



Horsham Town Centre

Public Realm Strategy & Design Guide

May 2021



Causeway

Forward



Embracing change, respecting the past

The Council adopted a Town Centre Vision Statement to promote an aspirational, all-inclusive and deliverable medium term (10-15 years) vision for Horsham Town Centre in 2017. “Our vision is that Horsham town centre will continue to be a distinctive destination of choice. This is a view that respects the town’s attractive market town image but understands that we will need to adapt to changing patterns of shopping and entertainment and provide an accessible and enjoyable place to visit, live and work in.”

We will achieve this by maintaining the town centre’s historic character and investing in creating a high quality, attractive public realm and ensuring green spaces are preserved and enhanced.

We will also focus on good gateways into the town centre and ensuring easy access for both private and public vehicle transport while delivering cycling and walking strategies. The Public Realm Strategy, together with the recently adopted Local Cycling and Walking Strategy, is to help

achieve this vision by putting forward this strategic and a detailed design guidance manual that will:

- Inform the design and assessment process for future development and maintenance.
- Ensure consistency in quality and aesthetics.
- Demonstrate a commitment to best practice.
- Provide a consistent approach to planning and design for individual developments and projects over time across the town centre.

The strategies key guiding principles are to put people first and design for them, creating memorable places where people want to be; design spaces to be flexible and suitable for multiple uses which are vibrant and active while protecting Horsham’s historical character and heritage.

I would like to thank Cllr Peter Burgess, my fellow Planning Advisory Group and Horsham Town wards’ members, Neighbourhood Councils, all local stakeholders who have contributed to the development of this Public Realm Strategy.

Councillor Claire Vickers
Cabinet Member for Planning and Development

ACKNOWLEDGEMENTS

Horsham District Council would like to thank the following organisations, who responded with many ideas and comments, in response to the consultations carried out during 2020:

Horsham Denne, Forest and Trafalgar Neighbourhood Councils
Horsham District Cycling Forum
Horsham Society
West Sussex County Council
Swan Walk Centre
Horsham Business Improvement District Steering Group



Horsham Park

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Carfax -East Street Junction

1.0 Introduction and Objectives

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1.1 Executive Summary

This Public Realm Strategy and Design Guide sets out the future approach to the streets and spaces of Horsham Town centre.

“Our vision is that Horsham town centre will continue to be a distinctive destination of choice for residents, visitors and workers.”

In the past few years, some localised projects have been delivered throughout the town centre of Horsham, bringing a restored public realm to its visitors in some areas. Nonetheless, the absence of a general strategy along the years has led to a series of spaces that do not read in a coherent manner, both visually and functionally. This in turn has resulted in spaces and streetscapes that lack legibility, and that do not put pedestrians at the forefront. In many instances, it is not adapted for the uses and activities that will allow the town to thrive and meet its full potential.

The public realm strategy is set out over a number of chapters and includes an understanding of the existing, influencing factors; feedback received through engagement with stakeholders; and a series of principles and design guidelines which are demonstrated through specific projects identified within the town centre.

The Public Realm strategy sets out key guiding principles which are as follows:

1. **Put People First. Design Spaces for People.**
2. **Simplify the streetscape and improve legibility.**
3. **Ensure consistency in design.**
4. **Create memorable and identifiable spaces where people want to be.**
5. **Design spaces to be flexible and suitable for multiple uses.**
6. **Protect Horsham’s historical character and architectural heritage.**
7. **Support pedestrian and cycle users of the town.**
8. **Create a green and sustainable town centre.**
9. **Promote vibrant and active streets.**
10. **Ensure that all public realm projects support the proper functioning of the town centre.**

To demonstrate the guiding principles of the design guide and vision, a number of key intervention areas have been identified and illustrated in Chapter 4. In each of the worked examples, a series of design considerations has been established which are specific to each of the sites and in line with the aspirations of the design guide. These include items such as accessibility and pedestrian movement that are in accordance with best practice.



Carfax

1.2 Introduction

Horsham...

Horsham is situated in West Sussex, and its town centre located North-East of the Horsham District.

The town is hemmed in by scenic English countryside, with both the South Downs National Park, and the High Weald Area of Outstanding Natural Beauty being particularly noteworthy.

The town has managed to maintain its unique historical character and environment whilst also managing to grow both economically and as an attractive place to live, work and visit.

This chapter of the guide sets out an understanding of the key issues and opportunities in Horsham whilst setting out good practice examples regarding specific elements of the public realm.

Chapters 2 & 3 of the design guide sets out clear spatial guidance for the improvement of the public realm and sets out principles of quality and maintenance, whilst also applying good practice examples regarding specific elements of the public realm.

Horsham's Aspiration...

Horsham's District Planning Framework 2015 - 2031 envisions the town as *"A dynamic district where people care and where individuals from all backgrounds can get involved in their communities and share the benefits of a district that enjoys a high quality of life."*

Horsham District Council is determined to pursue this vision through the enhancement of the town core, and the creation of a high quality public realm with pedestrian priority, safe streets, new linkages and gateways and urban spaces around key amenities such as the Carfax.

The Need for a Public Realm Strategy

This Public Realm Strategy and Design Guide for Horsham seeks to achieve the overarching aspiration to; enhance the existing heritage of the town centre; futureproof the town centre by identifying and maximising key spaces that could provide flexibility in how they can function, and improve access and connectivity throughout; sustain and further promote Horsham as a key destination to live, socialise and shop. A coherent concept for the town centre is a fundamental factor in order to achieve this aspiration.

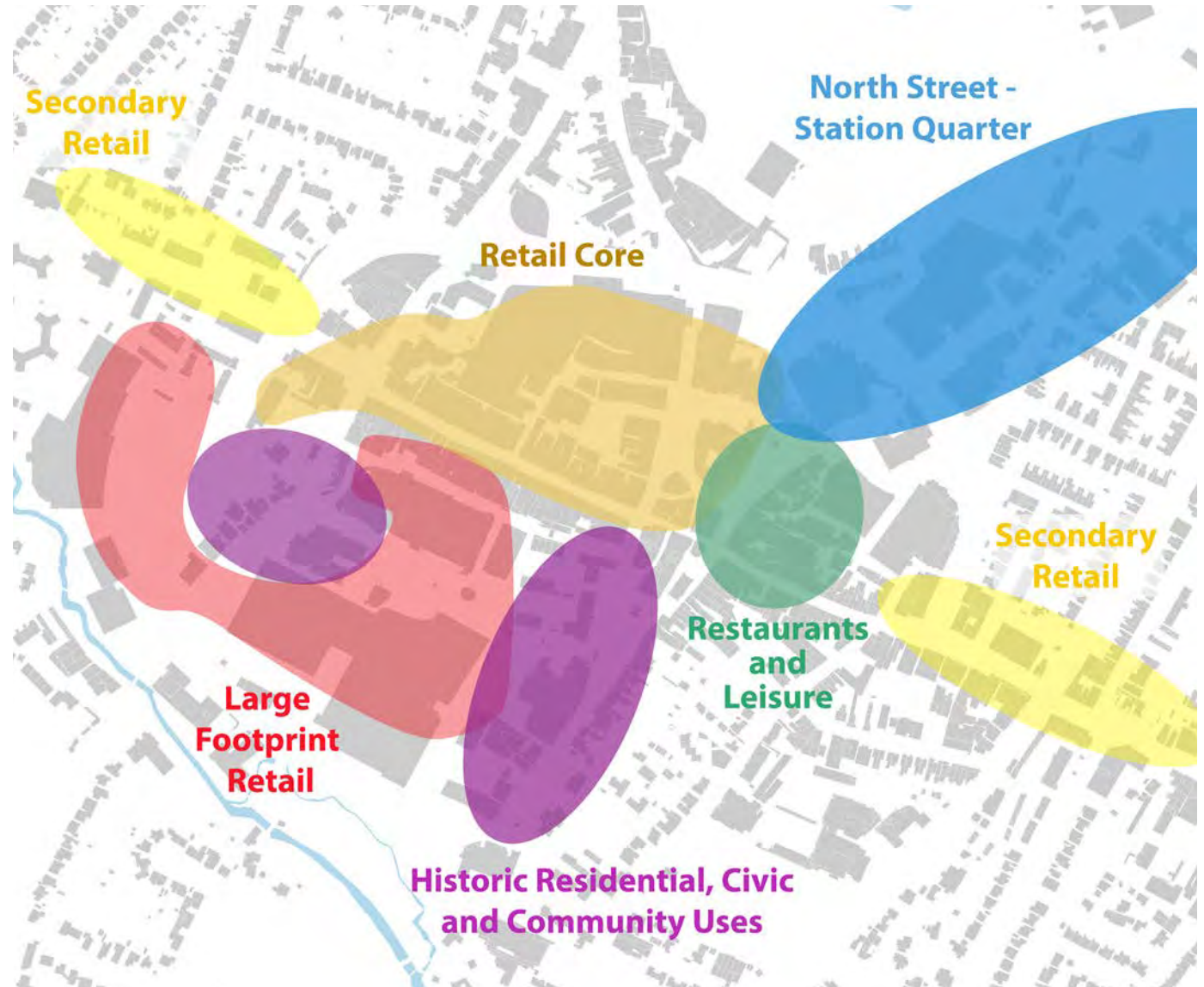
The recommendations within this document are to be implemented through both public and private development projects that may impact Horsham town centre's public areas. This public realm strategy and design guide will also inform the forthcoming Horsham Local Plan.

1.3 History and Heritage

Horsham town centre is a historic market town, with a distinct historical core. A large portion of the town centre has been designated as a conservation area which has a remarkable number of listed buildings.

This in turn has given Horsham it's strong historical character and created an attractive town centre, with varying cafes and independent shops that provide a high quality experience for both residents and visitors.

The diagram opposite displays the character areas that form the town centre, and indicates the extent of public realm which this report will cover.



1.3 History and Heritage

The historical images adjacent demonstrate how the town centre was once arranged and how it was previously used. The images of the Carfax, despite the wider road than at present, feels much more open with clearer sight lines. Fewer items of furniture and other elements shows an increase in legibility with pedestrians, cyclists and vehicles equally using the space, and therefore, a hierarchy of user is unidentifiable.

We can also see from the image of the Carfax that clearer sight lines brings greater emphasis on the historical buildings and features within the space.

Over time aspirations have changed to keep in tone with the current climate, and the need for more sustainable town centres has become a top priority. There are, however, key points to take away from these images, how a more open public realm with less clutter offers greater freedom of movement and how visual improvement can enhance and celebrate Horsham's remarkable heritage.





1.3 History & Heritage

The diagram opposite shows the extent of the conservation area within Horsham Town Centre. Within and outside of the boundary are a number of listed buildings, and in addition to this exists a local list that identifies buildings and features of significant heritage value.

It is important future development pays special regard to the historical and architectural significance as described in the Horsham Character Statement and Appraisal. This is important for development within the conservation, in addition to adjacent development including connecting streets and spaces to create a coherent and unified public realm.



Key:

-  Conservation Area Boundary
-  Listed Buildings

1.4 Purpose of the Report

The Council has recently adopted a Town Centre Vision Statement to promote an aspirational, all-inclusive and deliverable medium term (10-15 years) vision for Horsham Town Centre.

The purpose of this report is to help achieve this vision by putting forward a strategy and design guidance manual that will:

- Inform the design and assessment process for future development and maintenance.
- Ensure consistency in quality and aesthetics.
- Demonstrate a commitment to best practice.
- Provide a consistent approach to planning and design for individual developments and projects over time across the town centre.

The document will set out in detail, design principles specific to the requirements of the town centre, as identified within the vision statement. These include:

- The preservation and enhancement of the town centre's rich historical and architectural context.
- Key spaces and gateways
- Connectivity and movement between spaces
- Materials & furniture palette
- Planting
- Signage & wayfinding
- Lighting
- Maintenance



Carfax



Horsham Park



Old Town Hall

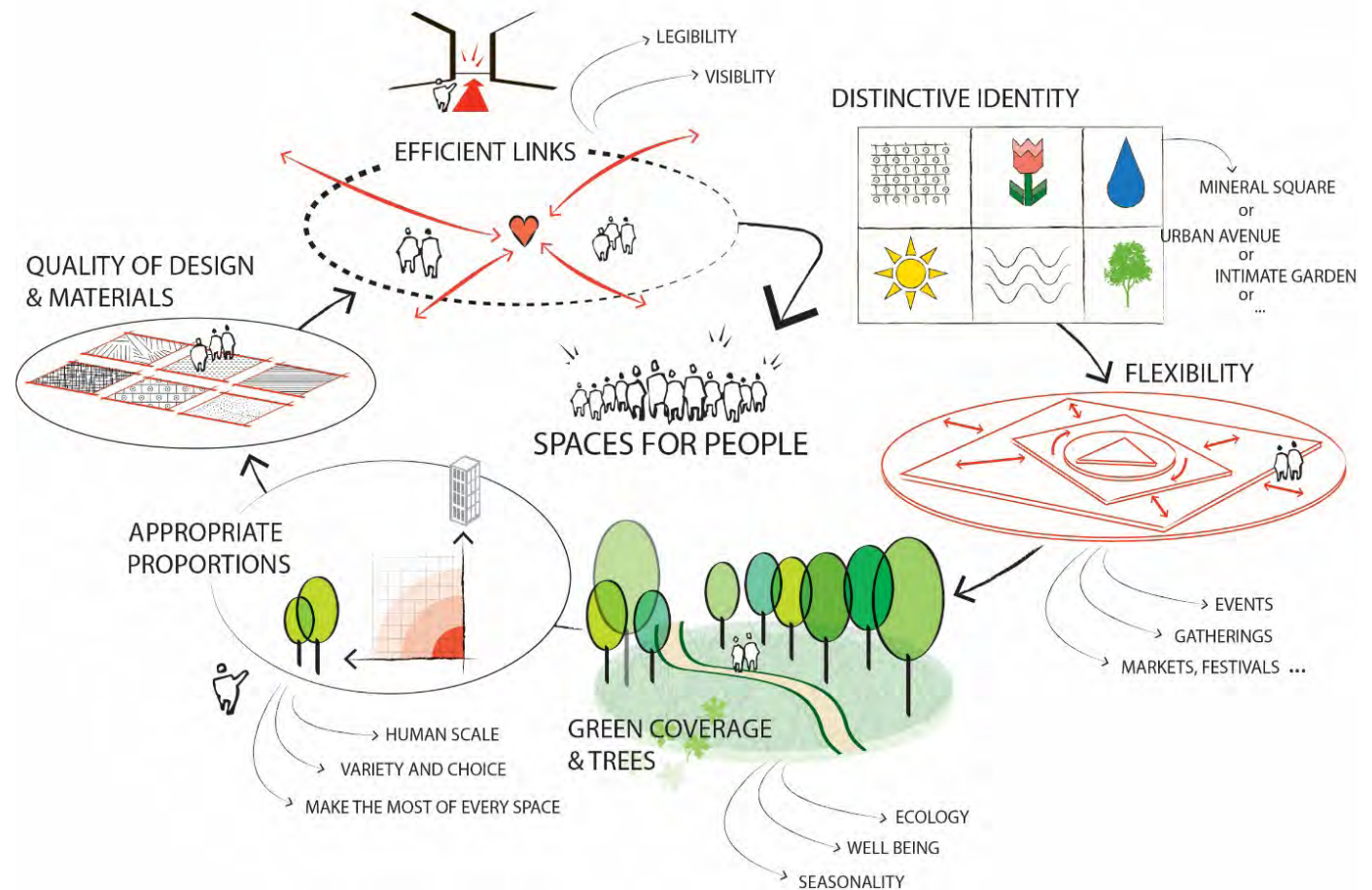
1.5 What Makes Good Public Realm

Public realm is more than just the physical environment, we believe its about place-making, identity, community and management. When these components are present and balanced within the public realm, it becomes a place people want to spend their time.

A good quality, well considered public realm plays a major role in a positive user experience that will encourage return visits, just as poor public realm might discourage visitors.

The public realm provides the context for highlighting the built heritage. Well maintained and presented buildings are an important component of the public realm. Horsham Town Centre has a strong heritage, with key historical buildings. These contribute greatly to the strong sense of character that Horsham has today.

The diagram opposite is a compilation of key elements that define what makes great public realm.



