

# **Windermere Town Council**



## **A review of parking problems in Windermere and Bowness in 2017**

**Report : December 2017 v3.4**

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# **1 A review of parking problems in Windermere and Bowness in 2017**

## **1.1 Outline**

It is generally recognised that Windermere and Bowness is a significant part of the Lake District National Park in Cumbria. As such it is one of the most important destinations for the majority of visitors to the Lakes. The town represents the beauty and splendour of the Lake District in all its glory. It has historical buildings, quaint shopping areas, welcoming cafes and bars, beautiful scenery and walks and of course the largest natural lake in the country on its doorstep - Windermere Lake.

Recently the Lake District was awarded World Heritage Status. The effort put into obtaining this accolade was considerable. Windermere and Bowness rely on tourism to prosper and an increase in visitor numbers is anticipated. The attractiveness of the town, its heritage, distinctiveness and appearance are its assets. These must be cared for if the true benefits of this accolade are to be realised.

Even now during busy periods, severe congestion and visitors' inability to find parking spaces causes distress to the visitors and causes problems for residents and local businesses. Increasing traffic volumes during peak season could result in a gridlock as the streets of Windermere and Bowness become choked with cars and coaches searching for parking spaces.

Residential streets are increasingly being used as free car parks. Vehicles are parked illegally on yellow lines, parked on pavements and residents only parking bays are ignored. Over-staying in timed parking zones is frequent with vehicles often left for hours blocking access to the shops for others. Car parks appear full and some roads are made so narrow by parking abuse that emergency vehicles cannot get through. Tourists often cannot find somewhere to park in the town. Local businesses suffer with lack of access because of parked vehicles and residents returning from work cannot park near their homes.

Importantly the attractiveness of the town to both residents and tourists is being seriously eroded, a factor likely to impact on our economic sustainability and growth.

A study carried out in 2007 by Cumbria Tourism showed that Windermere was ranked as the 4<sup>th</sup> worst town for repeat visits out of 13 Cumbrian towns surveyed. Of those tourists asked,



a third were not likely to come again. Out of 17 specific weaknesses quoted for the town, apart from the weather, parking and traffic were the top reasons quoted that spoil their visit, and that was ten years ago. There has been no improvement in this situation during the intervening years.



Many now believe the town is in real danger of turning from a picturesque historic attraction and a wonderful place to live, into a suburban car park with continuous rows of parked vehicles littering the streets.

Traffic congestion and parking problems could seriously impact on the future of the entire tourist industry for Windermere and Bowness. As visitors find entry into the town blocked by queues and realise that the chances of easily finding suitable parking are remote, their perception of Windermere and Bowness as a valued holiday destination will diminish rapidly. The current difficulties will get worse unless action is taken over the next few years to alleviate the problems for tourists, residents and local businesses.

***For these reasons, the town Council felt that the following should be considered...***

- a) Attempts should be made to reduce the suburban spread of unsightly parked vehicles throughout the town.***
- b) On-street parking in residential areas should give priority to residents.***
- c) In town centres, on-street parking outside the shops should be short term for “pop and shop” to improve access to local traders.***
- d) Around town centres, on-street parking should be discouraged to enhance the environment and perception of open space by tourists.***
- e) Adequate off-street parking provision must be available to all tourists, residents and workers at sensible prices.***
- f) Enforcement of all parking restrictions must be improved and penalties enforced to ensure compliance with local restrictions.***

## **1.2 Background:**

In view of apparently increasing problems Windermere & Bowness Town Council decided in May 2017 to set up a Town Council sub-group to gather information about vehicle parking in the town and make recommendations.

Several previous studies have been carried out examining parking requirements in Windermere and Bowness. One of the most comprehensive and useful studies was carried out for the South Lakes Development Trust (SLDT) by SK Transport Planning in 2007<sup>[1]</sup>. This examined the on and off-street parking provision and provided some very useful information. It was commissioned on the basis that:-

*“The number of off-street parking spaces is perceived to be under pressure from the number of visitors to both areas, residents and shoppers who need to park near to the local retail facilities and commuters who need to park to access their place of work.”*

The report made many useful recommendations. Sadly few of them have been implemented. The report was published 10 years ago and the situation may have substantially changed since then. However much of the data is still relevant, even if only for historical comparison and will be regularly used and referred to in this report with the kind permission of SK Transport Planning.

According to Department for Transport (DfT) statistics<sup>[2]</sup> the number of cars licensed for use on the road in the UK has increased from 28 million in 2007 to over 31 million cars in 2016.

An increase of around 10%. With a UK population of 65.59m this represents roughly one car for every 2 people. In addition people are using their cars more. The DfT statistics<sup>[2]</sup> show that 324.3 billion vehicle miles travelled on Great Britain's roads in the year ending March 2017, this was 1.7% higher than the previous year. Traffic volumes have now increased each quarter in succession for the last four years.

In Windermere and Bowness it is a general perception amongst residents of the town that traffic has substantially increased, primarily due to tourism. This has resulted in severe parking problems for both residents and tourists.

Whilst forming the majority of traffic, it is not just cars that are causing problems. There are many types of vehicles that have to be considered and accommodated in the town. Delivery vehicles of all sizes, buses, coaches, motorcycles, vans, bicycles and motorhomes are just a few of the many various vehicles passing through or needing to stop or park.

It is now apparent that 2017 has already been a very good year for businesses in Windermere and Bowness. The number of visitors, especially from overseas, has increased substantially this year. Many of our hotels, B&Bs and holiday villages have been fully booked throughout the season. This is probably due to a variety of factors including:

- An increased awareness of the Lakes as a destination.
- Recent currency depreciation has made us more attractive to overseas visitors.
- Many in the UK are now choosing to holiday at home for a variety of reasons.
- We are now a World Heritage Site

As the number of visitors increases this will put pressure on the infrastructure of the town and will prove a significant challenge for the Council. One of the major impacts could undoubtedly be an increase in traffic into an already congested area. This will only exacerbate existing parking problems.

**The problems of parking in the town are many and varied and include:**

- A destruction of the overall historic appearance of the conservation areas in town.
- Parked vehicles spoil the appeal of the environment for tourists and residents.
- Obstruction of pedestrian pathways and pavements especially for the disabled.
- Parking charges are perceived as too expensive for residents to use for shopping.
- Little or no enforcement of on-street parking time restrictions reduces shop access.
- Residents often have nowhere to park outside their own homes.
- Car parks are often full in peak holiday periods with overflow onto residential streets.

- Some town car parks are very poorly signed reducing use.
- There is no indication of spaces available in car parks.
- Access to residential and business driveways are sometimes blocked
- Emergency vehicle or utility vehicle access can be blocked or seriously hampered.
- Many employers and local businesses do not, or cannot, provide parking for workers.
- Parking in local car parks is perceived as expensive for workers and residents
- Overflow parking onto residential roads often causes severe problems for residents.
- Coaches often park in inappropriate areas causing blockage or nuisance.
- There are not enough taxi ranks so taxis often park unsociably.
- Delivery vehicles have few areas to park or load/unload easily.
- Very few locations exist to park motorcycles or bicycles in the towns. .
- Motorhomes have nowhere to park overnight so often use residential areas.

The failure to provide accessible, reasonably priced parking spaces in suitable car parks for everyone to use is now becoming one of the most urgent strategic challenges facing the Windermere and Bowness area in general.

### **1.3 Survey of parking requirements.**

Parking is an emotive issue and information is often clouded with particular points of view that can sometimes fail to reflect the true picture. It is also very easy to become involved in specifics and details before gaining an overview of the complete situation. Because of these problems and due to the lack of available information, the sub-group decided to break the study into phases.

**Phase 1: To review historical data and carry out a series of fact finding surveys.** It is hoped a true and unbiased picture can be obtained reflecting an objective assessment of the state of affairs in 2017. This will require undertaking the onerous task of collecting survey data that could be used as the foundation for the study. It was agreed that this should involve the following stages:

- 1 Carry out a detailed Parish Ward survey of current on-street parking and existing parking restrictions. Identifying any problems for every street in Windermere and Bowness and suggesting possible solutions.**

- 2 **Survey the existing Council car parks in Windermere and Bowness both in and outside the town to get factual data on their daily use.**
- 3 **Gain an estimate of the total traffic volumes entering the town daily so the high season parking requirements for the town can be determined.**
- 4 **Review existing parking facilities for the town including public, street and private car parks and to assess how this fits into the existing demand.**
- 5 **Determine the maximum number of car park spaces that could be filled in the future given the correct infrastructure. Then to assess its economic benefit to the town.**

Once this data has been gathered it is hoped to produce an interim report for presentation to the Town Council by the end of October 2017. This should give sufficient information to decide whether and how best to proceed to Phase 2 if required.

**Phase 2: To obtain opinions from local residents, businesses and traders** and to look into the problems associated with parking in the town generally and the requirements of the residents, traders, businesses and visitors. These will then form part of the final report, its conclusions and recommendations.

**Phase 3: Once completed the Town Council will then consider the situation** and decide how best to carry the necessary actions and recommendations forward, bringing all the different organisations with responsibility and an interest in vehicle parking on board.

The final aim for this group would be to review and consider all possible solutions and develop an overall strategy and comprehensive plans that would lay the foundations of solving the future parking problems of Windermere and Bowness for at least the next 10-15 years.

***The Town Council believes this approach is essential to ensure that a comprehensive and collective solution is found connecting all interested partners to address and solve the problems identified to the benefit of the entire community and the National Park generally.***

## **2 Parish Wards - Street Survey**

### **2.1 Background:**

Bowness and Windermere consist of four parish election Wards namely Windermere Town, Applethwaite and Troutbeck Bridge, Bowness North and Bowness South. Each of these is represented by several local Councillors on the Windermere and Bowness Town Council.

A map showing the Ward boundaries is included in Appendix 1.

Controlled parking is an asset for any town in allowing residents to park outside their homes, improving mobility around the town and providing easy access to shops and facilities for residents and tourists. Uncontrolled on-street parking, especially in traditional residential streets can however cause a wide variety of problems and change the historic appearance and nature of a town considerably. In many towns this is controlled using a variety of measures including no parking zones, timed parking zones, resident only areas, disc parking and charged on-street parking amongst others

As an initial start to the parking survey it was decided to gather local information about existing parking restrictions on every road in each Ward in Windermere and Bowness. This would provide useful data that would act as a starting point to assess parking problems in the town.

To achieve this every road in each ward was examined during July 2017 for ...

- a) Existing parking restrictions, if any, including double and single yellow lines.
- b) Resident only parking areas, time limits and other on-street parking restrictions.
- c) Free on-street parking areas with time restrictions
- d) Free on-street parking areas with no restrictions at all.

In addition where local Councillors already knew of problem areas with on-street parking they were asked to identify these and grade them 1-10, where 10 indicates that a very serious problem currently exists.

Also they were asked to suggest any possible solutions that may solve the problem. The detailed results of these surveys are included in Appendix 2 showing all roads in Windermere and Bowness and associated parking restrictions if any.

## 2.2 Results of ward surveys and problem areas

One of the main reasons for carrying out the detailed Ward surveys was to identify roads in the town that had existing problems and to try and suggest options that may be suitable to overcome these. Whilst a solution may be available, it can often be impractical for a variety of reasons. On-street parking restrictions are normally only made where safety is an issue, traffic flow is seriously impeded, parking abuse is occurring or there is a requirement amongst local residents to achieve a specific objective.

In each Ward where a road appears to have parking problems it was ranked on a scale of 1-10 (where 10 is the highest) and possible solutions put forward by Councillors.

Obviously extensive public consultation would be required to evaluate the acceptability and practicality of any proposed changes. Equally both County and District Councils would need to be consulted in depth before any changes were made.

The roads in Appendix 1 on which problems were identified are listed below along with possible proposed solutions for consideration.

### June 2017, Ward Parking survey: Restrictions and problem areas:

A591 (Black Moss to Nat West)	Score	4
	Current	Unrestricted; layby 9am-6pm 2hrs for 10 cars; layby unrestricted for 8 cars
	Problem	Unrestricted layby used for long term parking and selling cars
	Solution	Introduce time restrictions
A591 (Elleray to St Mary's Park)	Score	4
	Current	Double yellow lines; unrestricted by church for 6 cars, by bus stop for 4 cars
	Problem	Parking at bus stop restricts bus access
	Solution	Add 'bus stop' markings
Alexandra Road	Score	2
	Current	Unrestricted
	Problem	Western end congested by vans loading/unloading
	Solution	Single yellow lines at western end

Beechwood Close	Score	2
	Current	Unrestricted
	Problem	Some parking on pavements
	Solution	
Beresford Road	Score	5
	Current	Unrestricted; double yellow lines at junctions
	Problem	Parking on both sides; narrow for large vehicles
	Solution	Introduce time restrictions
Birch Street	Score	7
	Current	Double yellow lines
	Problem	Pavement parking
	Solution	Enforcement
Biskey Howe Road (up from Craig Walk)	Score	4
	Current	Double white lines both sides then unrestricted
	Problem	Large vehicles parking on bend impairs visibility and narrows the road
	Solution	Introduce time restrictions
Brantfell Road	Score	7
	Current	Double yellow lines both sides
	Problem	Frequent parking on yellow lines near junction with Kendal Rd
	Solution	Enforcement
Broad Street	Score	10
	Current	Unrestricted parking on one side with single yellow lines on the other
	Problem	Main entrance and exit road to Windermere's only town car park - Accident hazard - If available used instead of the car park by shoppers and tourists
	Solution	Include double yellow lines by the shops
Brook Road	Score	4
	Current	Unrestricted
	Problem	Used by non-residents for all-day parking; access to driveways blocked
	Solution	Residents Only parking
Church Street, Bowness (Costa side)	Score	8
	Current	9am-6pm 1hr for 6 cars + 1 disabled; double yellow lines after
	Problem	Parking on double yellow lines; Used as taxi rank
	Solution	Enforcement
Church Street, Bowness	Score	6



	Current Problem	Double yellow lines both sides Parking restrictions ignored by users of Old England Hotel; Narrow; Obstruction
	Solution	Enforcement
Claife Avenue	Score	3
	Current	Unrestricted; Double yellow lines at Claife Close corner; Single white lines on bumps one side
	Problem	Parking on bumps
	Solution	Double yellow lines extended over bump on corner
College Road	Score	3
	Current	Single yellow lines 9am-5pm one side then double yellow lines to end; other side single yellow lines near McClures then unrestricted for 43 cars
	Problem	Some abuse of restrictions; speeding
	Solution	Enforcement; 20mph
Craig Walk (after Biskey Howe Road)	Score	3
	Current	Residents only or 9am-6pm 1hr; double yellow lines on other side
	Problem	Narrow; No turning point
	Solution	
Craig Walk (south)	Score	2
	Current	Single yellow lines at southern end; Unrestricted
	Problem	Parking on both sides and on pavements; restricted carriageway
	Solution	
Crescent Road	Score	9
	Current	Double yellow lines on one side; Other side 1hr 9am-6pm
	Problem	Serious abuse of time limits; Parking on pavement; Parking on double yellow lines; Speeding
	Solution	Enforcement; 20mph limit; Pedestrianisation; Disc parking
Droomer Drive	Score	8
	Current	Double yellow lines; parking bays; single yellow lines on speed bumps; unrestricted
	Problem	Parking on bumps, severe congestion, gridlock
	Solution	Repaint single yellow lines on bumps, echelon parking
Droomer Drive (to Droomer Lane and Ghyll Rd)	Score	2
	Current	Unrestricted
	Problem	Junction parking reduces visibility
	Solution	Add single yellow lines at junction

Ellerthwaite Road	Score	5
	Current	Double yellow lines on one side; single yellow lines at New Road corner; unrestricted elsewhere
	Problem	Parking on single yellow lines
	Solution	Double yellow lines needed at Ellerthwaite Square junction
Ellerthwaite Square	Score	7
	Current	Double yellow lines around island (bus stop) and outside Matthews Benjamin, single yellow line near McClures 9am-7pm; unrestricted outside Hooked for 5 cars and outside library for 6 cars, 2 taxis, bus stop
	Problem	Unsightly appearance, unrestricted being used as long term storage eg campervan
	Solution	Change unrestricted area to single yellow lines
Fairfield	Score	2
	Current	"Parking for residents, please park elsewhere"
	Problem	Some parking on pavements
	Solution	
Hazel Street	Score	5
	Current	Double yellow lines on one side; residents only or 1hr
	Problem	Pavement parking
	Solution	Enforcement
Helm Close	Score	5
	Current	Residents Only; Double yellow lines at junctions
	Problem	Narrow and overcrowded
	Solution	Introduce lined bays to formalise spaces; maybe make more parking spaces on green area
High Street	Score	9
	Current	Double yellow lines on one side; Other side 1hr 8am-6pm
	Problem	Serious abuse of time limits; Parking on double yellow lines;
	Solution	Enforcement of time limit; Disc parking
Holly Road	Score	10
	Current	Double yellow lines on corners; Rest unrestricted
	Problem	Pavement parking; Obstruction; Difficult for emergency vehicles
	Solution	Double yellow lines on one side
Kendal Rd	Score	9
	Current	Double yellow lines both sides; unrestricted after Brackenfield but double solid white lines. Outside Village Inn:9am-6pm 1hr
	Problem	Pavement parking; Obstruction; Difficult for emergency vehicles; Vehicles parked where double white lines often on

		corners; danger to all traffic
	Solution	Extend double yellow lines; Enforcement
Lake Road (roundabout to Prom)	Score	8
	Current Problem	Double yellow lines on both sides; Loading bay Abuse of lines and loading bay; Obstruction to traffic especially buses and large vehicles
	Solution	Enforcement
Lake Road	Score	2
	Current Problem	Unrestricted Some parking half on pavement
	Solution	Enforcement
Limethwaite Road	Score	7
	Current Problem	Unrestricted Vehicles parked both sides; speeding; poor visibility
	Solution	20mph limit; residents only parking, parking bays, yellow lines
Limethwaite/Droomer junction	Score	5
	Current Problem	Single white lines Poor visibility with junction parking
	Solution	Enforcement
Main Road	Score	9
	Current Problem	Double yellow lines by Petrol Station then Single yellow lines on one side; Other side 1hr 8am-6pm Serious abuse of time limits; Parking on double yellow lines
	Solution	Enforcement of time limit; Disc parking
New Road (BrookRd - Broad St)	Score	9
	Current Problem	Near village single yellow lines 9am-7pm, then unrestricted Pavement parking; parking in cycle lane - danger for pedestrians and cyclists
	Solution	Extend single yellow line to Brook Road; Enforcement
North Terrace	Score	3
	Current Problem	Double yellow lines at junction and one side; Residents Only other side for 8 cars Cars parked on double yellow lines; narrow; limited turning space
	Solution	Enforcement
Oak Street	Score	5
	Current Problem	Double yellow lines near Co-op; Residents Only or 1hr; double yellow lines on other side

	Problem	Pavement parking; Parking on double yellow lines especially near Co-op
	Solution	Change double yellow lines at Co-op to 10 mins parking; Enforcement
Orrest Drive	Score	8
	Current	Double yellow lines: Residents only bays
	Problem	Pavement parking; Poor visibility
	Solution	Enforcement
Park Road	Score	10
	Current	Double yellow lines on one side at curve then unrestricted
	Problem	Pavement parking; Obstruction; Difficult for emergency vehicles; Vehicles parked both sides of the road on the corner
	Solution	Double yellow lines on one side; Resident only parking; Enforcement
Park Road	Score	6
	Current	Double yellow lines near Woodland Road and at bend 50m from junction
	Problem	Congested at bend near Woodland Road
	Solution	Extend double yellow lines
Queens Drive	Score	2
	Current	Unrestricted
	Problem	Parking on both sides and on pavements
	Solution	Enforcement
Rayrigg Road (roundabout to museum)	Score	6
	Current	Double yellow lines both sides with 2 unrestricted parking bays each for 10 cars; unrestricted area before and after museum
	Problem	Parking on double yellow lines: parking on verges and pavements
	Solution	Introduce time restrictions; Enforcement
Robinson Place	Score	3
	Current	Double yellow lines both sides
	Problem	Parking on double yellow lines and pavements
	Solution	Enforcement
Salisbury Place	Score	5
	Current	Double yellow lines
	Problem	Pavement parking; Parking on double yellow lines
	Solution	Enforcement
South Terrace	Score	4

	Current	Double yellow lines at junctions and one side; Residents Only for 8 cars on other side
	Problem	Parking on double yellow lines; no turning space at the bottom
	Solution	Enforcement
St Martins Parade	Score	4
	Current	Double yellow lines on both sides
	Problem	Narrow; parking on pavements
	Solution	Enforcement
St Mary's Park	Score	4
	Current	Double yellow lines near junction then unrestricted
	Problem	Parking on pavement; parking on both sides; Difficult for emergency vehicles
	Solution	Extend double yellow lines right along one side to far corner
Thornthwaite Road	Score	3
	Current	Unrestricted
	Problem	Parking both sides
	Solution	Double yellow lines one side
Thornbarrow Road	Score	2
	Current	Unrestricted
	Problem	Some parking on pavements
	Solution	Enforcement
Thwaites Lane	Score	8
	Current	Unrestricted
	Problem	Poor visibility; Accident risk
	Solution	Double yellow lines to the bridge
Victoria Street	Score	9
	Current	Double yellow lines near junctions; single yellow lines 9am-7pm 1hr parking for 8 cars
	Problem	Abuse of time limits; parking on lines
	Solution	Enforcement
Woodland Road	Score	10
	Current	Mixture of double yellow lines and Resident only or 1 hour
	Problem	Parking on the double yellow lines
	Solution	Enforcement

The results on this survey show that generally on-street parking by residents, workers and visitors is allowed in large areas of Windermere and Bowness. The type of on-street parking

restrictions vary from double yellow lines through to timed parking zones and resident only parking. There are no red lines in use at present, nor are there any charged on-street parking areas or areas that require parking discs to be used. Compared with many towns there is limited use of parking restrictions. As can be seen from the survey results, in many roads this does not appear to cause any serious difficulty, especially for those roads at a distance from the town centre. However as the quantity of vehicles owned by residents and visitors to the town increases, on some roads on-street parking is becoming a serious problem.

There appears to be little consistency of approach to either the implementation of parking restrictions in specific areas or to the type of restrictions used. The impression given is that on-street parking has been dealt with in a very fragmented way with each problem being dealt with separately as it arose. This has resulted in a relatively disjointed overall strategy to on-street parking which has often appeared inexplicable to local residents and businesses. Whilst they see the results, they may be unaware of the reasons and logic behind the decisions.

This has undoubtedly been caused by various factors including historical variations of approach to the problems of on-street parking in the town. Another possible contributor has been the lack of an overview of existing restrictions throughout the towns of Windermere and Bowness. The difficulty of coordinating the actions of the different bodies involved to produce an overall plan going forward has also proved difficult in the past.

As can be seen from the previous tables, where problem areas were identified, it appears that solid enforcement of the existing rules would considerably reduce current parking problems and congestion. Elsewhere either single or double yellow lines are required in specific areas. Resident only parking is also a potential solution in residential areas where significant abuse by non-residents is occurring. Appendix 9 shows a CCC Resident Parking application form. Where on-street parking is reduced, it is essential that effective and acceptably priced off-street parking provision is made in car parks.

## 2.3 Conclusions of the Ward surveys

There are several conclusions that can be drawn from the results of these Ward surveys:

- a) There is a wide variety of different parking restrictions throughout the town each of which is tailored to cope with a specific problem.
- b) Resident only and yellow line parking restrictions show no specific pattern of implementation around the centre of the town. Historically this has probably led to migration from one residential road to another, as each restriction has been implemented.
- c) Where on-street parking is permitted and there are time restrictions, these often fail to show consistency even within adjoining roads. In addition enforcement of such time constraints can prove difficult.
- d) Lack of enforcement of existing rules is one of the most common causes of parking abuse in the town. Efforts made to improve enforcement will go a long way to reducing on-street parking abuse.
- e) Several roads have parking on both sides of the carriageway. This restricts the road to single file traffic and sometimes causing difficulties for emergency and service vehicles to access the road.
- f) There appears to be significant abuse of time restricted parking with vehicles often staying far longer than the allocated time.
- g) Parking on pavements is common and often causes serious obstructions especially for wheelchair or pushchair users and pedestrians with reduced vision.
- h) Coach parking in the town is starting to be real problem. This will potentially worsen if the number of overseas visitors continues to increase.
- i) Parking specifically for motorcycles and bicycles is quite restricted.

- j) Loading and unloading of vehicles often takes place during the day which in certain areas leads to congestion. This is especially true in Crescent Road, College Road and Lake Road in Bowness.
- k) Parking in resident only areas is often abused by non-permit holders.
- l) In and around the only town centre car park in Windermere, the surrounding roads are full with on-street parked cars when there were lots of free spaces in the car park.
- m) Signage to car parks is often very poor, especially in Windermere.

Some of these problems can be addressed by increasing traffic warden presence on the streets. This is a Cumbria County Council operation.

Solving other problems will require changing parking restrictions, adding single or double yellow lines, changing permitted parking times etc. These would need to be put forward to Cumbria County Council Highways department for them to consider their feasibility and possibly initiate the change. This often requires the implementation of a Traffic Regulation Order which necessitates consultation and can take a considerable time.



