



OFFICER REPORT TO LOCAL COMMITTEE (WAVERLEY)

**PROPOSED ON STREET 'PAY AND DISPLAY' PARKING
CHARGES IN WAVERLEY**

16 SEPTEMBER 2011

KEY ISSUE

To seek approval for statutory advertisement of on-street parking charges in parts of Waverley Borough.

SUMMARY

On 12 January 2011 the Cabinet Member for Transport approved a consultation programme for the introduction of on street pay and display parking charges in Surrey. These proposals have subsequently been reviewed and modified by the Environment and Transport Select Committee and Cabinet, and amended further following discussions with Councillors whose wards could potentially be affected by the proposals. Decision-making has now been devolved to Local Committees by the Cabinet along with terms of reference to assist this process. Consequently, this report seeks the approval of the Local Committee (Waverley) to formally advertise on-street parking charges as shown in the attached plan in **Annex 1**.

Please note that the plans contained in Annex 1 will be available in hard copy at the meeting and are available on-line at:

<http://www.surreycc.gov.uk/legcom/CouncilP.nsf/Meetings?OpenView&Start=59&Count=30&Expand=75.1.1.1#75.1.1.1>

OFFICER RECOMMENDATIONS

The Local Committee (Waverley) is asked to:

- (i) Approve the statutory advertisement of the parking charges and waiting restrictions in locations shown on the attached plan in **Annex 1** and available at the meeting.
- (ii) Agree that objections and comments to the proposals are reviewed by the Committee at a later date.

1 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council is the Highway Authority in Surrey and responsible for managing the highway network including on-street parking. In April 2011 Guildford Borough Council took over as on-street parking enforcement agents from Waverley Borough Council for the County Council.
- 1.2 On 12 January 2011 the Cabinet Member for Transport approved a programme of consultation for the introduction of on-street parking charges in many towns and shopping areas around Surrey.
- 1.3 The Transport Select Committee set up a task group to review these proposals in February 2011. The task group recommendations were presented to and approved by the Environment and Transport Select Committee (E&T) on 18 May and the Cabinet on 24 May 2011. The proposals in this report are based on the E&T recommendations/proposals but they have also been modified following discussions with councillors and officers in Waverley.
- 1.4 Across Surrey many shopping areas have a variety of parking facilities. These are typically:
 - On-street spaces, managed by the County Council as the Highway Authority
 - Off-street car parks, usually owned and managed by District and Borough Councils, but sometimes privately owned.
 - Supermarket car parks, usually free for customers and limited to 2 hours or so
- 1.5 District and Borough Councils and private car park operators currently charge for parking in the majority of car parks they own and manage. Sometimes the car parks have a free initial period in smaller towns, villages or shopping areas to encourage visitors. On-street parking spaces in Surrey (with a few exceptions, e.g. Guildford and Woking) tend to be free.

ITEM 10

- 1.6 In shopping and retail areas off-street car parks usually offer longer-term parking whilst parking on-street is limited to one or two hours. On-street spaces tend to be closer to the shops and they are often more convenient for short shopping trips or to make collections/deliveries. A shorter parking time limit also benefits customers and local businesses because it increases the turnover of the parking spaces ('churn') improving access to retail or other facilities.
- 1.7 Free time-limited on-street parking is difficult to enforce as Civil Enforcement Officers (CEO) need to monitor parking activity at regular intervals and record number plates and other details to confirm whether a vehicle has overstayed the time period allowed. This is time-consuming and inefficient, reducing the amount of time available for them to patrol waiting restrictions (yellow lines) that are often installed for safety- or congestion-related reasons. In practice many large on-street parking areas are poorly enforced due to the difficulties involved.
- 1.8 Parking charges usually take the form of 'pay and display'. This requires the motorist to take a ticket from a machine and place it in their vehicle showing their parking time allowance. This allows a CEO to see instantly whether they are legally parked and enables far more efficient enforcement of the restrictions. Because enforcement is easier, compliance improves, again helping 'churn'.
- 1.9 Where there are charges for using off-street car parks (as is the case in the vast majority of those operated by the District and Borough Councils in Surrey) and on-street parking is free, drivers often tend to 'cruise' nearby streets looking for a free space. This can contribute to congestion, particularly when drivers wait in the road for a space.
- 1.10 Charging for on-street parking discourages this behaviour and, if the on-street charge is the same or higher than the off-street car parks, visitors are encouraged to go straight to a car park. This can help reduce congestion and CO² emissions.
- 1.11 A comparatively higher tariff for on-street spaces also encourages drivers to only buy as much time as they need, again helping 'churn'. The increased availability of spaces means drivers who need or want to park on-street can find a space more easily without having to wait. The increased availability of spaces can be particularly helpful to businesses on roads with high levels of passing traffic (or trade).
- 1.12 A free initial parking period has been widely discussed and is recommended in some locations by the Transport Select Committee Parking Task Group. A free period would have an impact on pay and display parking income where used; however, if the free period was followed by the medium tariff of £1 per hour then it is considered that there would be sufficient in most locations to cover the costs of operating the machines. This means the first 30 minutes would be free, but if a visitor wanted to stay for an hour it would cost £1. Where