1.6 Value of Public Realm

The diagram below highlights the importance of the public realm relative to Horsham Town Centre. Every intervention and decision made must be considered against the physical setting, reflecting on the value socially, environmentally, economically and functionally.

the value of Public Realm in TOWN CENTRES



SOCIAL

- › Makes space more accessible for physically impaired people and older adults
- › Provides a venue for community events, community cohesion
- › Creates a place where people want to be and meet
- › Assists in the interpretation of heritage
- › Improve well being through exercise
- › Produces a heightened satisfaction for users



ECONOMIC

- › Attractive to investment and development
- › Invest to save (reduced maintenance)
- › People stay longer and help vitality
- › Encourages inward investment
- › Impact on property value
- › Increase tourism



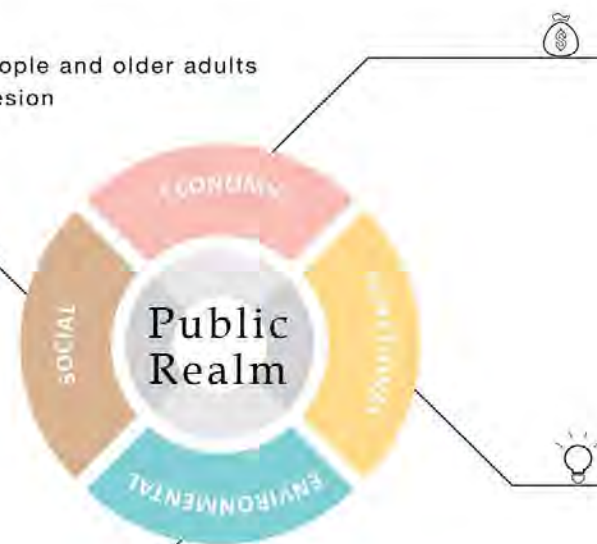
ENVIRONMENTAL

- › Reduces air pollution
- › Enhance the identity of a place
- › Aids in the softening / greening of the city
- › Brings nature and biodiversity in the city
- › Protects, conserve and enhances heritage
- › Helps with rain water management and attenuation
- › Contributes to positive image and perception



FUNCTIONAL

- › Supports public art
- › Encourage walking and cycling
- › Improve orientation and wayfinding
- › Make public transport more accessible
- › Inclusive for all users, universal design
- › Help rationalising movement and transport
- › Can create outdoor space associated to retail and leisure



1.7 Existing Situation - Urban Structure

The image opposite shows the physical and geographical layout of the town. Understanding the layout and its associated heritage and structure is fundamental for determining the nature of the streets and spaces.

We can begin to see the very fine grain in the compact town centre. A hierarchy of spaces emerges with a prominent town centre core and key connecting streets.



1.7 Existing Situation - Urban Structure

Walking distances and parking



Horsham is quite a compact town centre, the main streets and spaces that make up the town centre are within a 5 minute walking distance and a considerable number of car parks are located within a 3-5 min walk.

Key:
Car parks

Existing movement



The existing movement diagram demonstrates how the town centre is predominantly pedestrian, however, vehicle access cuts right through the heart of the town creating a division breaking up the flow of pedestrian movement. Cycling movement is detailed at page 31.

Key:
Pedestrian only
Two-way traffic
Bus Only
One-way traffic

1.8 What People Have Told Us

The Process

The development of this design guide has been informed by a number of different factors and processes. These have included engaging with various stakeholder groups throughout, and regular visits to the town centre at varying times of the day and days of the week. In addition to this relevant documents have been reviewed and incorporated within the principles of the design guide where necessary.

Groups consulted:

- Horsham events team
- Parks and Recreation
- The Horsham Society
- Cycle Forum
- Neighbourhood Councils
- West Sussex County council
- Horsham Town BID Steering Group

Relevant Documents reviewed:

- Horsham District Planning Framework-2015
- Horsham Town Design Statement 2008
- Horsham Town Plan SPD 2012
- Good by Design Horsham Society 2018
- Horsham Town Centre Vision Statement 2017
- The Future Prosperity of Horsham 2011
- Green Space Strategy 2013
- Horsham Society Vision Primary Themes
- Coronavirus COVID-19 Safer Public Places
- NPPF 2018
- Horsham Town Retail & Leisure Study 2017
- West Sussex Walking & Cycling Strategy 2016-2026
- The Horsham Town Local List 2011
- Cycle infrastructure Design Local Transport Note 1/20 2020
- Horsham Local Cycling & Walking Infrastructure Plan September 2020

Following visits to the town centre, and discussions with stakeholder groups, both the positive and negative aspects of the town centre were identified. From this sparked suggestions of how the town centre could be improved keeping in line with the overall vision for Horsham.

Positives

- A walkable compact town
- Strong heritage
- Historical building and features throughout
- A large portion of the town falls within a conservation area
- Close proximity to Horsham Park
- Close proximity to the wider landscape/ countryside such as the High Weald Landscape Trail
- Successful weekly and annual events and activities

Negatives

- Too much street clutter
- Too many A-board signs
- Lack of uniformity in street furniture
- Lack of uniformity in paving
- No identity of each street and loss of language of the town landscape
- Paving in the core is a trip hazard
- Too much vehicular movement cutting directly through the town centre core
- Albion Way hinders connectivity and permeability into the town centre

- Not cycle friendly enough
- Blackhorse Way is unsightly with poor pedestrian connections across to the Forum

Thoughts / Suggestions

- Reduce road widths and widen footpaths
- Pedestrians to take precedence over vehicles
- Future proof the town centre by making it a place of community
- Encourage sustainable modes of transport
- Introduce vehicle time restrictions through the town centre core
- Create a consistent language of materials/ unified paving
- Retain and enhance the heritage of the town centre
- Improve connectivity and permeability into the town centre from the wider area
- Create safer, more pedestrian and cycle friendly entrances into the town centre
- Improve legibility throughout the town centre by rationalising the amount and different types of furniture and other elements such as signage

1.9 Conclusions and Recommendations

Based on the feedback received from consulting with various groups, over a number of design development stages we were able to identify reoccurring issues raised by the community of Horsham.

The table opposite demonstrates how the key concerns highlighted, and a suggested approach for each have come together to form a list of proposed objectives that will help deliver the aspirations for Horsham Town centre in a more cohesive and comprehensive way.

Topic	What you said	Our thoughts	Proposed objective
<i>Links/connectivity</i>	Overall agreement that Albion way acts as a barrier to the town centre and restricts pedestrian routes to the town centre. Currently weak connections to Horsham park which is considered a major asset for attracting the wider audience	We agree, the movement through and towards the town centre is important to be comfortable and not seen as an obstacle. We think there is a medium long term project to make significant changes to the connection with the town park by introducing a direct at grade crossing	Improvement of accessibility and legibility of all pedestrian links, including major links/gateways into the town centre from the wider area, right down to the historical passages throughout the town.
<i>Traffic</i>	Mixed opinions. Some were open to removing all traffic and pedestrianising Carfax. Others considered retaining access important. There was however, a general openness to introducing partial vehicular restrictions except for buses and taxis, and that the current restrictions on East Street work well.	Vehicular access runs straight through the heart of the centre, which currently creates a divide making it difficult for pedestrians to move freely. The initial impression is that cars take precedence. Introducing timed restrictions during the day will help create a more pedestrian focused centre. Two way access to remain along Carfax west to retain blue badge parking bays and access for deliveries.	Retain the existing bus route through the Carfax, however, look to reduce access through timed restrictions for all other general traffic.
<i>Heritage</i>	Want to see heritage run throughout the whole of the town centre. Heritage should be protected and enhanced	We agree this is an important thread which should run thought-out the public realm and interventions	The public realm design needs to respond and complement the architecture in a neutral way.
<i>Materials</i>	There were two opinions shared on this topic. These were; a cohesive palette should be used across the whole of the town centre; individual areas throughout the town should have its own material palette.	The town centre is relatively small in size. Therefore, we believe introducing various different materials palettes could appear disjointed, lacking a coherent sequence and connection between the spaces. Too many materials palettes will ultimately detract away from the overall collaborative character of Horsham. Determining typologies rather than zones would be a responsive way forward	An appropriate palette of high quality material shall be used throughout the town centre. Where appropriate bespoke elements can be included to add interest, and respond to the surrounding context.
<i>Planting</i>	Want more opportunity to introduce permanent planting throughout the town centre for improved visual impact, biodiversity and water management. Opportunity to encourage biodiversity as part of the identity of Horsham.	Agree. Permanent greening would be a positive contribution to the town centre on both an identity and sustainability level.	Maximise permanent greening in the town centre where possible, and introduce planting that supports biodiversity and water management.
<i>Legibility & Wayfinding</i>	General agreement that there is too much clutter and signage, A-board signs in particular – too many of them and could be better located. Introduce better wayfinding to help non locals explore the whole of the town centre e.g. the Forum	Agree there is too much clutter currently in the town centre. The space could be used much more effectively if furniture and other elements were reduced. Current arrangement of furniture could be rationalised.	A clear and legible public realm will be provided through the simplification and coordination of street components and the de-cluttering of unnecessary streetscape elements e.g. Bollards, street furniture, structure and signage etc. Encourage streets that are more responsive by supporting a renewed approach to signage and shop front design.
<i>Cycling/ sustainable transport</i>	Current cycle shelters are under used and also difficult to use. Want to be able to cycle through the centre and have both north-south and east-west access.	There should be less emphasis on cars in the centre. Shared pedestrian and cycle space rather than designated cycle lanes has proven to naturally slow cyclists down in other places.	Support and encourage carbon neutral transportation by; reducing the emphasis on the use of cars in the town centre and promoting public transport; creating safe pedestrian and cycle routes and providing attractive cycle parking.
<i>Use of space</i>	Spatial arrangement should take into account events and activities. The town centre should be a place of community.	Available space is currently limited and inflexible. There is opportunity for space to allow change and offer versatility.	Future proofing the town centre by creating flexible spaces that will allow activities and events both on a day-to-day basis and annual occasions across the year.
<i>Lighting</i>	Lack of lighting - Current lighting levels are lower than the average recommendation	Although the town centre does not feel particularly unsafe in the evening, the areas with better lighting felt much more inviting and atmospheric, and gave a better sense of direction. There is also different colour variations in light which alter the characters	Improve and enhance public lighting throughout the town centre. Open up views and create clear sight lines by removing unnecessary components and structures to increase visibility.
<i>Maintenance</i>	Concerns over current maintenance budget	The quality of the existing and future public realm of Horsham depends greatly on the day-to-day maintenance of the spaces. Additional funding should be a key consideration.	Future design should consider realistic and achievable maintenance goals.

1.10 Objectives



Links/ Connectivity

Improvement of accessibility and legibility of all pedestrian links, including major links/gateways into the town centre from the wider area, right down to the historical passages throughout the town



Traffic

Retain the existing bus route through the Carfax, however, look to reduce access through timed restrictions for all other general traffic



Heritage

The public realm design needs to respond and compliment the architecture in a neutral way



Materials

An appropriate palette of high quality material shall be used throughout the town centre. Where appropriate bespoke elements can be included to add interest, and respond to the surrounding context



Planting

Maximise permanent greening in the town centre where possible, and introduce planting that supports biodiversity and water management



Legibility & Wayfinding

A clear and legible public realm will be provided through the simplification and coordination of street components and the de-cluttering of unnecessary streetscape elements e.g. Bollards, street furniture, structure and signage etc. Encourage streets that are more responsive by supporting a renewed approach to signage and shop front design



Cycling/ Sustainable Transport

Support and encourage carbon neutral transportation by; reducing the emphasis on the use of cars in the town centre and promoting public transport; creating safe pedestrian and cycle routes and providing attractive cycle parking



Use of Space

Future proofing the town centre by creating flexible spaces that will allow activities and events both on a day-to day basis and annual occasions across the year



Lighting

Improve and enhance public lighting throughout the town centre. Open up views and create clear sight lines by removing unnecessary components and structures to increase visibility



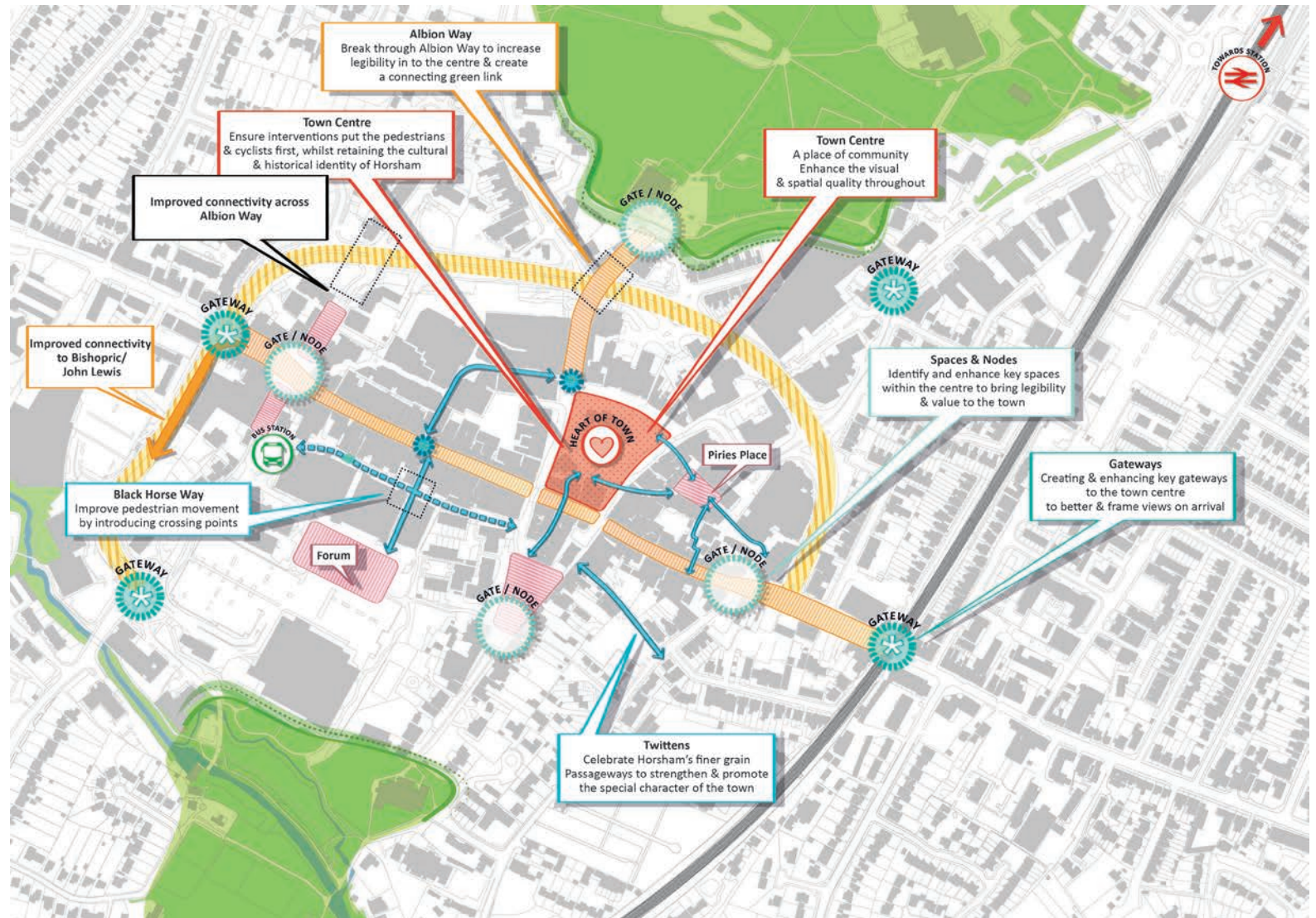
Maintenance

Future design should consider realistic and achievable maintenance goals

1.11 A Shared Vision for Horsham

The plan opposite shows the vision and aspirations for the town centre. These are further explained below:

- Define and enhance where appropriate the 'core' of the town centre
- Improve the routes in and out and through the town centre to strengthen connections to key buildings, spaces, the railway station and car parks
- Improve routes around the centre through the promotion of the twittens making people explore the town centre more.
- Identify and define key spaces to help promote activities and ensure a vibrant town centre
- Remove unnecessary clutter and simplify the public realm design





Carfax Bandstand











2.0 Strategic Guidance

- 2.1 Street Hierarchy, Key Spaces and Gateways
- 2.2 Town Centre Core
- 2.3 Main Town Centre Streets (Pedestrian)
- 2.4 Main Town Centre Streets (Vehicle Interface)
- 2.5 Arrival Streets
- 2.6 Twittens
- 2.7 Access Routes
- 2.8 Spaces
- 2.9 Gateways
- 2.10 Nodes & Green Spaces
- 2.11 Movement
- 2.12 Movement - Cycling
- 2.13 Activities & Events

2.1 Street Hierarchy, Key Spaces and Gateways

The adjacent plan identifies the series of streets and spaces that make up the town centre and begins to break them down based on their nature, function and concentration of uses.

