

17 April 2024

To:- **Councillors Dowey (Chair), Clark, Connolly, Davis, Ferry, Kilbride, Lyons, Pollock and Shields.**

Educational Representatives – Millie Gibson/ Aimee Allan, Mr. McGuire, Pastor Gall, Rev. Gemmell, Mr. Fullard and Mr. Laird.

All other Members for INFORMATION ONLY

Dear Councillor

CABINET

You are requested to participate in a meeting of the Cabinet to be held **on Tuesday, 23 April 2024 at 10.00 a.m.** for the purpose of considering the undernoted business.

This meeting will be held in the County Hall, County Buildings, Ayr on a hybrid basis for Elected Members, will be live-streamed and available to view at <https://south-ayrshire.public-i.tv/>

Yours sincerely

CATRIONA CAVES
Chief Governance Officer

B U S I N E S S

1. Declarations of Interest.
2. Minutes of previous meeting of 12 March 2024 (copy herewith).
3. Decision Log -
 - (a) Overdue Actions – *none*;
 - (b) Actions Listed with Revised Dates – for approval; and
 - (c) Recently Completed Actions.(copies herewith).

4. Education.

- (a) Inspection of Girvan Academy: Education Scotland Report - Submit report by the Depute Chief Executive and Director of Education (copy herewith).
- (b) Inspection of Muirhead Primary School and Early Years Centre: Education Scotland Report – Submit report by the Depute Chief Executive and Director of Education (copy herewith).
- (c) Inspection of Sacred Heart Primary School: Education Scotland Report – Submit report by the Depute Chief Executive and Director of Education (copy herewith).

5. Economic Development.

- (a) Active Travel Strategy Performance Report – Submit report by the Director of Housing, Operations and Development (copy herewith).
- (b) Road Improvement Plan 2024-2026 – Submit report by the Director of Housing, Operations and Development (copy herewith).
- (c) South Ayrshire Council Parking Strategy 2020 - 2024 – Ayr Parking Consultation – Submit report by the Director of Housing, Operations and Development (copy herewith).
- (d) Strategic Transport Projects Review (STPR2) Publication – Submit report by the Director of Housing, Operations and Development (copy herewith).
- (e) UK Shared Prosperity Funding (UKSPF) 2022 – 2025 - Submit report by the Director of Communities and Transformation (copy herewith).
- (f) South Ayrshire Inward Investment Ambitions Plan – Submit report by the Director of Communities and Transformation (copy herewith).

6. Buildings, Housing and Environment.

- (a) Heritage Proposals submitted to the Council by Prestwick Civic Pride – Submit report by the Director of Housing, Operations and Development (copy herewith).
- (b) Redevelopment of Former Hourstons Building and Former Arran Mall, Ayr – Submit report by the Director of Housing, Operations and Development (copy herewith).

7. Sport and Leisure/ Tourism, Culture and Rural Affairs/ Buildings, Housing and Environment.

- (a) Proposed Temporary Relocation of the Quay Zone Gym to Girvan Community Centre – Submit report by the Director of Communities and Transformation (copy herewith).

8. Health and Social Care.

- (a) Ayrshire Shared British Sign Language (BSL) Local Plan 2024-2030 – Submit report by the Director of Communities and Transformation (copy herewith).
- (b) Current Risks and Mitigations in Community Assessment and Support – Submit report by the Director of Health and Social Care (copy herewith).

9. Corporate and Strategic.

- (a) Strategic Risk Management - Submit report by the Chief Governance Officer (copy herewith).

10. Corporate and Strategic/Finance, HR and ICT/Economic Development.

- (a) Review of Governance Arrangements regarding Ward Capital/ Place Plans/ Promenade and Shorefront Projects/ Regeneration Projects and Proposed Arrangement to Develop Regeneration Projects – Submit report by the Director of Housing, Operations and Development (copy herewith).

