



Penrith Town Council

Unit 1, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR
Tel: 01768 899 773 Email: office@penrithtowncouncil.co.uk

DATE: 1 September 2020

You are summoned to attend a meeting of the

PLANNING COMMITTEE

to be held virtually via Zoom video conference on

7 September 2020, at 2.00pm at <https://cutt.ly/9flDmJG>

COMMITTEE MEMBERSHIP

Cllr. Jackson	North Ward	Cllr. Shepherd	East Ward
Cllr. Kenyon	North Ward	Cllr. Snell	West Ward
Cllr. Knaggs	West Ward		

A handwritten signature in black ink, appearing to read 'V. Tunnadine'.

Mrs V. Tunnadine, Town Clerk

The Town Council resolved from 20 May 2019, until the next relevant Annual Meeting of the Council, that having met the conditions of eligibility as defined in the Localism Act 2011 and SI 965 The Parish Councils (General Power of Competence)(Prescribed Conditions) Order 2012, to adopt the General Power of Competence.

AGENDA FOR THE MEETING OF

PLANNING COMMITTEE

7 September 2020

Due to the current restrictions in place this meeting will be a virtual meeting and therefore will not take place in a physical location. The meeting be held virtually via video conferencing using Microsoft Teams. Therefore, this is a meeting in public, not a public meeting.

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 ("the 2020 Regulations") come into force on 4 April 2020.

Section 78 of the 2020 Regulations enable local councils to hold remote meetings (including by video and telephone conferencing) for a specified period until May next year. The Regulations apply to local council meetings, committees, and sub-committees

PART I

1. Apologies for Absence

Receive apologies from Members

2. Minutes (Page Nos 8-14)

Authorise the Chair to sign, as a correct record, the minutes of the meeting of the Committee held on Monday 3 August 2020

3. Declarations of Interest and Requests for Dispensations

Receive declarations by Members of interests in respect of items on this agenda and apply for a dispensation to remain, speak and/or vote during consideration of that item.

ADVICE NOTE:

Members are reminded that, in accordance with the revised Code of Conduct, they are required to declare any disclosable pecuniary interests or other registrable interests which have not already been declared in the Council's Register of Interests. (It is a criminal offence not to declare a disclosable pecuniary interest either in the Register or at the meeting.) Members may, however, also decide, in the interests of clarity and transparency, to declare at this point in the meeting, any such disclosable pecuniary interests which they have already declared in the Register, as well as any other registrable or other interests. If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote, he/she is advised to contact the Interim Monitoring Officer at least 24 hours in advance of the meeting

4. Public Participation

Receive any questions or representations which have been received from members of the public

ADVICE NOTE:

Members of the public may make representations, answer questions and give evidence at a meeting which they are entitled to attend in respect of the business on the agenda. The public must make a request in writing to the Town Clerk **PRIOR** to the meeting, when possible. A member of the public can speak for up to three minutes. A question shall not require a response at the meeting nor start a debate on the question. The chairman of the meeting may direct that a written or oral response be given

5. EXCLUDED ITEM: Public Bodies (Admissions To Meetings) Act 1960

To determine whether item/s should be considered without the presence of the press and public, pursuant to Section 1(2) of the Public Bodies (Admission to Meetings) Act, 1960, as publicity relating to that (any of those) matter/s may be prejudicial to the public interest by reason of the confidential nature of the business to be transacted or for the other special reasons noted in relation to that matter on the agenda.

6. Penrith Parking and Movement Study (Page Nos 15-51)

To consider the Partners' Joint Committee Report and the Stage 4 Non Technical Summary of the Penrith Parking and Movement Study and make a recommendation to Council.

7. Planning for the Future

To consider the Government's proposed planning reforms which can be found at <https://www.gov.uk/government/consultations/planning-for-the-future> and make a recommendation to Council

8. Budget Review (Page No 52)

To consider a revision to the budget for Planning.

9. Neighbourhood Development Plan Update

To receive a verbal update on the progress of the Regulation 16 Consultation.

10. Planning Applications

a) Delegated Responses to Note

Planning application number:	20/0445
Site address:	10 WETHERIGGS LANE PENRITH CA11 8PD
Description:	Dual pitch roof to dormer and associated works.