ITEM 10

allowed, 2 hours on-street parking would cost £2 with this tariff. Set in this way the tariff also encourages visitors to use the-off street car parks for longer stay parking.

1.13 There have been some case studies about the effect of parking charges on local businesses. There are many other factors that could also influence business performance (competition, wider economy, e-commerce, etc.) making it difficult to directly link performance with parking charges. The main conclusion of most studies is that where parking charges are introduced, the tariff should be proportional to the retail offer (i.e. the type of shops and businesses present in a particular location and the length of time customers would spend in them). The parking charges need to be set reasonably in comparison with local car parks and the scale of the attraction. Where parking charges are introduced it is usual for the turnover of parking spaces to increase, which in turn helps increase footfall in retail areas.

1.14 While assessing potential new locations where on-street parking bays could be introduced and before suggesting their inclusion, officers of the County Council gave due consideration to a number of important factors, including, but not limited to:

- the effect of the bays on the flow of traffic
- whether the bays would have any adverse impact on access to adjacent premises
- the provision of off-street parking in the locality
- the availability of roads with no parking restrictions in the vicinity of the bays (and consequently possible displacement)
- the proximity and nature of the local retail offering

1.15 In some cases pay and display machines could be installed in conservation areas. It is planned to work with conservation officers in these areas to agree locations and colours that will have the least impact on the surrounding area

2 ANALYSIS

2.1 The Environment and Transport Select Committee reviewed proposed charges in locations across the County earlier in the year. Since then further investigation and consultation has taken place to develop on-street parking proposals in Waverley Borough. The locations considered for on-street parking charges are:

Farnham

2.2 Farnham has 9 public car parks, the largest of these being the Central Car Park off Victoria Road, which charges £0.70 for one hour, £1.50 for two hours and then increments of £1.00 for every additional hour. Some of the cars parks further out of town charge with lesser increments of £0.50 per hour or will have simplified flat rates such as £3.50 for over 2

ITEM 10

hours. The car parks in Farnham are well used, but due to the high number of locations around the town, there is often space available even at the busiest of times.

- 2.3 Castle Street is the most central on-street parking location in Farnham, and has a significant number of spaces. There is a continual high demand for parking here by both shoppers and residents, as most of the properties that front Castle Street have no off-street parking. It is therefore very difficult to find a parking space in Castle Street, and vehicles will often have to 'cruise around' before finding a space. It is proposed to apply a high tariff of charges here (£1.40 per hour), to reflect the convenience of the location and encourage better use of car parks, allowing more parking opportunities for residents. In addition, it is proposed to make the parking bays north of Park Row 'permit holders only', to dedicate this section of Castle Street, which is furthest from the shops, to residents. This will make it significantly easier for residents to find a space within their street.
- 2.4 The Hart, West Street, Long Garden Way and Falkner Road all currently have existing limited waiting parking bays with a limit of 2 hours. All of these streets are within a short walk of the town centre and public car parks, with some bays located adjacent to pay and display car parks. It is proposed to apply a medium tariff (£1.00 per hour) to these bays to again reflect the convenience of the location and encourage better use of car parks.
- 2.5 Due to the large number of public car parks surrounding existing on-street parking places, and the high demand for parking in the centre of town, on-street charging is highly justifiable in Farnham. It is therefore recommended to proceed with a formal advertisement.

Godalming

- 2.6 In Godalming town centre there is a restricted zone which prevents parking within the high street area during the day. Queen Street is just outside of this zone, and has the only limited waiting bay off the High Street. As a result, parking here is highly sought after, but many vehicles have been reported to overstay the maximum 1-hour period. It is proposed to introduce a medium tariff here to encourage a turnover of vehicles and reflect the convenience of the location being just outside the restricted zone.
- 2.7 Parking issues around Farncombe Station are being considered in a separate report to the Local Committee at this meeting.

