

**South Ayrshire Council**

**Report by Head of Roads, Ayrshire Roads Alliance  
to Cabinet  
of 16 January 2024**

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**Subject: Motorhome Parking Scheme 2024**

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**1. Purpose**

- 1.1 The purpose of this report is provide Cabinet with the outcomes of the motorhome parking scheme in 2023, update on progress towards the installation of permanent facilities at the Ayr and Girvan sites and seek approval for the recommendations relating to the future provision of the scheme.

**2. Recommendation**

**2.1 It is recommended that the Cabinet:**

- 2.1.1 agrees to operate the North Shore Road (Barassie Toilets) Car Park, Troon site on a permanent seasonal basis from 01 April to 30 September from 2024 onwards and notes the commitment to install permanent waste management facilities;**
- 2.1.2 agrees to remove the Ballast Bank Car Park and North Shore Road Car Park, Troon sites from the scheme;**
- 2.1.3 agrees to operate The Battery, Ayr site at the reduced capacity of ten motorhome bays and agrees to the introduction of part time waiting restrictions for the remainder of the road by way of an Experimental Traffic Regulation Order;**
- 2.1.4 agrees to operate the Vennel Car Park, Ballantrae on a permanent all year basis and notes the commitment to install permanent waste management facilities; and**
- 2.1.5 notes the Head of Roads' intention to report back to Cabinet on the on the effectiveness of the arrangements put in place for 2024.**

**3. Background**

- 3.1 The South Ayrshire Council motorhome parking scheme has been operational since April 2021 following the [Leadership Panel of 16 March 2021](#) which approved a scheme originally based within Esplanade Car Park Ayr and Knockcushan Street Car Park Girvan and operated from 01 April 2021 to 30 September 2021.

- 3.2 The scheme proved successful and the [Leadership Panel of 15 February 2022](#) agreed that the two original sites should become permanent year round facilities. The Leadership Panel further approved the expansion of the scheme on a trial basis to include North Shore Road Car Park Troon, Links Road Car Park Prestwick and Vennel Car Park Ballantrae between 01 April 2022 and 30 September 2022.
- 3.3 The [Cabinet of 15 February 2023](#) and the [Cabinet of 14 March 2023](#) considered further reports on the 2022 scheme and proposals for 2023 and agreed that the Links Road Car Park Prestwick should be removed and the scheme be trialled within North Shore Road Car Park, Harbour Road (Ballast Bank) Car Park and North Shore Road (Barassie Toilets) Car Park Troon, The Battery Ayr and, again, Vennel Car Park Ballantrae between 01 April 2023 and 30 September 2023.
- 3.4 Members also noted at the [Cabinet of 15 February 2023](#) the Head of Roads' intention to install permanent facilities at the Esplanade Car Park, Ayr and Knockcushan Street Car Park, Girvan. These measures were dependent upon the making of the permanent Traffic Regulation Order covering both sites.

#### **4. Proposals**

- 4.1 Members are asked to consider the report provided in [Appendix 1](#) which details the 2023 scheme outcomes and which forms the basis of the following recommendations.
- 4.2 The trial scheme covering the three Troon car parks had mixed success with the North Shore Road (Barassie Toilets) Car Park proving the most popular site. Therefore, it is recommended:
- 4.2.1 that the North Shore Road and Harbour Road (Ballast Bank) Car Parks be removed from the 2024 offer and the North Shore Road (Barassie Toilets) Car Park Troon be retained as a permanent site operating on a seasonal basis from 01 April to 30 September.
- 4.3 The Battery, Ayr was reserved in its entirety for 25 motorhome spaces with very limited uptake. Therefore, it is recommended:
- 4.3.1 that the 2024 offer be reduced to 10 motorhome bays with the remaining areas controlled by part time waiting restrictions (See [Appendix 2](#) for proposed layout).
- 4.4 There were in the region of 110 parking sessions over the course of the trial period which would suggest there is demand for the facility at the Vennel Car Park Ballantrae. Therefore, it is recommended:
- 4.4.1 that the site be retained as a permanent year round facility with arrangements made for the installation of permanent waste management facilities.

#### **5. Legal and Procurement Implications**

- 5.1 A permanent Traffic Regulation Order (TRO) for the Ayr and Girvan car park sites has been made and work has commenced for the installation of a new barrier controlled system within the Esplanade Car Park Ayr and also the installation of permanent waste disposal facilities at Esplanade Car Park Ayr and the Knockcushan Car Park Girvan.