From this we are able to categorise streets and spaces into various typologies with a clear hierarchy e.g main town centre streets and defined spaces. This helps to determine a set of design principles for each of the typologies that will collectively unite the town centre as a whole, whilst enhancing character, improving legibility and maximising use of space throughout.

-  Town Gateways
-  Arrival Streets
-  Main Town Centre Streets
-  Albion Way (Dual Carriageway)
-  Access Routes
-  Nodes
-  Defined Spaces
-  Twittens
-  Town Centre Core
-  Green Spaces



2.2 Town Centre Core

The core area is the beating heart of the town from which activity ripples out into connecting streets and spaces. The core is where the majority of shops and cafes can be found and a key location for events. Fewer vehicles and more open space should be encouraged to promote a more pedestrian friendly environment and so that the space can be enjoyed to its full potential. The examples opposite show pedestrian friendly design approaches where cyclists are welcomed as part of an open shared space.

Design Principles:

- There should be continuity of high quality, large unit yorkstone throughout.
- Granite setts within the highway should be retained.
- The width of the road should be narrowed to extend shared space for pedestrians and cyclists.
- Parts of the area should be designed as shared space for pedestrians and cyclists with no delineated cycle carriageway.
- Necessary timed controlled loading / delivery bays should be integrated within footways so that pedestrians can make use of wider footpaths when deliveries are not taking place.
- Kerbs to the road should be a consistent 50mm high so delivery vehicles can easily mount up into the designated loading zones.
- Implement timed restrictions for all other vehicular access accept for buses and use of disabled parking bays.
- Existing disabled bays to be retained
- Key information points to be strategically located.
- Existing tree planting should have 5m clear stems to enhance visibility across the town centre.
- Introduce new tree planting where appropriate with standard 2.3m clear stem, to be uplifted to 5m in time.
- Ensure planting is located where appropriate and that its location does not obstruct ease of movement and visibility.
- All power supplies should be in ground.



Pedestrian zone in Bad Salzuffen



Historic Market Place, Monheim am Rhein



Pedestrian zone in Bad Salzuffen



2.3 Main Town Centre Streets

Pedestrian only

The Pedestrian only main town centre streets are narrower in width and have heavy footfall, therefore, should be clear of clutter to improve legibility, ease of movement and to allow a relationship with the adjacent shops. These streets connect directly with the town centre core and therefore, materials should read as a natural extension of the centre. However, variation in size and layout should be used to distinguish the change in typology of the street.

Design Principles:

- Medium sized yorkstone paving units to central area of the street. (1).
- Detail strips of smaller units of same yorkstone paving to each side of the street. (2).
- Shop signs to be positioned perpendicular to the street, free standing ground level signs to be avoided so as not to generate street clutter. (3).
- Discreet wall mounted lighting, historical where appropriate, to be installed at regular intervals along the main town centre streets to provide even and proportionate lighting without generating street clutter. (4).
- Possibility to uplift significant historical facades to celebrate the existing value of the architectural heritage. (5).
- Columns for flower basket display to be refurbished and repainted where appropriate and to be fitted with seasonal flower compositions throughout the year to maximise the attractiveness of the public realm. (6).
- Historical architectural elements and details to be refurbished where appropriate and celebrated to enhance the character of the public realm. (7).



2.4 Main Town Centre Streets

Pedestrian & Vehicle Interface

Examples of town centre streets opposite have an emphasis on pedestrian movement as they are key connecting links to the town centre, however, they vary from other main town centre streets as they interface with vehicular movement.

Design principles:

- Footpaths should be clearly defined and high quality stone used to tie into the town centre core.
- Pedestrian crossings over Albion way should be raised to footpath level and widened into super crossings at major gateways to ensure a sense of safety for pedestrians and cyclists and for ease of movement throughout the area.
- Widen pedestrian footpaths where possible, and reduce road widths/dominance where appropriate and introduce greening to soften the spaces
- Uniform street lighting should be upgraded or refurbished as necessary and a consistent style should be used.
- Heritage lighting columns should be retained and refurbished to provide a coherent colour scheme.
- Lighting levels to be improved to meet standard level.



2.5 Arrival Streets

The Arrival streets are key access routes for pedestrians, cyclists and vehicles to the town centre, however, emphasis should be on pedestrians and cyclists not only to encourage more sustainable means of travel, but also because some serve as convenience, amenities and facilities for those who live in close proximity. These streets should emphasise the feeling of arrival, and should have a clear sense of direction.

Design Principles:

- Standard simple uniform paving to all pedestrian areas eg. concrete slabs. (1)
- Priority should be given to pedestrian movements on all side roads, with designated pedestrian crossing points. (2).
- Signalised pedestrian crossing points to be installed at appropriate key intervals to enhance pedestrian movements and reverse vehicular domination. (3).
- Cycling lanes with a distinctive surfacing to be designated along the arrival roads into the town centre and designed in accordance with local Transport Note LTN 1/20 - Guidance for local authorities on designing high-quality, safe cycle infrastructure. (4)
- Banners to be fitted to lighting columns to create a sense of arrival to the town centre of Horsham. (5).
- Provision of biodiverse, of preferably native planting strips no higher than 800-1000mm not to obstruct views. SuDs should be integrated wherever appropriate to enhance sustainability throughout the town. Strips of mown lawn should be avoided as they require heavy maintenance and present poor biodiversity. (6).
- Native trees with a minimum clear stem of 2.3m to be planted where appropriate (sufficient road width not to interfere with traffic) and uplifted to 5m once more established (7).



2.6 Twittens

The town centre of Horsham features many pedestrian links in the form of twittens, and these play an important part of the town centre's heritage. They are key routes connecting the series of spaces that make up the town centre, some of which could be utilised more; the paving strategy aims at bringing coherence, quality and safety to all these twittens.

Design Principles:

- Line of square historical setts to the centre and entrances of the twittens to enhance their character. (1).
- Medium sized slabs of high quality natural stone eg. yorkstone to reflect the grain of the narrow twittens. (2).
- Linear slabs of high quality natural stone eg. yorkstone to reflect the grain of the narrow twittens, with name of twitten engraved in the stone. (3).
- Existing large yorkstone slabs to town centre core area. (4).
- Historical and discreet wall mounted lighting to be installed at regular intervals along the lanes to provide even and proportionate lighting. (5).

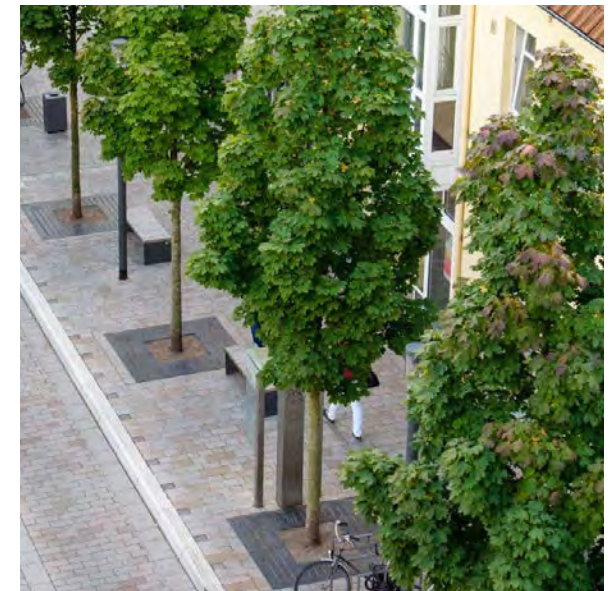


2.7 Access Routes

Access routes, whilst important to overall circulation of the town centre, are a shared space for deliveries and car park access as well as pedestrian flow. Services along these routes are key for the function of the town centre and will need to fuse with pedestrian flow. Therefore, establishing a street structure with secure footpaths is crucial as the examples opposite show.

Design Principles:

- Standard simple uniform paving to all pedestrian areas eg. concrete slabs.
- Kerbs to be 100mm and lowered to 50mm where vehicle access to respective yards is required.
- Improve pedestrian safety and access through raised crossings.
- Road width should be narrowed where possible to encourage traffic to slow down and footpaths a comfortable width to create consistent, free of trip hazards connecting routes.
- On street parking should be restricted, parking to be within the respective yards.
- Refuse and service yards should be contained within enclosures to ensure ease of movement, improved visual appearance, and create a more pleasant walking and cycling experience.
- Refuse should be located within the rear yards of shops and not within the street.
- Existing lighting columns should be refurbished and additional columns with standard lighting levels added at regular intervals.
- Activate blank facades where possible with planting to help animate the space and introduce colour.
- Road side herbaceous and tree planting where practicable.



2.8 Spaces

These are to be defined pedestrian spaces with strong links to surrounding areas. They should be designed to be multi-functional with feature elements and components to strengthen identity. They should also provide for spontaneous and planned events. Examples from Watford Parade and McBurney Lane below.



Watford Parade, Watford



McBurney Lane, Langley



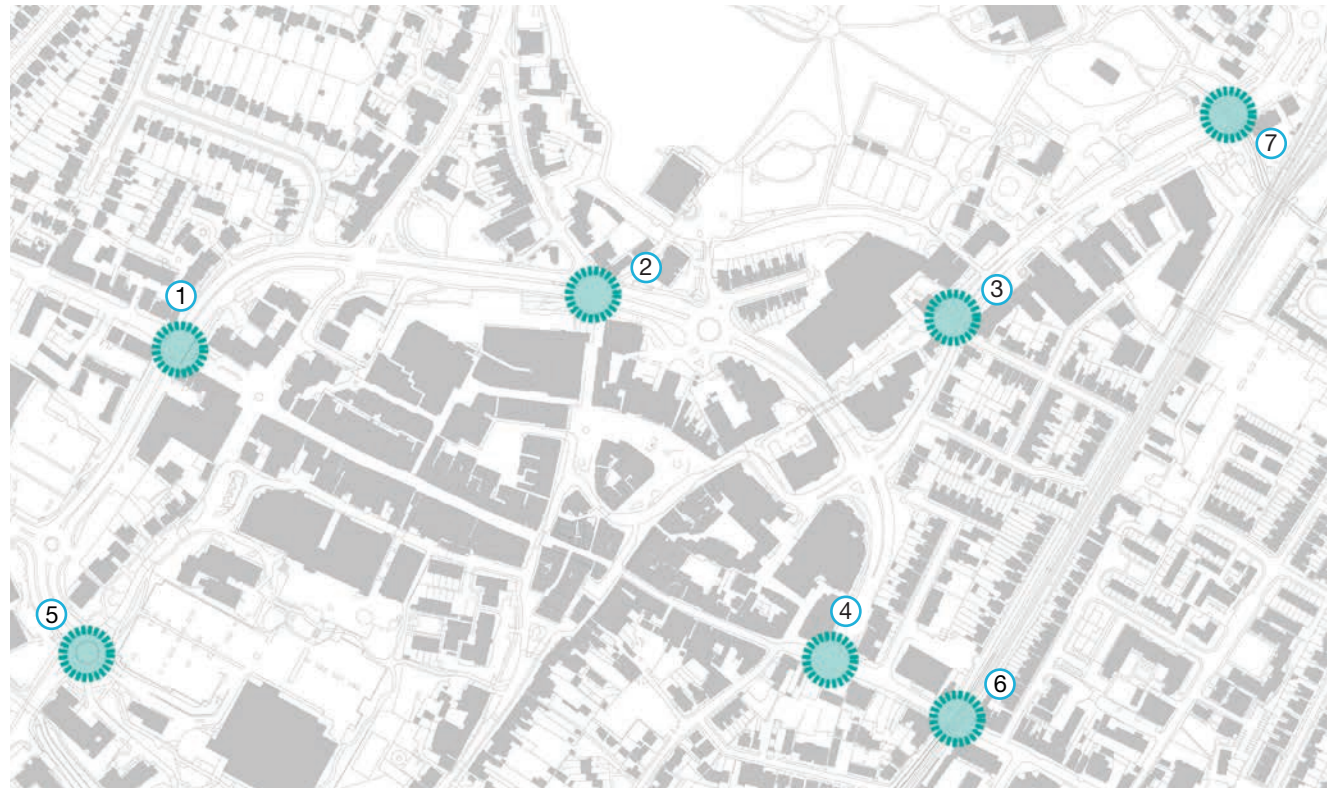
- 1** Bishopric is a multi-functional space with activities varying from small to large scale, and therefore the layout of the space should reflect this. High quality paving should be used not only to withstand vehicle overrun, but to also inform activity spaces and sense of direction for both pedestrians and cyclists.
- 2** The Forum is an important space for weekly and annual activities and events. To ensure longevity of the space, and strengthen identity the material should be robust enough to withstand vehicle loading, and offer variation in colour and pattern. Therefore, high quality granite should be used.
- 3** The Causeway is a key space signaling the arrival of the historical side of the town centre. High quality, large unit yorkstone paving should be used to provide continuity within the conservation area, and form a natural extension of the town centre core.
- 4** Piries Place is a leisure led destination, therefore, the space should lend itself well to permanent activities eg. spill out from restaurants and shops, seating, vegetation and play, whilst also providing opportunities for temporary activities. Consistent facade to facade paving of natural stone should be considered with temporary and permanent activity zones defined through a change in unit size, colour or texture.
- 5** Queen Street is an intermediate, connecting space on route to the town centre. Slightly different in it's function to the other identified spaces, providing access to more local amenities. The space should tie into the adjacent arrival road design principles, but should also read as a more open space offering opportunity to stay and socialise or rest. To achieve this, smaller units of standard simple uniform paving should be used to differentiate between the arrival street and the defined space, and seating provided.

2.9 Gateways

The gateways are the key arrival points to the town centre of Horsham and should provide clear, open and safe arrival entrances into the town centre for both pedestrians and cyclists.

Design Principles:

- Improved legibility and signage.
- Improved comfort of footpaths leading into the town centre by widening where possible.
- Repositioned and aligned pedestrian crossings to improve the pedestrian experience.
- High quality materials that emphasise the mark of arrival and connection to the town centre should be used.
- Opportunity to enhance sense of arrival through art where appropriate



- | | |
|---------------------------------------|----------------------------|
| ① Bishopric | ⑤ Worthing Road Roundabout |
| ② Albion Way - Link from Horsham Park | ⑥ Iron Bridge |
| ③ North Street arrival | ⑥ North Street Subway |
| ④ East Street/ Parkway Junction | |

2.10 Nodes

These are pivotal points in the public realm at intersections at arrival streets, main town centre streets, twittens and outside key buildings. Nodes contribute greatly to the ease of movement throughout the town centre and therefore should be legible, well signed transition spaces.

Design Principles:

- Paving should indicate the arrival at a key transition space
- Nodes should have Improved pedestrian crossing
- Enhanced legibility and way-finding.



Green Spaces

The town centre sits directly between major green spaces, Horsham Park located north and to the south St Mary's Church, a gateway to the wider countryside. Therefore, links to and from these green spaces, in particular Horsham Park for its connection with the railway station, need to be strengthened.

Design Principles:

- Green space should be promoted where possible within the town centre including street trees ensuring that key views or heritage features are not impeded.
- Biodiverse species and SUD's should be a key considerations for all new planting.










