

**INGRESS PARK**  
**NON STATUTORY PARKING CONSULTATION - DECEMBER 2014/FEBRUARY 2015**

**REPORT AND RESULTS' SUMMARY**

**Aim**

- In October 2014, after deliberating for a year, KCC's legal department concluded that restrictive covenants could not be upheld on the adopted roads at Ingress Park (IP). NB: This view is not universally shared amongst all legal teams.
- In response to this advice and continued residents' complaints: to ascertain from the residents of IP, whether they believed there was a parking/road safety issue on their adopted roads and, if so, whether they wished it managed, as well as when and how such management should occur.
- This to be undertaken with cross party co-operation. Regrettably, whilst such co-operation was initially agreed, it was subsequently withheld without satisfactory explanation. Greenhithe's Town Councillors, therefore, continued the process alone.

**Distribution**

- The consultation was directed at the occupant of each property, not necessarily its owner.
- It considered the adopted/adoptable highways only, private roads being outside councillors' remit. However, all properties were canvassed in order to take account of the need for those on private accessways to access feeder roads.
- Great care was taken to ensure no household was missed. Questionnaires were hand delivered by councillors, with each one being individually addressed to each property at IP, up to and including 153 Darbyshire House, the latest sold at the time.  
There is an awareness that some residents have claimed not to have received one. However, because they were individually addressed, any not delivered would have been left over, and none was. IP does receive a lot of junk mail and it is possible that some residents may have inadvertently scooped the questionnaire up with this. Also, where a property move took place between December 2014 and February 2015, the previous occupants may have completed it, or disposed of it themselves.
- Further electronic reminders were also sent out, using Consort's Management Alert System, social media and assistance from IP's Neighbourhood Watch & Residents' Association's distribution list, with the opportunity for households to complete a duplicate should theirs have been mislaid.

**Criteria**

When the parking surveys were undertaken for Greenhithe Village, DBC followed the wishes of 51% of those who responded for each street. Some years ago, Dartford altered this criteria to first needing a 50% response rate for each road before taking 51% of those respondents' wishes.

- The problem for the Village was commuter parking from those outside, with said commuters not included in their consultation. The problem for IP comes from within. This means that those parking dangerously and obstructively, and thus the subject of the complaints, are able to influence the outcome.
- In addition, IP has a large number of short term lets, where occupiers can have little interest in contributing opinions for the short time they intend to be in occupation.
- IP's roads have been built deliberately to be narrow and winding to discourage street parking, making any such parking all the more of a problem. Some properties have their front doors opening directly on to the street and are being subjected to large vehicles just a couple of feet from their windows. Parking on blind bends or in an obstructive manner are also not uncommon.
- In 2008, the Kent Highways engineer inspecting IP, raised the matter of pavement parking with Crest, where pedestrians were being forced to walk in the road, stating: "Although it is quiet in many areas, I do not consider it safe for pedestrians who have to walk out into the road, especially with their backs to the traffic." In 2012, the Government Inspector, at IP on a visit, made comment where cars were causing obstruction by overlapping the adopted highways: "These areas do not appear to be designed for longer term parking and are certainly not safe or suitable to perform that role."

## Added Factors

Many move into IP claiming that if they had been made aware they could park only in the allocated areas that came with their property, they would never have taken up residence. Thus they arrive with more vehicles than that with which their property can cope. These extra vehicles then spill on to the roads not built for parking.

It is suggested that estate agents in particular, whilst not being untruthful, may be misrepresenting property particulars by omission, in order to gain a sale or letting. This is unlawful under the Consumer Protection from Unfair Trading Regulations 2008.

## Conclusion and Recommendations

Prevention:

- To enlist the assistance of Trading Standards to ensure the estate agents in this area are fully aware they could be committing a criminal offence should they fail to be clear to clients about the parking limitations, with spot checks on individual agents if necessary.
- Encourage more use of the parking already provided. This is not just garages, but also parking spaces that have been allotted in back gardens.

Parking Management:

- This has been a properly conducted and thus credible consultation. The average response rate for Greenhithe in 2009 was 24.6%, with average support running at 73.2% and objection at 22.6%. This would conclude that the 50% response rate currently imposed on the adjacent development of IP, is artificially high, particularly considering comments made under Criteria above. This would conclude that DBC needs to be more flexible with its preset conditions, especially where safety is of particular concern and where a reasonable response rate is coupled with high support for controls.

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## RESULTS - SUMMARY

### Speeding

Did residents wish IP to become a 20mph zone?

Overall Response Rate: 13.69%

Of that 13.69%:

Yes - 80%      No - 20%

NB: 2 households suggested 25mph would be more suitable, especially on Ingress Park Avenue.

### Parking

Overall - Summary

- Overall Response Rate: 13.69%

Of that 13.69%:

- 76% believed there was a parking problem and 24% did not
- 40% felt safe, 60% did not
- 73% wanted controls, 24% did not
- The most popular times to have controls were: all times weekdays (59%) and all times weekends (59%)
- The most popular means was yellow lines (50%), followed by residents' permits (41%)

Individual Roads - Summary

- Zero responses were received from:  
Bridge View - Chandlers Mews - Lucas Crescent - Paper Mill Mews

- Roads Fully or In Part Adopted/Adoptable:

Slight percentage anomalies are due to not all residents responding to all questions.

Road	Response Rate	Support	Object
Calcroft Avenue	20%	50%	50%
Capability Way	28%	87.5%	12.5%
Carmichael Avenue	14%	65%	29%
Clovelly Place	10%	70%	30%
College Place	7%	100%	0%
Duncannon Place	15%	100%	0%
Eleanor Walk	14%	0%	100%
Empire Walk	12%	87.5%	12.5%
Ingress Park Avenue - 1	19%	45%	55%
Ingress Park Avenue - 2	5%	100%	0%
Meriel Walk	43%	67%	33%
Palladian Circus	25%	73%	27%
Park Cliff Road	3%	0%	0%
Portland Place	4%	67%	33%
Prioress Crescent	36%	50%	50%
Reed Court	16%	89%	11%
Stonely Crescent	29%	50%	50%
The Dell	13%	50%	50%
The Saltings	17%	100%	0%
Watermans Way	27%	83%	17%

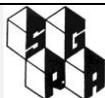
- Private Roads about Their Feeder Roads:

Slight percentage anomalies are due to not all residents responding to all questions.

Road	Response Rate	Support	Object
Barge Court	8%	100%	0%
Bere Close	7%	100%	0%
Eliza Cook Close	11%	0%	100%
Hyndford Crescent	20%	100%	0%
Lightermans Way	16%	67%	22%
Liverymen Walk	21%	100%	0%
Monks Well	17%	100%	0%
Sylvan Mews	20%	0%	0%
The Boulevard - West	8%	100%	0%
The Boulevard - East	5%	100%	0%
Vaughan Avenue	13%	0%	100%

Survey undertaken by Town Councillors of Greenhithe Riverside Ward

Sue Butterfill - Peter Harman - Peter Harris - Bryan Parry - Paul Read



SGRA

By Residents - For Residents

Supported by  
Swanscombe & Greenhithe Residents' Association