- 5.2 Pending the promotion of further permanent TROs, the proposals for the North Shore Road Car Park (Barassie Toilet Block) Troon and the Vennel Ballantrae motorhome sites, and, the seasonal motorhome restrictions to address overspill parking on various streets, shall all be underpinned by the promotion of Temporary Traffic Regulation Orders (TTROs).
- 5.3 The Battery Ayr restrictions shall be underpinned by an Experimental Traffic Regulation Order (ETRO).
- 5.4 An ETRO shall allow for its effects to be monitored for an initial period of 6 months or such time as the Head of Roads determines and it may remain in force for a maximum period of 18 months. Feedback can be collated and a decision can be made on whether to make the Order permanent, whether it should be varied or whether it should be abandoned.
- 5.5 During the first 6 months of an ETRO any person may submit an objection in writing and any maintained objection along with officer recommendations on the future of the Order would be presented to SAC Cabinet for further consideration.
- 5.6 All hired plant, equipment and materials shall be sourced through existing Framework Contracts to ensure best value002E

## 6. Financial Implications

- 6.1 As outlined in the [Cabinet of 15 February 2023](#) report, costs associated with the barrier installation and permanent waste disposal installations at the Ayr and Girvan sites are expected to be in the region of **£28,000** and shall be met from the Repairs and Renewal Fund. It is anticipated that these works shall be concluded prior to 31 March 2024. Further draw downs shall be submitted for future water connections.
- 6.2 For the 2024 season and subject to approval, the North Shore Road (Barassie Toilets) Troon site shall receive a hired black waste tank pending the installation of a permanent waste disposal system. Signs erected in 2023 shall be reintroduced. The car park entrance requires some remedial action.
- 6.3 The existing lines and signs at The Battery, Ayr require some adjustment to accommodate the amended arrangements.
- 6.4 Consideration should be given to resurfacing the Vennel Car Park but it is noted this may cost in the region of £100,000. For the time being an allowance should be made for some surface repairs which will be met from within current resources. The site shall also receive a hired black waste disposal tank pending the installation of a permanent waste disposal system.
- 6.5 The Harbour Road (Ballast Bank) and North Shore Road Car Parks Troon shall be subject to sign/line removals to return these sites to their original states.
- 6.6 The aforementioned costs associated with setting up the 2024 scheme are estimated to amount to **£17,700** and are subject to a further bid from the Repairs and Renewal budget and are set out in the following table:

**Table 1/**

**Table 1 – Set-up costs**

Location	Black waste disposal	Plant, labour and materials	TRO advertising	Total
The Battery, Ayr		£500	£600	£1,100
Barassie, Troon	£3,000	£5,000	£300	£8,300
Ballast Bank, Troon		£500		£500
North Shore, Troon		£500		£500
Vennel, Ballantrae	£3,000	£5,000	£300	£8,300
<b>Estimated Total Repairs &amp; Renewals Bid for 2024: £17,700</b>				

6.7 Any surplus income above operational costs incurred will be considered as a saving as part of the future budget setting process.

## **7. Human Resources Implications**

7.1 Not applicable.

## **8. Risk**

### **8.1 *Risk Implications of Adopting the Recommendations***

8.1.1 There are no risks associated with adopting the recommendations.

### **8.2 *Risk Implications of Rejecting the Recommendations***

8.2.1 If the recommendations are rejected this may hinder the Council's ability to address known issues relating to unregulated motorhome parking.

## **9. Equalities**

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as [Appendix 3](#).

## **10. Sustainable Development Implications**

10.1 ***Considering Strategic Environmental Assessment (SEA)*** – An SEA has not been undertaken.

## **11. Options Appraisal**

11.1 An options appraisal has not been carried out in relation to the subject matter of this report.

## **12. Link to Council Plan**

12.1 The matters referred to in this report contribute to Priority 1 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

## **13. Results of Consultation**

13.1 There has been no public consultation on the contents of this report.

13.2 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development, and Councillor Alec Clark, Portfolio Holder for Tourism, Culture and Rural Affairs, and the contents of this report reflect any feedback provided.

13.3 Consultation has taken place with Councillors Kenneth Bell, Craig Mackay and Philip Saxton, Ward 1 Members for Troon, and the contents of this report reflect any feedback provided.