## **3 A survey of the use of existing car parks in Windermere and Bowness**

### **3.1 Background**

There is a general perception amongst many residents that the low availability of parking spaces in Windermere and Bowness is a serious problem. This is especially true in the high season when the impact of tourism fills the roads with vehicles. Most of the spaces immediately outside the shops in both Windermere and Bowness appear always occupied, despite time limits. As a result many local residents do not “pop and shop” in the local shops, since parking outside the shop is perceived as a very unlikely.

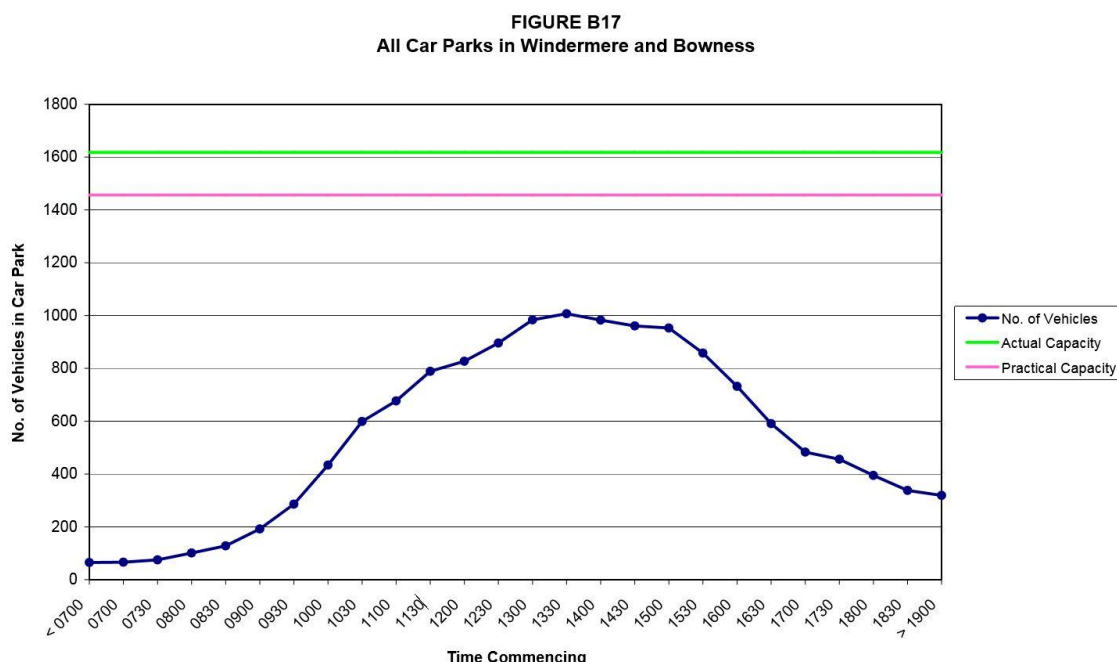
Residents have also expressed the view that the car parks in town are always full or too expensive for a short visit. They prefer to visit the local supermarket which offers free parking or go further afield to shop with the corresponding loss of direct and associated trade to the town centres.

Simple observation shows that for most of the day, from 9am-5pm, the on-street parking in the town centres is heavily used with significant overflow onto nearby residential streets. Many of these cars belong to residents parking their cars, workers coming into the town and tourists entering from both north and south of the town. Generally by around 10.00am most of the 206 on-street town centre parking spaces are occupied.

There is a similar perception regarding off-street parking in the town centre car parks. These are generally believed full most of the time. It is these town car parks that tourists entering from north or south of the town will try to find as on-street parking appears fully occupied. The question therefore arises as to where such car parks are sited, how easy they are to find and whether there are spaces available in them.

They should ideally not be more than 400 metres from the town centre if no car park-to-town transport is provided. If no suitable spaces exist within a reasonable distance, this alone could determine whether tourists visit the town centres in both Windermere and Bowness to spend their money. If no spaces are available they could simply pass through both town centres, either down to the Lake at the Glebe, Glebe Road or Braithwaite Fold car parks or pass through the towns completely to another destination in the Lakes. They may even come once, find it impossible to easily park, leave and never come again.

Referring back to the report produced for the South Lakes Development Trust in 2007 <sup>[1]</sup>, this collected data over two days (1<sup>st</sup> Sep and 26<sup>th</sup> Nov) for all the SLDC car parks and thus showed the following graph for use of these car parks:



The graph shows that in 2007, taking all the car parks into account, there was still a considerable number of unoccupied parking spaces available at all times of the day. This resulted in the following conclusion being reached...

*"The study has confirmed that if the off-street parking stock for Windermere and Bowness is considered as a whole then justification for additional parking facilities is challenging..."*

and that...

*"Whilst the findings of the surveys demonstrate that overall there is spare capacity in the villages' car parks a case for an additional gateway facility for Windermere can only be put forward once better management of existing car parks is in place."*

As a result of this survey any plans to go ahead with further car parks were shelved.

However, the survey also noted that...

*"At peak periods the centrally located car parks are exceptionally well used, often leading to traffic queuing and circulating while trying to find a car parking space"*

Obviously things can change dramatically in ten years since 2007. Whilst this was an excellent survey given the time and resources available, the Town Council parking subgroup had some areas of concern with these conclusions.

These were:

- a) The surveys were carried out on two separate days 10 years ago. Car usage has increased considerably since then. It was also felt that a survey carried out for every day of the week might give a different picture.
- b) The surveys were carried out on the 1<sup>st</sup> Sep and 26<sup>th</sup> Nov 2007 which may not give a true picture of the peak holiday season parking requirement.
- c) Some of the conclusions reached were based on the total free spaces available in all of the car parks during the days surveyed. These car parks included Braithwaite Fold which is by far the biggest, as well as Rayrigg Meadow. It could be argued that these car parks are not “town car parks”. They are too far away for everyday use to easily access the town, yet together represent over 50% of total parking capacity. Including these in a judgement about town car parking requirements may give a false impression.
- d) The 2007 survey showed that the town centre car parks in Bowness were completely full at peak times on the 1<sup>st</sup> September. Even worse there was an overflow situation of over 100 cars circling trying to find parking spaces (Reference Table 11). Yet in Windermere on the same day, the Broad Street car park had 10 spaces available at the same time. Either Windermere is not liked by tourists in comparison, or there is a problem with the Broad Street car park.

**Because of all of these facts and variations, the parking subgroup decided to carry out their own detailed survey of the Council run car parks in Windermere and Bowness covering every day of the week in the peak month of August 2017.**

In an ideal situation with unlimited resources, monitoring of car park use would be carried out every 15 minutes to obtain a detailed picture. Obviously the effort required to do this across eight car parks over seven days would require considerable resources.

This was well beyond the capability of the Windermere and Bowness Town Council car park sub-group without expenditure on external consultants. It was decided therefore that the initial objectives of the survey should be:

**a) To determine if the car parks were actually full at any time.**

Full means no spaces are available. However “Practical Capacity” (PC) which is 90% of actual capacity is the point at which parked and circulating vehicles take the parking facility to capacity. Above this PC point vehicles are often circling trying to find the spaces and users regard the car park as full.

If the car parks are full this means residents cannot access them, on-street parking will increase and congestion with traffic circling will occur. But worst of all, tourists coming to Windermere and Bowness will not be able to stop in the town and will go elsewhere, potentially losing valuable income for the town.

**b) To determine if parking was available for users entering the car parks in the mornings, afternoons or evenings.**

It is a perception of many residents that the car parks are always full and therefore cannot be used to access the town for shopping. Workers entering the town need places to park. Residents and tourists coming into town for entertainment in the evening need somewhere to park. B&B guests may also need to park when returning in the evening and overnight. Obviously car park charges are a factor in this, but this is irrelevant if no spaces exist at these times.

With these initial objectives in mind it was decided to survey each of the eight Council run car parks three times a day in the morning, afternoon and early evening for each day of the week in peak season.

**Morning measurements** usually took place between 10.00am and 11.00am with one exception on Thursday 11.00am till 12.00am.

**Afternoon measurements:** usually took place between 3.00pm and 4.00pm although again Thursday was later at 4.00pm-5.00pm

**Evening measurements:** aimed at catching early diners, evening café/pub users etc. normally took place between 18:00pm and 19:00pm.

The results of this survey carried out between the 7<sup>th</sup> August and the 20<sup>th</sup> August 2017 are given in detail in Appendix 3.

## 3.2 Overall car park use – Survey data – August 2017

In general terms the car parks can be divided into two groups:

**Town Centre Car Parks:** Those that appear to be used regularly throughout the week and could be categorised as “Town Centre” car parks. These are Quarry Mount, Rayrigg Road and Glebe Road in Bowness and Broad Street in Windermere.

**Out of town car parks:** More than 400m from the town edge, but near enough for access by determined tourists walking. Generally used to a lesser extent. These include Ferry Nab and Braithwaite Fold in Bowness, Rayrigg Meadow and Hammerbank (run by LDNPA) in Windermere.

### 3.2.1 Town Centre Car Parks

#### 3.2.1.1 Bowness

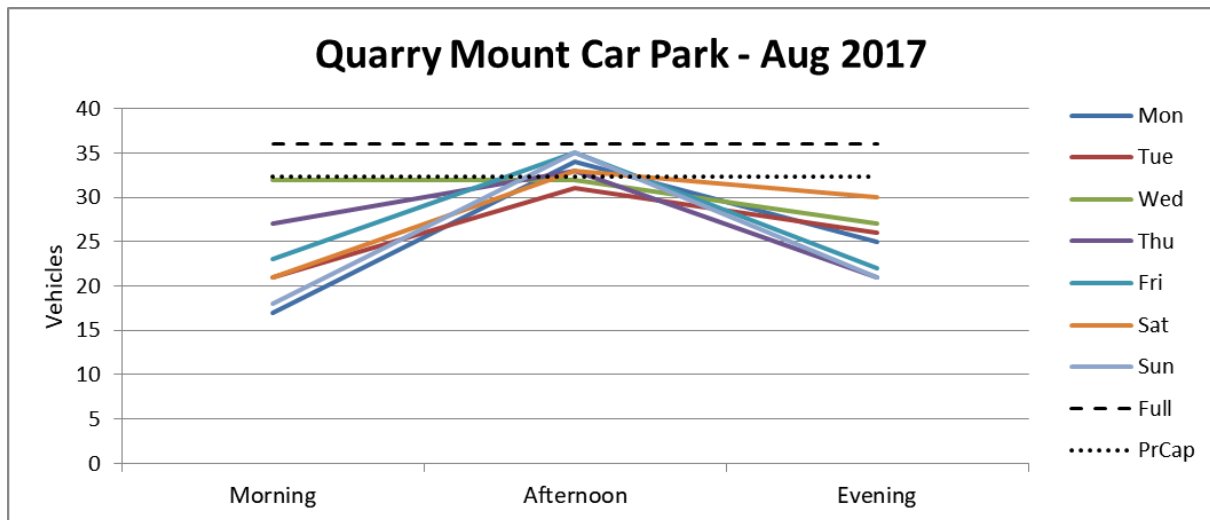
Glebe Road, Quarry Mount and Rayrigg Road in Bowness are being categorised as town centre car parks. Although “Glebe Road” car park is outside of the main body of Bowness town, it probably represents the major car park used by tourists entering from the south or turning left from Lake Road at the roundabout in Bowness to follow parking signs. For this reason it has been designated as a town centre car park.

The figures for each car park in turn these show the following...

##### 3.2.1.1.1 Quarry Mount Car Park – Capacity 36

When approaching Bowness from Windermere on the main Lake Road (A5074) this is the first town car park found. It is reasonably well sign posted. It has by far the lowest capacity (36) of all three town car parks in Bowness and is next to a public toilet block and shopping precinct. However it is on the right hand side of the road, so a driver coming from the north has to cross through traffic to enter. On a busy traffic day this may be difficult and cause congestion, which may result in the driver carrying on. The far end of the car park has a tight turning point making it difficult for larger vehicles to use.





The above graph shows plenty of spaces available in the morning with an increase in use until mid-afternoon on every day. On average the car park was filled for :

Morning 63%

Afternoon 92%

Evening 68%

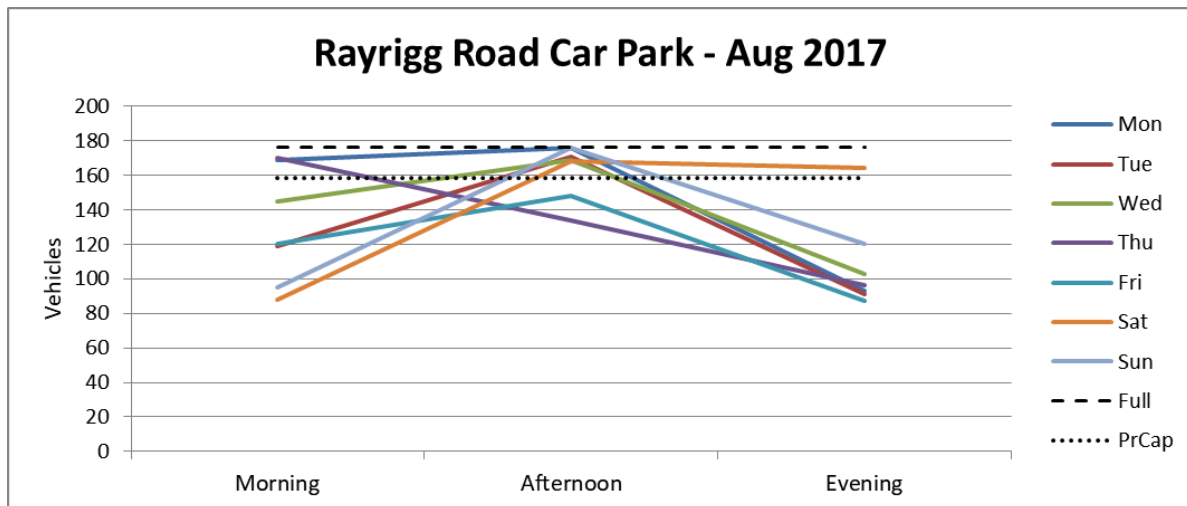
Of note for Quarry Mount is that in the afternoons it could be “perceived as full” reaching virtual capacity on most days.

### 3.2.1.1.2 Rayrigg Road Car Park – Capacity 176

Coming from the north or south into Bowness, signs at the roundabout in the middle of the town direct you to Rayrigg Road car park. This is the largest of the three town cars parks for Bowness with a capacity of 176 vehicles. It also has a public toilet block. When coming from Bowness centre it is easy to access on the left side of the road. Signposting at the entry point could be improved. Traffic entering from the south along Rayrigg Road would find this as the first town car park for Bowness. Unless perceived as full or difficult to access because of congestion turning right (if approaching from the north along Rayrigg Road) vehicles entering Bowness would probably tend to use this car park.



It is a large car park with relatively easy entry. Exit from the car park is however very tight for larger vehicles such as motorhomes or big vans.



The above graph shows plenty of spaces available in the morning with a continual increase in use until mid-afternoon on every day. The exception was Thursday morning where interestingly the survey point was later than normal (11.23am) indicating the car park was almost full by midday. On average the car park was filled for:

Morning 74%

Afternoon 93%

Evening 61%

Of note for Rayrigg Road is that in the afternoons it could be “perceived as full” reaching virtual capacity on most days except for Thursday where again the survey was later than other days (16.37pm).

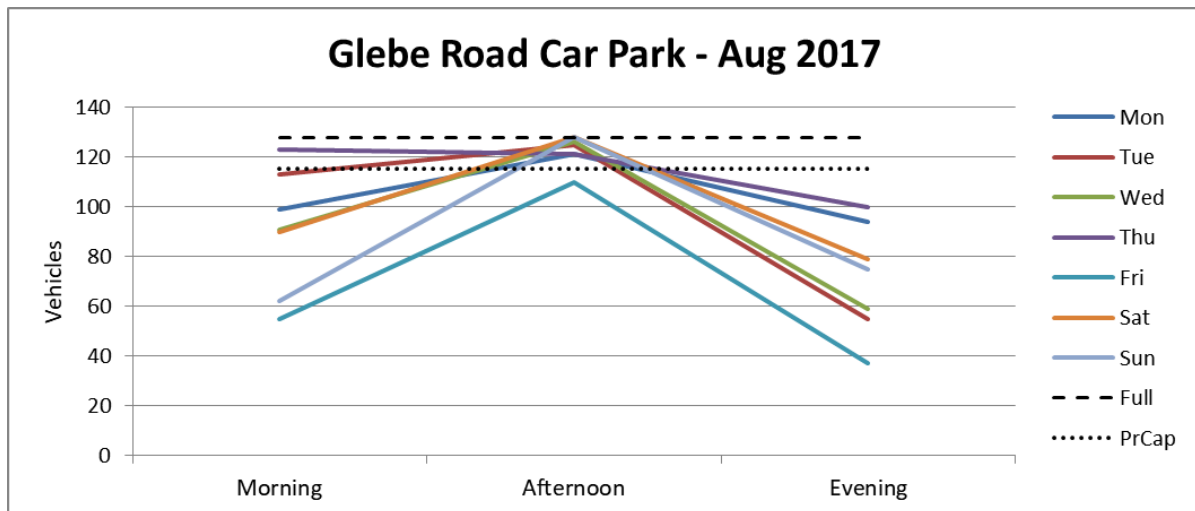
### 3.2.1.1.3 Glebe Road Car Park – Capacity 128

Glebe Road car park is situated on the edge of the Lake a considerable distance from the town centre in Bowness. Nonetheless, especially for tourists and visitors entering the town from the south this is possibly the first main car park they find and go into.

Entering into Bowness from Windermere, if Quarry Mount is missed or perceived full, carrying on down to the roundabout and turning left – the next car park will be Glebe Road.

Coming from the south it is the first available car park near the town (Ferry Nab is too far out). It is probably the obvious car park for tourists accessing the “Lake” rather than the town.





As with the other two Bowness town car parks spaces are available in the early morning most days but these fill quickly. Later in the day the car park becomes relatively empty quite quickly suggesting mainly tourist use.

On average the car park was filled for:

Morning 71%

Afternoon 96%

Evening 56%

Of note for Glebe Road car park is that it became full or over “perceived full” (above 90%) towards the afternoon on six of the seven days monitored.

### 3.2.1.2 Windermere

Broad Street car park in Windermere is the only town centre car park in Windermere. It has a total capacity of 97 places compared to Bowness with a total of 340 town centre spaces.

#### 3.2.1.2.1 Broad Street Car Park – Capacity 97

As the main Windermere car park access from the north is from the A591 via the High Street and Crescent Road after turning into Windermere.

However there is no sign on the A591 indicating that this car park exists. It is quite possible that a tourist coming along the A591 from the east may carry on past the turning into Windermere when looking for a car park. They then end up at the roundabout at the top of Rayrigg Road. Here signs direct them to the Lake, missing Broad Street car park and Windermere town completely.





For those that do turn off the A591 into the High Street, the one way system guides them through the town with scant indication of a car park. On exiting the town, at what is a very busy traffic point, with a zebra crossing, a twist in the road and a junction, a driver is fully occupied. At this point there is a clutter of signage making the parking sign (which is actually across the road) very difficult to see.

Going at 20mph around this corner gives the tourist driver less than 2 seconds to spot the car park sign and turn left. The turn into Broad Street itself to access the car park is immediate and soon passed. Indeed even when passing Broad Street and looking left, there is no indication down the street that this town car park exists just a few metres away.



It is highly probable that this car park is mainly used by residents and tourists who already know of its existence and is missed by many who don't.

The pictures following show the approach to the car park on entering Windermere from the A591 through Crescent Road and out towards Bowness:

As you exit Windermere's one way system the complex corner requires a driver's full attention. There is a sign (see last picture) but it is on a lamp post across the road on the opposite side of the street and it is obscured by the traffic light and other vehicles as you go round the corner. The car park remains invisible to all but the most intrepid tourists.

Approach to Broad Street town car park for Windermere from the A591...



1. Enter from A591 – no car park signs!

2. Drive into Victoria Rd – no sign



3. Turn into Crescent Road – no sign

4. Go down Crescent Road – see the sign?



End of Crescent Rd –sign?

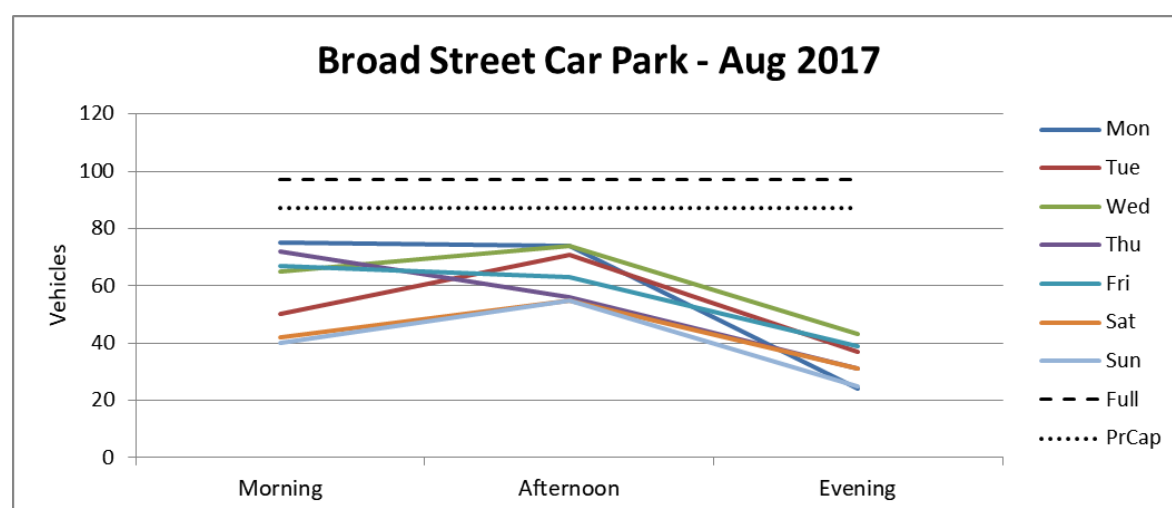
Approach Broad Street - sign?

This is the view down Broad Street on the left of your vehicle as you approach Crescent Road. Even if you glanced left out of the window as you pass by, there is no indication that the underused Windermere Town car park of 97 spaces exists. Yet its entrance is just 134m down the road on the right hand side.



Even if you drive down Broad Street itself, it is not obvious the car park exists until you actually get there. The entrance sign "P" is on the right and obscured by trees.

So, nowhere to park in Windermere...



As can be seen from the graph this car park normally appears to be about half full through the day and just a third full in early evening. Indeed there were only five times in the week in August when the car park had more than 70 cars in it.

The above graph shows plenty of spaces again available in the morning with a continual increase in use until mid-afternoon on every day when usage starts to drop off dramatically. On average the car park was filled for:

Morning 61%

Afternoon 66%

Evening 34%

The car park was never full at any time when measurements were taken throughout the week. Indeed the highest number of vehicles recorded was 75 on Monday morning at 10:53am, but this still is only 75% of full capacity. On other days such as Saturday morning

at 10.50am only 42 vehicles were recorded representing only 43% of full capacity. Afternoon figures showed a similar trend with the car park being between half and three quarters full. This shows this car park is under-utilised and has scope for increased usage through careful management, pricing policies and probably most of all improved signage.

## 3.2.2 Out of Town Car Parks

### 3.2.2.1 Bowness

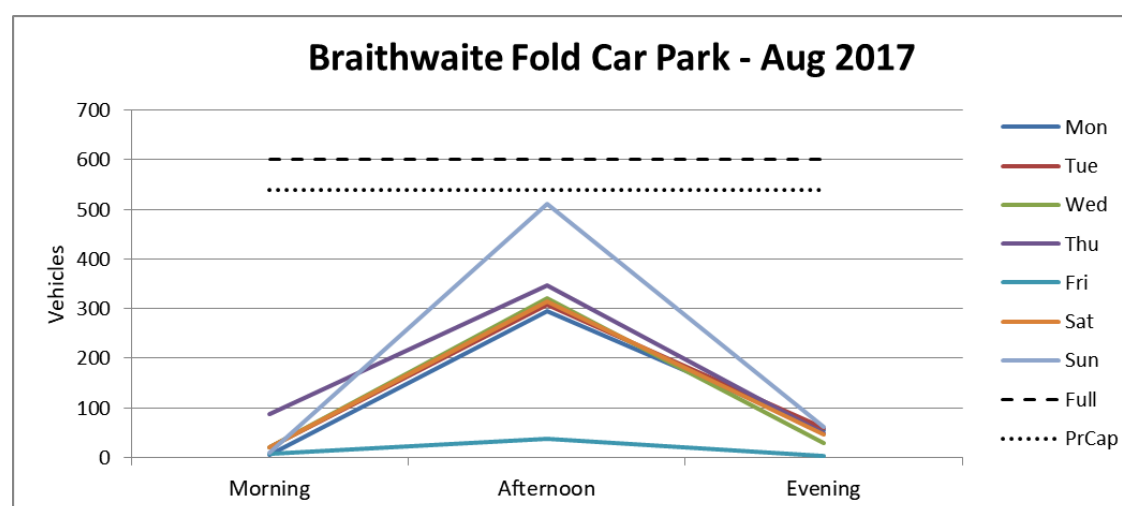
Braithwaite Fold and Ferry Nab can be classed as “out of town” car parks for Bowness. They are both much further away than is comfortable for most tourists to walk into Bowness town. Equally they are not far enough out of town to be classed “Park and Ride” car parks with regular 10 minute bus services running from them into Bowness and Windermere.