2.11 Movement - Pedestrian & vehicular

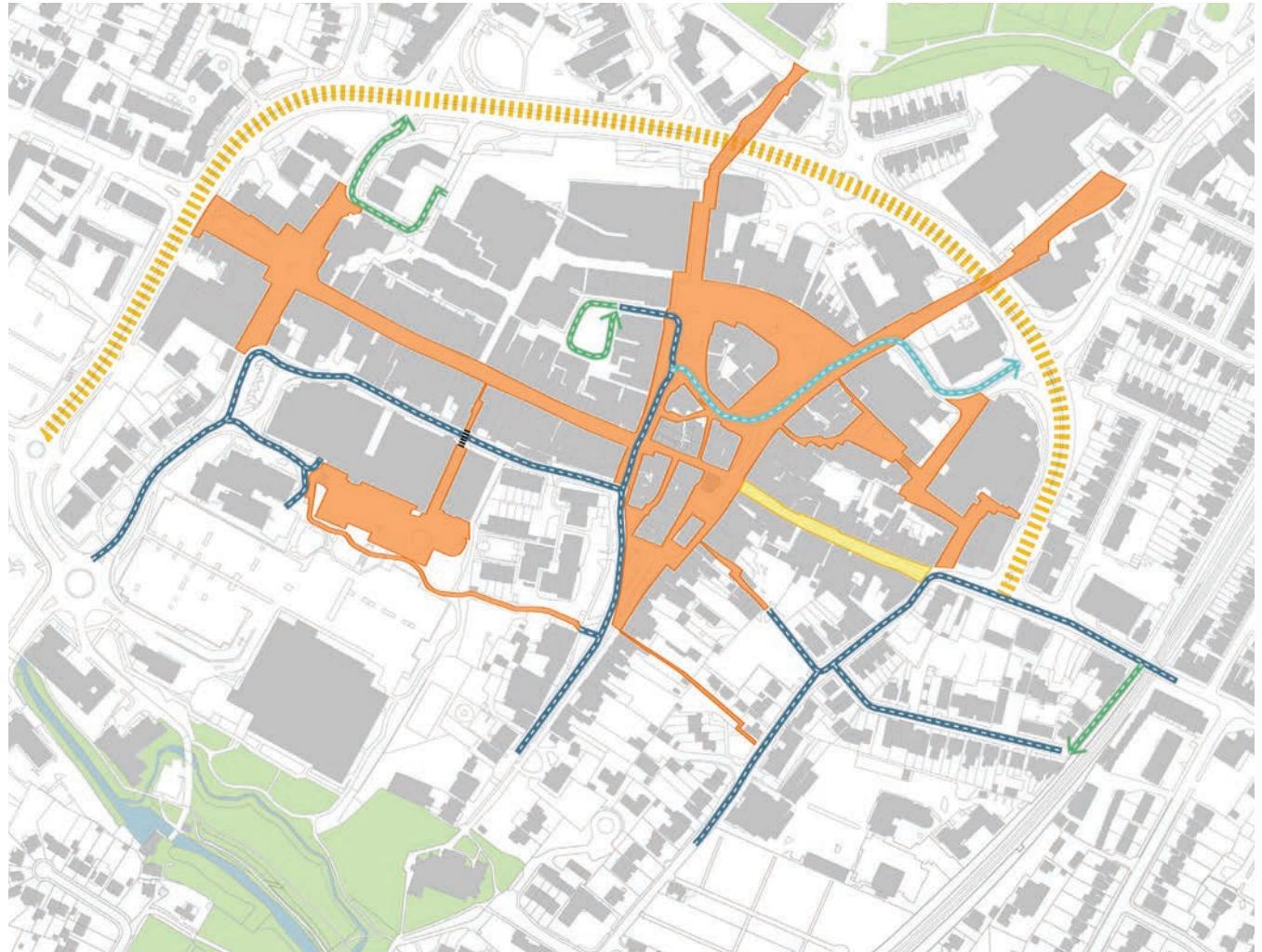
The aspiration for Horsham town centre is to upgrade and enhance the existing environment in a way that will make the centre more pedestrian orientated and cyclist friendly.

Design principles:

- Increase pedestrian space by reducing the width of the highway running through the Carfax.
- Introduce vehicular timed restrictions through the Carfax with the exception of buses to create a more pleasant atmosphere that will enhance the historical setting of the listed buildings and the conservation area.

Key:

-  Pedestrian priority areas (with exception of some vehicular access during markets days and for maintenance purposes)
-  Pedestrian with existing vehicular timed restriction
-  Two-way traffic with parking where appropriate
-  One-way with introduced vehicular timed restrictions except for buses
-  One-way traffic with parking where appropriate
-  Existing restrictions
-  Albion Way












2.12 Movement - cycling

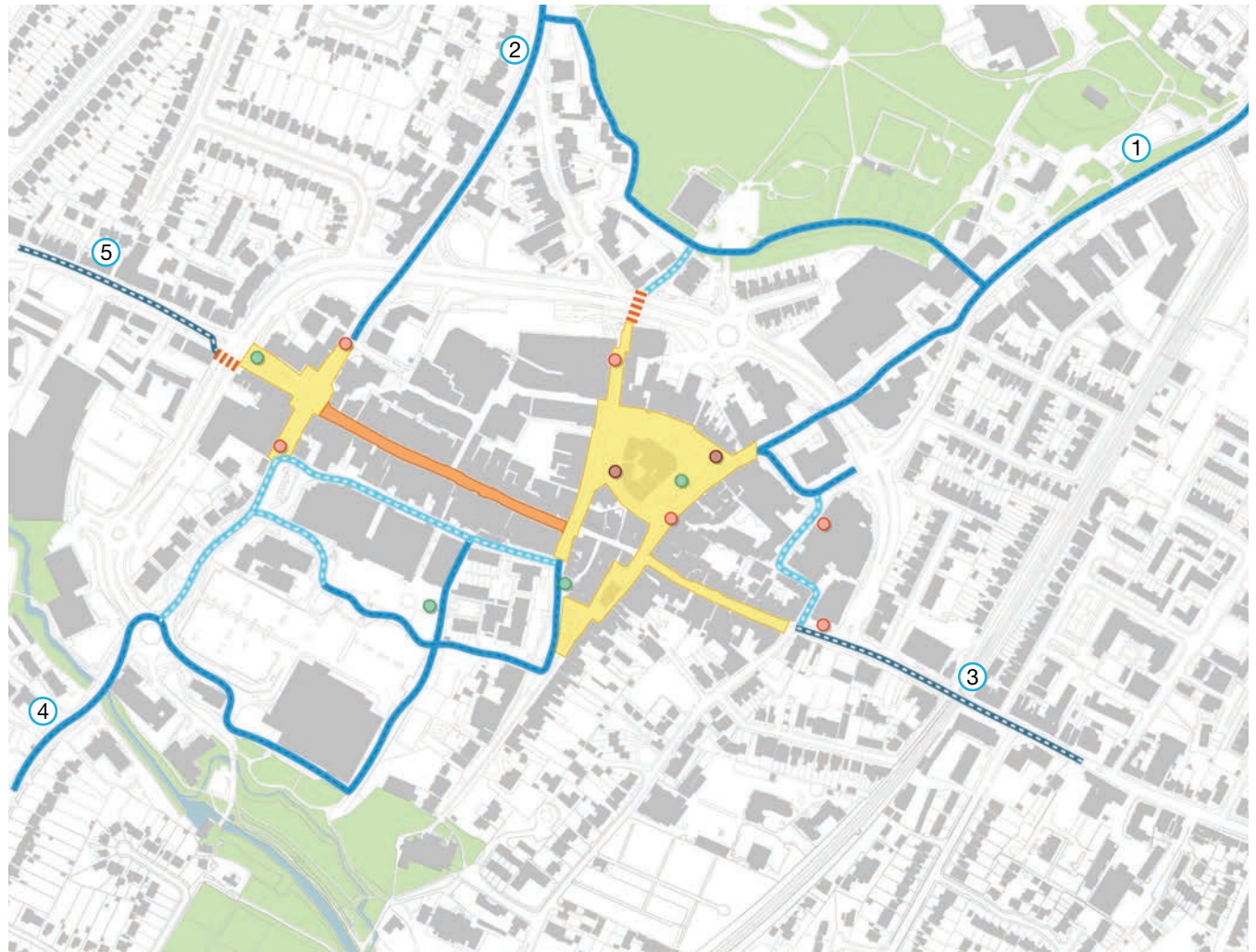
Cycling plays an important role in sustainable transport initiatives within town centres. Horsham seeks to encourage and provide opportunities for more sustainable modes of transport to and from the town centre. At present existing cycle routes on approach and through the town centre are fragmented and cycle parking opportunities are minimal and in some cases undesirable to use.

Design principles:






- Introduce additional cycle stands at key town centre arrival points
- Replace under used two-tiered cycle racks with more user friendly, single unit stands e.g Sheffield cycle stands
- To help mitigate not having a designated contraflow cycle route running through the Carfax, vehicle restrictions are proposed along with decluttering of furniture and other elements to allow greater permeability to meet the needs of cyclists. In addition to this it is proposed that the width of the carriageway is reduced to increase the amount of pedestrian level surfacing. This will allow cyclists to safely share the pedestrian space until they are reconnected to a designated cycle route.
- Access and parking provision for cyclists will be considered when designing detailed schemes for the intervention areas described in Section 4

Key:

-  Existing cycle stand location to be retained and upgraded
-  Existing cycle stand location to be relocated
-  Additional cycle stand location points
-  Existing cycle route to be retained
-  Proposed new cycle routes
-  Proposed marked cycle routes in line with LCWIP proposals
-  Shared space
-  No cycling
-  Shared enhanced crossings over Albion Way



LCWIP identified corridors for improvement:

-  Corridor 1a & 2
-  Corridor 1b
-  Corridor 3
-  Corridor 4
-  Corridor 5

Future development to refer to LCWIP report

2.13 Activities and Events

Town centres provide an ideal setting for a programme of events – these both encourage people to visit the town and contribute to an active vibrant streetscape.

It is important that the existing programmed agenda with regular activities is maintained, and where possible enhanced, to stimulate interest for locals and visitors. These events should remain located in the centre of the town to best aid the existing shops and businesses and generate a critical mass of people.

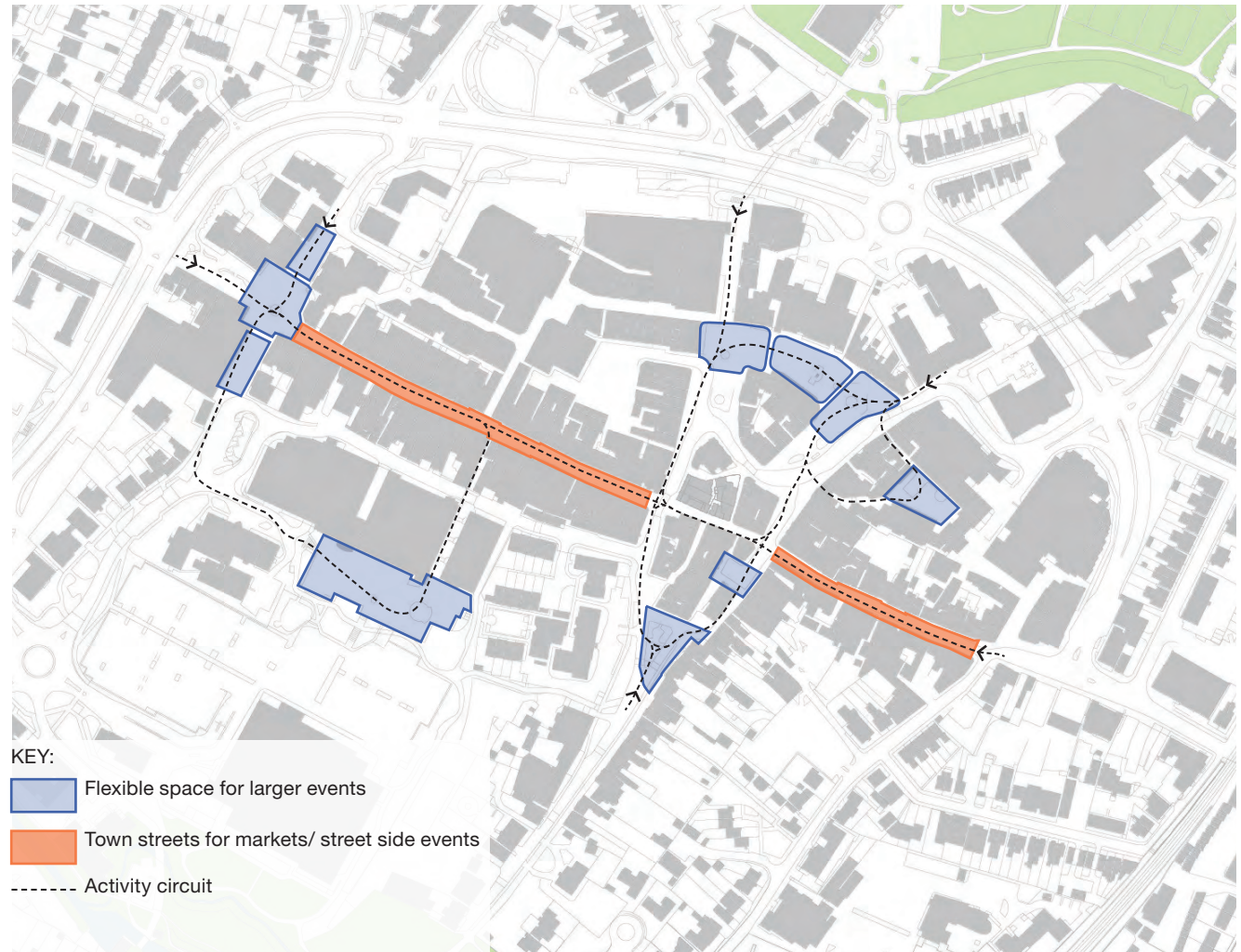
Key areas should be identified for hosting events, where the correct balance of street furniture permits a clear open space with adjacent integrated power supplies. These spaces should be flexible as events will change in scale, accommodating varying numbers of people and have different layout criteria. Attempts should be made to maximise usage within the Carfax and connecting streets and spaces to encourage footfall and circulation throughout the town centre.

Horsham already has a variety of events both on a weekly and annual basis that take place within the town centre, which include:

- Hot food, local produce and crafts markets on Thursdays and Saturdays
- Horsham AmeriCARna
- Music festivals
- Food festivals e.g. The Big Nibble
- Remembrance Sunday

Horsham has a strong identity as both a historic and modern day market town,

A number of factors need to be considered:



2.13 Activities and Events

The layout on the street

The public realm should be designed in a way to facilitate a flexible market with an activity layout being not so prescriptive to define actual pitches along the street. Consideration must be given to pedestrian flow, emergency access and the relation with existing shops and businesses. The market and activities are something that will change over time, with demand, size of stall, trends and fashions.



Provision of power and services

Within the street design provision for electrical supply should be incorporated within the public space along the street appropriate to potential positions of stalls and events areas. Drainage outlets, a water supply and areas for refuse should be identified within the market area.



