

Report Title Purpose of Report	<b>CAR PARK REVIEW 2018</b> To approve and adopt the amended Variation Order after considering the responses to the consultation on the removal of parking charges from Stonehouse and Painswick.
Decision(s)	<b>The Council RESOLVES that:</b>  1) The amended Variation Order (appended to this report) and summarised as follows, be approved for implementation, effective from 1 <sup>st</sup> April 2019: <ul style="list-style-type: none"><li>• The parking charges at Stonehouse Car Park shall be removed;</li><li>• The parking charges at Painswick Car Park shall be removed;</li><li>• All off–street parking places except for Stratford Park shall have a maximum gross vehicle weight of 3,500kg;</li><li>• Alterations are made to the boundaries of the off-street parking places at Church Street, Stroud and Newmarket Road and Old Market West, Nailsworth;</li><li>• The maximum stay at Cheapside Car Park, Stroud is extended to 72 hours;</li><li>• The car park at Stratford Park, Stratford Road, Stroud shall be designated as an off-street parking place;</li><li>• Provision is made for payments by credit and debit card where appropriate machinery is installed and for the potential future installation of electric vehicle charging points;</li><li>• The MTFP for 2019/20 to 2022/23 is amended to remove income targets of £55,700 p.a. with implications as shown in the financial implications box;</li></ul> <b>And</b>  1a) The 23 hour waiting restriction in Stonehouse Car Park is retained.  <b>OR</b>

	<p><b>2) The amended Variation Order is approved, but charges in Stonehouse and Painswick Car Parks are maintained, giving delegated authority to the Director of Customer Services to make the necessary changes to the Variation Order;</b></p> <p><b>And</b></p> <p><b>2a) The 23 hour waiting restriction in Stonehouse Car Park is extended to 72 hours.</b></p>
<p>Consultation and Feedback Financial Implications</p>	<p>See report detail in sections 2 (Consultation) and 3 (Consultation Response).</p> <p>The abolition of charging at Stonehouse and Painswick car parks would reduce the income to the Council below the levels included in the MTFP for 2019/20 to 2022/23. Therefore the budget must be adjusted if resolution 1 is approved.</p> <p>Income would be removed at the level of the budgeted target for 2019/20 which represents a £55,700 income target reduction.</p> <p>Across the two car parks there are annual cost savings of approximately £1,900 p.a.</p> <p>The net income budget reduction is therefore £53,800.</p> <p>Please see section 4 for the details of those figures.</p> <p>The impact of these changes would be to reduce the budgeted addition to reserves in 2019/20 from £230k to £176k.</p> <p>The estimated budget gap in 2022/23 increases from £1.359 million to £1.413 million.</p> <p>The estimated balance in the Equalisation reserve at the end of 2022/23 would decrease from £3.306 million to £3.091 million, a reduction of £215k.</p> <p>Andrew Cummings – Head of Finance &amp; Section 151 Officer Tel: 01453 754115 Email: <a href="mailto:andrew.cummings@stroud.gov.uk">andrew.cummings@stroud.gov.uk</a></p>

Legal Implications	<p>In setting or removing charges for off-street parking and determining other terms and conditions for the use of car parks, the Council must ensure that its foremost consideration is to ensure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, as well as the provision of suitable and adequate parking facilities. Whilst the Council may take into account the cost of providing off-street parking, this must not be the primary consideration. Accordingly, members should satisfy themselves that the changes proposed in the draft variation order, and particularly the removal of off-street parking charges in Painswick and Stonehouse, would be justifiable having regard to the above.</p> <p>In making its decision, the Council must also have regard to any consultation responses received and where any response contains an objection, provide a justification for not acceding to that objection. As such, should the Council choose not to implement a maximum stay period of 72 hours at the Stonehouse Car Park, it should provide reasons for doing so. <small>r1001d1601c1101</small></p>												
Report Authors	<p>Mike Wallbank, Solicitor Tel: 01453 754362 Email: <a href="mailto:mike.wallbank@stroud.gov.uk">mike.wallbank@stroud.gov.uk</a></p> <p>Michael Towson, Community Services Manager Tel: 01453 754336 Email: <a href="mailto:michael.towson@stroud.gov.uk">michael.towson@stroud.gov.uk</a></p>												
Options	<p>Joanne Jordan, Director of Customer Services Tel: 01453 754605 Email: <a href="mailto:joanne.jordan@stroud.gov.uk">joanne.jordan@stroud.gov.uk</a></p> <ul style="list-style-type: none"> <li>• Approve the Variation Order in full.</li> <li>• Approve the Variation Order, but maintain charges in Stonehouse and Painswick Car Parks, giving delegated authority to the Director of Customer Services to make the necessary changes to the Order.</li> </ul>												
Performance Management Follow Up	<p>Ongoing car park revenues will be scrutinised through the budget monitoring reports presented to Strategy and Resources Committee.</p>												
Background Papers/ Appendices	<table border="0"> <tr> <td>Car Park Review</td> <td>2018</td> <td>-</td> </tr> <tr> <td colspan="3"><a href="https://www.stroud.gov.uk/media/682550/item-6-car-park-review.pdf">https://www.stroud.gov.uk/media/682550/item-6-car-park-review.pdf</a></td> </tr> <tr> <td>Secondary Report</td> <td>2018</td> <td>-</td> </tr> <tr> <td colspan="3"><a href="https://www.stroud.gov.uk/media/970348/item-10-car-park-review-2018.pdf">https://www.stroud.gov.uk/media/970348/item-10-car-park-review-2018.pdf</a></td> </tr> </table> <p>Appendix 1 – Variation Order Appendix 2 – Stonehouse and Painswick Car Park additional usage data</p>	Car Park Review	2018	-	<a href="https://www.stroud.gov.uk/media/682550/item-6-car-park-review.pdf">https://www.stroud.gov.uk/media/682550/item-6-car-park-review.pdf</a>			Secondary Report	2018	-	<a href="https://www.stroud.gov.uk/media/970348/item-10-car-park-review-2018.pdf">https://www.stroud.gov.uk/media/970348/item-10-car-park-review-2018.pdf</a>		
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## 1. Introduction and Background

At Council on 18<sup>th</sup> October 2018 members resolved:

- i) Not to introduce charges for off-street parking in Dursley, Nailsworth, Stratford Park and Wotton-Under-Edge;
- ii) To carry out a statutory consultation on an amended draft variation order which includes the removal of parking charges from Stonehouse and Painswick Car Parks and to delegate responsibility to the Director of Customer Services for taking the necessary steps to implement the consultation, including making any applicable amendments to the draft variation order; and
- iii) At the next council meeting consider the amended draft variation order including the responses to the consultation on the removal of parking charges from Stonehouse and Painswick.

