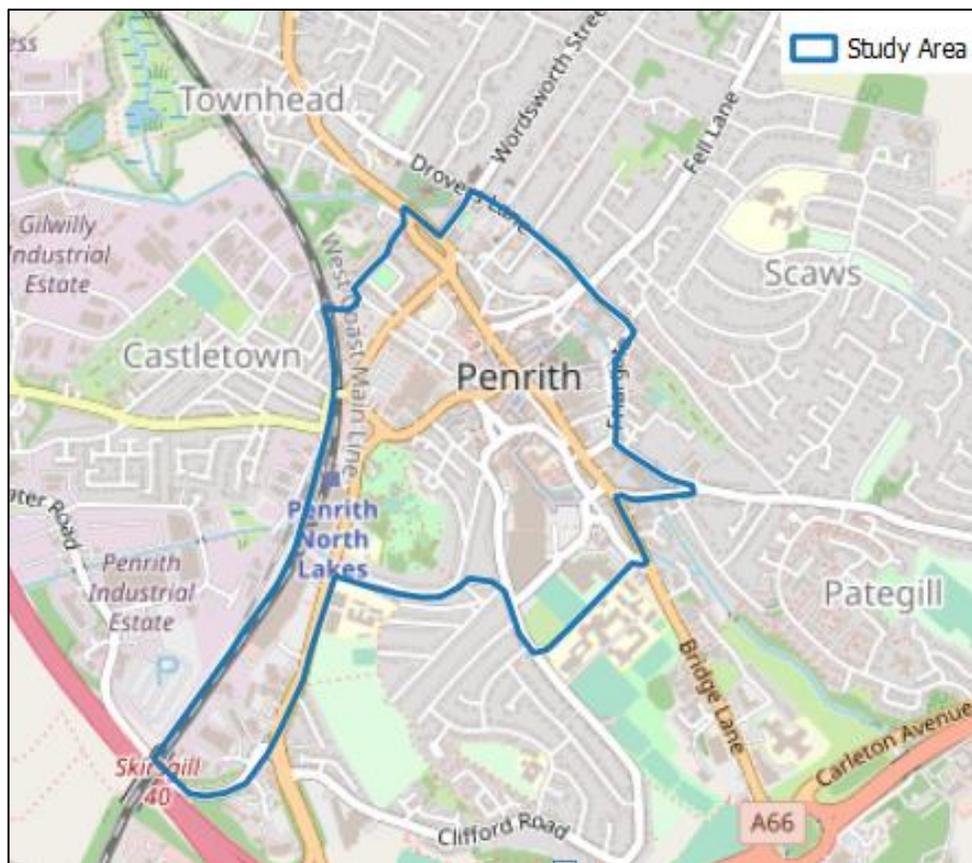


1. Introduction

The Penrith Parking and Movement Study (PPMS) was jointly commissioned by Cumbria County Council (CCC), Eden District Council (EDC) and Penrith Town Council (PTC). The overarching aims of the study are to understand how existing parking provision in Penrith can 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.

Figure 1 Study Area



The study area (Figure 1) has been defined to include the urban core of the town, and the inclusion of key car parks. Additionally, the study area is considered to be where higher volumes of non-motorised trips (walking and cycling) take place between the bus and railway stations, car parks and local amenities. Whilst this plan covers the main focus of the study, consideration has been given to areas outside of the study boundary, for example around the New Streets and Gilwilly Industrial Estate. The study area also includes the Penrith Conservation Area, and the New Streets Conservation Area.

The primary objective of the PPMS was to provide a robust parking and movement strategy, which responds to the requirements of residents, businesses, commuters and visitors, and identifies interventions which:

- ⇒ Provides a suitable parking offer to support the functionality, attractiveness and viability of Penrith, that addresses current issues and supports anticipated future parking needs; and
- ⇒ Improves walking and cycling connectivity within Penrith, focusing on walking route connections from existing car parking areas to:
 - The town centre;
 - Key employment areas; and
 - The rail and bus stations.
- ⇒ Provide cycle route connections from existing (or proposed) cycle routes to:
 - The town centre;
 - Key employment areas; and
 - The rail and bus stations.

The study was completed in four stages:

- ⇒ **Stage 1:** Baseline Information and Assessment;
- ⇒ **Stage 2:** Identify Interventions;
- ⇒ **Stage 3:** Develop Interventions; and
- ⇒ **Stage 4:** Produce the Penrith Parking and Movement Study Report (and Non-Technical Summary).

The staged approach to preparation of the study ensured that there were appropriate checkpoints at the end of each key activity of work. The study was based on a defined methodology and assessment of interventions to ensure that it would present the most robust evidence to explain the need for the interventions and justification necessary to support the partner organisations in seeking to secure funding from internal and external funding sources.

The delivery of interventions which make up the packages improvements identified through the PPMS is subject to funding being secured. It was recognised from the onset of the study that funding for the improvements 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.

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 of the partner organisations) was established to ensure that technical advice and local knowledge was embedded in the study.

2. Stage 1 - Baseline Information and Assessment

This stage involved reviewing relevant policy and guidance and previous as well as collecting information to confirm the usage of off street car parks and an assessment of on street parking provision

to assess existing parking issues, and walking and cycling network to fully understand the issues and constraints. Several issues were highlighted, and these are outlined below.

Off-Street Parking Offer

- ⇒ Available and affordable long-stay car parking is a prevailing issue within the Penrith;
- ⇒ Long and medium stay car parking, which supports leisure industries is lacking in the centre of town. The current tariffs and restrictions curtail stays in town and are counter-productive to economic growth in the town and maintaining high street viability; and
- ⇒ There is a lack of Electric Vehicle Charging Bays across the town.

On-Street Parking Offer

- ⇒ 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;
- ⇒ While small in absolute number, parking on the edge of the Controlled Parking Zone (CPZ) by some workers is creating localised pressure and loss of amenity for local residents;
- ⇒ Some residents living in areas that operate resident permit parking only are finding that the allocation of sixty temporary residents permits is insufficient;
- ⇒ Insufficient allocation of temporary resident permits, adversely affecting some residents as a result of the policy;
- ⇒ Some residential areas have restrictions which mean there is substantial available kerb space throughout the day, which

PENRITH PARKING AND MOVEMENT STUDY

could be utilised for short/medium stay parking during working hours;

- ⇒ The policy to manage on-street parking permits for residents is potentially under-exercised and it is considered that further development of policies (to ensure good street space governance), would be beneficial; and
- ⇒ Issues arise when parking generated by the new developments is not, or cannot be, adequately controlled.

Movements around Penrith

- ⇒ A large proportion of Penrith is characterised by narrow streets, making it difficult for safe and direct travel by pedestrians and cyclists;
- ⇒ There are sections of the road and footway network which have a challenging topography that acts as a barrier to cycling;
- ⇒ Cromwell Road suffers particular severance issues for cyclists and pedestrians in Penrith, which makes access to the town centre and bus station difficult from the railway station;
- ⇒ There is a lack of dedicated cycling infrastructure across the town, something that is particularly evident on narrow sections of the road network. This results in potential conflicts between vehicles and cyclists, and perceptions of safety issues that together are likely resulting in low levels of cycling across the town.

