

Camden

Annual Parking Report

Your guide to Camden's 2020-2021 financial year

October 2021



Annual Parking Report 2021

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- 1.1.1 This is Camden's fifteenth 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.

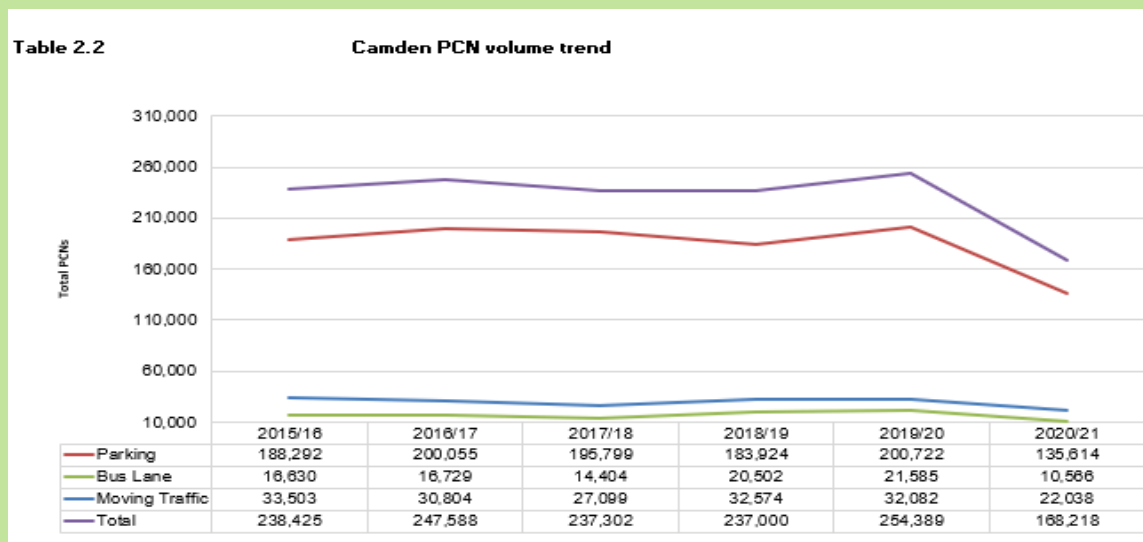
2.1.2 Table 2.1 shows that in 2020/21 Camden issued 168,218 PCNs. This is a decrease of 86,171 PCNs compared to 2019/20 and a 29.44% reduction on 2015/16. The number of PCNs issued in 2020/21 were impacted by measures that were put in place to help combat Covid-19.

2.1.3 Table 2.2 shows PCN volumes are consistent with long term trends. Since 2015/16 Camden has seen a total reduction in PCN volumes of 70,207 or 29.44%. 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	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Parking	188,292	200,055	195,799	183,924	200,722	135,614
Bus Lane	16,630	16,729	14,404	20,502	21,585	10,566
Moving Traffic	33,503	30,804	27,099	32,574	32,082	22,038
TOTAL	238,425	247,588	237,302	237,000	254,389	168,218

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		2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Parking	Higher level	113,410	124,682	126,795	120,398	131,179	89,384
	Lower level	74,882	75,371	69,004	63,526	69,536	46,230
	Unknown	0	2	0	0	0	0
Sub-total		188,292	200,055	195,799	183,924	200,715	135,614
Bus Lane		16,630	16,729	14,404	20,502	21,585	10,566
Moving Traffic		33,503	30,804	27,099	32,574	32,082	22,038
Sub-total - bus lane and moving traffic PCNs		50,133	47,533	41,503	53,076	53,667	32,604
TOTAL - all PCNs		238,425	247,588	237,302	237,000	254,382	168,218

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 2020/2021 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 2020/21

	Cancelled following representation	Paid at discount rate	Paid at full rate	Other (Cancelled Pre-formal / Outstanding / Written Off / Part Paid / Paid following recovery process)	Total Paid at Discount or Full Rate	Total Tickets
Parking	0.22%	60.33%	12.14%	27.31%	72.47%	100.00%
	302	81,811	16,467	37,034	98,278	135,614
Bus Lane	0.31%	67.59%	9.70%	22.39%	77.30%	100.00%
	33	7,142	1,025	2,366	8,167	10,566
Moving Traffic	1.36%	68.62%	4.59%	25.42%	73.21%	100.00%
	300	15,123	1,012	5,603	16,135	22,038
TOTAL	0.38%	61.87%	11.00%	26.75%	72.87%	100.00%
	635	104,076	18,504	45,003	122,580	168,218

Notes:

- (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	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Vehicles Clamped	5	0	0	5	0	0
Vehicles Removed	2,963	2,535	2,374	2,253	2,212	341

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

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Income	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Paid for Parking	10,788	11,048	11,191	13,126	13,805	9,374
Parking permits: resident's	3,956	4,073	4,197	4,378	4,468	5,812
Parking permits: other	3,152	3,175	3,136	3,294	3,497	3,325
Suspensions	4,783	5,660	4,187	3,893	5,774	5,092
Clamping & removals	651	611	559	581	598	147
Penalty charge notices	13,815	14,115	12,140	13,646	15,536	10,192
Other income	0	0	0	144	0	107
Total income	37,145	38,681	35,410	39,061	43,679	34,048
Total expenditure	11,576	11,884	14,188	12,996	14,370	13,067
Surplus	25,569	26,797	21,221	26,065	29,308	20,981

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.

