



Annual Parking Report 2024 – 25



Buckinghamshire
Council



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Introduction





Parking Strategy

Parking Strategic Priorities



The Parking Strategy, adopted by Cabinet in February 2024, sets out the authority's vision for parking, across Buckinghamshire.



Parking Strategy - priorities

Technology and Innovation



We want to offer our customers a high-quality parking service in Buckinghamshire. Technology and innovation offer our customers more consistency and helps us to ensure that our enforcement teams can act effectively and are protected.

Since COVID, 79% of customers who previously chose to pay with cash now opt to use digital methods. Our current set of parking payment machines are reaching the end of their economic life, and we must only invest in hard infrastructure such as payment machines where it is economically viable to do so. We must also continue to seek future opportunities for innovation where they exist in the future, for example demand management.

Parking charges



We want to implement a charging schedule across Buckinghamshire through which any changes must make a net revenue contribution towards the Councils running costs. We should ensure that our charges are comparable with nearby local authorities, and support the upkeep and enhancement of our valuable car park assets which benefit the whole community.

Through appropriate and considered charging, we can:

- support effective maintenance of the car parks
- encourage drivers to use car parks rather than on street, which in turn encourages network safety
- encourage turnover of spaces

PARKING ASSETS



We want to support the high street, leisure facilities and national landscapes (AONBs) and enabled residents and visitors to Buckinghamshire visit those locations. At the same time, we need to minimise any subsidy to our car parks and ensure that they make a net contribution to the Council while meeting maintenance requirements.

Car parks and on street parking locations are prized assets of community value, but where they are not well used or making a return we need to consider other uses for those sites. We want to make use of our parking estate to support our wider corporate ambitions around regeneration, housing and place shaping while also taking into consideration specific local needs.

ENFORCEMENT



We want to make sure that drivers park appropriately and do not overstay. Doing this relieves congestion by helping vehicles move around our highway network more easily, in turn this supports network safety, essential delivery of blue light services, reduces emissions and facilitates the passage of public transport.

We use our enforcement powers to support safety in car parks but also in on street parking locations, and to issue fines to vehicles that break moving traffic restrictions such as driving in a bus lane, taking a restricted turn and stopping in a hatched box. We also use our enforcement powers to support the use of designated bays such as Electric Vehicles, Blue Badge and loading bays.



Parking Strategy - the future



LOOKING TO THE FUTURE - what's next?



We will work with members and partners to deliver against our strategic aims set out in this strategy.



We will continually review the best model for delivering parking services for the future and will seek opportunities to harness innovation and work with the wider industry to trial and pilot innovation.



We will continue to look for more opportunities to harness innovation and work with the wider industry to trial and pilot new innovative ways to deliver parking services.



Performance - statistics

Presented below are the statistical and financial results for the Parking Service for the year 2024/25. This summary encompasses details of income and expenditure, along with a comprehensive breakdown of Penalty Charge Notices issued, including information on appeals and debt recovery processes.

There are two levels of PCNs, which are determined by the seriousness of the contravention: Higher £70 (£35 if paid within 14 days of issue), Lower £50 (£25 if paid within 14 days of issue).

The tables below set out the PCNs issued in 2024/25, broken down into higher/lower level PCNs and per contravention. Appeal information is also provided. The higher volume of PCNs in 2024/25 is due to an increase in Civil Enforcement Officers.

PCN summary 2024/25	On-street	Off-street	Total	2023/24 Total for Comparison
Total PCNs issued	44,518	9,830	54,348	47,416
Number of higher level PCNs	41,420	2,333	43,753	30,139
Number of lower level PCNs	3,098	7,497	10,595	17,277
Number of PCNs against which an informal or formal representation was made	6,336	2,573	8,909	9,316
Number of PCNs cancelled as result of an informal or formal appeal	805	1,064	1,869	2,830
Number of PCNs written off for other reasons	6,730	587	7,317	75



