

HEPBURN SHIRE STREETSCAPE PLANNING AND DESIGN

STAGE 1 SITUATION ANALYSIS

*A Review of key background reference documents and list of stakeholders
for the Streetscape Planning and Design project for Hepburn Shire Council.
February 2014.*



OVERVIEW

Summary

Outlines and our consultant team have undertaken a wide review of the various policy documents and studies that have been previously prepared both for the Shire and for the five towns included in this project's scope. This awareness of the statistical and wider policy landscape for the Hepburn Streetscape upgrade project is key to gaining an informed position once the community discourse begins.

We recognise the multiple levels and types of information that feed into such an understanding and that these sources will continue to surface over the course of the project. The main sources of analysis can be summarised as;

Physical – Site visits and spatial, usage investigations

Verbal – Discussions and briefings with Ward Councillors and other stakeholders

Policy - Shire wide policies and town specific strategies

Hepburn Shire reflects an evolving demographic which is no longer categorised by common experiences of family structure, industry of employment and dwelling characteristics. With this shift comes the need for sensitive balancing of the needs and desires of disparate voices within the community while acknowledging the common reality that sees these people choose to live in the same town/region as one another.

Areas of focus

The following observations are gleaned from the policy documents reviewed as well as the discussions with stakeholders to date. The responses mainly recognise the spatial and physical dimensions of the policies' intent and focus on the implications for each towns centre;

Ageing and Youth

Hepburn Shire Council has a commitment to engaging with both youth and aged populations as reflected in its policies in these areas. Common to both groups is the importance for meaningful measures such as improved public transport options, central access to community facilities and employment and adequate public infrastructure such as toilets and street furniture allowing the enjoyment of non-commercial spaces within towns. Measures that allow residents to see themselves living in their chosen town/region longer are seen as positive outcomes in this policy area. Youth – education, training and employment, diversity, transport
Aged – housing, facilities, ongoing employment, independence

Access & Inclusion

Goldfields era towns developed around spatial and usage patterns outside of contemporary accessibility concerns and present unique challenges for designing such upgrades. In implementing Hepburn Shire's policy in this area, we see the ideal of 'access for all' as being an umbrella approach that will have different manifestations for the different towns. Some common features will be found in areas such as signage upgrades, community infrastructure/facilities and parking and venue access while others will be town-specific responses, eg. Addressing gutter crossings in Clunes within the town's heritage context.

Economic Development

While common themes carry across all five towns including economic development opportunities, access to employment and the investment landscape, each town also has specific directions that require consideration as reflected in the Hepburn Shire Economic Development Strategy, 2012. Often developments are physically located beyond the study areas yet may still call for some reference to them within the project's main area of focus, eg. Trentham's increased focus on nature-based tourism opportunities. Such instances are welcomed as potential opportunities for unique character statements within streetscape designs. Sustainable economic development calls for long term thinking about the current and future business context and the types of physical measures that will support them.

OVERVIEW

Areas of Focus, continued

Cultural, Historical & Indigenous acknowledgement

Cultural expression whether of particular groups, families or individuals is seen as vital in providing meaning and individuality to the public realm across Hepburn Shire. Each of the towns associates with significant European settlement at a time of great importance in the shaping of the colonial nation with very real artefacts of this era still evident in many of the town centres. Indigenous histories and realities seem to be less present in the fabric of the towns at present and this is an area we feel warrants further attention.

Health & Safety

In the context of a town's streetscape re-vitalisation, health is addressed in two main areas; Passive design measures that effectively form a preventative approach against unhealthy lifestyles by encouraging pedestrian activity and mobility within and between towns and; Active consideration of health and other related facilities within a town that affords them easy access across all user groups. As reflected in Hepburn Shire's Municipal Health Plan, these measures are associated with areas including public transport, housing and employment amongst others. The towns covered in this project call for community safety measures to be incorporated sensitively into the towns' street 'fabric' while also considering the safety requirements on a regional scale. Recognised, safe, central gathering spaces for bushfire and other regional scale emergencies are real considerations given this reality. Personal safety while negotiating town centres both from a mixed traffic/pedestrian precinct perspective and in terms of night time personal safety are critical considerations within the project.

Traffic & Parking

Weekend vs. weekday. Tourist vs. local. Pedestrian vs. vehicle. Short stay vs. long stay. Bypass vs. pass through. These oppositions characterise the nature of the traffic discussion in all of the towns covered and are not seen as either/or equations but rather as prompts for consideration and dialogue during the consultation and design process. Further comments on traffic related issues and analysis can be found in each town's section of this report and the following pages.

Environment

All five towns in the project claim strong associations with the immediate and wider landscape whether through practicing traditional agriculture or by choosing to live in less urban, more 'natural' settings. With these associations comes a perceived awareness of climatic and environmental factors that is played out in the daily life of residents and often finds expression in their choices of home, energy supply, transport and consumption. There are a number of community based groups throughout Hepburn Shire that represent these ideals and would understandably expect their views to be reflected in the public realm.

The directions of the Hepburn Shire Environmental Sustainability Strategy are at the same time general – ie. Promote plastic bag free towns within the Shire; and specific – ie. Connect with the Melbourne Biodiversity team at Creswick campus reflecting the broad nature of environmental sustainability. This policy as well as the Shire's Sustainable Water Use Plan, 2007 are in line with sound streetscape design principles and are seen as good supporting documentation for the consultation.

