

HORSHAM DENNE NEIGHBOURHOOD COUNCIL

Page	Reference	Comment	Response
10	1.5	Is it possible to include some reference to advertising on buildings, including fascias, as this has a great impact on the street scene?	Existing reference page 42: 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 and material should compliment the heritage architecture.
11	1.6	SOCIAL - "Makes spaces more accessible for physically impaired people & older adults". Should this also include the very young because of their lack of height?	This is a generic graphic from another source to be viewed as a reference base.
13	1.7	Car Parks: Should the Parkside car park be included? It is only available out of work hours. Likewise other car parks shown do not have public access (opposite Waitrose, St John's Church, Duke's Square, Talbot Lane & a couple near East Street that I can't identify)	Parkside is included
23	2.4	Pedestrian Crossings: Disagree that crossings over Albion Way should be raised to footpath level - unnecessarily disruptive for vehicles especially buses & emergency vehicles - surely another way can be found to highlight the crossing. Also concerned that the lack of a dropped kerb will make the public (especially visually impaired) less aware of approaching vehicles.	Section establishes high level design principles. Detailed designs will look at options for level and other design approaches to assist movement and impacts on traffic. On balance pedestrian movement should be prioritised for such an important connection between Park and Town Centre.
24	4	Strongly object to distinctive colouring for cycle lanes as this detracts from a complementary street scene. Is it possible to use a less distracting & obtrusive surface treatment?	Section establishes high level design principles. Detailed designs will look at options for less obtrusive cycle lanes.
26	2.7	see page 23 re raised crossings	Noted as above
29	2.10	Do not understand why SUD's should be considered in the town centre - I thought their main purpose was flood prevention.	SUD's can be incorporated into smaller landscape designs to retain water and reduce reliance on contract watering regimes.
31	2.12	Blackhorse Way: Fully support introduction of a proper cycle lane as this seems to be a preferred route.	Support welcomed
31	2.12	Cycle stands: Fully support introduction of more cycle stands on the periphery of the town centre; good design & security is important to encourage use. Cyclists who are spending time in the town centre for a purpose should be actively discouraged from cycling through the centre & using street furniture to park their bicycles.	Support welcomed
36	3.1	All references to twittens should include East Mews & Stan's Way	Agree
40	3.2	Trees: "Native species should be preferred": agree in general as they are obviously suited to prevailing conditions, but there are fine examples of non-native trees in Horsham & these add considerable interest to the street scene.	Agree
40	3.2	Rain Gardens: See also note on p.29. Can some further explanation be given on how Rain Gardens or SUD's would work in the town centre. Deeply suspicious of artificial watering systems - witness the failure of the watering scheme for the Living Wall on Pirie's Place Car Park.	The text advocates consideration of 'rain gardens' where practicable only and is not mandatory.
41	3.2	Green Walls: Correct maintenance is essential or they become an eyesore (see Pirie's Place overlooking Albion Way).	Noted and agree
42	3.3	Shop Front Signage: See also note on p.10. It is important to include illumination as well as height, size & colour - there are some horrendous examples in the town of over-sized or garish signs.	Lighting to added
46	3.5	Catenary lighting: Not convinced this is suitable in open lanes & twittens - it can be overpowering - wall lights are preferable	Note comment. Existing catenaries in East, Middle and West Streets add value
51	3.8	Responsibilities & Maintenance: Add bus shelters as these are often forgotten	Add reference
54 -62	4.1	Carfax: General approval although still disagree with shared use for pedestrians & cyclists.	Support welcomed and note shared use reservations. Although technically cycling is prohibited across Carfax this is not observed in practice. Cyclists have multiple destination points and generally are respective of pedestrians. Comparative pedestrian footfall and cyclist numbers are sufficiently low to accommodate shared space and improve cycling permeability. West St and Middle St cycling restrictions to be maintained as footfall much higher within more confined spaces.
62	4.2	Causeway: This section mentions Causeway as a main gateway access from the south but this is not mentioned elsewhere - it is not so much an approach into town as an area to explore from the centre.	Noted. Amended to main access point not Gateway. Text noted connectivity from Town Centre to green spaces

