



Request for restrictions/permit zones

Why is a new restriction required?

New restrictions may be requested by residents where parking is causing safety concerns, such as obstructing visibility at junctions or access for emergency and service vehicles. They may also be introduced where parking capacity for residents is being adversely affected by nearby amenities, such as shopping centres, schools or transport hubs, which can attract non-resident or long-stay parking.

In some cases, restrictions are also considered where inappropriate or inconsiderate parking is impacting traffic flow, pedestrian safety, or the general amenity of the area.

What streets are restrictions being requested?

Where do the issues currently exist? It is important to identify not only the streets where problems are presently occurring, but also neighbouring roads that may be affected by any proposed changes.

Introducing restrictions on a single street in isolation can often lead to displacement, where vehicles simply relocate to nearby unrestricted roads. This can transfer the problem rather than resolve it, potentially creating new safety or capacity issues in adjacent streets.

By considering groups of roads together, a more comprehensive and effective solution can be developed. This approach helps to ensure that the benefits of the scheme are not undermined by unintended consequences elsewhere. It also improves value for money, as it reduces the likelihood of needing to carry out further consultations, Traffic Regulation Orders, and implementation works at a later date.

Where possible, proposals will therefore seek to address parking issues across a wider area, rather than focusing on individual roads in isolation.

Who is responsible for new TROs?

[Kent County Council](#) – As the Local Traffic Authority, Kent County Council is responsible for the introduction of most on-street traffic management measures on the public highway. This includes bus stops, pedestrian crossings, moving traffic restrictions, and

waiting restrictions such as single or double yellow lines. They are also responsible for making the necessary Traffic Regulation Orders (TROs) and consulting statutory bodies such as the Police.

More information can be found on their website: <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/roads/changing-roads-in-your-area>

Ashford Borough Council – Responsible for managing on-street parking arrangements within the borough, including the implementation and day-to-day operation of residents' parking zones and disabled persons parking bays on the public highway. While waiting restrictions such as single or double yellow lines fall under Kent County Council's authority, these may be promoted and delivered as part of wider parking schemes led by the Borough Council, particularly where they form part of a residents' parking zone or Controlled Parking Zone.

How do I request a new permit zone?

If the Ashford Borough Council Ward Member agrees that a residents' parking zone may be appropriate, they will be asked to undertake the following steps:

- Undertake an initial survey of all potentially affected residents. Prior to commencing this exercise, the Ward Member should liaise with Ashford Borough Council to confirm the appropriate boundary of the area to be surveyed, ensuring that all streets likely to be impacted are included. A paper form can be obtained from Engineering Services in Parking.
- Upon completion of the survey, the Ward Member should collate and review the responses received. This should include consideration of overall response rates, levels of support or objection, and any common themes or concerns raised by residents. The results should then be used to determine whether there is sufficient justification to proceed further.
- If a robust level of engagement is achieved (typically a response rate of greater than 75% of properties surveyed), and a clear majority of respondents are in favour of the proposal, the results should be submitted to Engineering Services (engineering@ashford.gov.uk). Officers will then review the findings and advise on the next stage, including whether it is appropriate to progress to a formal consultation and Traffic Regulation Order process.

Things to be aware of

- Introducing a scheme in an area with low visitor demand does not typically improve parking availability or safety, as there may be limited external parking pressures to manage. In some cases, it can have unintended consequences, such as reducing flexibility for residents and their visitors without delivering a clear benefit.

- Parking bays will only be installed where it is safe and appropriate to do so, taking into account road width, visibility, junction spacing, and access requirements. As a result, the introduction of marked bays can sometimes reduce the overall number of available spaces compared to informal, unrestricted parking arrangements.
- Residents would incur an ongoing annual cost per vehicle for permits associated with the scheme. This cost contributes towards the administration, enforcement, and ongoing management of the zone.
- There are also initial setup costs associated with introducing a parking zone. This includes survey work, design, consultation, legal processes (Traffic Regulation Orders), and installation of signs and road markings. Funding sources can vary and may include allocated Council budgets, external funding, or Ward Member grants where available.

The cost of implementing this type of scheme typically includes the following elements:

- The cost of undertaking initial informal engagement and a subsequent statutory consultation, including preparation, advertising, and analysis of responses.
 - Road marking (lining) works required to define parking bays, restrictions, and any associated markings.
 - Provision and installation of traffic signs necessary to clearly communicate the restrictions to motorists.
 - Supply and installation of posts or mounting infrastructure required to support signage.
 - Permit system setup costs, including the administration systems required to issue, manage, and enforce permits.
 - Ongoing staffing costs associated with administering the scheme, including processing permit applications, handling enquiries, and maintaining records.
 - Ongoing staffing costs associated with enforcement of the zone.
- If a scheme is agreed, it is likely that implementation may take up to two years from initial request to completion. This reflects the number of stages involved in delivering a parking scheme, including preliminary surveys, design work, informal engagement, statutory consultation (Traffic Regulation Order process), and the consideration of any objections received.

Following consultation, further time is required for the legal process to be completed, procurement of lining and signage works, and the physical installation on site. Timescales can also be influenced by the size and complexity of the scheme, available funding, and competing priorities across the borough.

Speed Limits

Speed limits fall under the responsibility of the highway authority (KCC); any changes to restrictions are reviewed by them and enforced by the Police.

Enforcement of private drives

unless there is a restriction in place, such as single or double yellow lines on the section of road where the driveway is located, ABC officers do not have the authority to act against vehicles blocking a private driveway.

If a vehicle is trapping another vehicle within the driveway, the police should be contacted via 101 for assistance.