11. Corporate and Strategic/Economic Development.

- (a) **AGD Commercial Build Project - Company A – Submit report by the Director of Communities and Transformation (Members only).**

12. Buildings, Housing and Environment.

- (a) **Former Toilets/ Shelter, Esplanade, Ayr - Common Good Consultation – Submit report by the Director of Housing, Operations and Development (Members only).**

13. Economic Development/Finance, HR and ICT.

- (a) **Economy and Regeneration Structure Review – Submit report by the Director of Communities and Transformation (Members only).**

14. Consideration of Disclosure of the above confidential reports.

For more information on any of the items on this agenda, please telephone Committee Services on at 01292 612436, at Wellington Square, Ayr or e-mail: committee.services@south-ayrshire.gov.uk
www.south-ayrshire.gov.uk

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CABINET

Minutes of a hybrid webcast meeting on 12 March 2024 at 10.00 a.m.

Present
in County

Hall: Councillors Martin Dowey (Chair), Alec Clark, Brian Connolly, Ian Davis, Stephen Ferry, Lee Lyons, Martin Kilbride and Bob Pollock.

Apology: Councillor Bob Shields.

Attending
in County

Hall: M. Newall, Chief Executive; L. McRoberts, Depute Chief Executive and Director of Education; K. Braidwood, Director of Housing, Operations and Development; T. Baulk, Head of Finance, ICT and Procurement, C. Cox, Assistant Director – Planning and Development; G. Hunter, Assistant Director – Communities; K. Dalrymple, Assistant Director – Housing and Operations; K. Briggs, Service Lead – Legal and Licensing; J. Tait – Service Lead – Thriving Communities; F. Ross, Service Lead – Neighbourhood Services; C. Iles, Service Lead – Planning and Building Standards; J. Hall, Co-ordinator (Planning Strategy); A. Gibson, Committee Services Officer; and E. Moore, Committee Services Assistant.

Also

Present

Remotely: Councillor Julie Dettbarn.

Also

Attending

Remotely: K. Anderson, Service Lead – Policy, Performance and Community Planning; N. Gemmell, Service Lead – Revenues and Benefits, G. Farrell, Service Lead – Organisational Development and Customer Services; M. Alexander, Service Lead – Housing Services, and M. Piper, Organisational Development and Customer Services Co-ordinator.

Opening Remarks.

The Chair took the sederunt, confirmed to Members the procedures to conduct this meeting and advised that the meeting was being broadcast live.

1. Declarations of Interest.

There were no declarations of interest by Members of the Cabinet in terms of Council Standing Order No. 17 and the Councillors' Code of Conduct.

2. Minutes of previous meeting.

The minutes of 14 February 2024 ([issued](#)) were submitted and approved.

3. **Exclusion of press and public.**

The Cabinet resolved, in terms of Section 50A(4) of the Local Government (Scotland) Act 1973, that the press and public be excluded during consideration of the following item of business on the grounds that it involved the likely disclosure of exempt information in terms of paragraph 4 of Part 1 of Schedule 7A of the Act.

The recording was paused at this point.

4. **Call-in from Cabinet of 14 February 2024 – Merlin Cinemas Limited – Support Grant.**

Decided: to agree the recommendation in the decision of the Audit and Governance Panel on 22 February 2024, namely to rescind the decision taken by the Cabinet on 14 February 2024.

The recording of the meeting was restarted.

5. **Decision Log.**

After having heard a Member of the Panel state that, in relation to the revised due dates, officers had to be aware not to allow due dates to regularly be amended, the Cabinet

Decided:

- (1) to note there were no overdue actions;
- (2) to approve the actions listed with revised due dates ([issued](#)); and
- (3) to note the recently completed actions ([issued](#)).

Economic Development.

6. **Ayr Town Centre Framework.**

There was submitted a report ([issued](#)) of 4 March 2024 by the Director of Strategic Change and Communities providing an update on the progress on development of a Framework for Ayr Town Centre, including feedback from the Consultation and Engagement (events and online) undertaken during January/February 2024.

