



Parking Annual Report

2025-2026



Introduction

This report is produced in accordance with Statutory Guidance and outlines how Havering Council manages parking and traffic flow across our borough.

Publishing this report each year allows the Council to meet its statutory obligations under Section 87 of the Traffic Management Act 2004, while providing an insight into our parking services and finances.

Inside, you will find a full breakdown of the income we receive from parking charges and Penalty Charge Notices (PCNs), alongside what it costs to run our enforcement, back office and associated services teams. In line with Section 55 of the Road Traffic Regulation Act 1984, we also show how the financial surplus is reinvested directly back into our community - funding local transport schemes, highway repairs, and environmental improvements.

According to the Statutory Guidance, Enforcement Authority annual reports should include the following details:

- total income and expenditure on the parking account
- breakdown of income by source (that is, on-street parking charges, on-street penalty charges and off-street penalty charges)
- total surplus or deficit on the parking account
- action taken with respect to a surplus or deficit on the parking account
- how any financial surplus has been or is to be spent, including the benefits that can be expected from such expenditure.

Background

As part of the Environment Department - within Highways, Traffic and Parking – Havering Parking Services contributes to the Havering Corporate Plan - the Council's vision for Havering (as of March 2026).

Havering Parking Services

Parking Services is responsible for enforcing parking and traffic regulations across the public highway network within the London Borough of Havering, helping to ensure the safe and efficient movement of traffic and compliance with relevant legislation.

This includes enforcement of on-street parking, off-street parking, moving traffic contraventions, and bus lanes.

Our priorities include:

- Manage traffic flow — keeps roads moving and reduces congestion
- Improve public safety — prevents dangerous or obstructive parking
- Support residents and local businesses — ensures fair access to parking spaces
- Protect public spaces — stops misuse of pavements, cycle lanes, and disabled bays
- Provide a service requested by residents



The Council's Parking Services team is committed to providing excellent customer-focused services and is responsible for strategy, policy, and parking management including:

- Parking strategy, policy and overall service delivery and management
- Parking and Traffic enforcement
- Penalty Charge Notice (PCN) processing and PCN challenges and Appeals
- Permit administration
- Paid for Parking (cashless parking via app and machine terminals)
- Debt recovery and managing the Enforcement Agents
- Management of off street Car Parks
- Handling enquiries and complaints (including FOIs)
- Managing supplier contracts, SLAs and partnerships across parking services

Parking and Traffic Enforcement

Effective parking management is critical to the Council's broader strategic policy objectives.

In support of the Council's priorities, Parking Services plays a key role in maintaining the safe and efficient movement of traffic, while ensuring that residents, visitors, and local businesses remain a priority. This includes taking action where instances of obstructive and otherwise illegal parking are observed and ensuring appropriate access for all users of the carriageway including pedestrians, cyclists, and motor vehicles.

Enforcement of the parking and traffic restrictions promotes compliance and influences positive behaviour change among all road users. It also plays a critical part in reducing congestion

and helping to decrease air pollution in certain areas, particularly on school streets.

The majority of motorists using the Borough's highway network follow the rules of the road. A small minority of drivers fail to do so, which is why enforcement is necessary to encourage all motorists to drive and park in a considerate and safe manner.

Controlled Parking Zones

Havering's highway network experiences high levels of parking stress and pressure. To reduce levels of parking pressure across the borough, the Council levies a charge for a permit to park in areas of the borough that have been designated Controlled Parking Zones (CPZs). This protects existing residents from the adverse impact of development and commuter parking.

