

# Camden

# Annual Parking Report

Your guide to Camden's 2024-2025 financial year

October 2025



# Annual Parking Report 2025

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- 1.1.1 This is Camden's nineteenth 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.

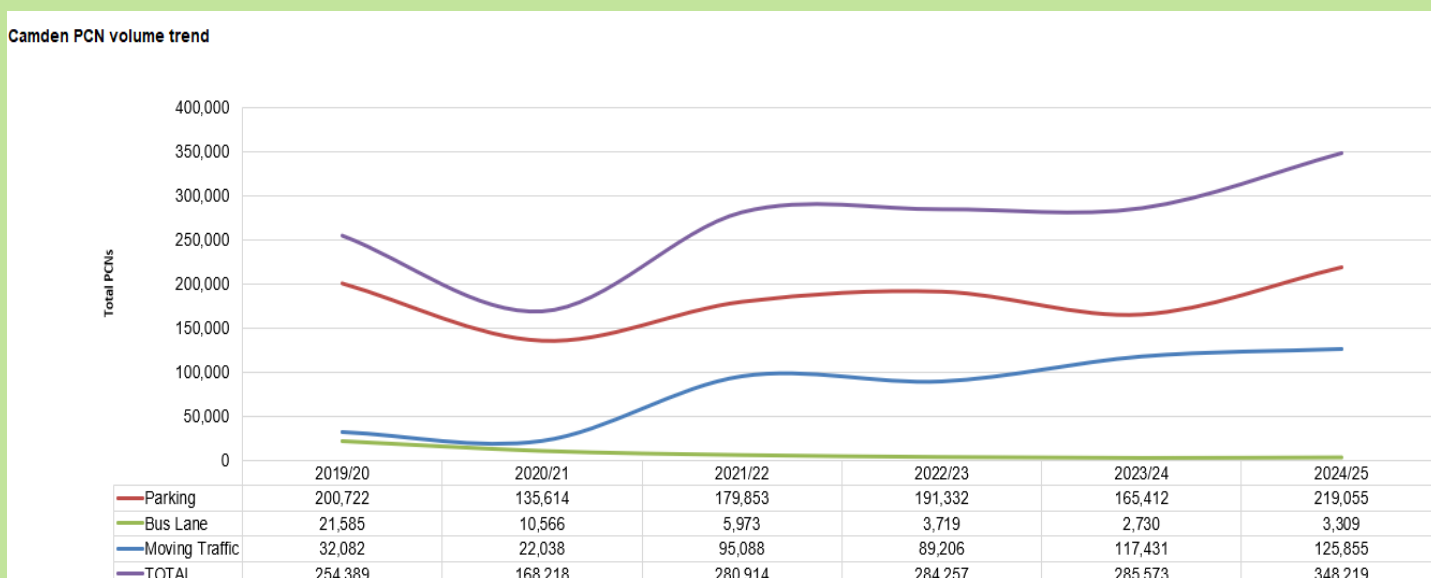
2.1.2 Table 2.1 shows that in 2024/25 Camden issued 348,215 PCNs. This is an increase of 62,646 PCNs compared to 2023/24. The number of PCNs issued in 2020/2021 were affected by parking policies aimed at alleviating parking issues during the Covid-19 pandemic. Measures Camden introduced included an essential 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.

**Table 2.1 The number of PCNs issued by enforcement method**

PCN Area	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Parking	200,722	135,614	179,853	191,332	165,412	219,055
Bus Lane	21,585	10,566	5,973	3,719	2,730	3,309
Moving Traffic	32,082	22,038	95,088	89,206	117,431	125,855
<b>TOTAL</b>	<b>254,389</b>	<b>168,218</b>	<b>280,914</b>	<b>284,260</b>	<b>285,573</b>	<b>348,219</b>

**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		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Parking PCNs	Higher level	131,179	89,384	117,354	124,422	107,131	142,409
	Lower level	69,536	46,230	62,499	66,910	58,281	76,646
Sub-total		200,715	135,614	179,853	191,322	165,412	219,055
Bus lane PCNs		21,585	10,566	5,973	3,719	2,739	3,309
Moving traffic PCNs		32,082	22,038	95,088	89,209	117,431	125,855
Bus lane and moving traffic PCNs sub-total		53,667	32,604	101,061	92,925	120,161	129,164
TOTAL PCNs		254,382	168,218	280,914	284,260	285,573	348,219