3. Stakeholder Engagement

Stakeholder input and feedback is critical to the development of a robust and comprehensive evidence base from which to identify potential interventions.

Several methods were employed in engaging with stakeholders, as summarised below:

- ⇒ **Stakeholders and Employer/Employee** were invited to complete online questionnaires (between 14th November and 6th December 2020) relating to parking and movements within Penrith, aimed at understanding the needs of the local population.
- ⇒ Car park and user behaviour surveys were conducted in Penrith car parks between 14th – 16th November 2019 to identify parking demand, and also the views of those people using the car parks.
- ⇒ **Technical Workshop**: a workshop session was held on 9th December 2019 to gather local knowledge and input from technical officers; and
- ⇒ **Stakeholder Workshop 1**: a workshop session was held on 7th January 2020, with stakeholders from a range of statutory and non-statutory groups (such as elected members (from each of the partner organisations), transport bodies, access groups, car park operators; walking and cycling groups, business and tourist organisations);

The workshop session comprised two facilitated exercises, in which stakeholders were asked to focus on identifying issues and opportunities within Penrith under two themes:

- ⇒ Parking; and
- ⇒ Active Travel (walking and cycling)

This information was used to compile evidence as part of Stage 1.

As part of Stage 2, additional stakeholder engagement was also undertaken. This session was originally intended to be a face-to-

face workshop on 18th March 2020, with representatives from Stakeholder Workshop 1, however, due to COVID-19, this engagement was undertaken remotely (during May 2020). This remote engagement offered the relevant stakeholders an opportunity to provide feedback on the identified interventions that were being shortlisted for further development, and provided the opportunity to put forward any additional interventions for consideration.

4. Stage 2 - Identify Interventions

Reflecting the issues identified from the assessment undertaken in Stage 1. A long list of interventions was developed through:

- ⇒ Consultation and engagement with the project team - CCC, EDC and PTC;
- ⇒ Technical and stakeholder workshops;
- ⇒ A review of pre-existing interventions within the study area that have not yet been delivered; and
- ⇒ Feedback provided during the consultation of the Penrith Strategic Masterplan and the Draft Penrith Neighbourhood Development Plan.

A total of 61 interventions were identified as part of the intervention generation process. The interventions comprised interventions developed as part of the PPMS, as well as a number of interventions which have been developed separately as part of the EDC's Local Plan - Infrastructure Delivery Plan (IDP).

Interventions in the list fell into one of the following six categories:

- ⇒ Off-Street Parking;
- ⇒ On-Street Parking;
- ⇒ Walking;
- ⇒ Cycling;

- ⇒ Highway; and
- ⇒ Other.

The interventions developed as part of the long list ranged from small-scale interventions, such as policy changes, to larger scale interventions, such as new footway and cycleway provision between the railway station and the town centre.

The interventions were then sifted using a clearly defined methodology developed in line with the UK's Department of Transport's (DfT) Transport Analysis Guidance (TAG). This ensured that the study would be based upon robust evidence whilst also providing the necessary justification to support the partner organisations in seeking to secure funding from internal and external sources.

The basis of the methodology was the DfT's Early Assessment and Sifting Tool (EAST). EAST is a decision support tool that has been developed to summarise and present evidence on interventions in a clear and consistent format. It provides decision makers with relevant, high level information to help them form an early view of how interventions perform and compare.

The Transport Analysis Guidance (TAG) therefore recommends that specific criteria or thresholds are assessed against a range of key criteria in alignment with the respective study objectives, to prioritise interventions for further development.

To determine which interventions were progressed to a more detailed assessment in the study, scoring and sifting of the longlist was undertaken. The process is outlined in Figure 2.

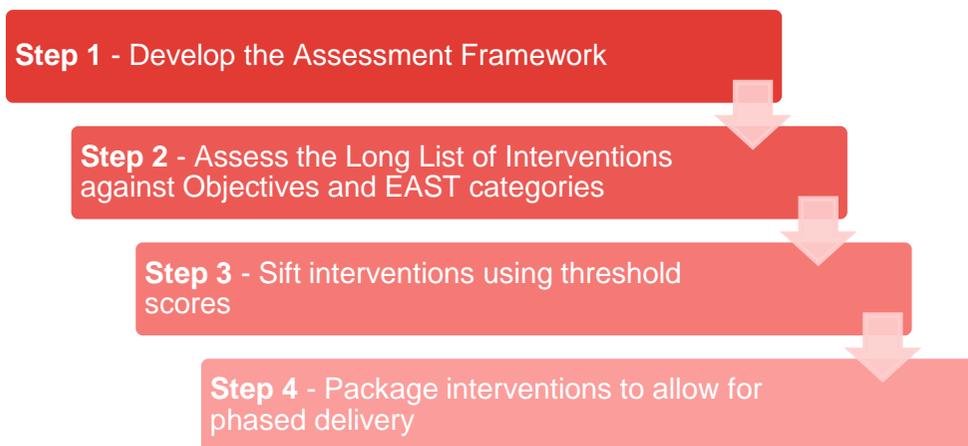


Figure 2 Approach to sifting the long list into packages

The sifting process comprised two stages; the first considered the interventions in relation to the objectives of the study, and the second assessed each of the interventions against the UK Government's Green Book five case criteria which includes Strategic, Economic, Managerial, Financial and Commercial considerations.

Thresholds were subsequently specified, and interventions assigned scores, to establish a range of transport solutions reflecting the main objectives of the study and to ensure that a sensible number of distinct and feasible interventions were shortlisted. Any intervention which did not meet the sifting criteria was discounted, and not taken forward to the shortlist of the interventions in the PPMS.

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

- ⇒ **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** Nuisance Parking;
- ⇒ **Package 7** Cycling and Walking Connectivity Improvements; and
- ⇒ **Package 8** Travel Demand and Technology Improvements.

Of the 39 interventions that made the shortlist, 5 were discounted as part of further development however, in isolation, and in the context of other discrete local issues, these interventions could be developed independently. In total, 34 interventions were recommended as part of the PPMS, of which 9 are contained in EDC's Local Plan IDP.

5. Stage 3 - Develop Interventions

Conceptual designs and strategies for the interventions which make up 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 an intervention;
- ⇒ Develop indicative intervention costs, which will be subject to refinement as they are developed further;
- ⇒ Identify Delivery Leads (and Delivery Partners);
- ⇒ Identify potential funding sources; and
- ⇒ Outline delivery programmes, based on the assumption that funding, political and public support is secured.

EDC's Local Plan IDP interventions are being developed through separate workstreams and are included due to their alignment against the objectives of the PPMS. IDP interventions are included

PENRITH PARKING AND MOVEMENT STUDY

in Package 5 and Package 7 and further strengthen the case for the need for investment and funding for those interventions. The PPMS highlights their importance in supporting the parking offer, whilst improving active travel through Penrith.

