some further work in this project.

2. PROJECT PURPOSE AND OBJECTIVES

2.1. Project Purpose

The project seeks to develop a Parking Management Plan for Horsham that is tailored to Horsham's needs and is flexible enough to manage the current complexities relating to access, turn-over of parking and issues arising from aging parking related infrastructure.

The project is to prepare a review of Council's current parking arrangements, infrastructure and operating financial model to provide a plan detailing options relating to parking restrictions, infrastructure, capital and recurrent costs as to how parking can be best managed in Horsham.

Preparation of the plan will include targeted and general community engagement. Engagement with affected communities and businesses is considered key to informing the development of the Parking Management Plan and the likely consequences of any proposed changes to be implemented.

3. PROJECT SCOPE

The scope of the project includes the following items: -

1. Finalisation of an agreed project management plan between the Project Sponsor, Project Manager and the Consultant which sets out project methodology, key milestones and program of work.
2. Benchmark parking management plans with other regional similar sized centers.
3. Review:
 - parking occupancy rates;
 - parking arrangements including any memoranda of understanding relating to parking arrangements;

- parking signage;
 - disability parking provision, adequacy and location;
 - longer vehicle parking adequacy and location
 - adequacy and location of all day parking for staff working in the CAD
 - current policies including policy direction around shorter term paid parking in the middle of CAD and longer term free parking on the edge of the CAD
 - EASYPark and meter collection methods to identify its efficiency and relevance for the future
4. Undertake targeted and general engagement with affected communities and businesses.
 5. Provide analysis of engagement feedback.
 6. Develop a model to accommodate Horsham's parking needs and recommend changes to parking time restrictions in the study area.
 7. Identify and recommend wayfinding/signage for parking and locations on the edge of the CAD.
 8. Identify options for smart parking meter infrastructure or emerging "apps" or other cost effective infrastructure to support modelling, policy direction and turnover of parks, including cost of infrastructure, operating costs and staging of implementation of infrastructure over a 5 year period.
 9. Prepare report detailing research, benchmarking, and financial implications for Council.
 10. Prepare all documentation, including maps, financial modelling of Council's current position and options investigated and provide options analysis and recommendations for implementation.
 11. Prepare internal Council reports, as required
 12. Attend Council briefings and meetings as required.

The geographical scope of the project is set out under the heading Study Area below.

4. STUDY AREA

The following map has been prepared to show the extent of Study Area of the proposed Parking Management Plan. It is intended that both sides of any streets marked on the map would form part of the study area (rather than street being a boundary of the study area).

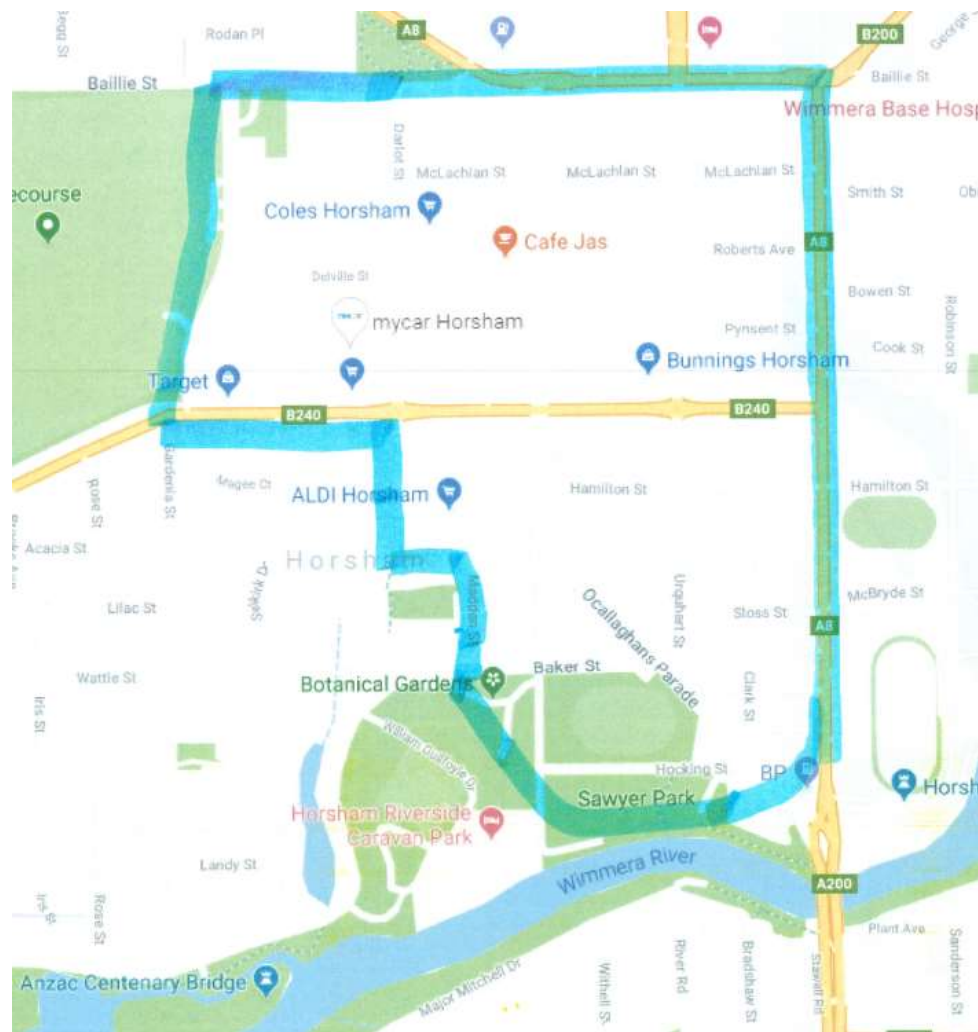


Figure 1: Extent of Parking Management Plan Study Area

5. INFORMATION AVAILABLE

Refer to Appendix 1 for a list of reference information that will be made available.

6. PROPOSED PROJECT METHODOLOGY

Consultant is to submit their proposed methodology and program of work for the Plan, together with the rationale for the approach. The methodology should include an engagement plan that identifies key stakeholders, identifies appropriate level of engagement for each stakeholder and describes contemporary and appropriate engagement methods. The methodology and program of work submitted by the consultant, and accepted by Horsham Rural City Council.

7. ENGAGEMENT

The consultant will be required to engage with key stakeholders and individuals across the municipality. Horsham Rural City Council is committed to effective and meaningful engagement with the community. The Project's engagement should be in accordance with Council's Engagement Policy and must be reviewed by Council's Community Relations and Engagement Team prior to the commencement of the project.

7.1. *Internal Engagement*

- Development Services - Community Safety Unit
- Infrastructure - Operations Department
- Community Wellbeing – Access and Inclusion
- Executive Management Group
- Councillors

7.2. *Community Engagement*

The following key stakeholders must be engaged with:

- Business Horsham
- Horsham Sports and Community Club
- Uniting Wimmera
- Axis Employment
- Christian Emergency Food Centre
- Older Persons Reference Group
- Horsham Plaza

7.3. *External Organisations*

The following key organisations must be engaged with:

- Victoria Police
- GWMWater
- Department of Health and Human Services
- Wimmera Regional Library

An engagement summary shall be prepared detailing who was engaged (the number of people engaged including demographics and localities), how they were engaged and the outcomes of the engagement.

8. DURATION OF PROJECT

The project timelines and key deadlines will be negotiated with the project consultant, however it is anticipated the project will be completed by **30 June 2020**.

Project consultant is required to provide an outline of their proposed project timetable.

9. ATTENDANCE AT MEETINGS

9.1. Consultation process

The consultant will conduct as part of the methodology, community engagement sessions as identified in this brief

9.2. Meetings with Council

The consultant's representative for this project will be required to attend meetings with Council or Council's delegate to present and discuss identified in this brief.

9.3. Review Meetings

The Consultant will meet with the Project Manager at times and locations specified by the Project Manager. The performance of the Consultant in delivery of the services will be reviewed at each meeting and any difficulties relating to the performance by either party of its obligations under the contract shall be resolved as far as possible. The Consultant should allow for the following review meetings:

1. The Preliminary Meeting with the Council's Project Manager and Service Manager.
2. Mid-project review meeting with the Council's Project Manager and Service Manager.
3. Presentation of report on submissions to Council's Project manager and Service Manager. The Consultant must allow to attend a Council Meeting in the evening to brief Councillors.
4. Presentation of final report to Council's Project Manager. The Consultant must allow to attend the Council Meeting in the evening to brief Councillors.

10. COMPLETION

Completion of the project will be deemed to have occurred at the time:

- agreed at the Preliminary Meeting of project; and
- when all finalised copies (electronic and hard copy) of the written material are provided to Horsham Rural City Council in the form which has been agreed to by Council and the project Consultant.

11. PROJECT DOCUMENTATION

All documentation and reports should be supplied in open digital format, suitable for editing by Council as and if required.

12. BUDGET FOR STRATEGY

The Consultant's offer must include a proposed fee charge that responds to Key Tasks and Deliverables. The budget must cover all costs of the project and include:

- Provision for travel and accommodation
- Attendance at meetings and workshops
- Providing electronic and hard copies of all material as outlined in the section Project Deliverables.

Council has an overall budget of **\$35,000 plus GST** to complete this project

13. COUNCIL'S REPRESENTATIVE

The Council will nominate a representative for the supervision of the contract at the time of awarding the contract.

14. ROLES

Project Sponsor: Angela Murphy, Director Development Services

HRCC Service Manager: Lauren Coman, Manager Regulatory Services

HRCC Project Manager: Michael McCarthy

14.1. Consultant's Role and Obligations

The Consultant/s will have the following obligations –

- Facilitate the planning and community consultation process as specified in the brief and deliver identified outputs.
- Report to the Council's Project Manager at predetermined points/phases of the project.
- Attend meetings as specified
- Provide Council with possession and ownership of all collected data, relevant information and any other material arising from this project.
- Provide verbal presentations of the completed project to key decision makers, including Council as specified in clause 9.
- Provide a copy of all documentation on A4 and electronic copy (on disk or via e-mail) in Word 97 or compatible format.

14.2. Council Role and Obligations

The Council, through its Service Manager, will have the following obligations:

- Provide advice and direction to the consultant
- Ensure the project remains relevant and monitor performance
- Identify relevant information and data sources
- Advise Council on decisions relating to the project

The Council will also make available at no cost to the consultant:

- Venues for community consultation
- Venue for meetings with the Service Manager
- advertisements in the local newspapers and social media notifying the community of the consultation meetings
- photocopying of draft documents for consultation meeting
- postage and stationary for any mail out (*the Consultant will be required to provide electronically in compatible format, the merge letter and data files for mail out*)

14.3. Payment

For terms and progress of payment refer to the General Conditions of Engagement of Consultants.

As an indication

Upon receipt of a tax invoice from the project consultant payment will be made in five instalments:

Stage	Payment
Commencement of the project - following the inception meeting	10%
	25%
Conclusion of community engagement	25%
Submission of Draft Parking Management Plan documentation	
Review of consultation feedback	15%
Prepare and present to Council	15%
Submission of final Parking Management Plan to Council	10%
Total	100%

These percentages may be subject to negotiation. Any changes will require the approval of the Project Manager.

15. PERFORMANCE INDICATORS

The services of the Project Consultant shall be carried out within the agreed budget and project timeline. Instalment payments are linked specifically to project outcomes. The completion of the outcomes will determine the payment timelines

The measurement of performance for this contract will be gauged by the Consultant's achievement of:

- The extent of community engagement
- The meeting of timelines during the project, including the presentation of the Draft Report and Final Plan
- Completion of a Project Management Plan for implementation of preferred option.

16. SELECTION CRITERIA

Selection Criteria	Weight
1. Demonstrated qualifications and experience in completing projects of a similar nature.	30%
2. Suitability of project methodology outlining a process for achieving the required outcomes, including community engagement	30%
3. Detailed budget information demonstrating how the project will be completed within project budget.	10%
4. Price	30%

17. EXPERIENCE

A written response outlining your experience in completing projects of a similar nature is required. Please provide example material from similar or like projects you have undertaken in the past three years and information about how you work in a positive and co-operative manner with your clients and the community.