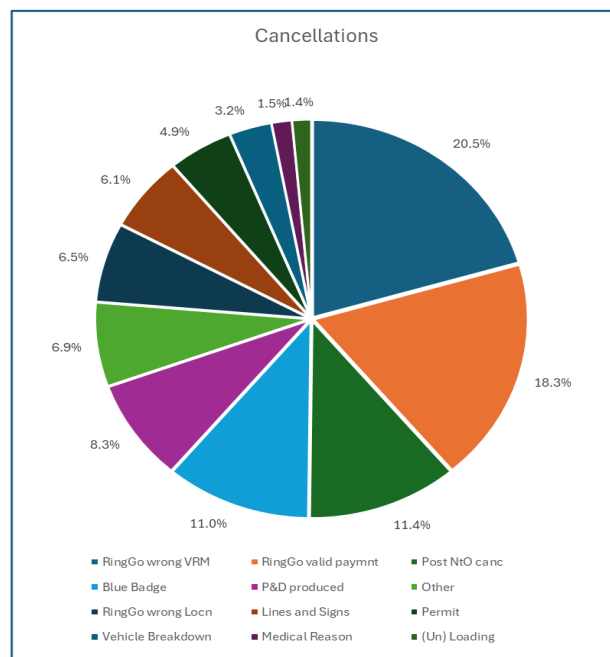
Performance – contravention types

Higher-Level Contraventions

Code	Description	No. PCNs
01	Parked in a restricted street	10,774
02	Loading in restricted street	3,014
12	Parked in a residents' place	241
	Parked in an Electric Vehicle bay	
14	without charging	1
16	Parked in a permit space	3,886
20	Parked in a loading gap	1
21	Parked in a suspended bay	517
23	Wrong class of vehicle	992
25	Parked in a loading place	1,173
26	Double parking in a SEA	45
27	Dropped footway in a SEA	243
28	Parked in special enforcement area	5
40	Disabled Persons parkign space	1,962
41	Diplomatic vehicles	4
43	Stopped on cycle docking station	1
45	Taxi rank	764
46	Clearway	6
47	Restricted bus stop or stand	239
48	Restricted school area	26
49	Cycle track or lane	120
62	Footpath parking	3
70	Parked in a loading area	18
71	Parked in an electric place	346
74	Parking for sale of goods	1
78	Parked in a suspended bay	35
81	Parked in a restricted area	723
85	Parked in a permit bay	450
87	Disabled person's parking	475
89	Wrong size of vehicle	1
91	Wrong class of vehicle	2
92	Obstruction	282
99	Pedestrian crossing	369
31j	Yellow Box Junction	5,853
50r	Banned turn	57
51j	No Entry	10,883
52g	7.5T weight restriction	217
53j	Pedestrian zone	24

Lower-Level Contraventions

Code	Description	No. PCNs
04	Parked in a meter bay	2
05	Parked after payment expired	56
06	Parked without clearly display	1,036
11	Parked without payment	14
19	Parked in residents' space	43
22	Re-parked in the same place	19
24	Not parked correctly	170
30	Parked longer than permitted	1,758
73	Parked without payment	1,342
80	Parked longer than permitted	12
82	Parked after payment expired	259
83	Parked without clear display	5,740
84	Feeding the meter	2
86	Parked beyond the bay markings	139
94	Parked without clear display 2	1
95	Parked without purpose	2



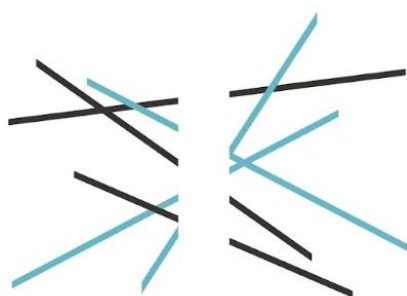
'Other' is a combination of mitigations, which include medical emergency, lines faded, Adjudicator decision.



Performance – Traffic Penalty Tribunal

Included in the statistics above are 108 cases that were registered with the Traffic Penalty Tribunal (TPT). That is just 1.2% of the number of PCNs against which an informal or formal representation was made. This shows that the Council's approach to appeals is reasonable and fair, and considers the facts of the case, along with any mitigating circumstances.

Of the 108 cases appealed, 16 were not contested, 32 were allowed by the Adjudicator. Should an Adjudicator find in favour of a motorist, the Council would review all feedback from TPT to ensure we continually deliver a robust enforcement regime that is fair, transparent and meets the needs of the community.



**Traffic Penalty
Tribunal**
England and Wales



Performance – recovery rate

Recovery of Penalty Charge Notices

The information below shows the recovery of Penalty Charge Notices for 2024/25 broken down into the various payment stages.

This details Penalty Charge Notices paid at discount, in full, upon issuance of a Charge Certificate, and after being registered as a debt at the Traffic Enforcement Centre.

70% - Overall recovery Rate

Of all the payments received.

- 81.0%** were paid at discount.
- 12.4%** were paid at full charge after notice to owner.
- 0.8%** were paid at charge certificate.
- 5.8%** were paid after debt registration.

70% recovery rate is within the market average when benchmarking with other authorities.



Performance - financials

Parking Account 2024/25

Parking account 2024/2025	Off-street	On-street	Total
Daily charges £	(7,234,525)	(563,912)	(7,798,438)
Penalty Charge Notices £	(258,701)	(820,217)	(1,078,918)
Permits £	(519,395)	(352,095)	(871,490)
Other income £	(120,466)	0	(120,466)
Expenditure £	5,175,583	1,071,338	6,246,921
(Surplus) / Deficit £	(2,957,504)	(664,887)	(3,622,391)



Vehicle removals

Vehicles abusing parking restrictions significantly impact the county. The Council has introduced a Vehicle Removal Policy, which is specific to on-street, and supports:

- Essential highway works - enabling the Council to conduct statutory highway functions, by preventing vehicle obstructions.
- Events - enabling areas to be kept clear and support road closures.
- Filming activity - reducing the potential for delays.
- Designated reserved bays for those most vulnerable.
- Parking supply and demand, which affects the high street, residents, and visitors.