Hepburn Shire Council policies reviewed

- *Hepburn Shire Council 10 Year Financial Plan 2013-2024*
- *Hepburn Shire Council Access and Inclusion Plan, 2005-2015*
- *Hepburn Shire Council Environmental Sustainability Strategy 2011-2015*
- *Hepburn Shire Council Economic Development Strategy Business Plan, 2012*
- *Hepburn Shire Council Positive Ageing Strategy, 2009-2012*
- *Hepburn Shire Council Municipal Public Health Plan, 2009-2013*
- *Hepburn Shire Council Sustainable Water Use Plan, 2007*
- *Hepburn Shire Council Youth Policy*
- *Moorabool Local Safety Committee Community Safety Plan 2003-2004*
- *Creswick, Clunes and Talbot Wayfinding Initiative*

ABS Census data reviewed

- *Hepburn Springs Basic Community Profile, 2013*
- *Hepburn, National Regional Profile 2007-2011*
- *Trentham Basic Community Profile, 2013*
- *Clunes Basic Community Profile, 2013*
- *Creswick Basic Community Profile, 2013*

Existing Conditions, Issues and Opportunities

Hepburn Shire

Hepburn Shire is a predominantly rural municipality with a number of townships, some of which experience significant influxes of non-local traffic (particularly on weekends), associated with regional tourism. This is particularly so for the southern townships which are closer to Melbourne.

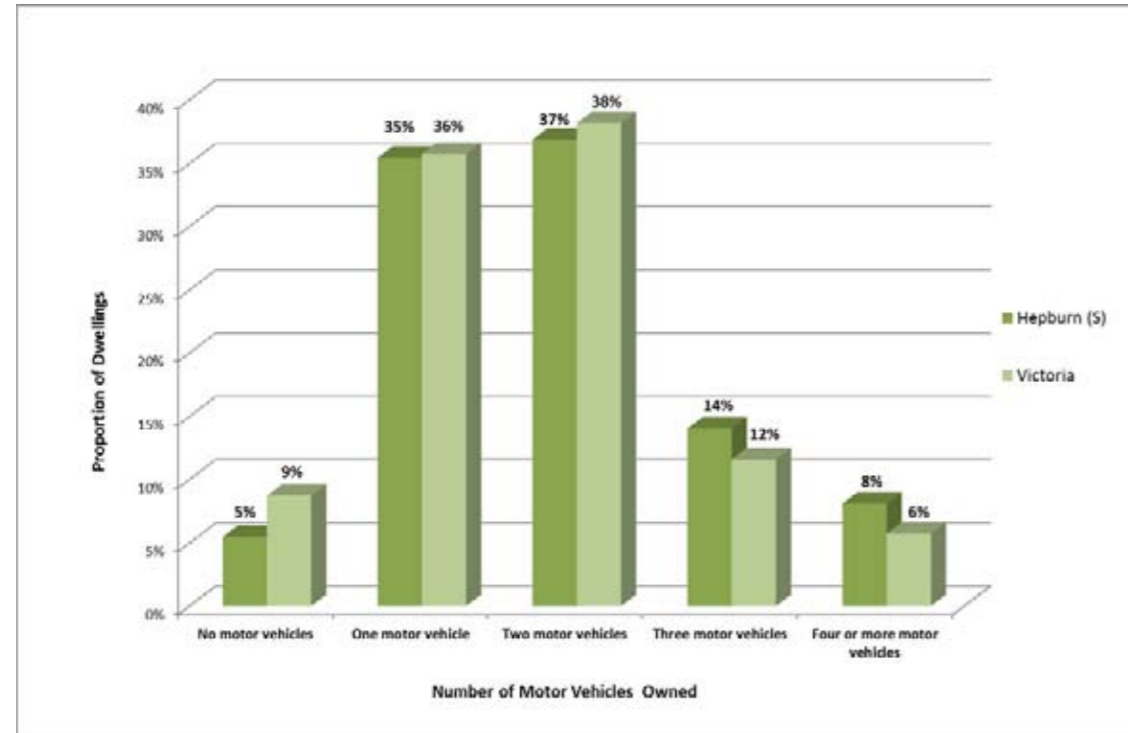
Other towns such as Creswick and Clunes have less tourism related traffic, and act as regional / rural service towns. Creswick in particular has a diverse service based economy including a wide range of retail, civic and other services.

Most towns in the Study rely on larger towns for a higher order services, such as weekly shopping or professional services. Larger regional towns such as Daylesford, Woodend and Ballarat are likely to be accessed in this regard.

Hepburn Shire's overall car ownership is shown in Figure 1 below. Analysis of the data shows that 40% of households have either no car or one car. This implies that there is a high demand for alternative modes of travel, as:

- Households with no cars will rely exclusively on other modes of transport.
- Many single car households will rely on other modes of transport to a large degree, because when one member of the household is using the car, the other members need to use alternate modes of travel.

Figure 1: Hepburn Shire Car Ownership (2011)