Following discussion regarding the consultation, the Cabinet

Decided:

- (1) to note the positive responses from the Consultation and Engagement and the scale of responses from the community on the Ayr Town Centre Framework;
- (2) to endorse the Finalised Ayr Framework as the key document for the regeneration and development of Ayr Town Centre for the next ten years;

- (3) to approve early consideration and development of a 3-year Project Plan to advance concept ideas for the identified priority projects supporting the Ayr Town Centre strategy (this would be developed by officers within Economy and Regeneration and Planning and Development); and
- (4) to otherwise note the contents of the report and agree support for the approaches within the report.

7. Girvan Draft Conservation Area Appraisal

There was submitted a report ([issued](#)) of 1 March 2024 by the Director of Housing, Operations and Development seeking approval to hold a public consultation on the Girvan Draft Conservation Area Appraisal.

The Cabinet

Decided:

- (1) to agree to public consultation on the draft Girvan Conservation Area Appraisal and potential boundary changes, as set out in Appendix 1 of the report, subject to typographical changes; and
- (2) to agree to a further report to Cabinet on 18 June 2024 which would detail the consultation findings and seek approval to adopt the finalised and potentially modified Girvan Conservation Area Appraisal and to make the recommended amendments to the conservation area boundary.

8. Business Relief Programme – 2024 Funding Proposals.

There was submitted a report ([issued](#)) of 6 March 2024 by the Director of Strategic Change Communities seeking approval to direct the balance of funding under the Business Relief programme, approved by Cabinet on 28 November 2023 and to approve a range of proposals to deliver a new programme.

Having heard the Members discuss the effect the closure of the Station Hotel, Ayr had on areas other than Ayr and having noted that the Ambition Programme would be launching in the near future, the Cabinet

Decided:

- (1) to approve that the remaining balance of £417,000 for the Business Relief Programme be used to support a range of town centre projects as identified within the proposals section of this report, as detailed at 4.1 of the report; and
- (2) to grant officers the authority to award grants in respect of the proposals, as detailed in section 4.1 of the report.

Finance, HR and ICT

9. Budget Management – Revenue Budgetary Control 2023/24 – Position at 31 December 2023.

There was submitted a report ([issued](#)) of 8 March 2024 by Head of Finance, ICT and Procurement providing a financial overview of the General Services revenue account, Housing Revenue Account and Common Good Accounts for 2023/24 as at 31 December 2023.

The Cabinet

Decided:

- (1) to note the revised Directorate budgets following the budget movements, as outlined in paragraph 3.3 of the report;
- (2) to approve the budget transfers as outlined in the Directorate financial performance reports, as detailed in Appendix 1 and summarised in paragraph 4.1.7 of the report;
- (3) to approve the new period 9 requested earmarking of resources to be carried forward to 2023/24, as summarised in paragraph 4.1.8 of the report; and
- (4) to note the projected in year over-spend of £0.922m. after earmarking.

10. Financial Inclusion Projects 2024/25 and 2025/26.

There was submitted a report ([issued](#)) of 4 March 2024 by Director of Strategic Change and Communities seeking approval to progress the financial inclusion projects that had been recommended by the Financial Inclusion Member/Officer Working Group.

The Cabinet

Decided: to agree to utilise £1.055m. financial inclusion funding to deliver a range of financial inclusion projects across South Ayrshire.

11. Treasury Management and Investment Strategy Quarter 3 Update Report 2023/24.

There was submitted a report ([issued](#)) of 1 March 2024 by Head of Finance, ICT and Procurement providing an update on the 2023/24 treasury prudential indicators for the period October-December 2023 (Quarter 3) and an update on the latest wider economic position.

The Cabinet

Decided: to approve the Quarter 3 Update Report, as detailed in Appendix 1 of the report.

Buildings, Housing and Environment.

12. Civic Government (Scotland) Act 1982 - Licensing of Sexual Entertainment Venues.

There was submitted a report ([issued](#)) of 1 March 2024 by the Head of Legal and Regulatory Services requesting that the Panel considers amending the implementation date for the Sexual Entertainment Venue (SEV) licensing regime.