The Council enforces this policy under the Traffic Management Act 2004 to address persistent evaders—vehicles with three or more unpaid or unresolved contraventions.

Since this policy was introduced in 2021

25 vehicles have been lifted

13 vehicles were logged to be lifted – but were not as the vehicle was moved before recovery was possible.

For full policy details, visit the Council's [website](#).



Joint enforcement operations

We actively engage in partnership working with Thames Valley Police, including joint enforcement visits to enhance compliance across our operational areas. The primary objective of this collaborative approach is to increase adherence to regulations through visible enforcement and shared expertise.

Since January 2025, a total of 55 joint visits have been completed across the county, with 5 more scheduled for December 2025. These efforts have resulted in the issuance of 202 Penalty Charge Notices (PCNs) by the council and 4 Fixed Penalty Notices (FPNs) by Thames Valley Police (TVP).

This joint enforcement initiative has proven to be successful in improving compliance, and we will continue to prioritise this collaborative approach moving forward.

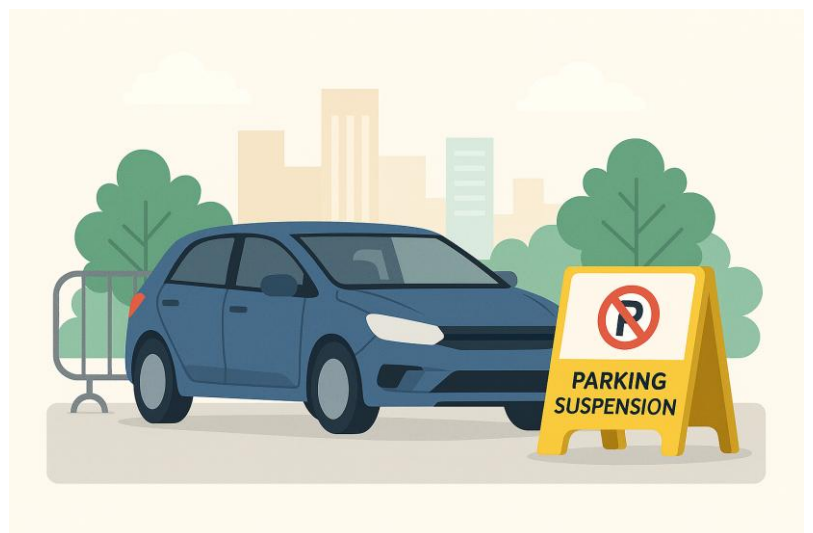




Suspensions

A parking suspension is where normal activity on a parking bay is suspended to allow planned activity to take place. This may include filming, utility works, highway gully works, facilitating road closures, or ad hoc requests, such as placing a skip on the highway, facilitating furniture removals, and/or maintenance works. Bays that can be suspended are parking charge bays, limited waiting bays, specific user bays, resident bays, and any space where it is legal to park and does not cause an obstruction.

Once a request is received, an assessment is undertaken to determine whether the location and timescales are suitable, whether there are any other works in the area, as well as what the impact on the local community might be, to ensure disruption is kept to a minimum. During 2024/25, the Council authorised 370 suspensions across Buckinghamshire.

