

Camden

Annual Parking Report

Your guide to Camden's 2022-2023 financial year

October 2023



Annual Parking Report 2023

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- 1.1.1 This is Camden's seventeenth Annual Parking Report. The report covers statistics and financial information. Comparative data is given for previous years.
- 1.1.2 The Council publishes this information annually in accordance with Part 6 of the Traffic Management Act 2004. Camden also has its own '[Transport Strategy](#)' that sets policies such as 'Healthy Streets' with the overall aim to help improve the lives of residents and reduce car dependency within the borough.

The purpose of parking and traffic regulations and why they are enforced

This annual report sets out some of the facts and figures of Camden's parking and traffic enforcement activity but it is important to bear in mind why the borough manages parking and traffic in the first place. Demand for parking in Camden far outstrips the supply of kerbspace available and the Council seeks to maintain an active balance between the different demands – from residents, their visitors, businesses and their deliveries and customers, access for disabled people, etc.

This also needs to be balanced with the duty the Council has to keep traffic moving, avoiding unsafe and obstructive parking, and making sure there is good access for pedestrians, cyclists, buses and other vehicles.

- 1.1.3 The management of traffic and parking sits within a dynamic and changing context, and therefore constant adjustment and improvement is necessary to guarantee effective and responsive management.



2.1 Number of Penalty Charge Notices issued by enforcement method*

2.1.1 Table 2.1 details the number of Penalty Charge Notices (PCNs) issued in the last 6 years by different method of issue.

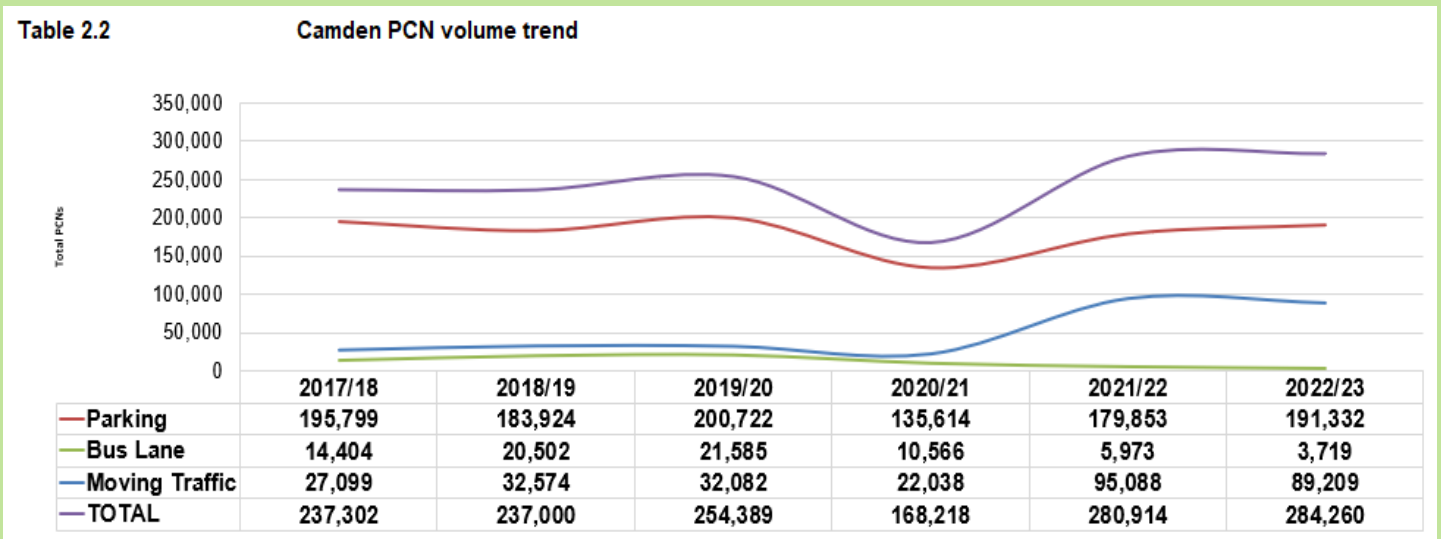
2.1.2 Table 2.1 shows that in 2022/23 Camden issued 284,260 PCNs. This is an increase of 3,346 PCNs compared to 2021/22. The number of PCNs issued in 2020/2021 were affected by parking policies aimed at alleviating parking issues during the Covid-19 pandemic. Measures Camden introduced included an essential worker permit, honouring the Government NHS parking pass and a withdrawal of a large part of the suspensions service.

