



APPENDIX A

Penrith Parking and Movement Study Partners' Joint Committee Report

1.0 Executive Summary

- 1.1 Cumbria County Council, Eden District Council and Penrith Town Council have jointly funded a project to develop a coherent and comprehensive parking and movement study for Penrith. The main aims of the Penrith Parking and Movement Study are to understand how parking provision in Penrith can be improved, whilst seeking to enhance walking and cycling connectivity between car parking areas and the town centre, key employment sites and the bus and railway station. The Penrith Parking and Movement Study was commissioned in October 2019 and its preparation is now complete.
- 1.2 This Partners' Joint Committee Report is being used by each of the partner organisations to provide a consistent overview of the Penrith Parking and Movement Study. It provides an outline of the individual interventions which form the eight packages of improvements and the next steps to support their delivery.
- 1.3 The individual interventions, which form the eight packages of improvements presented in the Penrith Parking and Movement Study, have been developed with the co-operation of all partners. The delivery of the individual interventions which make up the packages of improvements is subject to funding being secured. It was recognised from the outset of the Study that funding was not currently available but that the Study would provide highly valuable information to enable the partner organisations to bid for and secure funding should it become available.
- 1.4 The Penrith Parking and Movement Study provides the evidence (based on a robust assessment and defined methodology) and justification to support the partner organisations in seeking to secure funding from internal and external funding sources. It is recognised that further scheme development will be required for some of the interventions which make up the packages of improvements and, at that stage, further stakeholder engagement/public consultation will be undertaken.

2.0 Recommendations

- 2.1 That the partner organisations; Cumbria County Council (Eden Local Committee) Eden District Council and Penrith Town Council:
1. Endorse the principle of the interventions which make up the packages of improvements (as summarised in the Penrith Parking and Movement Study Non-Technical Summary – Appendix B) and note the delivery leads for each intervention;
 2. Agree to work together to explore the opportunities for funding to deliver the interventions which make up the packages of improvements through internal and external funding sources, and to agree how these should be prioritised; and
 3. Agree to the establishment of an Implementation Group to ensure the co-ordinated delivery of the interventions which make up the packages of improvements.

3.0 Background

- 3.1 Cumbria County Council (Eden Local Committee), Eden District Council and Penrith Town Council have jointly funded a project to develop a coherent and comprehensive parking and movement study for Penrith.
- 3.2 The overarching aims of the study were to understand how existing parking provision in Penrith could be enhanced, whilst maximising connectivity between car parks, for cyclists and walkers within the town centre, key employment areas and the bus and railway station.
- 3.3 To ensure the preparation of the study was kept on track, robust governance arrangements were put in place. A project team (made up of officers from each partner organisation) was established to ensure that technical advice and local knowledge was embedded within the Study. Consultants WSP, a multi-disciplinary company with specialisms in Transport Planning were commissioned to prepare the study. This helped to bring an impartial evaluation of the issues to the project and allowed the Study to be informed on how other towns had approached improvements to the parking and movement issues within their areas.
- 3.4 A Communications and Engagement Strategy was developed as part of the study. This set out the process of identifying stakeholders, the approach taken to stakeholder engagement and the timing of engagement at different stages of the study. It also outlined the approach adopted in relation to the stakeholder, employer and employee surveys, and the stakeholder workshops. Four elected members from each of the partner organisations were identified to provide input into the preparation of the study.
- 3.5 The Study was prepared in four stages (as detailed below). The staged approach to the preparation of the Study ensured that there were appropriate checkpoints at the end of each key activity of work.
 - *Stage 1: Baseline Review and Assessment* - This stage involved reviewing relevant policy, guidance and previous studies as well as collecting information to confirm the usage of off-street car parks and an assessment of on-street parking provision. In addition, face-to-face surveys from a sample of car park users were undertaken and businesses contacted to find out their opinions on parking in the local area. Stakeholders' general views on existing issues were also captured via an online survey (November 2019). A workshop was held (January 2020) with key stakeholders to gain more in-depth feedback on the main issues in Penrith and to capture thoughts on potential solutions to these issues.
 - *Stage 2: Identify Options for Interventions* - Using the information from the baseline assessment, a long list of interventions were identified, as well as a number of interventions which have been developed separately as part of the EDC's Local Plan - Infrastructure Delivery Plan (IDP). To determine which of these interventions should be progressed and developed further, they were assessed using a sifting methodology. This involved appraising each intervention on how well it performed against the study's objectives and a set of performance criteria contained in the Department for Transport's Early Assessment and Sifting Tool (EAST). This resulted in a short list of 39 interventions being identified. Of the 39 interventions shortlisted, 5 were discounted as part of further development however, in isolation, and in the context of other discrete local issues, these schemes could be developed independently. As part of Stage 2, it was originally proposed to undertake a further stakeholder workshop to gain feedback on the potential interventions. In response to the restrictions imposed by COVID-19, the stakeholder engagement was undertaken remotely.