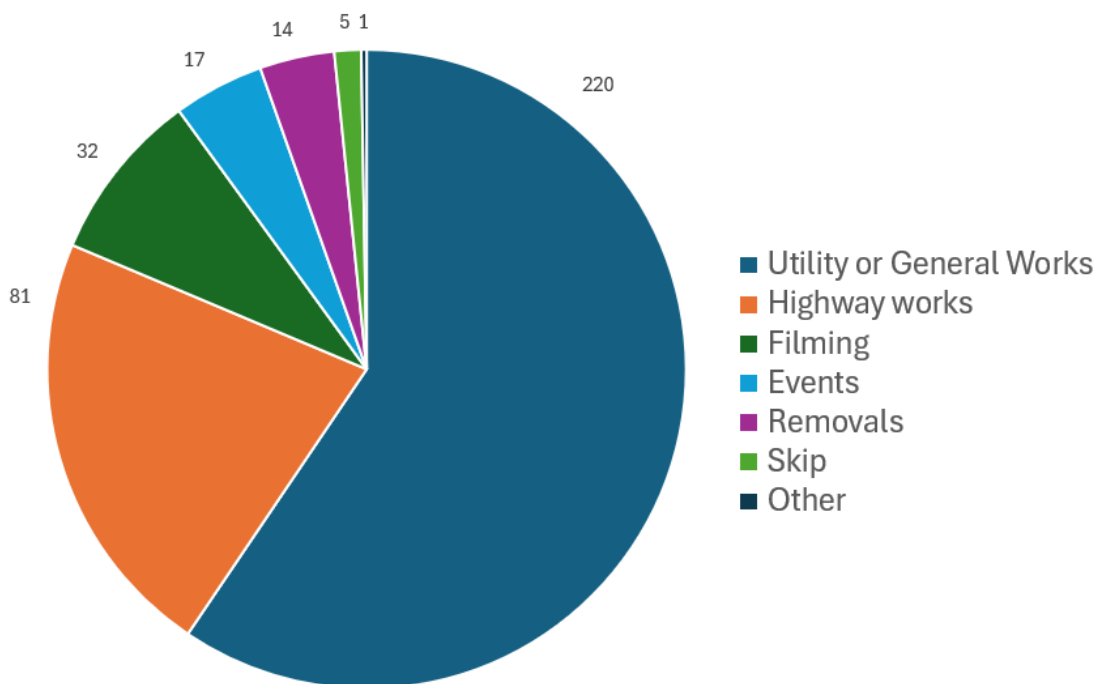




Suspensions issued

The chart below shows how many suspensions were issued for each category.

For more information on suspensions and dispensations, including how to apply for one, please visit Buckinghamshire Council's [website](#).





Dispensations

A parking dispensation is where a specific vehicle is permitted to park for a limited amount of time where parking restrictions are in place, for example, double yellow lines. This is usually to conduct essential work or activity where it is necessary for a vehicle to be parked near the building/site.

Applications will not normally be considered where there is reasonable alternative off-street parking nearby (for example a public car park) or, if the reason the application is being made, it is deemed to be for convenience rather than necessity.

A minimum 24-hour notice period is required, extending to 48/72/96 hours if making a request on the weekend or bank holiday.





Appeals process

Once a PCN has been issued, it is the 'owner' of the vehicle involved who is legally obliged to pay the penalty charge.

The 'owner' means the person by whom the vehicle is kept, which in the case of a vehicle registered under the Vehicle Excise and Registration Act 1994 (c.22) is presumed (unless the contrary is proved) to be the person in whose name the vehicle is registered at the DVLA.

It is therefore essential that any changes in vehicle ownership are immediately notified to the DVLA.

When allowing other people to use their vehicles, vehicle owners should bear in mind that it is still they, the vehicle's owner and not the vehicle's driver, who are liable to pay any penalty charges incurred in respect of parking contraventions.

The only exceptions are if the vehicle was on hire at the time the PCN was issued and an authentic and signed hire agreement is in place, or the vehicle had been taken without consent, and the theft has been reported to the police, and a crime reference number has been obtained.

In accordance with the TMA04 (Traffic Management Act 2004), a PCN may be paid at a discounted rate of 50% if it is paid within 14 days from the date a PCN is issued, or a challenge, otherwise known as informal appeal, is submitted within the same timeframe. A PCN may be disputed at three stages:



Appeals process continued

A PCN may be disputed at three stages:

Informal An informal challenge can be made against a PCN within 28 days of the PCN being issued. If the challenge is rejected, but the appeal is received within 14 days of the PCN being issued, the discount rate will apply for up to 14 days from the date the rejection letter is sent

Formal If a PCN remains unpaid and a Notice to Owner is served, there is a period of 28 days whereby a formal appeal, otherwise known as a Representation, can be made. If the representation is rejected, the Notice of Representation will include details how to appeal at the third stage, which is to the Traffic Penalty Tribunal.

Traffic Penalty Tribunal The Traffic Penalty Tribunal (TPT) is governed by the Parking and Traffic Regulations outside London (PATROL) committee. TPT adjudicators are independent lawyers, appointed with the consent of the Lord Chancellor. The role of an adjudicator is to decide appeals against PCNs issued by local authorities.