Source: ABS 2011



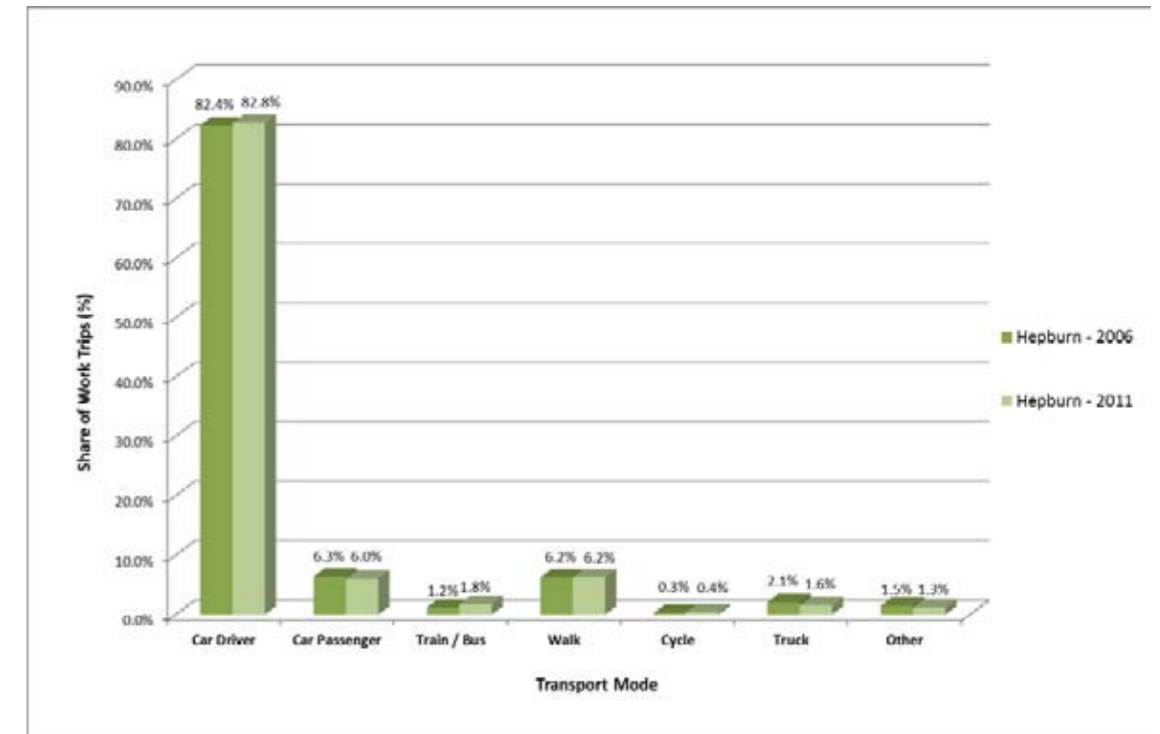
There is relatively little available travel data for Hepburn Shire, since VISTA 09 does not cover the area. In this regard, ABS Journey to Work (JTW) data for the census years 2006 and 2011 has been compared to give an indication of travel patterns. It is noted that an analysis of all trips is likely to produce a different result, but it is not expected that they would be significantly different (for example, there may be a relatively large number of recreational cycling and walking trips undertaken, but it is likely that car travel is still the dominant mode of transport by a large margin).

Analysis of the JTW figures shows that:

- Car use is the dominant form of transport to work in Hepburn Shire. Approximately 89% of residents were either a car driver or a passenger in 2011.
- Public transport is seldom used for JTW, noting that the Shire's public transport network does not cater well for commuters.
- Walking is a relatively popular mode of transport with approximately 6% of work trips undertaken on foot.

Journey to work mode share is presented in Figure 2 below.

Figure 2: Hepburn Shire Journey to Work



Source: ABS 2006, 2011

Conclusion

The above high level analysis identifies a number of key transport issues for each town centre that could be addressed through the preparation of streetscape plans. Importantly, the policy context at the start of the memo provides a sound rationale for the development of plans that prioritise people over cars in town centres. It is clear that the creation of a safe, attractive public realm where walking and cycling are the preferred modes of transport will provide a range of economic, social and environmental benefits for the subject towns.

THE TOWNS



TRENTHAM



TRENTHAM AT A GLANCE



Issues/opportunities summary

- "RETAIN FRIENDLINESS & COMMUNITY CHARACTER..."
- ① • CONNECTIONS WITH DOMINO RAIL TRAIL
- ② • CONNECTIONS WITH STONEY CREEK WALKING TRAIL
- NATURE BASED TOURISM OPPORTUNITIES
- ③ • CONNECTIONS WITH TRENTHAM FALLS - VICROADS CROSSING REQUIRED
- ④ • PARKING, PARTICULARLY WEEKENDS
- ⑤ • APPROACHES OFF HIGHWAY & INTO TOWN CENTRE
- ⑥ • INTEGRATION OF NEW COMMUNITY HUB
- ⑦ • WAR MEMORIAL LOCATION
- PEDESTRIAN SAFETY
- ⑧ • SIGNAGE REVIEW
- ⑨ • REGIONAL WALKING, CYCLING AND PUBLIC TRANSPORT CONNECTIONS
- ⑩ • TOWN-WIDE ACCESS FOR ALL

Stakeholders

- Cr. SEBASTIAN KLEIN
- TRENTHAM LANDCARE
- TRENTHAM FOOD HUB
- DAYLESFORD MACEDON PRODUCE
- TRENTHAM HISTORICAL SOCIETY

Documents reviewed

- TRENTHAM, ON THE WAY. COMMUNITY PLAN, MAY 2013
- TRENTHAM PLACEMAKING COMMUNITY ENGAGEMENT, AUGUST 2011
- HEPBURN PLANNING SCHEME REVIEW, 2011
- Crossing Borders Tracks and Trails - Volumes 1&2
- Strategy - Hepburn Shire Walking and Cycling Strategy Parts 1&2 FINAL - Endorsed 20 September 2011
- Trentham Community Facilities Review 1.3 - Final - November 2013, Clarke Hopkins Clarke Architects

TRENTHAM

TRAFFIC REVIEW

Trentham

Trentham is a medium sized town with one main shopping street (High Street), and some minor commercial activity on side streets. High Street is characterised by a two way, two lane carriageway with parking and footpaths on either side. Side streets vary, with many having informal car parking, tree planting and varying provision of footpaths. Figure 3 through Figure 6 below show typical street layouts in the town.