2.1.3 Table 2.2 shows PCN volumes remain consistent over the last 6 years. The overall trend remains one of increasing compliance by motorists which is reflected in the lower enforcement numbers.

Table 2.1 The number of PCNs issued by enforcement method

PCN Area	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Parking	195,799	183,924	200,722	135,614	179,853	191,332
Bus Lane	14,404	20,502	21,585	10,566	5,973	3,719
Moving Traffic	27,099	32,574	32,082	22,038	95,088	89,206
TOTAL	237,302	237,000	254,389	168,218	280,914	284,260

Table 2.2 Camden PCN volume trend



2.1.4 PCN data given in this report excludes voided PCNs. Voids can occur for a number of reasons such as a printing error.

2.1.5 The methodology of reporting PCN numbers is based on 'contravention date calendar, filtered by issue date' as opposed to previous 'annual parking reports' where PCN numbers were calculated by 'issue date calendar'.

*The data used in this report to produce our figures is available to view via our [Open Data](#) portal. The methodology used to report our PCN numbers is based on 'contravention date calendar, filtered by issue date'.

2.2 Number of PCNs issued by severity of contravention

2.2.1 Differential charging for PCNs was introduced for London in July 2007. The charge for minor parking contraventions decreased relative to the former flat rate, while more serious parking contraventions were increased, such as causing an obstruction to the movement of buses, cyclists and pedestrians, and parking in disabled persons parking spaces. Table 2.3 details the number of PCNs issued by severity of contravention in Camden.

Table 2.3 Number of PCNs issued by severity of contravention

PCN Area		2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Parking PCNs	Higher level	126,795	120,398	131,179	89,384	117,354	124,422
	Lower level	69,004	63,526	69,536	46,230	62,499	66,910
Sub-total		195,799	183,924	200,715	135,614	179,853	191,332
Bus lane PCNs		14,404	20,502	21,585	10,566	5,973	3,719
Moving traffic PCNs		27,099	32,574	32,082	22,038	95,088	89,209
Bus lane and moving traffic PCNs sub-total		41,503	53,076	53,667	32,604	101,061	92,925
TOTAL PCNs		237,302	237,300	254,382	168,218	280,914	284,260

Notes:

- (1) Higher rate charges apply to bus lane and moving traffic contraventions.
- (2) This data is transient and subject to change as time passes and more cases change status.



2.3 Number of PCNs paid, representations made or cancelled

- 2.3.1 When a PCN is issued, the recipient can either pay the PCN or make an informal representation asking for the PCN to be cancelled, citing relevant information and evidence to be taken into account. An 'Inside Parking' guide can be downloaded from the Council website (camden.gov.uk/parking) giving advice on parking and driving in Camden, how to avoid a PCN and what you can do if you receive one.
- 2.3.2 If a PCN is paid within 14 days from the date of issue, a 50% discount applies. Where informal representations are received within the initial 14 day period and the Council decides not to cancel the PCN, a further 14 days is given from the decision date for payment to be made at the 50% reduced rate.
- 2.3.3 Recipients of a formal Notice of Rejection, following formal representations made against the issuing of a PCN (for moving traffic contraventions only), Notice to Owner or an Enforcement Notice, motorists can take matters further if they wish and make an appeal through the independent adjudication service, the Environment and Traffic Adjudicators (ETA).
- 2.3.4 Table 2.4 shows a breakdown of PCNs issued in 2022/2023 for the number of cancellations, those paid at the discount rate or paid in full, and others not yet paid or in the process of making a representation or appeal.