1.1. The amended variation order was re-written to reflect this (see Appendix 1) and proposes:

- (a) To limit the gross vehicle weight to 3,500kg at all off-street parking places except for Stratford Park;
- (b) To remove the parking charges at the car parks in Painswick and Stonehouse;
- (c) To designate the car park at Stratford Park, Stratford Road, Stroud as an off-street parking place;
- (d) To alter boundaries of the off-street parking places at Church Street, Stroud and Newmarket Road and Old Market West, Nailsworth;
- (e) To increase the maximum stay at Cheapside Car Park, Stroud to 72 hours; and
- (f) To make provision for payments by credit and debit card where appropriate machinery is installed, the potential future installation of electric vehicle charging points and to clarify the penalty charge regime.

1.2. Bar (b) above, other elements have previously been reported (<https://www.stroud.gov.uk/media/970447/item-7b-v-car-park-review-2018.pdf>) and serve to improve, standardise and future proof the parking provision in the Stroud District.

1.3. This report pays particular attention to the abolishment of charges in Stonehouse and Painswick Car Parks. Currently both car parks have the same restrictions, with charging hours of 8am-5pm (Monday – Saturday) and a maximum overall stay of 23 hours. The tariff structure is:

- Up to 1 hour - 40p
- Up to 2 hours - 60p
- Up to 3 hours - £1.10
- Up to 5 hours - £1.80
- All day - £2.50

## 2. Consultation

- 2.1. Statutory consultation on the entirety of the amended variation order was undertaken from Monday 12<sup>th</sup> November 2018 to Monday 3<sup>rd</sup> December 2018. The following organisations were directly consulted: Gloucestershire County Council, Stroud Town Council, Stonehouse Town Council, Painswick Parish Council, Nailsworth Town Council, Freight Transport Association, South West Ambulance Service, Gloucestershire Fire Service, Stagecoach, Cotswold Green and the Road Haulage Association.
- 2.2. In addition statutory notices were erected in the affected car parks, notices were put in the local press, documents were posted on the SDC website and hard copies were available for inspection at Ebley Mill, The Pulse and The Subscription Rooms in Stroud.

## 3. Consultation Response

- 3.1. A total of three responses were received from each of Stonehouse Town Council, Painswick Parish Council and Gloucestershire County Council. No response was received from any member of the public. Full responses are available on the SDC website - <https://www.stroud.gov.uk/media/970985/responses-ps.pdf>
- 3.2. In summary, there were no objections to any of the proposals, although Stonehouse Town Council have requested consideration of the implementation of a 72 hour waiting restriction.
- 3.3. The recommendation is that the impact of any removal of charges is assessed before further consideration is given to the extension of waiting times from 23 to 72 hours. Although the extension was previously recommended in conjunction with a charging regime, there remains a risk that it will lead to widespread misuse on a free parking basis. Further surveys to assess ongoing demand will be conducted in Summer 2019 and Spring 2020.
- 3.4. The response from Gloucestershire County Council (no objections) indicates that there are no concerns from a traffic impact perspective.

## 4. Finance

- 4.1. The abolishment of charging in Stonehouse and Painswick Car Parks will impact revenue. The table below (Table 1) illustrates the income levels at both car parks over the last three financial years. It should be noted that price increases took effect from 29th October 2017, which is clearly only partially reflected in the 2017/18 figures.

### 4.2. Table 1 - Income by Financial Year

	Actual 2015/16	Actual 2016/17	Actual 2017/18	Estimated Actual 2018/19	Budget 2019/20
Painswick	£11,067	£15,091	£14,358	£15,000	£18,400
Stonehouse	£30,396	£31,503	£30,733	£30,000	£37,300

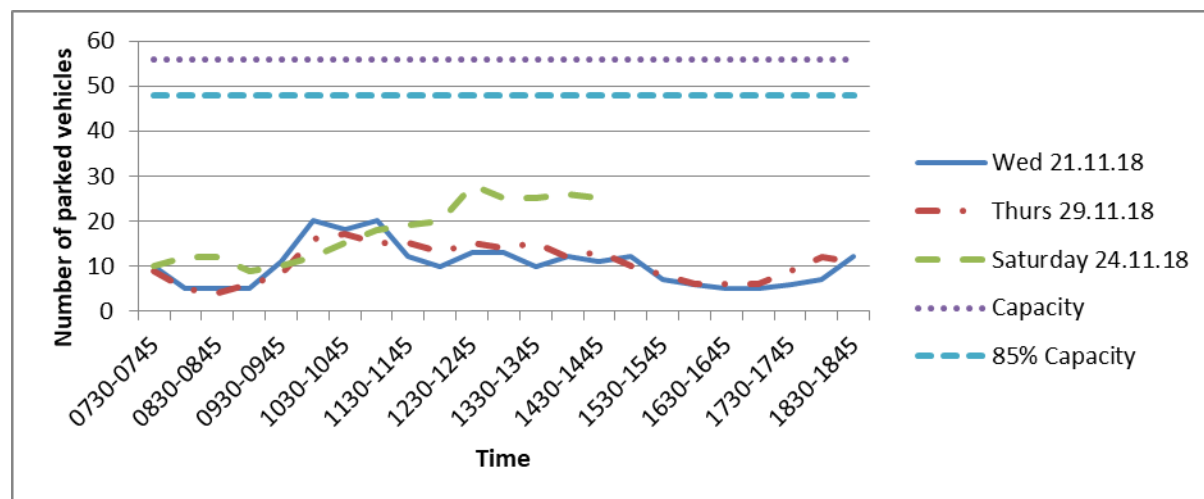
- 4.3. Based on year to date figures, the estimated full year income for 2018/19 is expected to broadly mirror the income levels in 2017/18. These figures reflect a recent decline in use, with revenue levels sustained by the price increases implemented in late 2017.
- 4.4. The budget for 2019/20 reflects a continuation of previous policy to implement inflation based increases in car park charging and that recent reductions in usage would not have a permanent impact.
- 4.5. If charges are removed at Stonehouse and Painwick Car Parks there will be no staff saving, as continued enforcement, even at lesser levels, will become more labour intensive. Each enforcement cycle will require two visits to the location, rather than the one required with the current pay and display system.
- 4.6. Costs for rates, maintenance and utilities will not change substantially.
- 4.7. One off costs for the decommissioning and removal of pay machine and update of signage are estimated at £500 per car park.
- 4.8. Small budget savings would be achieved. Pay and Display machine maintenance and cash collection costs will reduce by circa. £1,900 per annum.
- 4.9. Table 2 - Table to Illustrate Estimated Financial Impact of Abolishing Charges in Stonehouse and Painswick Car Parks - Financial Year 2019/20

