



Residents Parking Scheme Consultation, Questions and Answers



Llangattock Community Council (LCC) and Powys County Council Highways Department (PCC Highways) have compiled this Q+A in response to some common questions about parking in Llangattock. It was one of the most significant issues raised in the recent Place Plan Consultation.

At the end of this Q+A is an indicative map and survey form of where residents-only parking restrictions could be introduced to control parking in Llangattock. Please fill it in and post it in one of the posting boxes which have been placed in prominent positions around the community or send it by post to LCC + PCC C/O Llangattock Community Council, Clarence Hall House, NP81BN by the end of January 2024.

Parking Generally:

Q: What are the parking problems in Llangattock?

A: Residents report a shortage of spaces in the Llangattock Community Council-owned car park opposite the church, leading to congestion on Church View. Other residents say there are insufficient on-street spaces in Plas Derwen, Clos Cilau and Tan Dderwen. There is a car park to benefit council tenants in Clos Cilau, which can get congested. Visitors also park close to the canal at bridges 114, 115 and 116, and residents of Park Drive complain about vehicles parking opposite their homes, making it difficult to turn into their drives. However, this may be partly because the road is narrow. Residents of Beaufort Avenue and Beechwood Road complain of vehicles parking on pavements and blocking the road. Pressure from the school regarding drop-off and pick-up is a factor in Beechwood Road and Clos Cilau.

Q: What is causing the parking pressures in Llangattock?

A: Based on information gathered during the Place Plan Consultation, there are numerous reasons for parking problems in Llangattock. These include an increase in the number of vehicles per household and more visitors accessing local facilities since the lockdown, including the pub, the recreation ground, the canal, outdoor activities, parking by users of The Horse Shoe and Llangattock Church in Wales School and the school run. Llangattock residents complain of Crickhowell residents using Llangattock roads and car parks to 'store' second vehicles and people trading vehicles from the car parks. Add to this the lack of public transport, narrow pavements, and the fact that, except for the car park opposite the church, no additional public parking has been built in Llangattock since the 1960s.

Q: Is this a problem specific to Llangattock?

A: No, there has been a huge increase in vehicles in society over the past few decades with more multi-car households. Stories about vehicles from Crickhowell being stored in Llangattock point to the well-known parking problems there.

On-Street Parking (Information from Powys County Council Highways and Dyfed Powys Police):

Q: Who can park on the roads in Llangattock?

A: Nobody has the right to park on the public highway, it is for the passage and repassage of vehicles. However, if a parking space is available on a public road, even directly outside your house, anyone can park in it. We appreciate this can be frustrating, especially if spaces are hard to come by on your street. Providing there are no restrictions (yellow lines, disabled parking, or yellow marks on the pavements) and the parked vehicle is not causing an obstruction to other highway users, anyone can park on any street in Llangattock. To be on the public highway legally, the vehicle must be taxed and have an MOT. You can check the tax and MOT status of any vehicle by putting the registration number into the DVLA website at <https://www.gov.uk/get-vehicle-information-from-dvla>

Q: What do I do if I see a vehicle parking on a pavement, across my driveway so I can't get out or one causing an obstruction?

A: If the vehicle is causing an obstruction or blocking access to an emergency vehicle, parked dangerously, blocking your drive so you can't get out, you can report it as antisocial behaviour to the police using this form:

<https://www.dyfed-powys.police.uk/ro/report/asb/asb-v3/report-antisocial-behaviour/>

Q: What do I do if a vehicle is parked on yellow lines, on a dropped curb or in a disabled bay without a badge?

A: You can report it to Powys County Council using this form:

<https://en.powys.gov.uk/article/4659/Report-a-parking-concern>

Q: If a vehicle is parked opposite my house and I find it difficult to turn into my driveway, what can I do about it?

A: If the vehicle is not blocking your driveway or causing an obstruction as above, the owner is entitled to park it there. Neither the Police nor either Council has any power to move it. It may be worth talking to your local representatives to see whether the road can be widened, but this work would have to compete with other highways projects in Powys, so it may not happen for a long time, if ever.

Q: What if the vehicle is blocking the view from my house?