Key issues and opportunities identified for Trentham include:

- High Street lacks any formal pedestrian crossings, although pram ramps are provided at a number of locations. The lack of pedestrian priority crossings is likely to present a barrier to pedestrians, particularly during busier times
- A lack of footpaths outside the town centre is likely to present a barrier to walking as an attractive mode of transport. The extent of the existing pedestrian network is illustrated in Figure 7.
- The built up environment through the town centre moderates vehicle speeds, however a lower limit (40km/h) could be considered to improve safety in the town centre
- Informal parking on verges on secondary streets during peak periods causes some localised access and circulation issues, and may result in damage to road verges
- The Hepburn Shire Walking and Cycling Strategy identifies a number of proposed trails connecting to the town centre, which should be further investigated through the development of the streetscape plans.

Figure 3: High Street



Figure 4: Market Street



Figure 5: Existing crossing ramps on High Street



Figure 6: Typical local streets



Figure 7 below provides of the extent of the existing and proposed pedestrian network, as outlined in the Hepburn Shire Walking and Cycling Strategy (CPG, 2011), while Figure 10 illustrates the existing issues within the study area.

Figure 7: Hepburn Shire Walking and Cycling Strategy - Trentham



Source: Hepburn Shire Walking and Cycling Strategy, 2011

TRENTHAM

TRAFFIC REVIEW

Figure 8: Existing Issues - Trentham



Base from Nearmap

GLENLYON



GLENLYON AT A GLANCE



Issues/opportunities summary

- TREE LIMB MAINTENANCE
- ① • AREA IN FRONT OF GENERAL STORE
- ② • FUTURE OF 'TREE OF KNOWLEDGE'
- ③ • AVENUE OF HONOUR TREE REPLACEMENTS
- ④ • GENERAL STREET MAINTENANCE
- ④ • CONNECTION(S) TO BIO-LINK WALK
- ⑤ • OVERSPILL PARKING FOR HALL EVENTS
- ⑤ • DANGEROUS DRAIN IN FRONT OF HALL
- ⑥ • COMMUNITY BUS INTEGRATION
- ⑥ • GENERAL HALL FORECOURT IMPROVEMENTS
- ⑥ • REGIONAL WALKING, CYCLING AND PUBLIC TRANSPORT CONNECTIONS
- ⑦ • DRAIN BLOCKAGES
- ⑧ • SIGNAGE & IDENTITY
- ⑨ • TOWN APPROACH & VEHICLE SPEEDS
- ⑩ • CONNECTION BETWEEN TOWN CENTRE & RECREATION RESERVE

Stakeholders

- Cr. BILL McCLENAGHAN
- GLENLYON PROGRESS ASSOCIATION
- GLENLYON CFA
- GLENLYON LANDCARE
- GLENLYON PONY CLUB
- GLENLYON SPORTS CLUB
- GLENLYON RECREATION RESERVE COMMITTEE
- ST JOHNS CHURCH

Documents reviewed

- GLENLYON AND DISTRICT COMMUNITY ACTION PLAN, JUNE 2010
- HEPBURN PLANNING SCHEME REVIEW, 2011
- Strategy - Hepburn Shire Walking and Cycling Strategy Parts 1&2 FINAL - Endorsed 20 September 2011

GLENLYON

TRAFFIC REVIEW

Glenlyon

Glenlyon is a small town with a leafy, dispersed semi-rural character. Apart from the general store and town hall, the town does not have a defined core or 'urban' area.

Figure 9 and Figure 10 below show the typical street character within the town.

Figure 9: Glenlyon main street looking south



Figure 10: Typical secondary street



Key issues and observations for Glenlyon include:

- There are no pedestrian paths provided in the township, which is likely to limit access for less mobile or elderly residents in particular.
- There are no defined crossing points on the main street to connect to land use attractors such as the general store, which presents a barrier to walking as a mode of transport for local trips.
- Connections to the Loddon River Walk from the town centre are not well defined, and the 'Loddon River Walk' as identified in the Hepburn Walking and Cycling Strategy should be implemented to improve the overall recreation opportunities for residents
- The 60km/h speed limit through the town presents a safety and amenity issue for walking and cycling in particular. There was a recorded fatality in March 2008 at the intersection of Daylesford-Malmsbury Road / Dysart Road and Barkly Street, involving two vehicles. Although the cause of the accident is not known, lower speed limits are likely to reduce the severity of accidents and a 50km/h limit could be pursued for the town.

Figure 13 illustrates the existing issues within the study area.

Figure 11: Existing Issues - Glenlyon



Base from Nearmap

HEPBURN SPRINGS



HEPBURN SPRINGS
AT A GLANCE
(in development)



Issues/opportunities summary

- ① • CELEBRATION OF ARTISTIC AND MUSIC COMMUNITY
- ② • CELEBRATION OF SWISS-ITALIAN HERITAGE
- ③ • STRONGER CONNECTION BETWEEN MAIN STREET AND SPRINGS RESERVE
- ④ • GREATER COMMUNITY 'OWNERSHIP' OF SPRINGS RESERVE ACTIVITIES
- ⑤ • POSSIBLE DEVELOPMENT OF FORMER DEPOT SITE
- ⑥ • INTEGRATION OF FOOTBRIDGE PROJECT
- ⑦ • ADDRESSING DISJOINTED FEELING OF MAIN STREET
- ⑧ • ACKNOWLEDGE PROXIMITY OF HEPBURN TO DAYLESFORD
- ⑨ • TOWN APPROACH & VEHICLE SPEEDS
- ⑩ • PUBLIC SPACE AS FOCAL POINT FOR COMMUNITY
- ⑪ • SIGNAGE REVIEW
- ⑫ • REGIONAL WALKING, CYCLING AND PUBLIC TRANSPORT CONNECTIONS
- ⑬ • CONNECTIONS TO OLD HEPBURN, IN PARTICULAR SCHOOL AND SPORTS FACILITIES
- ⑭ • TOWN WIDE ACCESS FOR ALL