APPENDIX ONE – LIST OF DOCUMENTS**COUNCIL GENERATED DOCUMENTS**

- Horsham Urban Transport Plan
- Horsham Urban Transport Plan Engagement Report
- City to River 2019
- Municipal Parking Strategy 2017 including occupancy rates
- Horsham Planning Scheme (including controls that provide guidance for parking)
- Base map of Horsham CAD parking restrictions.

1. PURPOSE

The objective of the Business Assistance Program Policy is to provide funding and in-kind assistance to new and existing businesses in order to:

- attract and assist new business to establish in Horsham Rural City (Municipality)
- support existing businesses to build business management capacity
- encourage and assist existing business to undertake initiatives to expand, diversify or ensure sustainability
- support and facilitate workforce attraction and retention initiatives
- capitalise on opportunities and address identified challenges specific to industry sectors and the Municipality

2. INTRODUCTION

The Business Assistance Program (BAP) is a new initiative to Horsham Rural City Council.

Funding of \$10,000 was allocated in the 2019-2020 Council budget.

3. SCOPE

Existing businesses applying to the BAP must demonstrate they are seeking assistance to expand, diversify or ensure sustainability within their business. Funding is provided for training and mentoring purposes. All applications to the Business Assistance Program will be assessed on a case by case basis.

The Horsham Rural City Council Business Assistance Program will open in February 2020 to registered businesses operating in or beginning to operate in the Municipality.

4. PRINCIPLES

The Business Assistance Program is being established in 2020 to provide funding and officer support to existing and new businesses in the Municipality.

4.1 Conditions of Business Assistance Program

All businesses applying to the Business Assistance Program must:

- Have a registered ABN (Australian Business Number)
- Be operating within or beginning to operate in the Municipality
- Complete a Business Assistance Program application form
- Have a business plan or business case completed or updated within the last 12 months or complete a 'Business Statement' in the application form
- Not have any outstanding debt with Council or be in breach of any statutory requirements
- Work collaboratively with Council to foster a respectful relationship.

4.2 Legislation & Standards

In accordance with *Local Government Act 1989* – Section 80C:

Information classified confidential in accordance with *Local Government Act 1989* – Section 77(2)(c):

This report complies with the rights listed in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

5. COMMUNICATION

The policy, guidelines and supporting documentation will be uploaded to the Council website and communicated to the business community via media release, social media, website, Business eNews and business, progress and tourism associations.

6. RESPONSIBILITY

Policy Owner: The Director Development Services will be responsible for overseeing the policy.

The Manager Economic Development and Coordinator Business Development and Tourism are responsible for the operational management of this policy. The Team Leader Business Engagement is responsible for contributing to the review and development of this policy.

7. DEFINITIONS

Definition	Meaning
BAP	Business Assistance Program
Economic Development Team	The group which determines applications to the Scheme and consists of the Coordinator Business Development and Tourism, Manager Economic Development and Team Leader Business Engagement.

8. SUPPORTING DOCUMENTS

Document	Location
Council Plan 2017 - 2021	HRCC website
Economic Development Strategy 2017 - 2021	HRCC website
Business Assistance Program Guidelines	HRCC website

9. DOCUMENT CONTROL

Version Number	Approval Date	Approval By	Amendment	Review Date
01		Council	New policy	



Horsham Rural City
Council urban rural balance

Business Assistance Program Guidelines



What is the Business Assistance Program?

The Business Assistance Program is being established in 2020 to provide funding and officer support to existing and new businesses in the Horsham Rural City Council.

The program supports business skills development, provision of professional services, support through the regulatory process and other one to one in-kind support.

The purpose of the Program is to:

- attract and assist new business to establish in the Horsham Rural City Council;
- support existing businesses to build business management capacity;
- encourage and assist existing business to undertake initiatives to expand, diversify or ensure sustainability;
- support and facilitate workforce attraction and retention initiatives;
- capitalise on opportunities and address identified challenges specific to industry sectors and the Horsham Rural City Council:

How Council can help.

Have you got a great idea for your business? Perhaps you are looking to upskill staff or wanting to implement a succession plan? Maybe you want to invest in the Horsham Rural City Council and you're unsure on how to take the first steps? We are here to help and we want to hear from you.

We encourage all businesses to contact the Economic Development team to discuss how ideas from their business may fit into the Business Assistance Program. We are open to hear about all types of projects, large or small.

All applications to the Business Assistance Program will be considered on a case by case basis and all discussions are strictly confidential.

Program details**The program is in place to assist:**

- Existing businesses in the Horsham Rural City Council to expand, diversify or undertake initiatives to ensure sustainability; or
- New businesses to establish in the Horsham Rural City Council.

All businesses who apply to the program will be assessed for suitability to join the program.

This is how it works.**Mentoring Services (stream one)**

Funding assistance provided to successful applicants via the program is capped at \$300 on a 3 for 1 basis. Applicants fund an initial mentoring assessment (to the value of \$100) and Council can then fund any follow up sessions to the capped amount of \$300 per applicant.

Professional Development (Stream two)

Have you something in mind? Talk to us and we could tailor a program to suit.

Council may consider covering or contributing to the cost of accessing professional services, with the objective of assisting to build capacity and resilience in your business. Types of professional services which would be considered under the program include, but are not limited to:

Business Planning;
Marketing plans/strategies;
Franchise advice
Specialised training and workshops

Other professional services may be considered in consultation with the applicant.

In-kind support

One-to-one support from the Economic Development Unit is available to assist you in navigating your way through statutory requirements associated with your business. We can connect you with other Council departments including Planning, Building, Health and Local Laws and work with you to guide you through the process.

How to apply and how applications are assessed

Contact Council's Economic Development unit to discuss your existing or new business to determine which component of the program will best support your business.

Horsham Rural City Council Economic Development Unit

P: (03) 53829777

E: business@hrcc.vic.gov.au

W: www.hrcc.vic.gov.au

Apply online by submitting an application form to Council.

Your application is assessed against the following criteria.

- Have a registered ABN (Australian Business Number)
- Be operating within or beginning to operate in the Municipality
- Complete a Business Assistance Program application form
- Have a business plan or business case completed or updated within the last 12 months or complete a 'Business Statement' in the application form
- Not have any outstanding debt with Council or be in breach of any statutory requirements

Business Assistance Program Guidelines

- Work collaboratively with Council to foster a respectful relationship.
- Willing to contribute \$100 (For stream 1 applications)

Applications for Stream 1 will be assessed by Council's Economic Development Team.

Applications for Stream 2 will be assessed by a panel that includes Council's Economic Development Team and a representative from Wimmera Development Association and Regional Development Victoria.

Council will be in touch to let you know the outcome of your application within 5 working days.

Timing

The Horsham Rural City Council Business Assistance Program will open in February 2020 to registered businesses operating in or are beginning to operate in the Horsham Rural City Council.



Horsham Rural City Council

Community Inclusion Plan 2019-2022

Acknowledgement of Country

The Horsham Rural City Council acknowledges the five Traditional Owner groups of this land; the Wotjobaluk, Wergaia, Jupagalk, Jaadwa and Jadawadjali people.

We recognise the important and ongoing place that all Indigenous people hold in our community.

We pay our respects to the Elders, both past and present, and commit to working together in the spirit of mutual understanding and respect for the benefit of the broader community and future generations.

Accessibility

If you would like to receive this publication in another format, please contact reception at the Civic Centre Municipal Office on telephone (03) 5382 9777 or email council@hrcc.vic.gov.au.

If you require an interpreter service, please contact the Translating and Interpreter Service (TIS National) on 131 450 and ask them to contact Horsham Rural City Council Reception on telephone (03) 5382 9777. Our business hours are 8.30am to 5.00pm Monday to Friday.

Horsham Rural City Council
Civic Centre Municipal Office
18 Roberts Avenue
(PO Box 511)
Horsham Vic 3402
P: (03) 5382 9777
F: (03) 5382 1111
E: council@hrcc.vic.gov.au
W: www.hrcc.vic.gov.au

Table of Contents

Message from the Mayor	4
Definitions	5
Access Signs and Symbols	7
Introduction	8
Disability	8
Council’s Role	9
Policy Context	9
Horsham Community	10
Disability Action Plan (2013-2016)	11
Key achievements	12
Community Inclusion Plan	12
Vision	13
Principles	13
Action Plan	15
Measuring Council Performance	20
Appendix 1 Horsham Community	21
Appendix 2 Consultation	23

Message from the Mayor



I am proud to present Horsham Rural City Council Community Inclusion Plan 2019-2022.

This is Council's third disability action plan, and continues our commitment to making Horsham a great place to live, study, raise families and work for everybody, regardless of ability, gender and/ or age.

I believe our region is a great place to live, however I also recognise the challenges that living in a regional city can create for people with disabilities, their families and carers. These include access to services, meaningful employment opportunities, access to leisure and recreation, participation in community and civic life and transport.

Our Community Inclusion Plan has developed actions to remove these barriers and promote working together to make access and inclusion everybody's business.

Since our last Plan there has been an increased focus on access and inclusion, particularly with the introduction of the National Disability Insurance Scheme (NDIS). The introduction of Universal Design Principles has also increased access and inclusion in the built environment.

On behalf of the Horsham Rural City Council, we look forward to working with our community, local businesses and organisations in making sure that Horsham is a welcoming, accessible, inclusive and vibrant community to live, work, study and play in.

Cr Mark Radford Mayor
Horsham Rural City Council

Definitions

Access- refers to the removal of barriers and is generally used to describe outcomes. For example, an accessible toilet is one which is modified in a way in which all members of the community can use the facility regardless of their level of ability or disability

Access and Inclusion- are principles based on all aspects of the Disability Discrimination Act. They ensure that no-one is discriminated against directly or indirectly through the actions or inactions of Council. It also includes equitable access and inclusion within the Council to facilities, services and employment. This approach recognises that planning, development and implementation for these areas needs to include the whole community regardless of levels of mobility, disability, age and /or gender

Advocacy – A political process by an individual or group which aims to influence public policy and resource allocation decisions within political, economic and social systems and institutions.

Alternative Formats – Use of different communication formats (e.g., large print, different font, audio, etc) that allows people with disabilities to access information in a manner other than how the format was originally delivered.

Auslan- (Australian Sign Language) is the recognised language of the Australian Deaf Community. It is a visual spatial language represented through hand movements known as “signs”, facial expression and body language.

Accessible Parking Permit- are currently referred to as Disability Parking Permit. It is a state wide scheme (Department of Transport) administered locally by local councils. Permits are issued by local governments to people with a medical condition that severely affects their mobility, enabling them to park in designated disability parking areas.

Changing Places– Accessible toilets with extra features and more space including: a height adjustable adult-sized changing bench, a tracking hoist system, space and a safe and clean environment.

Companion Cards – Available for people with a significant permanent disability who always need a companion to provide attendant care type support in order to participate at community venues and activities.

Community Group – A group that shares common characteristics or interests.

Deaf Access- is a Victorian State Government funded (Department of Human Services and Health) project that works in partnership with local government local groups, organisation, business and the broader community to develop new ways of including people with a disability in the life of the community

Disability (Access to Premises -Building) Standards – These standards aim to provide the building and design sector with certainty that they can design and construct buildings in a way that meets their responsibilities under the Disability Discrimination Act.

Equity- The goals of equity are to create conditions that allow all to reach their full potential. In short, equity creates a path from hope to change.

Hearing Loop or Hearing Augmentation System – An aid for people with a hearing impairment. A loop of cable around a designated area (usually a room or building) which generates a magnetic field picked up by a hearing aid.

Inclusion- Empowering access to opportunity, addressing structural inequalities, tackling unconscious bias and developing inclusive organisations.

Information, Linkages and Capacity Building Program (ILC) -is a grant program delivered on behalf of the National Disability Insurance Agency to support the implementation of the NDIS and promote inclusion of people with disabilities within the broader community.