**14. Next Steps for Decision Tracking Purposes**

14.1 If the recommendations above are approved by Members, the Head of Roads, Ayrshire Roads Alliance, will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Cabinet in the ‘Council and Cabinet Decision Log’ at each of its meetings until such time as the decision is fully implemented:

<b>Implementation</b>	<b>Due date</b>	<b>Managed by</b>
2024 Motorhome Scheme	1 April 2024	Head of Roads, Ayrshire Roads Alliance

**Background Papers**    [Leadership Panel of 16 March 2021 - Minutes](#)

[Leadership Panel of 15 February 2022 - Minutes](#)

[Cabinet of 15 February 2023 - Minutes](#)

[Cabinet of 14 March 2023 - Minutes](#)

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**Date:** 9 January 2024

## **2023 SAC Motorhome Scheme Outcome Report**

**05/12/23**

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### **Introduction**

- 1 The 2023 Motorhome Scheme operated within the following locations –
  - i. Esplanade Car Park, Ayr (permanent site)
  - ii. Knockcushan Street Car Park, Girvan (permanent site)
  - iii. The Battery (pier access road), Ayr
  - iv. Harbour Road (Ballast Bank) Car Park, Troon
  - v. North Shore Road Car Park, Troon
  - vi. North Shore Road (Barassie Toilet Block) Car Park, Troon
  - vii. The Vennel Car Park, Ballantrae

### **Financial Details**

- 2 There were various costs associated with the implementation and operation of this year's scheme which are broken down in [Annex A](#).
- 3 Enforcement costs totalled in the region of £15,000 for all patrols undertaken and these costs have been offset against income and distributed evenly across the various sites. There were further significant costs associated with the waste disposal arrangements.

### **General Observations**

- 4 As in previous years there were mixed levels of patronage within each site. The two permanent sites in Ayr and Girvan continued to be the most well used facilities with the trial site at the North Shore Road (Barassie Toilets) Car Park proving to be the next most popular destination.
- 5 The North Shore Road (Barassie Toilet Block) Car Park in Troon proved a fairly popular destination with customers attracted by the adjacent public toilet block and the ample room available across the site. It also proved a suitable location for the black waste disposal tank which served all three Troon sites. Access to the site is usually restricted by a closed height restriction barrier so this needs to be factored into consideration if the site becomes permanent. The car park entrance also requires some upgrading work.
- 6 The Battery, Ayr was proposed for inclusion in the trial as it was considered a desirable location for motorhomers considering previous year's unregulated usage. It could also be used as an overspill facility for the Esplanade Car Park site. The Battery was reserved entirely for motorhomes with the installation of 25 bays. The motorhome bays applied during the hours of 6pm and 9am and out with these times they were available for general use. Observations conclude that the location was not well used and

concerns were raised over the course of the summer from people prevented from parking in the area to access the pier.

- 7 The Battery site along with the Ballast Bank site are popular with visitors seeking to access the nearby shorefront facilities or simply stop off to enjoy the views. Both sites experienced high levels of “non-compliance” resulting in a large proportion of penalty charge notices issued.
- 8 Esplanade Car Park, Ayr experienced the same issues as previous years with car enthusiasts causing anti-social issues within the car park. This is a year round problem, but particularly in summer months. We received many complaints concerning cars speeding through the site and noise disturbance with many patrons feeling unsafe. A procurement process for the installation of a new controlled barrier system with associated physical works has now commenced for installation in advance of the 2024 summer season.
- 9 The Knockcushan Street Car Park, Girvan continued to receive a regular turnover of visitors over the course of the summer, however, these numbers may have been affected by the noticeable patronage of the Ainslie Car Park to the south of the town off the A77 which was extensively used by motorhomers. As a result, negotiations shall be undertaken with the relevant parties as to the possibility of introducing appropriate restrictions to enable effective management of this facility.
- 10 The Vennel Car Park Ballantrae, as in previous years, was underused and further complaints were received from the local community in relation to the siting of the black waste disposal tank.