Stakeholders

- Cr.PIERRE NICLAS
- Cr.KATE REDWOOD
- HEPBURN VILLAGES
- HEPBURN MINERAL SPRINGS ADVISORY COMMITTEE

Documents reviewed

- HEPBURN PLANNING SCHEME REVIEW, 2011
- HEPBURN SPRINGS RESERVE MANAGEMENT PLAN, 2009
- Strategy - Hepburn Shire Walking and Cycling Strategy Parts 1&2 FINAL - Endorsed 20 September 2011

HEPBURN SPRINGS

TRAFFIC REVIEW

Hepburn

Hepburn (and the associated township of Hepburn Springs) is a small town with limited shopping and services. It is adjacent to Daylesford, which provides higher order services, and is located approximately 3km to the south. Hepburn Springs is a popular tourist destination with a number of specialty shops, accommodation and mineral springs spa.

The area is strongly characterised by its topography, with Hepburn Springs configured as a linear township along a ridge running from Daylesford to Hepburn Mineral Springs. Hepburn is separated from Hepburn Springs by a gully, with one road (inclusive of a pedestrian path) connecting the two towns.

Main Road generally consists of a 60 km/h single carriageway with two lanes, provision of footpaths on both sides and provision of bicycle lanes. In the town centre, the speed limit is reduced to 50km/h, and in one narrower section adjacent to Tenth Street the bicycle lanes disappear.

Main Road is intersected by a number of cross streets, which provide access to the residential areas and recreational walking tracks.

Hepburn is also connected to Daylesford via a shared path, catering for pedestrians and cyclists.

Figure 10 to 13 below highlight some of the key features of Hepburn's transport network.

Figure 12: Main Road looking south from Fifth Street



Figure 13: Main Road looking north from Tenth Street (note lack of bicycle lane)



Figure 14: Hepburn Mineral Springs reserve walking tracks



Figure 15: Lack of footpaths outside town centre



Hepburn is serviced by a local bus service, providing a connecting service to Daylesford. A number of bus stops are located throughout the town, as shown in Figure 16. Hepburn Springs also contains a number of well-developed walking tracks and paths, generally to the east of the town in the Mineral Springs Reserve, which are also shown in Figure 16.

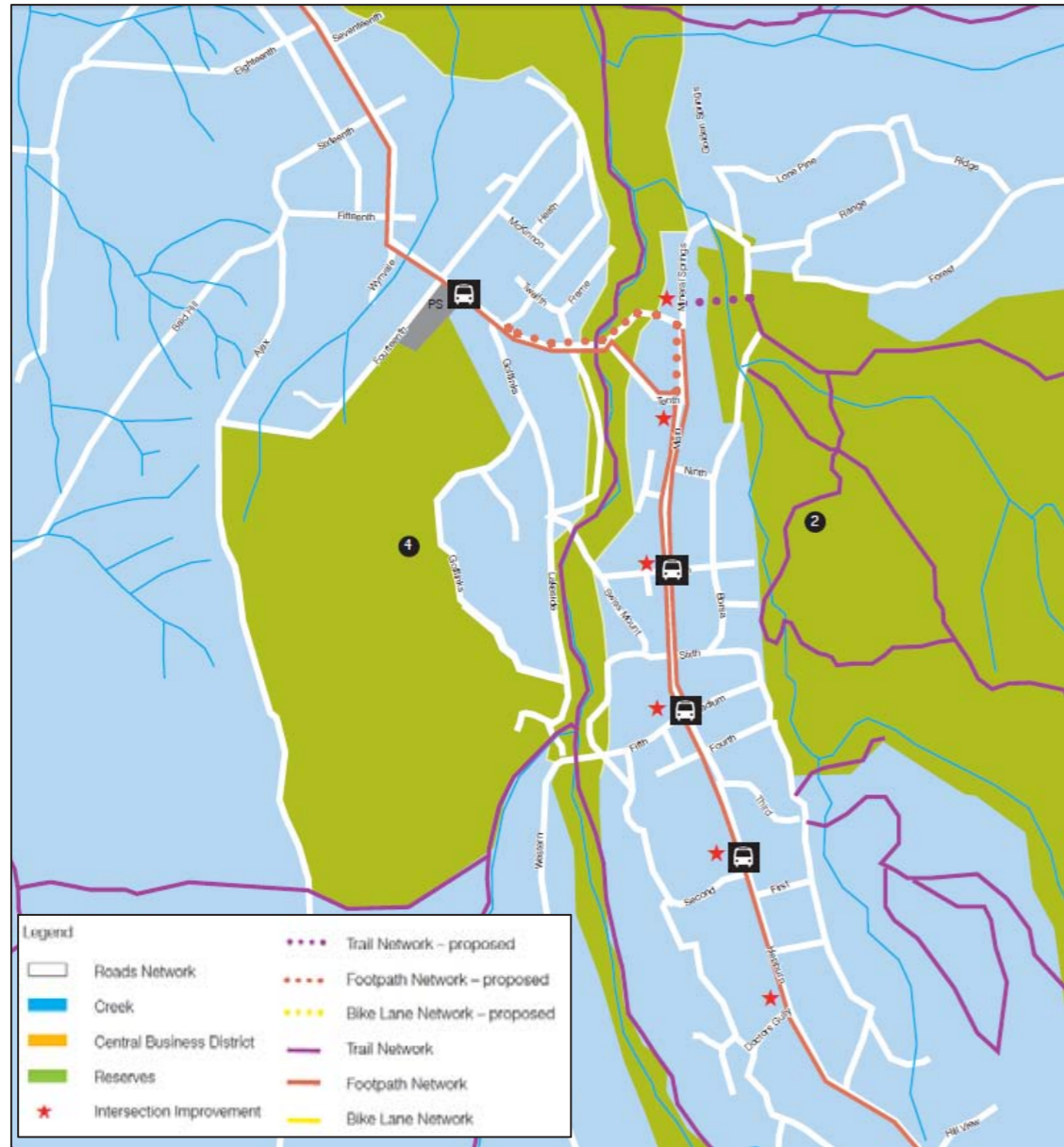
The key transport issues and opportunities for Hepburn are outlined below.

