

Camden

Annual Parking Report

Your guide to Camden's 2021-2022 financial year
October 2022



Annual Parking Report 2022

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- 1.1.1 This is Camden's sixteenth 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.

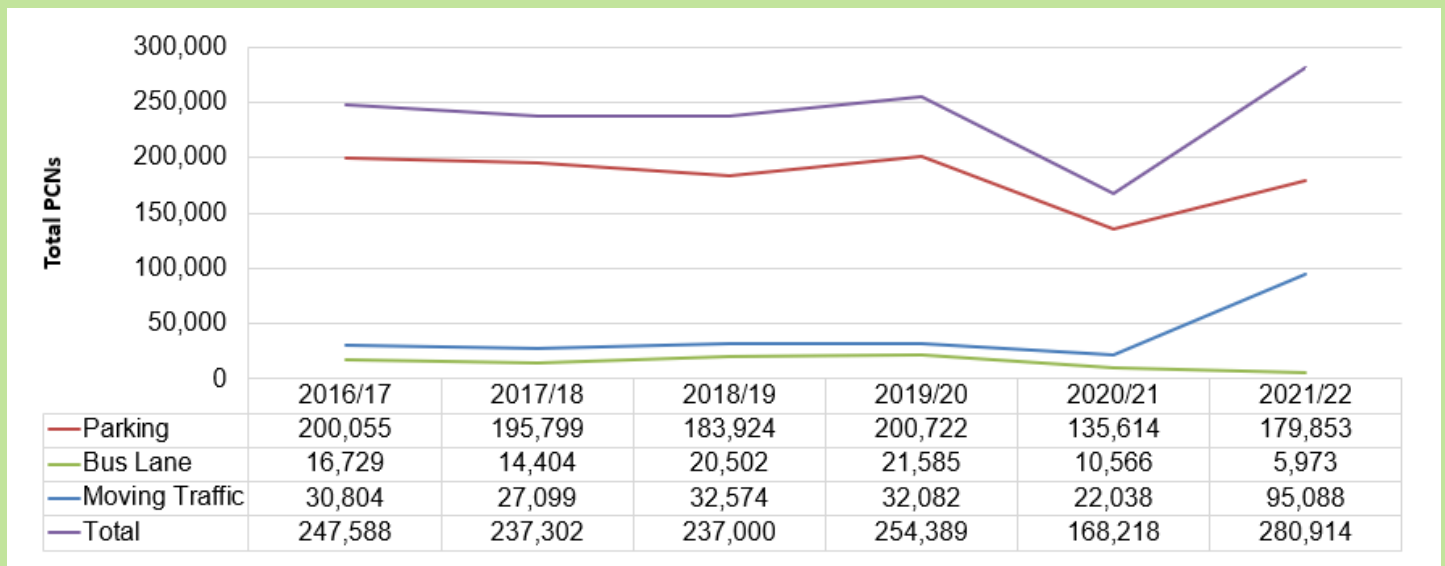
2.1.2 Table 2.1 shows that in 2021/22 Camden issued 280,914 PCNs. This is an increase of 112,696 PCNs compared to 2020/21. The number of PCNs issued in 2020/2021 were affected by parking policies aimed at alleviating parking issues during the Covid-19 pandemic. Measures Camden introduced included an 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	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Parking	200,055	195,799	183,924	200,722	135,614	179,853
Bus Lane	16,729	14,404	20,502	21,585	10,566	5,973
Moving Traffic	30,804	27,099	32,574	32,082	22,038	95,088
TOTAL	247,588	237,302	237,000	254,389	168,218	280,914

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		2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Parking PCNs	Higher level	124,682	126,795	120,398	131,179	89,384	117,354
	Lower level	75,371	69,004	63,526	69,536	46,230	62,499
Sub-total		200,053	195,799	183,924	200,715	135,614	179,853
Bus lane PCNs		16,729	14,404	20,502	21,585	10,566	5,973
Moving traffic PCNs		30,804	27,099	32,574	32,082	22,038	95,088
Bus lane and moving traffic PCNs sub-total		47,533	41,503	53,076	53,667	32,604	101,061
TOTAL PCNs		247,586	237,302	237,000	254,382	168,218	280,914

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 2021/2022 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 2021/22

	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	0.36%	60.28%	13.73%	25.63%	74.01%	100.00%
	653	108,424	24,687	46,089	133,111	179,853
Bus Lane	0.28%	63.18%	10.77%	25.77%	73.95%	100.00%
	17	3,774	643	1,539	4,417	5,973
Moving Traffic	2.09%	65.70%	6.91%	25.31%	72.60%	100.00%
	1988	62,471	6,566	24,063	69,037	95,088
TOTAL	0.95%	62.18%	11.35%	25.52%	73.53%	100.00%
	2,658	174,669	31,896	71,691	206,565	280,914

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	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Vehicles Clamped	0	0	5	0	0	0
Vehicles Removed	2,535	2,374	2,253	2,212	341	750

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

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Income	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Paid for Parking	11,048	11,191	13,126	13,805	9,374	11,672
Parking permits: resident's	4,073	4,197	4,378	4,468	5,812	5,762
Parking permits: other	3,175	3,136	3,294	3,497	3,325	3,558
Suspensions	5,660	4,187	3,893	5,774	5,092	9,325
Clamping & removals	611	559	581	598	147	264
Penalty charge notices	14,115	12,140	13,646	15,536	10,192	16,066
Other income	0	0	144	0	107	112
Total income	38,681	35,410	39,061	43,679	34,048	46,759
Total expenditure	11,884	14,188	12,996	14,370	13,067	14,441
Surplus	26,797	21,221	26,065	29,308	20,981	32,319

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.