It is envisaged that a Local Cycling and Walking Infrastructure Plan (LCWIP) will be developed for Penrith (Autumn 2020). This will build on the work undertaken as part of the PPMS (specifically, in Package 7), and provide a more coherent plan for active mode infrastructure in the town as a whole.

An overview of the interventions which make up the eight packages of improvements is provided in the tables below. They outline the issues addressed, expected benefits, potential dis-benefits and the interventions within the package. Each intervention is then described, identifying the delivery lead, delivery partners, the dependencies on other interventions, the potential funding sources, timescales for delivery and outline costs.

The outline costs were developed with the Project Delivery Team. Where interventions are primarily changes to policy, an estimate cost is provided to undertake the administration of the policy change and any additional annual costs associated with the policy. Where new works are proposed (e.g new layouts, footway/cycleways, costs have been estimated from appropriate quantities using Spon's Civil Engineering and Highway Works Price Book and experience from similar interventions which are at construction stage. Additions have been added to include; legal costs (e.g. Traffic Regulation Orders), land purchase costs based on Cumbria average industrial land values, consultant fees, risk, optimism bias and inflation based on indicative delivery programmes.

The timescales include further design and development of the intervention, which includes refinement of the design/policy, improved cost estimates, consultation with relevant communities and stakeholders, and identification and securing final funding for construction / delivery of the package.

PENRITH PARKING AND MOVEMENT STUDY

PACKAGE 1 – Additional Parking Capacity (*Package Overview*)

Issue Addressed	<ul style="list-style-type: none"> ⇒ Caters for future increases in parking demand near the railway station; ⇒ Addresses a shortage of affordable long-stay parking around Penrith Railway Station; and ⇒ Alleviates capacity constraints to serve users of the existing railway station car park.
Benefits	<ul style="list-style-type: none"> ⇒ Additional capacity at the railway station; ⇒ Facilitation of business growth by further supporting access to railway services; and ⇒ Reduction in on-street car parking on Ullswater Road and Skirsgill Gardens.
Dis-benefits	<ul style="list-style-type: none"> ⇒ An increase in vehicular traffic into Penrith which may result in further pressure on the road network and to the detriment to the local of environment, which can be mitigated through the implementation of a signage strategy (ID55).
	<ul style="list-style-type: none"> ⇒ ID1 - Identify additional sites for increasing capacity (short and long stay) in Penrith ⇒ ID6 - Increased car parking capacity (short and long stay) in areas around railway station ⇒ ID7 - Increase off-street parking (short and long stay) at the railway station through additional decks on the existing multi-storey facility ⇒ ID60 - Provide a Park and Ride service using the existing Penrith to Carlisle commercial bus route (104)

PACKAGE 1 – Additional Parking Capacity (*Intervention Detail*)

ID	Description	Delivery Lead	Delivery Partners	Dependencies	Potential Funding Sources	Cost Range	Delivery Programme
1 Identify additional sites for increasing capacity (short and long stay) in Penrith	Not Recommended as there is no requirement to increase physical permanent capacity in the town as a whole.						
6- Increased car parking capacity (short and long stay) in areas around railway station (Car Park near the Rail Station)	Create additional capacity at the railway station. This would reduce overspill parking in areas such as Ullswater Road and Skirsgill Gardens. Subject to increasing demand in the future, delivery of a site may require negotiations with landowners and would be led by either private sector investment (i.e. car park operators) or EDC through acquisition of	EDC	CCC, PTC, Network Rail	Long term growth in demand at the rail station	Private sector (if it is private sector led) or EDC budget to purchase, construct and operate, with potential for parking revenue to pay back over	Capital costs of £750,000 to £960,000	3 Years

PENRITH PARKING AND MOVEMENT STUDY

	any land and construction of an off-street car park.				intervention lifetime.		
6 (Castle Retail Negotiations)	A second option would be to utilise parking at the retail areas to the south of the railway station. Agreement would be required between EDC and Castle Retail Park landlords and tenants. A intervention would need to be agreed and advertised to rail users.	EDC	Castle Retail Park and Tenants, Network Rail	Growth in demand at the rail station and amendments to the castle retail park lease terms and conditions	EDC staff time	An allocation of staff resource required. Estimated cost to deliver externally using third party consultant £1,500 to £2,200	6 months
7- Increase off-street parking (short and long stay) at the railway station through additional decks on the existing multi-storey facility	Not Recommended due to the historic nature of the surrounding built environment and potential to negatively impact existing views of Penrith Castle.						
60 Explore a Park and Ride Service	Improve the parking offer for commuters to Penrith through the provision of increased capacity outside of the town by means of a park and ride. Should the longer-term needs of the town result in increased requirement for more long stay parking, the provision of additional long stay car park capacity in the form of a park and ride outside of the town centre would be a viable option. This would require discussions with Stagecoach, Cumbria County Council and any private car park owners.	CCC Eden Local Committee	Stagecoach, CCC, PTC	Only to be pursued if long stay overcapacity in Penrith becomes a significant issue.	Private sector / CCC Eden Local Committee / Central Government grants currently unavailable, but potentially available in the future.	Capital costs of £12,800 to £18,500 Revenue costs of £1500 in year one and £1000 per annum ongoing	6 months

PENRITH PARKING AND MOVEMENT STUDY

PACKAGE 2 – Long Stay Parking in Penrith (Package Overview)

Issue Addressed	<ul style="list-style-type: none"> ⇒ Disparities in car parking capacity in Penrith; ⇒ Parking on the edge of the Controlled Parking Zone (CPZ); ⇒ Restrictive methods of payment on some car parks around the town; and ⇒ Excess demand at certain car parks within the town, whilst others remain below capacity.
Benefits	<ul style="list-style-type: none"> ⇒ Better parking offer for commuters who currently park at inappropriate locations across the town; ⇒ Encourages greater lengths of stays for visitors to the town; and ⇒ Additional signage improves the efficiency of drivers searching for parking spaces, thus reducing the level of traffic within the town.
Dis-benefits	<ul style="list-style-type: none"> ⇒ Public opposition to interventions which impact on their own parking choices, for example, existing season tickets holders would incur higher parking charges.
Shortlisted Interventions	<ul style="list-style-type: none"> ⇒ ID10 – Provide Long Stay Parking Capacity at Supermarkets ⇒ ID13 – Review season ticket intervention allocation and tariffs ⇒ ID14 – Review car-parking tariffs ⇒ ID16 – Implement ‘Pay on departure’ in car parks ⇒ ID18 – Review off street permit provision ⇒ ID55 – Implement a signage strategy to better direct drivers to underutilised car parks ⇒ ID62 – Provide parking and movement information

PACKAGE 2 – Long Stay Parking in Penrith (Intervention Detail)