62	4.2	Causeway: Generally full support for the proposal but what is the purpose of the mini roundabout? The area could better be used to give a clear view to the north towards the open space. The area also needs low level planting to avoid a "hidden" space susceptible to anti-social behaviour. Suitable seating is also required.	Support welcomed. Will review need for mini roundabout at any detailed design stage
64	4.3	Albion Way Crossing: The sooner the better - this will be a tremendous benefit to the area. Will there still be a signal controlled crossing & should signalisation be extended to the Swan Walk Car Park access so pedestrians can cross all sections safely?	Support welcomed and note priority
66	4.4	Bishopric: Still consider there is a very badly lost opportunity to introduce a crossing over Albion Way on the north side. A crossing would be of so much benefit to traders on the north side of the Bishopric. p.67 shows there is space to introduce a crossing. Will this area be reviewed once a decision has been made about the pop-up cycle lane?	Area to be reviewed at detailed design stage. Current designs are initial sketches which will need to be worked up in much greater detail and to resolve additional crossing, cycle routes and impact on pedestrians and traffic.
66	4.4 (2)	Bishopric: Not keen on defining the activity space by contrast paving as this restricts any future changes	Noted.
66	4.4 (3)	Bishopric: The area's focal point is the junction of West Street / Bishopric / Worthing Rd / Springfield Rd. This acts as a beacon to pedestrians from all directions especially at Christmas. There should be something visually dominant to attract people to the area - it need not be a permanent structure but something that could be moved for special events requiring more space.	Noted. Will delete reference
68	4.5	Blackhorse Way: Disappointing that only the area immediately adjacent to the West Walk / Forum crossing has been addressed. The design does not show the proposed cycle route; how will this be incorporated? No mention of a scheme to camouflage or conceal the numerous commercial refuse bins	Noted: Detailed design will look at whole road. At any detailed design stage To be part of a detailed design. Also referenced on Page 26 Add reference to bin screening.
68	4.5 (1)	Blackhorse Way: The priority traffic single lane should work well. Hopefully the raised crossing will be flattened as it is currently high maintenance due to subsidence.	Noted and agree
68	4.5 (2)	Blackhorse Way: There should be a continuous pavement the full length of the road if possible - at the moment it is difficult & uncomfortable for pedestrians to negotiate.	Noted and agree

HORSHAM FOREST NEIGHBOURHOOD COUNCIL

This is a welcome and well thought out document and thank you for giving Forest Neighbourhood Council the opportunity to further comment. We are pleased that many of our previous comments have now been taken on board.

Page 28 Gateways

We strongly feel that North Street Subway Entrance into Horsham Town and Horsham Park should also have the designation, "Gateway". Pedestrians and cyclists from our neighbourhood mostly use this route to come into the centre of Horsham Town and to access Horsham Park. As you will know from our previous comments, we are always trying to improve the condition and appearance of this Subway but always with great difficulty. Please can Diagram 2.5 be extended to North Street Subway? As Horsham Railway Station is mentioned, should this also be shown in the Diagram?

4.7 Queen Street

Historically, Queen Street is always an area that tends to be overlooked although it is a main entrance (gateway) for residents and visitors into the town centre. Unfortunately, there is always the problem of the appearance of The Iron Bridge and British Rail's reluctance to carry out any improvements. However, we are pleased that this has been acknowledged in the Strategy. All the design principles for Queen Street in 4.7 will be welcomed, including lighting to accent the varied roofline on the south side leading out of the town.

4.7 is not showing the full length of Queen Street and it is important that all the design principles extend to the New Street junction.

4.7 is not mentioning the proposed integrated cycle route (see LCWIP).

Local Cycling and Walking Initiative

At the beginning of the Public Realm Design Strategy, reference is made to other projects and initiatives that have been analysed and this included the LCWIP. Throughout the Design Strategy, there is reference to shared cyclist and pedestrian routes, but we understand that LCWIP will identify dedicated road cycle routes. There is some opposition to pedestrians and cyclists sharing the pavement. We specifically refer to **Bishopric** that we hope when funds are available, is likely to be the first cycle route to be introduced. We note the proposal to widen the footpath and this will affect the width of the road. This is of particular concern as there will only be one lane of traffic which will cause disruption and tailbacks.

Design Guidance

Considerable thought has been given to this aspect of the Public Realm Strategy and this is welcomed. We fully support the statement "Protect Horsham's historical character and architectural heritage" p.4 but we do not fully agree with the Statement, "ensure consistency of design" p.4. In recent decades there have been several changes, all of which have been considered aesthetically pleasing at that specific time. Whilst not currently "in vogue", we do think that some aspects should be retained.

Road Layout

Encouraging pedestrians and dissuading motorists from using the town centre is a good plan. However, the introduction of two-way travel from Blackhorse Way into Carfax is likely to raise a safety issue. We would like to see a pedestrian crossing alongside the current Waterstones site connecting West Street and Middle Street.

Support welcomed and detailed feedback offered

Will add as part of final document

Support welcomed

Agree. Add text point 8 - to New Street

Agree. Add point to final draft.

Concern noted. Next in depth design stage will look at these issues in detail to balance cycling, pedestrian and traffic needs. This is a complex junction and will need careful assessment and design.