Table 2.4 Status of PCNs issued in 2022/23

	Cancelled following representation	Paid at discount rate	Paid at full rate	Other (Cancelled Pre-formal / Outstanding / Written Off / Part Paid / Paid following recovery)	Total Paid at Discount or Full Rate	Total Tickets
Parking	0.03%	59.08%	13.19%	27.70%	72.28%	100.00%
	52	113,044	25,246	52,990	138,290	191,332
Bus Lane	0.00%	51.65%	8.82%	39.53%	60.47%	100.00%
	0	1,921	328	1,470	2,249	3,719
Moving Traffic	0.09%	66.97%	6.64%	26.30%	73.61%	100.00%
	78	59,745	5,925	23,461	65,670	89,209
TOTAL	0.05%	61.46%	11.08%	27.41%	72.54%	100.00%
	130	174,710	31,499	77,921	206,209	284,260

(1) Other includes those PCNs cancelled at the informal challenge stage, those not yet paid or cancelled as a result of an appeal, or is otherwise still in the process of representation/appeal, or cannot be traced due to the VRM and/or current registered keeper details not being registered with the DVLA. Other represents c28% of the total number of PCNs issued which breaks down to: cancellations at pre-formal stage c10%; currently outstanding PCNs c12%; written off c2%, part paid c4%.

(2) This data is transient and subject to change as time passes and more cases change status.

2.4 Vehicle removals and clamping

2.4.1 Table 2.5 below details the number of vehicles clamped or removed in recent years. The small number of clamped vehicles largely relates to persistent evaders, which is defined as a vehicle that has three or more unpaid PCNs issued to the same registered keeper, which are not subject to an appeal against the issuing of the PCN and which have passed the date by which an appeal can be made, or a vehicle that has three or more unpaid penalty charge notices and no current registered keeper details can be supplied by the DVLA.

Table 2.5 Clamped and removed vehicles

Action	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Vehicles Clamped	0	0	5	0	0	0
Vehicles Removed	2,374	2,253	2,212	341	750	931

2.5 Financial statistics

2.5.1 Within the Council's budgeting processes and procedures the parking account is defined as a 'memorandum account' which is separate from the Council's other accounts. It is necessary to set up the parking account as a memorandum account, since any surplus generated must be spent on certain allowable purposes specified by law (see section 2.5.4) and to be accounted for separately in the Council's accounts to show transparency in this respect. The income and expenditure on the Parking Account is presented in table 2.6.



Table 2.6 Parking account: income and expenditure

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Income	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Paid for Parking	11,191	13,126	13,805	9,374	11,672	11,462
Parking permits: resident's	4,197	4,378	4,468	5,812	5,762	5,793
Parking permits: other	3,136	3,294	3,497	3,325	3,558	3,592
Suspensions	4,187	3,893	5,774	5,092	9,325	6,756
Clamping & removals	559	581	598	147	264	255
Penalty charge notices	12,140	13,646	15,536	10,192	16,066	17,099
Other income	0	144	0	107	112	91
Total income	35,410	39,061	43,679	34,048	46,759	45,048
Total expenditure	14,188	12,996	14,370	13,067	14,441	14,706
Surplus	21,221	26,065	29,308	20,981	32,319	30,343

2.5.2 The total expenditure stated in table 2.6 relates to that incurred in running the services that generate the parking account income, including overheads. Other income – various incomes that fall outside the other parking account categories, i.e. Traffic Management Orders. Income, expenditure, and the surplus generated was impacted considerably in 2020/21 in comparison to the five years previous, this was due to measures that were put in place to help combat Covid-19. Measures Camden introduced included an essential worker permit, honouring the Government NHS parking pass and a withdrawal of a large part of the suspensions service.