ID	Description	Delivery Lead	Delivery Partners	Dependencies	Potential Funding Sources	Cost Range	Delivery Programme
10 Provide long stay parking capacity at supermarkets	<p>By using existing spare parking capacity at the supermarkets in Penrith, this intervention would improve the offer of long-stay parking in Penrith. This would reduce the extent and quantity of workers parking on-street in locations beyond the Controlled Parking Zone.</p> <p>The delivery of this intervention is dependent on the development of a leasing strategy between EDC as the planning authority and the supermarkets within Penrith.</p>	EDC	Supermarkets	None	EDC staff time	<p>An allocation of staff resource required.</p> <p>Estimated alternative cost to deliver externally using third party consultant £1,500 to £2,200</p>	1 Year

PENRITH PARKING AND MOVEMENT STUDY

<p>13</p> <p>Review of season ticket intervention allocation and tariffs</p>	<p>Delivery of this intervention would provide additional season tickets for long stay users who request one. This will reduce long stay on-street parking beyond the Controlled Parking Zone.</p> <p>EDC to review existing season ticket allocations and tariffs and prepare revisions to the number of season tickets allocated.</p>	EDC	CCC, PTC	Linked to ID10	EDC/CCC/PTC staff time	<p>An allocation of staff resource required + £1,000 for publicity and communications support</p> <p>Estimated alternative cost to deliver externally using third party consultant £3,000 to £4,500</p>	2 Years
<p>14</p> <p>Review of car parking tariffs</p>	<p>Review of existing parking tariffs charged for visitor parking in Penrith. Whilst having an impact on net revenue for EDC, this intervention would make parking in the town more desirable for visitors, potentially increasing public spending in Penrith.</p> <p>EDC would be required to assess the impact on revenues and propose a new tariff for implementation.</p>	EDC	CCC, PTC	Linked to ID10	EDC/CCC/PTC staff time	<p>An allocation of staff resource required + £3,000 for signage and communications support.</p> <p>Estimated alternative cost to deliver externally using third party consultant £5,000 to £6,500</p> <p>Estimated cost associated with loss of annual revenue generation from a reduction in tariffs could be in the region of £5,000 -£10,000 p/a</p>	2 Years

PENRITH PARKING AND MOVEMENT STUDY

16 implement 'Pay on departure' in car parks	<p>Increase the range of payment methods available at some car parks in Penrith, which would in turn, likely increase the length of stay in the town centre. Through implementation of 'pay on exit' or 'tap-in tap-out' measures, this would encourage people to stay longer in the town, by removing the feeling that they are time-capped by their parking.</p> <p>EDC would need to seek advice and prepare a business case for options to the convert current payment machines to accept pay on departure.</p>	EDC	CCC, PTC	None	Private sector (if private sector led) or EDC budget to purchase, construct and operate, with potential for parking revenue to pay back over intervention lifetime.	Capital costs of £10,500 to £15,500	2 Years
18 Review off street permit provision	<p>A review of existing permit allocation to ensure that permits are allocated more effectively, and that they benefit those in the community who need them most. This would require EDC to review previous provision and application data and develop a revised strategy for future allocation. This should be monitored to ensure the new strategy is effective when delivered.</p>	EDC	NA	None	EDC staff time	<p>An allocation of staff resource required.</p> <p>Estimated alternative cost to deliver externally using third party consultant £4,500 to £6,500</p>	6 Months
55 Implement a signage strategy to better direct drivers to car parks	<p>Improvements to signage to car parks in Penrith would ensure visitors can better navigate around the town in search for a suitable car park, making use of under-utilised car parks.</p> <p>Improvements to static signage in the medium term, with an aim to install electronic signage in the long-term based on the monitoring of car park use.</p>	CCC	EDC, PTC	None	CCC Eden Local Committee / private sector match funding	Capital costs of £15,600 to £23,000	1-2 Years
62 Provide Parking and Movement Information	<p>Information, mainly intended for visitors, on the provision of parking information, so that they know where to park for long or short stays in the town.</p>	EDC	PTC	To incorporate all other parking policies	EDC staff time	<p>An allocation of staff resource required.</p> <p>Estimated alternative cost to deliver externally using third party consultant</p>	6 Months

PENRITH PARKING AND MOVEMENT STUDY

						£6,000 to £9,000	
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PACKAGE 3 – Town Centre Parking (*Package Overview*)

Issue Addressed	<ul style="list-style-type: none"> ⇒ Discrepancies in existing on-street parking policy; and ⇒ Improved management of the on-street environment.
Benefits	<ul style="list-style-type: none"> ⇒ Improvements in the parking offer for visitors/shoppers to the town centre; ⇒ Potential economic benefits as a result of increased footfall in the town centre; ⇒ Reduction in the amount of circulating traffic around the town, through a review of short-stay parking areas; and ⇒ Increased use of leisure areas such as Castle Park.
Dis-benefits	<ul style="list-style-type: none"> ⇒ Public opposition to interventions which impact on their own parking choices.
Shortlisted Interventions	<ul style="list-style-type: none"> ⇒ ID17 – Develop a new on-street parking policy ⇒ ID19 – Review the maximum stay permitted using discs throughout the town ⇒ ID20 – Review requirement to extend controlled parking zones ⇒ ID24 – Remove parking restrictions from Victoria Road

PACKAGE 3 – Town Centre Parking (*Intervention Detail*)

ID	Description	Delivery Lead	Delivery Partners	Dependencies	Potential Funding Sources	Cost Range	Delivery Programme
17 Develop a new on street parking policy	A review, and subsequent adjustment to the existing on-street parking policy to ensure that on-street parking is better utilised across Penrith. Development of a pilot intervention for adoption in Penrith, with associated consultation with the public and key stakeholders.	CCC Eden Local Committee	EDC, PTC	Linked to ID19, 20	CCC Eden Local Committee / match funding	An allocation of staff resource required Estimated alternative cost to deliver externally using third party consultant £3,500 to £5,000	6 Months
19 review the maximum parking duration programme using	Reduce the maximum on-street stay in the town centre, which would facilitate provision for on-street visitor parking for single use shopping/business trips. The	CCC Eden Local Committee	EDC, PTC	Linked to ID17	CCC Eden Local Committee / match funding	An allocation of staff resource required + 1 advertisement and	2 Years

PENRITH PARKING AND MOVEMENT STUDY

discs through the town	development of this intervention would require CCC to revise the existing orders in line with the Traffic Regulation Order (TRO) process.					capital costs £13,000-£20,500 Estimated alternative cost to deliver externally using third party consultant £21,000 to £30,500	
20 (extend CPZ) Review the extent of the controlled parking zone	Not recommended as this would be mitigated through other interventions associated with on-street parking.						
20 (Ullswater Road) Review the extent of the controlled parking zones	Controlled parking for Castle Park and Ullswater Road is recommended and is aimed at improving the parking offer for leisure users throughout the day. Delivered via revisions to the existing orders in line with the TRO process.	CCC Eden Local Committee	EDC, PTC	Linked to ID17	CCC Eden Local Committee / match funding	An allocation of staff resource required + advertisement and capital costs £3,000-£4,500 Estimated alternative cost to deliver externally using third party consultant £5,000 to £7,200	2 Years
24 Remove Victoria Road parking restrictions	Not recommended on the grounds that this location serves as short-term loading for Guest Houses (and other residences).						