Response: No Objection

Planning application number:	20/0439
Site address:	26 GREAT DOCKRAY PENRITH CA11 7DE
Description:	Listed Building Consent to demolish rear lean-to wall and roof, associated works and installation of extractor fan.

Response: No Objection

Planning application number:	20/0390
Site address:	GILLWILLY INDUSTRIAL ESTATE PENRITH
Description:	Advertisement consent for 2no industrial advertisements.

Response: No Objection

Planning application number:	20/0467
Site address:	PENRITH INDUSTRIAL ESTATE PENRITH
Description:	Advertisement consent for 2no industrial advertisements.

Response: No Objection

Planning Application Number:	20/0440
Site Address:	CARLETON PARK CARLETON PENRITH
Description:	Non material amendment to widen footpath attached to approval 19/0554.

Response: No Objection

Planning application number:	20/0483
Site address:	1 PARK CLOSE PENRITH CA11 8ND
Description:	Non Material Amendment to change roof materials attached to approval 19/0660

Response: No Objection

Planning application number:	20/0468
Site address:	LAND AT CARLETON HILL ROAD PENRITH
Description:	Non material amendment to substitute 23No. plots, reposition 5No. plots and reposition garages on 2No. plots attached to approval 16/0811.

Response: No Objection

Planning application number:	20/0471
Site address:	2 FOREST HOUSE WORDSWORTH STREET PENRITH CA11 7QX
Description:	Holly, Cherry and Yew trees to fell; various works to Ornamental Plum, Hawthorn and Yew trees.

Response: No objection but works to be carried out after bird nesting season, Holly and Cherry Trees to be replaced by native species to help maintain carbon retention and mitigate the effects on the environment.

Planning application number:	20/0485
Site address:	10 MILL STREET PENRITH CA11 9AG
Description:	Change of Use of C3 Dwelling to Childrens Home (C2 Residential Institution)

Response: No objection

Planning application number:	20/0442
Site address:	42 MAYBURGH AVENUE PENRITH CA11 8PA
Description:	Variation of Condition 2 (Plans Compliance) to erect porch to front elevation attached to approval 19/0301.

Response: No objection

Planning Application Number:	20/0492
Site Address:	FERN BANK GRAHAM STREET PENRITH CA11 9LB
Description:	Listed Building Consent for two storey extension, replacement of windows and internal alterations, part retrospective.

Planning application number:	20/0493
Site address:	FERN BANK GRAHAM STREET PENRITH CA11 9LB
Description:	Two storey extension, detached garage with driveway and replacement of windows, part retrospective.

Response for above two applications: No Objection

Planning permission has already been given under applications 17/1010 and 17/1011. This application relates to variations relating to replacement windows for the house to match those in the extension and for a new driveway and garage. Previous garage was in the location of the proposed driveway and was knocked down to allow access for building work. Proposal utilises the space to provide a driveway, move a garage on site and provide off road parking.

Planning application number:	20/0496
Site address:	SUNNYSIDE UNION LANE PENRITH CA11 9DJ
Description:	Single storey extension to form wet room and lobby.

Response: No Objection

Planning application number:	20/0537
Site address:	27 LOWTHER STREET PENRITH CA11 7UW
Description:	Removal of Leylandi hedge.

Response: No Objection however would prefer to see some replacement planting of small native trees/bushes to help maintain carbon retention and mitigate the effects on the environment.

Planning application number:	20/0481
Site address:	1 SALKELD ROAD PENRITH CA11 8QL
Description:	Two storey side extension to provide annex.

Response: No objection in principle but would wish to see the retention of only one door on the front not the two as shown on the plans

Planning application number:	20/0514
Site address:	LAND OFF CARLETON ROAD PENRITH
Description:	Variation of condition 2 (Plans Compliance) to amend the roof materials, attached to approval 19/0426.

Response: No Objection fits in with other houses already in the area

Planning application number:	20/0502
Site address:	WOODSTONE PIZZA PRINCES STREET PENRITH CA11 7BQ
Description:	New fixed canopy to provide covered external dining space.