Noted and agree. Consistency is trying to stop haphazard approach e.g. having lamp columns painted in different colours rather than agree one colour which works best with the historic landscape. The strategy also references different approaches to the different public space typologies - see Section 3.1 Paving for example.

There is a current at-grade crossing to match the others in the Carfax. Agree surface materials could be used to provide a zebra to reinforce pedestrian priority and additional safety. Detailed designs will look at all crossing points.

Cobbles on the Carfax road surface have no historical significance and so we have no objection to the proposals that are being put forward, including smooth crossing points.

Albion Way

We do not think that the costs involved with removing the Subway is value for money or worth the disruption. As we are unclear whether the Subway is to remain, we would ask that it remains as it is well used. In addition, P64 diagram is not showing that the Subway takes pedestrians on to a lower level to access Horsham Park. Access to the lower level will need to be shown on the proposed level crossing.

West Street

Ideas for West Street are sound, especially highlighting the roofline. This will especially be the case if there is more uniformity to shop signs which we wholeheartedly welcome.

3.4 Seating: It is important that seating styles are varied and throughout the town, seating that is suitable for all age groups is erected.

Signage: We would not want de-cluttering to reduce the route signage around the town centre.

Finally, may we suggest that if money becomes available for this Strategy, project prioritisation will be key. Completing one quality project will instil public confidence rather than carrying out work in a piecemeal fashion.

Support welcomed. Agree cobbles were a mid 90's response which HDC invested circa £5m. Some key areas need maintenance which we are working with WSCC rather than replace with tarmac which would detract from the historical setting.

There is majority support for a crossing on Albion Way to replace the subway which is tired and very dated in appearance; does not allow a free flow of pedestrians and cyclists and appears unsafe at night. Costs could be minimised and other uses, such as storage, could be found. This is a key connecting route and the opportunity should be examined in depth.

Support welcomed

Noted and agree. See Section 3.4 Street Furniture - combines a suggested Standard Palette and Feature Elements.

Noted and agree.

Noted and agree.

HORSHAM TRAFALGAR NEIGHBOURHOOD COUNCIL

I agree with the vast majority of the document and think there is a great deal in there which would improve the town. I am particularly pleased to see the inclusion of section 2.12 Movement - cycling, and that this ties in well with the emerging LCWIP document.

The only area where I am particularly disappointed is the proposals for Bishopric in 4.4. Both Trafalgar and Denne Neighbourhood councils had expressed wishes to see a more radical approach taken to improve pedestrian access from one side of Bishopric to the other across Albion Way. In particular we would like to see an ability to cross the northern arm of this junction where there is currently no crossing - partly involving a super crossing of some kind. Unfortunately the proposals have remained timid in this area and I don't see that they will really do anything to improve pedestrian access to the Town for Trafalgar residents or improve the flow from John Lewis/Waitrose to Bishopric.

Support welcomed and previous feedback given and incorporated.

Denne NC also raised the same issue. As it stands the concept sketch gives additional priority for pedestrians at this junction. It shows a widened footpath on the north side of the Bishopric with a wide pedestrian crossing to the south side as well as an enlarged crossing running from west to east as an attempt to improve connections from Waitrose into Bishopric/West Street. In part the concept seeks to rebalance the needs of pedestrians given the known complaints we have received over the introduction of the 'single phase' crossing and to improve connectivity.

As drawn the restriction would not prevent a left turn into Albion Way. As you point out this proposal if implemented, without alteration, may give rise to additional queuing traffic and delays.

Subject to funding if we are in a position to design a detailed scheme we would need to look in detail at the implications for motorists in consultation with the Highways Authority and balance the needs of both pedestrians and motorists. It may be the case that reducing to one lane may have overly adverse consequences. However, widened crossings could be retained as a way to achieve an appropriate balance. Overall this area/junction represents a difficult design challenge and will need to be examined in detail.

I would stress again these are just illustrative concepts and much detailed work and consultation will be required to ensure any detailed designs respond to all users' needs and provide positive outcomes as may be achievable,

Bishopric Concept Sketch



Support welcomed and all previous consultation feedback

That said, I remain very enthusiastic about this project as I am sure the rest of the members of Trafalgar Neighbourhood Council are.

HORSHAM SOCIETY

The Society thanks HDC for the opportunity to comment further upon the draft strategy. It is pleased to note that a number of our comments regarding the previous edition have been accepted. We also wish to thank Clive Burley for his commentary on our earlier response. This has been most valuable and has enabled us to see alternative points of view.

The overall proposals are pleasing, recognising the need to plan for future changes. Where we have not commented means that we are in agreement with the suggestions.

Support and engagement welcomed. HDC will continue to engage as part of an on-going conversation as more detailed schemes are worked up for each of the key Intervention Areas.