Operating hours for the CPZs have been designed according to residents wishes following consultation and to reduce congestion and are included as part of transport policy to:

- ensure safe and sustainable access;
- achieve effective parking management;
- balance the needs of all road users;
- meet environmental objectives;
- ensure emergency service access and
- focus on customer needs

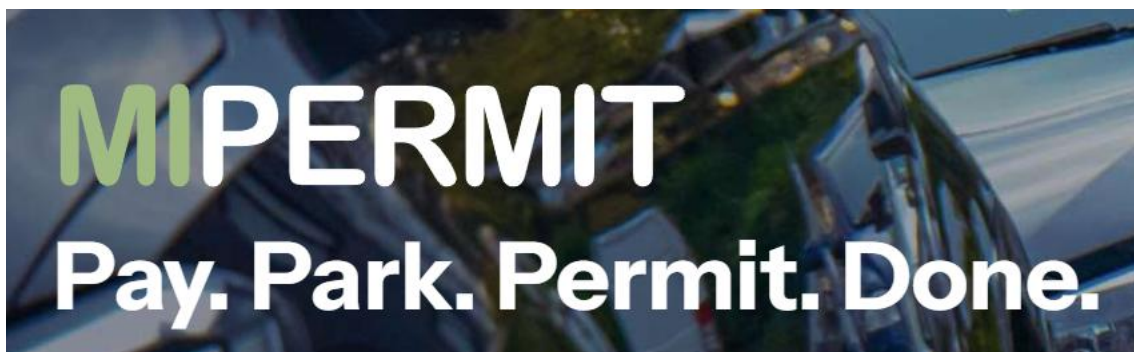
Most of Havering's CPZs areas can be found in Town Centres including Romford, Gidea Park, Harold Wood and Hornchurch.

To find details specific to your CPZ, please click on the link below:

[LBH Parking Permit Zones Lookup - Havering Online Forms - Section 1](#)

Parking Permits

MiPermit continues to be the delivery system for digital permits offering Havering residents and businesses 24/7 access to, and control of, their own parking permit account.



Permits available via Mi-Permit:

- Resident's parking permits
- Resident's visitor permits
- Resident's all day visitor permits
- Health and homecare permit
- Domestic carer permit
- Business parking permits
- Commuter bays (per year)
- Resident season ticket for car parks (per year)

Details on how to set up a MiPermit account and to apply for any of the above permits (including setting up a new account) can be found by clicking the link below:

[Parking permits – London Borough of Havering](#)

Paid for Parking



Cashless Parking

You can use your smartphone to pay for parking across Havering with the Council's cashless parking app partner RingGo. Using RingGo is quick - once you have an account parking sessions can be booked and managed in seconds - and secure (Payment Card Industry - Data Security Standard Level 1).

Pay and Display

Payment terminals in Havering can be found in town centres, car parks and busy locations.

The machines do not accept coins. This is because the use of cash has reduced significantly over the years and cash held within a machine can act as a target for vandalism and theft.

Our terminals will accept contactless payment with debit and credit cards and smartphone payments.

Car Parks



Parking Services undertakes enforcement of 23 off street Car Parks across the Borough, most commonly in Town Centre areas, including:

- Collier Row
- Cranham
- Elm Park
- Gidea Park
- Hornchurch
- Rainham
- Romford
- Upminster

For further information about Havering car parks, including location details, click the link below:

Car parks – London Borough of Havering

The car parks detailed in the link above are those subject to an Off-Street Parking Places Order. This means they are subject to civil enforcement, with accompanying marked bays and signage.

Four of the Parks listed are Parks car parks:

- Cottons Park
- Lodge Farm Park North
- Lodge Farm Park South
- Upminster Park (Windmill)

These are the only Parks car parks managed by Parking Services.

Five Council car parks have been independently assessed and accredited to Safer Parking, ParkMark standard. They are, Rex Close, Billet Lane, Angel Way, Como Street and Town Hall Car Park

Blue Badge Fraud

Parking Services takes Blue Badge fraud seriously. Misuse of the Blue Badge scheme impacts all road users, and in particular those in genuine need of accessible parking. At Havering, we work in partnership with the Blue Badge Fraud Investigators to identify and respond to alleged blue badge misuse and fraud.