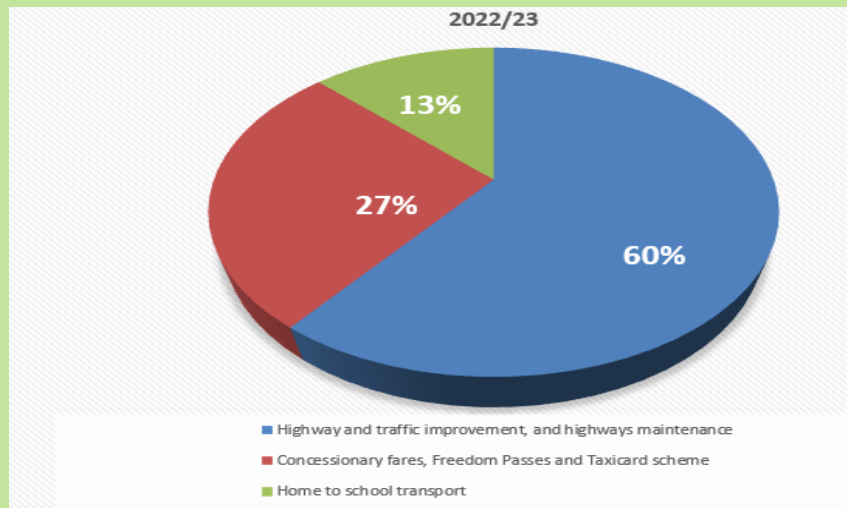
2.5.3 Although the level of permit and paid for charges are set by Camden Council, the level of charge for PCNs, clamping, and removal fees are set by London Councils with the Mayor of London's approval and ratified by the Secretary of State.

2.5.4 Table 2.7 (and subsequent chart) show how the parking surplus is spent. The application of surplus is based on the Road Traffic Regulation Act 1984 Section 55. The Council has discretion on how to spend any surplus that may arise, within the scope set by law. Under current legislation the application of any surplus is limited to meeting the cost of providing and maintaining parking facilities, highways improvement schemes, highways maintenance, public passenger transport services and certain other categories.



Table 2.7 Application of surplus

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Off-street parking	0	0	0	0	0	0
Highway and traffic improvement, and highways maintenance	5,039	9,822	13,960	5,455	16,735	18,362
Concessionary fares, Freedom Passes and Taxicard scheme	13,745	13,862	12,777	13,084	11,261	8,152
Transport planning costs	0	0	0	0	0	0
Home to school transport	2,438	2,381	2,571	2,443	4,322	3,828
Total expenditure from parking surplus	21,221	26,065	29,308	20,981	32,319	30,342



2.6 Appeal Statistics

2.6.1 Table 2.8 gives the results of parking appeals considered by London's independent adjudicators, the Environment and Traffic Adjudicators, [ETA](#) (formerly the Parking and Traffic Appeals Service). This data is derived wholly from ETA statistics and is also published on [London Councils' website](#).

2.6.2 The number of 'appeals allowed' are those cases which are heard by an adjudicator where they found against the Council. For the purpose of these statistics, this category also includes cases that Camden has not contested and not just those found in the appellant's favour by the adjudicator. The number of 'appeals refused' relates to those cases which are heard by an adjudicator where they found against the appellant.

Table 2.8 ETA Statistics for Camden

	Year	Appeals allowed	Appeals refused	Of cases going to appeal, % allowed	% of PCNs going to appeal
Parking	2017/18	442	711	38.3%	0.59%
	2018/19	332	665	33.2%	0.54%
	2019/20	313	577	35.1%	0.44%
	2020/21	258	434	37.2%	0.41%
	2021/22	217	352	33.1%	0.31%
	2022/23	202	355	36.2%	0.29%
Bus Lane	2017/18	35	50	41.1%	0.59%
	2018/19	35	61	36.4%	0.46%
	2019/20	53	92	36.5%	0.67%
	2020/21	42	48	46.6%	0.85%
	2021/22	10	22	27.0%	0.53%
	2022/23	11	8	57.8%	0.51%
Moving Traffic	2017/18	85	209	28.9%	1.08%
	2018/19	95	227	29.5%	0.98%
	2019/20	94	247	27.5%	1.06%
	2020/21	87	163	34.8%	1.13%
	2021/22	211	431	31.3%	0.67%
	2022/23	112	315	26.2%	0.47%
All PCNs	2017/18	562	970	36.6%	0.64%
	2018/19	462	953	32.6%	0.59%
	2019/20	460	916	32.6%	0.54%
	2020/21	387	645	37.5%	0.61%
	2021/22	438	805	32.1%	0.44%
	2022/23	325	678	32.4%	0.35%