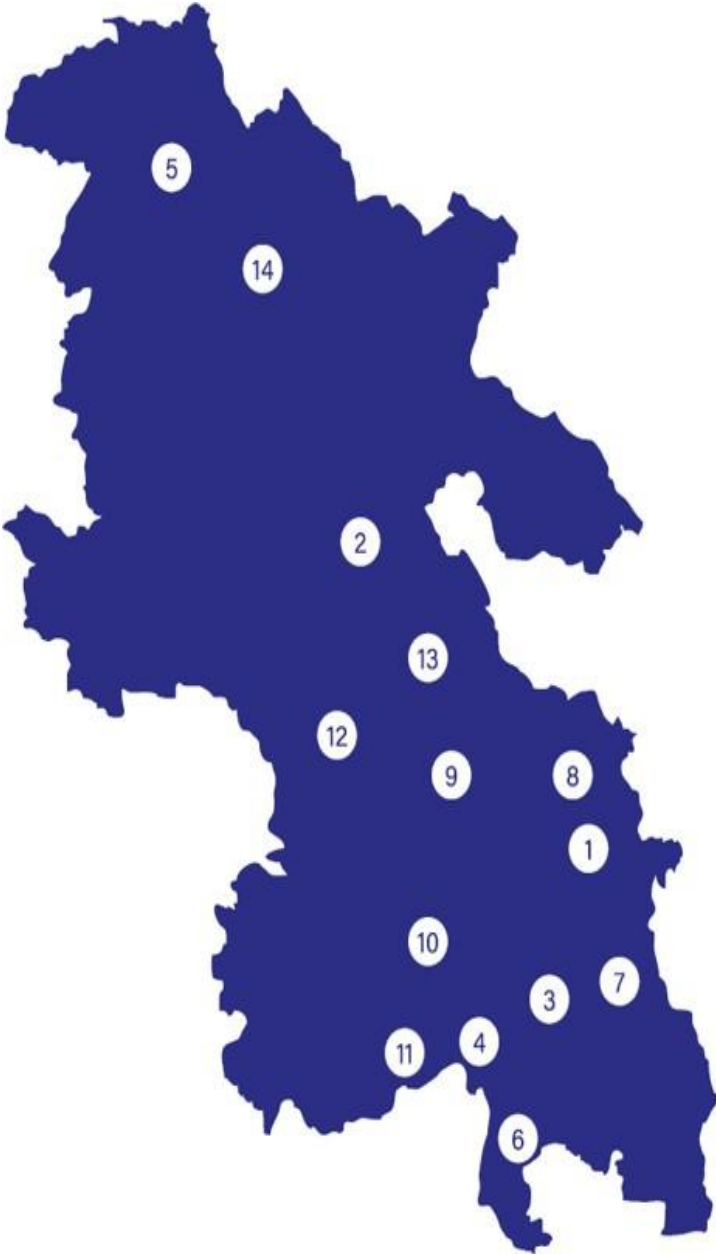
Informal and formal appeals are dealt with by the Council's in-house specialist appeals team. Each member of the team has been trained in national qualification standards and is able to review cases objectively, whilst considering the facts of the PCN, alongside any mitigating circumstances.

All appeals are dealt with in a fair, transparent, and equitable manner.



Parking provision

Off-street parking by locations and capacity levels:



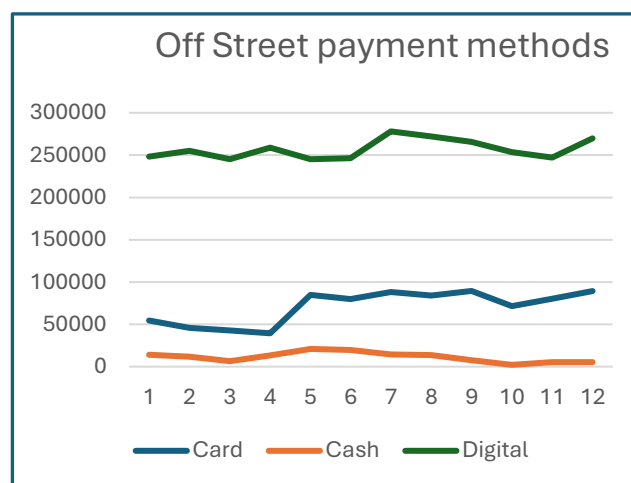
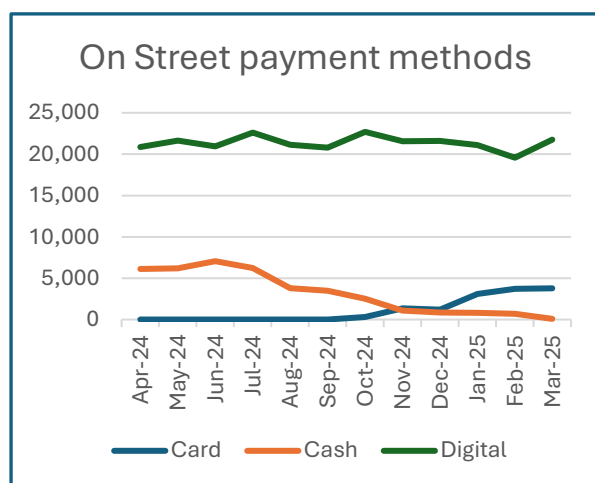
Key	Area	Spaces
1	Amersham	1,638
2	Aylesbury	1,932
3	Beaconsfield	640
4	Bourne End	82
5	Buckingham	453
6	Burnham	148
7	Chalfonts	294
8	Chesham	221
9	Great Missenden & Prestwood	160
10	High Wycombe	2,018
11	Marlow	832
12	Princes Risborough	220
13	Wendover	71
14	Winslow	89



Payment methods

The Council provides various payment methods across on-street and off-street parking locations. This varies by location, ranging between payment by cash, contactless card, telephone, and digital. Since the pandemic and continuing into 2024/25 there has been a change to the way customers pay for parking, with many now opting to use the digital platform.

The graphs below show the payment preferences throughout 2024/25. Further details on which payment methods are available and on which car parks are available online [Find a council car park | Buckinghamshire Council](#)





National Parking Platform

Buckinghamshire Council was pleased to be one of the first councils to pilot the National Parking Platform (NPP) and this pilot has proved successful. From July 2025 this scheme will be rolled out across the county in all parking locations.