Haslemere

- 2.8 Haslemere has 4 public car parks, the largest of these being the High Street Car Park which is located in the centre of town and is the most popular for shoppers and visitors. This currently charges £0.60 for one

ITEM 10

hour, £1.20 for two hours and then increments of £1.00 for every additional hour. The second largest is Chestnut Avenue which charges in increments of £0.50 per hour. Tanners Lane and Weydown Road are nearer the Rail Station and offer £3.50 for parking over 2 hours, which are options for commuters.

- 2.9 Haslemere is very popular for commuters because it offers fast trains to London with only a few stops. Therefore most of Haslemere's streets experience daily parking by commuters willing to take short to fairly long walks to the station to avoid paying a parking charge. This leads to congestion and obstructive parking in residential areas and reduces the ability for visitor or short-term parking during the day.
- 2.10 Two of the most convenient roads to park in for commuters, in terms of distance, are King's Road and Longdene Road. These are residential streets with many properties without off-street parking. It is therefore proposed to introduce a permit scheme throughout Longdene Road, and along the majority of King's Road to provide residents with priority over non-residents. On-street charging is proposed for the remaining parts of King's Road not required by residents, but used for all-day parking.
- 2.11 Weydown Road, Derby Road and Church Road have a number of large properties with more than adequate off-street parking for residents, but are also within walking distance of the station and are heavily parked in by commuters. It is proposed to introduce on-street charging in these roads, to encourage better use of car parks and manage the parking layout of the road to provide better sight lines for residents exiting their driveways. Note: as part of this year's Waverley Parking Review, it is proposed to introduce additional lengths of 'no waiting 10am to 2.30pm' parking restrictions in Derby Road to allow significantly more opportunities for pick-ups and drop-offs to St Batholomews School.
- 2.12 Tanners Lane has a few properties without off-street parking, and permit schemes have been proposed for these residents. The remaining sections of road are proposed for on-street charging as commuters currently park in this street reducing opportunities for short term parking by visitors.
- 2.13 Bridge Road, Popes Mead and Chestnut Avenue have many properties without off-street parking and are in walking distance of the West Street and High Street shopping areas. It is proposed to introduce a permit scheme for these streets to give residents priority over non-residents.
- 2.14 Beech Road is located by the Haslemere Health Centre and is a possible displacement area for commuters. Following comments from residents that the road is little used by Health Centre visitors, it is proposed to introduce on-street charging in these roads in anticipation of this displacement, and also to provide some permit-holder space for residents and their visitors.

ITEM 10

- 2.15 The High Street, West Street, Shepherd's Hill and Wey Hill have existing limited waiting bays fronting all of the shops and businesses, with a maximum waiting period of 1 hour. It is proposed to introduce on-street charging here, but with a free initial 30 minutes, to encourage better use of the car parks and improve the enforcement of the 1-hour bays. This would help improve access for visitors and shoppers. In addition, it is proposed to make the existing limited waiting bay on Petworth Road 'disabled badge holders only'. To improve safety, the current chevron parking in Shepherds Hill and the High Street would be changed to parallel parking.
- 2.16 Courts Hill Road experiences large numbers of commuters willing to walk to the station. It is heavily parked throughout and causes problems for two-way traffic flow. It is proposed to introduce a mix of 'permit-holder only' bays for residents and visitors struggling to find space, and on-street charging bays for all-day parking. This will improve the traffic layout of the street and provide more space for vehicles to pass each other. Courts Mount Road is too narrow for vehicles to park and it is therefore proposed to double yellow line the entire length to complete the proposals for this area.
- 2.17 Sandrock has a number of properties without off-street parking and, following requests from residents, it is proposed to introduce a permit scheme here to give them priority over non-residents or station users. This would also help enforce the 'except for access' restriction currently in place.
- 2.18 Bunch Lane is parked in throughout by commuters and it is proposed to introduce on-street charging bays on one side of the road wherever safe to do so. Double yellow lines are proposed for all sections where parking will obstruct sight lines or compromise road safety.
- 2.19 Weysprings residents have stated that they do not want on-street charging, additional signage and road marking or pay and display machines to be applied here. The requirement for marked bays, pay and display machines and signing was not well received, the preference being for the road to be left alone. Although it is anticipated that the demand for all-day parking will be significantly increased in Weysprings following the proposals for nearby streets it has not been included in the current proposals at this time. There will be an opportunity for Weysprings to be included in the scheme following consultation should the position here change.
- 2.20 St Christopher's Green is very close to the Wey Hill shopping area but also used by commuters on the northern side. It could be divided into two parts. The section fronting residential properties is proposed to be a permit scheme to provide residents priority over shoppers, and the section adjacent the Church is proposed to be on-street charging to allow for all day parking.