Response: No Objection, more in keeping than the retractable canopy already agreed

Planning application number:	20/0513
Site address:	LAND OFF CARLETON ROAD PENRITH
Description:	Non material amendment to replace 1.8m timber fence with 1.8m hedge by plots 13 and 67-77, attached to approval 19/0426.

Response: No Objection but would wish them to stick to shrubs mentioned in application and it to be conditioned that no Leylandi are to be used on the site

Planning application number:	20/0251
Site address:	FORMER CARE HOME BEACON EDGE PENRITH CA11 8BN
Description:	Erection of a single detached dwelling (Revised Scheme)

Response: No objection

b) Planning Applications for Consideration

To consider the following applications for which information can be found on the Eden District Council Website <http://eforms.eden.gov.uk/fastweb/search.asp> by inserting the appropriate planning reference number

Planning application number:	20/0426
Site address:	8 CANNY CROFT PENRITH CA11 9HA
Description:	Erection of single-storey rear extension, terrace and basement room.

Planning application number:	20/0501
Site address:	LAND OFF CARLETON ROAD PENRITH
Description:	Variation of condition 2 (plans compliance) for amendments to landscaping, plots positions and road layout, attached to approval 19/0426.

Planning application number:	20/0577
Site address:	STONEYBECK INN BOWSCAR PENRITH CA11 8RP
Description:	Listed Building Consent for the installation of a number of partition walls to Stoneybeck Inn and the removal of a partition wall in Beck Cottage.

Planning application number:	20/0576
Site address:	STONEYBECK INN BOWSCAR PENRITH CA11 8RP
Description:	Change of use of Stoneybeck Inn to offices and the change of use of Beck Cottage to a dwelling.

Planning application number:	20/0578
Site address:	9 FRENCHFIELD WAY PENRITH CA11 8TW
Description:	Erection of single storey rear extension.

Planning application number:	20/0616
Site address:	LAND AT WHITE OX FARM INGLEWOOD ROAD PENRITH CA11 8SE
Description:	Erection of affordable housing development comprising of 67 residential dwellings.

11. Next Meeting

Note the next meeting is scheduled for 5 October 2020 at 2.00pm, Board Room, Unit 2, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR or that the meeting may be convened on this date via video conferencing.

**FOR THE INFORMATION OF ALL MEMBERS OF
THE PLANNING COMMITTEE
AND FOR INFORMATION TO ALL REMAINING MEMBERS OF THE TOWN COUNCIL**

ACCESS TO INFORMATION

Copies of the agenda are available for members of the public to inspect prior to the meeting. Agenda and Part I reports are available on the Town Council website or, in the case of planning applications, the link to applications on the Eden District Council Website can be found above:

www.penrithtowncouncil.co.uk

Background Papers

Requests for the background papers to the Part I reports, excluding those papers that contain exempt information, can be made to the Town Clerk address overleaf between the hours of 9.00 am and 3.00 pm, Monday to Wednesday via office@penrithtowncouncil.co.uk



Penrith Town Council

Unit 1, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR

Tel: 01768 899 773 Email: office@penrithtowncouncil.co.uk

Minutes of the video conference live event

PLANNING COMMITTEE

Held virtually via Zoom video conference on

Monday 3 August 2020, at 2.00 p.m.

COMMITTEE MEMBERSHIP

Cllr. Jackson	North Ward	Cllr. Shepherd	East Ward
Cllr. Kenyon	North Ward	Cllr. Snell	West Ward
Cllr. Knaggs	West Ward		

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Mrs V. Tunnadine, Town Clerk

The Town Council resolved from 20 May 2019, until the next relevant Annual Meeting of the Council, that having met the conditions of eligibility as defined in the Localism Act 2011 and SI 965 The Parish Councils (General Power of Competence)(Prescribed Conditions) Order 2012, to adopt the General Power of Competence.

MINUTES FOR THE MEETING OF

PLANNING

Monday 3 August 2020

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 ("the 2020 Regulations") come into force on 4 April 2020.

Section 78 of the 2020 Regulations enable local councils to hold remote meetings (including by video and telephone conferencing) for a specified period until May next year. The Regulations apply to local council meetings, committees, and sub-committees.