NPP is an initiative supported by the Department for Transport, to provide a better service to customers and at a reduced cost for the Council.

Benefits include:

Enhanced customer experience Increased competition among suppliers gives customers more choices, ensures competitive pricing, improves access to parking data, and promotes innovation.

Reduced costs Less need for payment equipment and a simplified procurement process make the system cheaper and easier to set up.

Streamlined digital services Unified data from all payment providers supports enforcement and audit, with the Council retaining data ownership.

Further information on the National Parking Platform can be viewed on the council's website - [National Parking Platform | Buckinghamshire Council](#)



Permit parking

Season tickets

In addition to customers being able to pay to park daily, the Council offers a variety of digital Season Tickets and Business Permits via the MiPermit platform; these are discounted against the daily paying charge. On-Street permits are also available to assist residents, businesses, and local workers. Further information, including prices, can be viewed at the Council website.

Resident permits

Across the county there are several residents' parking schemes. The purpose of these schemes is to ensure that residents (and their visitors) who do not have access to 'off street' parking facilities are able to park their vehicles near to their residences. In addition, the scheme discourages non-residents and commuters from parking all day in areas where parking is limited. Once a scheme is in place the MiPermit platform can be used to purchase a permit. Information on the resident parking zones is available on the Council's digital Traffic Regulation Order located at [Traffweb](#)



Park Mark

Park Mark, the safer parking award is an initiative of the Association of Chief Police Officers (ACPO) designed to reduce criminal behaviour within the parking environment. The scheme is managed by the British Parking Association (BPA) and is supported by the Home Office and all the Police Forces in England, Scotland, Wales, and Ireland.

To obtain the award an investigation is carried out to assess the facilities and to ensure the parking area is of a high standard in relation to cleanliness, signage, surveillance, and lighting. Once the Police and the BPA are satisfied that the parking area sufficiently meets the appropriate standards and that it is correctly managed and maintained, the safer Park Mark status will be awarded. To ensure car parks continue to meet the required criteria the award is renewed on a yearly basis following a reassessment.

Chiltern, South Bucks, and many car parks in Aylesbury have the award. For all other car parks, we intend to achieve the awards as part of the car park asset review.





Electric Vehicles

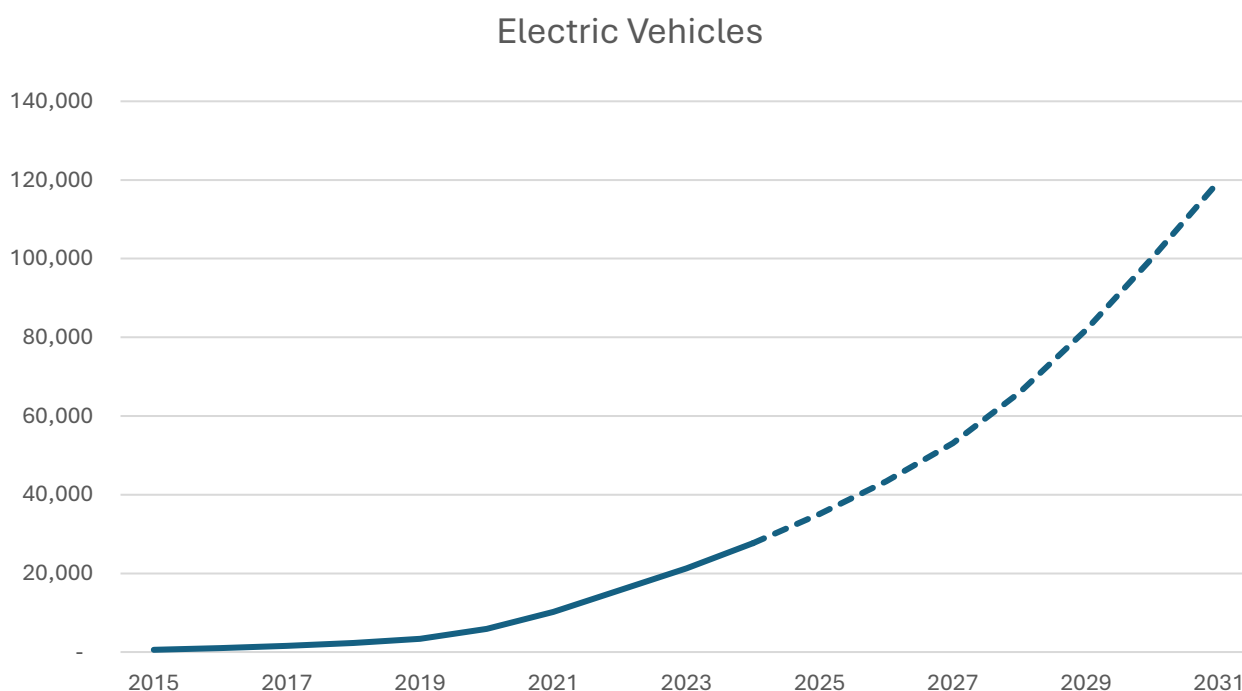
Electric Vehicles

Buckinghamshire Council 5-year [Electric Vehicle EV Action Plan](#) (EVAP) launched in 2022 to support the Councils' commitment to achieve net-zero Carbon emissions by 2050 and improve air quality by supporting transition towards Electric Vehicles.