The Cabinet

Decided:

- (1) to note the Resolution to introduce a licensing regime for Sexual Entertainment Venues (SEVs) as agreed by the Leadership Panel on 18 February 2020; and
- (2) to amend the date of implementation of this licensing regime to 1 May 2025.

13. Revised Fleet, Travel and Transport Policy 2024.

There was submitted a report ([issued](#)) of 5 March 2024 by the Director of Housing, Operations and Development seeking approval of the revised Fleet Travel and Transport Policy and the Drivers' Supervisors' and Management Travel Handbook and that every Service identify a senior member of staff to act as their Fleet Liaison Officer.

Following a question from a Member of the Cabinet and having noted that the Council had good status as to how it managed its fleet, the Cabinet

Decided: to approve

- (1) the Revised Fleet Travel and Transport Policy and Drivers, Supervisors and Management Travel Handbook, as detailed in Appendices 1 and 2 of the report; and
- (2) within the policy, that each service must identify a senior member of staff to act as their Fleet Liaison Officer.

14. MVF Watchful, South Harbour Street, Ayr - Common Good Consultation.

There was submitted a report ([issued](#)) of 4 March 2024 by the Director of Housing, Operations and Development

- (1) providing the results of the public consultation carried out under section 104 of the Community Empowerment (Scotland) Act 2015 in relation to the proposed disposal of MVF Watchful (The Watchful); and
- (2) having had regard to the results of the public consultation, to request that Cabinet re-confirm the decision by Cabinet on 31 October 2023 to declare the property surplus to Council requirements and the approval for its removal and scrapping.

The Cabinet

Decided:

- (a) to note the results of the public consultation carried out under Section 104 of the Community Empowerment (Scotland) Act 2015;
- (b) to agree the responses to the representations received as outlined in Appendix 1 of the report and to approve publication of the responses on the Council website and notification of those who responded to the consultation;
- (c) to agree to proceed with the proposals to declare as surplus to Council requirements, and to remove and scrap, the MVF Watchful and its supporting structure at South Harbour Street, Ayr, as shown on the Plan (Appendix 2 of the report); and
- (d) to grant authority to the Service Lead – Professional Design Services to arrange for the removal and scrapping of the MVF Watchful and supporting structure.

The meeting ended at 11.00 a.m.

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	07/12/2023	Review of South Ayrshire Integration Scheme	["HSCP"]	Eltringham, Tim	Revised Draft Integration Scheme presented to Council	No	30/03/2024	31/10/2024	Work to review the Integration Schemes across Ayrshire is continuing in collaboration with the NHS, East Ayrshire Council and North Ayrshire Council.	Lyons, Lee; Ferry, Stephen
CAB	28/11/2023	Lease of Kiosk and Part of Public Conveniences at South Beach/ St Meddans Street, Troon	["H, O and D"]	Burns, Tom	Report approved by Cabinet in November 2023 and passed to Legal to conclude	No	01/04/2024	31/07/2024		Kilbride, Martin

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	26/09/2023	Proposed Ward Capital Projects – Update 2023 to 2025	["H, O and D"]	Dalrymple, Kenneth; Cox, Chris	Commencement of Green status Capital projects	No	31/03/2024	14/06/2024		Dowey, Martin; Davis, Ian; Kilbride, Martin
CAB	26/09/2023	Proposed Ward Capital Projects – Update 2023 to 2025	["H, O and D"]	Dalrymple, Kenneth; Cox, Chris	Submission of full programme of Capital improvement projects for Cabinet approval	No	31/03/2024	14/06/2024		Dowey, Martin; Davis, Ian; Kilbride, Martin
CAB	14/03/2023	Community Centres and Village Hall Management Arrangements Update	["SC and C"]	Tait, Jamie	The changes to management arrangements in Community Centres and Villages Halls	No	30/04/2024	29/06/2024		Kilbride, Martin; Clark, Alec
SAC	03/03/2022	Notice of Motion	["SC and C"]	Tait, Jamie	Young Persons (Under 22s) Free Bus Travel	No	31/03/2024	01/06/2024		