*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](https://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 2024/2025 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 2024/25**

Table 2.4		Status of PCNs issued in 2024/25					
		Cancelled following representation	Paid at discount rate	Paid at full rate	Other (Cancelled Pre - formal / Outstanding / Written Off)	Total Paid at Discount or Full Rate	Total Tickets
Parking		0.65%	60.28%	14.07%	25.01%	74.34%	100.00%
		1,424	132,037	30,817	54,777	162,854	219,055
Bus Lane		0.39%	57.54%	9.37%	32.70%	66.91%	100.00%
		13	1,904	310	1,082	2,214	3,309
Moving Traffic		2.48%	66.07%	5.50%	25.95%	71.57%	100.00%
		3,119	83,158	6,919	32,659	90,077	125,855
TOTAL		1.31%	62.35%	10.93%	25.42%	73.27%	100.00%
		4,556	217,099	38,046	88,518	255,145	348,219

**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 cXX% of the total number of PCNs issued which breaks down to: cancellations at pre-formal stage c10%; currently outstanding PCNs cXX%; written off cX%, part paid cX%.
- (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	2019/20	2020/2021	2021/22	2022/23	2023/24	2024/25
Vehicles Clamped	5	0	0	0	0	0
Vehicles Removed	2,212	341	750	931	448	707

## 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**

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Income	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Paid for Parking	13,805	9,374	11,672	11,462	11,525	12,945
Parking permits: resident's	4,468	5,812	5,762	5,793	5,530	5,499
Parking permits: other	3,497	3,325	3,558	3,592	3,950	4,377
Suspensions	5,774	5,092	9,325	6,756	5,485	5,417
Clamping & removals	598	147	264	255	126	221
Penalty charge notices	15,536	10,192	16,066	17,099	17,098	20,624
Other income	0	107	112	91	77	179
<b>Total income</b>	<b>43,679</b>	<b>34,048</b>	<b>46,759</b>	<b>45,048</b>	<b>43,791</b>	<b>49,263</b>
<b>Total expenditure</b>	<b>14,370</b>	<b>13,067</b>	<b>14,441</b>	<b>14,706</b>	<b>12,662</b>	<b>14,933</b>
<b>Surplus</b>	<b>29,308</b>	<b>20,981</b>	<b>32,319</b>	<b>30,343</b>	<b>31,128</b>	<b>34,330</b>

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.

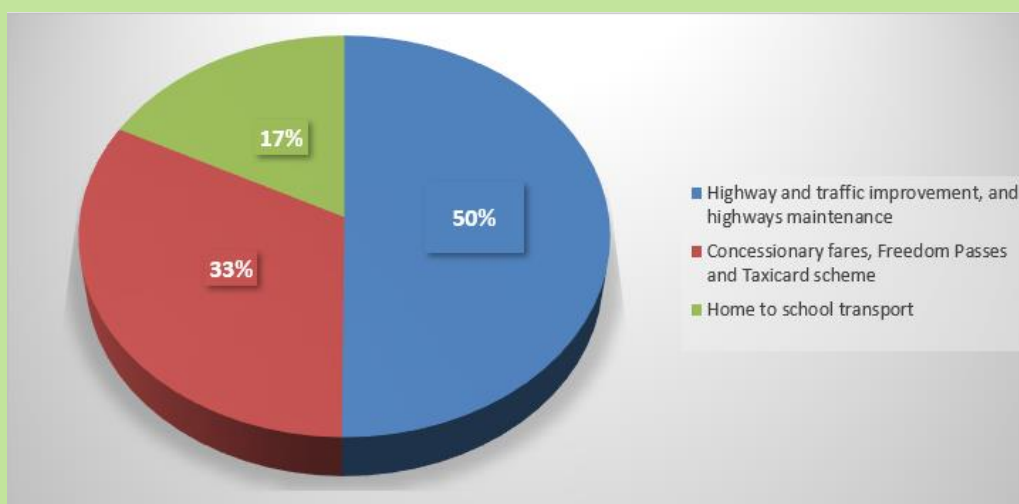
2.5.4 Table 2.7 (and subsequent chart) show how the parking surplus is spent. The application of surplus is based on the Road Traffic Regulation Act 1984 Section 55. The Council has discretion on how to spend any surplus that may arise, within the scope set by law. Under current legislation the application 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**