International Day of People with a Disability (IDPWD) –Is a United Nations sanctioned day that is celebrated internationally. It aims to increase public awareness, understanding and acceptance of people with disability and celebrate their achievements and contributions.

LGBTIQ+- Understanding and using the language and terminology associated with the lesbian, gay, bisexual, transgender, gender diverse, intersex and queer (LGBTIQ+) communities helps to ensure that services and organisations are inclusive and respectful.

Lived Experience - Is the knowledge and understanding you get when you have lived through something.

Local Council Grants – Grants provided by Council to community groups and organisations to fund community projects.

National Disability Insurance Scheme (NDIS)-The NDIS provides funding and support for anyone who acquire or are born with a significant and ongoing disability to identify their goals and aspirations and provide them with the support they need to help them reach their full potential. The introduction of the NDIS has changed the role Council plays in supporting people with a disability to access services and programs.

Neurodiversity- is the concept that humans do not come in a one-size-fits-all neurologically “normal” package. It recognizes that all variations of human neurological function, such as autism, need to be respected as just another way of being

Ordinary life- Ordinary life means that everyone in the community has the same life opportunities available for them regardless of their barriers.

Plain English – Clear straightforward expression, using only as many words as are necessary. It is a language that avoids obscurity, inflated vocabulary and convoluted sentence construction.

Public Meetings – Meetings arranged by Council that are open to members of the public and encourage community feedback.

Reasonable Adjustment Policy – A policy that aims to remove barriers preventing people with a disability from fully integrating into the workplace.

Service Provider – An organisation that provides goods, facilities or services to the public.

Support – To agree with an idea, group or person and to provide assistance because you want them to succeed.

Universal Design Principles – The design of products and environments to be usable to the greatest extent possible by people of all ages and abilities, without the need for adaption or specialised design

Access Signs and Symbols

International
Wheelchair Symbol



Accessible Unisex
Toilet (left handed)



Assistive Hearing
Device
(hearing loop and 'T'
switch)



Closed Captioning



Large Print Symbol



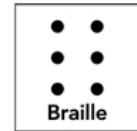
Low Vision



Clear Directional
Signage



Braille available



Introduction

Access, inclusion and participation in community and civic life are fundamental human rights.

One in five Australians live with disability. Primary carers are more likely than non-carers to live with a disability¹. Disability adversely impacts on a person's ability to earn income and people with a disability of working age are approximately 30 per cent less likely to be in employment in comparison to people without disability:

Due to unconscious bias, many people with disability face barriers in the workplace. As a result, the unemployment rate for people with disability is twice that of the general population².

The Introduction of the National Disability Insurance Scheme (NDIS) has seen a significant shift in the provision and delivery of disability services and programs. While challenges with NDIS continue to be experienced, especially in areas of the Wimmera, the NDIS shift of focus to inclusion, empowerment and the opportunity to live ordinary lives is welcomed.

Council has a critical role in increasing access and inclusion for Horsham in its role as a civic leader, community planner, infrastructure builder, policy leader and service provider. While Council has a key role in developing this Plan, it is also everybody's responsibility.

The Community Inclusion Plan (CIP) 2019-2022 sees Council broaden the scope from a focus on disability to one of community inclusion, to support the vision of making Horsham municipality *a vibrant, inclusive community to live, work, play and invest*.

The CIP sets out Council's vision over the next four years that include six principles that establish Council's focus and priority action areas:

1. **Participation:** Maximise participation of all in Council's and Community activities
2. **Equity:** Ensure equitable access to all Council services
3. **Adaptability:** Ensure the built environment is designed for flexibility and to be usable to the greatest extent possible by people of all ages and abilities, without the need for adaption or specialised design in its use over time
4. **Inclusion:** Empowering access to opportunity, addressing structural inequalities, tackling unconscious bias and developing inclusive organisations.
5. **Advocacy:** Advocate on behalf of people with a disability, their families and carers about their needs, and about issues impacting upon their ability to live a life they value.
6. **Celebrate:** Celebrate and champion examples of community inclusion

Disability

A disability is any impairment of a physical, intellectual, psychiatric, neurological or sensory nature (*Disability Discrimination Act 1992*). Disability can be either temporary or permanent and something that is acquired or present from birth.

While traditional definitions of disability focus on restriction or lack of ability on the part of an individual, Horsham Rural City Council (Council) approach to inclusion uses a social model of disability.

¹ Australian Bureau of Statistics (ABS) Disability, Ageing and Carers, Australia: Summary of Findings, 2015

² Remove the Barrier 2019 Campaign

The social model describes the interaction of a person living with an impairment with the physical, social, attitudinal and communication barriers that prevent people living with impairment from participating in society on an equal basis. This perspective places the onus on the community to make adjustments to accommodate disability as an expected form of human diversity.

The Victorian State Disability Plan, 2017-2022 *Absolutely Everyone*³, defines disability as:

Some conditions and impairments are present from birth. Other people acquire or develop a disability during their lifetime from an accident, condition, illness or injury. For some people, support needs can increase over time. Others can experience fluctuating or episodic disability. This can particularly be the case for some people with mental illness. Some people are said to have a dual disability, such as intellectual disability and mental illness, giving rise to different support needs

Council's Role

Council has a critical role in increasing access and inclusion for Horsham in its role as a civic leader, community planner, infrastructure builder, policy leader and service provider. While Council has a key role in developing this Plan, it is also everybody's responsibility.

Councils are required to develop and report on a Disability Action Plan (DAPs). DAPs are not in a prescribed format which provide Council with the flexibility to be able to develop a DAP that best suits their community's needs.

Policy Context

Access and inclusion are covered by a broad legislative and policy framework that has both a focus on access and inclusion as well as discrimination. There has been a shift in policy from a focus on compliance to a focus on universal access and inclusion.

Local government are required to develop a DAP Section 38(1) of the *Victorian Disability Act 2006* that states:

a public sector body must ensure that a Disability Action Plan is prepared for the purpose of:

- (a) reducing barriers to persons with a disability accessing goods, services and facilities*
- (b) reducing barriers to persons with a disability obtaining and maintaining employment*
- (c) promoting inclusion and participation in the community of persons with a disability*
- (d) achieving tangible changes in attitudes and practices which discriminate against persons with a disability*

Council

- Council Plan (2019-23): *A vibrant, inclusive community to live, work, play and invest:*
 - Goal 1: Develop Horsham and the municipality as a diverse, inclusive and vibrant community
- Health and Wellbeing Plan (2017-2021)
- Youth Strategy (2018-2028)
- Economic Development Strategy (2017-2021)
- Innovate Reconciliation Action Plan (2018- 2020)

³ Victorian State Government, 2017, *Absolutely Everyone: State Disability Plan*.
<http://www.statedisabilityplan.vic.gov.au/>

- Municipal Parking Strategy 2017
- Early Years Plan Draft (2019-2023)
- Horsham Urban Transport Plan Draft
- Open Space Strategy Draft
- Property Strategy Draft
- City to River Masterplan Draft
- Aged Friendly Communities Action Plan 2019
- Strengthening Volunteering Project
- Asset Management Policy
- Social Infrastructure Plan (in development)

Victoria

- Local Government Act 1989
- Disability Act 2006
- Equal Opportunity Act 2010
- Victorian Charter of Human Rights & Responsibilities
- Absolutely Everyone state disability plan 2017-2020
- Every Opportunity 2018 – 2020

Federal

- Commonwealth Disability Discrimination Act
- Disability Discrimination Act 1992
- Fair Work Act 2009
- National Disability Strategy 2010-2020
- National Disability Insurance Scheme (NDIS)
- Disability (Access to Premises - buildings) Standards 2010

International

- United Nations Convention on the Rights of Persons with Disabilities:
Persons with disabilities include those who have long-term physical, mental, intellectual or sensory impairments which in interaction with various barriers may hinder their full and effective participation in society on an equal basis with others
- Web Content Accessibility Guidelines (WCAG) 2.1

Horsham Community

Horsham Rural City is a vibrant, diverse community situated approximately 300 kilometres north-west of Melbourne and north of the Grampians National Park, in the heart of the Wimmera region of Victoria. Horsham is bordered by Yarriambiack, Northern Grampians, Southern Grampians, West Wimmera and Hindmarsh Shires. Horsham is the main population centre for the Wimmera and Southern Mallee region.

The Horsham municipality has a population of 19,889 (2017)⁴ and covers an area of 4,267 square kilometres with almost three quarters of residents living in the urban area of Horsham.

⁴ ABS Census data

It is estimated that there are approximately 4000 people with a disability living in Horsham and of those 1,333 have a severe or profound disability. 1,175 people or 6.0 percent of the population in the municipality reported in 2016 to needing help in their day-to-day lives due to disability⁵.

Future population projections indicate that Horsham will experience population growth over the next 15 years. Between 2016 and 2031, the population is expected to grow by approximately 2,167 people, with an additional 600 people added to the population every five years. In 2031, the estimated population is projected to reach 21,794.

Victorians are living longer and Horsham is no exception. Horsham municipality has an ageing population higher than the Victorian state average. Currently, people aged 65 years make up over 21.6 percent of the local population. As the population continues to increase, and the proportion of older people within Horsham grows, so too will the level of disability as people are found to acquire disabilities as they age. These changing demographics means there will soon be equal numbers of older people as there are children, with people over the age of 80 becoming the fastest growing age group in the State.

By ensuring the Horsham municipality and its communities are inclusive and accessible for all regardless of peoples age, abilities and genders is critical in making local communities stronger, more cohesive, resilient, sustainable and healthy for everyone.

Of the current population⁶:

- 51% female and 49% male
- 19% of the population are aged 14 years or younger
- 21.6 % aged over 64 years
- 647 females and 533 males report having a disability
- 6 % report needing help in their daily lives due to their disability
- 13.4 % of the working population provided unpaid care to a person with a disability

For more detailed age and disability breakdown see Appendix 1.

Disability Action Plan (2013-2016)

The Disability Action Plan (2013-2016) was Council's DAP focused on reducing barriers created by attitudes, practices and structures, to ensure that all people can participate equally in community life.

The DAP was successfully implemented and delivered⁷ and resulted in a positive shift in culture and increased accessibility for in the community. Like most Council previous DAPs, the focus on this DAP focused on meeting legislative requirements and the action plan reflected this.

⁵ Please note: A person's reported need for assistance is based on a subjective assessment and should therefore be treated with caution.

⁶ As per ABS data

⁷ The DAP 2013-2016 was comprehensively reviewed and all actions had been either completed or were progressing. See Council Report 17 Dec 2018: 1) That Council note the review and successful implementation of the Disability Access and Action Plan 2013-2016 7 2) The development of a broader access and community inclusion plan will continue to build on this good work and increase access and inclusion for all the community

As Council and their community build more capacity and knowledge, the focus shifts to more structural and aspirational issues, such as embedding access, inclusion, universal design and best practice in the everyday work of Council.

The CIP has been developed to be an agile and flexible document focusing on priorities and embedding access and inclusion across all of Council.

Key achievements

The DAP delivered many sustainable achievements:

- Council publications are available in alternative accessible formats
- Desktop hearing shuttles are located at Customer Service Centres, Civic Centre, Horsham Town Hall and Visitor Information Centre making it easier for those that are hard of hearing to communicate
- My Community Directory was established and contains comprehensive information on disability services, accessible facilities and up-to-date information on a range of community organisation
- Installation of Changing Places in May Park that allows people with specific requirements to have access to a toilet and appropriate change facilities to enable greater participation in community life.
- Council's Community Grant Guidelines updated to include improving access as a key outcome
- Community Education sessions held on the use of companion cards
- Disability Awareness Training for staff, volunteers and councillors. This includes an e-training module that forms part of the Council Induction program
- AUSLAN training

May Park *(in edited version in call out box with pictures and text)*

-May Park is a regionally significant park as it is used by both local community for celebrations and play as well as travellers between Melbourne and Adelaide.

-The installation of Changing Places in May Park means people both in the local community and visitors with significant needs can engage more in community life and travel.