Servicing / set up

A controlled and regulated procedure must be implemented to ensure that all vehicles and obstacles are removed from the market streets during market operations – this allows a vehicle free zone between specified hours and helps the overall appearance of the public spaces and market





Old Town Hall, Market Square

3.0 Design Guidance





- 3.1 Paving
- 3.2 Planting
- 3.3 Signage & Wayfinding
- 3.4 Street Furniture
- 3.5 Lighting
- 3.6 Electrical & Water Connections
- 3.7 Public Art
- 3.8 Maintenance

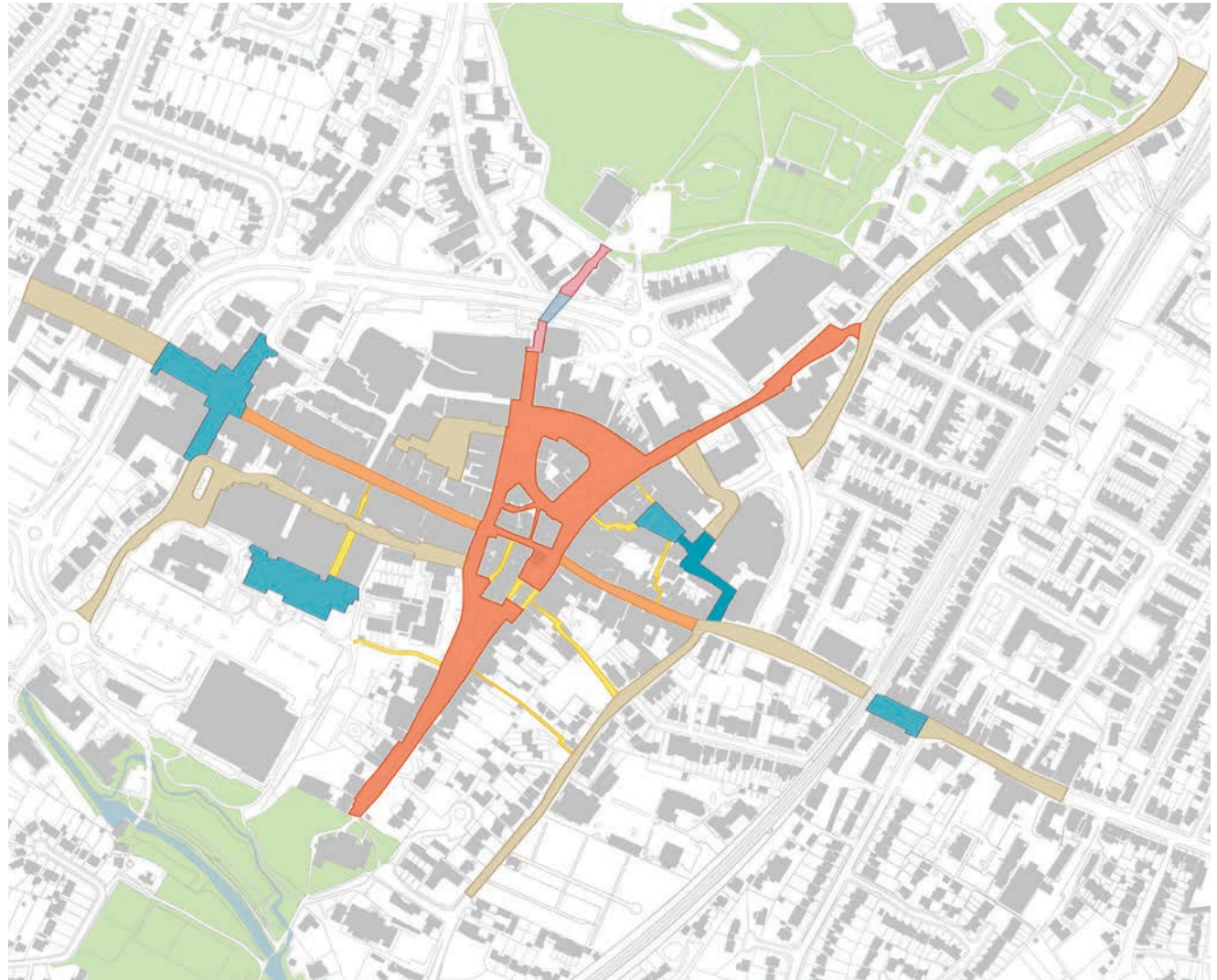
3.1 Paving

All paving should be of high quality and suitable to withstand the function of the area. When Specifications are being determined the following should be considered:

- Durability
- Lifespan
- Appropriateness to the heritage
- Visual appreciation
- Ease of Maintenance

The paving strategy aims at bringing together the identified streets and spaces below whilst being responsive to their distinctive characters.

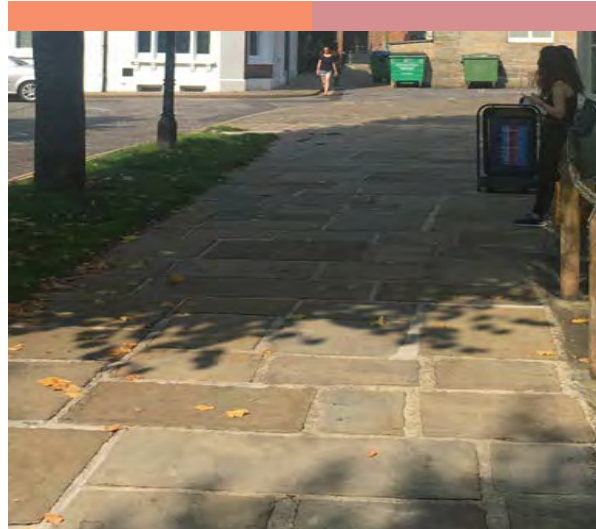
-  **Core Town Centre area** - Existing high Quality Yorkstone slabs to pedestrian areas and existing Setts to carriageway. Existing asphalt to Causeway to be
-  **Main Town Centre Streets (Pedestrian priority)**
High quality Yorkstone paving: medium sized units to central area, strip of small size units against the facades on each side of the street
-  **Main Town centre streets (Vehicular)**
Yorkstone paving to sidewalks, asphalt to carriageway.
-  **Defined Spaces**
Varying paving to match context, feature paving where appropriate.
-  **Twittens**
Small units of natural stone paving with central line of square setts
-  **Arrival Streets & Access Routes**
Standard concrete slabs to sidewalks, asphalt to carriageway
-  **Improved at Grade Pedestrian Route**
Asphalt to be defined with surface dressing in contrasting colour to the carriageway



3.1 Paving

General guidelines should be observed throughout the implementation of all projects or improvement works:

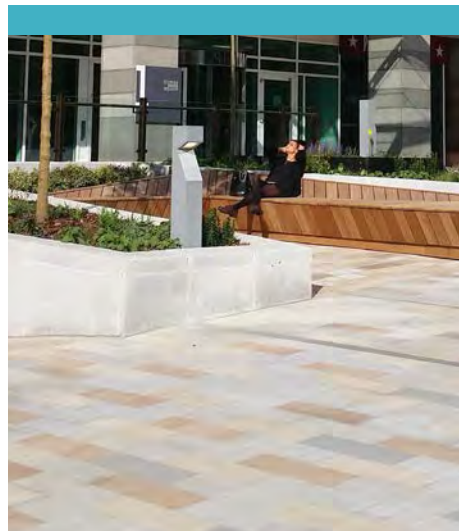
- Reuse, re-lay and restore existing yorkstone
- Road widths should be minimised to reduce vehicular speeds and maximise pedestrian space;
- The layout of the street and degree of sharing should be appropriate to the function of the street;
- Kerbs should clearly define the carriageway;
- Kerbs to be 100mm lowering to 50mm where vehicle mounting is needed;
- The carriageway should be high quality asphalt in a contrasting colour to footpaths where there are considerable vehicle flows;
- Thickness of paving units should be deeper where there is expected to be vehicular overrun.
- All footpaths and pedestrian crossings should be designed with acceptable gradients, to universal design standards;
- Access (degree of control) needs to be integrated into the design and a shared environment more appropriate.
- Drainage units, manhole covers should be flush with the surrounding areas. They should be integrated into the design to avoid a trip hazard.



Large unit yorkstone slabs - existing



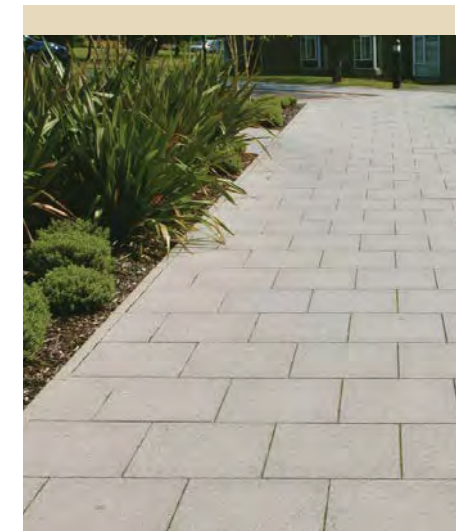
Medium unit yorkstone slabs



Example small unit granite slabs



Small unit yorkstone setts with feature paving



Example concrete slab

3.1 Paving

Existing Natural Stone within in the town

Yorkstone slabs are predominant within the pedestrian areas of the core of the town centre, and range in size, finish and thickness. Vehicular areas, specifically within the Carfax comprises of granite setts, 100mm length x 100mm x 100-200mm deep. Over time the slabs and setts have moved or been disturbed by utility companies and vehicular overrun resulting in uneven surfaces, broken down joints and potential trip hazards. The yorkstone slabs and granite setts themselves remain in good condition and are very attractive - their durability being a clear justification for the use of natural materials where possible within the public realm. It is seen as extremely important from both an aesthetic and environmental stance that this stone is reworked and reused within the town centre.

The yorkstone slabs, as existing, are worn with slight undulations and some uneven edges. Sizes range from medium to large modular units and laid in an irregular bond along the streets.



Existing Yorkstone in the Carfax



Existing Yorkstone in the Carfax

The granite setts, as existing, have moved and formed depressions in some areas of the carriageway, and in some instances come loose. The setts were originally laid in 1992 and it is estimated that 100% of the setts are in good condition and reusable and approximately 60% of the actual road is still in very good condition.



Existing setts in the carfax carriageway



Existing setts in the carfax carriageway

3.1 Paving

Points for consideration:

As the yorkstone slabs have a predominantly worn riven finish, once they are all lifted they will require remedial work and careful relaying. Due to their uneven sizes it can be assumed that up to 25% of these slabs will not be reusable at which point a replacement will have to be sought. Careful planning and phasing of works is fundamental to ensure piecemeal paving does not occur.

There is no apparent bond in the majority of the paved areas which suggests the original laying of the stone was a time consuming and skillful operation. With the increased cost of skilled labour and with consideration of future maintenance it is unfeasible to relay slabs in a similar manner.

One approach to the repaving of Horsham Town Centre is to view the work as a restoration project which may involve a small team of craftsmen/pavers methodically working their way around the Town Centre. This may be seen as an advantage in the eye of the public and traders. However, detailed planning and organisation would be required to enable the construction programme to be efficient and cost effective.

Existing slabs and setts - method statement

The following will be the actions required for the reworking and reuse of existing stone.

1. Lift all units and transport off site to an agreed working location.
2. Clean off all the mortar and discard badly broken disfigured slabs and setts.
3. Set broken/ irregular shaped slabs to one side

4. Arrange yorkstone slabs into widths (+-3mm) into random length. There may only be 10-15mm difference between width brackets (eg 225, 240, 250, 260mm etc).
5. Cut broken/irregular shaped slabs to fit one of the width brackets identified.
6. Transport sorted units back to site for relaying ensuring the quantities of each particular unit width are sufficient for the desired location.
7. The slabs are then laid in bands of the same width perpendicular to the flush channel line along the street.

Note: Due to variety in slab widths, a large area of paving will require lifting in order to achieve an adequate stockpile for relaying. This suggests that an alternative source of stone will be necessary for the first phase, thus allowing an organised supply to be compiled for future phases.



Granite setts originally being laid in the carfax carriageway



3.2 Planting

There are a number of different types of planting that should be considered within the public realm. These include trees, shrubs, vertical surfaces, ground cover, rain gardens, lawn and temporary displays for example Horsham in Bloom.

Plant selection should be appropriate to the context, considering scale, climate, form, durability, sight lines and maintenance.

Trees

When considering trees within the town centre, the following factors should be considered:

- The species, groupings and ultimate size should be taken into account. Where streets are narrower, suitability of tree planting should be closely assessed.
- Care needs to be taken not to mask heritage features, key buildings and shop frontages.
- Where possible all existing trees within the town centre should have clear stems of 5m. New Trees should have standard 2.3m clear stems, and uplifted to 5m in time.
- Growing medium and volume are critical to the longevity and success of any tree or plant: the target tree pit volume should be 5-8m³.
- All tree pits should have high quality soil, underground guying, aeration and irrigation points.
- Retention of existing trees, especially mature specimens, should always be considered and preferred wherever possible.
- Native species are preferred but non-native specimens could be considered in special circumstances where they would add considerable interest to the street scene.
- Tree cells and root barrier systems should be used to extend the tree pit in vicinity of utilities as necessary.
- Once trees are planted and secured in place, watering and weed control are essential during the first 3 to 5 years of the tree's life. Formative pruning, often undertaken in nursery prior to dispatching the tree to site, should continue after planting.

Shrubs

Shrub planting should only be used where space allows, ground cover is preferable to large shrubs so as not to block sight lines and visibility across the town centre and through spaces.

Regular maintenance is essential for the shrub planting to retain its desired shape and height.

Perennial

Perennial planting brings seasonal interest, promotes biodiversity and softens hard spaces, its use should always be considered along pedestrian streets, arrival streets and in defined spaces. Low maintenance and native species mixes should be preferred and it is recommended to use a balanced mix of evergreen and perennial plants to ensure year round interest.

Grass

Grass areas within defined spaces should be considered where possible to add interest and opportunities for family amenity.

Rain Gardens

Sustainable drainage system (SuDs) provide solutions for storm water to be stored on site and soaked into the ground, relieving classic drainage systems and helping improving water and habitat zones quality. Rain gardens forms are an effective, attractive and economically accessible way to fight back the negative effects of over development of hardscapes in urban areas.

The implementation of rain gardens in the town centre should be sought wherever practicable. The following factors need to be considered:

- Ground quality and condition allow efficient water storage on



Rain gardens along streets- to help with rain water management



Tree planting - to help reduce air pollution and improve character

3.2 Planting

site, ground condition surveys are recommended.

- Selected plant species should be adapted to the moisture regime to which they will be exposed in the rain garden. Native species should be preferred.
- The storage capacity of the rain garden needs to be correctly assessed, the installation of an overflow system is recommended in urban environments.

Planting for sustainability

A key objective behind the planting strategy is to deliver general principles on how the public realm can be thought and designed to reduce the carbon emissions of the town centre, help future-proof the public realm and offer a healthy and resilient place to live to the people of Horsham.

Providing a rich, appropriate and comprehensive vegetation plan in the town centre is one of the key ways to ensure its sustainability. The trees and plants ability to reduce pollution and help restore biodiversity by attracting insects should be considered. Native species should be preferred.

Planting by Design

The location and layout of planting within the town centre should always be “designed into schemes” so the best opportunities for the introduction of planting and trees are identified. The addition at later stage of stand-alone planters should be avoided as they detract from and add visual clutter to the streetscape.



Green walls - to help reduce air pollution



Grass areas - opportunities for family amenity



Example of Integrated seating on planters



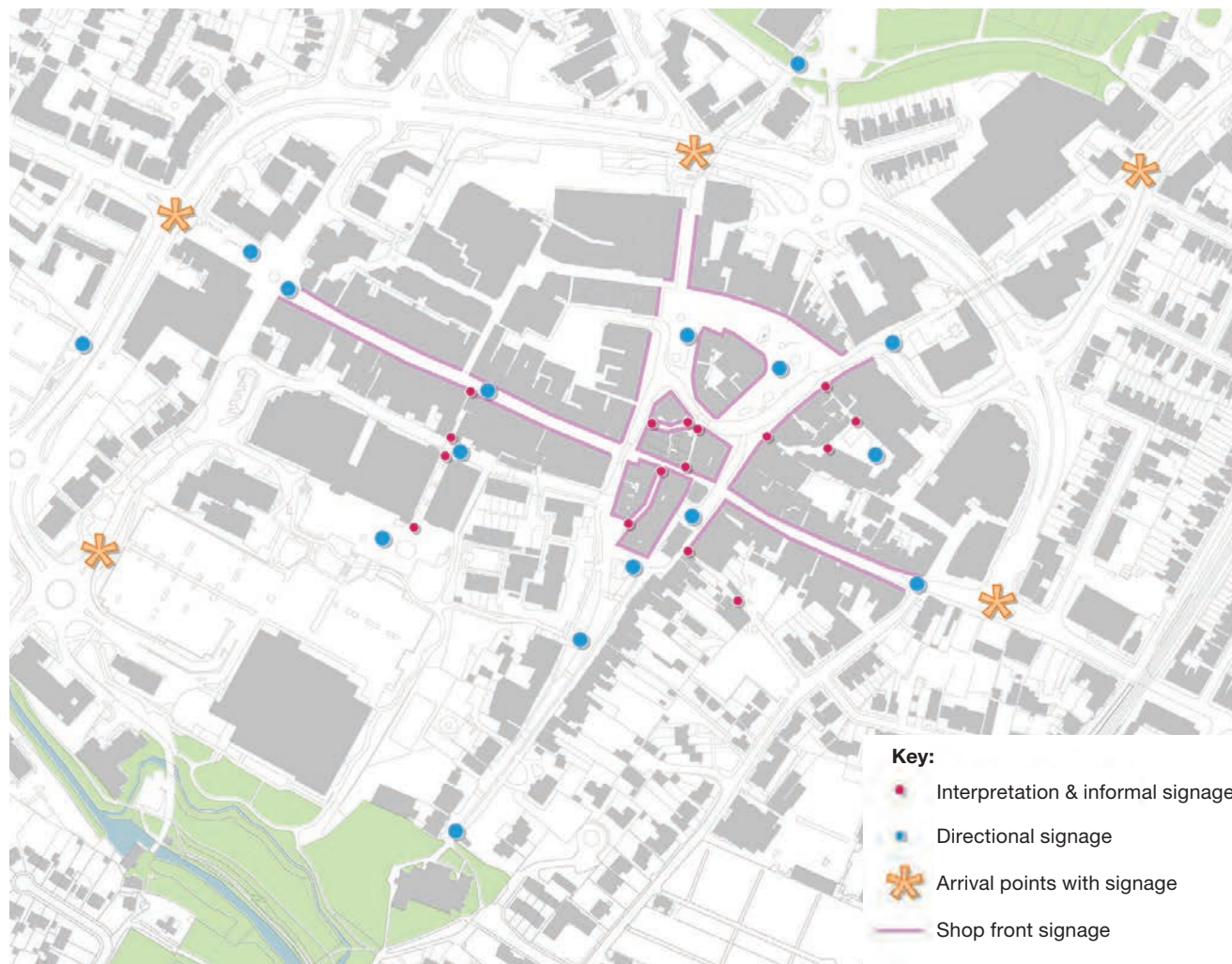
Wild flower verges to roads - to help improve biodiversity in urban areas

3.3 Signage & Wayfinding

Typically there are four types of signage within the public realm that need to be considered. These are:

- **Directional signage.** This forms part of the town centre wayfinding strategy and should be a coordinated family of forms including maps of key arrival points, monoliths at decision points and finger posts to aid orientation.
- **Interpretation & Informal signage.** Bespoke wayfinding signage should be incorporated as a form of public art where appropriate, for example engraved paving slabs at the entrances of the lanes, and Information on key heritage buildings.
- **Shop front signage.** Signs should be positioned perpendicular to the street above head height, and should be no higher than first floor level. Free standing ground level signs to be avoided so as not to generate street clutter; should not dominate the facade of the building or detract from or obscure the architectural features; the design, size, colour, lighting and material should compliment the heritage architecture.
- **Statutory road signs.** These should be used only where necessary and kept to a minimum to avoid too much clutter.