2025/2026 in review

PCN charges

On 7 April 2025, all London boroughs, including Havering, collectively raised parking and traffic PCN fines for the first time since 2011, with a view to maintaining a credible deterrent against illegal parking and traffic contraventions.

- Higher-Level/Moving Traffic: Peak fines rose from £130 to £160 (discounted to £80 if paid within 14 days without challenge).
- Lower-Level Parking: Peak fines rose to £110 (discounted to £55 if paid within 14 days without challenge).

The decision to increase parking and traffic PCN charges was approved by the Mayor of London.

Civil Enforcement Officers (CEOs)

Summer 2025 saw the phased roll-out of a new CEO deployment plan setting the number of CEOs employed to 55.

In Autumn 2025 the Council launched cycle mounted CEO deployment.



The changes to the deployment model allowed the Service to respond quickly to resident requests for enforcement, to attend borough schools at peak opening and closing times - particularly where no school street scheme is in place – and to ensure a consistent spread of CEO presence across the Borough.

In Winter 2025 new CEO uniforms were introduced with an emphasis on raising professional standards and improving customer perception of a critical Council service.

New CPZs

- Kings Park Estate CPZ:

The Kings Park estate CPZ was implemented in December 2025 to protect residents from commuter parking in the Harold Wood area. The CPZ went live on 1 December, with enforcement from 8 December.

- Beam Park CPZ consultation:

Consultation for a new CPZ in Beam Park was launched in 2025 with scheme implemented in the new year.

Enforcement via CCTV

The Council also undertakes traffic and parking enforcement using CCTV. This includes moving traffic contraventions (such as yellow box junctions, permitted and prohibited routes, and banned turns), bus lanes, and limited parking contraventions (including school keep clear markings and bus stops).

These are enforced using 115 CCTV cameras across the Borough's highway network.



More detail is provided below relating to Havering's School Street programme – including new school streets launched in 2025/26.

In addition to those schemes a new pedestrian zone went live in Hacton Drive, Hornchurch in June 2025.

School Streets

Havering's School Streets programme continued to expand in 2025/26, with the aim of prioritising child safety and delivering environmental benefits in the streets around schools across the Borough.

A school street is road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. Signs are situated at all entry points to a school street scheme, including the times the scheme is in effect. Vehicles are not allowed to enter the zone between these times unless they have a permit or exemption.



A school street scheme reduces the number vehicles on streets around schools during the peak school run times. This not only reduces traffic passing through the zone, it also reduces the number of illegally and obstructively parked vehicles (for example on keep clear markings, yellow lines, footways and across resident driveways). It also has the added value benefit of reducing anti-social behaviour and fosters a healthier environment for all the street users, as well promoting active travel.

The expansion of the School Streets programme in 2025/26 continued the phased approach to implementation of schemes. There are currently 32 School Street schemes across the Borough.

Phase 4A of school streets went live in June 25, including:

- Rise Park Infants and Juniors,
- Brittons Academy,
- Whybridge Infants and Junior Schools.

Phase 4B went live in January 26 at:

- Hornchurch High School

Full details of our school street schemes can be found by clicking the link below:

[School parking enforcement - The school street scheme | Parking tickets and traffic fines | London Borough of Havering](#)

Prioritising safety around schools is not limited to school street schemes only. Other initiatives around schools such include:

- School travel plans:

School travel plans encourage sustainable travel, while still providing access to the affected streets to those who need it most.

- School Cross Patrol

Parking Services has a small team of school crossing patrol officers to help children and other pedestrians cross the street safely near schools. School crossing patrol officers have legal powers to stop vehicles using the recognised stop sign they carry. Drivers must stop when directed by a patrol officer.

The school crossing patrol service is managed through the Parking team but costs are excluded from the parking accounts below as they are classified as Road safety education and safe routes (including school crossing patrols) expenditure.

- School Keep Clear enforcement:

The Council enforces school keep clear markings on a rotational basis through on street CEOs and cameras.