- The town lacks any priority pedestrian crossing points, which is likely to be an issue during busier times for elderly / less mobile users in particular. There is an opportunity to improve pedestrian connectivity across Main Road through the installation of pedestrian priority crossings and / or pedestrian refuges, throughout the township.
- Two pedestrian casualty accidents have been recorded in Hepburn Springs over the last five years, both on Main Road. This strongly supports the introduction of pedestrian priority measures and reductions in the speed limit.
- The existing bicycle lanes on Main Road disappear in the vicinity of Tenth Street, where the road narrows. Consideration of lower speed limits, better signage and / or removal of car parking should be considered to improve safety and attractiveness of cycling.
- The topography severely limits the ability to provide accessible walking connections between the different parts of the town. Nonetheless, the existing network of walking paths is reasonably well defined, legible and connected.
- A number of gaps exist in the walking network, with pedestrians forced to walk on the roadway on most streets outside the town centre. Provision of a basic network of pedestrian paths on secondary streets should be considered.
- Consideration should be given to lowering speed limits in the town and surrounds, from the existing 50km/h and 60km/h zones to 40km/h and 50km/h respectively, to support amenity and safety throughout the town.
- The existing shared path connection to Daylesford lacks priority at many road intersections. Improved priority at side roads should be investigated to increase the safety and attractiveness of the facility.
- During peak times, car parking capacity and circulation cause a level of congestion in the town centre.

Figure 16 below provides of the extent of the existing and proposed pedestrian network, as outlined in the Hepburn Shire Walking and Cycling Strategy (CPG, 2011), while Figure 17 illustrates the existing issues within the study area.

HEPBURN SPRINGS TRAFFIC REVIEW

Figure 16: Hepburn bus stops and walking paths



Source: Hepburn Walking and Cycling Strategy, 2011

Figure 17: Existing Transport Issues - Hepburn

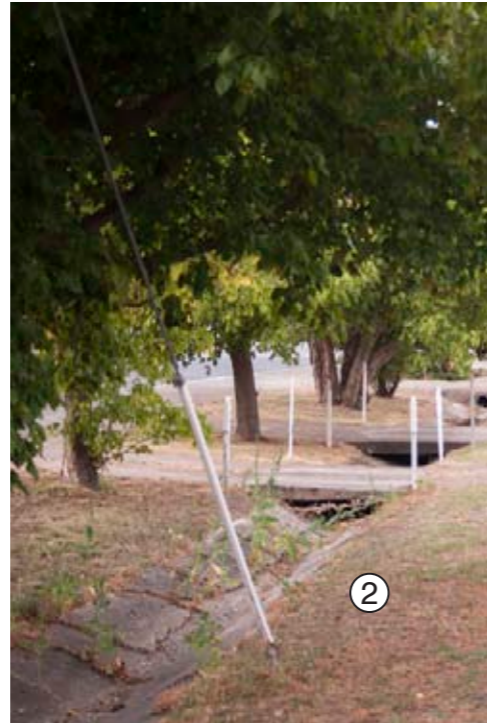
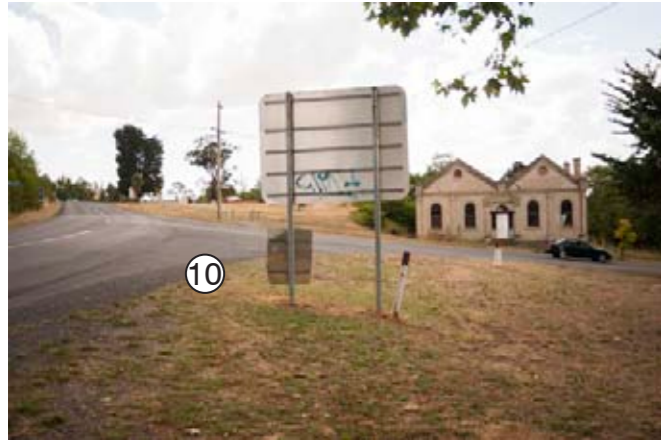


Base from Nearmap

CLUNES



CLUNES AT A GLANCE



Issues/opportunities summary

- 7 DAY A WEEK BUSINESS OPPORTUNITIES
- WORKING TOWN, VISITOR TOWN
- PARKING LINES - TO HAVE THEM OR NOT
- ① • SCHOOL BUS DROP OFF
- ② • KERB CROSSOVERS, UPGRADES
- ③ • STREET FURNITURE REVIEW
- ④ • COLLINS PLACE USE AND ROLE
- ⑤ • RE-CONNECT WITH CREEK
- ⑥ • AGING POPULATION, MOBILITY, ACCESS
- ⑦ • SPORTING PRECINCT CONNECTIONS
- ⑧ • SIGNAGE REVIEW
- ⑨ • REGIONAL WALKING, CYCLING AND PUBLIC TRANSPORT CONNECTIONS
- ⑩ • GENERAL PEDESTRIAN SAFETY AND STREET CROSSINGS
- ⑪ • WAR MEMORIAL AND FENCE
- TOWN APPROACH & VEHICLE SPEEDS
- CONNECTION OF CENTRE WITH WIDER CLUNES ATTRACTIONS

Stakeholders

- Cr.NEIL NEWITT
- CLUNES TOURISM AND DEVELOPMENT ASSOCIATION
- CLUNES CWA
- CLUNES NEIGHBOURHOOD HOUSE
- CREATIVE CLUNES INC.