-It is critical for regional Victoria to be able to continues to provide fully accessible facilities

-Accessible furniture has been installed to allow for greater enjoyment of the park

Community Inclusion Plan

Council has a critical role in increasing access and inclusion for the community. The Community Inclusion Plan (CIP) reframes Council's approach and details Councils priorities to embed inclusion in the everyday work of Council.

Strengthening inclusion is everybody business and the whole community benefits when there is better access and inclusion

Disability does not define a person.:

Disability, sexuality, cultural diversity, it's not 'special', or 'unusual' or 'not our problem'. It is the lived reality of a human being and therefore everybody's responsibility to ensure all are given an equal chance to experience their educational and social potential in a non-judgemental, inclusive, transparent, accountable and empowering way⁸

The CIP demonstrates Council's shift towards more strategic and sustainable plans, policies and strategies that are aimed at advocating for real systematic, attitudinal and sustainable change.

Over the last couple of years, Council has embarked on Transforming Horsham that includes development of a number of strategic documents. There has been significant community consultation undertaken as part of this suite of work. This recent consultation data was reviewed and has provided a rich data source for the development of the CIP.

Consultation themes:

- Accessible footpaths with more safe crossing points
- Accessible car parking in the required locations
- Better access to recreation, sporting and cultural facilities
- Advocacy by Council on NDIS and improved services for the community
- Plan and build spaces and places that all the community feel welcome and can access
- Accessible playgrounds
- Longer consultation times for more complex strategies/ plans

Targeted consultation with key organisations and individuals was also undertaken and this has formed the basis of the CIP (see Appendix 2).

Vision

The vision and principles have been developed based on community and stakeholder discussion and put into action Council's commitment to community inclusion and for Horsham to be ***a vibrant, inclusive community to live, work, play and invest.***

Principles

All of Council has a key role to play in improving community inclusion for the Horsham community. The principles and action plan support Council's vision to embed community inclusion into everyday business.

⁸ **Absolutely Everyone** State disability plan 2017–2020 consultation participant

- **Participation:** Council will develop, deliver and partner in services and projects that maximise community participation in all of Council's and Horsham activities
- **Equity:** Council will ensure all its services are equitable
- **Adaptability:** Council will develop policies and practices to ensure the built environment is designed for flexibility and to be usable to the greatest extent possible by people of all ages and abilities, without the need for adaption or specialised design in its use over time
- **Inclusion:** Council will empower access to opportunity, addressing structural inequalities, tackling unconscious bias and developing inclusive organisations.
- **Advocacy:** Council will advocate on behalf of people with a disability, their families and carers about their needs, and about issues impacting upon their ability to live an ordinary and everyday life.
- **Celebrate:** Council will celebrate and champion examples of community inclusion including recognising and celebrating International Day of People with a Disability (3 December)

	Principle	Aim	Actions	Lead	Deliverable
			<p>1.3 Continue to work with sporting, community, arts and culture organisations and clubs to be more inclusive:</p> <ul style="list-style-type: none"> ○ 1.3 a) Community inclusion information sessions ○ 1.3 b) Investigate updating community grants and Council funding guidelines to ensure recipients are displaying commitment to strengthening community inclusion <p>1.4 Investigate establishing a Community Inclusion Reference Group to improve engagement and participation of lived experience and provide oversight to all Council's strategies and plans</p> <p>1.5 Continue to promote Accessible Events Guidelines:</p> <ul style="list-style-type: none"> ○ 1.5 a) Promote Guidelines to community through media, Council website etc ○ 1.5 b) Consider an annual information session for the community on event planning with a focus on inclusion <p>1.6 Use the Guidelines to review and audit each Council run event</p>	<p>Arts, Culture & Recreation</p> <p>Community Wellbeing</p> <p>Events</p> <p>Events</p>	
2	Equity	Council will ensure all its services are equitable	<p>2.1 Consider integrating Community Inclusion Action Plan into the Council Plan</p> <p>2.2 Review and make recommendations on internal capacity to lead community inclusion</p>	<p>Community Wellbeing & Governance</p> <p>Community Wellbeing</p>	Living our values

	Principle	Aim	Actions	Lead	Deliverable
			<p>2.3 Develop a self-assessment community inclusion checklist and measures for all Council services, programs and projects</p> <p>2.4 Report on the self-assessment community inclusion results annually to identify best practice and identify opportunities for improvement</p>	<p>Community Wellbeing</p> <p>Community Wellbeing</p>	
3	Adaptability	Council will develop policies and practices to ensure the built environment is designed for flexibility and to be usable to the greatest extent possible by people of all ages and abilities, without the need for adaption or specialised design in its use over time	<p>3.1 Develop a Universal Design Guideline:</p> <ul style="list-style-type: none"> ○ 3.1 a) Incorporate Guidelines into Council processes, such as master planning, scoping of capital works, engineering design and Project Office processes ○ 3.1 b) Use hierarchy of facilities/open space definitions (as per the Draft Open Space Strategy) to develop Guidelines <p>3.2 Build internal capacity on Universal Design by undertaking ongoing internal training. Consider having internal specialists</p> <p>3.3 Incorporate Universal Design outcomes into all built environment external projects specifications and contracts</p> <p>3.4 Continue to implement the Age Friendly Communities recommendations</p> <p>3.5 Advocate for funding to retrofit existing buildings to improve accessibility using Universal Access Design (UAD)</p>	<p>Infrastructure & Community Wellbeing</p> <p>Infrastructure, Community Wellbeing & People and Culture</p> <p>Infrastructure</p> <p>Community Wellbeing</p> <p>CEO's Office</p>	Accessible and flexible built environment

	Principle	Aim	Actions	Lead	Deliverable
4	Inclusion	Council will provide access to opportunity, addressing structural inequalities, tackling unconscious bias and developing inclusive organisations.	<p>4.1 Continue to include Access and Inclusion e-module in Council Induction Program</p> <p>4.2 Build on organisational and governance capacity and develop yearly training on community inclusion for all Council Officers and Councillors</p> <p>4.3 Review all Band 1-3 positions descriptions and create plain English versions.</p> <p>4.4 Review Band 4-8 positions descriptions and identify if any opportunities to create plain English versions</p> <p>4.5 Audit and review current recruitment process including advertisement, PDs, interview questions and process to identify any unconscious bias and barriers that may exist or people with different abilities, age and/ or gender</p> <p>4.6 Based on above finding, consider trialling different recruitment strategies and processes to increase workforce diversity</p> <p>4.7 Review volunteer positions descriptions and ensure they are in plain English</p> <p>4.8 Review volunteer recruitment and training process and ensure in plain English and accessible to people of all abilities, age and gender</p>	People and Culture	Be an employer of choice

	Principle	Aim	Actions	Lead	Deliverable
5	Advocacy	Council will advocate on behalf of people with a disability, their families and carers about their needs, and about issues impacting upon their ability to live an ordinary and everyday life.	<p>5.1 Continue to advocate on NDIS including making submissions as appropriate</p> <p>5.2 Demonstrate leadership by publicly supporting campaigns, such as Remove the Barrier</p> <p>5.3 Continue to advocate for better accessible public transport options including shared ride options⁹</p>	<p>CEO Office & Community Wellbeing</p> <p>Community Relations & Advocacy</p>	Advocating for real and meaningful change
6	Celebrate	Council will celebrate and champion examples of community inclusion	<p>6.1 Incorporate International Day of People with Disability into Council's annual event calendar, include an annual event, with accompanying street flags and promotion</p> <p>6.2 Celebrate and champion diversity and living an ordinary everyday life</p>	<p>Arts, Culture & Recreation</p> <p>Community Relations & Advocacy</p>	Community inclusion champion

⁹ Draft Horsham Urban Transport Plan 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

Measuring Council Performance

Council is committed to reporting back to the community on the Community Inclusion Plan progress and success.

Council will provide the community with an accessible annual report on the progress of the CIP implementation as well as through the Council Annual Plan reporting process.

Appendix 1 Horsham Community

Horsham municipality age cohorts' number and percent 2016. The Horsham municipality has a higher than state average of people over 55 years of age.

Age cohorts	Horsham total population number	Percent	Victoria population number	Percent ¹⁰	Number of females with a disability Horsham	Number of males with a disability Horsham
0-4	957	6.6	371,220	6.3	0	13
5-9	921	6.3	368,631	6.2	18	40
10-14	817	5.6	341,063	5.8	22	24
15-19	820	5.6	356,340	6.0	23	23
20-24	910	6.3	413,792	7.0	6	24
25-29	985	6.8	441,266	7.4	14	13
30-34	903	6.2	447,927	7.6	12	17
35-39	768	5.3	404,026	6.8	12	11
40-44	789	5.4	401,887	6.8	25	10
45-49	782	5.4	402,043	6.8	17	26
50-54	880	6.1	378,371	6.4	25	30
55-59	947	6.5	357,616	6.0	39	37
60-64	922	6.3	319,840	5.4	50	28
65-69	833	5.5	291,397	4.9	36	39
70-74	695	4.8	218,203	3.7	33	36
75-79	606	4.2	165,115	2.8	55	42
80-84	489	3.4	119,89	2.0	71	41
85 +	521	3.6	127,993	2.2	185	75
Total					647	533

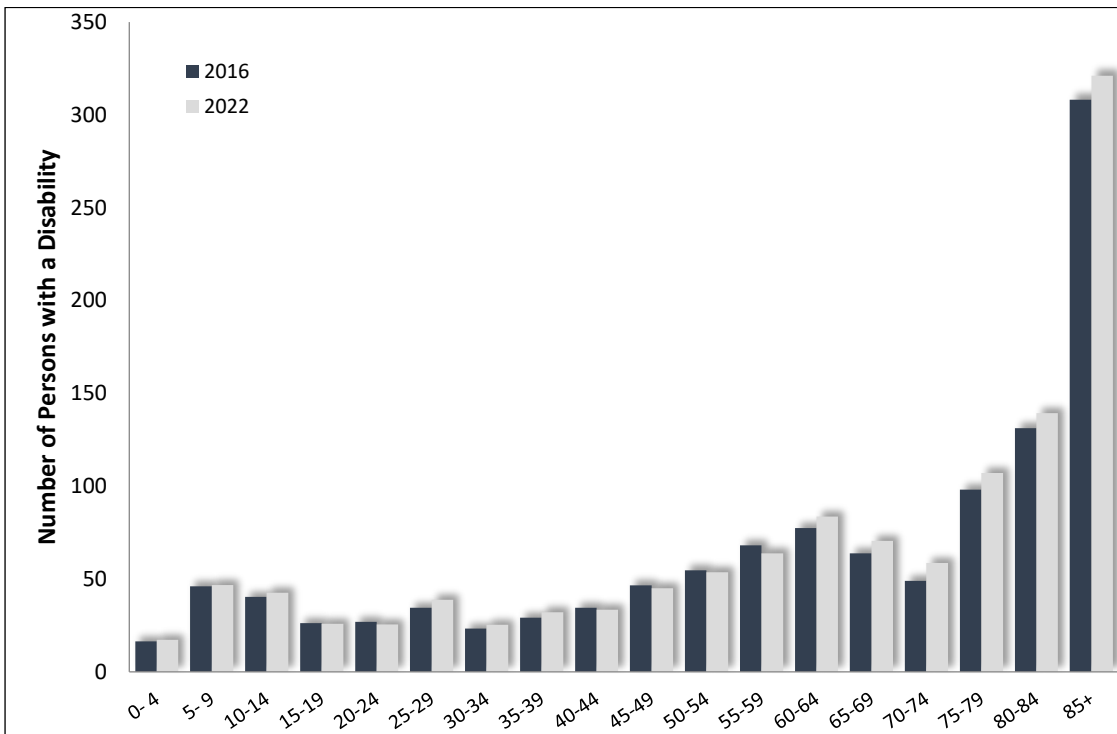
¹⁰ ABS Quick Stats

https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC21197

This table demonstrates the number of people who report providing unpaid care for a person with a disability in 2016. It needs to be noted, that the number of people providing some type of level of care is probably higher due to people not reporting and/ or identifying the support they provide as caring.