PACKAGE 4 – On-Street Parking (Residential) (Package Overview)

PENRITH PARKING AND MOVEMENT STUDY

Issue Addressed	<ul style="list-style-type: none"> ⇒ Use of spare daytime on-street parking capacity on residential streets; ⇒ Excess pressure on certain zones within the Controlled Parking Zones (CPZ); and ⇒ Excess allocation of permits for new developments, causing issues for existing developments.
Benefits	<ul style="list-style-type: none"> ⇒ Improved parking capacity throughout the day; ⇒ Improved kerbside parking management; ⇒ Control over the potential impact of additional parking generated by new developments in the town; and ⇒ Support local businesses by ensuring short-term visitor spaces are provided.
Dis-benefits	<ul style="list-style-type: none"> ⇒ Public opposition to interventions which impact on their own parking choices
Shortlisted Interventions	<ul style="list-style-type: none"> ⇒ ID21 – Review the number of Visitor Permits for residents. Introduce limited daytime disc parking in all residential permit areas to facilitate regular/frequent visitors ⇒ ID22 – Limit the issuing of on-street permits so that they are relative to kerb side capacity ⇒ ID23 – Rationalise residential parking exemptions in commercial streets in the town centre ⇒ ID31 – Review parking permit provision for new residential developments

PACKAGE 4 – On-Street Parking (Residential) (Intervention Detail)

ID	Description	Delivery Lead	Delivery Partners	Dependencies	Potential Funding Sources	Cost Range	Delivery Programme
21 Review the number of visitor permits	Facilitate more regular visits for those who may be reliant on carers. This would allow visitors to park, uncharged with the use of a disc. Consultation with the public and stakeholders prior to a revision to the existing TRO. This intervention would also require updates to existing signage.	CCC Eden Local Committee	EDC, PTC	Linked to ID17	CCC Eden Local Committee / match funding	An allocation of staff resource required +advertisement and capital costs £10,000-£15,000 Estimated alternative cost to deliver externally using third party consultant £27,500 to £40,000	2 Years
22 Provide on-street permit supply relative to	Reduce pressure on high demand parking zones in Penrith through a revision to parking permit policy. Implementation of	CCC Eden Local Committee	EDC, PTC	Linked to ID17	CCC Eden Local Committee / match funding	An allocation of staff resource required	1 Year

PENRITH PARKING AND MOVEMENT STUDY

kerb side capacity	this intervention would require consultation with residents and stakeholders, and regular monitoring of on-street permit occupancy.					Estimated alternative cost to deliver externally using third party consultant £7,500 to £11,000	
23 Rationalise residential parking exemptions in commercial streets in the town centre	Ensure local businesses are served by 2-3 short-term visitors' spaces. This would likely encourage more spending in local shops, boosting the local economy. Consultation and revision of existing TRO would be required prior to implementation of changes.	CCC Eden Local Committee	EDC, PTC	Linked to ID17	CCC Eden Local Committee / match funding	An allocation of staff resource required + advertisement and capital costs £6,500 to £9,500 Estimated alternative cost to deliver externally using third party consultant £20,500 to £30,000	2 Years
31 review parking permit provision for new residential developments	Review of parking permit provision for any new development within Penrith. The policy is aimed at reducing pressure on existing parking capacity, whilst also promoting a reduced reliance on car travel for residents within the town. Revision of guidance, and EDC should aim to integrate the intervention into planning policies.	CCC / EDC	PTC	Linked to ID17	CCC Eden Local Committee EDC	An allocation of staff resource required Estimated alternative cost to deliver externally using third party consultant £5,000 to £7,500	6 Months

PENRITH PARKING AND MOVEMENT STUDY

PACKAGE 5 – Penrith Town Centre Improvements (*Package Overview*)

PACKAGE 5 – Penrith Town Centre Improvements (*Package Overview*)

Issue Addressed	<ul style="list-style-type: none"> ⇒ Addresses conflict between motorised vehicles and pedestrians at Great Dockray; and ⇒ Addresses safety issues associated with the area around Lloyds bank, accommodating the needs of both pedestrians and motorised vehicles.
Benefits	<ul style="list-style-type: none"> ⇒ Improved urban realm; ⇒ Improvements to environmental factors such as reduced noise and improved air quality; and ⇒ Improved parking capacity at Lloyds Bank.
Dis-benefits	<ul style="list-style-type: none"> ⇒ Rationalisation of parking may result in loss of parking space at Great Dockray, reallocated to pedestrians.
Shortlisted Interventions	<ul style="list-style-type: none"> ⇒ ID25 – Consider the appropriateness of parking in Middlegate ⇒ ID26 – Develop a greenspace community at Great Dockray ⇒ ID27 – Reduce parking at Corn Market/Great Dockray (IDP) ⇒ ID36 – Make improvements to the parking area around Lloyds Banks ⇒ ID54 – Reconfigure Market Square (IDP)

PACKAGE 5 – Penrith Town Centre Improvements (*Intervention Detail*)

ID	Description	Delivery Lead	Delivery Partners	Dependencies	Potential Funding Sources	Cost Range	Delivery Programme
25 Review parking provision in Middlegate	Not recommended on the grounds that the existing parking in this area facilitates business operations around Middlegate.						
26 Develop a greenspace community area at Great Dockray (Part of EDC's LP's IDP)	These interventions are aimed at rationalising the existing layout at Great Dockray one of which builds upon EDC Local Plan ID27-reduce parking at Great Dockray implementation of ID26 (greenspace community) is dependent on the effectiveness of the IDP intervention.	CCC	EDC / PTC	Synergies with ID27	S106 contributions; Borderland Place Shaping Programme - part of the Borderlands Deal / match funding	£554,000* *Cost identified through IDP scheme costs	Scope not defined so programme not defined

PENRITH PARKING AND MOVEMENT STUDY

27 Reduce parking at Corn Market/ Great Dockray		CCC	EDC / PTC	None	Section 106 contributions Borderland Place Shaping Programme - part of the Borderlands Deal / match funding		Being progressed as part of the delivery of IDP. But aligned with PPMS further strengthen the case for the need for investment
36 Parking improvements around Lloyds Bank	Provide an improved pedestrian area whilst increasing the number of available parking bays. Any further development would require public consultation prior to implementation.	CCC Eden Local Committee	EDC / PTC	None	Section 106 contributions / Borderland Place Shaping Programme - part of the Borderlands Deal / match funding	Capital costs of £350,000 to £450,000	3 Years
54 Reconfigure Market Square (Part of EDC's LP's IDP)	Developed as part of the EDC's IDP, in order to support the development of the Local Plan. This would facilitate safer pedestrian movements, whilst also making the parking offer more effective. Develop outline designs and subsequent detailed designs. Any further development would require public consultation prior to implementation.	CCC	EDC / PTC	None	Section 106 contributions agreements / Borderland Place Shaping Programme - part of the Borderlands Deal / match funding	£142,000* *Cost identified through IDP scheme costs	Being progressed as part of the delivery of IDP. But aligned with PPMS further strengthens the case for the need for investment