Where possible, signage should; be coordinated with the town centre lighting; be durable; if possible it should be easily adaptable to changes of text and information.



3.3 Signage and Wayfinding

Displayed on this page are examples of the varying types of signage that need to be considered in public realm design. The style of each of the different types should reflect, and complement the historical character and nature of Horsham.

Similarly, shop front signage, whether illuminated or not, should be designed sympathetically in terms of size, materials and appearance and relate to the building's context.

Additional care should be taken where shops and other businesses occupy listed buildings and are within the conservation area.



Monolith with maps



Finger posts



Perpendicular to street shop signs



Text or images inset in paving



Opportunity for art

3.4 Street Furniture

All elements of street furniture should be a key consideration within the design process of the public realm and not as an afterthought. Coordination and balance between elements should be considered to avoid both visual clutter and legibility through the town centre.


In general, all items of street furniture should be from a standard palette and neutral in design - the exception being when singular items of street furniture are considered as feature elements, pieces of art, and are site-specific.


Feature pieces of furniture, such as plinths, seating steps or works of art, can be suitably located within defined and feature spaces, to bring character and reinforce their identity.


Seating

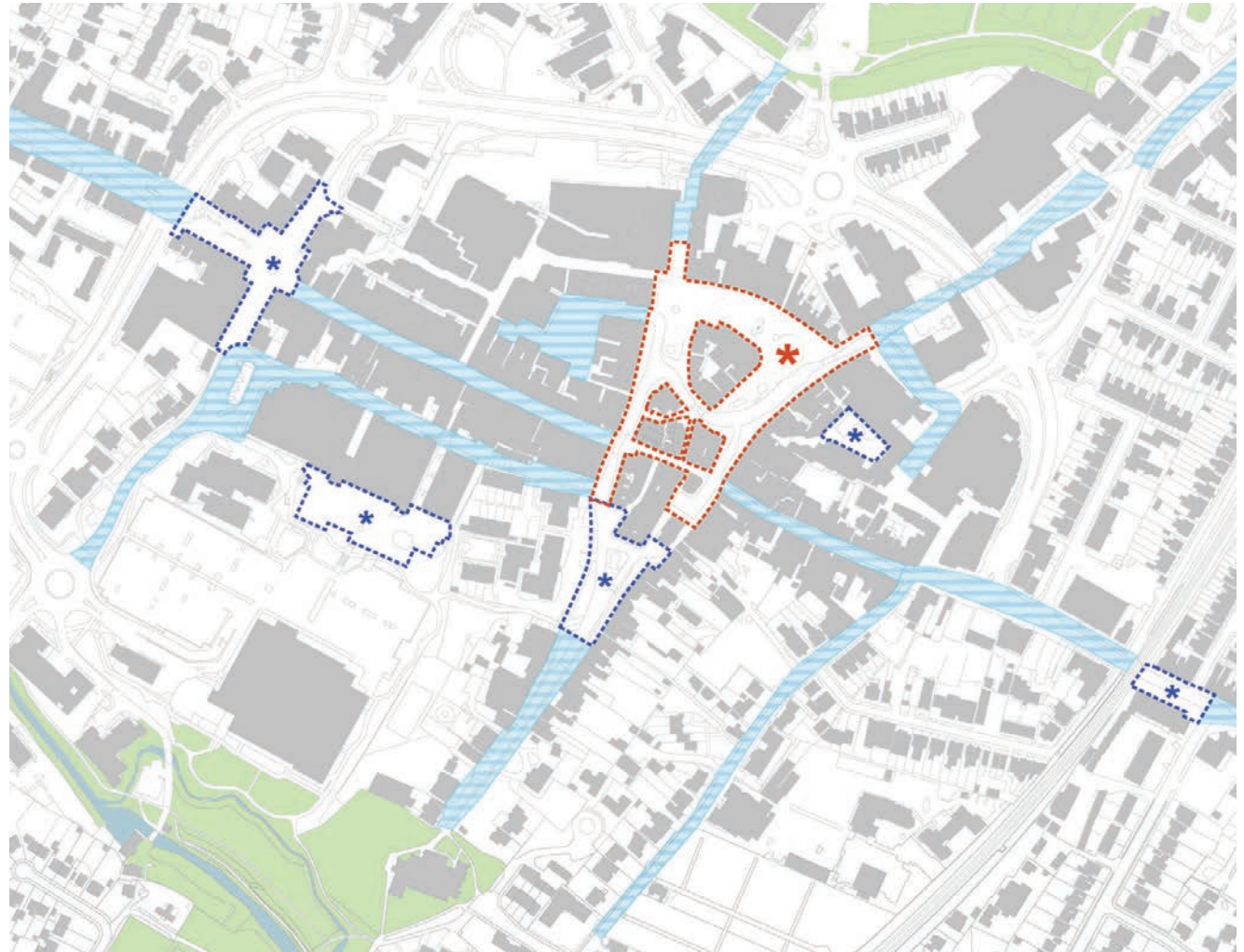
A variety of formal and informal seating should be incorporated to cater to all age groups and abilities. This should include benches with both backrests and arm rests, benches as seating platforms, ledges and steps. Location of seating should not conflict with, or impede natural movement around the town centre and the layout and organisation of seating should encourage social interaction.

Key:

 Town centre core where specific bespoke key feature furniture can be designed, sensitive to the town centre historical character

 Defined spaces where feature furniture can be used

 Areas of the town centre where a standard palette should be used



3.4 Street Furniture

Bins

Bins should be located at key junctions and spaced at regular intervals along the streets. They should be neutral in design and part of a coordinated street furniture palette. Recycling bins should also be provided throughout the public realm. Special attention should be paid to the selection of bins within the town centre core to make sure that the design responds well with the historical character.

Cycle racks

These should be located in small clusters, in places where cyclists enter the pedestrian zones, in visible locations and spaced of a minimum of 1m and not impeding circulation. Simplicity of design is key, and single stands rather than single or two-tiered racks should be used to ensure ease of use and visual appearance.

Bollards

The use of bollards should be avoided wherever possible. Existing disparate bollards throughout the town centre should be removed in their majority, to avoid visual clutter and improve legibility. When the use of bollards cannot be avoided, they should be 1.1m high, slender, coordinated with the other pieces of street furniture where possible, and take into account the character of where they are being located. e.g the historical town centre core.

 Standard Palette



Standard timber and powder coated bench with arm rests and backrests



Standard stainless steel Sheffield cycle stand




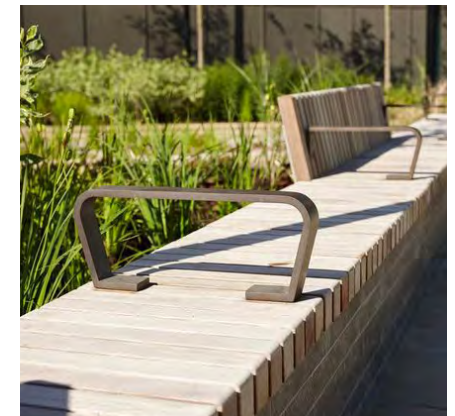
Standard powder coated litter bin

 Example of feature elements in defined spaces



Feature elements of furniture for the town centre core should celebrate the strong specificity and identity of the space, this may be achieved using a distinctive vocabulary of shapes, materials or colours.

 Example of bespoke key feature furniture in the town centre core



Feature elements in defined spaces should be designed to retain a degree of consistency with the standard palette e.g. colour or material, with variation to proportions and design to identify its own individual character.

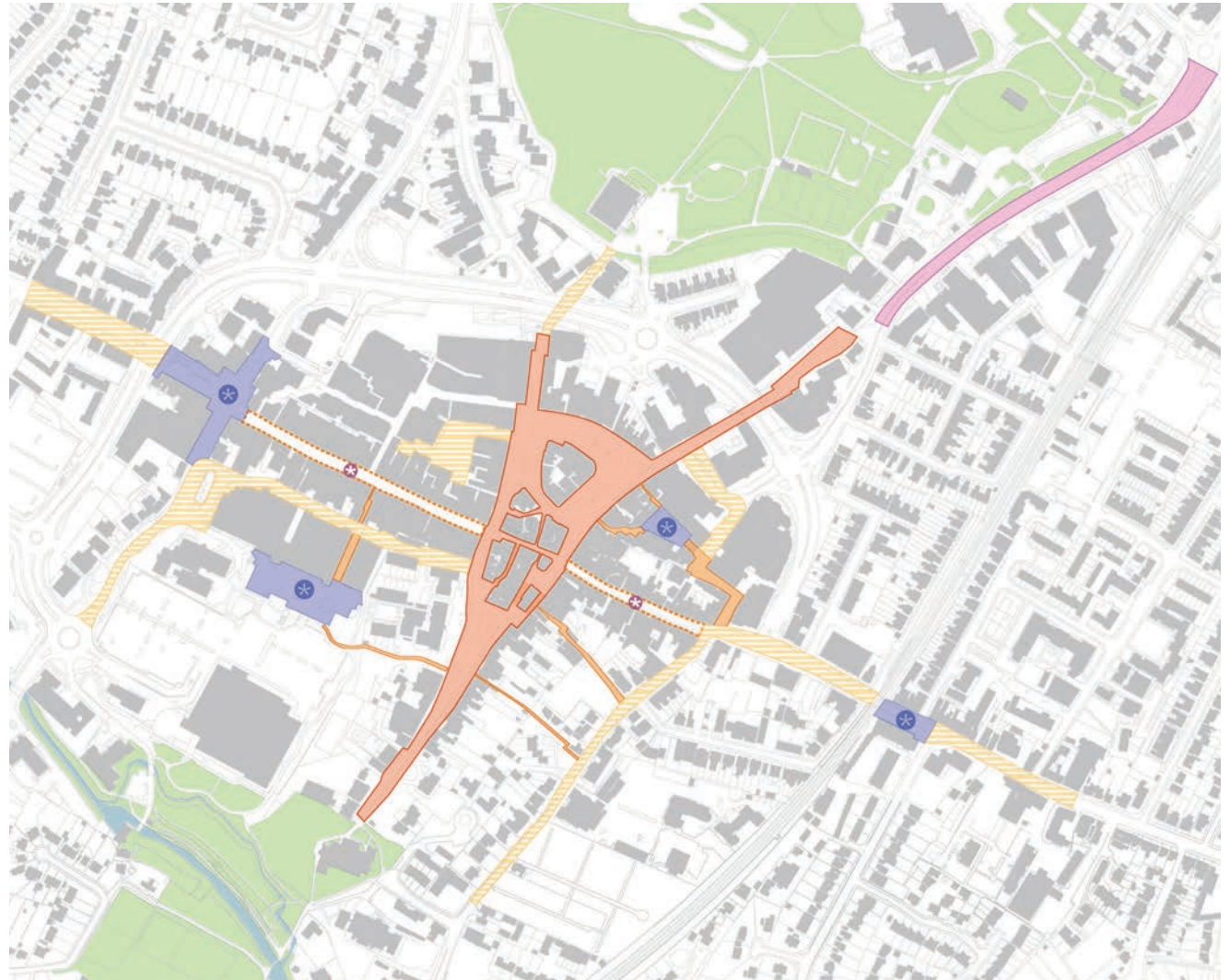
3.5 Lighting

There are a variety of types of lighting that can be used within the public realm. The lighting must provide standard lighting levels, add visual interest and enchantment and should provide warm tones to create a delicate ambience within the town centre.

The lighting strategy should essentially consist of a standard palette of lighting elements with the exception of defined spaces where feature lighting should be incorporated. Existing historical lighting should be retained within the core and conservation area.

Key:

-  Existing heritage lighting to be retained and restored where necessary. All columns to be uniform in colour
-  Feature columns with multiple luminaires in well-defined feature spaces
-  Wall mounted lighting
-  Standard street lighting
-  Opportunity for wall-mounted lighting in narrow twittens and catenary lighting in the open twittens
-  Opportunity along key arrival street from the railway station to have feature up-lighting to trees or banners in addition to general standard neutral 6-8m high lighting columns
-  Opportunity for facade lighting, furniture integrated lighting or trees up-lighting
-  Opportunity for overhead feature lighting



3.5 Lighting

There are a number of key considerations to be taken into account when specifying lighting within the design. These include the following:

Lighting level

Lighting quality - a minimum classification of CE2 (20 lux) should be achieved with a uniformity of 0.4 suitable for varying types of streets. This creates a safe environment.

Lighting Colour Temperature

The lighting temperature should be 2700K (degrees Kelvin) to complement the historical environment of the town centre. The warmer colour will provide a cozy and inviting ambience whilst still maintaining good visibility throughout.

Standard lighting

These lighting levels will primarily be achieved through columns, generally 6-8m high, with LED luminaires, or as wall mounted luminaires along pedestrian only streets. The design of the columns should be neutral and in a single colour throughout the town centre so as not to compete with the architecture.

Feature lighting

Feature lighting should include the restoration of existing historical lighting wherever possible. New feature lighting elements should complement street lighting and can take the form of any of the following:

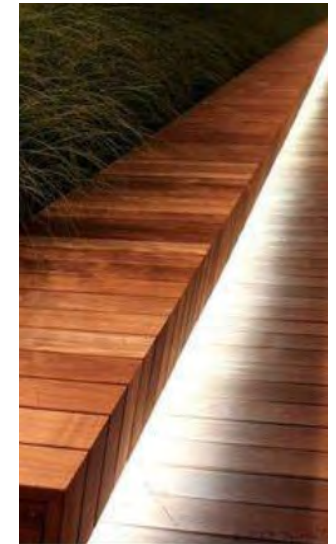
- Feature columns with multiple luminaires in defined spaces
- Facade lighting to key buildings
- Lighting to art and monuments
- Feature lighting integrated into furniture
- Uplighters to tree planting
- Catenary lighting to pedestrian only streets

Light and visual pollution

Care must be taken to position lights so as not to produce any light pollution and avoid over-lighting streets and spaces. Electrical feeder pillars should always be located at the edge of spaces or against buildings or upstands.