- *Stage 3: Develop Interventions* - The short list of interventions were then grouped into eight packages and conceptual designs and strategies were developed together with indicative costs, potential sources of funding together with delivery leads. IDP interventions being developed through separate work-streams are included in the PPMS due to their alignment against the objectives of the study and to and further strengthen the case for investment and funding.
- *Stage 4: Prepare Strategy* - Brings together the previous three stages to prepare the Penrith Parking and Movement Final Report and the Non-Technical Summary.

3.6 The preparation of the Study has been based on a defined methodology and robust assessment of options. The delivery of any of the interventions which make up the packages of improvements identified in the study are subject to funding being secured. But by ensuring that the appraisal and selection of interventions is based on a robust approach, the study will help to provide the evidence and justification to support the partner organisations in seeking to secure funding.

4.0 Package of Improvements

4.1 Following the sifting of the longlist, a total of 39 interventions were identified in the shortlist. These interventions were then grouped thematically into packages. The eight packages are:

- Package 1 - Additional Parking Capacity
- Package 2 - Long Stay Parking in Penrith
- Package 3 - Town Centre Parking
- Package 4 - On-street Parking (Residential)
- Package 5 - Penrith Town Centre Improvements
- Package 6 - Addressing Nuisance Parking
- Package 7 - Cycling and Walking Connectivity Improvements
- Package 8 - Travel Demand and Technology Improvements

4.2 Conceptual designs and strategies for each of the eight packages were developed and used to:

- understand the impacts of the interventions and assess their feasibility;
- make a recommendation on whether to pursue each intervention;
- develop indicative intervention costs, which will be subject to refinement as they are developed further; and
- identify potential sources of funding
- identify delivery leads
- identify delivery risks and outline delivery programmes based on the assumption that funding and political and public support is secured.

4.3 These are presented in the Non-Technical Summary attached as Appendix B. A summary of interventions which make up the eight improvement packages is provided below.

Package 1 - Additional Capacity

4.4 The baseline assessment illustrated that there are areas associated with a shortage of affordable long stay parking. This package of interventions is aimed at improving the parking offer at strategic locations to reduce on street parking that occurs along strategic routes in the town. The interventions include:

- Increased off street car parking capacity in areas around the station
- Utilise parking at retail area in the vicinity of the railway station
- Park and ride service using existing bus services (only to be pursued if long stay capacity becomes a significant issue)

Package 2 - Long Stay Parking

4.5 This packages of interventions aims to improve the existing provision of long stay parking for visitors, businesses and residents through alternative car park management regimes at supermarkets and a review of season ticket allocations, parking tariffs and permit distribution, to manage overall parking distribution across the town. In addition, the package seeks to improve information signs for drivers to improve the management of car parking space within the town. The interventions include:

- Provide Long Stay Parking Capacity at Supermarkets
- Review season ticket scheme allocation and tariffs
- Review car-parking tariffs
- Implement 'Pay on departure' in car parks
- Review off street permit provision
- Implement a signage strategy to better direct drivers to underutilised car parks
- Provide parking and movement information

Package 3 - Town Centre Parking

4.6 This package of interventions aims to improve on street parking use in town through a review of existing parking policy, restrictions, disc use and parking zones. The level of use of Temporary and Permanent Residents' Parking Permits in town centre streets is seen by many to be detrimental to the vitality of the town's commercial premises. In particular in the streets fronting commercial premises, the on-street parking bays are considered prime space for enabling customers to access those premises. The interventions include:

- Develop a new on-street parking policy
- Review the maximum stay permitted using discs throughout the town
- Review requirement to extend controlled parking zones

Package 4 - On-street Parking (Residential)

4.7 These interventions improve on street parking for residents. Householders who receive and rely upon regular and frequent visitors are constrained by the policy limit applied to streets that do not permit hour disc parking. By reviewing the existing residential on street policy and permit provision this could potentially provide a fairer basis by which to allocate permits. The interventions include:

- Review the number of Visitor Permits for residents. Introduce limited daytime disc parking in all residential permit areas to facilitate regular/frequent visitors
- Limit the issuing of on-street permits so that they are relative to kerb side capacity
- Rationalise residential parking exemptions in commercial streets in the town centre
- Review parking permit provision for new residential developments