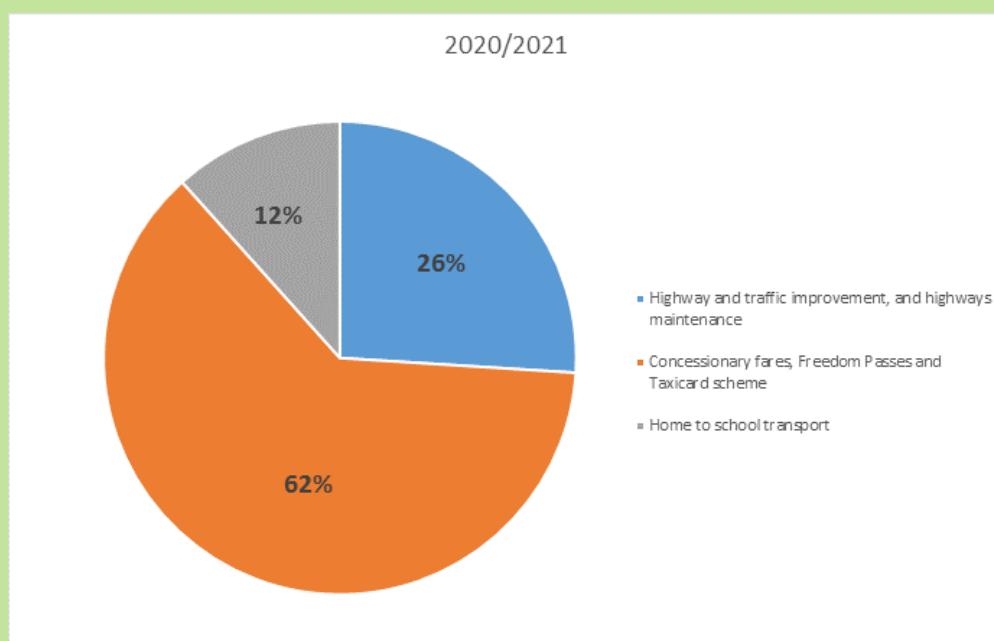
2.5.3 Although the level of permit and paid for charges are set by Camden Council, the level of charge for PCNs, clamping, and removal fees are set by London Councils with the Mayor of London's approval and ratified by the Secretary of State.

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

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Off-street parking	0	0	0	0	0	0
Highway and traffic improvement, and highways maintenance	8,933	10,081	5,039	9,822	13,960	5,455
Concessionary fares, Freedom Passes and Taxicard scheme	13,952	13,995	13,745	13,862	12,777	13,084
Transport planning costs	0	0	0	0	0	0
Home to school transport	2,683	2,721	2,438	2,381	2,571	2,443
Total expenditure from parking surplus	25,569	26,797	21,221	26,065	29,308	20,981



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	2015/16	563	838	41.5%	0.72%
	2016/17	507	849	37.3%	0.68%
	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%
Bus Lane	2015/16	36	42	36.3%	0.59%
	2016/17	46	75	38.0%	0.53%
	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%
Moving Traffic	2015/16	85	190	27.3%	0.92%
	2016/17	104	233	30.8%	0.87%
	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%
All PCNs	2015/16	684	1,070	38.7%	0.74%
	2016/17	657	1,157	36.2%	0.66%
	2017/18	562	970	36.6%	0.64%
	2018/19	462	953	32.6%	0.59%
	2019/120	460	916	32.6%	0.54%
	2020/21	387	645	37.5%	0.61%

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 36,000 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

Row Labels	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	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Ambulance	1		28	4	1				1					3							38
Business Scheme A		3	20	9																	32
Car Club	30	14	45	15	25	14	20	9	12	2	14	2	13	8	10	3	10				246
Diplomatic		10	9	8												2					29
Disabled (Blue Badge)	92	22	82	47	31	58	35	16	22	41	53	19	57	49	40	11	37				712
Disabled (Dedicated)	11	2	6	4	7	9	5	1	6	4	6	1	10	12	6	1	4				95
Disabled (Green Permit)		21	5	8																	34
Dockless Bike Hire		11	24	7	3	12														2	59
Doctor	1	4	12	8	3		5	6	3	4	1		3			1	2				53
Electric Vehicle Recharging	13	2	11	5	3	5	6	2	2	3	5	4	3	1	4	1	4			1	75
Loading	7	20	17	27	18	18	16	1	7	1	4		5	10			3				154
Loading / Disabled (Blue Badge)		9				2															11
Loading / Paid-For					19						4										23
Loading / Resident Permit Holders		7																			7
Paid-For (Buses)			6	9		2															17
Paid-For (Taxis)																					0
Paid-For / Permit Holders					41	3	45	470	7	8	74		7	14	42	37	4	7	16		775
Paid-For / Resident Permit Holders	4	2	71	2	46			9	41	14			220	78	28	83	238				836
Paid-For	278	225	570	248	406	485	308		65	73	144	44	73	79	27		74				3099
Permit Holders Only	171	5	4	1	63	57	83	1,640	1,023	1,617	2,329	1,010	2,633	1,997	1,587	886	2,045	45	51		17247
Resident Permit Holders Only	4,467	283	1,381	399	1,504	1,466	2,740		21	68	2	4		1		22	9	1			12368
Solo Motorcycles	45	20	79	32	22	15	14	7	7	13	13	3	33	31	5	1	8				348
Taxi Rank	8	29	22	25	12	31			2						6						135
Trader	1	5	14		11				2	8											41
Trader / Permit Holders			11		8	10				52											81
Trader / Resident Permit Holders			1			3															4
Grand Total	5,129	694	2,418	858	2,223	2,190	3,277	2,161	1,221	1,908	2,649	1,087	3,057	2,283	1,755	1,048	2,438	53	70		36,519