Documents reviewed

- CLUNES COMMUNITY ACTION PLAN, 2012
- CLUNES COMMUNITY PLAN, 2009
- CLUNES PLACEMAKING COMMUNITY ENGAGEMENT PLAN, AUGUST 2011
- CLUNES TOWNSCAPE PLAN, 1998
- HEPBURN PLANNING SCHEME REVIEW, 2011
- Crossing Borders Tracks and Trails - Volumes 1&2
- Strategy - Hepburn Shire Walking and Cycling Strategy Parts 1&2 FINAL - Endorsed 20 September 2011

CLUNES

TRAFFIC REVIEW

Clunes

Clunes is a historic township approximately 17km north west of Creswick. The town is characterised by a relatively intact 19th century streetscape, which is often used for filming. The main street is shown in Figure 25 and Figure 26 below.

Figure 25: Fraser Street, Clunes looking north west from the library



Figure 26: Fraser Street, Clunes looking south east from the library



The key transport issues for Clunes town centre are as follows:

- The wide streetscape and deep gutters are of historical significance, and cannot be easily changed. This presents a barrier to pedestrians crossing Fraser Street in particular, due to the distance and lack of priority
- The intersection of Fraser Street and Service Street does not include any pedestrian priority treatments, and presents a significant barrier to pedestrians.
- There is an opportunity to improve the pedestrian priority through the use of kerb outstands (whether permanent or temporary) at selected crossing points (at a minimum at intersections and midblock) on Fraser Street
- Outside the town centre, the lack of footpaths presents a barrier to pedestrian amenity and safety.
- No dedicated bicycle facilities are provided in the town centre.
- The lack of line marking means that car parking occurs continuously along the Fraser Street frontages in the town centre, presenting a barrier to pedestrian access (particularly less mobile users).
- There is an opportunity to provide temporary kerb outstands / refuges to support pedestrian access and safety, particularly adjacent to the library (i.e. mid block location), to prevent parking in specific locations. These will not only create space for pedestrians, but improve pedestrian sight lines to approaching traffic, and create a sense of narrowing in the road space that is likely to reduce vehicle speeds.

Figure 28 illustrates the existing issues within the study area.

Figure 27: Existing Transport Issues - Clunes



Base from Google

CRESWICK



CRESWICK AT A GLANCE



Issues/opportunities summary

- ① • STEEP CROSS FALLS TO FOOTPATHS
- ② • VEHICLE PRIORITY OVER PEDESTRIAN
- ③ • UNSAFE, INFREQUENT STREET CROSSINGS
- ④ • FUTURE OF BOWLS CLUB SITE
- ⑤ • GENERAL BUILDING CHARACTER REVIEW
- ⑥ • SIGNAGE REVIEW
- ⑦ • COOPERS RESERVE
- ⑧ • SCALE AND 'GRAIN' OF STREET
- ⑨ • TOWN ENTRY POINTS
- ⑩ • REGIONAL WALKING, CYCLING AND PUBLIC TRANSPORT CONNECTIONS
- ⑧ • STRONG STREET CHARACTER EXPRESSED IN ORNATE ARCHITECTURE
- ⑨ • FLOOD MITIGATION WORK INTEGRATION
- ⑩ • CONNECTION WITH FORESTRY SCHOOL

Stakeholders

- Cr.DON HENDERSON
- Cr GREG MAY
- CRESWICK WARD COMMUNITY COMMITTEE
- CRESWICK RAILWAY WORKSHOPS ASSOCIATION
- CRESWICK & DISTRICTS RESIDENTS ASSOCIATION
- BUSINESS AND TOURISM CRESWICK
- DISCOVER CRESWICK INC.
- CRESWICK NEIGHBOURHOOD CENTRE

Documents reviewed

- CRESWICK WARD TOWNSHIP & DISTRICT COMMUNITY PLAN, OCTOBER 2013
- CRESWICK PLACEMAKING AND COMMUNITY ENGAGEMENT, AUGUST 2011
- CRESWICK TOWNSHIP STREETScape DESIGN CONCEPT PLANS, 1997
- HEPBURN PLANNING SCHEME REVIEW, 2011
- Crossing Borders Tracks and Trails - Volumes 1&2
- Crossing Borders Final Report Volume 2 - Creswick Trails FINAL
- Strategy - Hepburn Shire Walking and Cycling Strategy Parts 1&2 FINAL - Endorsed 20 September 2011
- Creswick Tourism Plan, April 2008

CRESWICK

TRAFFIC REVIEW

Creswick

Creswick is a rural service town located approximately 18km north of Ballarat. The town centre is urban in character, but retains the wide road reserve, which allows for provision of parking on both sides of the carriageway, generous footpath widths and tree planting.

Creswick is serviced by V-Line bus services as well as the rail service to Ballarat. The railway station is located approximately 500m west of the town centre.

Apart from the main street (Albert Street), major attractors include the University of Melbourne School of Forestry and Creswick Hospital.

Figures 18 – 21 below illustrate key issues and opportunities for Creswick.