ITEM 10

- 2.21 St Christophers Road has a small number of properties without off-street parking, and a permit scheme has been proposed for these residents. All remaining on street parking areas are proposed to be on-street charging bays for shoppers and visitors to Wey Hill.
- 2.22 The southern end of Lion Lane is used by visitors to the adjacent playground area, school parents, shoppers and commuters as it is within walking distance of Wey Hill and the railway station. It is proposed to divide this particular part of Lion Lane in two separate pay and display bays, one allowing all-day parking and the other having a free initial period to allow for visitors to the school and playground area to avoid having to pay a charge.
- 2.23 'No waiting at any time' restrictions were placed outside the parade of shops at the junction of Lion Mead and Junction Place in the last parking review. Although this was considered essential for safety reasons it has removed some parking provision from the shops. Consequently it is proposed to introduce some short-term parking bays with a 1-hour limit (first 30 minutes free or £1 for an hour) for about 30m on one side of Lion Mead near Junction Place.
- 2.24 It would make sense to introduce 'zones' within the boundaries of the overall parking scheme so that resident permits could only be used in the street or immediate area they were issued. This helps prevent permit holders parking in residents bays in other areas of the town when they should really use a car park.
- 2.25 The operational hours for the scheme for consultation should be 08.00-20.00 Monday to Saturday for short-term bays and residents' parking facilities near shops and Monday to Friday in residential areas nearer the station. These longer operational times take account of the evening/night time economy around the town centre.
- 2.26 The proposed tariff in Haslemere described as medium in Annex 1 is £1 per hour for up to 4 hours and £5 for over 4 hours.
- 2.27 With such high levels of commuter parking in Haslemere, making the majority of streets very congested during the day, it is recommended to proceed to advertise these proposals.

Cranleigh

- 2.28 The current approach to on-street charges in smaller towns and shopping areas like Cranleigh is to look at the viability of a free 1/2 hour followed by a charge of £1 per hour for visitors staying longer (up to 1 hour). This would help turnover spaces as most shoppers would need less than 30 minutes. The majority would not pay a parking charge but the turnover would assist local businesses. Pay and display enables efficient enforcement which all helps reduce the Council's costs in

ITEM 10

parking enforcement. Visitors staying longer could use the car parks or have the option of paying slightly more for the convenience of the on-street spaces.

- 2.29 The 52 parking bays in Cranleigh High Street are quite spread out in groups of 2 or 3 in some cases. This means a higher number of pay and display machines are needed. To cover all the on-street spaces in the High Street and avoid causing motorists to walk excessive distances or crossing the road to get a ticket, nine machines would be needed.
- 2.30 The operational costs for nine pay and display machines (estimated at £22,500) could be similar to the estimated income (£23,000) and there is a risk that this location as a whole would not break even.
- 2.31 Along the Common (west of Stocklund Square), the retail offer is lower than the area around the War Memorial and consequently it is less likely to break even as fewer than 20% of drivers could stay longer than 30 minutes and pay to park. The availability of free parking on roads around the High Street is also a factor.
- 2.32 An alternative option could be to only introduce pay and display in the bays around Knowle Lane and the War Memorial. There are 24 bays in the area needing 5 machines. This gives an income of £11,000 against operating costs of £12,500, so again does not seem financially viable.
- 2.33 There is parking across the Common near Horseshoe Lane. These spaces are used by Common users (cricket club), workers in the village and some local residents. Parking charges in this area could mean it is unlikely to be well used as it is quite a long way from the village centre and it would be easier for people to use a car park if they had to pay and could cause displacement to other roads around the Common. There would also be the prospect of pay and display machines and extra signage on the Common.
- 2.34 On balance, with the current layout, the case for on-street charges in Cranleigh is marginal and it is not recommended that they are introduced at the present time due to the financial risk that the income may not be sufficient to cover operating costs.

3 CONSULTATIONS

- 3.1 The four local Task Groups that report to this Committee met during August to consider the proposals for on-street charging in their respective areas.
- 3.2 The Farnham Task Group fully endorsed the proposals for Farnham town and recommended that the Committee approve them for formal consultation. (Note that the three County Councillors for Farnham had

ITEM 10

met with business and residents' group representatives at a public meeting earlier in the year to discuss the proposals).