PART I

PL20/18 APOLOGIES FOR ABSENCE

There were no apologies for absence.

PL20/19 APPOINTMENT OF VICE CHAIR

Nominated by Councillor Jackson

Seconded by Councillor Knaggs

And **RESOLVED THAT** Councillor C Shepherd be appointed as Vice Chair of the Planning Committee for the remainder of the municipal year.

PL20/20 MINUTES

RESOLVED THAT the Chair be authorised to sign, as a correct record, the minutes of the meeting of the Committee held on Monday 6 July 2020

PL20/21 Declaration of Interests and Requests for Dispensations

Members were asked to disclose their interests in matters to be discussed whether disclosable pecuniary or other registrable interest, and to decide requests for dispensations.

There were no declarations of interest at this meeting.

PL20/22 PUBLIC PARTICIPATION

Members noted that there were no questions or representations that had been received from members of the public prior to the meeting.

PL20/23 EXCLUDED ITEM: PUBLIC BODIES (ADMISSION TO MEETINGS) ACT 1960

Members considered whether any items on the agenda should be considered without the presence of the press and public, pursuant to Section 1(2) of the Public Bodies (Admission to Meetings) Act, 1960, and agreed that item 13 should be considered without the press or public present.

PL20/24 CHANGES TO THE PLANNING SYSTEM

Members were advised that the Government had introduced several time limited reforms of the planning system which would enable certain forms of development to take place without the need for a planning application ('permitted development'). These include permitting blocks of flats to be extended upwards by two storeys to create new homes. They also introduce a new permitted development right that would allow in principle, a temporary market to be held by or on behalf of a local authority (including town and parish councils) in England from 1st July 2020 to 31st December 2020. Permission in principle would be given for

land already designated for development to allow automatic agreement for homes, hospitals, schools, shops and offices. AONBs and green belt land will be protected.

The Local Government Association are adamant that taking planning powers away from communities and councils will deprive them of the ability to define the area that they know best. They are advocating a local planning system with public participation at its heart which enables councils to deliver resilient, prosperous places that meet the needs of their communities. People want their area to have high quality affordable homes built in the right places, supported by the right infrastructure, providing enough schools, promoting greener and more active travel and tackling climate change. Many of the components of our evolving Neighbourhood Plan.

RESOLVED THAT PTC should support the LGAs joint open statement for a local planning system with public participation at its heart which enables councils to deliver resilient, prosperous places that meet the needs of their communities.

PL20/25 PLANNING PROTOCOLS

Members considered revisions to the Planning protocols.

RESOLVED THAT:

1. the revised planning protocols be approved; and
2. the Protocols be reviewed in 2023.

PL20/26 BUDGETARY CONTROL STATEMENT

Members considered the budgetary control statement for the three months ending 30 June 2020.

RESOLVED THAT the budgetary control statement be noted.

PL20/27 NEIGHBOURHOOD DEVELOPMENT PLAN

Members were advised that EDC were currently considering how to carry out the Regulation 16 Neighbourhood Plan Consultation and that it was hoped to have a report back to this meeting in September.

PL20/28 PLANNING APPLICATIONS REPORT

A) DELEGATED RESPONSES

Members noted the planning responses submitted by the Deputy Town Clerk under delegated authority on behalf of the committee between the scheduled meetings of the Committee:

Planning application number:	20/0197
Site address:	WILDERSWOOD BEACON EDGE PENRITH CA11 9LA
Description:	Erection of dwelling with integral garage.

Response: PTC wishes to OBJECT to the application which is felt to be backland development. There will be some overshadowing and loss of outlook for Wilderswood and the adjoining bungalow. The shared access will cause a loss of privacy and some disturbance to the existing house which is generally unsatisfactory and the drive, if separated, should be of a width along its length to allow for the easy access of emergency vehicles. The character of this area of Penrith is for linear development along the length of Beacon Edge and round onto Salkeld Road. This development changes the character of the area to its detriment.

Planning application number:	20/0391
Site address:	14 DEVONSHIRE STREET PENRITH CA11 7SR
Description:	Change of use of upper floors to create two residential apartments.