	Budgeted Revenue Loss	Budget Savings	Net Position
Painswick Car Park	-£18,400	£800	-£17,600
Stonehouse Car Park	-£37,300	£1,100	-£36,200

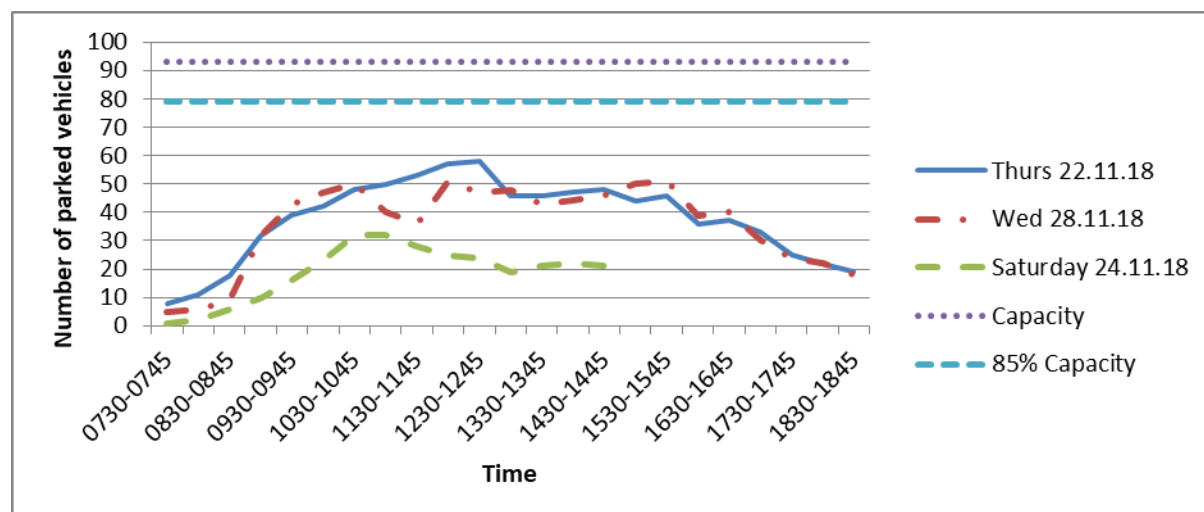
\*Excludes one off decommissioning costs

- 5. Current Usage of Car Parks  
Surveys were undertaken on the same basis as the recent SDC Parking Review. Two weekdays were surveyed in November, alongside one Saturday, with a view to assess current demand. Occupancy levels were recorded every fifteen minutes in each car park. Results are illustrated below:

Graph 1 - Painswick Car Park (58 Space Capacity) – Occupancy Survey Results



Graph 2 - Stonehouse Car Park (93 Space Capacity) – Occupancy Survey Results



- 5.1. A standard 85% ‘practical capacity’ has been used on the graphs to identify the point of excess demand. At both car parks peak demand was far below this 85% threshold throughout the survey period on all days. Both car parks showed very similar demand patterns on the two independent weekdays, which would seem to indicate that there are a core of regular users.
- 5.2. The results show that the existing regulations and charges are adequately managing demand.
- 5.3. In Painswick Car Park in particular the demand for spaces was low, especially during the week. However, the surveys were undertaken in the winter period and therefore it takes little or no account of the demand from tourists.
- 5.4. In addition to manual surveys, the pay and display machines have been used to harvest further information in graphical form, from the same days (Appendix 2).

It should be noted that these graphs do not include the virtual tickets purchased via MiPermit (see 5.6).

- 5.5. The additional graphs reflect the manual surveys undertaken, identifying that at no point in time do the valid (active) tickets exceed, or come close to, car park capacity.
- 5.6. The MiPermit data, harvested from those that use the 'pay by phone option' to generate virtual tickets, suggests this option is being more widely used at Stonehouse Car Park. The vast majority of virtual ticket use is devoted to the purchase of 'all day' tickets prior to 9.30am, indicating use by regular commuters.

## 6. Considerations

- 6.1. Charging regimes at both car parks were previously introduced to counter excess demand. To that end the charging system has worked well over previous years, ensuring that both car parks have supported the communities in which they sit, giving quick and easy access to visitors.
- 6.2. There is some concern that free parking in Stonehouse will lead to increased commuter use from those currently using paid for parking at other local train stations. This could divert train commuters from the use of station car parks and other paid for car parks in Stroud, potentially adversely effecting revenue levels at Cheapside Car Park in particular. Again, this change in behaviour is hard to predict and the impacts are likely to be felt over the medium term rather than immediately.