A: If the vehicle is not blocking your driveway or causing an obstruction as above, the owner is entitled to park it there. There is no right in law to a view and neither the Police nor either Council has any power to move it.

Q: What if a vehicle is abandoned?

A: An abandoned vehicle is one which has not been moved or attended to for a long time. There may be visible damage to suggest a crash or signs the vehicle has been stolen, such as:

- significant damage
- it's run-down or unroadworthy, including being rusted
- missing or suspicious number plates
- broken windows, flat tyres
- has a lot of rubbish inside it
- broken or loose ignition
- broken steering column

Abandoned vehicles can cause a nuisance by obstructing roads, traffic and pedestrians. Seeing a damaged or slowly rusting car can also be an eyesore in your community, so, understandably, you might want it removed. If you know the vehicle owner, our first advice would be politely asking them to move it. After all, they may not be aware they're causing a problem. However, do not take the law into your own hands by intervening, such as making physical threats or attempting to move the vehicle yourself. You may make the situation worse and even risk committing an offence yourself. If you find one, please [report an abandoned vehicle](#) using this form:

<https://www.dyfed-powys.police.uk/ro/report/asb/asb-v3/report-antisocial-behaviour/>

Q: What do I do if someone is parking on my driveway or my private parking space?

A: If someone parks their vehicle on your driveway or marked private parking space without your permission, this is trespassing. This is a civil dispute and not something we can help you with. If it happens repeatedly with the same person / vehicle you might want to seek advice from [Citizens Advice](#) or a solicitor. However, we would always recommend having a polite word with the driver first, as there may have been a simple misunderstanding.

Off-Street Parking

Q: Where is the public car park in Llangattock?

A: Llangattock has one public car park opposite St Catwg's Church, owned and maintained by Llangattock Community Council. It is currently free to use and has 18 marked spaces plus one blue badge space, but it is heavily over-subscribed. It is used by visitors to Llangattock, the Church congregation and residents of nearby homes, some of whom do not have off-street parking spaces. Residents of other parts of Llangattock use it while visiting the village centre. The nearest roads are narrow and have double-yellow lines on them.

Q: What about the car park accessed from Clos Cilau?

A: This is owned and maintained by Powys County Council Housing Department for the benefit of Council tenants in Clos Cilau. It is not a public car park. Neither Powys Highways nor LCC have any authority over it. You can contact PCC Housing by email at housing@powys.gov.uk

Parking Restrictions – for consultation

Parking restrictions could take two forms:

1. Off-street parking restrictions in the public car park opposite the church
2. On-street parking restrictions on roads in the village.

Llangattock Community Council has decided not to consider any restrictions to the car park it runs and maintains opposite the church without first assessing the potential impact of displaced vehicles on neighbouring roads.

As LCC has no authority or role in enforcing on-street parking or regulations, it is collaborating with PCC Highways to consult with residents about introducing PCC's own on-street residents' parking scheme. Whether or not residents support on-street restrictions will influence whether off-street restrictions could be imposed.

Q: Is the PCC Scheme the only one available to control on-street parking?

A: Yes, but it is up to residents in the areas included in the possible scheme to support or oppose it. The PCC policy requires "significant support" from affected residents once they have been fully informed of how it works.

The Powys County Council Highways Residents' Parking Scheme Policy

The full PCC Highways policy on residents' parking can be found by going to this page:

<https://en.powys.gov.uk/article/4646/Apply--Renew-a-residents-parking-permit?ccp=true#cookie-consent-prompt>

The main points are summarised in the Q+As below.

Q: What is the aim of the PCC residents' parking policy?

A: PCC's residents' parking policy aims to give priority over on-street parking spaces to residents of streets in popular visitor areas who do not have off-street facilities available to them.

Q: How do they work?

A: There are two types of schemes:

- 1) Exclusive Residents Parking where only resident permit holders can park without risk of getting a penalty ticket.
- 2) Shared Resident Parking where non-residents could park for limited periods, but resident permit holders can park at any time.

The survey form at the end of this document asks you what type of scheme should be implemented on which roads and what time limits should apply.

Q: What would happen if I parked in a residents' parking scheme zone without a permit or overstayed my time in a shared permit scheme?