Age cohorts	Number of males providing care	Number of females providing care
15-19	16	24
20-24	32	27
25-29	41	56
30-34	42	65
35-39	45	76
40-44	58	80
45-49	83	101
50-54	91	147
55-59	107	184
60-64	96	132
65-69	70	86
70-74	34	60
75-79	35	49
80-84	29	33
85 +	19	24
Total	804	1144

This figure demonstrates projected population changes from 2016-2022. As the population ages, it is projected that people with disabilities will continue to increase.



Appendix 2 Consultation

Over the last couple of years, HRCC has undertaken significant community consultation that has provided good data source for the development of the CIP. Due to this rich data and other significant plans out for consultation, a decision was taken to develop the CIP based on recent consultation and targeted external and internal consultation.

The following organisations provided valuable feedback, insights and suggestions that have helped shape the Community Inclusion Plan:

- Horsham Rural City Council Officers
- Uniting Wimmera
- Rights Information Advocacy Centre (Horsham)
- Woodbine
- Wimmera Health Care Group
- Wimmera Primary Care Partnership
- Department of Health and Human Services
- Grampians Community Health
- Latrobe Community Health Service

Community consultation data that has informed the CIP:

- Council Plan (2019-23)
- Health and Wellbeing Plan (2017-2021)
- Youth Strategy (2018-2028)
- Economic Development Strategy (2017-2021)
- Innovate Reconciliation Action Plan (2018- 2020)
- Early Years Plan Draft (2019-2023)
- Horsham Urban Transport Plan Draft
- Open Space Strategy Draft
- City to River Masterplan Draft
- Aged Friendly Communities Project
- Strengthening Volunteering Project -internally focused on coordinating Council volunteers centrally, better training, induction and consistent rewards & recognition

COMMUNITY INCLUSION PLAN PUBLIC COMMENT FEEDBACK SUMMARY

ref.	comment	change	comment/where covered	received from
1	need for plain English version	Y	Will have Plain English version developed	all anonymous accept where mentioned
2	building access remain priority	N	covered in 3.5 and introduction	
3	keep looking at abilities not deficits	N	Praise	
4	Importance of readability appropriate font etc.	n	noted	
5	Importance of council job opportunities being accessible	n	action plan4.3-5	
6	need for more community engagement and plan going forward	n	1.4 - investigate	
7	need for disability parking, mentioned banks	n	Covered by current review	
8	lacks clear outcomes	n	the action plan pick up what will be done to achieve the plan	
9	no budget/ human resources attached to plan	n	this is some thing to be considered to ensure implementation,2.2	
10	Transport ongoing issue	n	1.2,6.1	
11	Accessible forums, format update - how do we continue to communicate	n	see 1.3,1.4 - plain English version being developed	
12	Need to attend Wimmera Accessibility Network	N	resource issues - 1.4	
13	Making website more accessible	n	work in progress, read option in use	
14	Issues of transport locally	n	6.1,5.3	
15	Inclusion festivals/NDIS promoting inclusion	N	work of disability forum, NDIS outside of council ,5.3	
16	Improve access to pool including hoists and change room	N	included in planning already underway	Shannyn McGrice
17	no mention of aging communities and the disabilities that come with this	N	mentioned already in intro and 3.4	

Themes, need for plain English, transport and parking

January 2020

Community Inclusion Plan feedback

Submission date: 28 November 2019, 1:47PM

Receipt number: 6

Related form version: 2

Question	Response
Have Your Say	
Have you read the Draft Community Inclusion Plan?	Yes
What are the best things in the Draft Plan?	increasing the participation in the community creates diversity and everyone can then partake in the benefits of living in the community
Is there anything in the Draft Plan you disagree with?	no
Is there anything that isn't in the Draft Plan that should be?	Making sure more jobs at council can be undertaken by people with disabilities, ie from the advertising, job descriptions and access to buildings is adequate to allow people with different abilities can access. A lot of jobs with minor alterations can be undertaken by people with diverse needs, its about being open to it.
Has the Draft Plan identified the most important issues?	There needs to be more around community engagement, making sure that ALL the needs of the community are met when organizing meetings in the towns ie that the time of day, hall access that it has disability access, lighting paths, etc.
Do you have any other comments on the Draft Community Inclusion Plan?	fantastic plan, when will the actions be reviewed or tracked so we can see how it is progressing?
Would you like to meet with a Council officer and discuss the Draft Plan?	No
How would you like to be contacted?	
Your phone number	
Your email address	

Community Inclusion Plan feedback

Submission date: 28 November 2019, 1:34PM

Receipt number: 5

Related form version: 2

Question	Response
Have Your Say	
Have you read the Draft Community Inclusion Plan?	Yes
What are the best things in the Draft Plan?	That Council has a plan to begin with. It is getting better, Inclusion is about looking at all peoples abilities not their deficits.
Is there anything in the Draft Plan you disagree with?	
Is there anything that isn't in the Draft Plan that should be?	The plan talks about NDIS NO MENTION OF Aged care as people as they age have reduced abilities thus need more support to access all services and facilities. LOTS of people have disabilities eg wearing spectacles. We all have to be mindful that the presentation of public documents needs to be in easy readable fonts, with contrast. NDIS looks predominately at people under 65 years, People at the age of 65 can then choose to go into the aged care system, does not mean they do not have a disability once they decide to go with Aged care services. So inclusion is about ALL people UNIVERSAL access. Would be nice to think that HRCC do think about their aged community!
Has the Draft Plan identified the most important issues?	Left out ageing.
Do you have any other comments on the Draft Community Inclusion Plan?	
Would you like to meet with a Council officer and discuss the Draft Plan?	No
How would you like to be contacted?	
Your phone number	
Your email address	

Has the Draft Plan identified the most important issues?

I think it goes a long way toward improving life for people with a disability but shows some lack of understanding.

Do you have any other comments on the Draft Community Inclusion Plan?

The community would like to be consulted and really listened to and not just for show! There is a very long way to go before it is really a friendly to "disabled" city to live in.

Would you like to meet with a Council officer and discuss the Draft Plan? (Select 1 option)

- Yes
 No

Complete this field if you selected 'Yes' in Have Your Say: Would you like to meet with a Council officer and discuss the Draft Plan?

How would you like to be contacted? (Select 1 option)

- Phone
 Email

Complete this field if you selected 'Phone' in Have Your Say: How would you like to be contacted?

Your phone number 53823583.

rang left message 17/12.

Community Inclusion Plan feedback

Have Your Say

The Draft Community Inclusion Plan is presented in six themes with various integrated strategies and actions. Participation; equity; adaptability; inclusion, advocacy, celebrate

Have you read the Draft Community Inclusion Plan? (Select 1 option)

- Yes
 No

The information in the field below applies if you selected 'No' in *Have Your Say: Have you read the Draft Community Inclusion Plan?*

Please download and review the Draft Community Inclusion Plan before you submit feedback.

What are the best things in the Draft Plan?

The fact that you are actually trying to include the community and that you going to create plain English versions longer consultation times for more complex things.

Is there anything in the Draft Plan you disagree with?

It is full of gobbledegook and it is hard to know if I agree or not with large parts of it.

Is there anything that isn't in the Draft Plan that should be?

PLAIN SIMPLE ENGLISH
 People are more interested in access to buildings and disabled toilets (not used as a storage room!) than in celebrations.

Community Inclusion Plan feedback

Submission date: 28 November 2019, 1:56PM

Receipt number: 7

Related form version: 2

Question	Response
Have Your Say	
Have you read the Draft Community Inclusion Plan?	Yes
What are the best things in the Draft Plan?	It discusses disabled parking
Is there anything in the Draft Plan you disagree with?	no
Is there anything that isn't in the Draft Plan that should be?	there needs to be more disabled car parks in key locations around horsham ie near banks etc
Has the Draft Plan identified the most important issues?	
Do you have any other comments on the Draft Community Inclusion Plan?	
Would you like to meet with a Council officer and discuss the Draft Plan?	No
How would you like to be contacted?	
Your phone number	
Your email address	

Community Inclusion Plan feedback

Submission date: 1 December 2019, 2:06PM

Receipt number: 8

Related form version: 2

Question	Response
Have Your Say	
Have you read the Draft Community Inclusion Plan?	Yes
What are the best things in the Draft Plan?	The principal's set out the plan are satisfactory, however, they are too generic with no clear identifiable outcomes.
Is there anything in the Draft Plan you disagree with?	As above
Is there anything that isn't in the Draft Plan that should be?	Yes, no outline of budgets/human resources to demonstrate the commitment by Council to the public that there will be continued and positive change in the lives for people with disabilities. More details required within the plan, otherwise it is just tokenism.
Has the Draft Plan identified the most important issues?	NDIS is an overwhelming issue at present in the Wimmera - as many people with a disability are either having difficulties accessing the scheme, or utilising their funding due to lack of services in the Region. Transport is always an ongoing concern in this area.
Do you have any other comments on the Draft Community Inclusion Plan?	
Would you like to meet with a Council officer and discuss the Draft Plan?	No
How would you like to be contacted?	
Your phone number	
Your email address	

Community Inclusion Plan feedback

Submission date: 29 October 2019, 12:06PM

Receipt number: 2

Related form version: 1

Question	Response
Have Your Say	
Have you read the Draft Community Inclusion Plan?	Yes
What are the best things in the Draft Plan?	the fact that a plan has occurred that is well written and council are promoting most of the work to be completed will be by the council
Is there anything in the Draft Plan you disagree with?	council could attend the Wimmera Accessibility Network meetings held by Centre for Participation to greater understand advocacy for systemic issues already occurring in Horsham and to support this systemic local approach
Is there anything that isn't in the Draft Plan that should be?	council website to become accessible
Has the Draft Plan identified the most important issues?	accessible transport remains a clear issue discrimination for children within education discrimination for people with disability accessing jobs
Do you have any other comments on the Draft Community Inclusion Plan?	inclusion festivals with ndis to promote community inclusion
Would you like to meet with a Council officer and discuss the Draft Plan?	No
How would you like to be contacted?	
Your phone number	
Your email address	

Mandi Stewart

From: Maggie Bridgewater
Sent: Wednesday, 30 October 2019 8:49 AM
To: Rosemary Lehmann
Subject: FW: Community Inclusion Plan out for Public comment

Hi Rosemary

Could this be logged as feedback on records for the Comm Inclusion plan also? And Mandi will be the contact to send the records too.

cheers

Maggie Bridgewater | Deaf Access Worker | *Working Days - Monday to Wednesday*
P: 03 5382 9533 | M: 0437 167 125

From: Shannyn McGrice <shannynmcgrice@gmail.com>
Sent: Tuesday, 29 October 2019 12:17 PM
To: Maggie Bridgewater <Maggie.Bridgewater@hrcc.vic.gov.au>
Subject: Re: Community Inclusion Plan out for Public comment

Thanks Maggie, I'm so glad that these discussions are happening around the issue, that's fantastic.

On Tue, Oct 29, 2019 at 12:10 PM Maggie Bridgewater <Maggie.Bridgewater@hrcc.vic.gov.au> wrote:

Good Afternoon Shannyn,

Thank you for that, I will add it to the comments also.

I had these discussions last week with management to address this too.

Kind regards

Maggie Bridgewater | Deaf Access Worker | *Working Days - Monday to Wednesday*
P: 03 5382 9533 | M: 0437 167 125

From: Shannyn McGrice <shannynmcgrice@gmail.com>
Sent: Tuesday, 29 October 2019 12:07 PM

To: Maggie Bridgewater <Maggie.Bridgewater@hrcc.vic.gov.au>

Subject: Re: Community Inclusion Plan out for Public comment

Hi Maggie,

I have already spoken to Stef, but one of the most important things we need to do for people with disabilities is to improve access to the hydrotherapy pool at the YMCA. There is no pool hoist so those with higher level disabilities who are unable to be wheeled into the pool cannot access the service. They also require improved changeroom facilities with a hoist and room to lay down.