#### 3.2.2.1.1 Braithwaite Fold Car Park – Capacity 600:

Braithwaite Fold is mainly a tourist overflow car park. It is the biggest car park in the area with a massive capacity for over 600 vehicles. It is however a long way from Bowness town centre and most tourists visiting it will probably access the Promenade and the Glebe in Bowness rather than the actual town itself.



For tourists entering from Windermere or Rayrigg Road and finding no spaces in Bowness town car parks, this is the next car park they encounter. For many of them this may be too far out to warrant stopping. They may prefer to cycle back into the town to try to find a space, causing more congestion or simply carry on towards Newby Bridge, or head to Ambleside, and avoid stopping in Bowness altogether.





As can be seen from the graph this car park was hardly used at all on the Friday and yet was almost completely full on the Sunday afternoon in August. On the other days its peak use in the afternoon only just exceeded 50% of capacity. The fluctuations in use of this car park appear extreme, probably reflecting the weather and tourism numbers entering the town on specific days. In this context it is undoubtedly a car park primarily for tourists and could be priced accordingly. On average the car park was filled for:

Morning 4%

Afternoon 51%

Evening 7%

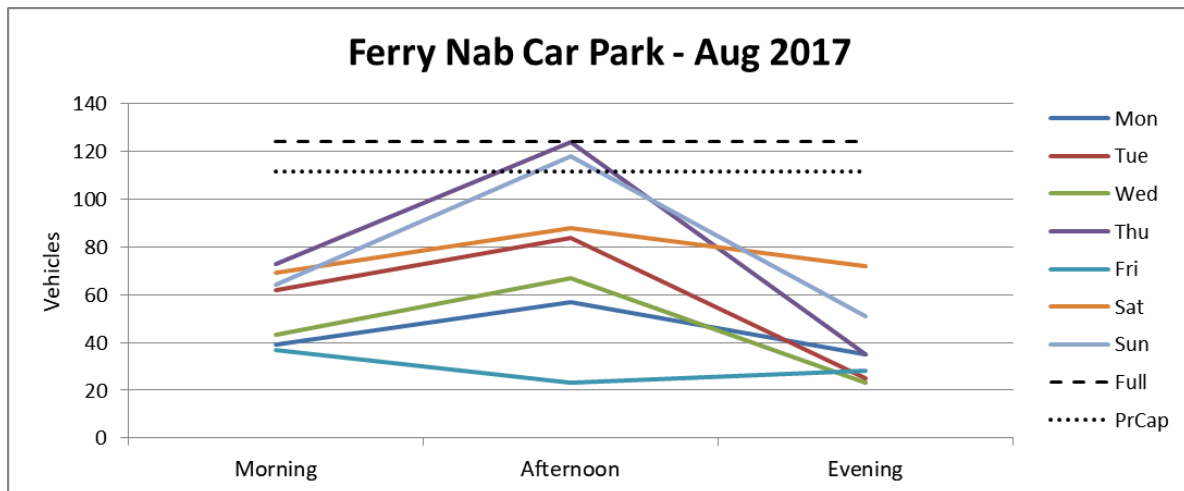
The car park was never full or even close to full at any time throughout the week, despite there being several sunny days and in peak season. Previous casual observations have shown that it does occasionally fill up during the summer especially on hot bank-holidays. However for the majority of the season its capacity is not reached. During the winter months is it closed to cars and used for boat storage. Given its size and ease of access this could be a coach car park or provide suitable parking for motorhomes, including overnight.

#### **3.2.2.1.2 Ferry Nab Car Park – Capacity 124**

Ferry Nab car park is found at the southern end of Bowness near to the car ferry. As such it is a considerable way from the town centre.



It is used primarily by residents and tourists who have boats moored on the Lake and who may need to access the launching ramps and boat facilities at the Ferry Nab jetties. For this reason it tends to be used in a very different pattern to the other car parks, having places for cars and trailers to park etc.



There were two days, Thursday and Sunday when the car park filled in the early afternoon. With its relatively easy entrance and exit it would form an ideal car park for coaches or motorhomes if not already used to capacity throughout the year.

On average the car park was filled for:

Morning 45%

Afternoon 35%

Evening 61%

### 3.2.2.2 Windermere

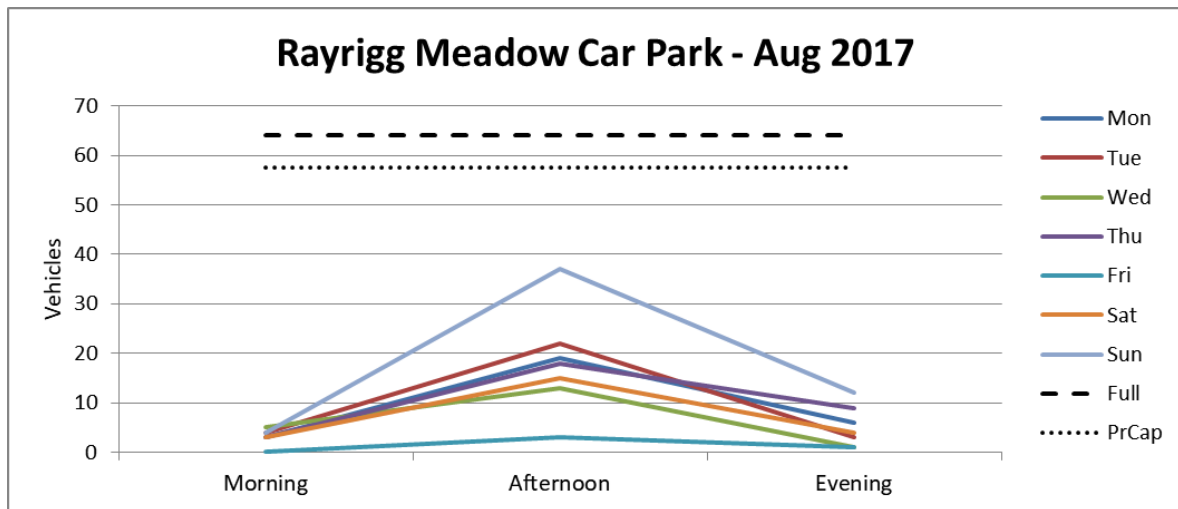
Rayrigg Meadow and Hammerbank car parks are the two out of town car parks for Windermere town. They are both much further away than is comfortable for most tourists to walk into Windermere and back. Equally they are not far enough out of town to be classed as "Park and Ride" car parks with regular 10 minute bus services running from them into Windermere and Bowness.

#### 3.2.2.2.1 Rayrigg Meadow Car Park – Capacity 64

This car park is accessed when coming south down Rayrigg Road from the Cooks Corner roundabout at the junction of the A591 and A592. Traffic entering this way has either come from Ambleside in the north, Troutbeck and Patterdale in the north-east or has passed through the top of Windermere westbound on the A591 before reaching the roundabout.



Again at this roundabout, there are no signs to this car park before carrying onto Ambleside. Once passing down Rayrigg Road the car park is about a kilometre on the right. It has a good access and exit, is well sign posted and has an integral toilet block.



On average the car park was used for:

Morning 5%

Afternoon 28%

Evening 8%

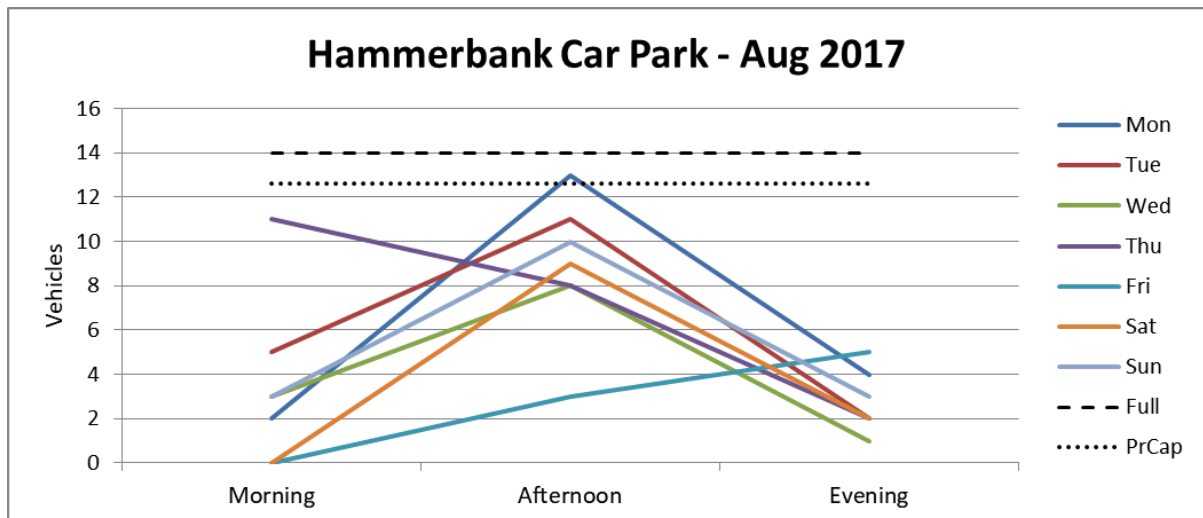
Over the last few years it has been considerably underutilised. This is probably because there appears to be “nothing there” making it unwelcoming especially for tourists. However plans are in progress with SLDC and the National Trust working with the local community to enhance and restore this area in the next couple of years. It is intended to offer a significant lake viewpoint, picnic and recreation area and an adventure playground, lakeside beach and walks with jetties, boat and canoe hire, with pathways making it accessible for everyone of all ages and abilities.

### 3.2.2.2.2 Hammerbank Car Park – Capacity 14

This car park is also accessed when coming down Rayrigg Road from the roundabout at the Cooks Corner. It is however very small and really only offers an attractive viewpoint over the Lake. As such it is relatively insignificant in volume terms compared to the overall car parking spaces available.



It is run by the Lake District National Park and is generally well used full during the summer with tourists admiring the view or getting an ice cream from the local van which often resides there.



On average the car park was used for:

Morning 24%

Afternoon 63%

Evening 13%

Again there is a noticeable jump in use in the afternoon although this tails off quickly into the evening suggesting it is mainly used by tourists.

### 3.3 Peak use in high season and seasonal variations

It is evident from the August survey reported here, that in all of the car parks there are plenty of spaces available before 10.00am and after 4:00 pm on virtually every day of the week surveyed. The car parks fill up gradually during the morning and appear to peak in use in the early afternoon, before use drops off again.

It also appears that in Bowness town car parks the capacity, and certainly the “practical capacity” of 90% full, was reached on several occasions during the week. *In other words these car parks were full.*

The previous 2007 car park survey (South Lakes Development Trust in 2007 <sup>[1]</sup>) also noted that town centre car park use peaked around lunch time. Indeed on several occasions they were completely full.

Both of these findings would support the generally held feeling that the town centre car-parks are full in the middle of the day in the holiday season. Indeed a discussion with an SLDC traffic warden with 10 years’ experience confirmed that, in her opinion, during the summer all of the town centre car parks, certainly in Bowness and possibly in Windermere are full.



If there is a peak in use in the middle of the day, then average car park figures over the entire day will be misleading. Mornings and especially early evenings show low usage. Because of this, an average figure will give incorrect information about the need for more car parking spaces.

Example - for the Glebe Road car park in Bowness(capacity 128): From the afternoon figures of the August survey it had reached practical capacity on the Monday (121), Tuesday (125), Wednesday (126), Thursday(121), Saturday(128) and Sunday (128) - virtually every day of the week. Yet the average number of vehicles using the car park during the day was 95. This average figure suggests 33 spaces are available throughout the day. Whilst statistically this may be true, it implies that the car park is underused – yet it was full in the early afternoons.

***The real question is whether a tourist arriving at the car park can or cannot park.***

It is quite probable that many tourists arrive in the town late in the morning, shop, have lunch and then leave. Alternatively those coming from further afield could arrive early in the afternoon and again stay for a couple of hours. This would give a car park use around lunchtime which is reflected in the higher afternoon surveyed figures for August.

In addition, August represents the height of the tourist season. It would be interesting to see if the same trends are followed in a mid-season month such as October. Similar measurements taken in October could:

- a) Show whether there is a peak around 1.00pm lunchtime.
- b) See how the morning and afternoon figures compare to August.
- c) See if the data recorded for 11am, 1pm and 3pm could be used to infer August figures for 1pm to clarify actual peak demand in August.

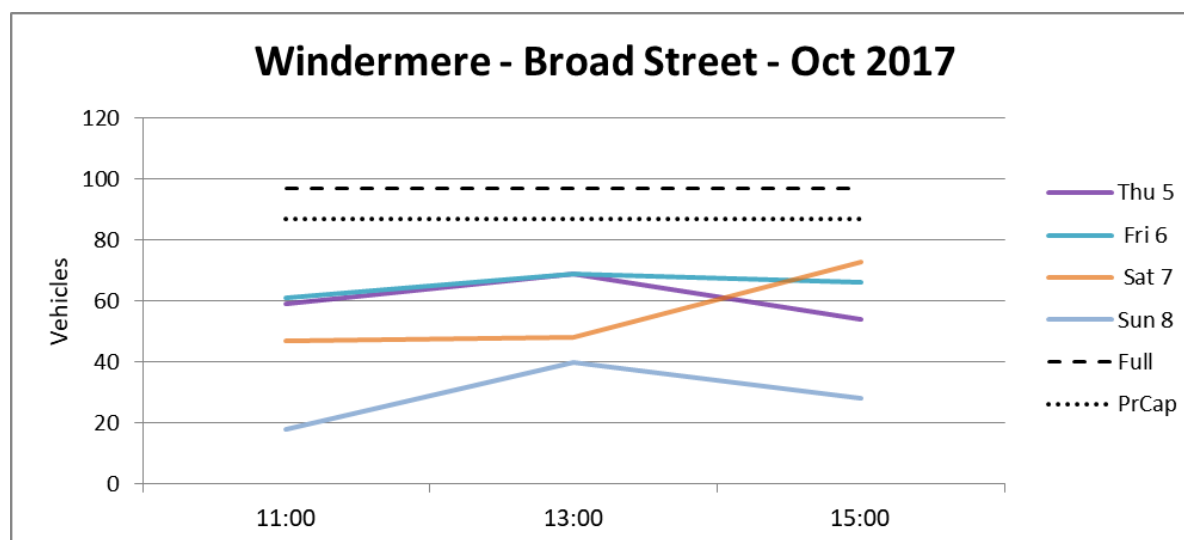
Therefore it was decided to carry out a further survey in October to gain more information.

### **3.4 Overall town centre car park use – October 2017**

It was decided to survey just the four town centre car parks (Broad Street, Quarry Mount, Rayrigg Road and Glebe Road) as it was felt these are the most relevant for tourism. This was done on Thursday 5<sup>th</sup>, Friday 6<sup>th</sup>, Saturday 7<sup>th</sup> and Sunday 8<sup>th</sup> October 2017, counting the spaces available at 11am, 1pm and 3pm.

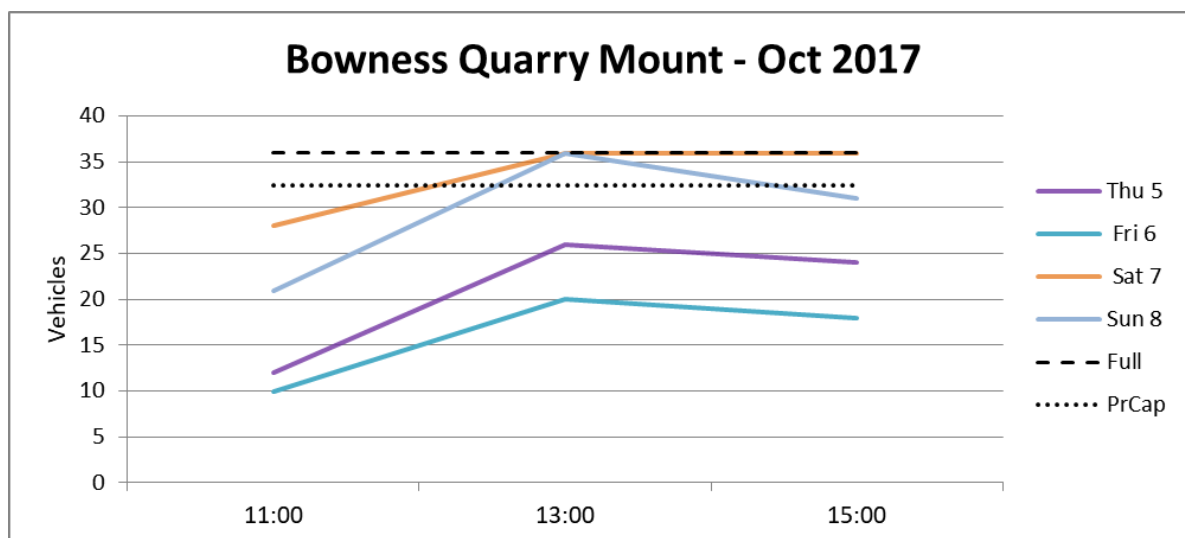
If there is a peak around lunch time then this should show the general trend even though October is a mid-season month for tourism. The results of this survey for each car park are shown in Appendix 4.

### 3.4.1 For Broad Street car park:



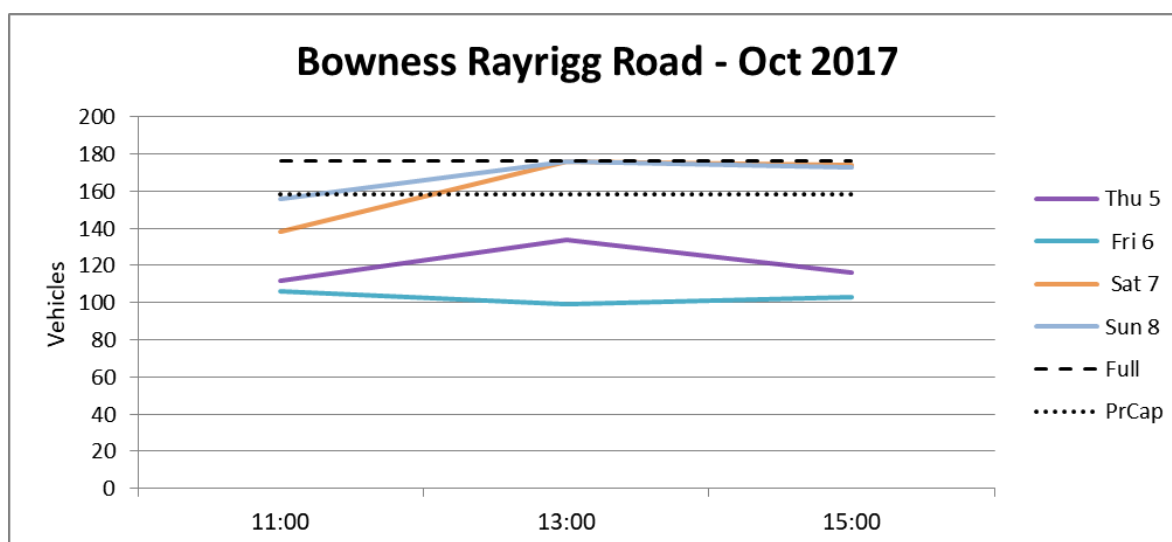
This shows that the car park had plenty of space most mornings and afternoons. Occupancy was highest at lunchtime, but this peaked at only 71% full on Thursday and Friday. The lowest use was recorded on Sunday. Interestingly on the Saturday the town car parks in Bowness were full which may explain the greater take-up of space in Broad Street. But the same is true for Bowness on Sunday and this did not happen.

### 3.4.2 For Quarry Mount car park:



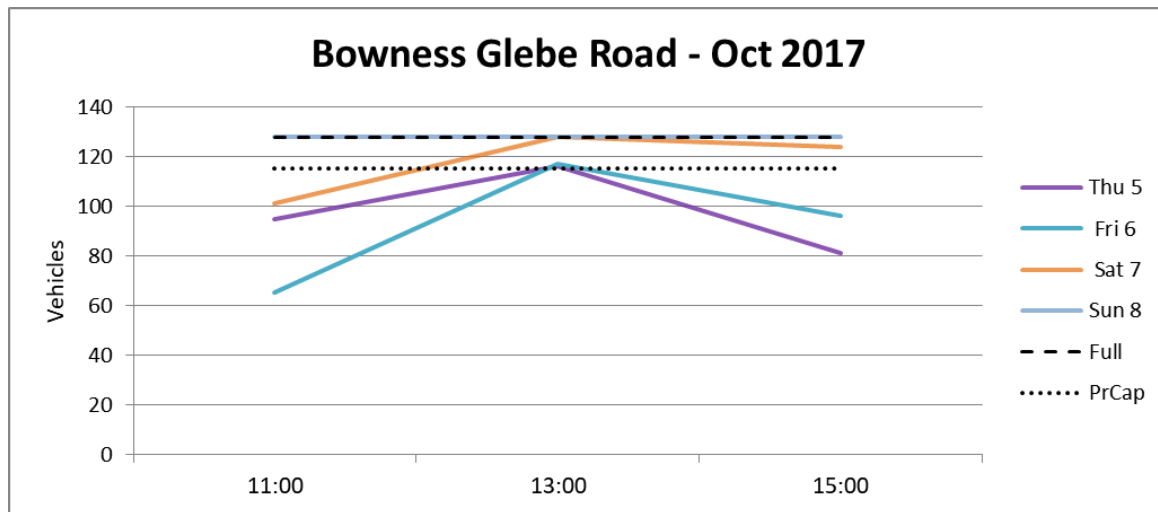
Of interest here is that on the Saturday and Sunday, this car park was full, even though it is October – a mid-season month. Spaces were available in the morning before 11am. By 11am it was between 28% and 78% full and at 3pm it was still between 50% and 100% full. This car park fills up with cars circling and more unable to enter.

### 3.4.3 For Rayrigg Road car park:



This shows a similar pattern to Quarry Mount in that it was overflowing on Saturday and Sunday from 1pm. On Thursday it peaked at 76% full and on Friday at 60% full. Spaces were available in the morning before 11am except realistically on Sunday. Of note is that Rayrigg Road was more full than Quarry Mount on most days.

### 3.4.4 For Glebe Road:



This car park reached practical capacity on every single day of the survey *in October*. On Sunday it was full by 11am and remained so past 3pm! Of particular note is that *all* of the on-street parking spaces in Bowness and the Glebe were also completely full on Sunday. In addition, the overflow car park out of town at Braithwaite Fold had an estimated 300+ cars parked in it.

## 3.5 Conclusions:

It is obvious from this October survey that:

- All of the car parks in Bowness are in high demand even out of peak season and especially at weekends.
- In Bowness town centre car parks are full at lunchtime making it very difficult for tourists to park and spend money in the town.
- The Bowness “out of town” car park, Braithwaite Fold, was obviously being used as a second choice “overflow” car park by tourists when there was nowhere else to park.
- The Windermere town centre car park was only half full despite having only a quarter of the capacity of the combined Bowness town centre car parks.

- e) In Windermere whilst Broad Street had spaces, it should be noted that during the survey all of the on-street parking areas appeared completely occupied in the town centre, suggesting that the Broad Street car park goes unnoticed by tourists.
- f) The Windermere out of town car park at Rayrigg Meadow was hardly used at all.

Looking at both the August and October results, these show that there is considerable underuse of car parks early in the morning and late in the afternoon and evenings. As tourists arrive towards the middle of the day, some car parks fill up quickly and then reach their capacity, leaving tourists with nowhere to park except on-streets. This is especially true of the town centre car parks in Bowness.

Broad Street in Windermere is almost continually underused as are Rayrigg Meadow and Braithwaite Fold. Most car parks are operated by SLDC. The Council officers who run them do an excellent job in operating, maintaining and keeping the car parks clean. However there is still considerable scope for imaginative pricing policies and managerial flexibility. Elected SLDC Councillors need to carefully consider various strategies to maximise car park use in the town and then make appropriate changes.

***Overall these results showed that there is a need to attempt calculations of the volumes of traffic entering the town. It is evident that in the high season between about 11.00am and 3.00pm vehicles progressing from Windermere to Bowness find full car parks and may therefore decide not stop in the town. If this is a large number, it could have serious economic implications.***

## 4 Estimates of Traffic volumes in the town

### 4.1 Introduction

It is essential that Windermere and Bowness develops the parking infrastructure needed not only to alleviate any existing problems, but to cope with the tourist growth hoped for in the future. Failure to tackle these parking problems could mean that the foundation of our tourist industry will be eroded, as our once attractive streets become clogged with vehicles. If parking is not properly controlled the town may face the serious prospect of losing its attractiveness to tourists generally. They will then go elsewhere to spend their money.

According to the “Lake District Local Plan Review” (LDLPR) produced in March 2017<sup>[3]</sup> by the Lake District National Park:

*“For travel to the Lake District 83% of visitors rely on Motor Transport”*

Therefore of our 18.41 million visitors in 2016<sup>[6]</sup>, 15.28 million (83% of 18.41m) visitors arrived by motor transport and would have needed to park somewhere.

According to the LDLPR...

*“This causes parking problems, congestion and pollution issues at peak times”.*

*“The hope is that if a suitable infrastructure can be put in place visitors may switch to more sustainable ways of travelling.”*

However, many believe that until this infrastructure is fully in place people will continue to use their cars by choice, and will possibly do so even afterwards. The introduction of electric cars and bikes will reduce the pollution problems on the roads, but the other problems will still remain for many years to come.