A: You could get a parking fine.

Q: Who would issue the fine?

A: Only Powys County Council Civil Enforcement Officers (CEOs) can enforce resident on-street parking regulations. They do this by issuing penalty tickets to people who overstay their limit or do not display a valid permit.

Q: When would the restrictions apply?

A: This type of scheme could apply 24 hours, seven days per week or to specific days/times, for example, from 8 am to 8 pm, six days a week. Outside of those times, the restrictions would not apply.

Q: How often would the CEOs patrol the residents' parking schemes?

A: It should be noted that there are currently only two CEOs for South Powys, so the amount of time they could spend in Llangattock would be limited and ad hoc. LCC enquired whether more time could be dedicated to Llangattock and was told this would require another CEO to be recruited at LCC's expense. This figure would equate to £8,325 startup costs in the first year + £300 a day + mileage. The setup costs alone would add £13.88 to our 'bit' of the Council tax for a band D household with ongoing costs adding around another £2-3 per year.

Q: Which roads would qualify for a residents parking scheme?

A: A residents' parking zone could consist of an individual street, part of a single street or a wider area zone. During the Place Plan process, residents have identified parking hotspots in Park Drive and the bottom end of Beaufort Avenue, Swan Terrace and Church View, Plas Derwen, Clos Cilau and Tan Dderwen. Still, we also know that there are homes near those areas who do not have exclusive off-street parking available to them and who use the hotspots to park their vehicles. We know, too that there is pressure from the school run on Beechwood Road.

Q: For instance, would Park Drive, Llangattock, next to the Recreation Ground, qualify for a residents' parking scheme?

A: Not if the scheme was designed solely for Park Drive because the houses there have off-street parking available to them. If the scheme was extended to include the Plas Cottages or Swan Terrace, for instance, where residents do not have off-street parking, then a scheme could be implemented which included Park Drive.

Q: The residents of Park Drive already have off-street parking, will they also be able to apply for a permit to park on the street?

A: No. Limiting permits in this way would incentivise people who have off-street parking to use it and free up spaces for those who don't.

Q: Would Plas Derwen, Clos Cilau and Tan Dderwen qualify for a residents' parking scheme?

A: Possibly, yes, because the majority of houses there do not have off-street parking facilities available to them. There would have to be evidence, though, that a significant part of the problem was from visitors.

Q: How do I know if I qualify for an on-street parking permit?

A: Your main home would be in the area covered by the residents' parking scheme, your vehicle would be registered at your main home, and you would have no exclusive alternative off-street parking facilities, e.g., a driveway you can use.

Q: So, if a residents' parking scheme was implemented in Clos Cilau, for example, how many on-street permits could I have?

A: One per household, provided your home was registered as your primary address and the vehicle was registered there.

Q: Would the permit cost me anything?

A: Yes, £65 per year.

Q: Does that guarantee me a parking space on my street?

A: No. There may be more cars and permit holders than spaces, so space is not guaranteed.

Q: Could I transfer it between vehicles?

A: No, because permits are issued for a specific vehicle, and the 'reg number' is written on the permit. PCC could transfer the permit on request and for a £25 administration fee.

Q: Could I sell or transfer my permit to someone else?

A: No.

Q: Could I get visitor permits for on-street parking?

A: Visitor permits are not currently available. This includes visitors to holiday lets and second homes.

Q: I am having some work done on my house. Will my builder get a ticket for parking his van in the street?

A: Dispensations can be given by applying to PCC and paying a fee.

Q: But we have two cars in our household. Can I get another on-street permit?

A: Not for the first year. If there are enough spaces, PCC can consider another permit under the same terms as the first, though they have yet to be granted in any scheme.

Q: Would I have to renew my permit every year?

A: Yes, you would have to remember to renew it on time or risk getting a parking ticket.

Q: So if I write in the survey that I support a residents parking scheme in Clos Cilau, for example, I would only be able to get one permit per year, at a cost of £65, and it wouldn't guarantee me a parking space?

A: That is correct.

Q: I am a Llangattock Resident. Can I get a resident parking permit if I am not in a residents' parking scheme zone?