Kind regards,

Shannyn McGrice

Physiotherapist/Owner

Equip Physiotherapy

On Tue, Oct 29, 2019 at 11:36 AM Maggie Bridgewater <Maggie.Bridgewater@hrcc.vic.gov.au> wrote:

Good morning Everyone,

<https://www.hrcc.vic.gov.au/Have-Your-Say/Community-Inclusion-Plan>

The draft Community Inclusion Plan is now available and I encourage everyone to read it and comment on it. <https://www.hrcc.vic.gov.au/Have-Your-Say/Community-Inclusion-Plan>

The Plan is out for community comment from the 29/10/2019-1/12/2019. It is available on the website for viewing and hardcopies are placed at Customer service at the Civic Centre. The plan and feedback form is also attached.

If any hardcopies with comments can be handed into customer service at council.

Kind regards

Maggie Bridgewater | Deaf Access Worker | *Working Days - Monday to Wednesday*
18 Roberts Ave Horsham VIC 3400
P: 03 5382 9533 | M: 0437 167 125 | TTY: 133 677 ask for 03 5382 9777



This message has been scanned for malware by Websense. www.websense.com

--

Shannyn McGrice
Physiotherapist
Director

Equip Physiotherapy & Pilates
18 McLachlan Street
Horsham VIC 3400
Ph: 03 5382 0276

Click [here](#) to report this email as spam.

--

Shannyn McGrice
Physiotherapist
Director

Equip Physiotherapy & Pilates
18 McLachlan Street
Horsham VIC 3400
Ph: 03 5382 0276

Community Inclusion Plan feedback

Submission date: 31 October 2019, 5:08PM

Receipt number: 3

Related form version: 2

Question	Response
Have Your Say	
Have you read the Draft Community Inclusion Plan?	Yes
What are the best things in the Draft Plan?	For those living south of the railway line I should imagine "The Plan" has everything to improve their way of life. Where is the "Equity" in that
Is there anything in the Draft Plan you disagree with?	There is so much council self praising on nearly every page. Any new information - very little - is hidden in politic-speak language. There have been so many "plans" in the past that have never got off the ground that the feeling of scepticism is very hard to ignore. There has been so much rate payers money spent on "consultative committees/consultants that a satellite city could have been built north of the railway line with all the amenities that the "southerners" enjoy and feel they have a right to.
Is there anything that isn't in the Draft Plan that should be?	Where is the up-date on the "Grand Plan" for Horsham North - the Wrong Side of the railway line. Promises were made to include us in plans for a "United Horsham" - thus getting rid of the " Them and Us - Have and Have Not feeling. Where are all the amenities promised to the residents of Horsham North. O.K you have given us the Kalkee Rd. Hub (with the front entrance opening onto a busy highway). Where is the new promised Horsham North Primary School?
Has the Draft Plan identified the most important issues?	No, Horsham North is again forgotten. No wonder we hear the names- Bronx area or the Slum/Druggo's, Battleground area.

Do you have any other comments on the Draft Community Inclusion Plan?	There is more exclusion than inclusion. People need transport to get to CBD. Not everybody has a car. Parking close to shops is very hard for disabled people to access.
Would you like to meet with a Council officer and discuss the Draft Plan?	
How would you like to be contacted?	
Your phone number	
Your email address	

Community Inclusion Plan feedback

Have Your Say

The Draft Community Inclusion Plan is presented in six themes with various integrated strategies and actions. Participation, equity, adaptability, inclusion, advocacy, celebrate

Have you read the Draft Community Inclusion Plan? (Select 1 option)

Yes

No

The information in the field below applies if you selected 'No' in *Have Your Say: Have you read the Draft Community Inclusion Plan?*

Please download and review the Draft Community Inclusion Plan before you submit feedback.

What are the best things in the Draft Plan?

The Plan provides the necessary background information and its plan for future implementation in an appropriate sized document that will encourage others to read it in its entirety. The plan also outlines the requirements and history of the plan and past actions in this area.

Is there anything in the Draft Plan you disagree with?

Is there anything that isn't in the Draft Plan that should be?

Communication aids - Whilst it is great the Council has considered using alternative formats to present information to consumers, the use of communication aids as one of these formats would be great to see.
Visit: <https://www.scopeaust.org.au/services-for-individuals/specialised-communication-services/necas/types-of-communications-aids/>
for more information on such aids.

Universal precaution approach - Whilst it is great the Council has considered a universal design approach, the use of the universal approach to written information would also be great to see. This approach should be used throughout all written materials, websites, signage, plans and policies. Whilst this approach is aimed mainly healthcare services it is very applicable to local governments as well, as it works to ensure that all information is understood by all those it is targeted for by not assuming people's level of understanding to written information.

Feedback and input - Whilst it is great to see Council has considered measurement strategies working with people with disabilities to gain ongoing feedback and input about how the Council is going with implementing the plan is also important. This would require presenting information in accessible formats and forums and regular updates.

Has the Draft Plan identified the most important issues?

.....

.....

.....

Do you have any other comments on the Draft Community Inclusion Plan?

It is recommended that the plan itself be accessible for those it is written about. This means that this plan should be written in plain / easy English to ensure that people with disabilities or those at a low literacy level can easily understand its contents.

.....

.....

Would you like to meet with a Council officer and discuss the Draft Plan? (Select 1 option)

- Yes
- No

Complete this field if you selected 'Yes' in *Have Your Say: Would you like to meet with a Council officer and discuss the Draft Plan?*

How would you like to be contacted? (Select 1 option)

- Phone
- Email

Complete this field if you selected 'Phone' in *Have Your Say: How would you like to be contacted?*

Your phone number

COMMITTEES WITH COUNCILLOR INVOLVEMENT – 2020

Committee	Officer	Council Representative/s	Frequency	Day/Time
Aboriginal Advisory Committee	Kevin O'Brien	Mayor Cr Power (sub)	Bi-monthly	1 st Mon 2pm from Feb
Aerodrome Users Group	Angela Murphy	Cr Robinson	TBC	TBC
Audit & Risk Committee	Graeme Harrison Diana McDonald	Mayor Cr Grimble	Quarterly Mar Jun Sep Nov	Thu, 12noon
Australia Day Committee	Angela Murphy	Mayor	Twice/year	2 nd week Oct Dec No Set Day (10am)
Bicycle Advisory Committee	Mazen Aldghstani	Cr Gulvin	Bi-monthly	Wed 5pm
Community Halls Committee of Management	Mandy Kirsopp	Mayor or delegate	Annually	Nov
Domestic Animal Management Advisory Group	Angela Murphy	Cr Power Mayor (sub)	Monthly	3 rd Fri 12.00pm
Dudley Cornell Park Advisory Committee	Mandy Kirsopp	Cr Koenig	Quarterly	2 nd Thu 7.30pm Mar May Aug Oct
Grampians Central West Waste & Resource Recovery Group Forum	John Martin	Cr Clarke	Quarterly	
Green Lake Advisory Committee	Mandy Kirsopp	Cr Robinson	Quarterly	TBC
Haven Recreation Reserve Advisory Committee	Mandy Kirsopp	Cr Radford	Quarterly	1 st Tue 7.30pm Mar Apr Aug Oct
Horsham Aquatic Centre Advisory Committee	Kevin O'Brien Carolynne Hamdorf Brett Ellis	Cr Power	Four/year	Last Mon 12noon Mar Jun Aug Nov
Horsham College/Community Oval	Mandy Kirsopp	Cr Gulvin	As required	
Horsham Performing Arts Company	Kevin O'Brien	Cr Koenig, Cr Koenig Cr Power	Twice/year	26 May, 26 Oct 4pm
Horsham Police & Community Consultative Committee	John Martin	Cr Radford	Bi-monthly	3 rd Thu 10.00am Feb-Oct
Horsham Racecourse Reserve Advisory Committee	Mandy Kirsopp	Cr Robinson	Quarterly	2 nd Tue 7.30pm Mar May Aug Oct
Horsham Recreation Reserve Advisory Committee (City Oval)	Mandy Kirsopp	Cr Gulvin	As required	
Horsham Regional Art Gallery Advisory Committee	Brenda Wellman	Cr Clarke	Bi-monthly	1 st Thu 5.15pm (even months)
Horsham Regional Livestock Exchange Advisory Board	Angela Murphy	Cr Grimble	Bi-monthly	3 rd Thu 5.00pm
Local Advisory Fire Prevention	Lauren Coman	Cr Power	Twice/year	2 nd Tue 10.00am Mar Oct
Municipal Association of Victoria	Sunil Bhalla	Mayor Cr Koenig (sub)		
Municipal Emergency Management Committee	John Martin	Cr Robinson	Quarterly	3 rd Thu 10.30am
Municipal Fire Management Planning Committee	John Martin	Cr Robinson	Quarterly	3 rd Tue 10.30am
North Western Municipalities Association	Sunil Bhalla	Mayor Cr Clarke	Quarterly	Fri 10.30am

APPENDIX 9.6A

Committee	Officer	Council Representative/s	Frequency	Day/Time
Public Art Advisory Committee	John Martin Carolynne Hamdorf Jacqui Shultz	Cr Clarke	Bi-monthly	2 nd Thu 1.30pm
Rail Freight Alliance	John Martin	Cr Grimble	Bi-monthly	Thu
Regional Cities Victoria	Sunil Bhalla	Mayor	Bi-monthly	Thu 10.00am
Regional Mayors Roundtable		Mayor	Bi-monthly	
Regional Recreation Water Users Group	John Martin	Cr Robinson	Six-monthly	No Set Day 10.00am
Sport & Recreation Advisory Committee	Carolynne Hamdorf	Cr Radford Cr Gulvin (sub)	As required	
Seasonal Conditions Committee	Kevin O'Brien	Mayor	As needed	Usually Fri
Sunnyside Park Advisory Committee	Mandy Kirsopp	Cr Gulvin	Quarterly	1 st Wed 7.30pm Mar Apr Aug Oct
Tidy Towns Advisory Committee	John Martin	Cr Power	Monthly	3 rd Tue 12.30pm
Tourism Advisory Committee	Angela Murphy	Mayor	Monthly	2 nd Tue 11.00am
Victorian Local Governance Association	Sunil Bhalla	Mayor Cr Koenig (sub)		No Set Day
Waste Strategy	John Martin	Cr Clarke	Monthly	TBC
Western Highway Action Committee	John Martin	Cr Grimble	Bi-monthly	4 th Fri 10.00am
Western Rail Lobby Group	John Martin	Mayor		
Wimmera Business Centre Advisory Board	Angela Murphy	Cr Koenig	Bi-monthly	1 st Thu 1.30pm
Wimmera Development Association	Angela Murphy	Cr Koenig	Monthly	2 nd Tue 6.30pm
Wimmera Drug & Alcohol Taskforce	Carolynne Hamdorf Annie Mintern	Cr Clarke	Monthly	No set day
Wimmera Intermodal Freight Terminal Advisory Committee	Angela Murphy	Cr Grimble	Quarterly	4 th or 5 th Wed 1.30 pm
Wimmera Mallee Sustainability Alliance	John Martin/ Jared Hammond	Mayor	Bi-monthly	2 nd Mon 10.00am
Wimmera Regional Library Corporation	Kevin O'Brien	Cr Clarke	Bi-monthly	Fri 10.30am
Wimmera River Improvement Committee	John Martin	Cr Radford	Monthly	4 th Wed 4.30pm
Wimmera Southern Mallee LLEN		Cr Gulvin	Bi-monthly	Thu 6pm
Wimmera Southern Mallee Regional Transport Group	John Martin	Cr Grimble	Bi-monthly	2 nd Fri 12.00noon

ASSEMBLY OF COUNCILLORS REGISTER

**COUNCIL BRIEFING HELD IN THE RECEPTION ROOM
ON MONDAY 20 JANUARY 2020 AT 5.00PM**

PRESENT: Cr MA Radford, Mayor; Cr P Clarke, Cr DA Grimble, Cr A Gulvin, Cr L Power, Cr J Robinson (until 9.30pm); Sunil Bhalla, Chief Executive Officer; Graeme Harrison, Director Corporate Services; Angela Murphy, Director Development Services; Kevin O'Brien, Director Community Wellbeing; John Martin, Director Infrastructure; Justine Kingan, Co-ordinator Strategic Planning (items 3.3 and 4.1 only); Joel Hastings, Co-ordinator Statutory Planning and Building Services (item 4.2 only); Stephen Pykett, Manager Economic Development (items 4.3 and 4.4 only); Chris McClure, Co-ordinator Business Development and Tourism (item 4.3 only); Lauren Coman, Manager Regulatory Services (item 4.5 only); Michael McCarthy, Project Manager, Infrastructure (item 4.6 only)

APOLOGY: Cr J Koenig

1. WELCOME AND INTRODUCTION

Cr Radford welcomed everyone.