Congestion and on-street parking problems will not be reduced – electric cars take up the same space as petrol or diesel cars. Suggesting people do not make use of their cars to get around the Lake District could seriously impact tourist numbers – especially day trippers.

### 4.2 Determination of Traffic volumes

Determining traffic volumes entering, parking and passing through Windermere and Bowness is a difficult task. There are several entry and exit routes to the town. Considerable

manpower would be required to place individuals at each entry/exit point to count passing vehicles. Identification of vehicles returning to, stopping or simply passing through the town would be needed. Category of vehicle usage would need assessment – tourist, resident, worker, taxi, delivery vehicle etc.

The data gathered would also be dependent upon fluctuations in weather, time of the year, events being held etc all of which could give misleading information. Counting would therefore need to be done for several weeks throughout the year at many different locations on a minute by minute basis to get accurate and relevant data. This level of effort is far beyond the ability of this small Council sub group.

Equally the employment of external consultants would cost many tens of thousands of pounds for the effort required and cannot be considered. This is probably why this exercise has never be undertaken.

However there are other empirical figures available that can be used to deduce the order of magnitude of traffic by inference, and so gain an insight into traffic volumes. These are:

Department for Transport official statistics on road usage around the town. <sup>[2]</sup>.

LDNPA and Cumbria Tourism figures for vehicle use and tourist numbers. <sup>[6]</sup>

SLDC car park use statistics.[information kindly provided by SLDC]

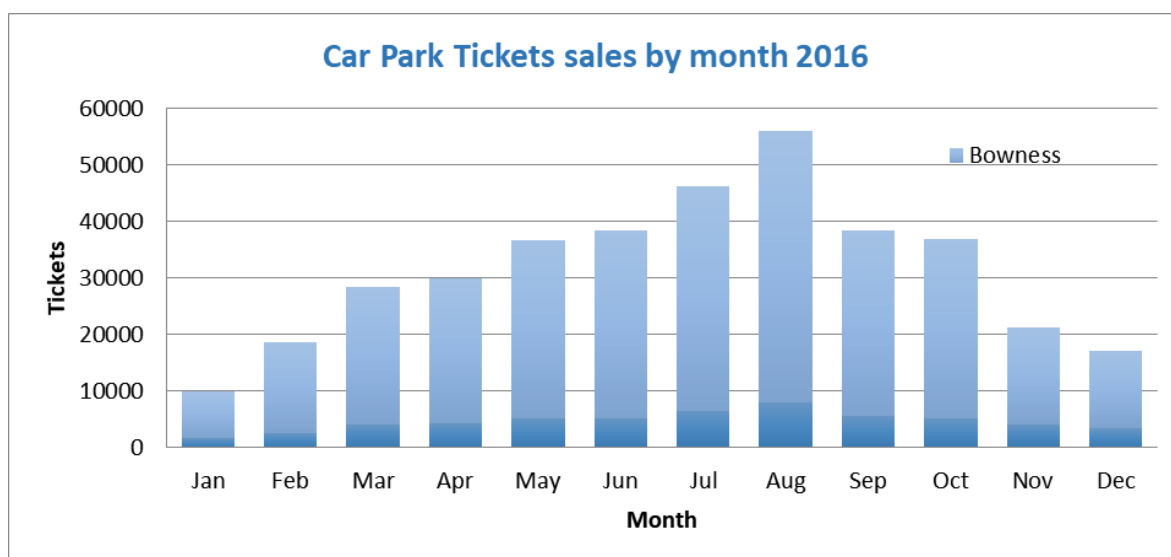
There is however another significant problem. Most of the figures published on tourism and road usage are given on a comparative annual basis. Everyone who lives or works in Windermere and Bowness knows that the volumes and the impact of parking is very seasonal. The perception being that in the low season (Dec, Jan, Feb) the car parks are virtually empty, whereas in the high season (Jul, Aug, Sep) they are completely full.

A realistic estimate must somehow be made of the parking requirements throughout the high season. It is this peak parking requirement that causes the worst problems and determines the number of parking spaces necessary to avoid congestion.

The only data found showing the comparison of vehicle numbers between the high season and an average day of the year is SLDC car park data. This shows how many tickets are purchased monthly in car parks.

As such it provides a direct statistical comparison of car park use between the lowest seasonal month of January and the highest seasonal month of August. But more importantly

it gives an overall “average” count of monthly SLDC car park use in Windermere and Bowness. This potentially provides a ratio that can be used for further calculations of peak periods in other data sets where monthly averages are used.



2016 Ticket Sales	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Windermere	1775	2514	4179	4429	5204	5300	6500	8070	5694	5271	4055	3403	56394
Bowness	8196	16150	24337	25492	31403	33066	39675	48034	32738	31620	17218	13641	321570
Total	9971	18664	28516	29921	36607	38366	46175	56104	38432	36891	21273	17044	377964
MAFact	0.32	0.59	0.91	0.95	1.16	1.22	1.47	1.78	1.22	1.17	0.68	0.54	
Average													31497

Dividing the total tickets purchased for the year by twelve ( $377,964/12$ ), the average number of tickets purchased per month is 31,497 tickets. In peak season (August) 56,104 tickets were purchased. This is 1.78 ( $56,104/31,497$ ) times the number on an average month. This calculation can be repeated for each month to give the Monthly Adjustment Factor (MAFact) for each month.

**We can use this 1.78 figure as the best factor currently available to estimate the difference between average traffic volumes and peak traffic volumes.**

It should be pointed out that at peak season some of the car parks become full. The total number of tickets purchased may not fully reflect the total number of cars wanting to park. When the town car parks appear full, some vehicles may park on-street or in private car parks or not park at all but carry on through to another town.



*The actual amount of traffic could therefore be a lot higher at these times on certain days of the month. Figures based on this 1.78 could therefore be serious underestimates of actual peak loadings on the car parks.*

There is also the question of current on-street parking. If attempts are made to reduce this for social reasons or town enhancement, then spaces must be provided in car parks at sensible rates for the displaced vehicles. Estimates of the off-street car parking that is needed to fulfill both of these requirements now and in the future must be made.

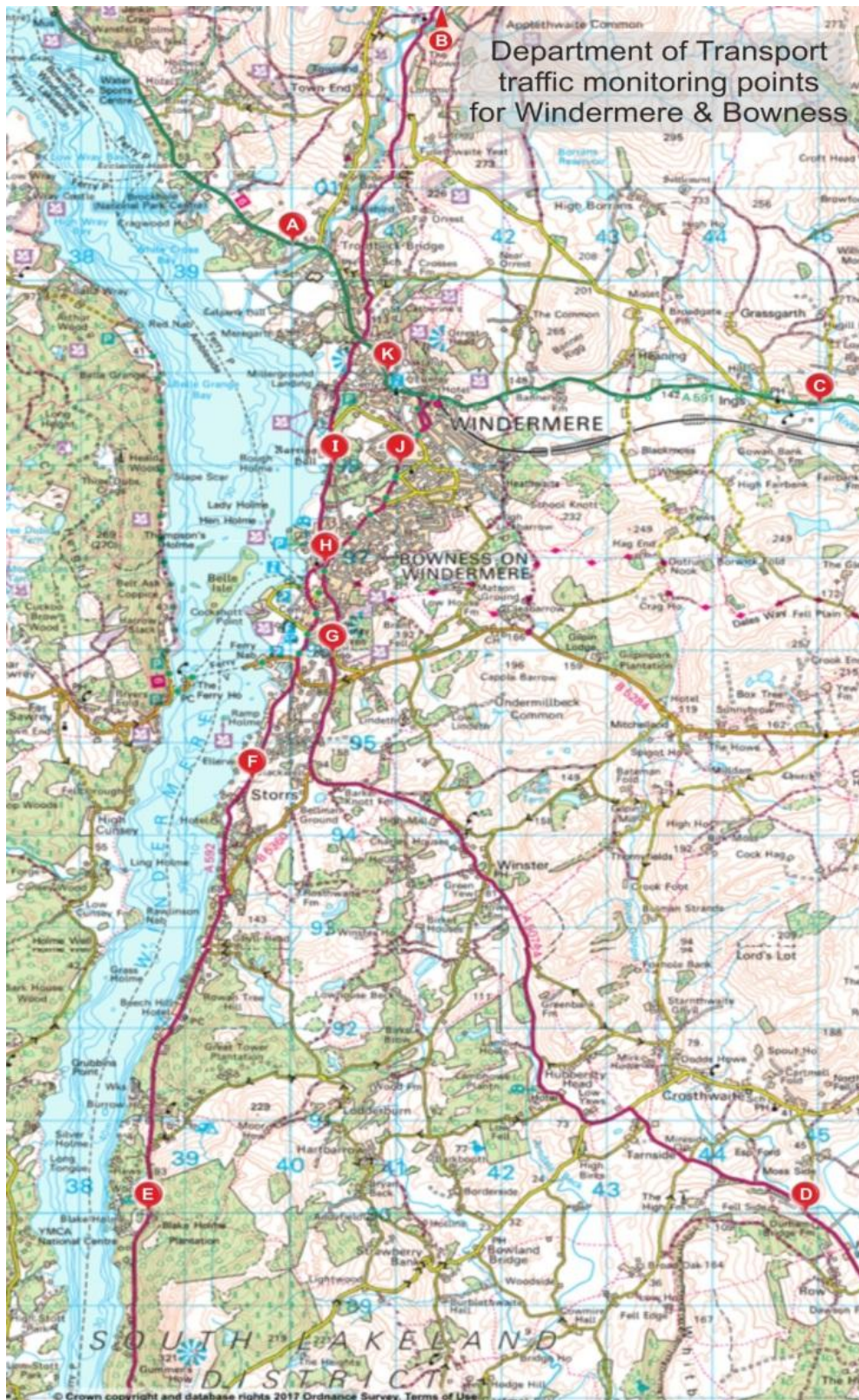
*Please note: In trying to estimate traffic volumes for this report the data available is limited and can be interpreted in different ways. Subjective “common sense” parameters or assumptions have to be applied to get any indication of orders of magnitude for discussion of traffic volumes. The required empirical data is either unavailable or impossible to obtain by sampling or census.*

### **4.3 Department for Transport Figures for traffic in and around Windermere and Bowness in 2016**

The Department for Transport publishes on-line ([www.dft.gov.uk/traffic-counts/cp.php?la=Cumbria](http://www.dft.gov.uk/traffic-counts/cp.php?la=Cumbria)) a series of statistics relating to road use in and around Windermere and Bowness.

These figures have been recorded directly, or calculated by the Department for Transport (DfT), for several entry and exit points in and around the town. They can be used to gain a realistic picture of traffic flow. The published figures available record traffic in both directions and are averaged over the year for a single day.

The monitoring points used by the DfT are indicated in the Bowness and Windermere map that follows:



For 2016 the figures were as follows for the categories of vehicles shown where “Other” refers to vans, lorries and other multi-axle vehicles:

Ref	Type	Road	Cars	Coach/Bus	MBikes	Cycles	Other	Total
A	Count	A591	13121	226	116	95	1919	15477
B	Count	A592	1406	2	46	34	171	1659
C	Est	A591	13608	134	39	29	708	15729
D	Est	A5074	1005	0	15	7	277	1304
E	Count	A592	3040	44	22	15	566	3685
F	Est	A592	3779	59	73	16	788	4715
G	Est	A5074	1444	7	23	13	208	1695
H	Est	A592	8674	160	48	53	1599	10534
I	Count	A592	5034	63	96	20	960	6173
J	Est	A5074	7296	144	62	101	905	8508
K	Est	A591	11986	205	84	63	2070	14408

Considering the entrance/exit points to the town as points F,G,I and J from the map then the total average vehicle movements per day into and out from the town is  $4715+1695+6173+8508 = 21,091$  vehicles.

Please note these figures exclude cars that pass along the A591 at the top of Windermere and do not come into the town. They also exclude traffic movement directly from the A591 into the station, Booths or Lakeland car parks that do not come into the town. It is only vehicles entering the town of Windermere and Bowness that may require parking that are being considered. Many, of course, may go to Booths or Lakeland and afterwards come into the town itself, in which case picking these count points will include them.

Difficulties then arise in translating this figure into parking requirements since:

- The same vehicle may come in one day and leave on another day
- The same vehicle may come and go several times in a day
- How many vehicles are just passing through with no need to park
- This is data for an “average day” of the year, not a day in peak season.

In order to get any rough estimate from these numbers it has been assumed that each vehicle enters and exits on the same day. On this basis you can half these figure to get the number of individual passing vehicles. On an average day for the town this would give us a total of 10,545 vehicles per day coming into the town. Of these vehicles there are 8,776 cars per day in 2016  $((3779+1444+5034+7296)/2 = 8776)$

These will form the vast majority of the traffic coming into the town. It is impossible to know from these figures how many vehicles are passing through the town and how many want to stop and park. The figure of 8,776 cars also represents an *average day in the year*. However the number of vehicles in the town in high season is considerably more than at other times of the year.

From the previously explained SLDC parking ticket figures a multiplication factor of 1.78 was derived to calculate peak periods from average numbers. Applying this to our figure of 8,776 cars per day which is an average, this gives us a figure of 15,621 cars entering Windermere and Bowness in a single day in peak periods.

***Using the Department for Transport statistics we can estimate that during the peak holiday season 15,621 cars per day move through Windermere and Bowness and may need to park.***

## 4.4 Missing Tourists

Also of interest from these traffic flow figures are the number of cars that don't come into Windermere and Bowness from the A591 and carry on towards Ambleside. Point C on the A591 at Ings shows an incoming flow of  $13,600/2 = 6,800$  cars per average day (figures are based on a 2 way count), or  $6,800 \times 1.78 = 12,104$  cars in a peak season day.

At Point J, turning from the A591 into Windermere shows  $7,296/2 = 3,648$  cars per average day or  $3,648 \times 1.78 = 6,494$  cars in a peak season day. So approximately  $6,494 \times 100 / 12,104 = 54\%$  of the traffic flow would seem to turn into Windermere while 46% carry on to Ambleside. While this is only an estimate it reflects the casual observation of traffic behaviour at this junction of about half the cars turning into Windermere.

When traffic volumes are high, the congestion within Windermere town often backs up and creates a queue on the A591. Perhaps many potential tourists for the town see this congestion and choose to simply stay on the A591 without entering Windermere and Bowness at all. The town may actually be missing out on several thousand tourists each day who make this decision to go elsewhere.

Whilst beyond the scope of this report and not considered further, this in itself could be a serious income loss caused by congestion and lack of parking in the town.

## 4.5 Tourism numbers

In 2016 Cumbria Tourism estimated that 18.41 million tourists came to the Lake District National Park, up 6.3% on 2015<sup>[6]</sup>. This represented 27.19 million tourist days with a total spend into our local economy of over £1.3 billion, or over £70 per tourist. Between 2015 and 2016 the number of day trippers also increased by 5.8% and the average stay of a day tripper was estimated at 4.32 hours (Table 4)<sup>[5]</sup>.

From the LDLPR 2017<sup>[3]</sup> 83% of them came by car/motorhome etc. It is expected the numbers will continue to increase. This is a considerable percentage increase on the 65% figure coming by car/motorhome in 2007, as stated in the Cumbria Tourism Windermere visitor survey 2007, p12<sup>[5]</sup>.

If you assumed that this number of tourists was spread evenly over a year, that would be just over 50,000 visitors per day ( $18.41\text{m}/365\text{days}$ ) into the National Park overall. In practice, of course, the majority of tourists come in the high season and these are the days that impact

most severely on parking problems in the town. Unfortunately no data could be found showing this information. This figure can be estimated using the peak factor of 1.78 previously defined. This figure can be applied to visitor numbers to get an idea of the number entering the National Park during peak periods:

**Total tourists entering the National Park on a peak day (50,000x1.78) = 89,000**

A large number of these will come into Windermere and Bowness – but how many? These figures do not seem to be available from either Cumbria Tourism or the LDNPA. The only figures available which have a direct comparison between the whole of the National Park and specifically Windermere and Bowness are the data sets from the Department for Transport.

To estimate how many of these 89,000 tourists entering the Lakes come to Windermere and Bowness, a comparison can be made, from DfT road use data, between the total number of cars entering the Lake District National Park and those entering Windermere and Bowness.

Average Annual Daily Flow figures available from the Department for Transport **on all main roads entering the Lake District National Park** are shown below:

**AADF figures DfT 2016**

Ref No	Location	Road	Vehicles	Cars
37374	North East Cockermouth	A591	1,829	1,358
99759	South Bassenthwaite	A66	10,899	7,954
46639	East Keswick	A66	11,382	8,634
27334	North Ullswater	A592	2,934	2,464
7312	West Staveley	A591	15,729	13,608
27335	North Broughton	A595	800	646
37801	Bottom Coniston	A5084	1,382	1,074
57346	Bowness-Newby Bridge	A592	3,685	3,040
27753	Lyth Valley	A5074	1,304	1,005
<b>Total</b>			<b>49,944</b>	<b>39,783</b>

This gives a total of 39,783 car movements on average in a single day entering and leaving the National Park. Assuming the same number of cars enter as leave on any single day – as AADF figures are in both directions - that would represent 19,891 cars on average in a single day entering the National park.

Applying the 1.78 factor to reflect the number of cars entering the Lake District National Park on a peak season day - this gives :-

**(19,891x1.78) = 35,406 cars per day in the peak season into the Lake District Park.**

It has already been shown that an estimated 15,621 cars move through Windermere and Bowness on an average peak day using the DfT and SLDC data.



**Therefore  $(15,621/35,406 \times 100) = 44.12\%$  of all vehicles entering the National Park on a peak day pass through Windermere and Bowness.**

From the Cumbria Tourism figures, adjusted for a peak day, of 89,000 tourists per day coming into the National Park, applying the 44.12% derived from the traffic data gives us

**$(89,000 \times 44.12\%) = 39,267$  tourists per day through Windermere and Bowness.**

But how many are in a single car. To gain at least a rough indication of the occupancy of cars entering the town, a count was taken of cars passing from Windermere to Bowness counting the number of people in each car over three quarter-hour periods on 15<sup>th</sup> September around midday.

Out of 452 cars counted 163 had 1 person, 227 had 2, 45 had 3 and 17 had 4 or more passengers. On this basis the average car had  $820/452 = 1.81$  people in it. Of course some of these will be residents and workers who probably represent the majority of the single occupancy cars. To allow for this it has been assumed that only 25% of the single occupancy cars are tourists. This gives an average occupancy figure per tourist car of:

**$(163 \times 0.25 + 227 \times 2 + 45 \times 3 + 17 \times 4) / (163 \times 0.25 + 227 + 45 + 17) = 698/330 = 2.12$  people per car**

This compares to a figure of 2.33 average people per group visiting Windermere in 2007<sup>[5]</sup> and the figures from "Parking and Tourism"<sup>[8]</sup> produced by the British Parking – Parking Forum which suggest average tourist car occupancy is 3.5 persons per car. Therefore 2.12 appears a reasonable figure to use. If anything it probably represents an underestimate. The LDNPA state that 83% of tourists come by car and there is an average of 2.12 tourists per car this would give a figure of  $(39,267 \times 83\%) / 2.12 = 15,373$  cars with tourist in.

***Using the Cumbria Tourism Board statistics we can estimate that during the peak holiday season 15,373 tourists' cars per day move through Windermere and Bowness and may need to park.-***



## 4.6 Residential vehicles and parking

In addition to tourist traffic the town also has vehicles belonging to residents. The March 2011 census shows Windermere and Bowness is home to over 8000 residents. In the last few years the number has probably increased. Many of these own and use motor vehicles. Over the last 20 years the number of residential vehicles within the town has increased. Much of the housing stock does not have suitable parking areas, so residents have to park their vehicles on the street or in car parks.

On-street parking has become more congested as the number of residents' cars increases.

Often the streets are occupied by non-residential vehicles that either cannot find, or are unwilling to pay for, charged off-street car park spaces.

To help alleviate this problem areas around the town have increasingly had various parking restrictions implemented. These include residential only parking areas, timed zones that residents can park in for any period, single or double yellow lined areas and parking bays reserved for residents.

Some residential vehicles will move during the day in order to access facilities in Windermere or Bowness for shopping, recreation or visiting friends. Other journeys will be made to go to work, school run and back etc. It is difficult to estimate how many of the vehicles using the car parks and the available on-street parking are residential, but the number is probably relatively low. Of the estimated 4000 residential cars that may exist, a single vehicle may get used for several journeys and some cars will not get used every day.

***For the purpose of this report a figure of 1000 residential vehicle journeys per day in the town that require town centre or supermarket carparking has been used as an estimate.***

Most of these journeys will be to the shops utilising free on-street parking or free local supermarket car parks, other private car parks etc. Only a few will use the charged off-street car parks whilst free on-street parking is available. The average stay for residents is probably less than one hour.

## 4.7 Coaches and parking

Although relatively low in numbers compared to car volumes, coaches are increasingly causing severe problems in the town due to their size and the need to drop off and pick up passengers at suitable locations. Casual observation suggests that the number of coaches arriving and trying to park in the town has increased substantially over the last few years. It is likely that more tourists will arrive by coach now the town has World Heritage Status.

It is essential for the traders of the town, that suitable drop off and pick up points exist near the town centres to maximise the benefit from coach travellers. Coaches must be able to find suitable parking places to avoid parking in narrow streets, adding to congestion.



The only coach park currently provided is a private car park run by Windermere Lake Cruises on the shore front at Bowness. Whilst providing an invaluable service to the town by removing parked coaches from the streets, many of the tourists who arrive in this manner may tend to remain close the promenade. They may not venture into Bowness and certainly not Windermere town centre.

Potential does exist to create drop off points for coach travellers in Ellerthwaite Square in Windermere and in Quarry Mount in Bowness. Coaches could then park in Rayrigg Meadow, Braithwaite Fold or Rayrigg Road (if spaces were allocated) to avoid parking in the town. Once the town had been visited the coach could pick up and transfer visitors down to the lakeshore at Bowness giving all visitors a fuller and more entertaining experience of the town as a whole.

## 4.8 Total traffic movement in the town

From the calculations so far estimates show that the number of cars entering Windermere and Bowness town that may require parking is as follows:

In a single day during peak season...

### Estimates based on Department for Transport figures:

Total tourist and resident vehicles that may need to park = **15,621**

### Estimates based on Tourism statistics:

Tourists entering the town who may require parking spaces= 15,373

Residents entering the town who may require parking spaces = 1,000

**Total tourists and residents vehicles that need to park = 16,373.**

Now whilst it is accepted that error factors in these calculations are significant, it is none the less remarkable how close these two figures are when arrived at from different sources.

As regards car parking requirements for more than one hour it is probably fair to assume that residential car movements are either

- a) Going to work out of town – so car parking is not required
- b) Visiting a friend so driveway or on-street out of town centre parking is used
- c) Going to the supermarket or Lakeland – so private car parks are used
- d) “Pop and shop” shopping so up to 1hr on Crescent Rd or Main Rd parking is used
- e) A limited amount of charged car parking will be used for longer “in town” stays but it is suspected this is relatively small by residents at present

For the purposes of this report the mean of the two figures above can be used.

**This is  $(15,621+16,373)/2 = 15,997$  cars**

coming through Windermere and Bowness every day during the peak holiday season. Each one will potentially be looking for a parking space. With an average of 2.12 people per car (excluding residents) this represents a total of  $15,997 \times 2.12 = 33,914$  tourists coming into or through the town in peak season.

## **4.9 Conclusion of Traffic Volumes**

It can be seen from the estimations based on both Department for Transport statistics and on Cumbria Tourism and Lake District National Park tourist and vehicle use numbers the results arrived at suggest that:-

**In the high season in Windermere and Bowness there is a total of about 16,000 cars needing parking spaces every day of which the vast majority, about 15,000 are tourists.**

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## 5 Existing parking facilities in Windermere and Bowness

### 5.1 Existing public bodies associated with parking

At present there are several public bodies that have responsibility for roads, car parks, verges, playgrounds and green spaces in and around Windermere and Bowness.

These are:

**Cumbria County Council (CCC)** is responsible for all matters relating to the highway and pavements, including resurfacing, repair, signage, bridges, culverts and all other highway associated matters. They are also responsible for all on-street parking restrictions and enforcement of them. At present there are no on-street parking charges.

**South Lakeland District Council (SLDC)** is responsible for local Council owned car parks, street signs, Queens Park, some playgrounds, Rayrigg Meadow, the Glebe and amenities on it etc. They are also responsible for setting charges in local council car parks in both Windermere and Bowness:

**Windermere and Bowness Town Council(WTC)** is responsible for local toilets, playgrounds, allotments, the War Memorial, Baddeley Clock, Elleray Woods, Orrest Head etc. but no car parks.

**National Trust(NT)** has responsibility for various pieces of land in and around Windermere and Bowness including Cockshott Point, Queen Adelaide Hill, Millerground, Orrest Farm, but no car parks at present.

**The Lake District National Park Authority (LDNPA)** has responsibility for various pieces of land in and around Windermere and Bowness, Brockhole Visitor Centre and the car park at Hammerbank viewpoint.

**Private car parks:** There are several large private car parks which are generally open to the public at supermarkets, and to guests at hotels, guest houses etc.

## **5.2 Background:**

It was previously determined that the number of cars that **may** require parking facilities in Windermere and Bowness in the peak season is 16,000 cars per day.

This excludes commercial vehicles, coaches, vans etc.