A: No, only residents living within the Residents Parking Scheme area can apply if they meet the scheme's eligibility criteria set out above. If it were a shared scheme, you could park for a limited time.

Q: I live on Hillside, up a steep hill and likely outside any village-centre parking scheme. I drive my children to the recreation ground to use the play equipment. I left my car on Park Drive, would I get a ticket?

A: That would depend on whether the scheme was a shared scheme that allowed visitors to park there for a limited period, e.g., one or two hours, or a residents-only scheme. The indicative map attached shows several shared areas marked in blue.

Q: I live on Ffawyddog and attend St Catwg's Church. Would I get a ticket if I parked on the road outside and a residents parking scheme covered it?

A: It depends on the type of scheme which was implemented, as above.

Q: Is this the only on-street residents' parking scheme available from Powys County Council?

A: Yes.

Q: Who would pay for this scheme?

A: PCC Highways would pay for the 'lines and signs' but LCC would have to pay legal fees to give them force. It would cost between £4,500 and £5,000 or about 16p per week for a band D property or 32p per week for the highest tax band unless we can mitigate this cost.

Q: Do we have to implement a residents' parking scheme?

A: No, we are just consulting on possible solutions.

Q. Who gets to decide:

A: Under PCC's Policy, "significant support" for a residents' parking scheme would need to be demonstrated within the affected area once those residents had been fully informed about how restrictive the policy would be. If that support is demonstrated, a detailed scheme would be drawn up, reviewed against existing parking policies and availability of alternative parking solutions and consulted on again before it can be implemented by a Traffic Regulation Order (TRO). Each TRO is advertised and consulted on over 21 days. Anyone can object to or support any proposed traffic orders before making a final decision.

Q: There are too many yellow lines already. Can't we remove some to create more on-street parking spaces for visitors away from the village centre?

A: LCC is having informal discussions with PCC Highways about whether some visitor spaces could be created outside peak periods on the road from the Vine Tree to the bend before Plas Cottages. If you have any other ideas, we would like to hear them so we can add them to a big scheme for Llangattock.

Q: Are there any other areas where restrictions could be imposed?

A: It has been suggested that there should be a time limit at the layby by the Glebe Field, opposite the bridge to Crickhowell, to prevent overnight parking, and LCC will explore that with the County Council as part of this scheme.

Q: What can be done about the school run and parents dropping their children off by car in Clos Cilau, Tan Dderwen and Beechwood Road?

A: We are aware of this pressure. LCC has already written to the school and governors asking them what can be done to increase the number of children arriving at school on foot. During the Place Plan process, it was suggested that a drop-off point/school parking area could be created adjacent to the school playing ground accessible via Park Drive. This will need to be investigated and consideration given to the increase in vehicle movements on Park Drive. However, the inconvenience of the school run needs to be balanced with the benefits to Llangattock of having a viable primary school.

Off-street parking in the LCC-owned car park opposite St Catwg's Church.

Q: Would a restricted parking scheme at the LCC-owned car park opposite St Catwg's Church follow the Powys Scheme?

A: Possibly, yes, though we think a shared, time-limited scheme would be most suitable because of the proximity of the car park to a community facility, namely St Catwg's Church.

Q: Would it cost the same?

A: Implementing a restricted parking scheme in the LCC car park would likely cost considerably more than £65 a year because such schemes can only be enforced by an organisation registered with the DVLA and the Approved Operator Scheme (LCC is neither). This would likely mean bringing in an outside company or automatic number plate recognition (ANPR) system, which would have to be paid for from permits to park there. In addition, we would need to pay for signage, etc. Some of this cost could also be offset by introducing charges for short-duration parking.

Q. How many permits could I have if I live within the residents' parking zone?

A: If we implemented a scheme similar to PCC's on-street policy, each household would get one permit per household if they could prove their address was their primary residence and their vehicle was registered there.

Q: How would it be enforced?

A: Probably by an ANPR system (as above), which would match the number plates of permit holders with vehicles in the car park.

Q. Would visitor's permits be available?

A: If we followed the Powys scheme, no. This would impact holiday lets and second homes.

Q: Would there be a cost to the council tax to implement a parking scheme in the car park?