Support welcomed and acknowledge areas of concern.

We fundamentally have concerns over three areas:

Firstly, we still disagree over shared pedestrian / cyclist access, particularly in Carfax. On market days and during other events there are larger numbers of pedestrians and we believe an increased likelihood of accidents.

Secondly, Blackhorse Way, the town's biggest eyesore, and an issue we have been discussing with HDC for a number of years. This has not been fully addressed. It will continue to be an eyesore with no solution proposed.

Finally, Bishopric where our concern is the opening out of its entrance. At present it has character and a charm to its layout. We already have two sterile areas, Piries Place and the Forum. Bishopric should not be allowed to follow suit.

Finally, we object to the use of 'Lanes'. This is not an appropriate word as a lane is not the same as a twitten. A dictionary definition will tell you a twitten is a passageway, or a narrow path. A lane is a narrow road which vehicles can use. It is therefore important to retitle 2.6 and remove the 26 references to lanes

1.6 Value of Public Realm

Poor use of clipart

SOCIAL – ... physically impaired / older adults. Why just pick these categories? A need to be inclusive and therefore a generic recognition of all disabilities, physical and mental, not age restrictive 'people with restricted or limiting abilities'

Horsham Society agrees with, and supports, the need for the provision of a venue for community events

ENVIRONMENTAL Town not City

Page 13

The existing movement diagram is still wrong. The carpark traffic on Albion Way is 2-way. Traffic flow to Pirie's Place carpark is not included. Footpath south of Forum is missing.

Page 14

1.8 What People Have Told Us

LTN 1/20 is a listed document but not applied to all areas. LTN 1/20 1.6.1 (2) P9 reads:

Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/ or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.

CYCLING LTN 1/20 1.6.1 Horsham Society are extremely concerned over this proposal. We have noted the response provided to our previous concerns raised, and read the documents referred to. However, we are still of an opinion that the proposals are not the way forward and therefore lodge our objections to this.

P 20.

If arriving from Robin Hood roundabout then Springfield Road junction should be a Gateway. It should also be marked as an arrival street as a large volume of traffic passes through here.

P21

2.2 Town Centre Core

Horsham Society believes that shared space is fundamentally unsafe and is against West Sussex Design Principles. Unlike Watford and Bristol, Horsham's town centre is compact so therefore an inappropriate comparison. Rather than narrow the existing Carfax carriageway why not mark a cycle lane along its route? Cycle racks could be provided adjacent to this giving any user the opportunity to park and walk, as do bus and car users.

Not all trees suited to 5m clear stems

Page 23

2.4 Main Town Centre Streets

Agree that footpaths should be clearly defined. Why not cycle paths?

Agree with current standard lighting along Albion Way, but concerned over this application to Carfax as it will damage its character.

Concern noted. Observation of current cycling and pedestrian movements does not bear this out. Carfax acts as a permeable space for both sets of users where relative footfall and cycling movements are comparatively low. Middle St and West St to remain pedestrian only as footfall much higher and space is more confined. The Strategy recognises the need to provide greater access and better facilities for cyclists to encourage more carbon friendly journeys. Many academic studies into shared space show this can be achieved in the right contexts.

Detailed comprehensive design will seek to address all known issues where possible.

Detailed comprehensive design will seek to address all known issues where possible.

Twittens to be referenced throughout

Disagree. Graphic emphasises the value of the public realm and its component parts: Social, Economic, Environmental and Functional

Generic insert taken from other source material.

Support welcomed

Generic insert only from another source

Graphic amended where possible

Advice noted but LTN 1/20 is silent on 'shared spaces' in context of town squares with low or no vehicular movement. Carfax has low flows. Detailed designs will look at cycle provision in detail looking at demand and the balance with other highway users. Observation of current cycling and pedestrian movements does not bear this out. Carfax acts as a permeable space for both sets of users, regardless of current restrictions where relative footfall and cycling movements are comparatively low. Middle St and West St to remain pedestrian only as footfall much higher and space is more confined. The Strategy recognises the need to provide greater access and better facilities for cyclists to encourage more carbon friendly journeys. Many academic studies into shared space show this can be achieved in the right context.

Disagree. Observation of Carfax current cycling and pedestrian movements does not bear this out. Carfax acts as a permeable space for both sets of users. Middle St and West St to remain pedestrian only. See above comments.

Disagree - secondary compared to main Gateways

Disagree. Daily observation of current cycling and pedestrian movements and behaviour does not bear this out. Carfax acts as a permeable space for both sets of users. Middle St and West St to remain pedestrian only. Note most complaints against cyclists arise in this location. A Carfax cycle route will not reflect current behaviour, reduces permeability and end point choices. Not a legal requirement to use a cycle route and would be ignored and resource wasteful. See all other comments above. Carfax scheme proposes reducing general daytime traffic (not buses/taxis), extending pavements areas and decluttering to provide better access, flexibility and functional event use. The positive benefits outweigh unfounded concerns over relative safety levels.