### **Customer feedback**

- 11 Approximately 80 comments have been received in the ARA Motorhomes Inbox this year. In general the comments fell in to the following categories -
  - i. Esplanade Ayr had a constant issue with safety, noise and was generally unsatisfactory with ongoing “boy/girl racer” car issues.
  - ii. The Battery, Ayr had complaints from non-motorhome vehicle owners around why this was in place for the whole road, stopping others including disabled people who wanted to walk along the jetty.
  - iii. There were also complaints from those who were booked in the Battery around the perceived lack of suitable signage.
  - iv. Alleged difficulty in customers being able to pay via PayByPhone, in particular those with no expiry date on their card which did not conform to the online system.

### **Monitoring arrangements**

- 12 During the routine patrols the Parking Attendants provided much assistance to customers who experienced difficulties with the telephone payment application. Overseas visitors seemed to be particularly affected as many had cash cards which do not feature an expiry date.
- 13 Others simply required some “encouragement” to make the required payment having waited for the arrival of the Attendants before proceeding. There were a total of 52 patrols undertaken over the course of the summer based on voluntary overtime. It is not known how many visitors may have taken advantage of the facilities without making the required payment.

- 14 Previous year's issues in relation to the illegal parking of HGVs within the Knockcushan Street Car Park, Girvan were not experienced this year due to the installation of the new height restriction barrier and there were only occasional issues caused by the travelling community.
- 15 There were also very few instances of illegal on street parking by motorhomes with all locations subject to the seasonal motorhome restrictions experiencing very high levels of compliance.
- 16 Further consideration on future enforcement arrangements has to be given. For the last three years since the introduction of the motorhome schemes, patrols have been undertaken between the hours of 6pm and 10pm which has placed a strain on the normal activities of the parking team.