Figure 18: Albert Street road reserve



Figure 19: Raglan Street car park and road layout



Figure 20: Town Hall pedestrian crossing



Figure 21: Albert Street north of the town centre



The following transport issues and opportunities have been identified for Creswick:

- Pedestrian facilities are generally continuous and well defined in the town centre, but there is a lack of pedestrian priority crossing points on Albert Street in particular (apart from the signalised pedestrian crossing outside the town hall).
- Pedestrian footpaths in some parts of the town have excessive cross fall, making access difficult particularly for elderly or less mobile members of society
- The University campus and hospital are not legibly integrated with the town centre – an opportunity exists to improve pedestrian and cyclist linkages and legibility in this regard

- Creswick has experienced a high number of pedestrian and bicycle casualty accidents, generally located on Albert Street (refer to accident locations shown in Figure 23). In particular, over the past five years:
 - A cyclist was killed in 2012 on the corner of Midland Highway and Clunes-Creswick Road. Two other cyclists have been injured at or near this intersection.
 - Three pedestrian casualty accidents have occurred in the town centre, at Raglan Street, Cushing Avenue and Water Street.
- While the exact cause of these accidents is not known, improvements to pedestrian priority at intersections and pedestrian desire lines, and reductions in the posted speed limit are likely to reduce the likelihood and / or severity of any future accidents.
- The generous road reserve widths in Albert Street, particularly north of the town centre, provide an opportunity to reconfigure the road layout to improve the level of service afforded to pedestrians and cyclists.
- There is an opportunity to rationalise the allocation of space to vehicles at the intersection of Raglan and Albert Streets, and improve the continuity and legibility of the existing public open space, as well as improve vehicle circulation and access. The existing arrangement uses a confusing arrangement of one-way sections of road and signage to control traffic flow; however this presents a barrier to pedestrian movements. An aerial plan of the intersection is shown at Figure 22 below.

Figure 22: Albert Street / Raglan Street intersection



Base from Nearmap

CRESWICK

TRAFFIC REVIEW

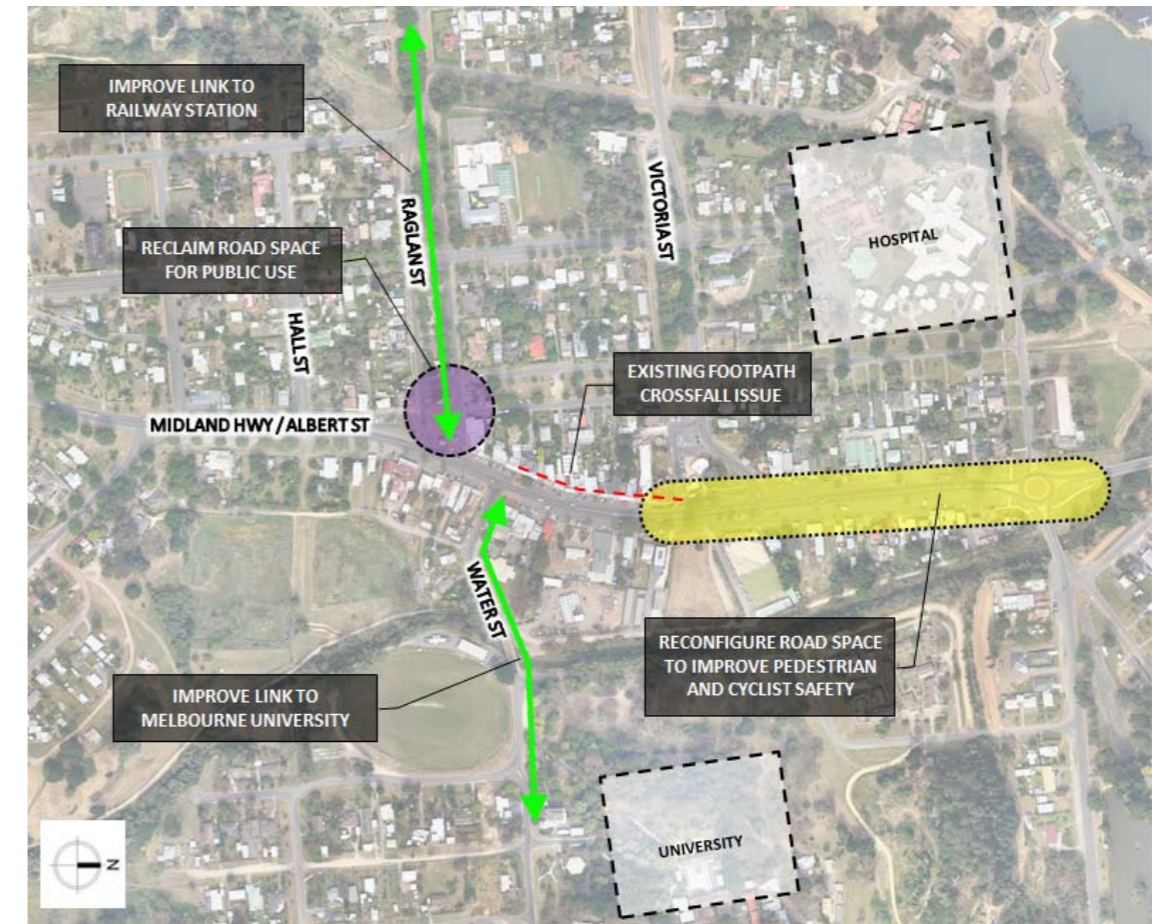
Figure 23 below provides of the extent of the existing and proposed pedestrian network, as outlined in the Hepburn Shire Walking and Cycling Strategy (CPG, 2011), while Figure 24 illustrates the existing issues within the study area.

Figure 23: Existing Issues - Creswick



Source: Hepburn Walking and Cycling Strategy, 2011

Figure 24: Existing Transport Issues - Creswick



Base from Nearmap