The difficulty is that even knowing the number of cars entering the town, how can the number of parking spaces required be determined. This will depend on what time they arrive, the availability of parking spaces generally and how long they individually want to stay.

The core “tourist hours” are generally recognised as being from around 9am to 5pm on a peak day. If the average tourist parks for 2 hours then a single parking space could provide 8 hours of parking or 4 x 2hr slots assuming uniformity of use. This would equate to  $16000/4=4000$  cars parking somewhere every two hours. However it is unlikely the spread is even over the day but will peak near lunch time and many will park for longer than two hours. This could mean there would be in the region of over 5000 car parking spaces needed at peak times in the town.

## **5.3 How much parking space is available?:**

Most tourists entering the town by car will be looking for a parking space or car park to stop in. Most will expect to pay to park at a holiday destination, but any such charges must be seen as fair and reasonable and reflect the location being parked in. However it is essential that they can locate parking places swiftly and easily and with the minimum of frustration.

This depends very much on car park signage, easy routes into the town from the car park, car park accessibility, and parking charges. Tourists need to be helped into the car parks, charged fairly and then provided with easy access into the town. But all of this depends on how much parking space is available. We need to consider each type of parking currently available to get an overall picture.

### 5.3.1 Existing charged car parking spaces

Cumbria County Council has responsibility for all on-street car parking including the town shopping centres and the newly refurbished on-street parking at the Glebe. At present they do not make charges for this parking in Windermere or Bowness.

In addition South Lakeland District Council runs the main seven council car parks which are charged as follows (Sep 2017):

#### 5.3.1.1 Bowness

One hour free on top of time purchased for Blue Badge holders

<b>Length of stay</b>	<b>Braithwaite Fold Long stay 8am to 8pm</b>	<b>Ferry Nab Multi-Tariff 8am to 8pm</b>	<b>Glebe Road Long Stay 8am to 8pm</b>	<b>Quarry Mount Short Stay 8am to 6pm</b>	<b>Rayrigg Road Multi-Tariff 8am to 8pm</b>
Up to 1 hour	n/a	£1.50	n/a	£1.50	£1.50
Up to 2 hours	n/a	£3.00	n/a	£3.00	£3.00
Up to 3 hours	£4.00	£4.00	£4.00	£4.00	£4.00
Up to 4 hours	£5.00	£5.00	£5.00	£5.00	£5.00
Up to 6 hours	£6.00	£6.00	£6.00	n/a	£6.00
Up to 10 hours	£7.00	£7.00	n/a	n/a	n/a
Up to 12 hours	n/a	£8.00 £10.00 with trailer	£7.00	n/a	£7.00

### 5.3.2 Windermere

One hour free on top of time purchase for Blue Badge holders

<b>Length of stay</b>	<b>Broad Street Multi-Tariff 8am to 8pm</b>	<b>Rayrigg Meadow Multi-Tariff 8am to 8pm</b>
Up to 1 hour	£1.50	£1.50
Up to 2 hours	£3.00	£3.00
Up to 3 hours	£4.00	£4.00
Up to 4 hours	£5.00	£5.00
Up to 6 hours	£6.00	£6.00
Up to 12 hours	£7.00	£7.00

### 5.3.3 Ticket mobility

Generally a ticket purchased in one SLDC car park with time remaining, can be used the same day within another SLDC car park allowing the purchaser to move around different car parks in the town.

### 5.3.4 Parking passes for SLDC car parks

#### 5.3.4.1 Three and Seven day passes

You can buy a three day pass for £15 and a seven day pass for £30 from the pay and display machines. For tourists coming to the town for a three or seven day holiday, they can purchase a pass for a full week that lets them use most SLDC car parks in the region for less than £4.30 a day.

#### 5.3.4.2 Annual permits for SLDC car parks

SLDC also offer a series of annual permits, see Appendix 5. Parking permit prices from 1 April 2017 to 31 March 2018 are:



Type of parking permit	Charge	Charge including use of Westmorland Shopping Centre car park
Standard	£405	£435
Transferable	£470	£500
Business	£546	not applicable
Milnthorpe	£204	not applicable

*The Business permit can be swapped between any number of vehicles allowing a B&B owner for example, to provide free parking to a guest for less than £1.50 per day in most SLDC car parks in the town and surrounding area.*

### 5.3.5 Are these parking charges reasonable

This is a difficult question and the answer will vary depending who you ask. Compared to the National average these charge rates are slightly above the average. Some areas charge more and some tourist areas a lot less. See Appendix 7.

It is worth noting that Cumbria residents pay one of the highest Council tax rates in the UK, higher than North Yorkshire, Lancashire, Cambridgeshire, Buckinghamshire, Kent, Essex etc. and even West Sussex. At the same time workers in Cumbria have one of the lowest average annual incomes in the UK. See Appendix 6.

You could argue that ratepayers pay more towards their car parks, even though they can afford less in the first place, than in other parts of the country.

Tourists do not pay to come into the National Park. Charging in car parks helps subsidise rates for residents as well as asking tourists to pay towards the upkeep of the area. If you go to a National Museum you are often expected to pay, for example Tate Gallery, London £19.50 – some would argue why not a National Park.

All of these points suggest that car park pricing for residents and workers in the town are far too high. They should reflect local income levels and the contribution made by residents and businesses in council tax. Residents and workers should be able to buy parking permits at considerably less than at present.

However, permit types need flexibility. There needs to be an inexpensive day permit for workers arriving before 9.00am to park; £1.25 per day has been suggested, but buying an annual permit at  $£1.25 \times 365 = £460$  as a lump sum is beyond the reach of many. Also many workers are part time or only work two or three days a week.

There is a need to have a permit system with day units stored on a card or phone that can be scanned as a “contactless payment” and “counted down” at each car park visit. Buying a permit with say 20 parking-day units for £25 could be acceptable to everyone. In theory you could buy as many or as few units as needed. Residents should be able to have similar “Hour” parking unit passes that are counted down at each visit and produce a suitable ticket from the car park payment machine. Alternatively car park cameras can recognise the number plates going in and out and charge accordingly at a special rate for known numbers against pre-purchased units or issue a ticket as appropriate. This removes the need to have monthly or annual permits and introduces the needed flexibility. You only pay for when you actually park. Such permits should not be available to tourists who would pay the normal charges, subsidising residents and workers.

The Technology exists already to have such car park charging flexibility using mobile phones and number plate recognition or ticket machines that can read preloaded cards or phones and should be seriously investigated. The Council would then be viewed as offering a valuable service to residents and workers with its car parks, rather than penalising them by perceived overcharging. This would also help to fill the empty off season car parks and probably generate more revenue overall for the Council.

As a final note it is often heard that free parking encourages tourism. In fact studies have shown that most tourists are prepared to pay to park provided they see the charges as reasonable. Remember that the town car parks survey has already shown that these car parks are full over lunchtime in high season – so tourists are paying the current charges. If the residents could get inexpensive tickets they could use them in the morning and late afternoon to shop, generating more revenue for local traders and helping to fill the car parks out of season.

### 5.3.6 How many car park spaces exist

SLDC car parks offer the following number of spaces:

Broad Street (Windermere)	97
Quarry Mount (Bowness)	36
Rayrigg Road (Bowness)	176
Rayrigg Meadow (Windermere)	64
Glebe Road (Bowness)	128
Braithwaite Fold (Bowness)	600
Ferry Nab (Bowness)	124
<b>Total</b>	<b>1225 spaces</b>

The Lake District National Park Authority also provides a charged car park at Hammerbank viewpoint with a capacity of 14 cars.

Currently there are parking spaces in the charged car parks for roughly 1064 cars in Bowness and 175 cars in Windermere.

#### ***A total of 1239 charged car park spaces for the town.***

However it should be noted that out of these 1239 spaces, Rayrigg Meadow, Braithwaite Fold, Ferry Nab and Hammerbank are not town centre car parks. Indeed each of them is well beyond the generally accepted 400m distance that most tourists will willingly walk from their cars to reach their objective. This is a very important point that is often overlooked. Tourists coming to the town want to park near the town centres to be able to look around, shop and use the variety of cafes and restaurants that exist. Car parks out of town are not attractive as shown by the parking statistics found from the surveys. Windermere and Bowness town centres only offer the following charged car parks for tourists and residents:

WINDERMERE:	Broad Street	<b>97 car parking spaces</b>
BOWNESS:	Quarry Mount, Rayrigg Road, Glebe Road	<b>340 car parking spaces</b>

#### ***This is only a total of 437 car park spaces for the whole town.***

This seems a remarkably low number. If you asked the general public of the world to name one place associated with this new Lake District World Heritage Site, they would probably say the name “Windermere” meaning Windermere and Bowness. Yet the town itself has a total of only 437 town centre car parking spaces provided by the Council to handle thousands of tourist cars each day.

## 5.4 On-street car parking spaces

On-street car parking has become an immense problem for the town. Both Windermere and Bowness villages have a stunning historical heritage and designated conservation areas. They were not designed for parked cars. Over the last few years the increase in on-street parking by tourists, workers entering the town and residents has completely filled almost every available space in and around the town centres.



This not only causes congestion but detrimentally affects the historical appeal of the town as a quaint, old, architecturally superb example of Cumbrian history for tourists. As a World Heritage Site solving this problem has become paramount, especially in the conservation areas.

As previously stated, a study carried out in 2007 by Cumbria Tourism <sup>[5]</sup> ranked Windermere as the 4<sup>th</sup> worst town for repeat visits out of 13 Cumbrian towns surveyed.

***Of those asked, a third said they were not likely to come again.***

Out of 17 specific weaknesses quoted for Windermere, parking and traffic were the 2nd highest reason out of the 17 quoted that spoilt their visit. The highest reason was the weather. Everyone who lives here knows the situation had become far worse since then. Nothing can be done about the weather, but something can be done about the excessive on-street parking and congestion. Tourism is the lifeblood of the local economy.

### 5.4.1.1 “Pop and Shop”

Many residents of Windermere and Bowness feel unable to easily shop locally because the on-street parking spaces directly outside the shops are always full. These areas in Crescent Road, Main Road, High Street and Victoria Road in Windermere and Lake Road in Bowness have short term 1 hour parking throughout the day. This is to allow “pop and shop” -

shoppers can park and leave the car for a short period to pop into the local shops and return. If a longer stay is required then the local car park should be used.

This on-street parking is controlled by Cumbria County Council and at the moment is free of charge. Charging in these spaces has been considered in the past but was resisted. There is an alternative argument however that suggests trade would be increased by charging since it improves vehicle turnover, so more people can access the shops.

Whichever argument is correct it certainly appears that due to the lack of regular enforcement, vehicles are often parking for longer than the permitted hour. This stops easy access to the shops for residents who then shop elsewhere, reducing high street trade. Indeed the 2007 Windermere parking survey<sup>[1]</sup> showed that on a single day over 65 vehicles parked for more than the hour limit outside shops in Windermere. Of these 45 stayed for more than 2 hours and 12 of those for more than 3 hours.

Parking enforcement is the responsibility of the County Council. The Council issued 29,670 penalty charge notices in 2016 for the whole of Cumbria. This was a 12% increase over 2015.

A survey carried out by Windermere and Bowness Civic Society a few years ago showed that there were a total of 722 on-street car parking spaces in the roads around the centres of Windermere and Bowness including on the Glebe in Bowness. However most of these parking spaces require a resident's permit, or are generally occupied by residents' cars. For a tourist or resident driving through Windermere or Bowness in the town shopping centres there are a total of 105 (Windermere) and 101 (Bowness) parking spaces respectively. Many of these are limited to a maximum stay of 1 hour

***So for the purpose of this report it is assumed there is a total of 206 on-street parking spaces available for tourists and residents within the town centres.***

## **5.5 Private car parks available**

There are several private car parks in both Windermere and Bowness that are available to residents and tourists. It is however difficult to estimate the total number of such car parks which will range from larger supermarket car parks that everyone uses down to residential private driveways used by residents, but not tourists. It would be reasonable to assume that

most residents generally park either in residential areas, in streets away from the town centre or on their own property.

Private car parks are often available to tourists as well as residents and would include supermarkets, attractions, hotels and B&B's, pub car parks, caravan parks etc:

**Estimates of private car parks:**

Booths and Lakeland car parks	400
Large Hotels	300
Attractions	50
Caravan Parks (Fallbarrow, Camping & Caravan Club)	165
Pubs, B&B's, churches, social club etc.	200
Total	1115

***Whilst this is obviously only an estimate it probably provides a reasonable indication of the number of spaces available in the private sector in both town centres of around 1115 available car parking spaces.***

## **5.6 Conclusions:**

Combining these figures to get an estimate of the total number of car parking spaces available to tourists driving through the town...

<b><i>Council &amp; LDNPA run car parks</i></b>	<b><i>1,239</i></b>
<b><i>On-street car parking spaces</i></b>	<b><i>206</i></b>
<b><i>Private car parks and spaces</i></b>	<b><i>1,115</i></b>
<b><i>Total</i></b>	<b><i><u>2,560</u></i></b>

This gives a total for the town of 2,560 car parking spaces. Many of these spaces are not in or near to the town centres ie: Rayrigg Meadow and Braithwaite Fold. If you only count town

car parking spaces (including Booths, Lakeland, on-street and all private car parks) then the figure goes down to 1,734 parking spaces for in-town car parking only. A few of these will be in use by residents throughout the day and therefore be unavailable to tourists.

With potentially 16,000 cars in the town each day during high season 2,560 car parking spaces will be filled very quickly. Most tourists entering the town will be looking for a car park near to the town centre in either Windermere or Bowness. Windermere offers only Broad Street car park (97) whilst Bowness has Quarry Mount, Rayrigg Road and Glebe Road car parks (340).

The estimated 206 'town centre' on-street spaces available include the first part of the on-street Glebe parking area up to Glebe Road car park. Of these 105 are in Windermere and 101 in Bowness.

***Considering that there are a total of 1,239 parking spaces in all the SLDC car parks, it should be expected that these existing car parks will fill in peak season every day. With nowhere else to park, tourists will undoubtedly start parking on the residential roads almost immediately.***

Once these parking spaces are full it will of course also result in traffic congestion, traffic circling, parking spreading onto outer residential areas and a general gridlock enveloping Windermere and Bowness. Indeed on many days in the summer this already occurs with tailbacks along the A591 often as far as Ings and beyond.

## **6 Estimation of the maximum number of parking spaces required in town centre car parks and its economic impact.**

### **6.1 Introduction**

If the town centre car parks are full during the day, many tourists may simply not stop in Windermere and Bowness, but carry on elsewhere into the Lakes. Even if they go into the overflow car parks at Braithwaite Fold or Rayrigg Meadow, whilst this may capture the car parking fee for the Council, it does little to help the town traders. Significant potential revenue to the local traders could be lost every day because cars are not stopping. If this occurs regularly through the high season, it could amount to very significant sums of money every year being lost to the town.

However the answer is not to allow these cars to park on the streets and destroy the attractiveness of the town for tourists and residents. This has a negative effect on tourism. Instead fairly priced car parks must be available to allow easy access to the town centres. Either expansion of existing car parks, creation of new ones in town, or creation of large out of town car parks with effective “park and ride” buses would be the answer. The latter would also dramatically reduce in town congestion in the peak season bringing benefits to the town. But all of this depends upon the demand being present to achieve financial benefit.

The October survey was aiming to...

#### **Show whether there is a peak around 1.00pm lunchtime**

This data proves conclusively that there is a peak around lunchtime in car park usage in the town. Whilst spaces may exist in the morning and afternoon, over lunchtime the town centre car parks are completely full, even sometimes in October (eg: weekend of the survey 7<sup>th</sup> and 8<sup>th</sup>). The exception to this is the Windermere Broad Street car park which was only partly full.

#### **See how the morning and afternoon figures compare to August.**

For October the figures compare to the high season in August, showing spaces available early in the morning and late in the afternoon in all car parks. They also show that there is a



peak in use over lunch time. At this point these car parks become full for a period often in excess of 3 hours. Two questions arise out of this:

- a) If similar trends are shown it would be reasonable to apply these trends to the existing August survey figures, to cover the August lunchtime period in detail. This will predict how full the car parks could be in the high season over lunchtime.
- b) Once a car park is full, neither ticket sales nor counting vehicles can show the trend in occupancy if the car park was larger. To do this, it is necessary to extrapolate the occupancy figures to gain estimates of the potential requirements for parking in the specific car park. This would allow rough estimates to be made of revenue gain to the traders around the town car park in question.

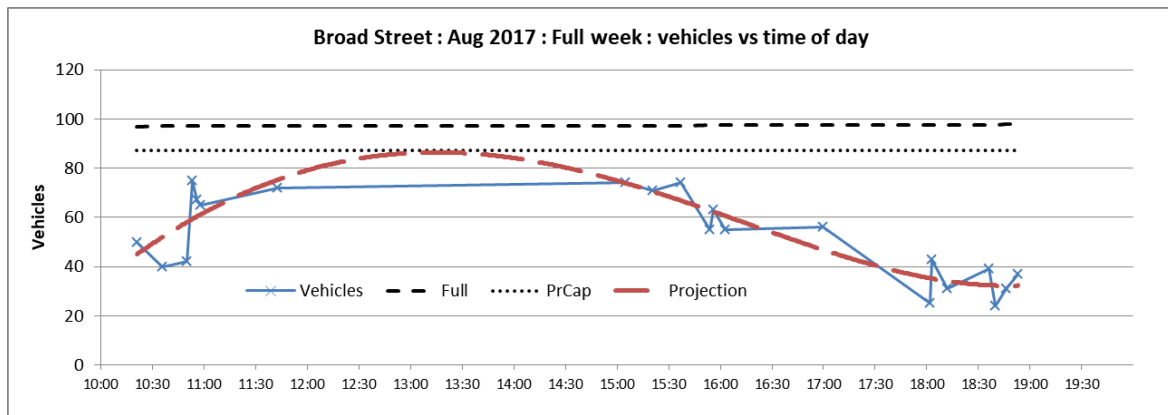
The graphs following show this extrapolated data for town centre car parks in August to try and achieve this:

## **6.2 Windermere:**

The only town car park in Windermere is Broad Street. The August survey showed there were plenty of spaces in the mornings, afternoons and evenings. The October survey showed this car park had plenty of space all day, every day. However it also showed a peak specifically at lunchtime. It is therefore likely that a lunchtime peak also occurs in August.

### **6.2.1 Broad Street**

The following graph shows August data extrapolated for Broad Street through lunch time. This is indicated by the red “Projection” line which calculates statistically the number of vehicles expected in the car park. (The line is a Microsoft Excel spreadsheet polynomial trendline). The projection line only briefly touches the practical capacity mark (PrCap) at about 1:15pm showing the car park still has spaces even in high season.

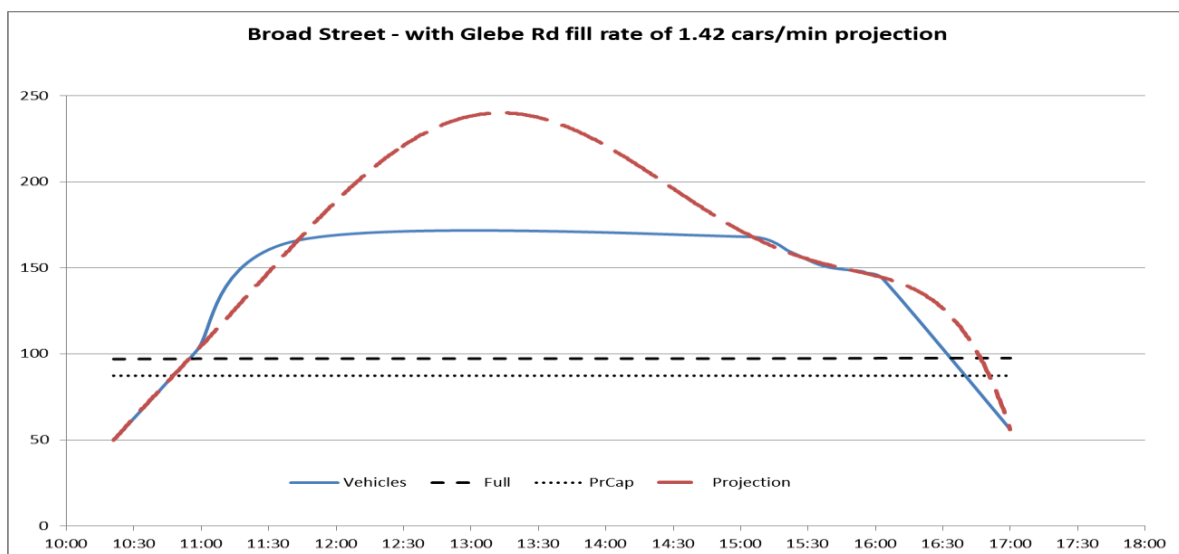


Given the much lower amount of town car park space in Windermere (97) as opposed to Bowness (340), when the Bowness town car parks are overflowing, why is the Windermere one underused?

The only explanation found from these surveys as previously explained, is the very poor signage for parking in the Windermere town car park, on entering and going through Windermere.

Interestingly from the August data the approximate fill rate in the morning for Glebe Road car park is 1.42 cars/min, but Broad Street is 0.4 cars/min. If the access to Broad Street car park was easier and signage improved considerably then more vehicles may be attracted.

Applying the higher fill rate to Broad Street car park gives:-



This suggests during peak season Broad Street car park could regularly be full from 11am until 5pm. If the car park could be expanded to contain 240 spaces the projection suggests

this would reach capacity. This could result in an extra 143 vehicles parking between 11am and 3.30pm. If this happened for just 90 days a year this would represent a revenue increase for the traders of Windermere town of an additional  $(143 \times 90) = 12,870$  vehicle visits.

Our survey showed 2.12 persons per vehicle. In their 2007 Windermere Visitor Survey<sup>[5]</sup> Cumbria Tourism calculated the average estimated daily expenditure per person as £22.27 for eating and drinking (£10.45), shopping (£10.54) and entertainment (£1.28). Adjusted for inflation in 2017 ( $\times 1.30$ ) this would be

### **An estimated daily expenditure per tourist of £28.95**

If Broad Street was expanded to handle 240 vehicles in total this represents a revenue increase of  $(143 \times 90 \times 2.12 \times 28.95) = £789,833$  per year extra into the local Windermere town economy just from the 90 day peak season. This of course would be in addition to the average £3 parking ticket they would also purchase generating a further  $(£3 \times 12,870) = £38,610$  car park revenue every year from Broad Street.

## **6.3 Bowness:**

The three Bowness town car parks in October (mid-season) filled up rapidly. Quarry Mount and Rayrigg Road both reached their practical capacity over lunchtime on Saturday and Sunday. The Glebe Road car park reached its practical capacity at lunchtime on every single one of the four days surveyed. But this survey was carried out in October.

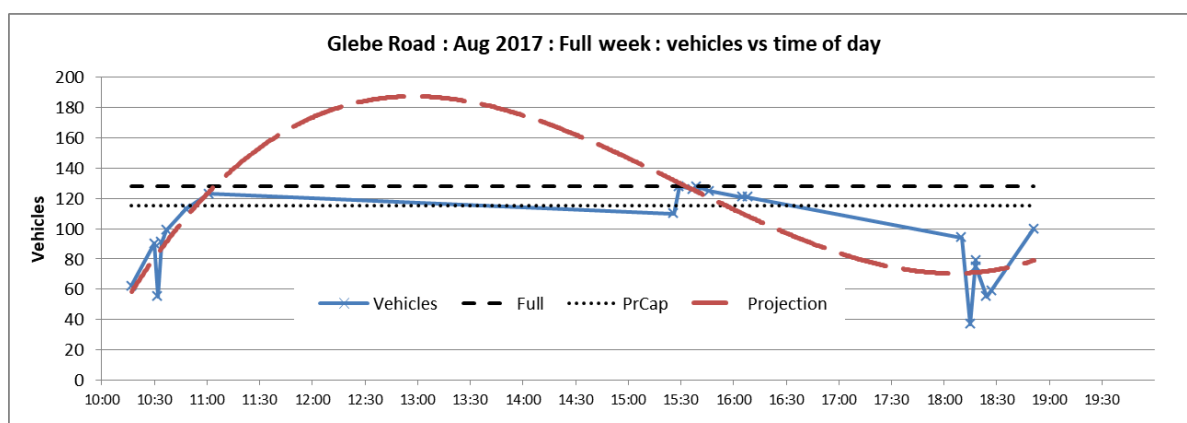
What would be the results for August? Applying the same statistical projection methods to the Bowness town car parks, then for each car park:

### **6.3.1 Glebe Road Car Park**

The pictures below show the situation in the Glebe Road car park on Saturday 7<sup>th</sup> October 2017 at 13:14. The car park was completely full with cars circling around and waiting to enter. There was also a large queue of people at the parking machines trying to get tickets.