2. DISCLOSURE OF CONFLICT OF INTEREST SEC 79, LOCAL GOVERNMENT ACT, 1989 (AS AMENDED)

Nil.

3. PRESENTATIONS

3.1 Future of Aged and Disability Services

Kevin O'Brien provided a presentation.

3.2 Community Inclusion Plan

Mandi Stewart provided a presentation.

3.3 City to River

Justine Kingan provided a presentation.

4. COUNCIL MEETING REPORTS FOR DISCUSSION

4.1 Horsham South Structure Plan – Results of Consultation

Discussed.

4.2 Planning Permit Applications – Apartments and Service Station

Discussed.

4.3 Business Assistance Program

Discussed.

4.4 Grampians Tourism Visitor Servicing Review

Discussed.

4.5 Parking Plan Brief

Lauren Coman, Manager Regulatory Services

Discussed.

4.6 Horsham Urban Transport Plan Draft

Discussed.

4.7 City to River Governance Structure

Discussed.

Meeting adjourned for dinner: 8.20pm

Meeting reconvened 8.50pm

4.8 Budget 2020/21 Community Engagement

Discussed.

4.9 Tennis Courts Legal Action

Discussed.

4.10 Vacant Land for Sale: 45 Roberts Avenue

Discussed.

4.11 New Works Depot

Discussed.

4.12 Allocation of Councillors to Committees

Discussed.

4.13 Communications Policy

Held over until a future briefing.

4.14 Media Policy

Held over until a future briefing.

4.15 Horsham Rail Yards Environmental Works

Discussed.

5. GENERAL DISCUSSION

6. CLOSE

Meeting closed at 9.50pm



Hon Melissa Horne MP

Minister for Public Transport
Minister for Ports and Freight

1 Spring Street
Melbourne, Victoria 3000 Australia
Telephone: +61 3 8392 8020
DX 210292

Ref: COR/19/634515

Cr Mark Radford, Mayor
Horsham Rural City Council
PO Box 511
HORSHAM VIC 3402

Dear Mayor

FILE NO	F10/A07/000001
REF	Sunil
DATE	18 JAN 2019
REG No.	
ISS	Mayor

parent 19/02/2017.

Thank you for your letter of 14 October 2019 about the return of passenger rail services to Horsham and Stawell. I apologise for the delay in responding.

It was a pleasure to meet you earlier this year after the 140-year commemoration of the rail line opening in Horsham. I appreciate the advocacy of Horsham Rural City Council on behalf of its community. I understand that public transport services are important for those living in regional areas to access other towns and regional centres.

I am pleased to hear Council's meeting with the Department of Transport (DoT) was productive.

DoT has advised it is considering options to improve transport for Western Victoria in line with the Regional Network Development Plan (RNDP). The Andrews Labor Government released the RNDP, a state-wide plan to improve regional public transport, in 2016. In 2018, the government delivered an additional weekday return coach service between Ararat and Horsham and an additional weekday coach service from Horsham to Ararat to assist passengers.

I understand the region's desire to reinstate passenger train services beyond Ararat to Horsham and provide improvements to buses and coach services to include upgrading bus interchanges and shelters. I have asked DoT to consider reviewing current routes and services to improve connections between towns and key regional centres.

Thank you again for updating me on Council's advocacy efforts. I trust the Victorian Government and Council will continue to work together to benefit the local community.

Yours sincerely

Hon Melissa Horne MP
Minister for Public Transport

7 / 1 / 2019
20 20

MINUTES

Bicycle Advisory Committee Meeting
Wednesday, 11 December 2019 at 5.00 pm
Middle Meeting Room – Horsham Rural City Council Offices

Present	Grant Hollaway	Community Representative – Cycling (Chair)
	Cr Alethea Gulvin	Council Representative (5:25 pm)
	Gary Aitken	Wimmera River Improvement Representative
	Rudy Panozzo	Community Representative – Cycling
	Janine Harfield	Health Sector Representative
	Alan Bedggood	Community Representative – Cycling

Officers	John Martin	Director Infrastructure
	Mandy Kirsopp	Recreation Planning Officer

1. Welcome / Apologies

Apology: Mazen Aldaghstani – Manager Engineering Services.

2. Disclosure of Conflicts of Interest

Nil

3. Minutes of the previous meeting

Minutes of the 9 October 2019 meeting were circulated.

The statement about Park and Walk having funding for two years is wrong. Minutes of previous meeting to be amended to reflect that.

Moved Alan / Janine that the minutes of the 9 October 2019 meeting be accepted with the amendment noted above. Carried

4. Business arising from minutes (if not in General Business)

Nil

5. Correspondence (attached)

- BAC submission on Horsham Urban Transport Plan
- Horsham Strategic Cycling Corridors finalisation
- Letter to Gillian Vanderwaal

6. General Business**6.1 Priorities list**

Discussion on potential priorities:

To note – these are linked to the Strategic Cycling Corridor and Bicycle Priority Network:

- Council has made a significant investment in the Anzac Centenary Bridge. It follows that the connection through to Darlot St should be enhanced. Works include:

- On Darlot St, lines have disappeared with drainage works - to be fixed.
- Also fix kerbing at Hamilton St intersection – both sides – bike lanes and paint marking.
- Also crossing at south end of Darlot St. Same at Madden St intersection.
- Could move give way line back to be in line with car park edge.
- Need to think about other kerb outstands. At Darlot St, on Hamilton St use sharrows to merge cycles, so that they can turn right.
- Possibly a small refuge for pedestrians between the bike lane and the car lane.
- Also kerb outstand at Park Drive NE corner.
- Crossing over Barnes Bvd near Wotonga basin. Propose incorporation of a speed hump. Discussion that a gentle ramp with a flat top style speed hump is ok for bikes. Not a sharp angular. Committee understands that these are not formal pedestrian crossings.
- Green Lake bike path route planning.
- Natimuk bike path route planning.
- Also need some good maps showing routes. Circuits rather than out and back.
- Gaps in network, e.g. Dooen Rd, perhaps through to rail corridor.
- Need access along the entire eastern side of the Wimmera River in the township area.
- Walmer river crossing.

6.2 Firebrace / Hamilton St roundabout

Three alternative options were presented. The Committee was also advised that the costing of an upgrade to the McLachlan / Firebrace intersection incorporating pedestrian crossings and speed humps appears to have exceeded the budget. A summary of the discussion is presented below:

- Like the idea of speed humps at the entry to the roundabout.
- We can consider a pedestrian crossing without the raised hump.
- The works could be done in stages. There does not seem to be the priority need for pedestrian crossing at this stage – numbers are low.
- Why is there a gap in the green line marking? Would need dotted lines for bike path for a start if we can't do green lines.
- Are bikes required to go in the green marked bike lanes if they exist.
- Preferred approach appears to be:
 - Use the green lane marking to define bike lanes to the extent possible.
 - Use speed humps rather than an increased diameter annulus on the roundabout.
- JM to circulate notes on the discussion to check if this is correct.

[Post meeting discussion. Consider use of speed mats on approach to pedestrian pathway, rather than full raised humps]

6.3 O'Callaghans Parade Roundabout update

RRV has agreed to include a clearer bicycle path turning left (northbound) off the Wimmera River bridge, but is seeking funding for these works.

6.4 Baillie St / Trinity Drive (attachment)

Plans were shown of some interim works about to commence to make this intersection safer. A subsequent design is pending completion of a consultant's report on the schools area.

It was noted that there is a desire for a formal pedestrian crossing in the final works, post the consultant's report.

6.5 Park and Walk

Footpath decals have been put in place. Feedback is being sought from schools on the levels of walking post this program.

6.6 Replacement and new signs of routes on the River tracks

Work is being done on this – professional signage is being planned. Needs an updated pamphlet and web presence as well.

6.7 Rural road network plan

John outlined that work is shortly to proceed on a rural road network plan. It does not have a clear focus on cycling, as there is already the 2012 Bike Plan and this group's activities, on top of the draft 2019 Urban Transport Plan.

6.8 Election of members (note attached updated terms of reference)

- Fix "Beautification" re WRIC

Re membership. Can we add a community rep who is a youth representative. We can re-advertise with a specific request for a youth representative. And circulate advice through the Youth Council reps. Need to confirm definition of Youth.

Extend deadline for nominations.

Seek a range of types of cyclists – e.g. not just road cyclists. Need to consider urban, and off-road.

As per Section 6 of ToR, a review is needed on the work of the Committee. It is proposed that a report be prepared on this and given to Council with a briefing on achievements to date – in about February to coincide with budget timing. Can then be reported to the community.

Also noted that section 3.4 needs to be changed to refer to clause 3.0

6.9 Gender equity (attachment)

To note Council's commitment to gender equity on our advisory committees. Members were invited to training on this. Goal is a minimum of 40% men, 40% women on each committee.

6.10 Horsham South Structure Plan

- Connectivity – bike routes – is a big issue. Circuits are highly desirable. Any future development should connect tracks.
- <https://www.hrcc.vic.gov.au/Have-Your-Say/Transforming-Horsham/Horsham-South-Structure-Plan>
- Committee encouraged to make contributions to the process.

- Question 4 in the survey is directly relevant to

6.11 Other items as raised by members

- Wotonga Basin track line marking – see earlier discussion

7. Next Meeting - 12 February 2020 5pm

8. Meeting Close

**WESTERN HIGHWAY ACTION COMMITTEE (WHAC)
10.00AM Friday, 13 December 2019
Western BACE, 222 Ferris Road, Melton South**

MINUTES

1. Welcome & Open Meeting Chair, Cr Kevin Erwin

Present:

Cr Kevin Erwin – Northern Grampians	Angela Daraxoglou – Department of Transport
Cr John Keogh – Moorabool	
Cr Jo Armstrong – Ararat	
Cr Richard Hicks – West Wimmera	Julie Cronin – Ararat
Cr Grant Tillett - Ballarat	Vaughn Notting - Ballarat
	John Martin – Horsham
Frank Deserio – VicRoads Metro North West	Doug Gowans – Pyrenees
	Sam Romaszko – Melton
Damian van Dyke – Major Road Projects Victoria	

2. Apologies

Cr Ron Ismay – Hindmarsh	Phil Jeffrey – Moorabool
Cr David Grimble – Horsham	Trenton Fithall – Northern Grampians
Cr Damian Ferrari – Pyrenees	Michael Bailey – Regional Roads Victoria
Cr Michelle Mendes – Melton	Chris Dunlop – Regional Roads Victoria
	Mark Marziale – West Wimmera
Angela Hoy – Hindmarsh	Steve Pattinson – MRPV
David Teague – VicRoads Metro NW	Jason Stakic – VicRoads Metro NW
Michael Evans – Yarriambiack	Jaiden Bach- Ararat

Motion: Cr Keogh / Cr Hicks, That the apologies be accepted. Carried

3. Minutes of Meeting held 25 October 2019

Motion: Cr Hicks / Cr Armstrong, That the minutes of the meeting of 25 October 2019 be accepted as a true and correct record of that meeting.

4. Business from previous Minutes

- Invite ARRB to subsequent meeting – see general business
- Follow up on Beaufort Red Light Camera – see correspondence
- Chair to be funded to attend Canberra to support Melton advocacy – subject to request from Melton

- Updated priorities listing – see general business
- RRV requests:
 - Planning consideration to a link to Warrenheip train services.
 - Trees encroaching on newly duplicated sections.
 - Lighting at Geodetic Rd intersection (just NW of Horsham)
 - Refer to RRV report for responses.