Package 5 - Penrith Town Centre Improvements

4.8 This package of interventions aims to improve parking provision within the town centre to ensure it is utilised efficiently. The interventions include:

- Reduce parking at Corn Market/Great Dockray (IDP scheme)
- Make improvements to the parking area around Lloyds Banks
- Reconfigure Market Square (IDP scheme)

Package 6 – Addressing Nuisance Parking

4.9 This package looks at addressing instances of nuisance parking around Penrith which adds pressure to car parking areas on the network, as well as causing issues for local residents. The interventions include:

- Develop a strategy to enforce overnight parking restrictions in Castletown (in and around Gilwilly Lane and Industrial Estate Business Park)
- Implement road safety improvements to reduce parking in the Wetheriggs Lane area.

Package 7 - Cycling and Walking Connectivity Improvements

- 4.10 This package aims to improve accessibility around the town, promote physical activity for residents and commuters, reduce car journeys by transferring trips to active modes and lastly improve the connectivity between the key car parks across Penrith to make it easier for pedestrians to navigate the town. Several of the interventions are derived from the Eden Local Plan Infrastructure Delivery Plan, their inclusion in the PPMS further strengthen the needs for investment. The interventions include:
- Improvements to walking and cycling connectivity between the town centre and bus and train stations
 - Improve the underpass at Mallard Close (IDP scheme)
 - Provide facilities for pedestrians at side road crossing points in Penrith town (IDP Scheme)
 - Improvements to junctions with Brunswick Square/Watson Terrace and Stricklandgate (IDP Scheme)
 - Provide facilities for pedestrians at roundabouts along the A592 with Cromwell Road and B5288 Norfolk Road (IDP Scheme)
 - Increase cycle storage across the town
 - Provide cycle facilities along the eastern side of the A6 past the hospital (IDP Scheme)
 - Upgrade the Stricklandgate/Portland Place junction (IDP Scheme)
 - Reconfigure the layout of Corney Place (IDP Scheme)
- 4.11 It is envisaged that a Local Cycling and Walking Infrastructure Plan (LCWIP) will be developed for Penrith. This will build on the work undertaken as part of the PPMS specifically, those interventions highlighted above and provide a more coherent plan for active mode infrastructure in the town as a whole.

Package 8 - Travel Demand and Technology Improvements

- 4.12 The package aims to reduce traffic through softer measures and ensure that the town is future proofed through the implementation of measures which address an increase in the uptake of Electric Vehicle and sustainable modes of transport. The interventions include:
- Raise awareness of sharing road space with cyclists.
 - Electric vehicle charging infrastructure strategy.
 - Travel demand management measures

5.0 Delivery of the Packages of Improvements

- 5.1 The intervention which make up packages of improvements presented in the Penrith Parking and Movement Study Report have been developed jointly with the co-operation of all funding partners.
- 5.2 The delivery of the interventions is subject to funding being secured. The study provides the evidence (based on a robust assessment and defined methodology) to support the partner organisations in seeking to secure funding from internal and external funding sources. Further approval from the partner organisations' committees will be needed to confirm the allocation of funding.
- 5.3 It is recognised that further scheme development will be required for some of the interventions identified in the packages of improvements and at that stage, further stakeholder engagement/ public consultation will be undertaken.
- 5.4 To ensure momentum and to support the delivery of the interventions identified in the packages of improvements, an Implementation Group will be established to co-ordinate and monitor progress. The implementation group will be a sub-group of the Penrith Town Working Group and will include officers from each of the partner organisations. The Implementation Group will meet bi-monthly to monitor progress and co-ordinate requests

for funding (and seek the relevant approvals) to secure the delivery of the interventions. Updates on progress of the delivery of the interventions will be reported through the partner organisations' committee structures when appropriate.

6.0 Conclusion

- 6.1 The Penrith Parking and Movement Study presents a coherent programme of measures to improve parking provision in Penrith whilst seeking to enhance walking and cycling connectivity between car parks and the town centre, key employment areas and the bus and railway station. It has been jointly developed by the partner organisations with significant engagement out with a broad range of stakeholders who have made an essential contribution to shaping the Study.
- 6.2 Whilst the delivery of the interventions identified in the packages of improvements is subject to funding being secured, the Penrith Parking and Movement Study provides critical evidence to support the partner organisations in securing funding from internal and external sources. The establishment of an Implementation Group will help to maintain the momentum and support the partners in working together to deliver the interventions identified in the package of improvements.

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