### **Recommendations**

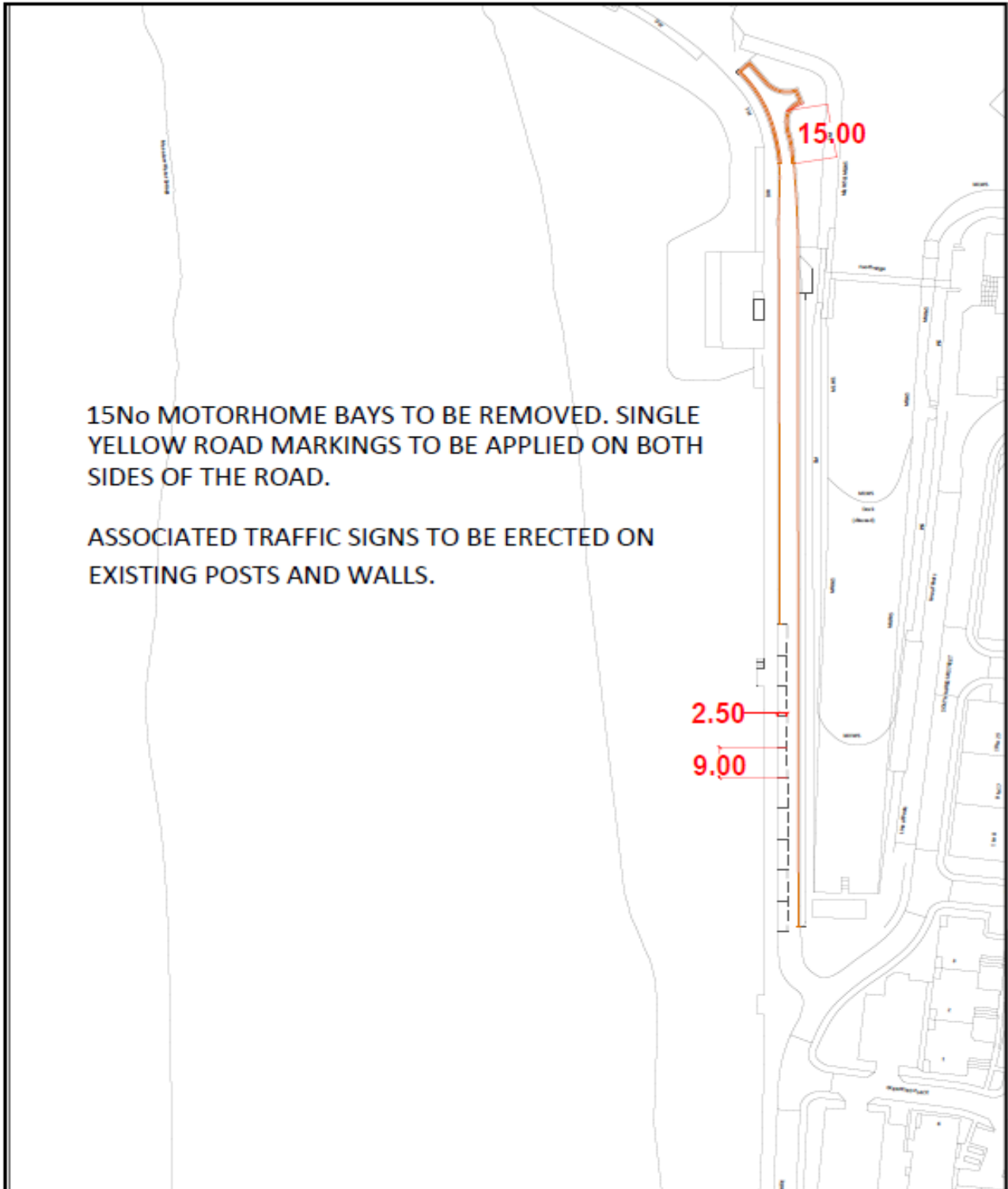
- 17 As things currently stand, the only payment option is via the mobile phone payment application which has proved to be limited in some cases. Consideration will be given to the introduction of additional payment options.
- 18 The Battery, Ayr in its current format was under-utilised and non-motorhome users were prevented from accessing the area. It is, therefore, proposed to reduce the motorhome spaces to a total of 10 and trial part time waiting restrictions between the hours of 11pm and 7am along the remaining section of the pier access road. These restrictions would allow non motorhome visitors to gain access to the pier during daylight hours whilst still preventing overnight or long stay parking to the detriment of motorhome customers and the local community.
- 19 Of the three Troon sites the only site that was well used was the North Shore Road (Barassie Toilets) Car Park site with the other two sites only sporadically used. The levels of usage at the Harbour Road (Ballast Bank) Car Park did not justify the displacement of, or the levels of enforcement actioned against, non-motorhome customers.
- 20 The North Shore Car Park, for the second year running, was also underutilised and continued to prove unpopular with the residents of overlooking properties. It is suggested that with the introduction of the North Shore Road (Barassie Toilets) Car Park site, the need for the two additional Troon sites is negated. Therefore, it is proposed to remove the North Shore and Harbour Road sites and introduce permanent seasonal arrangements within the North Shore (Barassie Toilets) Car Park which would apply between 01 April 2023 and the 30 September 2023. Permanent year round access is not advisable due to potentially adverse ground conditions.
- 21 The Vennel Car Park in Ballantrae has consistently proved to be the less well used site running at a significant loss. However, there is still some demand at that part of the authority area to suggest a facility should be maintained. Therefore, it is recommended that the site become a permanent year round facility with consideration given to the future installation of permanent water and waste management facilities.



**Annex A**  
**2023 Operational Costs**


Location	Signs & lines	Black Waste Disposal	SAC Recycling	TTRO	Notice Board	Parking Patrols	Total Expend.	Parking Income	PCN Income	Total Income	Net Totals
Expenditure								Income			
Esplanade CP, Ayr		£1425	£3350	£300		£2142	<b>£7217</b>	£10880	£360	<b>£11240</b>	<b>£4023</b>
Knockcushan CP, Girvan		£1425	£3350	£300		£2142	<b>£7217</b>	£11339	£390	<b>£11729</b>	<b>£4512</b>
Barassie CP, Troon	£500	£1425	£3350	£150	£250	£2142	<b>£7967</b>	£5665	£90	<b>£5755</b>	<b>-£2212</b>
North Shore CP, Troon				£150		£2142	<b>£2292</b>	£2914	£600	<b>£3514</b>	<b>£1222</b>
Ballast Bank CP, Troon	£500			£150	£250	£2142	<b>£3042</b>	£1722	£930	<b>£2652</b>	<b>-£390</b>
The Battery, Ayr	£1800			£600	£250	£2142	<b>£4792</b>	£1199	£1740	<b>£2939</b>	<b>-£1853</b>
The Vennel CP, Ballantrae		£1425	£3350	£150		£2142	<b>£7067</b>	£1137	£30	<b>£1167</b>	<b>-£5900</b>
<b>Totals</b>	<b>£2800</b>	<b>£5700</b>	<b>£13400</b>	<b>£1950</b>	<b>£750</b>	<b>£14994</b>	<b>£39594</b>	<b>£34856</b>	<b>£4140</b>	<b>£38996</b>	<b>-£598</b>