	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)	(£,000)
Off-street parking	0	0	0	0	0	0
Highway and traffic improvement, and highways maintenance	13,960	5,455	16,735	18,362	17,959	17,211
Concessionary fares, Freedom Passes and Taxicard scheme	12,777	13,084	11,261	8,152	8,376	11,149
Transport planning costs	0	0	0	0	0	0
Home to school transport	2,571	2,443	4,322	3,828	4,793	5,969
<b>Total expenditure from parking surplus</b>	<b>29,308</b>	<b>20,981</b>	<b>32,319</b>	<b>30,342</b>	<b>31,128</b>	<b>34,330</b>



## 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	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%
	2023/24	205	292	30.1%	0.63%
	<b>2024/25</b>	<b>435</b>	<b>740</b>	<b>31.4%</b>	<b>0.39%</b>
Bus Lane	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%
	2023/24	22	11	47.8%	0.80%
	<b>2024/25</b>	<b>12</b>	<b>21</b>	<b>33.3%</b>	<b>0.99%</b>
Moving Traffic	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%
	2023/24	200	341	31.7%	0.17%
	<b>2024/25</b>	<b>194</b>	<b>373</b>	<b>31.4%</b>	<b>0.15%</b>
All PCNs	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%
	2023/24	427	644	31.4%	0.14%
	<b>2024/25</b>	<b>435</b>	<b>1175</b>	<b>37.2%</b>	<b>0.33%</b>

## 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 35,700 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

## Spaces 24-25

Restriction Type	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	9			1					3						50
Car Club	30	15	43	15	25	14	21	9	12	2	14	2	12	7	7	3	10			241
Diplomatic		10	8	8												2				28
Disabled (Blue Badge)	96	22	84	45	36	64	36	15	22	43	56	25	55	49	42	10	38			738
Disabled (Dedicated)	14	3	9	6	5	15	3	4	5	8	14	1	10	13	8	1	5			124
Disabled (Green Permit)		23	5	6																34
Dockless Bike Hire	15	12	34	7	11	15	15	10	4	9	14	4	7	9	9	4	13		2	194
Doctor	1	4	9	8	2		5	5	5	4	1		3			1	2			50
Electric Vehicle Recharging	37	4	22	8	12	13	23	14	10	10	14	6	18	15	17	11	13		2	249
Free (buses)	8	2	1		1		3			4										19
Free (buses) / Loading										8										8
Loading	10	23	25	29	13	20	15	1	4		4	1	5	9			4			163
Loading / Disabled (Blue Badge)		9				2														11
Loading / Paid-For					15						4									19
Loading / Parking					3															3
Loading / Resident Permit Holders		8													2					10
Paid-For	237	188	515	217	372	438	285		58	85	130	34	68	78	21		55			2,781
Paid-For (Buses)			6	9		2														17
Paid-For / Permit Holders					44		43	424	9	3	59		14	30	42	37	4	7	16	732
Paid-For / Resident Permit Holders	14	6	72	2	37				41	19			210	56	26	68	200			751
Permit Holders EV Charging Only	12	6	3	4	12	10	9	6	3	4	14	9	11	11	3	9	9		1	136
Permit Holders Only	138	7	25	9	173	38	78	1,567	992	1,599	2,243	951	2,523	1,948	1,503	862	2,004	45	47	16,752
Resident Permit Holders Only	4,369	263	1,333	369	1,341	1,384	2,680		6	72	1	4		1	1	22	4	1		11,851
Solo Motorcycles	44	21	69	29	20	15	14	7	6	12	12	3	32	30	5	1	8			328
Taxi Rank (TFL Asset)					2															2
Trader	1	5			11	6			2	8										33
Trader / Permit Holders			1		8	5				47										61
Trader / Resident Permit Holders			29			3														32
Trader / Resident Permit Holders / Paid-For										4										4
<b>Grand Total</b>	<b>5,027</b>	<b>631</b>	<b>2,324</b>	<b>775</b>	<b>2,144</b>	<b>2,053</b>	<b>3,230</b>	<b>2,062</b>	<b>1,180</b>	<b>1,941</b>	<b>2,580</b>	<b>1,040</b>	<b>2,968</b>	<b>2,259</b>	<b>1,686</b>	<b>1,031</b>	<b>2,369</b>	<b>53</b>	<b>68</b>	<b>35,421</b>