Response: No objection recognising there is no parking being offered with the conversion

Planning application number:	20/0413
Site address:	THE ARCHES 1 VICTORIA ROAD PENRITH CA11 8HR
Description:	Part retrospective change of use from A1(Shop) to D2(Gym).

Response: No Objection

Planning application number:	20/0418
Site address:	15 WHITE OX WAY PENRITH CA11 8QP
Description:	Two storey extension.

Response: No Objection

Planning application number:	20/0402
Site address:	LAND OFF GREENBANK ROAD EDEN BUSINESS PARK PENRITH CA11 9FB
Description:	Proposed new build private training pool D2 Assembly and Leisure, B1 Business office, B2 General Industrial and B8 Storage or distribution premises.

Response: No objection in principal but would wish to see the following conditions:

1. Due to its proximity to the nature reserve, there should be landscaping using native trees/bushes to provide screening, maintain carbon retention and mitigate the effects on the environment
2. As the report into the GCNs was inconclusive, the mitigating measures outlined on page 16 of the report should be actioned.

PTC has the following concern that they would also wish to be taken into account. There have been or are about to be a number of developments in this area. A 300mm surface water drain is mentioned but this may be too small given the cumulative effect on drainage and potential flooding.

If this development encroaches on to land identified for a Local Development Order for Food and Farming the impact of this onto the identified land should be taken into account.

Planning Application Number:	20/0425
Site Address:	3 JUBILEE LODGE BEACON EDGE PENRITH CA11 7SQ
Description:	Replacement of timber windows to bay on front elevation.

Response: No objection but request that it be conditioned that the existing coloured leaded glass windows remain the same to protect the appearance of the building.

Although in the conservation area, the building isn't listed. It is proposed that the uPVC windows will look the same as the wooden ones whilst also retaining the existing coloured leaded glass at the top of the windows. This improves the thermal efficiency of the house and reduces noise.

Planning application number:	20/0426
Site address:	8 CANNY CROFT PENRITH CA11 9HA
Description:	Erection of single-storey rear extension, terrace and basement room.

Response: No objection in principal but would wish the planning officers to take into account possible loss of privacy for the house to the rear although separation distances seem to be more than is required.

B) PLANNING APPLICATIONS FOR MEMBERS CONSIDERATION

Member and is sited within an area s considered the following applications which had been received and which required a committee decision. Further information could be found on the Eden District Council Website <http://eforms.eden.gov.uk/fastweb/search.asp> by inserting the appropriate planning reference number

Planning application number:	20/0404
Site address:	LAND AT GLOUCESTER YARD PENRITH
Description:	Proposed residential dwelling.

RESOLVED THAT a response be returned to EDC OBJECTING to the application on the following grounds:

1. The application site is just within the Penrith Conservation Area and, although there are no listed buildings close by it is an area of older residential buildings that enhance the character of the area.
2. The contemporary design is incongruous and not felt to enhance the area, it is out of scale with the surrounding buildings and is too industrial in design.
3. Inadequate parking is provided with the development. For a 3 bed development, Cumbria County Council would expect 2 parking spaces. This area already has pressure for parking.
4. Should planning permission be approved there should be archaeological research and excavation and recording prior to any development taking place.

Planning application number:	20/0403
Site address:	OMEGA PROTEINS GREYSTOKE ROAD PENRITH CA11 0BX
Description:	Development of a Class B2 industrial building.

RESOLVED THAT a response of NO OBJECTION on material planning considerations be returned to EDC along with a request that the Environment Agency / Environmental Health be requested to provide conditions relating to gaseous emissions from the trailer wash.

Planning application number:	20/0456
Site address:	3 GREYSTOKE PARK ROAD PENRITH CA11 9BT
Description:	Change of use of part of dwelling (garage and utility C3) to form hair and beauty salon (sui generis). Replacement of garage door with door and window.

RESOLVED THAT a response of NO OBJECTION be returned to EDC with a request that a condition be applied limiting the hours of operation from 8am to last appointment at 8pm and that customer parking be limited to the driveway to preserve residential amenity.

Planning application number:	20/0472
Site address:	6 BEACON SQUARE PENRITH CA11 8AJ
Description:	Proposed alterations and extension (resubmission of 19/0664).