## 7. Conclusion

- 7.1. The majority of costs associated with the day to day running of the car parks will remain. Maintenance and utility costs in particular will continue at the same levels.
- 7.2. It is hard to predict how the abolishment of charges in Painswick and Stonehouse would impact car park usage. Undoubtedly more people will use the car parks, but it is hard to assess whether or not this would equate to a positive effect on visitor numbers.
- 7.3. This would become clearer in time and therefore it would be prudent to assess the impact of any abolishment of charges before further consideration is given to the extension of waiting times from 23 to 72 hours, as requested by Stonehouse Town Council. Usage surveys will be conducted in Painswick and Stonehouse Car Parks in Summer 2019 and Spring 2020 to review the impacts.



**STROUD DISTRICT COUNCIL**

**(OFF STREET PARKING PLACES) (CONSOLIDATION) ORDER 2010 (AS AMENDED)**

**VARIATION ORDER 2019**

WHEREAS the Stroud District Council (Off-Street Parking Places) (Consolidation) Order 2010 (“the 2010 Order”) was made by the Council for the purposes of consolidating previous off-street parking orders;

AND WHEREAS the 2010 Order has been amended by variation orders dated 11<sup>th</sup> January 2011, 28<sup>th</sup> April 2011 and 16<sup>th</sup> April 2013 and the parking charges referred to in the 2010 Order were amended by a notice dated 28<sup>th</sup> September 2017;

NOW THE STROUD DISTRICT COUNCIL in the County of Gloucester in the exercise of its powers under sections 32 and 35 and Schedule 9 Part IV of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act”) and of all other powers enabling it in that regard and with the consent of the Gloucestershire County Council pursuant to Section 39(3) of the Act and after consultation with the Chief Officer of Police in accordance with Schedule 9 Part III paragraph 20(1) of the Act hereby makes the following Order:

1. This Order may be cited as the Stroud District Council (Off Street Parking Places) (Consolidation) Order 2010 (as amended) Variation Order 2019.
2. The Order shall have effect so as to vary the 2010 Order as set out in the Schedule to this Order.
3. This Order shall come into operation on 1<sup>st</sup> April 2019.

GIVEN UNDER THE COMMON SEAL of the STROUD DISTRICT COUNCIL the

\_\_\_\_\_ day of \_\_\_\_\_ 2019

**THE COMMON SEAL OF** )  
**STROUD DISTRICT** )  
**COUNCIL WAS AFFIXED** )  
**IN THE PRESENCE OF** )

.....  
Proper Officer

## SCHEDULE

### Variations to the Original Order

1. a. In the Interpretation clause, the definition of *“Penalty Charge”* shall be varied so that the words *“charge set by the Council”* are deleted and replaced with the words *“charges set out in Schedule 7 adopted by the Council”*;
- b. Clause 30 of Part V shall be amended so that the words *“an excess charge shall be payable as”* are deleted and replaced with the words *“a Penalty Charge shall be payable”*;
- c. A new Schedule 7 shall be inserted after Schedule 6 and the new Schedule 7 shall read as set out in Appendix 1 of this Order.
2. Clause 4 of Part II shall be amended so that:
  - a. the words *“as shown on the plans at Appendices 1.1 to 5.12”* are deleted and replaced with the words *“referred to in this Order”*, and
  - b. the words *“on such terms and conditions as are advertised at each Parking Place or as set out in Schedules 1 to 6 and Table 1 of this Order”* are deleted and replaced with the words *“as are set out in this Order (including Schedules 1 to 6 and Table 1 hereof).”*
3. Clause 13 of Part III shall be amended so that the words *“, debit or credit card (contactless or chip and pin)”* are inserted after the words *“mobile phone payment”* and before the words *“or other approved method”*.
4. After Part IV and before Part V (between clauses 29 and 30), the following shall be added:

#### ***“PART IVA***

#### ***ELECTRIC VEHICLE CHARGING POINTS***

29A. *Where one or more Electric Vehicle Charging Points (EVCPs) are situated within a Parking Place, the following regulations shall apply to their use:*

- a. *EVCPs may only be used by vehicles which are powered wholly or partly by electricity and which are compatible with the charging apparatus provided;*
- b. *Vehicles using EVCPs must park wholly within the marked bay immediately adjacent to the charging apparatus (“the EVCP bay”) being used;*
- c. *EVCPs shall only be used in accordance with the instructions and regulations published by the supplier or manufacturer of the charging apparatus or the Council and displayed on or near to the charging apparatus;*
- d. *No vehicle may be parked in an EVCP bay for a longer period than that stipulated on Council signage on or adjacent to the charging apparatus;*
- e. *No vehicle shall remain in an EVCP bay whilst not being charged; and*
- f. *Vehicles using EVCP bays must comply with all requirements relating to the payment of the tariff applicable to the parking place in which the EVCP is situated and in this respect the EVCP bay shall be treated as though it were any other bay in the same parking place.”*

5. Schedule 1 of the 2010 Order shall be varied so that the entries relating to Painswick and Stonehouse are deleted in their entirety.

6. In the Use of Parking Places and Scale of Charges table for Stroud - Long Stay, the entry for Cheapside shall be varied as follows:

- i. The Maximum Stay Length of “23 hours” shall be deleted and replaced with “72 hours”; and
- ii. All of the words in the “Class of Vehicle” column shall be deleted and replaced with the words “All vehicles up to a

*maximum gross vehicle weight of 3,500KG”.*

7. A new Schedule 3A shall be inserted after Schedule 3 which shall read as follows:

**Schedule 3A – Car Park – Painswick**

**Use of Parking Places**

Painswick Long Stay

<b><i>Car Park</i></b>	<b><i>Maximum Stay Length</i></b>	<b><i>Class of Vehicle</i></b>	<b><i>Hours of Operation</i></b>	<b><i>Period of No Return</i></b>	<b><i>Plan of Car Park</i></b>
<i>Painswick</i>	<i>23 Hours</i>	<i>All classes of vehicle up to a maximum gross vehicle weight of 3,500KG and buses and coaches</i>	<i>All Hours</i>	<i>1 Hour</i>	<i>Appendix 1.1</i>

8. A new Schedule 3B shall be inserted after the new Schedule 3B referred to in clause 7 above which shall read as follows:

**“Schedule 3A – Car Park – Stonehouse**

**Use of Parking Places**

Stonehouse Long Stay

<b><i>Car Park</i></b>	<b><i>Maximum Stay Length</i></b>	<b><i>Class of Vehicle</i></b>	<b><i>Hours of Operation</i></b>	<b><i>Period of No Return</i></b>	<b><i>Plan of Car Park</i></b>
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Stonehouse	23 Hours	All classes of vehicle up to a maximum gross vehicle weight of 3,500KG and buses and coaches	All Hours	1 Hour	Appendix 1.2
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9. On the first page of Schedule 5 of the 2010 Order, after the listing for “Rodborough Long Stay Butterow West”, the following shall be inserted

“● **Stratford Park**”

and in the table in Schedule 5, after the entry for Rodborough – Long Stay Butterow West, the following shall be inserted:

<b>Car Park</b>	<b>Maximum Stay Length</b>	<b>Class of Vehicle</b>	<b>Hours of Operation</b>	<b>Period of No Return</b>	<b>Plan of Car Park</b>
Stratford Park	Buses and coaches – 2 hours. All other vehicles -12 hours	All classes of vehicle up to a maximum gross vehicle weight of 3,500KG and buses and coaches	06:30 – 22:30	1 hour	Appendix 1.7A

10. Schedule 6 of the 2010 Order shall be varied so that Clause 24 shall be deleted and replaced with the following words: “Failure to comply with the above terms and conditions will result in a Penalty Charge being applied.”

11. Table 1: “Times and Charges” of Schedule 6 of the 2010 Order shall be varied so that the entries relating to “Painswick Car Park” and “Stonehouse Car Park” are deleted in their entirety.

12. The following appendices of the 2010 Order shall be deleted and replaced with the following:

- a. The plan of Church Street Car Park Short Stay dated 31.03.2010 at Appendix 1.8 shall be replaced with the plan of Church Street Car Park Short Stay at Appendix 2A to this Order.
- b. The plan of Newmarket Road, Nailsworth Long Stay dated 31.03.2010 at Appendix 3.1 shall be replaced with the plan of Newmarket Road, Nailsworth Long Stay at Appendix 2B to this Order.
- c. The plan of Old Market West, Nailsworth Short Stay dated 31.03.2010 at Appendix 3.6 shall be replaced with the plan of Old Market West, Nailsworth Short Stay at Appendix 2C to this Order.

13. The plan of Stratford Park Car Park referred to in the table at clause 9 of this Order shall be the plan at Appendix 2D to this Order and shall be inserted as Appendix 1.7A of the 2010 Order.

## **APPENDIX 1**

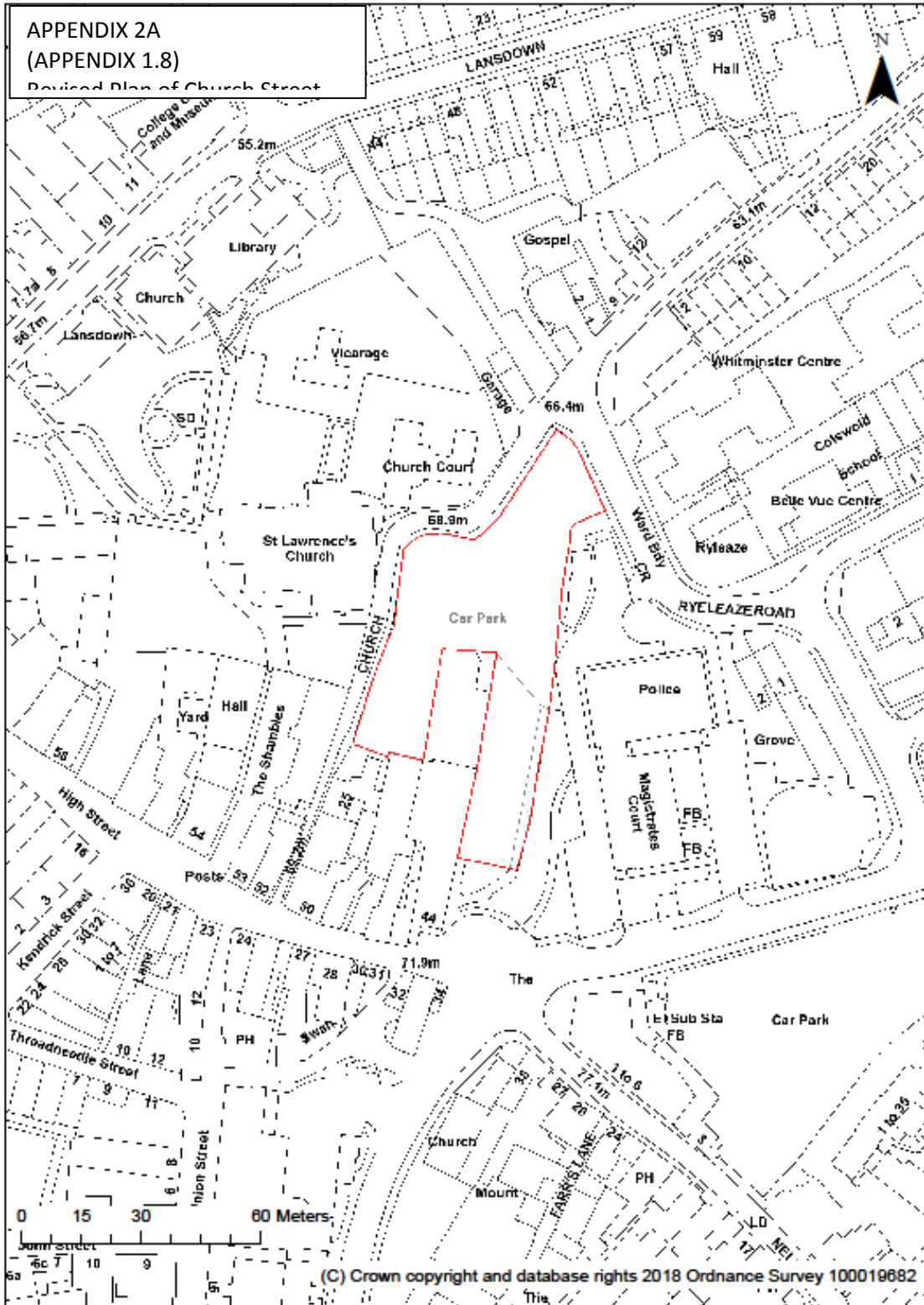
### **SCHEDULE 7**

#### **PENALTY CHARGES**

1. The following breaches of the provisions of this order shall incur a penalty of £70.00, which shall be reduced to £35.00 if paid within 14 days:
  - a. Parking in a loading area during restricted hours without reasonable excuse;
  - b. Using a vehicle in a parking place in connection with the sale or offering or exposing for sale of goods when prohibited;
  - c. Parking in a restricted area in a car park;
  - d. Parking in a permit bay without clearly displaying a valid permit;