- 3.3 The Godalming, Milford and Witley Task Group agreed two minor amendments to the proposals for their area, which have been incorporated in the proposals being considered by this Committee, and recommended that they be approved for formal consultation.
- 3.4 The Haslemere and Western Villages Task Group agreed a number of minor amendments to the proposals for their area, which have been incorporated in the proposals being considered by this Committee, and recommended that they be approved for formal consultation.
- 3.5 The Cranleigh and Eastern Villages voted on the proposals for Cranleigh and the majority agreed with the officer report submitted to them, which concluded that the pay and display scheme as proposed for Cranleigh was not financially viable and should not be progressed. The same proposals are under consideration in this report.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 As part of the estimating process for the Countywide programme it has been conservatively calculated that a pay and display ticket machine typically costs £3000 to supply and install and another £2500 per year to maintain. This cost includes cash collections and fault fixing.
- 4.2 Modern pay and display machines are solar powered, meaning there is no need to provide a mains power supply, helping reduce installation and energy costs.
- 4.3 Potential income from parking charges has been calculated in each area to determine if it will be sufficient to cover the cost of maintaining the machines. The income is estimated by assuming occupancy levels in parking spaces and then factoring the tariff with this and the operational periods of the restrictions. This process takes into account periods when there may be no income due to road works, street markets or faults with the machines. The income estimates for each location where parking charges are proposed is shown in **Annex 2**.
- 4.4 Income estimates have been compared to actual income achieved in similar areas in Surrey where pay and display is already installed to ensure they are realistic.
- 4.5 Adoption of the revised proposals with a free 30 minute period in some locations should still mean the cost of operating the pay and display equipment is covered by the income from parking charges. Estimates have been made assuming income could be reduced by upto 80% with a free 30 minute parking period. An initial free 30 minutes followed by the medium tariff (£1 per hour) is considered the most appropriate tariff

ITEM 10

in smaller shopping areas or where there are nearby supermarkets with free parking. In practice this would work by allowing the first 30 minutes free, but parking for an hour would cost £1. This option reduces the likelihood of displacement onto unrestricted side roads or customers shopping elsewhere. It also maintains a differential over off-street car park charges.

- 4.6 Estimated income from on street charges described in this report is shown in **Annex 2**. Overall there is a surplus of estimated income over operating costs in Waverley. This could influence the decision about whether marginal locations such as Cranleigh should be progressed.
- 4.7 The pay and display ticket machines will be managed day-to-day by the Guildford Borough Council Parking Team. Their CEOs will be trained by the machine supplier to fix basic faults such as ticket jams. CEOs will need to spend some time fixing simple machine faults, but this is offset by far more efficient enforcement practice.
- 4.8 It is also planned to use a cashless payment alongside the pay and display ticket machines. This allows visitors to pay for parking by phone and is convenient if they do not have change on them. Pay by phone has a low set up cost. All that is needed are signs advising the motorist of the phone number they need to call alongside the parking place reference number. Callers are typically charged a fee for using this facility, but this will first be subject to a tender exercise to seek best value for residents and the Council. A 'pay by phone' service helps to reduce the number of payment machines that need to be installed.
- 4.9 Legal costs to install on street parking charges could total £15,000 for Waverley Borough. Overall it is anticipated that the cost of any additional enforcement required as a result of the proposals in this report will be met by income from Penalty Charge Notices (PCNs) or on-street parking charges.
- 4.10 The purchase and installation costs will be funded from the Council's 'Invest to Save' scheme. The capital investment to install the infrastructure for on-street charging could be recovered over 2-3 years based on the estimates in **Annex 2**.
- 4.11 Any surplus arising from managing on-street parking can only be used as defined under Section 55 of the Road Traffic Regulation Act 1984 (as amended). This restricts use of any surplus for the maintenance and/or improvement of the Highway including environmental works or additional parking provision.
- 4.12 If there is a surplus it has been agreed to split this 65/35 between the County Council and enforcement authority (Guildford Borough Council) for 2011/12 only. Arrangements for 2012/13 are subject to ongoing negotiation. Any surplus must still be used in accordance with Section 55.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 An equality impact assessment has been undertaken. This has identified potential negative impacts for certain groups, especially those with a low household income. However, parking charges are small compared to the overall cost of running a motor vehicle.
- 5.2 Blue badge holders can park in disabled parking bays or on yellow lines for up to three hours and are exempt from charges.
- 5.3 Registered care workers are eligible for 'carer' parking permits that will enable them to park in streets allocated for 'residents only' parking.
- 5.4 The impact on minority, disadvantaged, vulnerable and socially excluded groups is likely to be minimal. Paying for parking on-street is not a new phenomenon (it is just not widespread in Surrey) and most drivers will have encountered it previously either at locations where it already exists in Surrey or at locations outside the county. The proposed tariffs are reasonable when compared with off-street car park charges and should contribute to only a relatively small rise in the overall costs of running a motor vehicle.
- 5.5 Although some users may have difficulties using pay and display machines, providing pay by phone as an alternative should help minimise those issues, as should careful consideration of the structure and location of the pay and display machines.