RESOLVED THAT a response of NO OBJECTION be returned to EDC.

Planning application number:	20/0480
Site address:	LAND OFF CROMWELL ROAD PENRITH CA11 7JW
Description:	Use of ancillary car park as a car park by members of the public.

RESOLVED THAT a response of NO OBJECTION be returned to EDC.

PTC20/29 NEXT MEETING

Members noted that the next meeting was scheduled for 7 September 2020 at 2.00pm, Unit 2, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR or that the meeting may be convened on this date via video conferencing.

PART II PRIVATE SECTION

Members noted that there was one item to be heard in private

PTC20/30 POTENTIAL PLANNING BREACHES

Members received an update from the Deputy Town Clerk.

RESOLVED THAT the information be noted.

CHAIR:

DATE:

**FOR THE INFORMATION OF ALL MEMBERS OF
THE PLANNING COMMITTEE
AND FOR INFORMATION FOR ALL REMAINING MEMBERS OF THE TOWN COUNCIL**



PLANNING COMMITTEE

3/12/19

MATTER:

Penrith Parking and Movement Study

To consider the Partners' Joint Committee Report and the Stage 4 Non Technical Summary of the Penrith Parking and Movement Study

ITEM NO:

AUTHOR:

Rosalyn Richardson
Deputy Town Clerk

Carol Grey
Economic Development Officer

SUPPORTING MEMBER:

Cllr Jackson
Role

LINK TO COUNCIL PLAN PRIORITIES

RECOMMENDATIONS

That the Planning Committee recommends that Penrith Town Council:

1. Endorses the principle of the proposed 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 (and delivery partners) for each proposed intervention;
2. Agrees to work together to explore the opportunities for funding to deliver the agreed interventions which make up the packages of improvements through internal and external funding sources, and to agree how these should be prioritised; and
3. Agrees to the establishment of an Implementation Group to ensure the co-ordinated delivery of the interventions which make up the packages of improvements.

REPORT

1. The Penrith Parking and Movement Study is a jointly funded project between Cumbria County Council, Eden District Council and Penrith Town Council. WSP, a multi-disciplinary company with specialisms in Transport Planning, were commissioned to prepare the study. Project Management was undertaken by Cumbria County Council, whilst a Project Delivery Board and Project Delivery Group ensured robust governance.
2. The Deputy Town Clerk and Economic Development Officer were nominated to attend the meetings and have attended the meetings and carried out work on behalf of Penrith Town Council.
3. Regular updates have been provided to the Planning Committee and to Full Council to ensure that Members were kept up to date and officers noted any comments which were taken back to the Project Delivery Group.
4. Four Members of Penrith Town Council were required to be nominated to attend the Stakeholder Group Workshops. As this project falls under the Planning Committee, Councillors Jackson, Kenyon, Knaggs and C Shepherd were appointed to the stakeholder group at a meeting of the Planning Committee on 7 October 2019.
5. Monthly meetings of the Delivery Board and Delivery Group have taken place, switching to remote meetings during the pandemic.
6. Regular meetings of the Project Delivery Board and Project Delivery Group have taken place together with weekly short catch up meetings. The work for the Parking and Movement Study has been intense with officers dedicating time to meetings as well as undertaking work between meetings to check reports and provide information.
7. It is important to note that this report is a study which suggests courses of action that could be taken. An Implementation Group will ensure that work is progressed and that additional consultation on options is undertaken as appropriate. It will be a Project Delivery Group made up of representatives from all Stakeholder organisations and will sit under the Town Working Group.
8. A Partners Joint Committee Report has been prepared which will go to Members in each authority. Planning Committee is asked to consider the report and make recommendations to Council on 28 September. A copy of the report is attached at Appendix A whilst the Penrith Parking and Movement Study Non Technical Summary is attached at Appendix B

RISK ASSESSMENT

Areas of Risk	Consequence	Controls Required
Financial	No funding is available to deliver agreed interventions	The Project group will ensure that all available funding opportunities are explored
Members and Staff Capacity	Members and PT Staff do not have the appropriate technical knowledge to deliver agreed interventions. Staff time is limited	Technical officers will be available from all stakeholder organisations to input into the agreed projects when required. Staff time will need to be allocated and taken into account for per project to ensure it does not impact on the day to day business of the Council with additional time being approved and paid as appropriate.
Reputation Management	The study becomes a desk top exercise without benefiting the town	The Implementation Project Group working under the Town Working Group will ensure that work is moved forward
Recognition	That PTC is not seen as a partner in this work.	Joint press releases have been prepared and will continue to be prepared. Membership of the Implementation Group will ensure PTCs continued involvement in developing schemes.