44% of emissions in Bucks come from Transport, with around 94% of this coming from roads of one type or another.

Growth in EV ownership locally and nationally increasing

Number of Registered EV's in Buckinghamshire 2015 to 2025 and forward projections





Electric vehicles continued

Electric Vehicles - Progress to date

As of 1 October 2025, there were 406 publicly accessible EV charge points within Buckinghamshire, an increase of 15% compared to October 2024. 79 of these are rapid charging points (15%).

More information is available at [parking/electric-vehicles/](#)

Electric Vehicles - Future

Secured £1.991m of funding from Office of Zero Emissions Vehicles (OZEV) in 2023/24, to deliver at least:

- 1,000 Slow charge lamppost/bollard style charge points on-street

Match funding c50% to be sought from Charge Point Operator (CPO) - so number of charge points to be higher!

LEVI funding will focus on areas without off-street parking across the County:

- 50% in Urban Areas
- 30% in Rural/Less Viable Areas
- 20% recommendation from CPO

We are committed to increasing electric vehicle infrastructure.



Blue Badge scheme

Concessions

The Blue Badge scheme is a national initiative to help people with disabilities to park close to their destination. The concessions of the scheme apply to on-street parking. Details of where you can and cannot park is provided in the Blue Badge Scheme: Rights and Responsibilities in England [Blue Badge scheme local authority guidance \(England\) - GOV.UK](#)

Buckinghamshire Council's Blue Badge policy and can be found on our website [Blue badge policy | Buckinghamshire Council](#)

Off-street parking concessions vary from town to town, and it is up to the car park owner as to whether concessions of the Blue Badge are available. Here in Buckinghamshire, we currently allow Blue Badge holders to park for free in our car parks.





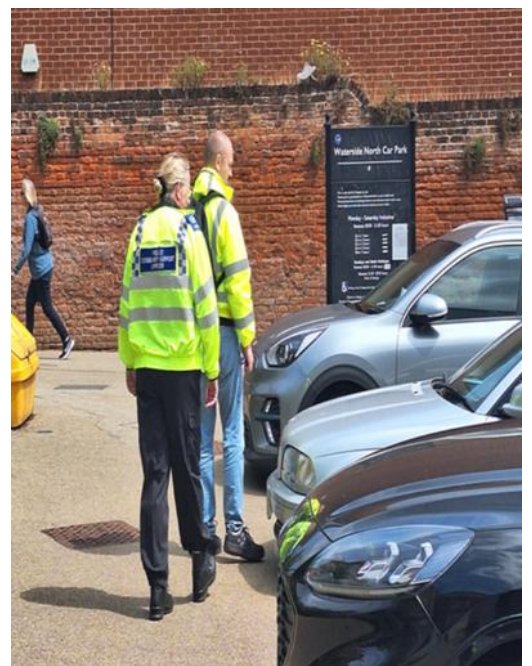
Blue Badge abuse

The badge is for the sole use of the person named on it. It must only be displayed if the badge holder is travelling in the vehicle as a driver or passenger, or if someone is collecting them.

Civil Enforcement Officers can ask to inspect a badge and confiscate it if there is evidence of Blue Badge fraud.

The badge cannot be used by someone else to run an errand on the badge holder's behalf.

It is a criminal offence to misuse a Blue Badge and doing so can lead to a fine of up to £1,000.





Blue Badge abuse continued

Statistics from Disabled Motoring UK

In England, 6,400 badges were reported to be lost or stolen in the year ending March 2024. Of these, 75% (4,800) were reported to be lost, and 25% (1,600) were stolen.

Between 1 April 2024 and 31 March 2025, Buckinghamshire Council received a total of 14,706 disabled badge applications. There were 27,186 live active badges on 31/03/2025.

Additionally, 99 misuse notifications were notified to the council. All of these were investigated, with 3 formal warnings being issued.

Operation Blue Badge

In June 2024, Buckinghamshire Council undertook an operation to target the fraudulent misuse of Blue Badges, in partnership with Thames Valley Police. Blue Badges were inspected at various parking sites, and users received information on proper use and security.

Of the 109 badges checked, none were seized, but further investigations and possible prosecutions continue. The operation reinforces that fraudulent Blue Badge use will not be tolerated.

Since then, Parking Services and the Blue Badge team have conducted several joint anti-fraud operations, working together to inform the public and reduce misuse of Blue Badges.