This obviously demonstrates the car park is completely full. This is in October. Examining the extrapolation into the August data gives the following graph:



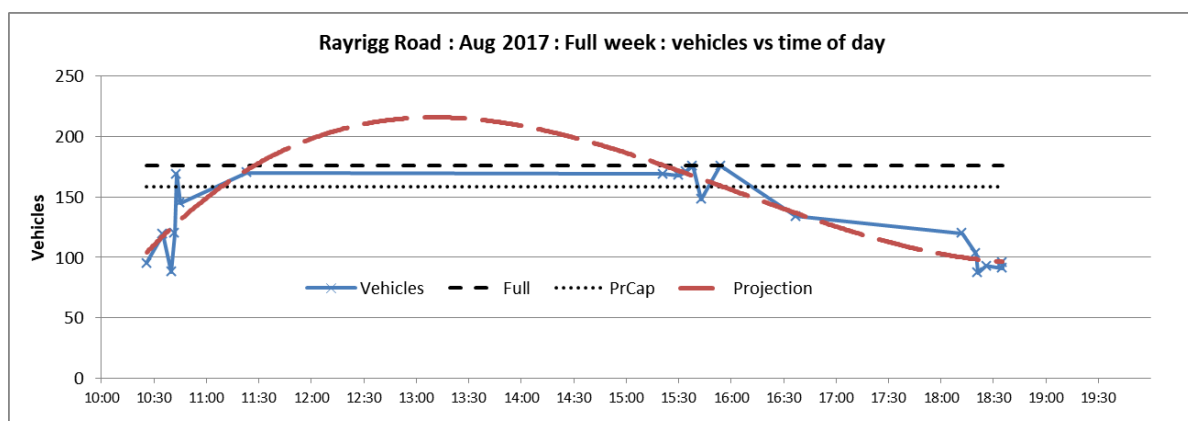
This suggests 190 vehicles would park in Glebe Road car park if it were large enough. An additional 60 vehicles would park between 11am and 3.30pm. If this happened for just 90 days a year this could represent a revenue growth to the traders in the Glebe area. Assuming 2.12 persons per vehicle and a £28.95<sup>[5]</sup> spend per person, this represents a revenue increase of  $(60 \times 90 \times 2.12 \times 28.95) = £331,420$  to the businesses around Glebe Road car park every year. There would also be roughly £9,600 more car park revenue per year.

## 6.3.2 Rayrigg Road Car Park

The picture below shows the situation in Rayrigg Road car park on Saturday 7<sup>th</sup> October 2017 at 13:05. Cars were circling around and waiting to enter.



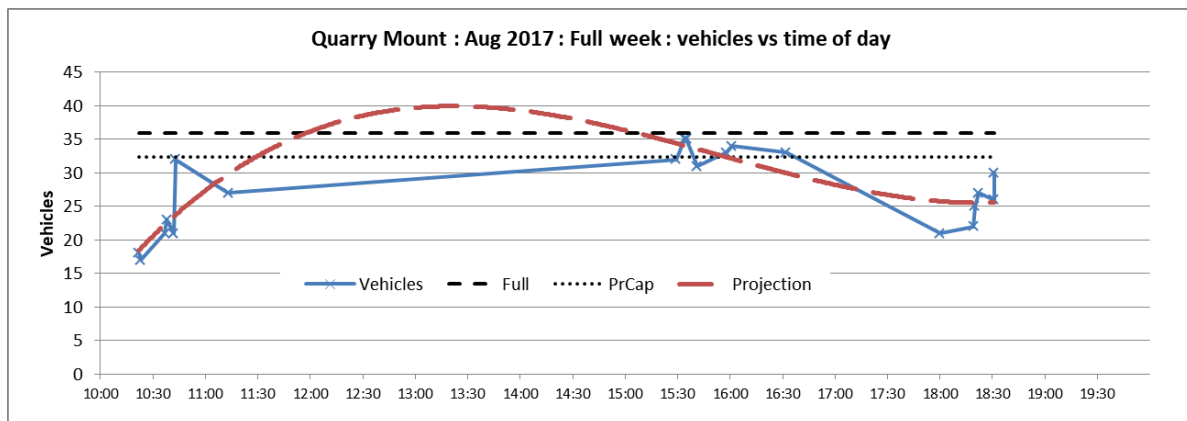
This obviously demonstrates the car park is completely full. Again this is in October. Extrapolating into the August data gives the following graph:



This suggests at peak times 225 vehicles would use the car park if it was large enough. That's an increase of about 30% in capacity required for an additional 50 vehicles between 11am and 3.30pm. If this happened for just 90 days a year this would represent a revenue increase of  $(50 \times 90 \times 2.12 \times 28.95) = £276,183$  to the businesses around the Rayrigg Road town car park every year. It would also add about £8000 to the car park revenue.

### 6.3.3 Quarry Mount Car Park

When surveyed in October the car park was full on the Saturday and Sunday over lunchtime. Cars were circling around and waiting to enter. The projection for the August data gives the following graph:



This suggests at peak times 40 vehicles would use the car park if it was large enough. In reality given the traffic passing down Lake Road to Bowness and the overflow in the other Bowness town car parks, in high season this car park would fill up many times over. However the scope for increasing the size of Quarry Mount car park is very limited unless the green area in front of the Quarry Rigg shopping arcade is substantially reduced. The additional capacity needs to be found at Rayrigg Road and Glebe Road car parks.

However it should be noted that this would probably not help the traders at the top end of the town anywhere near as much as expanding Quarry Mount or developing an out-of-town park and ride that would stop here. If half the green space were used then it could possibly add parking for another 10 cars. This in turn could add around £2,400 to the annual car park revenue and  $(10 \times 90 \times 2.12 \times 28.95) = £55,236$  to the annual business income around Quarry Mount car park.

## 6.4 Maximising economic benefit for the town.

Simply from the above projections of existing car park use and rates of fill at peak season, it can be seen that car park expansion in the town would quickly be filled. If this expansion were undertaken for the four town centre car parks, the models below suggest it would have the following benefit:

Car Park	Broad S	Quarry M	Rayrigg R	Glebe R	Total
Expansion needed	143	10	50	60	263
Town Trader benefit	£789,833	£55,236	£276,183	£331,420	£1,452,672
Extra car park income	£38,610	£2,400	£8,000	£9,600	£58,610
Totals	£828,443	£57,636	£284,183	£341,020	£1,511,282

A total benefit to local traders of £1,452,672 per annum for just the high season of 90 days.

An increase to SLDC car park income of £58,610 per annum.

*Note the models used to calculate these figures are based upon the expansion and correct signage of the existing town centre car parks to meet peak season demands at present car park fill rates.*

## 6.5 Town car park expansion

However the expansion of these car parks will be difficult and controversial.

### 6.5.1 Broad Street Expansion +143:

*Benefit = £828,443 per annum:* It is interesting to note that the benefit to Windermere would be very significant in terms of tourist income – over three quarters of a million pounds a year. To achieve this, the Broad Street car park would need to occupy a significant portion of the library gardens and/or adjacent land currently housing the BT telecom building.

Such expansion can only be satisfactorily achieved by expanding the Broad Street car park for Windermere. This is a town Centre car park but is out of the way and does not impinge on the “open street view”. Previously it was identified that on-street car parking should be reduced to encourage tourism generally. It must also be remembered that such a town car park needs to be within 400m of the town centre, else it does not get used eg: Braithwaite Fold and Rayrigg Meadow.

### 6.5.2 Quarry Mount Expansion +10

*Benefit = £57,636 per annum.* Adding the extra 10 spaces would require taking out roughly half of the green space area in front of the Quarry Rigg shopping precinct.

### 6.5.3 Rayrigg Road Expansion +50

*Benefit = £284,183 per annum.* This is difficult to easily expand since there is no land available surrounding this car park. The only way would be to double tier the car park to add an additional 50 or more parking spaces.

### 6.5.4 Glebe Road Expansion +40

*Benefit = £341,020 per annum.* This would be relatively easy to expand but will have to take land from the Glebe itself to the left of the existing car park area.

## 6.6 Conclusion:

**An additional 263 car park spaces obtained by expanding the existing town centre car parks would generate £1,452,672 additional tourist spend per year on food, shopping and entertainment in Windermere and Bowness with an additional £58,610 car park income per year.**



## 7 Justification for a Park and Ride outside of Windermere and Bowness

### 7.1 Introduction

**Q: But are there more tourists arriving than could be catered for by even the expanded town centre car parks?**

*The answer is quite simply – yes. If the estimates of car volumes entering the town are anywhere near accurate there are thousands of cars coming with nowhere to park.*

It was calculated that on a peak day about 15,000 tourists' cars are moving through the town. It was previously estimated that there were 1,758 total parking spaces in the town centre car parks or in nearby B&B's or hotels, supermarkets etc. Most tourists will come into town to go shopping, have a coffee, dine out etc. between 10.00am and 4.00pm and stay for about 2 hours. Assuming an even distribution through this 6 hour slot then each space would take 3 tourist cars. However not all the tourist cars may wish to stop but may just be passing through. This is an impossible figure to know without questioning the occupants of several hundred passing cars: So...

ASSUMPTION: Assume 25% of cars go straight through leaving only 75% wishing to park.

This is probably an underestimate of the true proportion that want to park. Common sense suggests that the majority of tourists entering the Lakes and going to Ambleside would be on the A591 and not turn into Windermere from the north. These have not been counted in the traffic statistics used for the model. Equally most traffic passing through from the south at Newby Bridge would only be passing through to go to Ambleside on the A591. Most southern traffic not intending to visit the town would branch right at the Newby Bridge roundabout to go towards Kendal and the motorway.

However for the purpose of indicating economic benefit, if only 75% wanted to park in the town then  $((15,000 \times 75\%)/3 = 3,750$  spaces would be needed between say 10am and 4pm.

But there are only 2,560 spaces in car parks, on-street parking, hotel and B&B parking, supermarket and business parking etc. Also car parks counted includes the "out of town" car parks at Rayrigg Meadow and Braithwaite Fold, You could argue that tourists in the former will remain at the Lake area and tourists in the latter will mainly only visit the Glebe and the

lower area of Bowness town because of the distance to walk. Very few in these car parks will venture into Windermere.

However taking this figure of 2,560 parking places this shows that a further  $(3,750 - 2,560) = 1,190$  extra car parking spaces are needed accessing the town's shops and cafes. Therefore as each tourist spends on average £28.95 (excluding accommodation) once stopped and there are 2.12 tourists on average per car, then for the 90 peak season days of the year...

**Potential extratourist spend =  $(1190 \times 90 \times 2.12 \times £28.95) = \underline{£6,573,155 \text{ per year}}$**

Now these are obviously unreachable figures since a car park with a capacity of 1190 spaces, within the town centres would have to be built. However on the basis of the model used, this indicates the possible economic benefit with the current number of tourists arriving each day in peak season. The Lake District has only just become a World Heritage Site and tourism is expected to increase.

This entire model shows there are a lot of tourists' cars passing through Windermere and Bowness every day with no town car park to stop in. That's several hundred cars circling around looking for somewhere to park. They either pass through without stopping and spending money, drive onto other areas of the National Park, or just go home again after driving around, frustrated and possibly never likely to return.

This supports the subjective view often expressed in the peak season by residents and tourists that "Our car parks become full and our roads become gridlocked". Not an attractive place to visit. If this is even remotely the case then then it could be argued there is an enormous amount of potential income from tourism is being lost for the town and the Council due to a lack of Council car parks for tourists that provide easy town centre access.

## **7.2 Park and Ride for the town:**

Building car parks within the town centre is impractical for all sorts of reasons. Even if the existing town car parks can be expanded to handle another 263 cars, this falls far short of the required 1,190 spaces needed for all the calculated potential tourists to easily park for a 2 hour visit to the town. It is imperative that any extra car parking puts the tourist in the town centre.

Other towns have managed this by building out of town "Park and Rides" with an inexpensive and frequent transport system between the car park and town. One of the advantages of being in Cumbria is that there is plenty of farm land along the A591 from

Kendal to Windermere. If consideration were given to building a 1000 space car park and ride outside Windermere, this would easily be filled with the number of tourists coming here now. It could be a mile or so outside Windermere on the approach from the A591 with a bus every 15mins into Windermere and Bowness. It could stop at Ellerthwaite Square for Windermere, go down Lake Road to Quarry Mount stop there, then go onto the Glebe and come back again.

This would bring tourists into all three central points in the town. This would also have the very considerable advantage of removing traffic from coming into the centres of Windermere and Bowness reducing traffic congestion. The existing town car parks would still fill with traffic entering from the other three entry routes alone.

### 7.2.1 Bus and Cycle access:

As well as a frequent bus service to the centre of town, the park and ride could offer the hire of electric bikes and cycles for those who wanted to cycle into town. As cycling becomes ever more popular, the introduction of electric bikes brings cycling within the ability of everyone. A purpose built cycle way could even be considered from the park and ride to the town. This would avoid cycling on the main road, should be as flat as possible and easily carry up to 500 cyclists per hour. This would make cycling an alternate transport for families and the elderly coming into Windermere and Bowness as well as offering an potential tourist attraction in its own right.

Many studies showing the benefits of introducing cycling to a town have been carried out. One such is “The Value of Cycling” by the DfT – 2013<sup>[7]</sup> which amongst other things concludes that...

- Cycle tourists on average spend more: around 9% per head per trip
- Neighbourhoods with cycle-friendly characteristics – low traffic volumes, walkable, close to off-road cycle paths – are more desirable or have higher property values
- Cyclists visit local shops more regularly, spending more than users of most other modes of transport
- A compact town optimised for walking and cycling can have a “retail density” (spend per square metre) 2.5 times higher than a typical urban centre
- Residential property values rise 1% if motor vehicle traffic is reduced by 50%

## 7.2.2 Overall Economic Benefit

So, what is the economic benefit of building such a “Park and Ride” assuming for example an all-day car park charge of £4.50 and a bus return ticket of £2.00?

Then applying our previous figures

Extra potential tourist spend =  $(1000 \times 90 \times 2.12 \times 28.95) = £5,523,660$

Car park income =  $(1000 \times 90 \times 4.50) = £405,000$

Bus income assuming 2.12 passengers per car =  $(1000 \times 90 \times 2.12 \times 2) = £381,600$

**Total trade and direct income from park and ride = £6,310,260 per year**

Obviously all of the above figures apply to just the 90 day peak season. Whether it was practical, economic or necessary to keep the park and ride open out of season would need further examination. The point is the extra income generation into the economy is substantial and worth a detailed study.

## 8 Conclusions

Overall the following conclusions have been reached:

### 8.1 Ward Surveys:

- a) There is a wide variety of different parking restrictions throughout the town each of which is tailored to cope with a specific problem.
- b) Resident only and yellow line parking restrictions show no specific pattern of implementation around the centre of the town. Historically this has probably led to migration from one residential road to another, as each has been implemented.
- c) Where on-street parking is permitted with restrictions, these often fail to show consistency even within adjoining roads. In addition enforcement of such time constraints can prove difficult.
- d) Lack of enforcement of existing rules is one of the most common causes of parking abuse in the town. Efforts made to improve enforcement will go a long way to reducing on-street parking abuse.
- e) Several roads have parking on both sides of the carriageway. This restricts the road to single file traffic and sometimes causes difficulties for emergency and service vehicles to access the road.
- f) There appears to be significant abuse of time restricted parking with vehicles often staying far longer than the allocated time.
- g) Parking on pavements is common and often causes serious obstructions especially for wheelchair or pushchair users.
- h) Coach parking in the town is causing difficulty and inconvenience.
- i) Parking specifically for motorcycles and bicycles is limited.
- j) Loading and unloading of vehicles often takes place during the day leading to congestion. This is especially true in Crescent Road, Main Road and College Road.
- k) Parking in resident only areas is often abused by non-permit holders.
- l) In Windermere town, whilst the only car park had spaces, the surrounding roads were full of on-street parked cars.
- m) Signage to car parks is often very poor, especially in Windermere.

## 8.2 Car Park Surveys

- a) It is evident from the August survey reported here, that almost all of the car parks have plenty of spaces available before 10.30am and after 4:00 pm on virtually every day of the week surveyed. This allows residents to shop and workers arriving early to park. The car parks fill up gradually during the morning and appear to peak in use in the early afternoon, before use drops off again.
- b) However it also appears that over lunch time from about 11.00am-3.00pm the Bowness town car parks are completely full on almost every day of the week during high season. They are also often full or reaching their practical capacity on most days during mid season (Oct). This makes it very difficult for tourists to park and spend money in the town during these periods.
- c) The Bowness “out of town” car park, Braithwaite Fold, is obviously being used as a second choice “overflow” car park by tourists when there is nowhere else to park.
- d) When Bowness town car parks were full, Windermere town car park (Broad Street) always had empty spaces, suggesting Windermere is being by-passed.
- e) In Windermere whilst Broad Street had spaces, on street parking spaces were full, suggesting that the Broad Street car park goes unnoticed by tourists.
- f) The Windermere out of town car park at Rayrigg Meadow was hardly used at all.
- g) Signage to all car parks needs improvement. In particular Broad Street is badly signed. The introduction of “Empty spaces” electronic signs should be considered.

## 8.3 Estimates of Traffic Volumes and Tourists

- a) **An estimated 44% of all tourist vehicles** entering the National Park on a peak day drive into or through Windermere and Bowness.
- b) Around **15,000 tourists’ cars** come into Windermere and Bowness on a peak day including residents’ cars that require parking.
- c) There are on **average 2.12 tourists** per tourist car.
- d) Almost **32,000 tourists** are coming into or through the town in cars every day during the peak season.

## 8.4 Existing parking facilities

- a) Much great **flexibility** is needed in car park charging rates for residents and workers.
- b) Modern technology such as mobile phones, should be used to allow the purchase of multiple day or hour **units for parking** that are only counted down when actually parking.
- c) Combining figures to get an estimate of the total number of car parking spaces available to tourists driving through the town gave Council & LDNPA run car parks =1,239; on-street car parking =206; private car parks =1,115;**Total=2,560 parking spaces** in the town.
- d) The **car parks fill up quickly** in the peak season resulting in traffic congestion, traffic circling, parking spreading into outer residential areas and a general gridlock enveloping Windermere and Bowness.
- e) **Coach parking is now becoming a serious problem** for the town which urgently needs resolving to allow for the expected increase in coach traffic over the next few years.

## 8.5 With maximum expansion of existing car parks

- a) A possible **increase of 263 town centre** spaces in all car parks
- b) Total trade and direct income from **expansion = +£1,511,282 per year**

## 8.6 Park and Ride

- a) **1000 cars with 15 min bus service** and electric bike and cycle facilities.
- b) Total trade and direct income from **park and ride = +£6,310,260 per year**

### ***The results of this study have shown so far that...***

- 1: Existing car town **car parks are completely full** in the peak season over lunchtime.
- 2: There are thousands of **tourists entering every day unable to park**.
- 3: There are many streets in all Wards where **on-street parking needs to be controlled** or stopped and new parking restrictions need to be introduced.

- 4: **Improved enforcement** is needed to ensure existing parking restrictions are applied.
- 5: Residents and workers need access to **low cost flexible parking** in car parks.
- 6: **Additional car park spaces** are needed for tourists especially in the high season to allow residents and workers to access the car parks.
- 7: The possibility exists to **add at least +£1.4m/yr to the local economy** by expanding existing car parks.
- 8: The possibility exists to add a **further estimated +£5m/yr** to the local economy with a new park and ride out of town.

## 8.7 Future plans

The question now arises as to whether full Council wishes to proceed to phases 2 and then 3 as detailed below.....

**Phase 2: To obtain opinions from local residents, businesses and traders** and to look into the problems associated with parking in the town generally and the requirements of the residents, traders, businesses and visitors. These will then form part of the final report, its conclusions and recommendations.

**Phase 3: Once completed the Town Council will then consider the situation** and decide how best to carry the necessary actions and recommendations forward, bringing all the different organisations with responsibility and an interest in vehicle parking on board.

## 8.8 Individual comments...

Many comments on parking have and will continue to be received which often express individual but important opinions or ideas. These are included as appropriate in Appendix 9 which will continue to grow as and when more opinions are sought.



## 9 Summary

### 9.1 Aims and objectives

Reduce tourists' perception of a town clogged with traffic, on-street parked cars and no parking spaces available.

Improve and enhance the appearance of the town to all residents by reducing traffic congestion and enabling pop and shop access.

Provide inexpensive flexible parking for residents to access town.

Provide inexpensive flexible day parking for workers.

Provide reasonably priced and flexible parking for B&B and hotel users.

Provide easy to find town centre parking for tourists.

Reduce traffic entry into the town by providing park and ride facilities.

Return the town to its former attractive and historic character enhancing social wellbeing and a feeling of community by introducing workable parking restrictions and enforcement.

Considerably increase the prosperity and appeal of the town by providing adequate and appropriate off-street car parking for all.

### 9.2 Recommendations and required actions

#### Recommendations and required Actions

Overall the report identified the following required actions for implementation: Several of these were also recommended in the 2007 SLDT survey <sup>[1]</sup> but have not been implemented.

#### 9.2.1 Improve enforcement

Enforce existing parking restrictions. At present enforcement is only occasional. More effort needs to be devoted to this area in both on and off-street parking to ensure traffic flow, reduce congestion and remove unsightly parked vehicles. **Action CCC / SLDC / WTC**

## 9.2.2 Improve signage

Improve car park signage so that drivers are made aware of the location of a car park before they pass it. Use electronic signs to show how many spaces are available and where they are on entry into the town. **Action CCC Highways / SLDC**

## 9.2.3 Introduce on street parking controls

Introduce controls to solve the problems of parking in the 50 individual streets identified in the Ward street surveys detailed in the report. This will require the introduction of yellow lines, both double and single, as well as the restriction of many areas to resident only parking and time limited parking. **Action CCC Highways**

## 9.2.4 Improve coach parking and drop-off points

Coach parking is now a severe problem in the town. Set up coach drop off and pick up points in Ellerthwaite Square, Quarry Rigg and the Glebe promenade. Also provide managed coach parking in Rayrigg Meadow, Braithwaite Fold or Ferry Nab car parks. **Action CCC Highways and SLDC.**

## 9.2.5 Introduce disc parking

Introduce a disc parking system for areas of time-limited on-street parking in Windermere and Bowness town centres. Disc parking is cheap and simple to introduce and makes parking enforcement much easier and cost effective as a warden is provided with the 'arrival time' by the disc. This will dramatically improve access to the shops for locals. **Action CCC Highways.**

## 9.2.6 Reduce car park charges for residents and workers

Car park charging for residents and workers should be significantly lower than the standard charges for tourists. Cumbria has amongst the highest Council Tax and lowest average income in the country. **Action SLDC**

## 9.2.7 Cheap out of town car parks

Make peripheral car parks cheaper during off season (Nov-March) as most of the year they are hardly used. Both Braithwaite Fold and Rayrigg Meadow should be £0.50 per hour or £2.50 per day during the off peak season. **Action SLDC**

### 9.2.8 Hourly parking for residents:

Residents' hourly parking should be available for car parks at defined quieter times in the mornings and afternoons for £1.00 per hour. For example, 9.00-11.00am and 3.00-6.00pm. This would increase car park use early in the morning and late in the afternoon increasing access to local shops. **Action SLDC.**

### 9.2.9 Early bird and daily parking units for workers

Workers arriving before 8.30am should be able to park in car parks for £1.00 per day and should be able to buy "early bird" cards or phone units with day parking-units of say 10, 20, 30 etc units at a time. **Action SLDC.**

### 9.2.10 Free overnight parking between 6pm and 9am

Overnight parking in all Windermere and Bowness car parks should be free after 6pm (NOT 8.00pm) to assist tourists staying overnight in B&Bs etc. **Action SLDC**

### 9.2.11 Use technology to introduce parking flexibility

Use of mobile phone technology to allow specific categories of users, such as residents and workers in the town, to purchase parking "Units". Each unit would have a defined cost and could be purchased on line to allow qualified residents and workers in the town to access the car parks at discounted rates. The use of such "Units" should be flexible and the number needed for a specific period be determined by the time arriving in the car park. **Action SLDC.**

### 9.2.12 Reduce on street parking

Reduce on-street parking in side streets either in or near the town centres. Tourists have already identified congestion and parking problems as one of the major disadvantages of coming to Windermere and Bowness. On entry into and through the town, the perception is of a continual background of parked cars and traffic congestion. The entire vista of an historic attractive town with open spaces is destroyed immediately. Changing this is essential to give a perception of "open spaces" and a countryside village. This will require difficult decisions about parking restrictions and traffic flow - but these must be faced to ensure the future of the town. **Action CCC Highways.**

### 9.2.13 Expand existing town centre car parks

Expand existing car parks as much as practical to increase income into the town as well as increasing parking income to the Council. This could add almost £1.5m to the local economy. **Action SLDC.**

### 9.2.14 Build a Park and Ride

Build an out of town “park and ride” on the A591 with a regular shuttle bus service into the town centre every 15mins and provide cycle hire as appropriate. This will not only alleviate congestion by reducing through traffic, but will “capture” far more tourists entering the Lake District and bring them into Windermere and Bowness. Once completed it the report estimated it could add over £6m per year to the local economy. **Action CCC / SLDC / WTC/ NT/ LDNPA**

## 10 Acknowledgments

*This report has been produced by the Windermere and Bowness Town Council parking sub-group. The Group consisted entirely of volunteer town Councillors who gave their time to gather the relevant statistics, come along to the meetings and help compile this report. This often entailed walking around town Wards looking at every street, taking notes, recording vehicle numbers etc. - often in inclement weather, as well as many hours researching previous data, compiling and then typing into documents and spreadsheets.*

These Councillors were

Councillor John Saunders – Chairman

Councillor Ross Macmillan – who acted as secretary for the group

Councillor Louisa Greasley – whose local knowledge of roads and problems was invaluable.

Councillor Jenny Borer – whose historical knowledge of the town was vital.

Councillor Adrian Legge – whose insight often made us rethink.

Councillor Sue Bloy – who carried out the entire August car park survey.