SUPPORTING DOCUMENTS

- Planning Committee 7 October – Minutes

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:
4. 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;
 5. 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
 6. 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 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 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** 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 - 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. 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.

END

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.

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 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

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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.

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



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opportunity to put forward any additional interventions for consideration.

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 62 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.

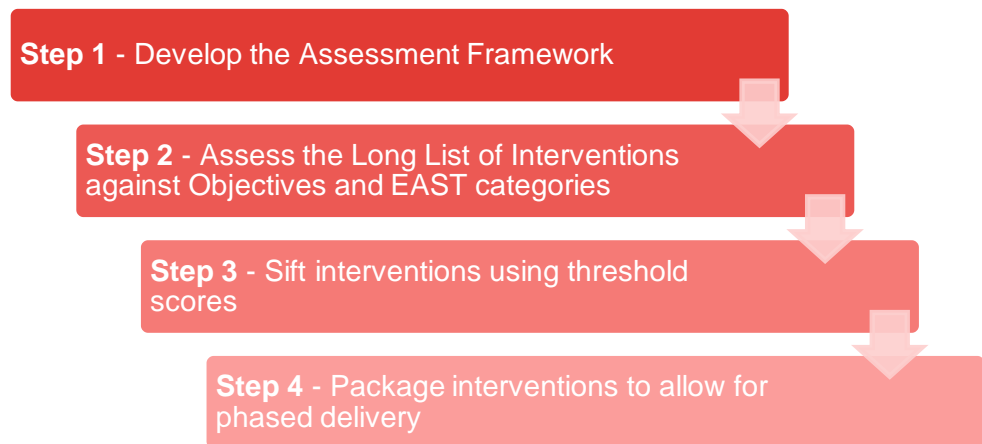


Figure 2 Approach to sifting the long list into packages

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.

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 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

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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.



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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 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

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	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

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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

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<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

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<p>16 implement 'Pay on departure' in car parks</p>	<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. 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>	<p>EDC</p>	<p>CCC, PTC</p>	<p>None</p>	<p>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.</p>	<p>Capital costs of £10,500 to £15,500</p>	<p>2 Years</p>
<p>18 Review off street permit provision</p>	<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>	<p>EDC</p>	<p>NA</p>	<p>None</p>	<p>EDC staff time</p>	<p>An allocation of staff resource required. Estimated alternative cost to deliver externally using third party consultant £4,500 to £6,500</p>	<p>6 Months</p>
<p>55 Implement a signage strategy to better direct drivers to car parks</p>	<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. 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>	<p>CCC</p>	<p>EDC, PTC</p>	<p>None</p>	<p>CCC Eden Local Committee / private sector match funding</p>	<p>Capital costs of £15,600 to £23,000</p>	<p>1-2 Years</p>
<p>62 Provide Parking and Movement Information</p>	<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>	<p>EDC</p>	<p>PTC</p>	<p>To incorporate all other parking policies</p>	<p>EDC staff time</p>	<p>An allocation of staff resource required. Estimated alternative cost to deliver externally using third party consultant £6,000 to £9,000</p>	<p>6 Months</p>

PENRITH PARKING AND MOVEMENT STUDY

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 discs through the town	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 development of this intervention would require CCC to revise the existing orders	CCC Eden Local Committee	EDC, PTC	Linked to ID17	CCC Eden Local Committee / match funding	An allocation of staff resource required + I advertisement and capital costs £13,000-£20,500	2 Years

PENRITH PARKING AND MOVEMENT STUDY

	in line with the Traffic Regulation Order (TRO) process.					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).						