Noted

Part of LCWIP - corridors

Carfax lighting design to remain as is. Heritage lighting referenced

Page 24

2.5 Arrival Streets

LTN1/20 states that cyclists, at crossings and junctions, should not share the space used by pedestrians and should be provided with a separate parallel route. How does this apply to the proposed Albion Way crossing?

Need to consider LTN1/20 principles as part of any detailed design and not to be treated as mandatory. Shared crossings work with user separation defined.

Page 25

2.6 Lanes

Please remove the word lane from this document. It is inappropriately used

Agree

Page 27

2.8 Spaces

Piries Place – existing pavement is unsightly and a lack of vegetation creating a sterile area

Pavements have been replaced. Note lack of greenery. When fully open traders will augment with al fresco features

Page 30

2.11 Movement

Definition of pedestrian priority?

Car and cyclists subservient

Page 31

2.12 Movement Cycling

Should Piries place be included?

Noted - limit to amount of detail.

Agree with the new proposed cycle routes

Support welcomed

Need to show the confirmed cycle route to the west of the old Town Hall

Shown as Shared Space

Page 32

2.13 Activities and Events

What is meant by 'activity circuit'? This needs to be defined

Self explanatory?

Page 40

3.2 Planting

All existing trees should read 'Where possible all...' Impact upon the existing Magnolia?

Text amended

Retention of existing trees. Surely a presumption in favour of retention?

Noted - agree

Page 44

3.4 Street Furniture

Seating – care must be taken in ensuring sufficient seating for shoppers to rest and enjoy the scene. These could be lost in the 'decluttering'.

Noted - subject to detailed design

Page 62

4.2 Causeway

There is a legal cycle route crossing number 5,4,2 and down to the proposed roundabout which appears to have been ignored.

Noted

How are the waste bins adjacent to Bill's to be emptied?

Detailed design stage and consult Waste Service

Page 64

4.3 Albion Way

LTN 1/20 cycle and pedestrian modes should be separated on super crossing

Noted - subject to detailed design

Proposed cycle route adjacent to Park Surgery? It is too narrow for a shared space, particularly due to the nature of the visitors to the surgery and the adjacent nursery school.

Noted - subject to detailed design

Any divergent thinking on a use for the underpass?

Non received - majority plus support crossing- except Trafalgar NC reservations on cost/use..

Page 66

4.4 Bishopric

The illustration shows pavement widened and road narrowed along the Bishopric. Two lanes are needed at the junction so as not to cause tailback along Guildford Road.

Noted - detailed design will pick up all issues.

What are the proposed materials for the Lynd Cross paving?

To be determined at detailed design stage.

Why move the central planted island? The proposal ignores the interest generated by turning a corner and discovering new and exciting spaces.

Noted and agree - text amended

Trees and shrubs are required to screen off Albion Way, reduce pollution from vehicle fumes. Otherwise a repeat of the soulless Forum and Piries Place.

Shade and space are required for outside dining. People will not want to sit outside a café with a clear view of a large road junction and be surrounded by fumes

Noted - To be determined at detailed design stage.

Narrowing north and south of Lynd Cross giving shared space for cyclists and pedestrians. What about on market days, will cyclists be prohibited?

Noted - To be determined at detailed design stage.

Page 67

The opening of the area next to the traffic lights and the Olive Branch will lead to pedestrians attempting to cross at the traffic lights which are not pedestrianised. Leave blocked off for safety.

Noted - To be determined at detailed design stage.

The central area needs to maintain existing trees. They provide much needed shelter from the sun in the summer and help to minimise a potential wind tunnel. We do not want a repeat of Piries Place or the starkness of the Forum.

Noted - To be determined at detailed design stage.

Page 68

4.5 Blackhorse Way

A marked crossing is required at the end of Blackhorse Way where it meets South Street. Regularly used by pedestrians

Agree/Noted - To be determined at detailed design stage.

Why are there are no recommendations regarding the unsightly waste bins which blight this road? This issue has been recognised by everyone bar BDP.

Page 69

Bin enclosure shown for part of the street. What is the solution for the area between the bus station and the pedestrian crossing?

Page 70

4.6 The Forum

We need to be able to see the completed plan for this area before being able to comment fully. Is there an intention to build upon this site? If so, this would have a major impact upon the stated design principles for this area.

The water feature is a major attraction and something special for the children. It is successful in other towns and cities and should be kept. The Strategy does not welcome children or consider their needs. When asked, children refer to three key highlights - Horsham Park, The Maze and the Water Feature.

