

Costs associated with Pay and Display Parking Reigate and Banstead

1) Income

The sites proposed for pay and display parking charges are:

Location			Spaces	Tariff
Brighton Road	Redhill	Between Mill St and Grovehill Rd	49	Low
Chapel Road	Redhill	Adjacent to Maple House	12	Low
High Street	Redhill	Outside 46 - 74	9	Medium
London Road	Redhill	No. 50 northwards	8	Low
London Road	Redhill	Opposite nos 65 - 71	16	Medium
High Street	Horley	Between Consort Way East and Albert Road	19	Medium
Station Road	Horley	Opposite nos 4 - 22	10	Low
Station Approach	Horley	North of Victoria Road	27	Low
Victoria Road	Horley	Between 69 & 129	19	Medium
Russell Crescent	Horley	Between 4 & 30	38	Low
Upper West Street	Reigate	Opposite nos 20 & 24	12	Medium
High Street	Reigate	Between nos 60 & 88	15	Medium
Church Street	Reigate	Between Bancroft Road and Bell Street	34	Medium
Bell Street	Reigate	Between 63 and 99	21	Low
Castlefield Road	Reigate	Layby opposite northern end of town hall	14	Medium
Rushworth Road	Reigate	between sorting office and no.17	19	Medium
Chiltons Road	Banstead	east side	6	Low
Harbourfield Road	Banstead	High Street end	11	Medium
Glenfield Road	Banstead	High Street end	6	Medium
Wilmot Way	Banstead	High Street end	8	Medium
High Street Parade	Banstead	between nos 2 & 22	19	Medium
The Horseshoe	Banstead	entire length	8	Low
High Street	Banstead	Entire length	90	Medium
Avenue Road	Banstead	Adjacent to Waitrose	13	Medium

Low tariff is 30p for ½ hour
Med. is 50p for ½ hour
High is 70p for ½ hour

Occupancy levels in the parking spaces could vary between 40 and 70% during the times/day the restrictions are in force. Based on the locations and tariffs shown above an income of approximately £535,000 could be generated each year (before operating costs).

2) Operating costs

The operating costs associated with on street pay and display parking are generated by machine repairs/replacements, cash collections and servicing such as ticket refills.

Typically it can cost about £2000 per machine per year to carry out these functions. In R&B it is likely there will be about 40 machines, giving an annual maintenance cost of £80,000.

3) Options

It has been suggested that a free parking period would be preferable in some locations. Many drivers would not pay a parking fee as they would only stay for a short period of time. In these circumstances, the estimated drop in income could be in excess of 50%. A 50% drop would give income of £267,000 before costs. This is based on experience in Guildford where pay and display charges have been in operation for nearly 15 years.

Summary

It has been proposed that any surplus generated is split 65/35 county/district. Based on the proposed tariffs above this could mean a surplus of £455,000 being split 295K/160K. A free parking period could reduce this to 147K/80K. Any income raised from on street parking charges must by law be spent on highway improvement or environmental works under Section 55 of the Road Traffic Regulation Act.