- e. Parking in a disabled person's parking space without clearly displaying a valid disabled person's badge;
  - f. Parking a vehicle which exceeds the maximum weight and/or height and/or length permitted in the area;
  - g. Parking in a car park or area not designated for that class of vehicle; and
  - h. Parking causing an obstruction.
2. Any other breach of the provisions of this order shall incur a penalty of £50.00, which shall be reduced to £25.00 if paid within 14 days.
  3. Where a charge certificate has been served in respect Penalty Charge which has been issued, the penalty charge payable shall be £105.00 in respect of breaches falling within paragraph 1 above and £75.00 in respect of any other breach.
  4. For the purposes of paragraph 2 of The Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007, all parking places referred to in this Order are hereby designated as falling within Band 2 of Table 1.

APPENDIX 2A  
 (APPENDIX 1.8)  
 Revised Plan of Church Street



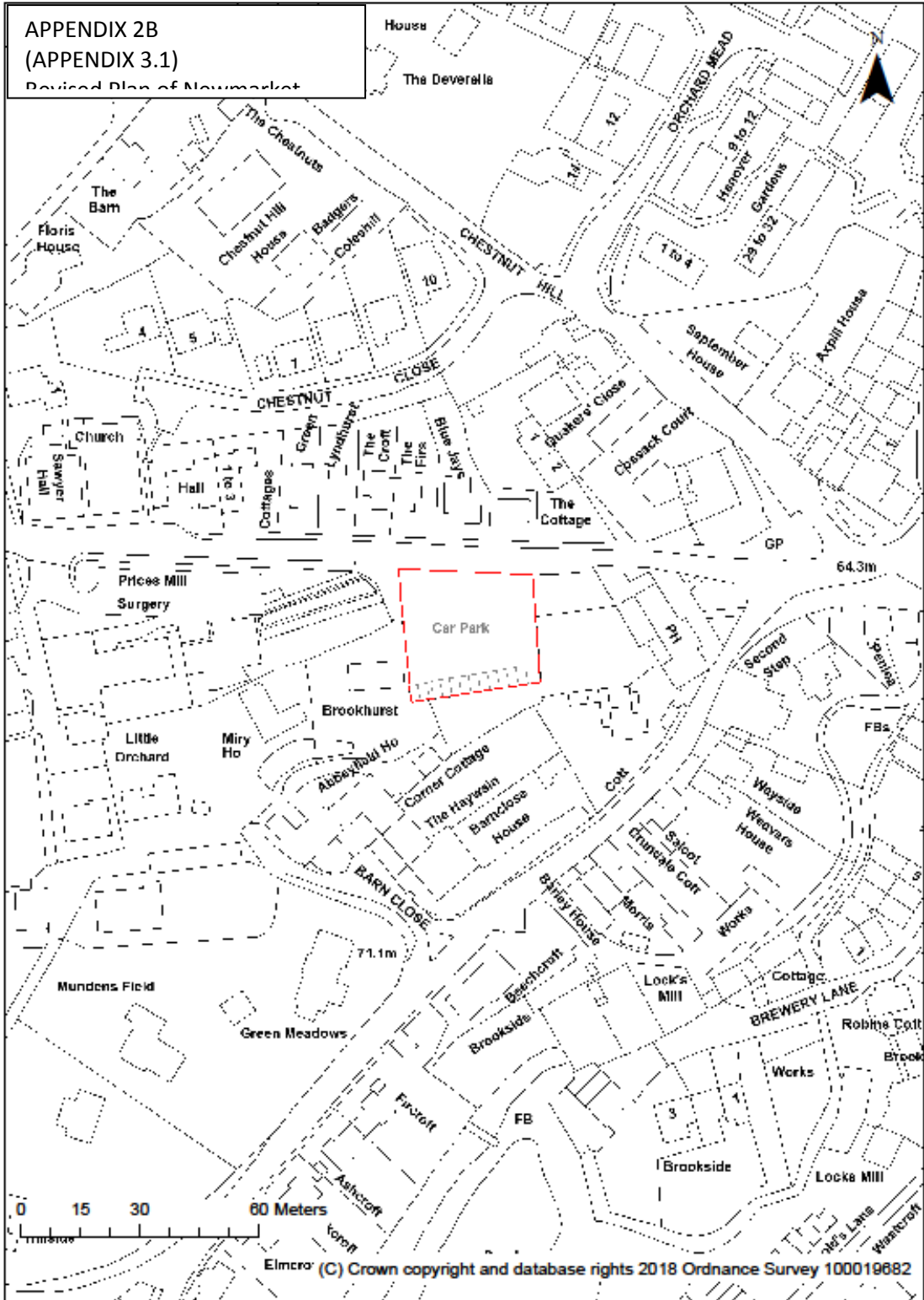
**Church Street Car Park, Stroud**


18/05/2018

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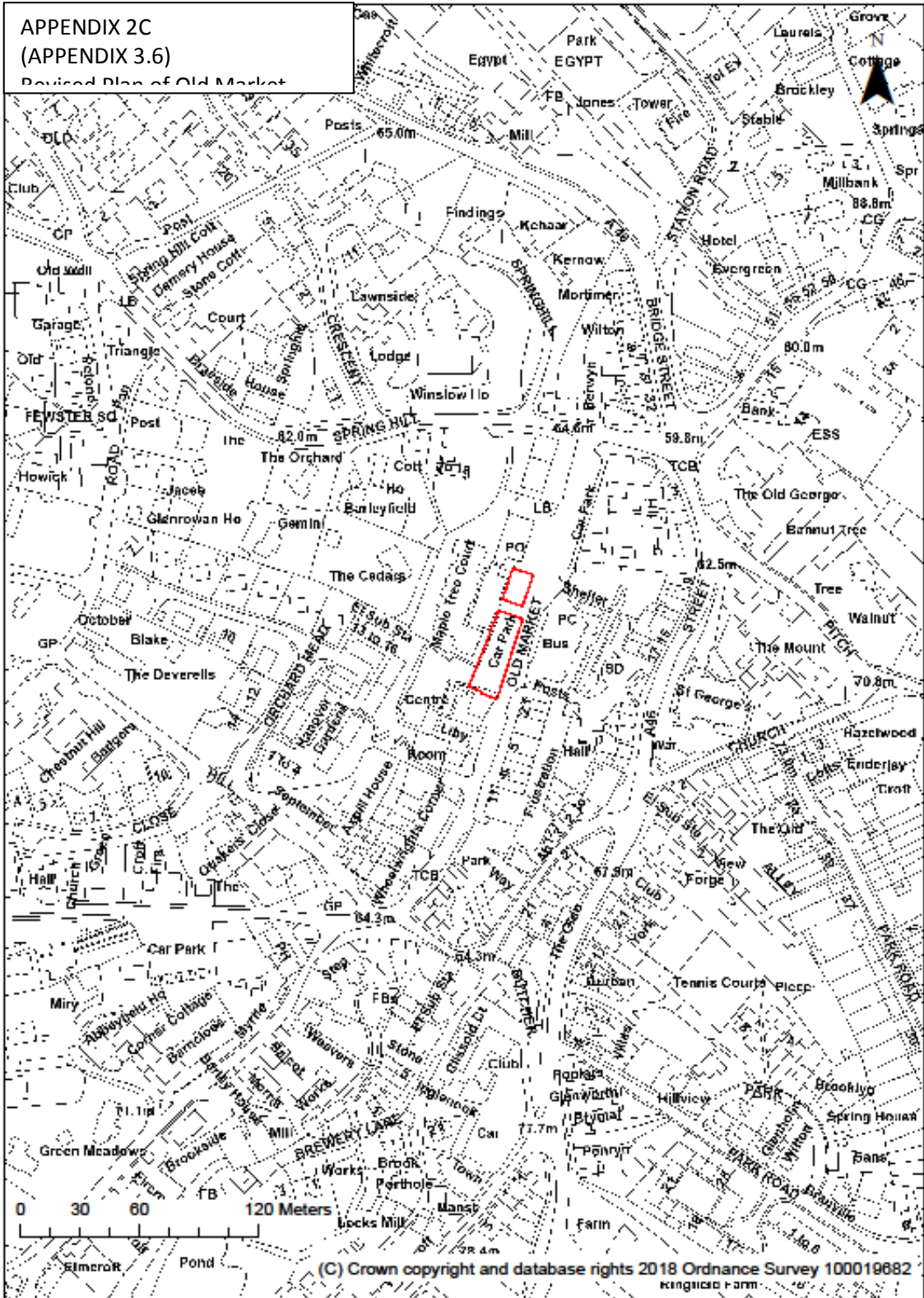


APPENDIX 2B  
 (APPENDIX 3.1)  
 Revised Plan of Newmarket



 <b>STROUD DISTRICT COUNCIL</b> <small>www.stroud.gov.uk</small>	<b>Newmarket Car Park, Nailsworth</b>	
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APPENDIX 2C  
 (APPENDIX 3.6)  
 Revised Plan of Old Market



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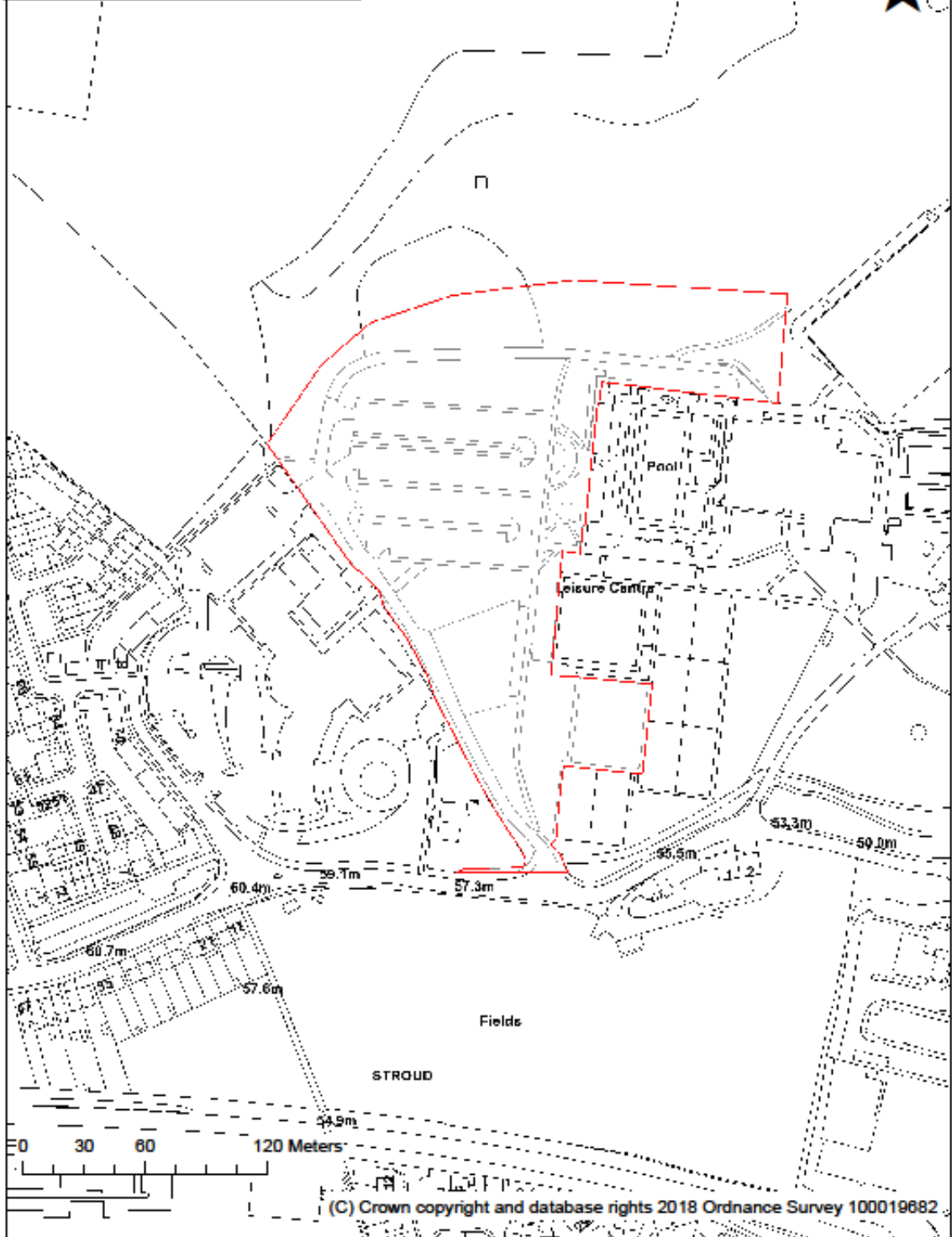