Page 72

4.7 Queen Street

The crossing over Queensway needs to be included in the text, not just in the diagram.

Agree/Noted - To be determined at detailed design stage.

Noted - To be determined at detailed design stage.

Consulted separately

Noted - no current proposals to remove

Text amended

HORSHAM DISTRICT CYCLING FORUM

December 2020 Response

As stated in our earlier responses, we welcome the broad aims of the Public Realm Strategy, particularly the desire to reduce motor traffic levels in the town centre and reducing severance between the town centre and the surrounding town due to the inner ring road, Albion Way. Naturally we also support the objective of reducing the emphasis on the use of cars, and of creating safe pedestrian and cycle routes in the town centre, and prioritising walking and cycling more generally.

We are also pleased that there is now a section in the Strategy that considers Cycle Movement, which was absent from the earlier draft.

However we are very disappointed that when it comes to actual proposals and policy, the Strategy largely ignores cycling as a mode of transport, despite our feedback at the draft stage.

LCWIP

Of particular concern is how the Strategy fits with Horsham District Council's LCWIP (Local Cycling and Walking Infrastructure Plan), which fails to consider cycling access to and across the town centre altogether. This Strategy provides no further detail to fill that gap, and we are left in a position where both documents assume that the other will provide detail on cycling in the town centre, with both failing to do so.

Supported noted for Strategic direction.

LCWIP focusses on major routes into the town centre based on existing and potential user demand. The Public Realm Strategy focusses on how cyclists can have better access to and through the town centre and the provision for cyclists on arrival.

Two-way Cycling

Our comments about the importance of two-way cycling access to and through the town centre have apparently been ignored, with no reference to it either in the visualisations, plans or in descriptions. All roads in the town centre should allow cycling in both directions, and this should be clearly identified within this Public Realm Strategy. This is vital given that Albion Way - the only viable alternative - will remain an inhospitable and dangerous road for the foreseeable future.

These are detailed design matters. HDC acknowledges the detailed proposals submitted for Carfax in March 2021 and will explore in detail the helpful and positive suggestions made including the idea of the use of contra flows in lower traffic environments.

Shared Use

In places the Strategy apparently favours 'narrowing roads' (with no reference to how cycling should be accommodated on them in two directions), creating 'shared areas' for walking and cycling alongside them. For instance, on page 21 - 'The width of the road should be narrowed to extend shared space for pedestrians and cyclists.' We repeat our earlier objections to this approach - where there is a low-traffic carriageway, it is not appropriate to mix cycling and walking together on footways next to it, especially in one of the busiest parts of the town. We again note that both the West Sussex Cycle Design Guide and National Guidance LTN 1/20 recommend against mixing walking and cycling where pedestrian flows are high. It is also very hard to square the Strategy statement 'Pedestrians should take priority over vehicles' with the repeated suggestions that cycling should be placed on the footway adjacent to roads in the Carfax. Genuine pedestrian priority should involve placing cycling on the carriageway, with dedicated pedestrian space alongside it.

Comments are noted and as above the latest submission of ideas is to be welcomed. Officers will meet with the HDCF to explore these issues in depth together with the overall provision and siting of cycling infrastructure.

Designing for cycling on 'gateways'

It is positive to see LTN 1/20 referenced here in relation to cycle lanes on approaches on main roads. However, LTN 1/20 is very clear that protected cycle tracks should be used in the traffic context on these roads, not the painted lanes which are suggested both in the Strategy text and visualisations. See, for instance, LTN 1/20 Fig 4.1, which shows that protected space for cycling is required on 30mph roads with motor traffic flows of above 4000vpd. The Strategy needs to take this into account, and incorporate cycle tracks into the way these Gateways are planned, with carefully-designed crossing points from cycle tracks into the town centre (and vice versa).

These are detailed design matters that need to be investigated in depth while balancing the demand and need for additional cycling routes and the impacts on both pedestrians and general traffic. The detailed design of Intervention Schemes is outside the scope of the Strategy. As resources allow Intervention Schemes should be prioritised and individual projects advanced to detailed design/shovel ready schemes to allow HDC to be in a position to bid for external resources to deliver agreed schemes. HDCF and other stakeholders will continue to be engaged throughout the detailed design stage.

Routes across the town centre

There is a long-standing issue of poor access both to and across the town centre from the north and east, principally due to a one-way system that does not allow cycling. However, the Strategy does not make clear how these problems are to be resolved, and the diagram on Page 31 only shows existing and new routes that do not connect up with each other across the town centre. For a start, there is a pre-existing, important, route that runs E-W via East Street, Market Square and the Causeway, which should be clearly identified within the Strategy. There is also an obvious need for routes running N-S across the Carfax, and E-W via East Street and Blackhorse Way - the Strategy needs to incorporate these routes into the way these areas are planned to avoid repeating the mistakes of the past.