PENRITH PARKING AND MOVEMENT STUDY

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

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	<p>An allocation of staff resource required +advertisement and capital costs £10,000-£15,000</p> <p>Estimated alternative cost to deliver externally using third party consultant £27,500 to £40,000</p>	2 Years

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<p>22 Provide on-street permit supply relative to kerb side capacity</p>	<p>Reduce pressure on high demand parking zones in Penrith through a revision to parking permit policy. Implementation of this intervention would require consultation with residents and stakeholders, and regular monitoring of on-street permit occupancy.</p>	<p>CCC Eden Local Committee</p>	<p>EDC, PTC</p>	<p>Linked to ID17</p>	<p>CCC Eden Local Committee / match funding</p>	<p>An allocation of staff resource required Estimated alternative cost to deliver externally using third party consultant £7,500 to £11,000</p>	<p>1 Year</p>
<p>23 Rationalise residential parking exemptions in commercial streets in the town centre</p>	<p>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.</p>	<p>CCC Eden Local Committee</p>	<p>EDC, PTC</p>	<p>Linked to ID17</p>	<p>CCC Eden Local Committee / match funding</p>	<p>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</p>	<p>2 Years</p>
<p>31 review parking permit provision for new residential developments</p>	<p>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.</p>	<p>CCC / EDC</p>	<p>PTC</p>	<p>Linked to ID17</p>	<p>CCC Eden Local Committee EDC</p>	<p>An allocation of staff resource required Estimated alternative cost to deliver externally using third party consultant £5,000 to £7,500</p>	<p>6 Months</p>

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
27 Reduce parking at Corn		CCC	EDC / PTC	None	Section 106 contributions		Being progressed

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Market/ Great Dockray					Borderland Place Shaping Programme - part of the Borderlands Deal / match funding		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. But aligned with PPMS further strengthens the case for the need for investment
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 required, as well as public and stakeholder consultation.	CCC	EDC / PTC	None	Section 106 contributions, public funding/ grants –	£41,266* *Cost identified through IDP scheme costs	

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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 Deal / Match Funding	£8,679* *Cost identified through IDP scheme costs	Being progressed as part of EDC's LP IDP But aligned with PPMS further

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							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
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	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

PENRITH PARKING AND MOVEMENT STUDY

	review and identify measures which would benefit Penrith the most.						
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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 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	Package 8 Travel Demand and Technology Improvements
Package 1 Additional Parking Capacity	Grey	Light Green	Light Green	Light Green	Yellow	Yellow	Yellow	Light Green
Package 2 Long Stay Parking in Penrith	Light Green	Grey	Light Green	Light Green	Yellow	Yellow	Light Green	Light Green
Package 3 Town Centre Parking	Light Green	Light Green	Grey	Light Green	Light Green	Yellow	Yellow	Yellow
Package 4 On-street Parking (Residential)	Light Green	Light Green	Light Green	Grey	Yellow	Yellow	Yellow	Yellow
Package 5 Penrith Town Centre Improvements	Yellow	Yellow	Light Green	Yellow	Grey	Yellow	Light Green	Light Green
Package 6 Nuisance Parking	Yellow	Yellow	Yellow	Yellow	Yellow	Grey	Yellow	Yellow
Package 7 Cycling and Walking Connectivity Improvements	Yellow	Light Green	Yellow	Yellow	Light Green	Yellow	Grey	Light Green
Package 8 Travel Demand and Technology Improvements	Light Green	Light Green	Yellow	Yellow	Light Green	Yellow	Light Green	Grey
Key	Package is strongly Interdependent	Package has few direct synergies						

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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.

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.

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.



PENRITH PARKING AND MOVEMENT STUDY



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Penrith Town Council

2020/21 BUDGET REVISION: LARGER BUDGETS

Actual Outturn 2019/20	Latest Budget 2020/21	Heading	Provisional Actual to 31 July 2020	<i>Draft Revised Budget 2020/21</i>
£	£		£	£
		EXPENDITURE		
		PLANNING COMMITTEE:		
6,642	15,000	Planning Consultancy	833	RR

Only spend is officer time on Parking Study; revise downwards?