6 LEGAL IMPLICATIONS

- 6.1 The County Council has the necessary legal powers to operate parking enforcement through the Traffic Management Act 2004 and introduce or amend orders to designate parking bays and introduce parking charges through the Road Traffic Regulation Act 1984.
- 6.2 The legal mechanism for introducing on-street parking charges is through an order made under sections 45 and/or 46(1A) of the Road Traffic Regulation Act 1984 (as amended).
- 6.3 Any surplus generated from managing on-street parking can only be used as defined under Section 55 of the Road Traffic Regulation Act 1984 (as amended). This restricts use of any surplus for the maintenance and/or improvement of the Highway including environmental works or additional parking provision.

7 CONCLUSION AND REASONS FOR RECOMMENDATIONS

7.1 Charging for parking helps the County and Borough Council effectively and efficiently manage on-street parking in Surrey and has the following benefits:

- 'Pay and display' makes short term parking easier to enforce and helps improve turnover of the available parking space making retail areas more accessible and helping local businesses
- Free on-street and 'pay and display' off-street parking encourages drivers to look for on-street parking and increases congestion and CO² emissions in town centres
- A policy of setting higher charges for on-street 'premium' spaces also encourages drivers to go straight to a car park, reducing congestion
- Blue badge holders would be exempt from the charges where appropriate.

7.2 It is proposed to carry out a formal statutory consultation and report the response back to the Local Committee for a decision.

8 WHAT HAPPENS NEXT

8.1 The proposed on-street parking charges will be advertised in accordance with the Road Traffic Regulation Act 1984 and the response reported back to the Local Committee for decision on how to proceed.

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BACKGROUND PAPERS:	None

On-Street Parking Charges, Operating Costs and Estimated Income for Waverley

Location		Spaces	Tariff	Initial cost of installation (£)	Maintenance Cost of P&D machines (£)	Possible Income per year (£)	Comments
Castle Street	Farnham	75	High	25,000	15,000	131,040	Restrictions to be extended to 8pm. 109 spaces total. 34 spaces allocation for permit holders only. 75 shared use.
West Street	Farnham	18	Medium	7,500	5,000	28,080	Assume 50% occupancy
The Hart	Farnham	9	Medium	7,500	5,000	14,040	Assume 50% occupancy
Falkner Road	Farnham	20	Medium	7,500	5,000	31,200	Assume 50% occupancy
Long Garden Way	Farnham	11	Medium	4,000	2,500	17,160	Assume 50% occupancy
Farnham subtotal				51,500	32,500	221,520	
Station and Town Centre area CPZ			Medium, Long term (£1 per hour upto 4 hour and £5 over 4 hours) and Residents permits	120,000	45,000	175,000	264 spaces for long term and 153 resident bays. (assume 50% occupancy)
West Street	Haslemere	417	Free 30 & med.	4,000	2,500	10,098	Assume 30% pay
High Street	Haslemere	25	Free 30 & med.	10,000	7,500	22,950	Assume 30% pay
Wey Hill & Lion Mead	Haslemere	33	Free 30 & med.	10,000	7,500	20,196	Assume 20% pay
Shepherds Hill	Haslemere	5	Free 30 & med.	4,000	2,500	4,590	Assume 30% pay
Haslemere sub total				148,000	65,000	232,834	
Queen Street	Godalming	7	Medium	4,000	2,500	15,288	Assume 70% occupancy
High Street	Cranleigh	40	Free 30 & med.	30,000	22,500	23,000	Charges for proposals presented not recommended due to financial risk
Total (£)				203,500	100,000	469,542	Does not include Cranleigh

Notes:

P&D machine costs 2.5K to maintain per year
F30 = income base on free 1/2 hour followed by medium tariff.
Med. tariff is £1 p/h, High is £1.40 p/h