**Appendix 2**  
**The Battery, Ayr proposed new layout**



**15No MOTORHOME BAYS TO BE REMOVED. SINGLE YELLOW ROAD MARKINGS TO BE APPLIED ON BOTH SIDES OF THE ROAD.**

**ASSOCIATED TRAFFIC SIGNS TO BE ERECTED ON EXISTING POSTS AND WALLS.**

<small>ALL PARTS OF THE DRAWING WHICH ARE NOT IN CONFORMANCE WITH THE REQUIREMENTS OF THE ROAD AND TRAFFIC ACTS, 1988 AND 1999, SHALL BE DEEMED TO BE VOID AND INVALID.</small>		<b>Drawing Status</b> P   T   C   R				
<b>South Ayrshire Council MOTORCARAVAN PARKING</b>		<b>Ayrshire Roads Alliance</b>				
		Dwg No: <b>01</b>		Scale: <b>NTS</b>		
<small>Head of Roads - Ayrshire Roads Alliance Opera House, 8 John Frowie Street, Kilmarnock, East Ayrshire, KA1 1DD</small>		<small>Kevin Braidwood BSC(Inst), LL.M, MOCB, MCAT, AROS, AMICE, ARWS</small>		File No: <b>BM1</b>		
		Prop: <b>BMCO</b> CHd		Date: <b>01 December 2023</b>		ODS: 210 x 297 (A4)



## South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: [Equality Impact Assessment including Fairer Scotland Duty](#)

Further guidance is available here: [Assessing impact and the Public Sector Equality Duty: a guide for public authorities \(Scotland\)](#)

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. See information here: [Interim Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018.

### 1. Policy details

Policy Title	Motorhome Parking Scheme 2024
Lead Officer (Name/Position/Email)	Kevin Braidwood, Head of Roads - Kevin.Braidwood@ayrshireroadsalliance.org

**2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts**

Community or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	No	Yes
Disability	No	Yes
Gender Reassignment (Trans/Transgender Identity)	No	Yes
Marriage or Civil Partnership	No	Yes
Pregnancy and Maternity	No	Yes
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	Yes
Religion or Belief (including lack of belief)	No	Yes
Sex – gender identity (issues specific to women & men or girls & boys)	No	Yes
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	Yes
Thematic Groups: Health, Human Rights & Children's Rights	No	Yes

**3. What likely impact will this policy have on people experiencing different kinds of social disadvantage? (Fairer Scotland Duty). Consideration must be given particularly to children and families.**

Socio-Economic Disadvantage	Negative Impacts	Positive impacts
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	-	-
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	-	-
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	-	-
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	-	-
Socio-economic Background – social class i.e. parent’s education, employment and income	-	-

**4. Do you have evidence or reason to believe that the policy will support the Council to:**

General Duty and other Equality Themes Consider the ‘Three Key Needs’ of the Equality Duty	Level of Negative and/or Positive Impact (High, Medium or Low)
Eliminate unlawful discrimination, harassment and victimisation	No adverse impact identified. Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	No adverse impact identified. Low
Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	No adverse impact identified. Low
Increase participation of particular communities or groups in public life	No adverse impact identified. Low
Improve the health and wellbeing of particular communities or groups	High positive impact. SAC shall be seen to offer facilities which encourage tourists and positive impacts on the local economy.
Promote the human rights of particular communities or groups	No adverse impact identified. Low
Tackle deprivation faced by particular communities or groups	No adverse impact identified. Low

**5. Summary Assessment**

<p><b>Is a full Equality Impact Assessment required?</b> (A full Equality Impact Assessment must be carried out if impacts identified as <b>Medium and/or High</b>)</p>	<p style="text-align: center;"><b>YES</b></p> <p style="text-align: center;"><b>NO</b></p>
<p><b>Rationale for decision:</b> <b>There are no negative implications associated with these proposals which are designed to deal with known issues around unregulated parking. All objectives shall be applied to ensure equality in approach and inclusion</b></p>	
<p><b>Signed :</b> Kevin Braidwood <span style="float: right;"><b>Head of Roads</b></span></p>	
<p><b>Date:</b> 05 December 2023</p>	