*In addition other WTC Councillors spent considerable time reviewing and considering and debating the findings that ended up in this report. Our thanks to them all.*

*The WTC parking sub group would like to thank the following for their assistance:-*

**SLDC Officers and Councillors** for their help and assistance.

**Department for Transport and Cumbria Highways:** Use of the highways traffic flow figures for Cumbria and roads into and out of Windermere and Bowness.

**Lake District National Park Authority** for use of their published facts and figures.

**Cumbria Tourism** for their help with relevant statistics.

**SK Transport Consultants:** for allowing full use of their 2007 parking report as reference.

**Windermere and Bowness Civic Society** for use of their parking survey.

Many of the measures discussed in this report will require significant expenditure and various potential sources of funding have been considered by the parking sub-group. Copies of this report are available on the Windermere Town Council Website at [www.windermere-tc.gov.uk](http://www.windermere-tc.gov.uk)

**END**

## 11 References used in this report:

[1]Windermere and Bowness Parking Needs Study: South Lakes Development Trust: August 2008 by SK Transport Planning. Permission to use the data granted by SK Planning.

[2][https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/614521/prov-road-traffic-estimates-april-2016-to-march-2017.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/614521/prov-road-traffic-estimates-april-2016-to-march-2017.pdf)

[3]Lake District Local Plan Review: Lake District National Park: Access and Travel Evidence and Main Issues Paper: March 2017

[4]<http://www.dft.gov.uk/traffic-counts/cp.php?la=Cumbria>

[5]Windermere Visitor Survey 2007: Market Town Benchmarking: June 2008: Cumbria Tourism

[6]Tourism in Cumbria 2016: Key Facts and Trends : STEAM 2016 - Cumbria Tourism

[7] "The Value of Cycling" a University of Birmingham Report for the Department for Transport report - 2013

[8] Parking and Tourism. Parking Forum Position paper 13. [www.BritishParking.co.uk](http://www.BritishParking.co.uk)

[9] Windermere and Bowness : Local Economy: Scoping the way ahead: 21 December 2015. Douglas Wheeler Associates.

[10] Cumbria County Council Parking services annual report 2014/15 & 2015/16

## 12Appendix 1- Ward Boundaries



## **13 Appendix 2 – Ward Surveys**

**June 2017**



## 13.1 Windermere Town ward : June 2017 : Parking survey:

SYL/DYL / RO/DEVA / UR = single / double yellow lines /residents only /Difficult emergency vehicle access / unrestricted

Name of Road	Current limits	Problem?	Problem score? 10 = severe	Solution?
Birch Street	DYL	Pavement Parking	7	Enforcement
Salisbury Place	DYL	Parking pavement & DYL	5	Enforcement
Havelock Road	DYL one side :RO			
Oak Street	DYL Co-op: :RO or 1 hr : DYL	Pavement parking & DYL	5	Remove DYL Co-op 10mins waiting
Back Broad Street	DYL & Unrestricted			
Hazel Street	DYL one side:RO or 1hr	Vans on pavement	5	Enforcement
Orrest Drive	DYL			
Droomer Drive	Unrestricted			
Upper Oak street	DYL one side : RO or 1 hr			
Woodland Road	Mix DYL: RO or 1 hr: Unrestricted	Vans on DYL	10	Enforcement
Woodland Close	RO only			
Broad Street	Unrestricted one side: SYL other side	Accident hazard	10	Inc DYL by shops: Enforcement
Ellerthwaite Rd	DYL one side:SYL New Rd corner: Unrestricted	Parking on SYL	5	DYL needed Ellerthwaite Lodge corner

Holly Road	DYL corners: Unrestricted	Narrow for Emergency and pavement parking: DEVA:	10	DYL increased on one side to be continuous
Park Road	DYL one side at curve then Unrestricted everywhere	Vehicles parked both side and to corners DEVA:Pavement parking.	10	DYL one side then RO other. 20mph limit
Limethwaite Rd	Unrestricted	Vehicles parked both sides: Speeding: Poor visibility	7	20mph : RO
Thornthwaite Rd	Unrestricted	Parking both sides	3	DYL one side
Lane Head	Unrestricted			
Victoria Rd	Unrestricted			
Fairfield Road	Unrestricted			
Victoria Rd North	Unrestricted			
School Knot Close	RO			
School Knot Drive	RO			
Mill Beck	RO			
Jct Limethwaite - Droomer	Single white line	Bad visibility with junction parking	5	SYL
Droomer Drive to Droomer Lane and Ghyll Rd Jct	UR	Bad visibility with junction parking	2	SYL at junction

Ghyll Road	UR : RO :			
Ghyll Close	UR			
Droomer Lane	UR			
Mill Rise	UR : RO			
Mill Brow	UR			
Droomer Drive	UR: DYL : Bays : SYL bumps:	Parking on bumps	4	Repaint SYL bumps:
Claife Avenue	UR: DYL at Claife Close corner:SWL on bumps one side	Parking on bumps	3	DYL needs extending over bump on corner
Claife Close	UR: DYL at corner			
Bowfell Crescent	RO			
Thwaites Lane	UR:	Accident spot; Poor visibility	8	DYL on right to bridge
Orrest Drive	DYL : RO : Bays	Pavement parking. Poor visibility	8	Enforcement

## 13.2 Applethwaite ward : June 2017 - Parking survey

SYL/DYL / RO = single / double yellow lines /residents only

Name of Road	Current limits	Problem?	Problem score? 10=severe	Solution?
<b>Windermere</b>				
A591 (Black Moss to Nat West)	Black Moss to Nat West unrestricted, layby 2hrs 9am-6pm x 10 cars, layby unrestricted x8 cars	Unrestricted layby used for selling cars	4	Add time limit
A591 (Cooks Corner to Troutbeck Bridge)	Unrestricted. Generally double white lines which therefore prevent parking (Highway Code 240)			
A591 (Elleray to Cooks Corner)	Elleray Rd to St Marys surgery DYL, unrestricted x 6 cars by church, x4 by bus stop St Marys surgery to Cooks Corner unrestricted but some central double white lines which therefore prohibit parking (Highway Code 240)	Parking at bus stop restricts bus access	4	Add 'bus stop' marking
A592 Patterdale Road (Cooks Corner to parish boundary at Old School House)	unrestricted			

Beech Street	DYL one side, other RO; Crescent Rd to Main Rd – SYL one side, 1 hr parking x 3 cars			
Beemire	Private			
Birthwaite Ground	Private			
Birthwaite Road	Most DYL; Lower end unrestricted parking for about 30 cars			
Booths access road	DYL. Private?			
Carriage Drive	Private			
Church Street (A591 Nat West to Elleray Road)	DYL; layby unrestricted x 6 cars; layby 1hr 9am-6pm x 8 cars	Abuse of unrestricted for long term parking, cars for sale, advertising etc.		Add time limits.
College Road	SYL 9am-5pm along all one side, then DYL Applegarth to Elleray Rd; other side SYL 9am-5pm near McClures, then unrestricted x43	Some abuse ignoring restrictions. Speeding	3	Enforcement: 20mph
Crescent Road	DYL one side; other side 1 hr parking 9am-6pm	Abuse of time limits and parking . Speeding	9	Enforcement: 20mph
Cross Street	DYL one side, other R only			
Derby Terrace (to Corel B'makers)	Unrestricted. Private?			
Elleray Gardens	Private			
Elleray Road	SYL both sides 9am-7pm; DYL at junctions.			

Ellerthwaite Square	DYL around island DYL outside Matthews Benjamin Outside Hooked unrestricted x5 cars SYL 9am-7pm near McClures Outside library unrestricted for x6 cars, x2 taxis, bus-stop	Unightly appearance to area with unrestricted also being used for long term parking eg campervan storage.	7	Make all unrestricted to SYL ?
High Street	DYL one side, other 1 hr parking 8am-6pm x13	Abuse of time limits and parking on lines	9	enforcement
Keldwyth Drive	unrestricted			
Keldwyth Park	unrestricted			
Lakeland/Station access road	Outside TIC 1 hr parking x3 cars; DYL; spaces for bus stops, x10 taxis, station car park x16 cars	Buses parked, out of service, on DYL		
Main Road	DYL by petrol stn, then SYL on one side; other side 1 hr parking x22 cars, incl x3 taxi only 6pm-8am	Abuse of time limits and parking on lines	9	enforcement
New Road (Brook Road to Broad Street)	Near village SYL 9am-7pm, then unrestricted but parking in cycle lane	Parking in cycle lane, parking on pavement, hindering traffic flow and dangerous to cars, cycles, pedestrians.	9	Extend SYL to Brook Road
Oakland Drive	Private			
Old College Lane	Private			
Old College Park	Private			

Old Hall Road	Private			
Phoenix Way	DYL at top, then SYL Mon-Fri 8am-5pm	Access for emergency vehicles at weekend? Many OAP housing.		
Priory Grange	unrestricted			
Rayrigg Road (Steamboat Museum to Cooks Corner)	Unrestricted along whole length, though sections of double white lines restrict parking in places. Approx 60 cars each side could park north of Steamboat Museum. Rayrigg Hall bus stop layby unrestricted x 3 cars, opposite layby unrestricted x4 cars Millerground layby unrestricted x10 cars Bannerigg layby (pay) x15 cars	Parking on road & verge N of SM makes traffic flow difficult and damages verge – much bigger problem if migration to this area. Layby opp Hall often used by large trucks/trailers – problem?		
Spooner Vale	unrestricted			
St Mary's Park	DYL near top then unrestricted. Parking bay indication on one side at top	Parking on pavement, Parking on both sides DEVA at times	4	Extend DYL along one side
The Hoo Lane	Private			
Thwaites Lane above railway	DYL all one side, other side DYL at top then unrestricted for x 20 cars			
Victoria Street	DYL near junctions, SYL 9am-7pm, 1 hr parking x8 cars	Abuse of time limits and parking on lines	9	enforcement

Wynlass Park	unrestricted			
<b>Troutbeck Bridge</b>				
A591-A592 steep	unrestricted			
Broadfield	unrestricted			
Broadfield Close	unrestricted			
Brook Street	unrestricted			
Lakes School access	Private? Unrestricted?			
<b>Rural roads between Troutbeck &amp; Ings</b>				
A591 to Broadgate Farm	unrestricted. Very narrow			
Causeway Farm, Near Orrest Farm	unrestricted. Very narrow			
Common Road	Unrestricted. Very narrow			
Moorhowe Road, A592 to Broadgate farm	unrestricted.	Occasional walker parking, not usually a problem		



### 13.3 Bowness South ward: June 2017: Parking survey

SYL/DYL / R only = single / double yellow lines /residents only

Name of Road	Current limits	Problem?	Problem score? 10 = severe	Solution?
Beresford Rd	Unrestricted. Parking mainly for residents and guest houses. DYL at junctions.	Parking both sides makes it single track and narrow for larger vehicles	5	Introduce time restrictions.
Craig Walk (from Beresford - SW)	Unrestricted. Parking both sides, DYL both sides where road narrows.			
Craig Walk (after Biskey Howe Road)	R or 9-6, 1 hour, DYL other side.	Narrow, no turning point.	3	
Biskey Howe Rd (up from Craig Walk)	DYL both sides, then unrestricted.	Vans and Motorhome's parking on bend makes road narrow and visibility limited.	4	Introduce time restrictions.
Biskey Howe Rd (to Lake Rd from Craig Walk)	DYL on one side and junctions. Unrestricted for 14 cars on other side.			
North Terrace	DYL junctions and one side. Residents only for 8 cars on other.	Cars parked on DYL, narrow, limited turning	3	

		space at bottom.		
South Terrace	DYL junctions and one side. Residents only for 8 cars on other.	Cars parked on DYL, narrow, no turning space at bottom.	4	
Bank Terrace	Unrestricted but unadopted road. Multiple 'Private', 'No Parking' signs.			
Langrigge Drive	Unrestricted but 'Private drive, no parking, Residents only'			
Fairfield	R. 'Parking for residents, please park elsewhere'	Some parking on pavements	2	
Brantfell Rd	DYL both sides	Frequently abused at junction with Kendal Rd.	7	Enforcement
Helm Close	R. DYL at junctions	Narrow and overcrowded	5	Increase parking provision on green areas? Introduce lined parking bays to formalise spaces.
Helm Rd	DYL both sides up to Helm Rigg flats. Unrestricted after with parking mainly on one side.			

Beechwood Close	Unrestricted	Some parking on pavements	2	
Brackenfield, Fernbank + Brantfell Place	R. 'Parking for residents, please park elsewhere'. DYL at junctions, parking for three cars, DYL both sides, then residents only.			
Church St	DYL both sides	Narrow. Abused by users of Old England Hotel	6	Enforcement
Robinson Place	DYL both sides	Parking on pavements	3	
Low Fold	DYL. No room, single track			
Fallbarrow Rd	DYL both sides			
St. Martins Parade	DYL both sides.	Narrow, parking on pavements	4	Enforcement
Church St (Costa side)	Restricted parking for 7 cars, 9-6, 1 hour. DYL after	Parking on DYL on junctions. Taxis using area to wait	8	Enforcement

Glebe Rd	<p>DYL near junctions.</p> <p>Restrictions 9-7, 2 hours Good Friday - 31st October one side for 85 cars. DYL other.</p> <p>DYL both sides by viewpoint.</p> <p>Glebe Rd long stay pay and display for 140 cars.</p> <p>After Rectory Rd restricted 10-5, 2 hours for 14 cars on one side, DYL other.</p> <p>DYL thereafter.</p>			
Rayrigg Rd (Crag Brow roundabout to Museum)	<p>DYL both sides until unrestricted parking bay for 10 cars. DYL other</p> <p>Further unrestricted for 10 cars one side, DYL other.</p> <p>Unrestricted after museum both sides.</p>	<p>Often parking on DYL.</p> <p>Cars parking on verges.</p>	6	<p>Introduce time restrictions.</p> <p>Enforcement</p>
Quarry Brow	<p>DYL at junctions. Unrestricted thereafter on one side for 24 cars.</p>			
Longlands Rd	<p>DYL one side. Residents 9-6, 7 days or 1 hour for 9 cars. Private Rd thereafter.</p>			
Lake Rd (Beresford Rd to Crag Brow)	<p>DYL both sides until Biskey Howe Rd.</p> <p>Parking bags restricted 9-6, 1 hour 7 days for 21 cars one side, DYL other.</p> <p>Quarry Rigg parking bays restricted as above for 7 cars, DYL other side.</p>			

Crag Brow	DYL one side. Restricted 9-6, 1 hour 7 days for 9 cars			
Back Belsfield Rd	DYL both sides, then unrestricted one side for 7 cars. DYL other.			
A592 South	DYL both sides, unrestricted after Ferry road (B5285); Layby outside Burneside Hotel residents permit only for 8 cars.			
Ferry Nab Rd (B5285)	DYL both sides			
Ferney Green Drive + Smithy Lane	R. 'Parking for residents only. Please park elsewhere.'			
Promenade	DYL. Taxi/coach/bus facilities			
Lake Road ( Crag Brow roundabout to Promenade)	DYL both sides.	Loading Bay outside Tesco abused persistently. Very narrow at junction, deliveries cause obstructions to flow of traffic.	8	Enforcement

Kendal Rd	<p>One way outside Village Inn restricted parking for 8 cars 9-6, 1 hour 7 days. DYL both sides after.</p> <p>Unrestricted after Brackenfield after corner but double solid white lines</p>	<p>Parking on DYL and pavement well into road opposite Arts Bar and Grill, often causing major obstruction for larger vehicles.</p> <p>Cars parked in double solid whites area, often on corners.</p>	9	Extend DYL and enforce.
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### 13.4 Bowness North ward : June 2017 Parking survey (Revised 11.8.17)

SYL / DYL / RO = single / double yellow lines / residents only

Name of Road	Current limits	Problem?	Problem score? 10 = severe	Solution?
Lickbarrow Road (upper section)	None – very narrow road with some passing-places. National speed limit (60mph!). 6'6" Width Restriction.	No instances of parking on carriageway	0	n/a
Lickbarrow Road (lower section)	None – mostly very narrow. New "No HGV" sign. Lowest 200 metres is full width	None	0	n/a
Windermere Park (all parts)	None. Mostly wide. Residential sections full width. Most homes have off-street parking	None	0	n/a
Meadow Road	None. Full width.	None, though some pavement parking	0	n/a
Brow Crescent	None. North branch full width. South branch narrow	None	0	n/a
Annisgarth Drive	None	None	0	n/a
Annisgarth Park	None	None	0	n/a
Annisgarth Ave.	None	None	0	n/a
Hill Top	None	None	0	n/a
Craig Walk (south)	Syl at southernmost narrow section. Otherwise none	Residents park on both sides, thereby restricting carriageway, Consequently, 2 many cars are parked half on footway. No apparent		

		problem		
Craig Walk (north)	None. Mostly wide with plenty of room for parking	None	0	n/a
North Craig	None (understood to be private)	None	0	n/a
South Craig	Dyl. Private, Unofficial "No Parking" signs	None	0	n/a
Thornbarrow Road	None. Some cars needlessly half-parked on footway	None	2	
Queen's Drive	None. Parking on both sides, half on footway, is the norm	Residents appear to perceive road as too narrow for parking fully on the road	2	
Sunny Bank Road	None on narrow section, though no-one parks here. Dyl on upper section	None	0	n/a
Princes' Road	Two schools. "No Parking On Marked Entrances" signs. Otherwise, no restriction	During term-time, frequently monitored by PCSOs.	0	n/a
Oakthwaite Road	None	None	0	n/a
Springfield Ave.	None	None	0	n/a
Woodland Road	None	None	0	n/a
Oldfield Road	None	None	0	n/a
Park Ave	None	None	0	n/a
Alexandra Road	None	None, though western end often congested by vans loading/unloading	2	Syl at western end?
Whinfield Road	None	None	0	n/a



Lake Road	None (though some parking half on footway)	None	2	
New Road (A592)	Surprisingly, no restrictions on this main road though few cars park here	None	0	n/a
Brook Road	None	Used by non-residents for all-day parking. Residents complain of some cars blocking their access	4	Residents' parking
Cornbirthwaite Road	Private Road. No Parking	None reported	0	n/a
West Crescent, South Crescent, Hazelwood	Private Road. No Parking	None reported	0	n/a
Springfield Road	None	None	0	n/a
Park Road	DYL at junction with Woodland Rd and on west side at bend, 50 metres from junction	Congested at bend at northern end near junction with Woodland Road	6	

## **14 Appendix 3 – Survey of all Car Parks : August 2017**

# **Windermere and Bowness Town Council Car Park Survey**

**August 2017 -**

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	07/08/2017	Day	Monday	Weather	Sunny intervals, showery			16C				
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	10.20	34	0	0	1	1	3	39	85	0
Glebe Road	8	128	10.37	96	0	0	0	1	2	99	29	0
Braithwaite Fold	11	600	10.17	4	0	0	1	0	1	6	594	0
Quarry Mount	3	36	10.23	17	0	0	0	0	0	17	19	0
Rayrigg Road	12	176	10.43	153	9	0	4	0	3	169	7	0
Rayrigg Meadow	5	64	10.47	2	0	0	1	0	0	3	61	0
Hammer Bank	0	14	10.50	2	0	0	0	0	0	2	12	0
Broad Street	7	97	10.53	62	2	0	1	6	4	75	22	0
	55	1239		370	11	0	8	8	13	410	829	0
Station	0	19	10.58	18	0	0	0	0	0	18	1	0
WLC park	0	25										
Fly parking:												
Rayrigg Road												
Longtail Hill												
Crushing Mill												
St Marys Church												

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	07/08/2017	Day	Monday	Weather	Sunny	20C						
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	16.23	54	0	1	0	0	2	57	67	0
Glebe Road	8	128	16.08	115	4	0	0	0	2	121	7	0
Braithwaite Fold	11	600	16.10	277	0	11	0	2	4	294	306	0
Quarry Mount	3	36	16.01	32	0	0	1	0	1	34	2	0
Rayrigg Road	12	176	15.54	152	12	0	4	0	8	176	0	0
Rayrigg Meadow	5	64	15.50	13	0	2	0	1	3	19	45	0
Hammer Bank	0	14	15.48	13	0	0	0	0	0	13	1	0
Broad Street	7	97	15.37	63	4	0	0	3	4	74	23	0
	55	1239		719	20	14	5	6	24	788	451	0
Station	0	19		19						19	0	
WLC park	0	25	16.03	21	0	0	0	0	0	21	4	11
Fly parking:												
Rayrigg Road												
Longtail Hill												
Crushing Mill												
St Marys Church												

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	07/08/2017	Day	Monday	Weather	Sunny	17C						
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	18.02	31	0	1	0	0	3	35	89	0
Glebe Road	8	128	18.10	87	4	0	1	0	2	94	34	0
Braithwaite Fold	11	600	18.14	54	0	1	1	0	0	56	544	0
Quarry Mount	3	36	18.20	25	0	0	0	0	0	25	11	0
Rayrigg Road	12	176	18.26	85	2	1	0	2	3	93	83	0
Rayrigg Meadow	5	64	18.34	6	0	0	0	0	0	6	58	0
Hammer Bank	0	14	18.36	4	0	0	0	0	0	4	10	0
Broad Street	7	97	18.40	23	0	0	0	1	0	24	73	0
	55	1239		315	6	3	2	3	8	337	902	0
Station	0	19								0	19	
WLC park	0	25								0	25	
Fly parking:												
Rayrigg Road												
Longtail Hill												
Crushing Mill												
St Marys Church												

[illegible]

[illegible]

[illegible]



## WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY

[illegible]

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	16/08/2017	Day	Wednesday	Weather	Cloudy drizzle showery			20C				
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	15.57	58	1	2	1	1	4	67	57	0
Glebe Road	8	128	15.37	116	7	1	0	0	2	126	2	0
Braithwaite Fold	11	600	15.41	303	6	2	1	0	10	322	278	0
Quarry Mount	3	36	15.29	29	2	0	1	0	0	32	4	0
Rayrigg Road	12	176	15.21	155	8	0	1	0	5	169	7	0
Rayrigg Meadow	5	64	15.17	12	0	1	0	0	0	13	51	0
Hammer Bank	0	14	15.14	8	0	0	0	0	0	8	6	0
Broad Street	7	97	15.05	73	0	0	0	1	0	74	23	0
	55	1239		754	24	6	4	2	21	811	428	0
Station	0	19		19	0	0	0	0	0	19	0	
WLC park	0	25	Coaches only		0	0	0	0	0	0	25	
Fly parking:												
Rayrigg Road				15								
Longtail Hill				3								
Crushing Mill				0								1
St Marys Church				10								

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	16/08/2017	Day	Wednesday	Weather	Drizzle	18C						
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	18.34	21	0	2	0	0	0	23	101	0
Glebe Road	8	128	18.27	54	3	0	0	0	2	59	69	0
Braithwaite Fold	11	600	18.30	27	1	0	1	0	1	30	570	0
Quarry Mount	3	36	18.22	26	0	0	1	0	0	27	9	0
Rayrigg Road	12	176	18.20	97	3	0	1	0	2	103	73	0
Rayrigg Meadow	5	64	18.14	1	0	0	0	0	0	1	63	0
Hammer Bank	0	14	18.12	1	0	0	0	0	0	1	13	1
Broad Street	7	97	18.03	42	0	0	0	1	0	43	54	0
								1				
	55	1239		269	7	2	3	2	5	287	952	1
Station	0	19		8	0	0	0	0	0	8	11	
WLC park	0	25		13	0	0	0	0	4	17	8	7
Fly parking:												
Rayrigg Road				4								
Longtail Hill				2								
Crushing Mill				0								
St Marys Church				4								

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	10/08/2017	Day	Thursday	Weather	Hazy sunshine		17C					
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	10.56	63	2	2	2	1	3	73	51	0
Glebe Road	8	128	11.01	113	5	2	0	1	2	123	5	0
Braithwaite Fold	11	600	11.06	78	0	2	0	1	6	87	513	0
Quarry Mount	3	36	11.13	21	2	0	2	0	2	27	9	0
Rayrigg Road	12	176	11.23	161	6	0	1	0	2	170	6	0
Rayrigg Meadow	5	64	11.30	2	0	0	0	0	1	3	61	0
Hammer Bank	0	14	11.32	11	0	0	0	0	0	11	3	0
Broad Street	7	97	11.43	69	1	0	0	1	1	72	25	0
	55	1239		518	16	6	5	4	17	566	673	0
Station	0	19		19						19	0	3
WLC park	0	25		0						0	25	4
Fly parking:												
Rayrigg Road				21								
Longtail Hill												
Crushing Mill									1			1
St Marys Church												

[illegible]

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY													
Date	10/08/2017	Day	Thursday	Weather	Sunny	18C							
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches	
Ferry Nab	9	124	19.01	30	2	1	0	0	2	35	89	0	
Glebe Road	8	128	18.51	92	5	0	0	0	3	100	28	0	
Braithwaite Fold	11	600	18.54	44	1	0	0	0	4	49	551	0	
Quarry Mount	3	36	18.41	19	0	0	2	0	0	21	15	0	
Rayrigg Road	12	176	18.35	84	5	0	1	0	6	96	80	0	
Rayrigg Meadow	5	64	18.32	8	0	0	0	0	1	9	55	0	
Hammer Bank	0	14	18.29	2	0	0	0	0	0	2	12	0	
Broad Street	7	97	18.12	27	1	0	0	2	1	31	66	0	
	55	1239		306	14	1	3	2	17	343	896	0	
Station	0	19			0	0	0	0	0	0	19		
WLC park	0	25	18.47	15	0	0	0	0	3	18	7	6	
Fly parking:													
Rayrigg Road				8									
Longtail Hill													
Crushing Mill													
St Marys Church													