These are detailed design matters. HDC acknowledges the detailed proposals submitted for Carfax in March 2021 and will explore in detail the helpful and positive suggestions made including the idea of the use of contra flows in lower traffic environments.

Cycle parking

Worryingly, the Strategy appears to advocate the pre-existing (and failed) policy of locating 'additional cycle stands at key town centre arrival points'. This is not how cycle parking should work. It is not equivalent to car parking, where visitors park up at the periphery and walk. By contrast, the advantage of cycling - a human-scale, flexible mode of transport - is the ability to be able to park outside of your destination, or only a short distance from it. This is reflected in the existing situation in the town. The two-tier stands at the periphery of the town centre (for instance, by the Forum, and on Medwin Walk) are very rarely used, not just because they are a bad design, but also because they are in the wrong place, at the periphery of the town centre, far from actual destinations, where nobody is going to want to lock their bike. Cycle parking should be located within the town centre, by the destinations people are actually visiting.

The Causeway

We have highlighted before the importance of the route between East Street and the Causeway – through Market Square – as a connection across the town centre for cycling, and how any plans for this area needed to carefully consider this mode of transport. It is therefore very disappointing that the Strategy still makes no reference to this route, and, despite our comments, has drafted plans for the northern end of the Carfax that will only serve to create conflict between walking and cycling – the only entry and exit points from the Causeway are two pedestrian crossings, funneling all walking and cycling movements into two narrow pinch points. This is simply not good enough.

Albion Way surface crossing

This is potentially a genuine improvement on the unattractive underpass. However, much will depend upon the degree of pedestrian and cycle priority given to this crossing - in particular, how long people will have to wait for a green signal to cross the road. If the timings are going to be of the order of minutes, it will be preferable to retain and improve the existing underpass, both on grounds of convenience and safety.

Additionally, crossing from London Road will still continue to be important (especially for cycle traffic) and that needs to be carefully integrated into any proposals. There is ample scope for tightening up this junction and making it more cycle and pedestrian-friendly (ideally if London Road is modally filtered).

The Bishopric

There are several serious issues with the proposals contained in the Strategy -

- The absence of a much-needed crossing on the north side of the Bishopric
- No consideration whatsoever of how cycle movements are to be accommodated to and from the Bishopric (which this Strategy already identifies as an important cycle corridor), especially in an easterly direction from the Bishopric, into the town centre
- A great deal of street furniture taking up potentially useful space on the Bishopric, creating conflict between walking and cycling (and contradicting one of the main messages of the Strategy about reducing clutter and maximising useful space)
- No indication of how access to John Lewis/Waitrose is actually going to be improved, despite this specifically being referenced in the introduction to the Strategy

Blackhorse Way

The proposals are again disappointing, doing nothing at all to make cycling safer and more attractive. The proposed one-way pinchpoint, far from making cycling safer, will increase conflict and danger - particularly the risk that drivers will drive on the 'wrong' side of the road westbound towards oncoming cyclists.

The Forum

No mention of cycling, nor (in particular) of the potential to improve a useful, but very narrow and low quality, cycle path running east-west across the site. This is an obvious and easy win and has to be included in any future planning.

Queen Street

Once again, no consideration of cycling whatsoever, on what is an important gateway into the town centre from the south-east. This is a busy road and plans for this location should incorporate proposals to make the carriageway safe and attractive for people cycling to and from the town centre.

ADDITIONAL HDCF COMMENTS March 2021

Cycle access in the Carfax, Horsham - proposals from Horsham District Cycling Forum

Horsham District Council has an aim that 'for Horsham residents, workers and visitors cycling and walking will be the natural choice for most short journeys'. The council also has an objective that it will 'increase levels of cycling and walking for utility journeys.' (LCWIP 2020).

Making local journeys without the car has many benefits for everyone:

- It's healthy, as people are more active.

Comments noted. HDC are aware that the current two tier cycle stands are not well used, if at all and in a state of disrepair. The Carfax initial proposals includes the relocation of some Sheffield stands to a more central area of Carfax. At detailed design stage HDC will review all cycling facilities across the town centre with the HDCF and other stakeholders to achieve an optimum design solution.

The Strategy seeks to make this an extension of the Carfax 'shared space' to provide greater permeability for all cyclists. AS above HDC will work with HDCF and other stakeholders in developing more detailed designs.

The majority of responses support the provision of an at grade crossing wide enough to allow pedestrians and cyclists to use as shared crossing in principle. Detailed design stages will need to assess the options and the impacts on general traffic. This is a major connecting route between the park and town centre and any detailed design will need to address improving access. Albion Way is seen by many as a barrier.