Other considerations

- Integrating and supporting temporary festive and events lighting, power sockets within spaces.
- Lighting columns vs. building mounted (subject to way-leaves/easements).
- Feature lighting to facades and monuments.
- Security and safety.
- Light pollution.
- Power consumption.
- CCTV and Wi-Fi inclusion



3.6 Electrical and Water Connections

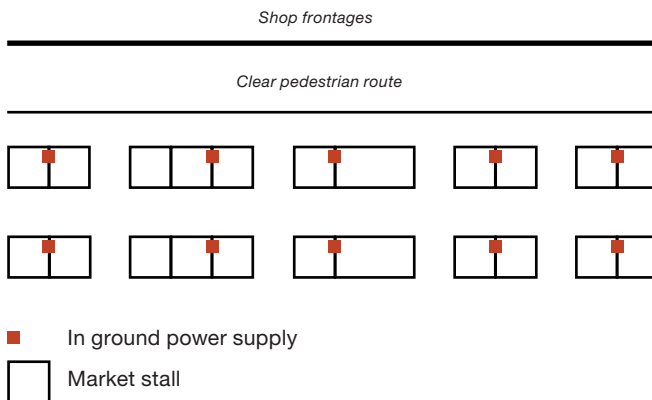
Electrical power supply

Current power supplies are integrated within the furniture throughout the town centre. The proposal is to provide in ground, easy to access power supplies that are discrete and will not impede movement throughout the town centre. The number of power supplies should provide for both market stalls on market days, and larger scale events and activities. This is to allow future proofing and ease of flexibility, allowing events and activities within the town centre to grow and adapt with the changing times.

Proposed power supply distribution market areas:

- 2 no. 16 amp 2P sockets per paired market stalls
- 3 no. 16 amp 2P sockets per market stalls if grouped in threes
- 2 no. 32 amp 2P sockets and 1 no. 16 amp 2P sockets per paired market where food stalls are allocated.

The diagram below demonstrates an example application and layout of power supplies within market areas to achieve a tidy and discrete visual appearance and for increased ease of movement and better visibility between stalls.



Power supplies should be incorporated into all defined spaces in the town centre.

Power supplies should have:

- Lids that can be closed when plugs are inserted into sockets, thus avoiding a trip hazard. There should be no trailing leads between groups of stalls.
- Easily accessible sockets when the lid is raised.

Example Ground Mounted Distribution assemblies with recessed covers for visual discreteness, particularly on none market days.



Pop up power supplies ltd ground mounted distribution assembly

Water Connections

In relation to market areas, providing easily accessible water, that is closely located to where there will be predominantly food stalls will make it easier for traders to clean up after themselves, and will also help support a more efficient overall market cleansing regime.

It is proposed that water points are installed within close proximity to hot food stalls and additional points evenly distributed throughout the rest of the market and town centre. Water points should include:

- Taps for use by market traders
- Hose pipe connecting points for post market wash downs and irrigation of any vegetation.



● Water connection point

3.7 Public Art





Currently there are a number of existing public art installations which add interest to the spaces in which they sit and reflect the town's strong heritage. These should be integrated into a town centre art strategy.

Art within the public realm helps form a rich cultural framework, this in turn can be enhanced and made more legible through the regeneration of the town centre. Horsham town centre has the potential to introduce more public art to further enhance the historical character of the town, whilst also providing functional qualities such as signage and seating and which encourages people to interact within these spaces.

Key considerations of the strategy suggest:

- When public realm schemes are delivered it is essential that where art can be incorporated, it is designed into the scheme from the start to ensure a clear relationship between art and public space.
- Opportunity to create an extensive new trail of public art, more specifically a heritage sculpture trail, with a focus on interactive artwork, to draw residents and visitors to the town centre.

Key:

-  War Memorial
-  Public Art Opportunities
-  Existing Public Sculptures
-  Opportunity for Gateway/ Arrival Art



3.7 Public Art

- Inlaid detail should be incorporated within paving at entrances to the twittens as outlined in the strategic guidance.
- Murals - these should be encouraged and reviewed on a case-by-case basis, with a general rule of one mural visible from any vantage point, so as not to be overwhelming. The colour schemes should be appropriate to adjacent building facades.
- Contemporary art – this can be objects within a space, integrated in street furniture and lighting. Contemporary art should complement and be respectful of the heritage of the town centre.
- “Interactive” is the key word. By commissioning work that actively engages audiences then people will be encouraged to visit the artworks to experience them, rather than seeing the works simply as decorative elements of the route.
- Collaboration with artists and the local community as part of the design of public realm schemes will provide identity and originality within the town.
- A commitment to increasing volunteering opportunities should be considered.
- Functional necessities such as public safety, access, maintenance and power supply should be considered as part of the strategy and on a case-by-case basis.



Example of sculptural art



Example of murals



Piries Place Sculpture



Example of inlaid detail

3.8 Maintaining and Managing Public Realm

The correct level of resources, funding provision, skills and equipment must be in place to maintain a high quality public realm as suggested in this strategy.

The purpose of this recommendation is to ensure the upkeep of a quality public realm following implementation. Maintenance and management of the public realm needs to consider the following:

- Responsibilities – who is responsible for maintaining and replacing particular elements in the public realm?
- Procedures, specification and schedules for carrying out maintenance – what documents establish maintenance routines, areas, time frames, etc?
- Management of public realm including events and activities – who is responsible for ensuring the smooth and coordinated running of the public realm?
- Funding for management and maintenance – what funding is available and is it sufficient?

Responsibilities:

The existing maintenance and management of the town centre is split between the County Council and the District Council. Currently West Sussex County Council maintains the highway, whilst Horsham District Council are responsible for the everyday cleaning, the emptying of bins and maintenance of benches and street name plates, street lighting, cycle racks, bus shelters and the maintenance of planting and organisation of annual events.

To ensure all groups are aware of what they are managing and maintaining and no items are overlooked it would be advisable to establish an asset register. The register should identify the following: a detailed list of the assets, who owns them, who is responsible for the maintenance, who undertakes repairs, replacement, maintenance standards and frequency and who pays

for it.

Procedures, specification and schedules:

The Council needs to put in place robust procedures, specifications and schedules for maintenance and management which set out responsibilities and tasks in order to maintain the public realm.

Management:

In order to ensure a coordinated and successful town centre it is suggested that existing collaborations are built upon. There would also be merit in creating a street scene management position, and as the programme of events and markets increases employ someone from an events and activity background. Together this team would be responsible for all elements of the public realm including:

- Coordinating with street cleansing.
- Coordinating with parking enforcement.
- Street market / retail management.
- Events programme and management.
- Promotion, marketing and publicity.
- Coordinating street furniture and way finding.
- Informing the public / consultation.

This approach aims to ensure a successful relation between all parties and a vibrant town centre with a positive relationship and to inspire those who make decisions, those who look after it, its businesses and visitors to respond to the standards set by the public realm.

Funding:

The town centre is currently maintained to a high level however, elements within the public realm are nearing the end of their lifespan. Enhancement work will ultimately reduce the level of

maintenance required.

The level of funding required must be considered under the following headings:

- Management costs.
- Annual labour.
- Annual running costs.
- Annual replacement cost.
- Annual new equipment cost.





4.0 Worked Examples

- 4.1 Carfax
- 4.2 Causeway
- 4.3 Albion Way
- 4.4 Bishopric
- 4.5 Blackhorse Way
- 4.6 The Forum
- 4.7 Queen Street

4.1 Carfax

Carfax is the beating heart of the town centre playing an important role in providing a sense of community and is integral to the functioning of adjoining streets and spaces. With this in mind, Carfax should be considered in its entirety and not as individual spaces that make up the town centre core.

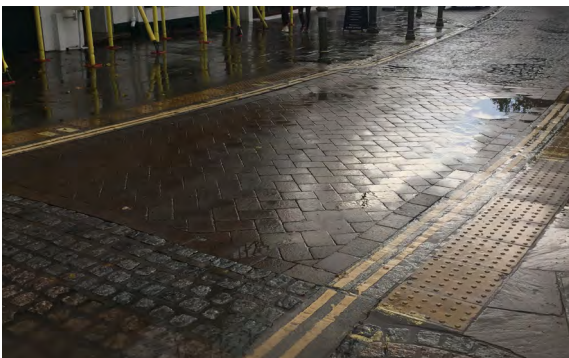
The current layout of Carfax is not functioning to its full potential. The following points identify key factors that will help improve Carfax:

- Pedestrians should take precedence over vehicles
- Introduce more pedestrian crossings throughout for comfort and ease of movement
- Evaluate and explore the appearance, function and practicality of existing materials
- Reduce the width of the highway to provide more pedestrian space
- Introduce vehicular timed restrictions
- De-clutter and rationalise all street furniture



4.1 Carfax

Existing Layout



- KEY:
- Disabled parking bays
 - Loading bays
 - Bus layby
 - Police bay

4.1 Carfax

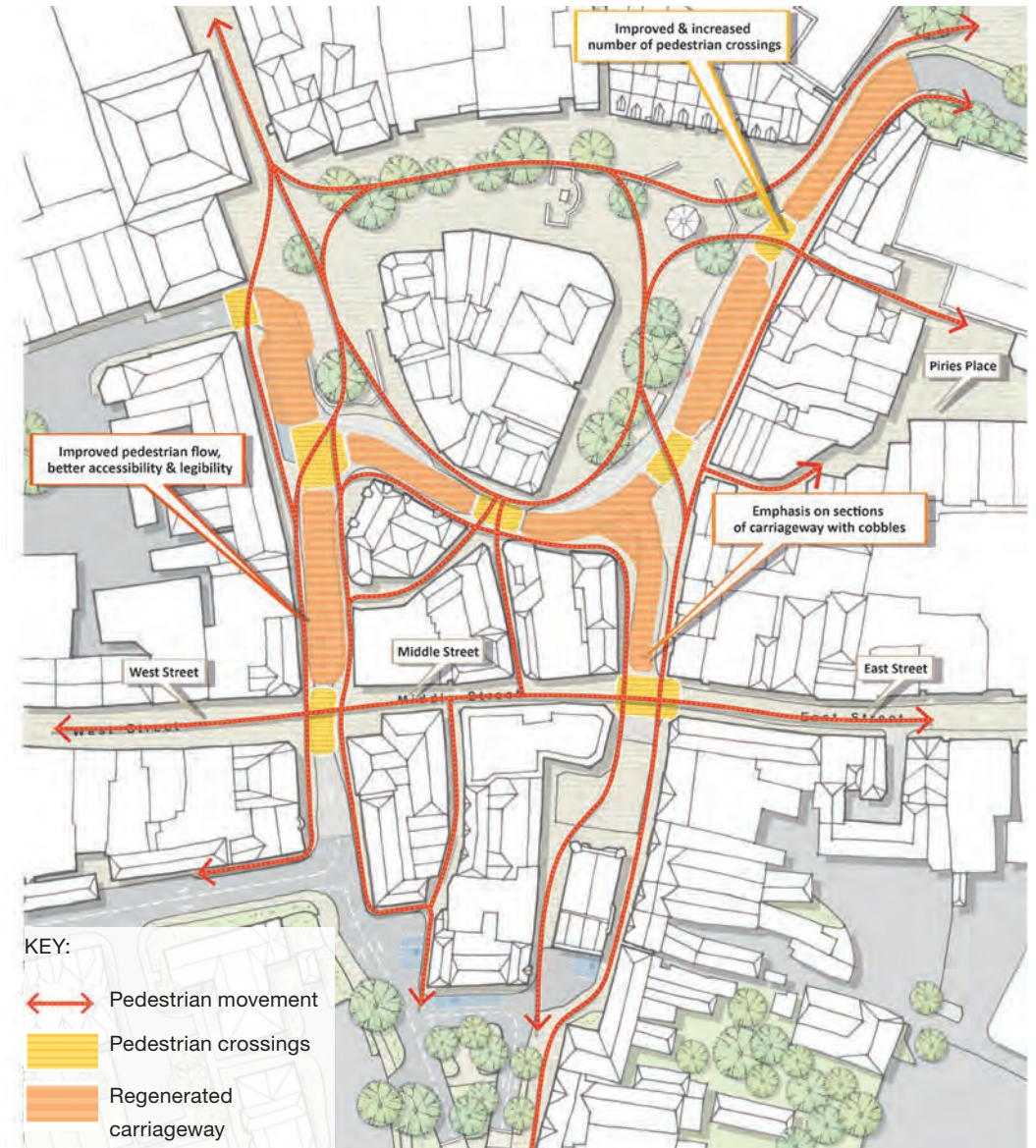
Pedestrian Movement

The below plan displays the existing pedestrian movement, from which we can begin to identify desire lines, and where further pedestrian crossing points should be located in order to improve flow and ease of movement for a more pedestrian orientated town centre.

The Diagram opposite reflects how this should be implemented.



Existing Layout



Proposed Layout

4.1 Carfax

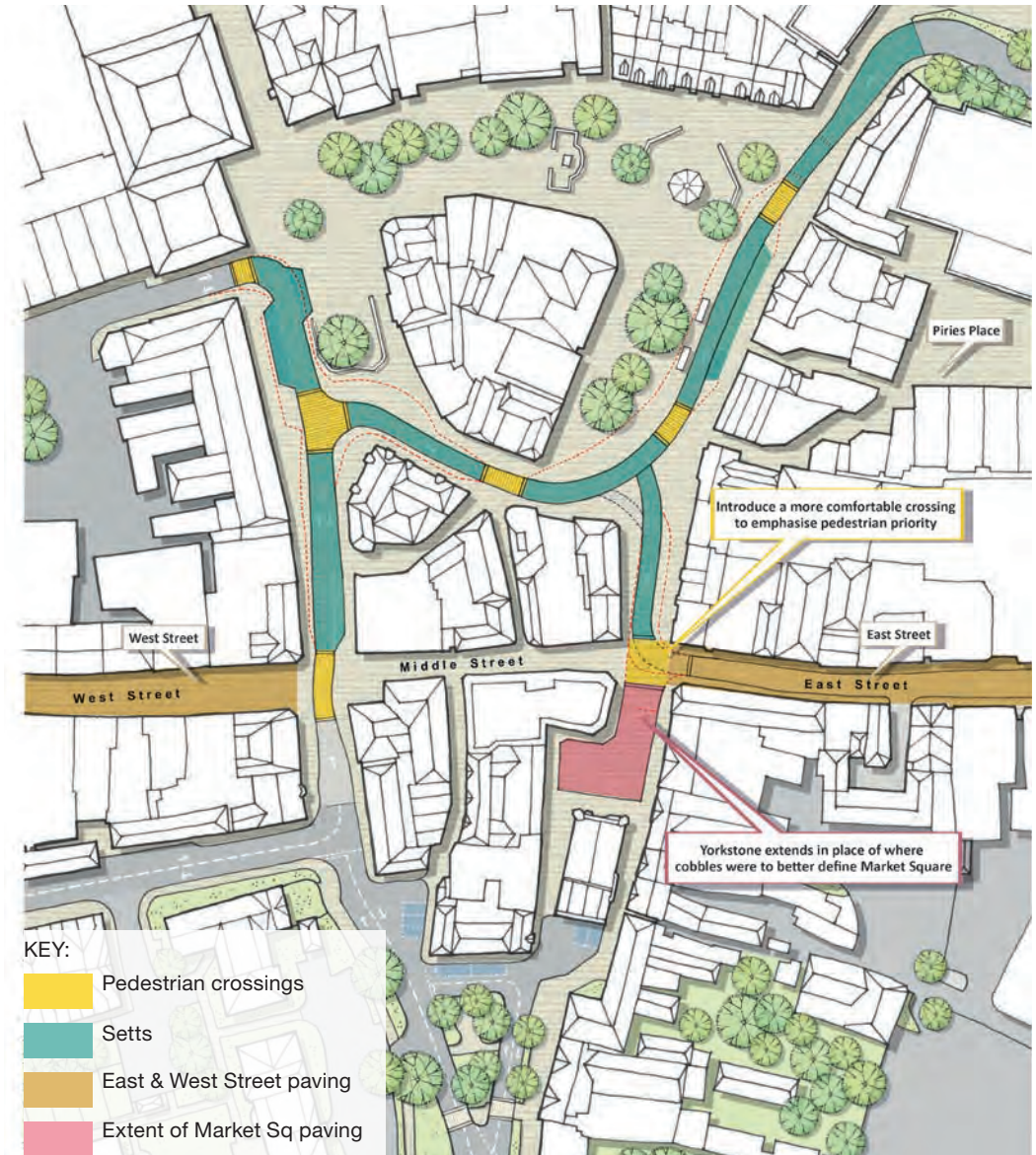
Extent of Materials

The below plans shows the variation of paving types across the main streets within the town centre core. The aspiration is to:

- Change the surface of East and West Street to both complement each other and the historic core with a consistent feel which enhances the conservation area and listed buildings
- Retain the Granite setts within a reduced width highway
- Introduce more pedestrian crossing points and lengthen existing crossings
- Extend yorkstone to better define Market Square



Existing Layout



Proposed Layout

KEY:

- Pedestrian crossings
- Setts
- East & West Street paving
- Extent of Market Sq paving



4.1 Carfax

Suggested Time Restrictions

Vehicular timed restrictions are proposed within Carfax, allowing buses only between 10.30am and 4.30pm. This is to reduce the presence of vehicles in the town centre core during the day time when the town centre is busiest.