PENRITH PARKING AND MOVEMENT STUDY

PACKAGE 6 – Nuisance Parking (Package Overview)

Issue Addressed	<ul style="list-style-type: none"> ⇒ Address issues caused by illegal parking of HGVs in Castletown, such as littering, by more adequately enforcing restrictions; and ⇒ Address parking and safety concerns along Wetheriggs Lane.
Benefits	<ul style="list-style-type: none"> ⇒ Reduction in noise and littering caused by HGVs around Castletown; ⇒ Improved local environment for local residents; and ⇒ Restrictions on Wetheriggs Lane would provide safety benefits to allow improved traffic flow during the school day.
Dis-benefits	<ul style="list-style-type: none"> ⇒ The intervention may result in a relocation of lorries to other areas of Penrith; and ⇒ Potential loss of parking space on Wetheriggs Lane for residents.
Shortlisted Interventions	<ul style="list-style-type: none"> ⇒ ID29 – Develop a strategy to enforce overnight parking restrictions in Castletown (in and around Gilwilly Lane and Business Park) ⇒ ID30 – Implement road safety improvements to reduce parking in the Wetheriggs Lane area.

PACKAGE 6 – Nuisance Parking (Intervention Detail)

ID	Description	Delivery Lead	Delivery Partners	Dependencies	Potential Funding Sources	Cost Range	Programme
29 Develop parking restrictions in areas of Castletown (in and around Gilwilly Lane)	Help address issues caused by illegal parking of HGVs in Castletown and the wider area, such as littering, by more adequately enforcing restrictions. Need to increase the number of patrols and ensure violating HGV companies are contacted.	CCC	PTC / Lorry Parking Organisations	None	CCC Parking Enforcement / CCC Eden Local Committee / match funding	An allocation of staff resource required Estimated alternative cost to deliver externally using third party consultant £12,000 to £17,500	6 Months
30 Identify improvements around the Wetheriggs Lane area	Reduce the volume of parking around the Wetheriggs Lane area, to improve the operational safety of the highway. Revisions to the existing orders in line with the TRO process.	CCC	EDC	None	CCC Eden Local Committee / match funding	Capital costs of £11,000 to £13,500	1 Year

PACKAGE 7 – Cycling and Walking Connectivity Improvements (*Package Overview*)

Issue Addressed	<ul style="list-style-type: none"> ⇒ Gaps in the existing walking and cycling network; ⇒ Areas of severance around Penrith; and ⇒ Poor connectivity between the bus and train stations and the town centre, as well as between car parks.
Benefits	<ul style="list-style-type: none"> ⇒ Improves accessibility around the town, whilst promoting physical activity for residents and commuters; ⇒ Reduction in car journeys by transferring trips to active modes will also result in environmental benefits, such as improved air quality and reduced noise; and ⇒ Improvements to connectivity between the key car parks across Penrith will make it easier for pedestrians to navigate the town.
Dis-benefits	<ul style="list-style-type: none"> ⇒ Improvements that take away road space from vehicles, as well as signalised crossings, can result in increased delays, which could increase congestion in Penrith; ⇒ Some sections of the network are already constrained for space, so on-carriageway improvements (such as cycle lanes) may increase the risk to cyclists; and ⇒ Potential of increased conflict between cyclists and motorised road users.
Shortlisted Interventions	<ul style="list-style-type: none"> ⇒ ID32 – Create Walking and cycling connectivity improvements ⇒ ID37 – Improve the underpass at Mallard Close (part of Eden Local Plan’s Infrastructure Delivery Plan (IDP)) ⇒ ID38 – Provide facilities for pedestrians at side road crossing points in Penrith town centre (part of Eden Local Plan’s Infrastructure Delivery Plan (IDP)) ⇒ ID39 – Create improvements to junctions with Brunswick Square/Watson Terrace and Stricklandgate (part of Eden Local Plan’s Infrastructure Delivery Plan (IDP)) ⇒ ID40 – Provide facilities for pedestrians at roundabouts along the A592 with Cromwell Road and B5288 Norfolk Road (part of Eden Local Plan’s Infrastructure Delivery Plan (IDP)) ⇒ ID41 – Create connectivity improvements between the bus station and train station ⇒ ID45 – Increase cycle storage across the town ⇒ ID46 – Provide cycle facilities along the eastern side of the A6 past the hospital (part of Eden Local Plan’s Infrastructure Delivery Plan (IDP)) ⇒ ID47 – Provide cycle infrastructure to the North of the town centre (part of Eden Local Plan’s Infrastructure Delivery Plan (IDP)) ⇒ ID52 – Upgrade the Stricklandgate/Portland Place junction (part of Eden Local Plan’s Infrastructure Delivery Plan (IDP)) ⇒ ID53 – Reconfigure the layout of Corney Place (part of Eden Local Plan’s Infrastructure Development Plan (IDP))

PENRITH PARKING AND MOVEMENT STUDY

PACKAGE 7 – Cycling and Walking Connectivity Improvements (*Intervention Detail*)

ID	Description	Delivery Lead	Delivery Partners	Dependencies	Potential Funding Sources	Cost Range	Programme
32 Walking and Cycling connectivity improvements & 41 Connectivity improvements between the bus and railway station	<p>Improve connectivity for walkers and cyclists between the railway station, the town centre and car parks around Penrith. This complements proposed IDP interventions as it aims to provide infrastructure in areas which there are future gaps in the network. Additionally, the development of this intervention will be used as part of the LCWIP for the whole town, set to commence in autumn 2020.</p> <p>Has an interdependency with ID40 which is identified as part of EDC's Local Plan IDP. The design team needs to be aware of the overlap of these improvements to ensure that the first phase of the design does not inhibit further design phases in the future.</p>	CCC	EDC / PTC	ID40, ID53	Section 106 contributions / Borderland Place Shaping Programme, part of the Borderlands Deal/ CCC Eden Local Committee / match funding	Capital costs of £1,100,000 to £1,400,000	3 Years
37 Improve the Underpass at Mallard Close	Allow for better connectivity between the east and west of the railway line via an improved underpass. This would facilitate active mode trips. Need to develop outline and detailed design, as well as carrying out public and stakeholder consultation.	CCC	PTC	None	Section 106 contributions / Borderland Place Shaping Programme, part of the Borderlands Deal	£35,573* *Cost identified through IDP scheme costs	Being progressed as part of the delivery of EDC' Local Plan IDP.
38 Provide Facilities for pedestrians at side crossing points in Penrith Town Centre	Deliver improved infrastructure for pedestrians at Pennyhill Park, Foster Street, Robinson street and Lark Lane. These improvements would improve the safety for pedestrians navigating around these routes. Outline Design was complete in March 2020 – further development of detailed design is	CCC	EDC / PTC	None	Section 106 contributions, public funding/ grants –	£41,266* *Cost identified through IDP scheme costs	But aligned with PPMS further strengthens the case for the need for investment