**Old Market West Short Stay Car Park, Nailsworth**

21/05/2018

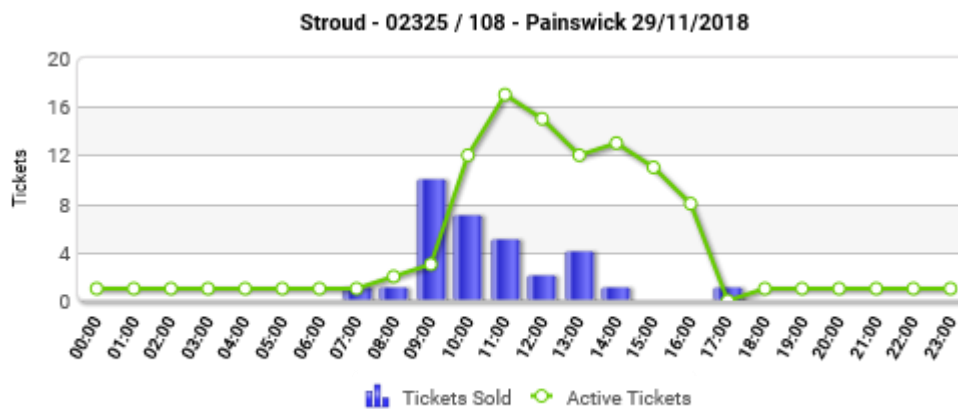
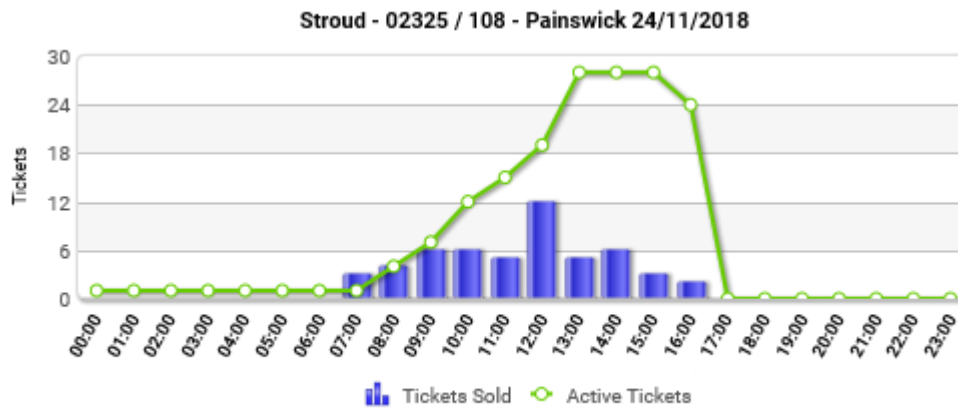
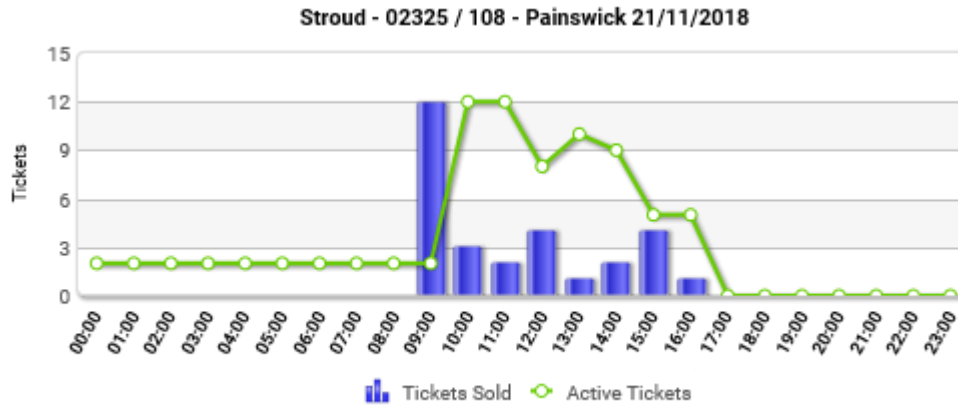
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APPENDIX 2D  
(APPENDIX 1.7A)  
Plan of Stratford Park Car Park



 <p>STROUD DISTRICT COUNCIL www.stroud.gov.uk</p>	<b>Stratford Park, Stroud</b>	
	18/05/2018	Scale - 1:2,500

Pay and Display Machine Occupancy Data



Pay and Display Machine Occupancy Data