**5. Correspondence
Inward**

Date	From	Subject
29/10/2019	Sal Perna- Road Safety Camera Commissioner	Request for Road Safety Camera- Beaufort
4/12/2019	Wimmera Southern Mallee Regional Transport Group	Copy of letter re Western Highway Corridor Strategy
4/12/2019	RRV/DoT	Copy of response re Western Highway Corridor Strategy

Outward

Date	To	Subject
28/10/2019	Damien Madden-VicPol	Request for Road Safety Camera- Beaufort
28/10/2019	Sal Perna- Road Safety Camera Commissioner	Request for Road Safety Camera- Beaufort
4/11/2019	Tony Long- Camera Selection Committee	Request for Road Safety Camera- Beaufort
3/12/2019	Tony Long	Notes of phone discussion re Beaufort Red Light Camera

Discussion:

- Beaufort camera – will be speed and red light.
- The timing of the traffic light sequence has been changed to reduce the backing up of traffic through the town during peak periods.

Motion: Cr Keogh / Cr Hicks, That the correspondence be received. Carried.

6. Financial Statement (to be circulated)

A report was circulated.

Current balance \$59,724.71

Motion: Vaughn Notting / Cr Keogh, That the financial report be accepted. Carried.

7. Reports

- Frank Deserio – VicRoads Metro North West

“Up to” \$50M has been committed from the Federal Government for urban congestion on the Western Freeway. Similar amounts for the Hume and Calder Freeways.

Details on the scope of works is not yet clear, potentially a new interchange and extra lanes. While there is an acknowledgement of the congestion in this section of the freeway, just adding extra lanes won't fix it. Consideration is also needed of the destinations – will the inner-metro freeways have capacity.

- Comments:
 - The Taylors Rd link is important in this area.
 - Traffic congestion, e.g. on Hopkins Road, is leading to traffic diverting onto unsealed roads, some of which are receiving grading up to weekly.

The Outer Metropolitan Ring Road (OMR) has a reservation. It is possible that a rail link will be developed first, presumably as part of the Melbourne-Brisbane Inland Rail Project. The timing and location of the Western Interstate Freight Terminal is significant in planning for the Freeway works.

- Major Roads Project Victoria – Damian van Dyke

Ballarat to Beaufort – MRPV has been working with ARRB to ascertain causes of failures which have led to lane closures. Still working with the original contractor on this. Details may be forthcoming at a subsequent meeting.

Ararat bypass is being transferred to MRPV to further its planning. Funding is available for this further planning work.

Ararat to Stawell – there was \$10M for pre-construction works. Seeking further funds to continue the pre-construction works. Working with relevant traditional owners on the further planning for this section.

Buangor – Warrayatkin. Federal Court decision was handed down on 6 December relating to objections to 6 trees. The MRPV route avoids 5 of the 6 trees. The decision determined that the Federal Minister's ruling contained a legal error, relating to consideration of the broader environment. Hence, this has reverted to the Minister for re-consideration. Work will continue in the 3.85 km section. Further investigations are continuing with Aboriginal parties. There are some impacts from the protests on private land beyond the works site. These works are now delayed by three years – if the delays had not been experienced the duplication may have been through to Stawell by now (subject to funding).

Halletts Way – awaiting power connection for the traffic signals leading into the Freeway.

- Regional Roads Victoria / Department of Transport – Angela Daraxoglou

Report circulated. Key new items summarised below.

Preparing a package of initiatives under the Roads of Strategic Importance (ROSI) program - \$60M that has been announced. Not many of those are shovel-ready works, so more planning is occurring on some of these, including issues raised at WHAC meetings, such as:

- Overtaking lanes
- Wide centre medians
- Rest areas
- Intersection improvements.

Discussion about vegetation on road reserves:

- Reduced clearance for high trucks on section between Stawell and Dadswells Bridge.
- Needs to be a clearer envelope on the sides of roads as well.
- This also provides habitat for kangaroos – which are a father hazard.
- Concerns that the regulations regarding vegetation removal have gone too far, and do not adequately take safety into consideration. The regulations allow 5000 m² of clearance for road safety related reasons without a planning permit. The exemption does not extend to offsets – which are getting hard to source and more expensive.

Angela referred to the page of responses to issues from the last meeting at the rear of the DOT / RRV report.

A new train station at Warrenheip is not a priority for the Government at present. The priority is a line upgrade to Ballarat and the existing stations along the way. A future upgrade of the Woodmans Hill area would not preclude access to Warrenheip station. Discussion that the intersection at Brewery Tap Rd is a critical intersection – an interchange would be proposed.

A brief has been prepared for the Western Highway Corridor Strategy for the three relevant ministers.

- **Member Council Reports**
- Melton – nil
- Ballarat

Appreciates the update on Woodmans Hill proposals.

Some poor section of Freeway eastbound near Gordon about to break up. Lots of loose material on the surface.

- Horsham
 - Stawell Rd / Hamilton Rd / Golf Course Rd intersection is seen as a priority. Acknowledge that work is progressing on a design for this.
 - Geodetic Rd intersection – short-stacking is an issue.
 - Urban transport plan – public consultation has closed, a report is expected to go to Council in January.

- Moorabool – Cr John Keogh
 - Bacchus Marsh Avenue of Honour. Strawberry festival recently – the Highway was closed on the Avenue and diverted traffic around Bacchus Marsh. Last week the Avenue was chaotic, cars parked along the road on double lines, with families. No footpath, big trees. Road used as a footpath. This is dangerous and getting worse each year.
 - Appreciates the works on intersections on Gisborne Rd and Holts Lane. The give way signs in the median are large, but they obstruct the view of oncoming traffic.
 - Concern again expressed about the spring through the deep asphalt near Pykes Ck (which had been addressed in the current RRV report).
 - Major collision between Ballan and Gordon – use of Detour routes – was also addressed in the current RRV report. RRV working with the police on this.
 - How is vegetation under WRSB controlled, other than herbicide use?
 - A – use of a seal can reduce this.

- West Wimmera – Cr Hicks
 - Have started on new maintenance contract with RRV, includes Western Highway between Kaniva and the border.
 - RRV has resealing works under progress
 - Lamattinas B-quad is now going via Pinnaroo, rather than through the Dimboola-Rainbow Road.

- Pyrenees – Doug Gowans
 - Appreciates the support of WHAC in pursuing the red light / speed camera.
 - There are some road assets on the edges of Beaufort that have not yet been smoothly transitioned – keen to get this finalised.

- Ararat – Julie Cronin
 - Highlighted the heightened tension between local landholders and the protesters.
 - The Police are well aware of this.
 - Will the 80 km/h limit near the protest camp remain over the busy summer period, and what is the status of works?
 - Speed limit will remain. The works will shut down over the Christmas period.
 - Noted that the higher levels of traffic includes increased grain traffic with the harvest.
 - Ararat CEO is working with agribusinesses to identify priority routes that support their businesses.

- Northern Grampians – Cr Erwin
 - Harvest is progressing – will be heavy.

- Discussion about the increasing loads on rural roads that were designed and built for much smaller trucks. In some cases, it may be necessary for roads to revert to gravel.
- Stawell Gold Mine – has met with the community re the Armstrong deposit, which would be processed in Stawell, and potentially create extra demands on the Western Highway.

Motion: Cr Keogh, / Julie Cronin. That the reports be received, Carried.

8. General Business

- ARRB Invitation – Possible inspection Port Melbourne
 - Combined with a meeting with Senior Bureaucrats the day before
 - Proposal supported. Details to be confirmed.
 - Also liaise with MRPV as well – senior bureaucrats.
 - Invite VTA as well
- Review / update of lobbying priorities
 - To be circulated prior to February event
- Dates for 2020 – draft dates have been proposed – will be circulated with the minutes

9. Next Meeting

14 February 2020 TBC.
Ballarat as a fall-back.

10. Close

Cr Kevin Erwin
Chair

2020 Meeting dates (locations TBC):

14- February
17- April
12- June
7- August
2- October
27- November

For info: the Western Highway Project website is now at the following link:

<https://roadprojects.vic.gov.au/projects/western-highway>

Minutes

Horsham Tidy Towns Committee Meeting
To be held on Tuesday, 17 December 2019 at 12.30 pm
Middle Meeting Room – Horsham Rural City Council Offices

Attendees: Cheryl Linke, David Eltringham, Geraldine Drum, Gillian Vanderwaal, Neil King, Gary Aitken, Cr Les Power, Lucy De Wit, John Martin, Sunil Bhalla

Apologies: Don Mitchell, Jan Morris, Rae Talbot, La Vergne Lehmann

1. **Welcome- 12:30pm-** Welcomed Sunil to the meeting

2. **Minutes of the previous meeting – 19 November 2019**

Moved: Neil King **Seconded:** David Eltringham that the minutes of the previous meeting were true and correct.

3. **Business arising from previous minutes**

Refer action list (included in General Business) - Discussed items with Sunil.

4. **Correspondence**

4.1 Inwards

- **Keep Victoria Beautiful newsletter-** Sabina contacted Gillian to let her know to pass on to the committee that all are invited to attend the 2020 National Tidy Town Awards. It will be held in Alice Springs on April 21st-22nd and you will need to pay your own way.

4.2 Outwards

- **Letter to councilors re; Wastebusters and other similar businesses recycling issue-** have not heard any response as yet.
- **Letter to Angela re Cafes-** have not heard any response as yet.
- **New Committee member's advertisement-** have had 1 expression of interest so far and has been advertised for almost 1 week.

5. **General Business**

5.1 **New Members-** Need to ensure that the process for applying is not too difficult to encourage people to apply.

5.2 **Woolworths and Coles carpark issues** - Seeking an approach to ensure that they are well presented

5.3 **Stawell Road Entrance-** Discussion included:

- Some nearby towns have good entrance signs, Kaniva for example.
- We need to think about what we are selling as a community. Part of it is around the branding of Horsham
- We need facilities for pedestrians and cyclists. Caravan Park through to Toyota dealership including median strip.

5.4 **CBD-** Need to improve it to ensure that we can really promote ourselves as a Tidy Town. Actions required like painting the seat on the corner of Roberts Ave and Ward Street.

5.5 **Graffiti-** growing amounts of graffiti around town. Council needs to be more proactive in doing it or getting someone else doing it. For public property Council has a team that responds. Private property needs owner's permission and we

charge for removal. John and Sunil will review policy as it is time to do so. Also discussed cleaning of the platform at Railway Building? Cheryl- idea for a mural on the side of railway like Coles.

5.6 Committee Member Reports:

Gillian-

- Reminded us that she will be stepping down from chair after the February 2020 meeting. Need to start thinking who will be chair.

David-

- Service club boards near Information Centre are out of date. Some of the groups on there no longer exist and their logos are still there.

Cheryl-

- May Park notice board- Has an area advertised where you can pay for space on the board and maybe council events etc. could be advertised here instead of being a paid space? Lucy to investigate.

Motion: we suggest that the notice board be used for events that are happening in town and the events manager is responsible for keeping up to date. Investigate all notice boards are being regularly updated. Moved; David, seconded; Neil.

Les-

- Nothing else to add. Wished everyone a Merry Christmas and a Happy New Year.

Neil-

- Advised committee that Lucy was nominated for Rotary Club Leadership Program.

Gary-

- New part of fence at the showgrounds closest to the bridge is getting pulled over when the gate is opened as it is too heavy. Need to find out who is responsible for this to add an extra post.
- Graffiti under Stawell Road bridge, who is responsible? Needs to be removed.
- Watering system near the fly fishing club is being installed today.
- Encourages people to walk further than just the Weir and Yanga Track as it is a great walk and the track is great.
- Mini street sweeper is very powerful - it is noticeable where it has gone.
- ***Motion: Thanks Chair for all her efforts over her time as chairperson. Moved: Gary, Seconded David.***

Geraldine-

- Will check board at the Information Centre for issue that David raised about not being up to date.

6. Next Meeting

The next meeting will be held on Tuesday 25 February, 2019 commencing at 12.30pm in the Middle Meeting Room, Horsham Rural City Council Offices

7. Meeting Close- 2:00pm

Gillian Vanderwaal
Chairperson
Horsham Tidy Towns Committee