To be examined at detailed design stage together with the potential Medwin Walk to Horsham Park At Grade crossing.

Denne & Trafalgar NCs have raised the same issue. As it stands the concept sketch gives additional priority for pedestrians at this junction. It shows a widened footpath on the north side of the Bishopric with a wide pedestrian crossing to the south side as well as an enlarged crossing running from west to east as an attempt to improve connections from Waitrose into Bishopric/West Street. In part the concept seeks to rebalance the needs of pedestrians given the known complaints we have received over the introduction of the 'single phase' crossing and to improve connectivity. As drawn the restriction would not prevent a left turn into Albion Way. If implemented, without alteration, may give rise to additional queuing traffic and delays.

Subject to funding if we are in a position to design a detailed scheme we would need to look in detail at the implications for motorists in consultation with the Highways Authority and balance the needs of both pedestrians, cyclists and motorists. It may be the case that reducing to one lane may have overly adverse consequences. However, widened crossings could be retained as a way to achieve an appropriate balance. Overall this area/junction represents a difficult design challenge and will need to be examined in detail. These are just illustrative concepts and much detailed work and consultation will be required to ensure any detailed designs respond to all users' needs and provide positive outcomes as may be achievable.

Noted. To be considered at any detailed design stage. HDC will work with HDCF and other stakeholders to achieve an optimum outcome for all.

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Noted

Noted and agree

"

- People want to do it - survey after survey reports that most people in the UK would like to be able to travel more easily without a car.

Detailed designs need to consider the demand for cycling and to balance the impacts on other road users. The temporary Albion Way cycle scheme in 2020 failed to meet both cyclists and motorists expectations.

- It reduces congestion.

Unless designed appropriately congestion can increase.

- 'Active travel' (i.e. making journeys without a car) gives more independence to young people, many of whom do not own a car.

Agree

- It can reduce pollution levels - much local pollution comes from vehicles (even electric ones).

- It combats climate change - carbon and particulate emissions from vehicles has not reduced over recent decades. Fewer car journeys means reduced emissions.

Agree

For cycling to be a realistic option for people in Horsham it is essential to be able to cycle both to and through town centre.

Agree

A key destination in the town centre is the Carfax. There are two main routes in from the north - via North Street/Chart Way/Copnall Way and from Medwin Walk - but neither of them are easy on a bike. There is existing demand for this as people already cycle on both routes.

Agree key destination and main routes used

These routes could be made 'cycle-friendly' and reduce possible conflict with pedestrians with the following changes:

Agree

- Permit two-way cycling through the Carfax (without a dedicated cycle lane) and

Agree

- Permit cycling through Medwin Walk to join the Carfax road by the taxi rank.

Agree

This document shows how this could be achieved quickly and with minimal impact to other road users. We propose a phased approach, with simple changes brought in first and more costly work to be a second phase when further funds can be identified.

Noted and support welcomed for a more permissive cycling regime which reflects current observed cycling use and behaviour.

Cycle access in the Carfax and the Town Centre Public Realm Strategy - a recommendation

The Public Realm Strategy has far-reaching plans for reducing road widths in the Carfax and reducing private car access during the day. It also recognises the need to enable town centre cycling.

Noted

The changes proposed in this document could be implemented quickly and cheaply on a trial basis and then refined as necessary, ready to be integrated with the more major hard landscaping that will be done for the public realm scheme

Noted and agree to look at trial basis

The Horsham District Council LCWIP published in late 2020 states the following in relation to town centre cycling (p47): "The nascent Horsham Town Centre Public Realm Strategy may present an opportunity for further feasibility studies on....the Carfax."

Noted

We recommend that the Public Realm Strategy should, as an early action, commission a feasibility study on two-way cycling through the Carfax using the proposals in this document.

Noted and will review the more detailed proposals on site with HDCF shortly. Cycling is more than just two way as there are multiple destination points

How would 2-way cycling work through the Carfax?

The Carfax is already a 20mph zone and vehicle speeds and traffic flows are both low, making it suitable for cycles to share road with motor traffic without the need for a segregated cycle lane.

Agree

This type of road design already exists and operates successfully in Horsham on Park Terrace East. See also the photo example of Cheap Street in Bath in Appendix 2.

Noted and agree

This approach is positively supported by the Dept for Transport. LTN 1/20 states that "Allowing contraflow cycling....should be the default approach in traffic management" (section 4.2.8).

Noted and agree

Detailed design comments and suggestions

The detailed ideas and suggestions are welcomed. HDC will meet with HDCF shortly to review in conjunction with WSCC as Highways Authority.