PENRITH PARKING AND MOVEMENT STUDY

	required, as well as public and stakeholder consultation.						
39 Improvements to junction with Brunswick Square/ Watson Terrace and Stricklandgate	Deliver an improved layout to the existing Brunswick Square / Watson Terrace and Stricklandgate area of Penrith. Additionally, this intervention facilitates safer movement between car parks around the town. Further developments of designs, as well as carrying out public and stakeholder consultation.	CCC	EDC / PTC	None	Section 106 contributions / Borderland Place Shaping Programme, part of the Borderlands Deal	£55,414* *Cost identified through IDP scheme costs	
40 Provide facilities for pedestrians at roundabouts along the A592 with Cromwell Road and B5288 Norfolk Road	The Cromwell Road roundabout arrangement is a significant point of severance for pedestrians and cyclists travelling between the railway station and the town centre/bus station. This intervention would therefore deliver improved accessibility between the rail and bus stations, as well as between car parking areas in the town centre. This intervention has an interdependency with ID32/ID41. The design team needs to be aware of the overlap of these improvements to ensure that the first phase of the design does not inhibit further design phases in the future.	CCC	EDC / PTC	None	Section 106 contributions / Borderland Place Shaping Programme, part of the Borderlands Deal	£20,830* *Cost identified through IDP scheme costs	
45 Increase cycle storage across the town	Deliver an increase in cycle parking at strategic locations around the town to encourage cycling for people travelling to and from the town. The delivery of this intervention should be considered as part of the Penrith LCWIP, which will be progressed as of autumn 2020.	EDC	EDC / PTC	None	EDC Internal Budget / Potential Match Funding / Private Sector	Capital costs of £10,000 to £14,500	6 Months
46 Provide cycle facilities along the eastern side of the A6 past the hospital	Provides a cycle route linking the existing National Cycle Route through the centre of the town. Need to develop outline and detailed design, as well as carrying out public and stakeholder consultation.	CCC	EDC / PTC	None	Section 106 contributions / Borderland Place Shaping Programme, part of the Borderlands	£8,679* *Cost identified through IDP scheme costs	Being progressed as part of EDC's LP IDP But aligned with

PENRITH PARKING AND MOVEMENT STUDY

					Deal / Match Funding		PPMS further strengthens the case for the need for investment
47 Provide cycle infrastructure to the North of the town centre	Not recommended as the intervention is currently on hold as part of the IDP intervention development.						
52 Upgrade the Stricklandgate/Portland Place junction	Comprises the removal of on-street parking, aiming to provide additional space for pedestrians. This intervention has recently been developed to detailed design and would require further consultation prior to implementation.	CCC	EDC / PTC	None	Section 106 contributions / Borderland Place Shaping Programme, part of the Borderlands Deal	£25,650* *Cost identified through IDP scheme costs	Being progressed as part of EDC's LP the IDP But aligned with PPMS further strengthens the case for the need for investment
53 Reconfigure the layout of Corney Place	Deliver improved accessibility within the town centre for pedestrians travelling via Stricklandgate / Portland Place. Outline Design was complete in March 2020 further development of detailed design is required, as well as public and stakeholder consultation.	CCC	EDC / PTC	None	Section 106 contributions / Borderland Place Shaping Programme, part of the Borderlands Deal	£28,136* *Cost identified through IDP scheme costs	

PENRITH PARKING AND MOVEMENT STUDY

PACKAGE 8 – Travel Demand and Technology Improvements (*Package Overview*)

Issue Addressed	<ul style="list-style-type: none"> ⇒ Cycle safety; ⇒ Lack of EV charging infrastructure in Penrith; and ⇒ Encouraging modal shift to active modes.
Benefits	<ul style="list-style-type: none"> ⇒ Improved cyclist safety; ⇒ Future proofing Penrith for increased uptake of EVs; ⇒ Reduction in pollutants through increase in EV uptake; and ⇒ Increased modal share of walking and cycling.
Dis-benefits	<ul style="list-style-type: none"> ⇒ Additional stress on local electricity demand, which may constrain roll out of large numbers of EV charging bays.
Shortlisted Interventions	<ul style="list-style-type: none"> ⇒ ID43 – Raise awareness of sharing road space with cyclists. ⇒ ID56 – Electric vehicle charging infrastructure strategy. ⇒ ID63 – Travel demand management measures

PACKAGE 8 – Travel Demand and Technology Improvements (*Intervention Detail*)

ID	Description	Delivery Lead	Delivery Partners	Dependencies	Potential Funding Sources	Cost Range	Programme
43 Raise awareness of sharing road space with cyclists	Deliver improved safety for cyclists along key routes into, and through, Penrith. As part of local or national advertising campaigns, implement a campaign to raise awareness of cyclists.	CCC	EDC and PTC	None	Section 106 contributions / Borderland Place Shaping Programme, part of the Borderlands Deal	Capital costs of £25,000 to £36,000	6 Months
56 Electric vehicle charging infrastructure strategy	Increase the infrastructure provision of electric vehicle charging points for residents, businesses and visitors in Penrith. As part of the strategy, strategic opportunities to implement EV charging points would be identified to future proof Penrith.	EDC	CCC and PTC	Uptake in electric cars	EDC Budgets/ Workplace Charging Intervention grant	Capital costs of £20,000 to £28,800	6 Months

PENRITH PARKING AND MOVEMENT STUDY

63 Travel demand management measures	Changing people's behaviour by reducing the number of single occupancy car trips that are made by residents, employees and visitors within Penrith. EDC are required to undertake a best practice review and identify measures which would benefit Penrith the most.	EDC	CCC and PTC	None	Central Government Active Travel Funds / match funding	High level strategy – not costed at this stage	Scope not defined - typical programmes run for one to two years
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6. Next steps for delivery

The PPMS presents a coherent and comprehensive package of interventions which are aimed at improving parking and active travel within Penrith. The interventions have been developed in cooperation with the partner organisations – CCC, EDC and PTC.

The delivery of the interventions is subject to funding being secured. Although no funding is currently in place to deliver the improvements, the PPMS presents an evidence base to support the delivery leads in securing funding from internal and external sources. Potential funding types include:

- ⇒ S106 Contributions;
- ⇒ Borderland Place Shaping Programme – part of the Borderlands Deal;
- ⇒ Central Government Grants (such as Access Fund or Workplace Charging Intervention grant);
- ⇒ Matched Funding – financial support from multiple organisations to deliver an intervention that provides benefits to all contributors;
- ⇒ Eden District Council Budgets;
- ⇒ Penrith Town Council Budget;
- ⇒ CCC Eden Local Committee Budgets;
- ⇒ Workplace Charging Intervention grant;
- ⇒ Private Sector Investment – through private companies constructing car parks / car parking charging systems in order to make profit.