Car Parks

In 2025/26, two off street Car Parks managed by Parking Services were discharged:

- Dorrington Gardens – closed March 2026
- Keswick Avenue – closed January 2026

Customer Satisfaction Survey

Parking Services launched a customer satisfaction survey attached to email correspondence from the Traffic and Parking enquiries inbox.

A review of the initial findings and further expansion of the survey is scheduled to take place in Q2 of 2026/27.

Finance and Statistics

Financial data

The below figures are from 2025/26 (shown alongside 2024/25 figures):

	2025-2026	2024-2025
	£000s	£000s
Item	Income (£)	Income (£)
Penalty Charge Notice (PCN)	(7,346)	(7,125)
Penalty Charge Notice (MTC)	(11,031)	(6,732)
On Street Pay & Display	(1,586)	(1,583)
Off Street Pay & Display	(1,566)	(1,697)
Permits and Vouchers	(801)	(909)
Miscellaneous	(295)	
Total Income	(22,626)	(18,046)

Item	Expenditure (£)	Expenditure (£)
Employee Costs	3,246	4,314
Premises	501	364
Transport	75	80
Supplies & Services	1,280	1,089
Support Services	987	1,067
Third Party Payments	363	312
Bad Debt Provision *not previously recorded as a separate expenditure	6,123	4,424
Total Expenditure	12,573	11,652
Surplus	(10,053)	(6,394)

Application of Surplus:		
Highways Expenditure	4,910	5,234
Freedom Pass	5,143	1,160
Total Expenditure	10,053	6,394
Balance	0	0

Under s. 55 of the Road Traffic Regulation Act 1984, any surplus generated from the annual Parking account may be used only for specified purposes.

Havering Council uses any surplus from its Parking account to contribute towards the cost of highway maintenance and the London-wide Freedom Pass scheme. In 2025/26 the council paid £7,142m towards the cost of the Freedom Pass scheme.

NB. The above PCN income includes that from enforcement under the Road Traffic Regulation Act 1984, the London Local Authorities Act 1996, the London Local Authorities /Transport for London Act 2003 and the Traffic Management Act 2004 (all as amended).

Statistical data

Breakdown of types of Penalty Charge Notices issued

The table below shows the number of PCNs issued in 2025/26, categorised by the type of contravention and level of PCN (higher or lower differential).

Enforcement Statistics for 1 April 2025 to 31 March 2026	
Higher differential level Parking PCNs under the TMA 2004	49,952
Lower differential level Parking PCNs issued under the TMA 2004	34,397
Bus Lane PCNs issued under the LLAA 1996	7,532
Moving Traffic PCNs issued under the LLA & TfL Act 2003	83,007
Total PCNs	174,888
Total Clamped Vehicles	N/A
Total Removed to Pound Vehicles	N/A
Total Relocated (Street to Street) Vehicles	N/A

- Havering do not currently offer clamp or removal/relocation services

Total PCNs Paid	120,970
PCNs Paid at Discount	96,763
Informal or formal representation Received	42,664
Informal or formal representation Successful	12,699

Performance data

- **Top 10 Parking Contraventions in 2025/26**

	Contravention Code	Contravention Description (short description)	Number of PCNs issued
1	62	Footpath parking	20,178
2	11 & 73	Parked without payment (on street and off street)	19,900
3	01	Parked in a restricted street	8,783
4	12	Parked in a residents' place without E.G. a valid permit, payment	4,756
5	25	Parked in a loading place without loading	3,604
6	02	Loading in a restricted street	3,333
7	24	Not parked correctly within the markings	2,819
8	40 & 87	Parked in a disabled person's parking place	2,714
9	27	Dropped footway in a Special Enforcement Area (whole of the Borough)	2,356
10	05 & 82	Parked after payment expired (on street and off street)	1,977

Responding to Formal Representations

100% of all formal representations received against parking PCNs issued under the Traffic management Act (2004) were responded to within 56 days.