This will also improve air quality and make it easier and safer for pedestrian and cycle movement.



- KEY:
-  Proposed area to implement timed restrictions
 -  Two-way traffic

4.1 Carfax

Proposed Layout

The proposed diagram opposite shows a reduction in the width of the cobbled road. This provides an increase in pedestrian space and reduces the width of crossing points throughout, which in turn provides more comfortable crossings. The reduced width of the road will also encourage vehicles to slow down whilst driving through, reinforcing the sense of pedestrian priority.



Existing Layout



4.1 Carfax

Carfax plays the important role of providing access to all connecting streets and spaces, and is central to the success of the town centre as a whole both at present and in the future.

Providing a series of flexible spaces will future-proof the town centre by allowing its functions, uses and activities to grow and adapt with the changing times. This in turn will establish a strong, community orientated town centre core.

Design Principles:

- There should be continuity of high quality, large unit yorkstone throughout.
- Granite setts within the highway should be retained.
- The width of the road should be narrowed to extend shared space for pedestrians and cyclists.
- All of the area should be designed as shared space for pedestrians and cyclists with no delineated cycle carriageway.
- Introduce additional crossings and increase the length of existing crossings.
- Necessary timed controlled loading / delivery bays should be integrated within footways so that pedestrians can make use of wider footpaths when deliveries are not taking place.
- Kerbs to the road should be a consistent 50mm high so delivery vehicles can easily mount up into the designated loading zones.
- Implement timed restrictions for all other vehicular access except for buses and use of disabled parking bays.
- Existing disabled bays to be retained.
- Key information points to be strategically located.
- New and existing tree planting should have 5m clear stems to enhance visibility across the town centre.
- Consideration needs to be taken with planting to ensure the same amount of planting remains, but its location does not obstruct ease of movement and visibility.
- All power supplies should be in ground.



4.1 Carfax



4.2 Causeway

Causeway holds the potential to be a much more usable space that will not only encourage activity, but also help integrate and strengthen the connection of the historical part of town with the town centre core.

It is the main access point from the south, and a key link for connecting the town centre to open green spaces within the wider area. In addition to this, Causeway is surrounded by buildings of significant historical value which could be further enhanced with a complementary external space.

Therefore, the space should be opened up and celebrated for its historical value and contribution to the overall character of the town centre.

Design Principles:

- Relocation of disabled parking onto the street to create a series of uninterrupted connecting spaces. (1).
- Paving to be large unit high-quality yorkstone to form a continuation of the core and to tie in with the conservation area. (2).
- Introduction of further crossings for ease of pedestrian movement. (3).
- Spatial arrangement reorganised to create a more flexible space. (4).
- Inclusion of art to signify arrival to the town centre core and to animate the defined space. (5).
- Planting positioned to help buffer from the road creating a more enjoyable space to be in. (6).



4.2 Causeway



4.3 Albion Way Crossing

The Albion Way crossing directly north of the town centre is a major link connecting the centre with Horsham Park, one of Horsham's key assets, and plays an important role in connecting the wider area. However, due to the current underpass crossing in place, the busy road creates a barrier between the two spaces, obstructing views into the town centre and provokes the feeling that vehicles take precedence.

As a result of this, the route through Horsham park from the railway station to the town centre is underutilised. Opening up sight-lines by introducing an at grade super crossing will increase permeability and develop a more pedestrian and cyclist orientated route and arrival space into the town centre, whilst providing the opportunity to introduce a green link.

Design Principles:

- Underpass removed and an at grade raised super crossing introduced. (1).
- Increased legibility from Horsham park through continuity of paving type. (2)
- Introduction of planted verges to soften the busy highway and increase biodiversity. (3)
- Tree planting introduced to enhance sense of direction; arrival; and establish a greener link to the town centre. (4).



4.3 Albion Way Crossing



4.4 Bishopric

Bishopric is the main entrance and arrival space from the West side of town, and is the key connecting route to the extended town centre south-west towards John Lewis. This area of town is missing clear views and a defined entrance into the site, and the journey to this entrance can leave pedestrians feeling slightly unsafe and overwhelmed by traffic.

The space is important for the function of both small and large scale activities, however, it's current layout is missing structure that allows flexibility of use and ease of movement through the space during non-activity and activity days eg. market days.

Design Principles:

- Streets north and south of the core of Bishopric to have min 6.5m clear width down the centre to allow enough room for pedestrians and cyclist to share access on non market days; and on market days provide enough space for stalls and emergency access. (1).
- Changes in paving colour and size to inform activity space and flow of movement. (2).
- Spatial layout is designed to cater for all activities from day to day leisure, to weekly markets, and large scale annual events. (3).
- Permanent features such as planting, seating and play have been strategically located to provide optimum space during large scale events, whilst also providing animation within the space when events aren't taking place. (4).
- Introduce a more open entrance with a defined gateway to improve views and connectivity into the town centre. (5).
- Streets widened which in turn widens the crossing and opens ups the entrance space. (6)



4.4 Bishopric



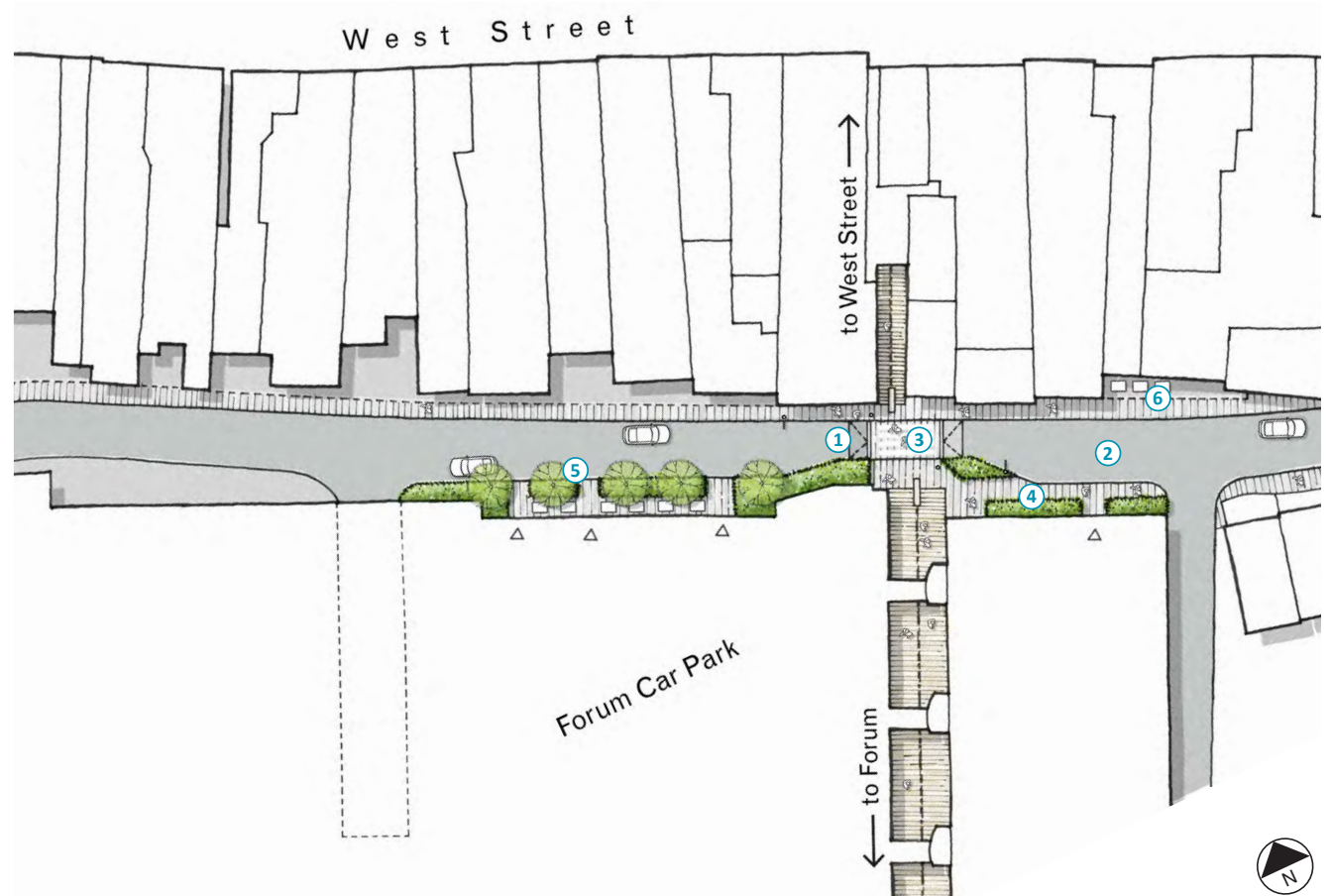
4.5 Blackhorse Way

Blackhorse Way is a vehicle heavy street with access to the Forum car park, various service yards and loading bays, and is the main route to the town centre core for both cars and buses.

Pedestrian safety should be a key consideration for the whole length of the road, however, due to the nature of Blackhorse Way, emphasis should be given to the crossing point connecting West St to the Forum, and pedestrian movement encouraged along this north-south axis.

Design Principles:

- A one way shuttle has been introduced as a means of; reducing vehicle speed; creating a safer crossing environment for pedestrians; and also providing a safer experience for cyclists sharing the road. (1).
- The road has been reduced in width to allow for a consistent footpath at a comfortable width. (2).
- Pedestrians are encouraged to use the more pedestrian orientated routes through the town centre. Therefore emphasis has been placed on the link connecting West Street with the Forum by widening the crossing point and introducing wayfinding. (3).
- Where possible planting should be used to soften and help activate blank facades. (4).
- Introduce street trees and planting where possible to activate blank facades whilst at the same time not obstructing views. (5).
- Introduce bin screens and rationalise overall bin storage. Refuse bins should be located within the rear yards of shops and not within the street wherever possible. (6).



4.5 Blackhorse Way



4.6 The Forum

The Forum is a large defined space within Horsham, and a significant space for supporting an all-year round programme of events, performances and activities. The Forum holds the potential to be a key destination outside of organised activities and events, a community square in which people gather, socialise and relax.

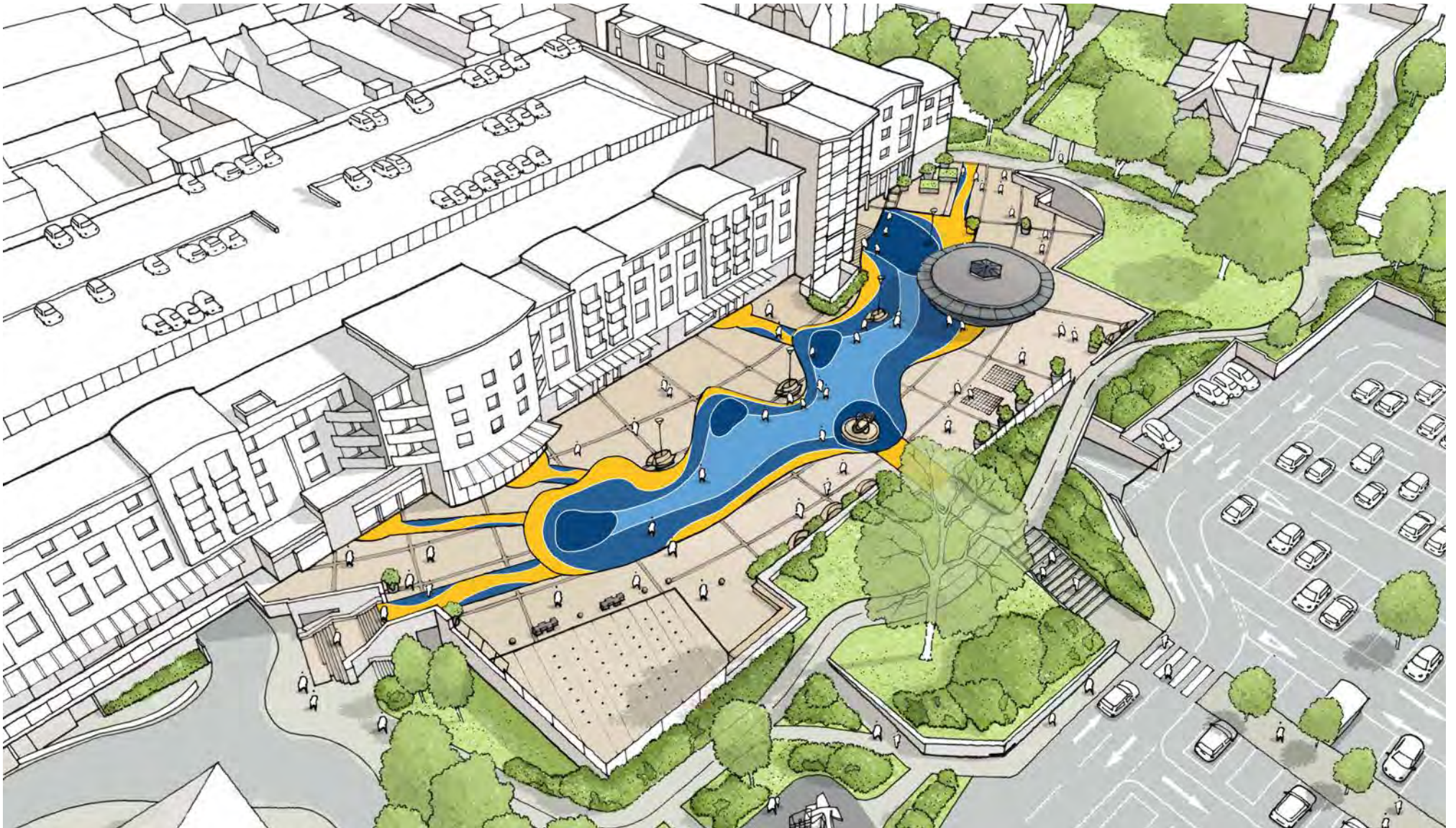
The space at present is predominantly used as a through route down towards Sainsburys, and as access to adjoining shops.

Design Principles:

- Spatial structure should allow for permanent, seasonal and temporary activities. This should include a variety of large open spaces and a series of smaller, more intimate spaces so that the forum remains an activated space outside of organised activities and events.
- Add new lighting within the space utilising both building mounted luminaries and columns positioned so not to impede activities or movement.
- Add strategic power sockets for markets and events.
- Add seating, planting and art to the space in a more constructive and coordinated layout to allow space to be used more efficiently.



4.6 The Forum



4.7 Queen Street

Queen Street is an intermediate, connecting space on route to the town centre. Slightly different in its function to the other identified spaces, providing access to more local amenities.

Design Principles:

- Smaller units of standard simple uniform paving to differentiate between the arrival street and the defined space. (1).
- Existing lighting columns should be refurbished and additional columns with standard lighting levels added at regular intervals. (2).
- Road side planting incorporated to buffer the defined space and footpaths from the road. (3).
- Native trees planted to further soften the interface with the road.(4).
- Seating added alongside planting edge under tree canopies to allow opportunities to meet, rest and socialise. (5).
- The defined space has been widened and clutter removed, generating a more open space that allows activity from adjacent shops to spill out. (6).
- Opportunity to improve appearance and introduce public art/ painting scheme on Iron Bridge. (7).
- Additional works to improve the appearance of the underside of Iron Bridge should also be considered and to resolve pigeon infestation. (7).
- Replacement paving scheme to extend to New Street junction. (8).
- Opportunity to provide an integrated cycle route. (9).
- New zebra crossing. (10).



4.7 Queen Street