A: We have not completed our investigations, but at this time, we believe this solution would be cost-neutral to the council because permits, fines and pay-and-display tickets would fund it.

Q: Would you let people outside the restricted zone buy a permit?

A. Assuming we implement a scheme similar to PCC's on-street policy, no.

Q: Should we implement a restricted parking scheme in the car park?

A: No, we are just consulting on possible solutions following requests from residents. We are facing a dilemma. There aren't enough spaces for everyone who wants to use them. If we don't implement residents' parking schemes, anyone can continue to use the car park, meaning people living nearby can't park close to their homes. If we implement a parking scheme, people outside the immediate area will have their access removed or restricted. Either way, someone is going to be inconvenienced.

Off-street parking elsewhere?

Q: Can't we build more car parks?

A: Both LCC and PCC have declared a climate emergency, and Brecon Beacons National Park's Management Plan commits them to reducing the impact of vehicle emissions. It is not easy to see how building new car parks for residents will achieve that goal; residents would likely keep or continue the trend of owning more vehicles as more spaces become available. New residents-only car parks would also have to be paid for either by PCC Highways or by borrowing funded by LCC's 'bit' of the Council tax, by grants or by parking permits or pay and display tickets.

Q: Would Visitors use a pay-and-display parking space?

A: It depends. If there are unrestricted, free, on-street parking spaces nearby, then they are likely to use those rather than pay; ask people living on unrestricted roads close to Crickhowell Town Centre. In this regard, implementing a residents-only scheme in Llangattock would be a significant factor in pushing visitors out of the centre of the community and into paid-for parking spaces if provided elsewhere.

Q: Why can't PCC Highways pay for a new car park?

A: Like local authorities everywhere, PCC must make tough decisions over public services. Like LCC, the County Council has also declared a climate emergency, so PCC is not committing to building new car parks. Instead, they emphasise encouraging active travel, getting people to walk or cycle rather than using a car. PCC Housing is, however, looking at the possibility of creating more spaces for tenants in Plas Dderwen.

Q: What about LCC? Why can't it borrow to pay for a new car park and fund that out of our 'bit' of the Council Tax?

A: LCC has also pledged to consider the environment in everything it does and has been trying to improve active travel by applying for grants to replace the kissing gates. LCC has also written to PCC about improving public transport after the Place Plan showed that was what people wanted.

Q: But there were a lot of complaints about parking, too!

A: Yes we have. Building a new car park could easily run to more than £100,000 – more than double LCC's current annual 'take' from the Council Tax. While the Place Plan survey responses illustrate growing frustration over car parking, they do not specifically address the question of funding. Such a hefty charge on our 'bit' of the Council tax would, we believe, require further approval of the Llangattock electorate if a detailed scheme was approved.

Q: Can we get some grants to pay for car parking?

A: Possibly. We believe the best chance of getting any grant funding would come if the application were made as part of a balanced overall package agreed upon by the community.

Q: Is there anything else that can be done to ease the pressure on parking?

A: LCC has written to PCC with requests from the Place Plan about improving public transport and has received funding for a feasibility study into an electric shuttle bus to and from Crickhowell. We would also be interested in exploring driveway-sharing schemes where people with empty spaces could rent them out to people who need off-street parking. These might be pretty valuable if an on-street scheme is implemented.

Q: What would that look like?

A: A package could include:

- Improvements to active travel
- Green transport improvements as above
- Driveway sharing
- A residents' parking scheme to push visitors outwards
- Visitor parking between Llangattock and Crickhowell to reduce pressure from walkers leaving their vehicles in the village centre
- A limited number of additional residents-only spaces close to existing parking hot spots as part of small edge-of-settlement affordable housing developments.
- A high proportion of new parking spaces would need to be for electric vehicles (or existing spaces converted if more appropriate).

Please note, we cannot 100% guarantee to deliver these. Each would require funding and community support. Residents should take this into account when making their response.

Q: Where would these developments go?

A: Some candidate sites have been suggested during the Place Plan process, and we will hold workshops to talk about these in the hope of reaching a consensus in the New Year.

An indicative map of the areas which a residents' parking scheme could cover is on the next page, followed by a survey form for completion.

Llangattock Residents Parking Scheme Indicative Map