Moving Traffic Enforcement

In June 2022, Buckinghamshire Council was awarded powers to enforce moving traffic contraventions. Locations for moving traffic enforcement (MTE) are determined by accident and incident data, monitoring showing high levels of abuse, and in consultation with Thames Valley Police.

Key benefits of adopting the new powers include:

- Improve pedestrian & cyclist safety and support a modal shift to sustainable transport options.
- Improve safety for drivers including risks associated with reduced visibility.
- Improve safety for vehicle passengers (private cars, public transport).
- Reduce congestion.
- Improve punctuality of public transport.
- Improve response time for emergency services.
- Improve air quality via reduction in transport related emissions.
- Deters abuse of restrictions where the problem cannot be addressed through changes at site.

For every new location where a camera is installed, there is a six-month period where warning notices are issued for the first offence.

Thereafter, a Penalty Charge Notice (PCN) can be issued.



Moving Traffic Enforcement locations

Current MTE camera locations:

Failing to comply with a no entry restriction

Castle Street, High Wycombe

High Street, Buckingham

Lower Way, Padbury

Failing to comply with a one-way restriction

Moor Road, Chesham

Failing to comply with a prohibition on certain types of vehicles

Well Street, Buckingham

Oxford Road, Aylesbury

Entering and stopping in a box junction when prohibited

Packhorse Road, Gerrards Cross

Marlow Hill, High Wycombe

Oxford Road, Aylesbury

Oxford Road, High Wycombe

Amersham Hill, High Wycombe

Failing to comply with a weight restriction

Bangors Road North & South, Iver

Performing a prohibited turn

Whielden Lane, Amersham

Lower Road, Stoke Mandeville

Gore Hill, Amersham

Bellingdon Road, Chesham

North Orbital Road, Denham

Exchange Street, Aylesbury

Oxford Road, Denham

Failing to comply with a restriction on vehicles entering a pedestrian zone

White Hart Street area , High Wycombe

More information on moving traffic contraventions and enforcement available online

[Moving traffic offences | Buckinghamshire Council](#)



Traffic Regulation Order

In most cases before enforcement can commence, a Traffic Regulation Order (TRO) must be in place. A TRO is the legal instrument by which parking; prohibition of movement and speed restrictions can be introduced. In accordance with the Road Traffic Regulation Act 1984.

Local authorities can implement TROs to regulate, restrict, or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. There are many different types of TROs which are implemented for various reasons and can always be active or during specified periods.

Requests can be made for parking controls throughout the year. These are reviewed quarterly based on priority, feasibility, and available funding.

Once a request is received, initial checks are made to ensure an existing scheme is not already in progress and there are no known legal or Highway Code reasons that would prevent the scheme from going forward and then.



Traffic Regulation Order continued

Subject to funding the area in question will receive a technical assessment to evaluate potential impacts on road safety, accessibility, traffic congestion, the possibility of displacing a problem elsewhere and a review of the level of local support for the request. Should the above assessment criteria be met, the required legal process will begin.

A legal notice would be placed in local newspaper(s) informing of the proposal to introduce new controls. Copies are made available on the council website and at council buildings.

Notices are placed on lamp columns and lampposts in affected roads.

There is then a consultation period (usually 21 days) where people can either object or support the proposals by commenting on them. All comments are then considered before deciding on the proposal.

Once the process is complete, legal notices are published to advise of the changes and plans are put into place for the associated lines and or signs to be installed.



Traffic Regulation Order applications

Digital platform for TROs

The Council has transformed its approach to TRO management. In 2020 we moved to a digital solution, [Traffweb](#) which brings together both static (on and off-street parking restrictions) and moving traffic (including speed limits) TROs into one place.

The digital platform enables the Council to view and amend the TROs digitally, making it a faster and more efficient platform for managing traffic orders. The system is also public facing enabling a TRO to be viewed at a time that is suitable for the enquirer and without the need to book an appointment at a Council Access Point during opening hours. Being map based, it provides greater visibility on a street-by-street basis.

[Traffweb](#) is also an interactive public consultation tool, which holds consultation documents and allows the public to comment on specific locations or for any proposals. The Council will still place legal notices in the local newspapers.



Weblinks

Buckinghamshire Council

- [Appeal a Penalty Charge Notice \(PCN\)](#)
- [Blue Badge](#)
- [Electric Vehicles](#)
- [Find a council car park](#)
- [Moving Traffic Enforcement](#)
- [Parking Restrictions](#)
- [Parking Strategy](#)
- [Suspensions & Dispensations](#)
- [Vehicle Removal Policy](#)

Additional Links

- [The Blue Badge scheme: rights and responsibilities in England](#)
- [National Parking Platform](#)
- [Patrol \(Parking and Traffic Regulations Outside London\)](#)
- [Traffic Penalty Tribunal](#)
- [Traffweb](#)



End of report

For more information, about any of the topics covered in this report, please contact the Parking Services team

[Contact parking | Buckinghamshire Council](#)



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