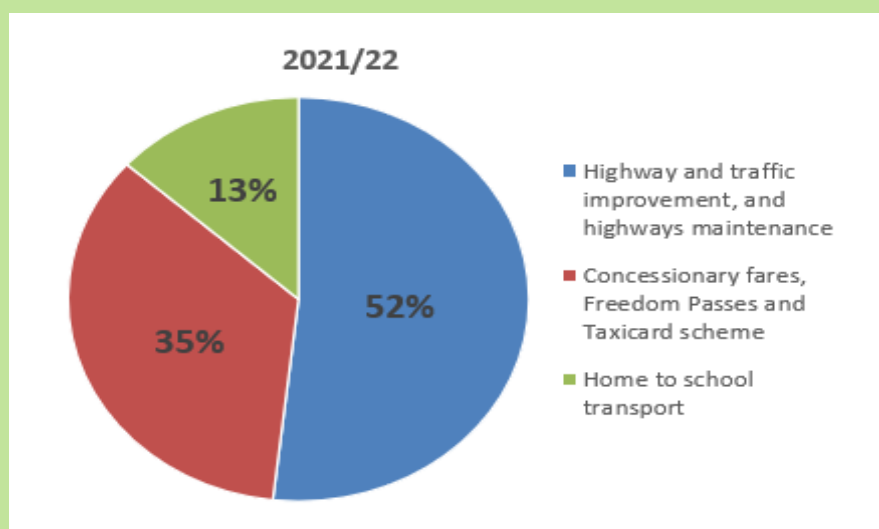
2.5.3 Although the level of permit and paid for charges are set by Camden Council, the level of charge for PCNs, clamping, and removal fees are set by London Councils with the Mayor of London's approval and ratified by the Secretary of State.

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

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Off-street parking	0	0	0	0	0	0
Highway and traffic improvement, and highways maintenance	10,081	5,039	9,822	13,960	5,455	16,735
Concessionary fares, Freedom Passes and Taxicard scheme	13,995	13,745	13,862	12,777	13,084	11,261
Transport planning costs	0	0	0	0	0	0
Home to school transport	2,721	2,438	2,381	2,571	2,443	4,322
Total expenditure from parking surplus	26,797	21,221	26,065	29,308	20,981	32,319



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	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%
	2021/22	217	352	33.1%	0.31%
Bus Lane	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%
	2021/22	10	22	27.0%	0.53%
Moving Traffic	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%
	2021/22	211	431	31.3%	0.67%
All PCNs	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%
	2019/20	460	916	32.6%	0.54%
	2020/21	387	645	37.5%	0.61%
	2021/22	438	805	32.1%	0.44%

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
Ambulance	1		28	4	1				1					3						38
Business Scheme A		3	20	9																32
Car Club	33	14	44	15	25	14	20	9	12	2	14	2	12	7	10	3	10			246
Diplomatic		10	9	8												2				29
Disabled (Blue Badge)	99	22	79	47	31	59	36	16	22	41	53	19	57	49	40	11	38			719
Disabled (Dedicated)	11	3	7	4	6	9	3	1	6	6	6	1	10	13	6	1	4			97
Disabled (Green Permit)		21	5	8																34
Dockless Bike Hire	8	11	25	7	12	13	13	7	4	6	10	3	6	5	7	4	11		2	154
Doctor	1	4	9	8	3		5	6	3	4	1		3			1	2			50
Electric Vehicle Recharging	18	3	16	6	4	6	8	4	3	7	7	6	5	3	9	1	4		1	111
Free (buses)	13	3	1				5			4										26
Free (buses) / Loading										1										1
Loading	9	22	17	27	6	16	16	1	7		3	1	5	10			3			143
Loading / Disabled (Blue Badge)		9				1														10
Loading / Parking					11															11
Loading / Paid-For					16						4									20
Loading / Resident Permit Holders		7																		7
Paid-For (Buses)			6	9		2														17
Paid-For / Permit Holders				41	3	43	468	7	3	61		7	33	38	37	4	7	16		768
Paid-For / Resident Permit Holders	18	2	69	2	38			9	41	19			219	57	29	75	231			809
Paid-For	276	212	551	242	397	466	296		61	76	140	38	71	78	27		70			3,001
Permit Holders EV Charging Only	4				2	2	4	1	1		3	1	1	3	1	1	1			25
Permit Holders Only	161	5	4	1	166	42	78	1,631	1,032	1,595	2,311	974	2,630	1,987	1,577	883	2,031	45	51	17,204
Resident Permit Holders Only	4,486	279	1,379	397	1,377	1,448	2,721		7	68	2	4		1	1	22	7	1		12,200
Solo Motorcycles	45	19	77	32	21	14	14	7	7	11	12	3	33	31	5	1	8			340
Taxi Rank	8	25	22	25	12	32			2						6					132
Trader	1	5	14		11				2	8										41
Trader / Permit Holders			12		8	10				48										78
Trader / Resident Permit Holders / Paid-For										4										4
Trader / Resident Permit Holders			3			3														6
Grand Total	5,192	679	2,397	851	2,188	2,140	3,262	2,160	1,218	1,903	2,627	1,052	3,059	2,280	1,756	1,042	2,424	53	70	36,353