2.7. Controlled Parking Spaces

2.7.1. All public highways in Camden are covered by Controlled Parking Zones (CPZs) in which parking is regulated within certain controlled hours. The hours of control vary between CPZs. The hours and days of control in CPZs have been developed to meet local community needs following detailed consultation.

2.7.2 Camden has over 35,500 controlled parking spaces across 19 CPZs. A CPZ is an area where parking is only permitted in designated parking bays. A controlled parking space can be defined as a 5m length where it is permitted to park a vehicle, subject to conditions (for example a permit requirement or applicable parking charge). Table 2.9 outlines the types and quantities of controlled parking spaces in Camden.

Statistics, financial information and monitoring

Table 2.9: Controlled parking spaces within Camden

* Blank cells indicate that there are no controlled parking spaces of this type in the particular zone

Sum of Parking Spaces	Colu	CA-B	CA-C	CA-D	CA-E	CA-F	CA-G	CA-H	CA-J	CA-K	CA-L	CA-M	CA-N	CA-P	CA-Q	CA-R	CA-S	CA-U	CA-V	CA-X	Grand Total	
Ambulance		1		31	4	1				1					3							41
Business Scheme A			4	19	9																	32
Car Club		30	15	44	15	25	14	21	9	12	2	14	2	12	7	10	3	10				245
Diplomatic			10	9	8												2					29
Disabled (Blue Badge)		96	21	79	46	31	59	35	16	22	41	55	24	57	49	41	11	38				721
Disabled (Dedicated)		11	3	8	4	6	14	3	3	6	7	8	1	9	13	7	2	6				111
Disabled (Green Permit)			23	5	6																	34
Dockless Bike Hire		8	11	25	7	12	12	13	7	4	6	10	3	6	5	7	4	11		2		153
Doctor		1	4	9	8	3		5	4	5	4	1		3			1	2				50
Electric Vehicle Recharging		37	4	23	9	12	13	23	14	8	10	14	6	18	15	15	11	13		1		246
Free (buses)		10	3	1				5			4											23
Free (buses) / Loading											8											8
Loading		11	22	26	26	6	18	18	1	7		3	1	5	10			3				157
Loading / Disabled (Blue Badge)			9				2															11
Loading / Paid-For						16						4										20
Loading / Parking						11																11
Loading / Resident Permit Holders			7																			7
Paid-For		240	198	541	224	397	455	286		61	84	133	38	69	78	23		68				2,895
Paid-For (Buses)				6	9		2															17
Paid-For / Permit Holders						41	3	43	444	7	3	61		7	31	38	37	4	7	16		742
Paid-For / Resident Permit Holders		14	6	68	2	36				41	19			218	57	29	70	231				791
Permit Holders EV Charging Only		4				2	2	4	1	1		3	1	1	3	1	1	1				25
Permit Holders Only		158	3	4	1	165	41	78	1,613	996	1,590	2,291	968	2,577	1,973	1,553	870	2,012	45	51		16,989
Resident Permit Holders Only		4,407	271	1,360	382	1,365	1,440	2,700		6	68	2	4		1	1	22	7	1			12,037
Solo Motorcycles		44	19	76	32	21	14	14	7	7	11	12	3	32	30	5	1	8				336
Taxi Rank (TFL Asset)																						
Trader		1	5			11				2	8											27
Trader / Permit Holders				1		8	10				47											66
Trader / Resident Permit Holders				28			3															31
Trader / Resident Permit Holders / Paid-For											4											4
Grand Total		5,073	638	2,363	792	2,169	2,102	3,248	2,119	1,186	1,916	2,611	1,051	3,014	2,275	1,730	1,035	2,414	53	70	35,859	