The PPMS provides interventions developed to concept design stage. Further development will be required before they are delivered. This will include the need for stakeholder and public engagement.

Interdependencies

There are a number of interdependencies between the packages and these are presented in Figure 3 below.

Figure 3 Interdependent and Complimentary Package Matrix

PACKAGE INTERDEPENDENCIES MATRIX								
	Package 1	Package 2	Package 3	Package 4	Package 5	Package 6	Package 7	Package 8
	Additional Parking Capacity	Long Stay Parking in Penrith	Town Centre Parking	On-street Parking (Residential)	Penrith Town Centre Improvements	Nuisance Parking	Cycling and Walking Connectivity Improvements	Travel Demand and Technology Improvements
Package 1 Additional Parking Capacity	Strongly Interdependent	Few Direct Synergies	Few Direct Synergies	Few Direct Synergies	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Few Direct Synergies
Package 2 Long Stay Parking in Penrith	Few Direct Synergies	Strongly Interdependent	Few Direct Synergies	Few Direct Synergies	Strongly Interdependent	Strongly Interdependent	Few Direct Synergies	Few Direct Synergies
Package 3 Town Centre Parking	Few Direct Synergies	Few Direct Synergies	Strongly Interdependent	Few Direct Synergies	Few Direct Synergies	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent
Package 4 On-street Parking (Residential)	Few Direct Synergies	Few Direct Synergies	Few Direct Synergies	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent
Package 5 Penrith Town Centre Improvements	Strongly Interdependent	Strongly Interdependent	Few Direct Synergies	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Few Direct Synergies	Few Direct Synergies
Package 6 Nuisance Parking	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent	Strongly Interdependent
Package 7 Cycling and Walking Connectivity Improvements	Strongly Interdependent	Few Direct Synergies	Strongly Interdependent	Strongly Interdependent	Few Direct Synergies	Strongly Interdependent	Strongly Interdependent	Few Direct Synergies
Package 8 Travel Demand and Technology Improvements	Few Direct Synergies	Few Direct Synergies	Strongly Interdependent	Strongly Interdependent	Few Direct Synergies	Strongly Interdependent	Few Direct Synergies	Strongly Interdependent
Key	Package is strongly Interdependent	Package has few direct synergies						

Given the interdependencies, it will be critical that the PPMS funding partners work together to ensure that the interventions are prioritised, designed in a coherent manner and ensure that the benefits, are achieved in a logical way.

Intervention Prioritisation

To maximise the benefits of the delivery of the interventions developed as part of the PPMS, schemes were prioritised based on their scale of impact (1 denoting a low impact scheme, and 5 a high impact scheme) and the delivery timescales.

Interventions which are to be delivered first are those which can be delivered in the short-term (<2 years). Of the interventions which can be delivered in the short term, the order of this delivery should be such that the interventions with the highest scale of impact are delivered initially - this is presented in the Figure 4.

Alongside the delivery of the prioritised interventions identified in Figure 4, medium to long term interventions should be considered – the prioritisation of interventions with medium and long term timescales is presented in Figure 5 below. The delivery of the interventions in this order would likely maximise the benefits of the interventions, by ensuring those schemes with the biggest impact are delivered first.

Figure 4 Prioritisation of Interventions – Short Term

Package	ID	Recommended Interventions	Scale of Impact (1 Low to 5 High)	Short (< 2years)	Medium (2 to 5 years)	Long 5+
2	10	Provide long stay parking capacity at supermarkets	5	Y		
2	13	Review of season ticket scheme allocation and tariffs.	5	Y		
2	16	Implement 'Pay on departure' in car parks	4	Y		
3	17	Develop a new on-street parking policy	4	Y		
3	19	Review the maximum parking duration permitted using discs throughout the town	4	Y		
2	14	Review car-parking tariffs	3	Y		
2	18	Review off street permit provision	3	Y		
4	21	Review the number of Visitor Permits & Residents Only Streets	3	Y		
4	22	Provide on-street permit supply relative to kerb side capacity	3	Y		
4	23	Rationalise residential parking exemptions in commercial streets in the town centre	3	Y		
8	43	Raise awareness of sharing road space with cyclists. This includes Scotland Road	3	Y		
8	56	Electric Vehicle Charging Infrastructure Strategy.	3	Y		
3	20	Controlled Parking for Castle Park & Ullswater Road & Skirsgill Gardens	3	Y		
6	30	Identify improvements along Wetheriggs Lane and adjacent Streets	3	Y		
4	31	Review parking permit provision for new residential developments	2	Y		
6	29	Develop parking restrictions in areas of Castletown (in and around Gilwilly Lane)	2	Y		
7	45	Increase cycle storage across the town	2	Y		
2	62	Provide Parking and Movement Information	2	Y		

Figure 5 Prioritisation of Interventions – Medium and Long Term

Package	ID	Recommended Interventions	Scale of Impact (1 Low to 5 High)	Short (< 2years)	Medium (2 to 5 years)	Long 5+
1	6	Provide additional car parking adjacent to Penrith Railway Station	5			Y
7	32/41	Walking and Cycling connectivity Improvements / Connectivity improvements between the bus station and train station	4		Y	
2	55	Implement a signage strategy to better direct drivers to underutilised car parks	3		Y	
5	26	Develop a greenspace community area at Great Dockray	2		Y	
5	36	Parking area improvements around Lloyds Bank	2			Y
1	60	Explore a Park and Ride service	2			Y

Implementation Group

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 co-ordinate requests for funding (and seek the relevant approvals) to secure the delivery of the interventions identified in the packages of improvements. Updates on progress of the delivery of the interventions identified in the packages of improvements will be reported through the partner organisations' committee structures when appropriate.

7. Summary

- ⇒ The PPMS has presented the evidence base for a comprehensive package of interventions to improve parking and movement within Penrith.
- ⇒ An extensive range of relevant stakeholders were engaged to identify issues and opportunities within the town.
- ⇒ 39 interventions were shortlisted, and 34 are recommended as part of the PPMS. These interventions were grouped into eight thematic packages.
- ⇒ The PPMS aligns interventions being progressed as part of EDC's LP the IDP. Their inclusion highlights their alignment with the objectives of the PPMS and a need for funding to be secured, and ensure that a holistic approach is taken in developing active mode and parking infrastructure within the town.
- ⇒ The packages have been developed to understand their impacts, including benefits and dis-benefits.
- ⇒ An outline delivery programme and an indicative cost estimate ranges have been developed for each intervention.

- ⇒ Interdependencies have been highlighted to demonstrate the importance of working collaboratively across packages to achieve greater benefits.
- ⇒ The next steps for delivery have been set out, including identifying the delivery leads to take each intervention forward. The co-ordination of delivering the package of improvements will be overseen by the Implementation Group.
- ⇒ 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, in Package 7), and provide a more coherent plan for active mode infrastructure in the town as a whole.



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