[illegible]

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	11/08/2017	Day	Friday	Weather	Rain	16C						
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	15.19	21	0	1	1	0	0	23	101	0
Glebe Road	8	128	15.26	101	3	1	0	0	5	110	18	0
Braithwaite Fold	11	600	15.32	27	0	6	1	0	3	37	563	0
Quarry Mount	3	36	15.34	29	2	0	0	0	4	35	1	0
Rayrigg Road	12	176	15.43	140	6	0	2	0	0	148	28	0
Rayrigg Meadow	5	64	15.49	3	0	0	0	0	0	3	61	0
Hammer Bank	0	14	15.50	2	0	0	0	1	0	3	11	0
Broad Street	7	97	15.56	60	0	0	0	2	1	63	34	0
	55	1239		383	11	8	4	3	13	422	817	0
Station	0	19			0	0	0	0	0	0	19	
WLC park	0	25	15.24	16	0	0	0	0	3	19	6	8
Fly parking:												
Rayrigg Road				5								
Longtail Hill				1								
Crushing Mill				0								
St Marys Church				6								



WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	11/08/2017	Day	Friday	Weather	Damp	16C						
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	18.08	23	0	1	0	0	4	28	96	0
Glebe Road	8	128	18.15	36	0	0	0	0	1	37	91	0
Braithwaite Fold	11	600	18.16	2	1	0	1	0	0	4	596	0
Quarry Mount	3	36	18.19	21	0	1	0	0	0	22	14	0
Rayrigg Road	12	176	18.21	81	2	0	2	0	2	87	89	0
Rayrigg Meadow	5	64	18.25	1	0	0	0	0	0	1	63	0
Hammer Bank	0	14	18.28	3	0	0	0	2	0	5	9	0
Broad Street	7	97	18.36	36	0	0	0	2	1	39	58	0
	55	1239		203	3	2	3	4	8	223	1016	0
Station	0	19	18.31	11	0	0	0	0	0	11	8	
WLC park	0	25	18.13	8	0	0	0	0	1	9	16	4
Fly parking:												
Rayrigg Road				1								
Longtail Hill				1								
Crushing Mill									1			
St Marys Church				3					1			

[illegible]

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	19/08/2017	Day	Saturday	Weather	Rain	15C						
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	15.54	74	3	5	0	6	0	88	36	0
Glebe Road	8	128	15.39	118	8	0	0	0	2	128	0	0
Braithwaite Fold	11	600	15.41	297	3	3	0	12	0	315	285	0
Quarry Mount	3	36	15.58	30	2	0	0	0	1	33	3	0
Rayrigg Road	12	176	15.30	149	9	1	1	0	8	168	8	0
Rayrigg Meadow	5	64	15.26	14	0	0	0	0	1	15	49	0
Hammer Bank	0	14	15.24	9	0	0	0	0	0	9	5	0
Broad Street	7	97	16.03	50	1	0	0	1	3	55	42	0
	55	1239		741	26	9	1	19	15	811	428	0
Station	0	19	16.08	15	0	0	0	0	1	16	3	1
WLC park	0	25		21	0	0	0	0	2	23	2	
Fly parking:												
Rayrigg Road				15					1			
Longtail Hill												
Crushing Mill								1				1
St Marys Church				5								

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	19/08/2017	Day	Saturday	Weather	Heavy showers		13C					
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	18.13	61	1	6	0	0	4	72	52	0
Glebe Road	8	128	18.18	75	2	1	0	0	1	79	49	0
Braithwaite Fold	11	600	18.25	43	0	1	0	0	3	47	553	0
Quarry Mount	3	36	18.31	28	1	0	0	0	1	30	6	0
Rayrigg Road	12	176	18.35	150	6	0	1	0	7	164	12	0
Rayrigg Meadow	5	64	18.39	4	0	0	0	0	0	4	60	0
Hammer Bank	0	14	18.40	2	0	0	0	0	0	2	12	0
Broad Street	7	97	18.46	29	0	0	0	1	1	31	66	0
	55	1239		392	10	8	1	1	17	429	810	0
Station	0	19	18.44	14	0	0	0	0	3	17	2	
WLC park	0	25	18.17	14	0	0	0	0	4	18	7	7
Fly parking:												
Rayrigg Road				6		1						
Longtail Hill												
Crushing Mill								1				1
St Marys Church				1								

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	20/08/2017	Day	Sunday	Weather	Cloudy sunny intervals			14C				
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	10.10	52	0	7	0	0	5	64	60	0
Glebe Road	8	128	10.17	55	1	0	0	0	6	62	66	0
Braithwaite Fold	11	600	10.13	9	0	1	0	0	0	10	590	0
Quarry Mount	3	36	10.22	15	0	0	0	0	3	18	18	0
Rayrigg Road	12	176	10.26	90	4	0	1	0	0	95	81	0
Rayrigg Meadow	5	64	10.30	4	0	0	0	0	0	4	60	0
Hammer Bank	0	14	10.32	3	0	0	0	0	0	3	11	0
Broad Street	7	97	10.36	37	0	0	0	1	2	40	57	0
	55	1239		265	5	8	1	1	16	296	943	0
Station	0	19		9	0	0	0	0	1	10	9	1
WLC park	0	25		10	0	0	0	0	1	11	14	3
Fly parking:												
Rayrigg Road				6								
Longtail Hill				1								
Crushing Mill								1				1
St Marys Church				8								

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	20/08/2017	Day	Sunday	Weather	Cloudy	19C						
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	15.04	104	0	5	0	1	8	118	6	0
Glebe Road	8	128	15.29	115	8	0	0	0	5	128	0	0
Braithwaite Fold	11	600	15.12	491	11	9	0	1	0	512	88	0
Quarry Mount	3	36	15.35	31	3	0	0	0	1	35	1	0
Rayrigg Road	12	176	15.38	163	10	0	0	0	3	176	0	0
Rayrigg Meadow	5	64	15.45	34	0	2	0	0	1	37	27	0
Hammer Bank	0	14	15.46	8	0	1	0	0	1	10	4	0
Broad Street	7	97	15.54	52	0	0	0	2	1	55	42	0
	55	1239		998	32	17	0	4	20	1071	168	0
Station	0	19		17	0	0	0	0	0	17	2	
WLC park	0	25		25	0	0	0	0	0	25	0	
Fly parking:												
Rayrigg Road				22	0	2			2			1
Longtail Hill				0								
Crushing Mill				1								1
St Marys Church				2								

WINDERMERE AND BOWNESS TOWN COUNCIL CAR PARK SURVEY												
Date	20/08/2017	Day	Sunday	Weather	Cloudy	16C						
	Disabled spaces	Total Capacity	Time surveyed	Cars	Cars disabled	Camper	Trade vans / local	Vans	Mini buses	Total	Available Spaces	Coaches
Ferry Nab	9	124	18.26	41	1	5	0	0	4	51	73	0
Glebe Road	8	128	18.18	68	4	1	0	1	1	75	53	0
Braithwaite Fold	11	600	18.23	59	1	1	0	0	1	62	538	0
Quarry Mount	3	36	18.00	19	0	0	0	0	2	21	15	0
Rayrigg Road	12	176	18.12	111	6	0	0	0	3	120	56	0
Rayrigg Meadow	5	64	18.08	10	0	1	0	0	1	12	52	0
Hammer Bank	0	14	18.07	2	0	1	0	0	0	3	11	0
Broad Street	7	97	18.02	23	0	0	0	1	1	25	72	0
	55	1239		333	12	9	0	2	13	369	870	0
Station	0	19		8	0	0	0	0	1	9	10	1
WLC park	0	25		13	0	0	0	0	1	14	11	3
Fly parking:												
Rayrigg Road				12								
Longtail Hill				1								
Crushing Mill												
St Marys Church				8								

# 15 Appendix 4 –Survey of town Car Parks : October 2017

## October town car park surveys 5-8th Oct 2017

Weather    *Sunny*                      *Sun/Cloud*                      *Rain*                      *Cloudy*

### Broad Street Car Park – 97 capacity: Number of vehicles parked

97	Thurs 5 <sup>th</sup> Oct	Percent full	Fri 6 <sup>th</sup> Oct	Percent full	Sat 7 <sup>th</sup> Oct	Percent full	Sun 8 <sup>th</sup> Oct	Percent full
11.00am	59	61%	61	63%	47	48%	18	19%
1.00pm	69	71%	69	71%	48	49%	40	41%
3.00pm	54	56%	66	68%	73	75%	28	29%

### Quarry Mount Car Park – 36 capacity: Number of vehicles parked.

36	Thurs 5 <sup>th</sup> Oct	Percent full	Fri 6 <sup>th</sup> Oct	Percent full	Sat 7 <sup>th</sup> Oct	Percent full	Sun 8 <sup>th</sup> Oct	Percent full
11.00am	12	33%	10	28%	28	78%	21	58%
1.00pm	26	72%	20	56%	36	100%	36	100%
3.00pm	24	67%	18	50%	36	100%	31	86%

### Rayrigg Road Car Park – 176 capacity: Number of vehicles parked

176	Thurs 5 <sup>th</sup> Oct	Percent full	Fri 6 <sup>th</sup> Oct	Percent full	Sat 7 <sup>th</sup> Oct	Percent full	Sun 8 <sup>th</sup> Oct	Percent full
11.00am	112	64%	106	60%	138	78%	156	89%
1.00pm	134	76%	99	56%	176	100%	176	100%
3.00pm	116	66%	103	59%	174	99%	173	98%

### Glebe Road Car Park – 128 capacity: Number of vehicles parked

128	Thurs 5 <sup>th</sup> Oct	Percent full	Fri 6 <sup>th</sup> Oct	Percent full	Sat 7 <sup>th</sup> Oct	Percent full	Sun 8 <sup>th</sup> Oct	Percent full
11.00am	95	74%	65	51%	101	79%	128	100%
1.00pm	116	91%	117	91%	128	100%	128	100%
3.00pm	81	63%	96	75%	124	97%	128	100%



# 16 Appendix 5 – SLDC Parking Permit

## ANNUAL CAR PARKING PERMIT APPLICATION FORM 2017-18



There are three types of Annual Parking Permit available:

- |                               |  |                |
|-------------------------------|--|----------------|
| A. Standard Annual Permit     | (Registered to <u>one</u> vehicle)                         | £405 per annum |
| B. Transferable Annual Permit | (Transferable between <u>two</u> registered vehicles only) | £470 per annum |
| C. Business Annual Permit     | (Transferable between more than <u>two</u> vehicles)       | £546 per annum |

For Transferable and Business permits, please note that only ONE permit is issued.

*A permit will allow the use of one space for a Council car park. The vehicle using the permit must be parked in one marked bay.*

**Payment Information** - Please send a cheque/postal order payable to "SLDC" to Parking Services, SLDC, South Lakeland House, Lowther Street Kendal, LA9 4DQ. The permit will then be posted to the address supplied below within 5 working days.

*If you wish to pay by Debit/Credit card or by Direct Debit, please call us on 01539 793160 or e-mail [parking@southlakeland.gov.uk](mailto:parking@southlakeland.gov.uk)*

*There is a reduction in the price of a Standard permit if you have an "A" rated vehicle. "A" rated means the CO2 emissions are 100 g/km, or less. This is stated in your log book, the V5 document, on section 4 or you can check online at <https://vehicleenquiry.service.gov.uk>. Please contact us if you are eligible for the reduction. Contact details above.*

### PLEASE COMPLETE ALL SECTIONS IN BLOCK CAPITALS

Title (Mr, Mrs e.g) ..... Surname ..... First Name .....

Address .....

..... Postcode .....

Day time telephone number ..... E-mail .....

If you are applying for a Standard or Transferable permit(s) you must provide the registration number of the vehicle(s) for which the permit is required. (If you are applying for a Business permit you are not required to provide a vehicle registration number). PLEASE WRITE REGISTRATION NUMBER(S) CLEARLY BELOW:

1 \_\_\_\_\_ 2 \_\_\_\_\_

Please note that standard permits are not transferable between vehicles. Owning a permit does not guarantee or reserve a space.

Full Year	1st April 2017 to 31st March 2018			Westmorland Centre Car Park supplement (non-refundable)	
	Standard	£405.00	<input type="text"/>	£435.00	<input type="text"/>
	Transferable	£470.00	<input type="text"/>	£500.00	<input type="text"/>
	Business	£546.00	<input type="text"/>		
11 Months	1st May 2017 to 31st March 2018				
	Standard	£371.25	<input type="text"/>	£401.25	<input type="text"/>
	Transferable	£430.83	<input type="text"/>	£460.83	<input type="text"/>
	Business	£500.50	<input type="text"/>		
10 Months	1st June 2017 to 31st March 2018				
	Standard	£337.50	<input type="text"/>	£367.50	<input type="text"/>
	Transferable	£391.67	<input type="text"/>	£421.67	<input type="text"/>
	Business	£455.00	<input type="text"/>		

<b>9 Months</b>	<b>1st July 2017 to 31st March 2018</b>				
	Standard	£303.75	<input type="text"/>	£333.75	<input type="text"/>
	Transferable	£352.50	<input type="text"/>	£382.50	<input type="text"/>
	Business	£409.50	<input type="text"/>		
<b>8 Months</b>	<b>1st August 2017 to 31st March 2018</b>				
	Standard	£270.00	<input type="text"/>	£300.00	<input type="text"/>
	Transferable	£313.33	<input type="text"/>	£343.33	<input type="text"/>
	Business	£364.00	<input type="text"/>		
<b>7 Months</b>	<b>1st September 2017 to 31st March 2018</b>				
	Standard	£236.25	<input type="text"/>	£266.25	<input type="text"/>
	Transferable	£274.17	<input type="text"/>	£304.17	<input type="text"/>
	Business	£318.50	<input type="text"/>		
<b>6 Months</b>	<b>1st October 2017 to 31st March 2018</b>				
	Standard	£202.50	<input type="text"/>	£232.50	<input type="text"/>
	Transferable	£235.00	<input type="text"/>	£265.00	<input type="text"/>
	Business	£273.00	<input type="text"/>		
<b>5 Months</b>	<b>1st November 2017 to 31st March 2018</b>				
	Standard	£168.75	<input type="text"/>	£198.75	<input type="text"/>
	Transferable	£195.83	<input type="text"/>	£225.83	<input type="text"/>
	Business	£227.50	<input type="text"/>		
<b>4 Months</b>	<b>1st December 2017 to 31st March 2018</b>				
	Standard	£135.00	<input type="text"/>	£165.00	<input type="text"/>
	Transferable	£156.67	<input type="text"/>	£186.67	<input type="text"/>
	Business	£182.00	<input type="text"/>		
<b>3 Months</b>	<b>1st January 2018 to 31st March 2018</b>				
	Standard	£101.25	<input type="text"/>	£131.25	<input type="text"/>
	Transferable	£117.50	<input type="text"/>	£147.50	<input type="text"/>
	Business	£136.50	<input type="text"/>		
<b>2 Months</b>	<b>1st February 2018 to 31st March 2018</b>				
	Standard	£67.50	<input type="text"/>	£97.50	<input type="text"/>
	Transferable	£78.33	<input type="text"/>	£108.33	<input type="text"/>
	Business	£91.00	<input type="text"/>		
<b>1 Month</b>	<b>1st March 2018 to 31st March 2018</b>				
	Standard	£33.75	<input type="text"/>	£63.75	<input type="text"/>
	Transferable	£39.17	<input type="text"/>	£69.17	<input type="text"/>
	Business	£45.50	<input type="text"/>		

Office Use Only

Amount £

Payment: Cheque or Post Order/Credit or Debit Card

# 17 Appendix 6 – UK Income vs Council Tax& Cumbria

**Within the Shire Districts , Cumbria has the lowest mean income  
but one of the highest levels of Council Tax**

data from gov.uk

<https://www.gov.uk/government/statistics/council-tax-levels-set-by-local-authorities-in-england-2017-to-2018>

ref Table 7

<https://www.gov.uk/government/statistics/income-and-tax-by-county-and-region-2010-to-2011>

ref "Income and Tax by county and region:2014 to 2015

<b>Total mean income (taxpayers only) 2014-15</b>		<b>Average Band D council tax 2017 -2018</b>	
	£		£
SURREY	47400	EAST SUSSEX	255
BUCKINGHAMSHIRE	44100	DORSET	247
HERTFORDSHIRE	40100	SUFFOLK	244
OXFORDSHIRE	37000	LANCASHIRE	238
CAMBRIDGESHIRE	34800	KENT	235
ESSEX	34500	ESSEX	230
HAMPSHIRE	33800	<b>CUMBRIA</b>	<b>229</b>
KENT	33200	CAMBRIDGESHIRE	229
WEST SUSSEX	33200	WEST SUSSEX	226
WARWICKSHIRE	32700	LINCOLNSHIRE	223
EAST SUSSEX	32200	NORTH YORKSHIRE	220
GLOUCESTERSHIRE	32200	DERBYSHIRE	220
NORTH YORKSHIRE	31300	NORTHAMPTONSHIRE	218
LEICESTERSHIRE	30400	BUCKINGHAMSHIRE	217
WORCESTERSHIRE	30400	DEVON	216
NORTHAMPTONSHIRE	30000	OXFORDSHIRE	215
SUFFOLK	29600	SOMERSET	215
DORSET	28900	GLOUCESTERSHIRE	213
STAFFORDSHIRE	28400	HERTFORDSHIRE	211
DERBYSHIRE	28300	LEICESTERSHIRE	211
SOMERSET	28100	WARWICKSHIRE	210
NOTTINGHAMSHIRE	27900	WORCESTERSHIRE	209
LANCASHIRE	27300	SURREY	203
DEVON	27200	NOTTINGHAMSHIRE	195
<b>CUMBRIA</b>	<b>27100</b>	HAMPSHIRE	194
NORFOLK	27000	NORFOLK	192
LINCOLNSHIRE	27000	STAFFORDSHIRE	191

# 18Appendix 7 – Comparative Parking Charges UK

Data from Parkopedia.co.ukOctober 2017

location	price for 2hr ticket close to town centre
Manchester	£5.00
Brighton	£4.00
Cambridge	£4.00
Edinburgh	£4.00
Belfast	£3.60
Leeds	£3.60
Bath	£3.00
Bowness (Lake District NP)	£3.00
Keswick (Lake District NP)	£3.00
Leeds	£3.00
Liverpool	£3.00
Windermere (Lake District NP)	£3.00
York	£3.00
Blackpool	£2.70
Cheltenham	£2.60
Whitby (N York Moors NP)	£2.60
Workington	£2.60
Birmingham	£2.50
Grassington (Yorks Dales NP)	£2.50
Shrewsbury	£2.50
Torquay	£2.50
Guildford	£2.40
Morecambe	£2.40
Harrogate	£2.20
Skipton	£2.10
Bakewell (Peak District NP)	£2.00
Great Yarmouth	£2.00
Penrith	£1.90
Durham	£1.70
Carlisle	£1.60
Oban	£1.60
St Austell	£1.60
Stratford-upon-Avon	£1.60
Brockenhurst (New Forest NP)	£1.50
Brecon (Brecon Beacons NP)	£1.30
Swanage	£1.20
Beddgelert (Snowdonia NP)	£1.00
Ilkley	£1.00
Ripon	£1.00

# 19 Appendix 8 – CCC Resident Parking Permit Application

## PARKING PERMIT APPLICATION



### PLEASE READ THE GUIDANCE NOTES BEFORE COMPLETING THIS FORM

Please complete all sections of this form **IN BLOCK CAPITALS**, in black ink and ensure that all the correct documentation is enclosed before the application is submitted.

If the form is incorrectly or partially completed, or if the correct documentation is not attached, your application will be returned and the issue of your permit may be delayed.

#### Details of Applicant

Title Forename Surname

Address

Contact telephone number(s)

Email

If you live in a Residents Parking Zone, you can apply for up to 2 Resident's Permits, which are vehicle specific, and/or up to 3 visitor permit cards per year. If you do not require a vehicle specific permit you are still eligible for visitors permit cards.

Which type of permit do you apply for? Please indicate with an X in the appropriate box.

\* (See Guidance overleaf)

Resident's Permit
Please provide:
Completed application form;
Proof of Residency*;
Details of Vehicle(s) Make/Model
.....
Registration Number(s)
.....
Proof of vehicle ownership*

Visitor's Permit
Please provide:
Completed application form;
Proof of Residency*.

**Do you have access to off-street parking, eg garage/driveway or communal parking. Yes/No**

#### DECLARATION

I certify that I have read the conditions of issue and that the details given are true. I understand and accept that any permit issued to me maybe revoked and invalidated if I have misrepresented the facts or provided false information

Signed.....Date .....

To enable us to process your application you need to provide the following:

**\*A completed application form** (All cases)

**\*Proof of Residency** (All cases) – e.g. A current Council Tax, Utility Bill, Tenancy Agreement. This information should clearly indicate the name and address of the property which you are applying for.

**\*For each vehicle proof that vehicle is registered to the property** (Resident's Permit) - I.e. The V5 document (Log Book) or Vehicle insurance documents.

**\*For company vehicles** (Resident's Permit) – A letter from the company with their logo on it will be accepted in lieu of a registration or insurance document. This must detail the employee / resident's name, address and details of the vehicle(s) they are permitted to drive.

Please send your application by post or email and once the required documentation is received we will issue permits to you accordingly. Where possible we would ask you not to send original documents, please send copies only. If you are sending original documents, please stipulate that you would like them to be returned. All permit documentation is securely disposed of, once your application has been processed.

Information can either be emailed to [parkingpermits.west@cumbria.gov.uk](mailto:parkingpermits.west@cumbria.gov.uk) or copies posted to

**Parking Services, Cumbria County Council, Lillyhall Depot, Joseph Noble Road, Lillyhall Industrial Estate, Workington, CA14 4JH.**

#### **TERMS & CONDITIONS**

1. Permits are only valid if they are issued by Cumbria County Council.
2. The applicant must reside at the property described on the application form.
3. The property must be within an area subject to limited waiting restrictions where a residential exemption applies and is signed as such. A Permit will be issued according to the parking zone you live in
4. Your Resident's Permit only entitles you to park in the zone for which the permit is issued. The Council cannot guarantee a parking space will be available to you.
5. The Resident's Permit is only valid for the registration number on the Permit. You need a separate Permit for each vehicle parked in the parking zone.
6. You must ensure that your Permit is valid and clearly displayed on the windscreen of each vehicle parked at all times.
7. Permits must not be altered, overwritten or defaced in any way and cannot be electronically copied or reproduced.
8. It is your responsibility to apply for a new Permit at least one month prior to the expiry date of the current Permit to allow for re-issue. Reminders will not be sent.
9. It is your responsibility to ensure that your vehicle is legally parked at all times. You must not park on yellow lines or in parking bays reserved for specific users. Doing so may result in enforcement action being taken.
10. Failure to comply with the terms and conditions of use will result in the cancellation of the Permit(s).
11. Permits are not transferrable when you move from the property. In the event of a change of vehicle or address, a new application must be made.
12. All Permits must be returned to Cumbria County Council when moving out of the property.
13. A visitors permit card that is altered, overwritten, contains erasures will be invalid.

## 20 Appendix 9 - Further comments received

“A Park and ride could provide employment for locals”

“Goodley Dale and Princess Road are both nightmares for parents at 9.00am and 3.00pm.”

“Larger vehicles should not be allowed to park in the town centre”

“Droomer drive in the evenings and early mornings is impossible to drive down without problems, residents have nowhere to park and the road is heavily congested”

“Yellow lines on Thornthwaite would lead to cars parking further down the road”

“Problems parking in Limethwaite could be solved if some of the grass verge was used to provide parking bays off the side of the road”

“Crossroads at Limethwaite and Heathwaite store need restrictions as visibility is severely hampered at this junction with parked cars”

“Old parking discs need reprinting”

“Entry to parking areas should be a barrier/ticket system, which you then pay before you leave”

“There should be no parking on Crag Brow. Its too narrow and too much traffic”

“On residential roads, besides resident only parking, it should be alternative spaces to allow passing”

“Parking permits should be pushed. It used to be £1 per day(2012) for businesses, now its £1.50”

“More parking is needed between Windermere and Goodley Dale”

“Broad street car park needs enlarging”

“Lancaster now have a park and ride. A wonderful well sited area. Needs following up for an entrance into Windermere”

“Ellerthwaite Square – get rid of private parking.”

“Residential home owners are being asked to pay for where they live and work, when without them the area would be nothing”

“People choosing to make money with holiday home lets should have to pay more.”

“The world heritage status we now have was largely supported by some of the local businesses and Cumbria Tourism. They will be the ones benefiting from the increased tourism this will create and should be asked to contribute financially towards any improvements. Bearing in mind they will benefit further should/when these proposals are put in place.”

“Double red lines may be an option in places of pinch points, ie bottom of victoria st, opposite co op in Bowness, and at the bottom of Kendal rd nr Belsfield terrace”.

“Some of the shop owners are the worst offenders for blocking parking spaces, last saturday there were at least 15 places taken up on Main Rd and Crescent Rd.”

“We have to be mindful that parking for residents should come high on the list”.

“Coach parking in residential streets is a major source of comments from people”

“Better cheaper parking must be provided.”

“Parking infringements must be addressed.”

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