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
LP	25/05/2021	Neighbourhood Services Structure Progress Report	["H, O and D", "SC and C"]	Anderson, Kevin	Resource review of Sustainable Development and Climate Change Structure	No	29/03/2024	31/07/2024		Kilbride, Martin
LP	12/02/2019	Draft Rapid Rehousing Transition Plan 2019-2024	["PLA", "PEO"]	Dalrymple, Kenneth	Action Plan Implemented	No	31/03/2024	31/03/2025		

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	12/03/2024	Budget Management – Revenue Budgetary Control 2023/24 – Position at 31 December 2023	["CEO"]	Baulk, Tim	Action the budget transfers in the financial ledger as outlined in the Directorate financial performance reports at Appendix 1 and summarised in 4.1.7	Yes	31/03/2024		Davis, Ian
CAB	12/03/2024	Budget Management – Revenue Budgetary Control 2023/24 – Position at 31 December 2023	["CEO"]	Baulk, Tim	Record for future reporting purposes the requested earmarking for carry forward of resources to 2024/25 as outlined in 4.1.8	Yes	31/03/2024		Davis, Ian
CAB	12/03/2024	MVF Watchful, South Harbour Street, Ayr – Common Good Consultation	["H, O and D"]	Burns, Tom	Publication of Common Good Feedback report	Yes	31/03/2024	Memorial Service held on 7th April 2024. Demolition contractor appointed and the boat will be removed.	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	12/03/2024	MVF Watchful, South Harbour Street, Ayr – Common Good Consultation	["H, O and D"]	Burns, Tom	Removal and scrapping of MVF Watchful	Yes	31/05/2024	Memorial Service held on April 7th. Demolition contractor appointment and boat will be removed.	Kilbride, Martin
SAC	06/03/2024	Review of the Byelaws Prohibiting the Consumption of Alcohol in Designated Public Places	["CEO"]	Caves, Catrion a	Notice placed in local press that confirmation for byelaws is being sought	Yes	25/03/2024	Date of advertisement - 3.4.24.	Dowey, Martin
SAC	06/03/2024	Treasury Management and Investment Strategy 2024/25	["CEO"]	Baulk, Tim	The approved strategy will be incorporated into the 2024/25 treasury and investment planning and management process	Yes	01/04/2024		

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	06/03/2024	Affordable Housing Proposals, Riverside Place, Ayr PLEASE ADVISE THE COMMITTEE CLERK WHEN THIS REPORT CAN BE RELEASED	["H, O and D"]	Dalrymple, Kenneth	Conclude negotiations with Telecommunications company and instruct Legal Services to conclude the termination agreement and new lease.	Yes	20/03/2024		Davis, Ian; Kilbride, Martin
SAC	29/02/2024	Revenue Estimates 2024/25, Capital Estimates 2024/25 to 2035/36 and Carbon Budget 2024/25	["CEO"]	Baulk, Tim	Budget papers published on The Core	Yes	01/03/2024		Dowey, Martin; Davis, Ian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	29/02/2024	Revenue Estimates 2024/25, Capital Estimates 2024/25 to 2035/36 and Carbon Budget 2024/25	["CEO"]	Baulk, Tim	Approved budgets will be incorporated in 2024/25 financial planning and management process	Yes	01/04/2024		Dowey, Martin; Davi s, Ian
SAC	29/02/2024	Review of Polling Arrangements	["CEO"]	Carlaw, Wynne	Arrange for publication of polling scheme and consultation responses	Yes	08/03/2024		Dowey, Martin
CAB	14/02/2024	Electric Vehicle Charging Tariff	["H, O and D"]	Corrie, Jane	Implement charging tariff	Yes	01/04/2024	implemented	Pollock, Bob

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	14/02/2024	AGD Commercial Build Project - Company A PLEASE ADVISE THE COMMITTEE CLERK WHEN THIS REPORT CAN BE RELEASED	["SC and C"]	Reid, Louise	Cabinet report and recommendations on the outcome of the fundraising exercise for Commercial Build Project - Company A	Yes	19/04/2024	Report will be presented to Cabinet on 23rd April 2024.	Pollock, Bob;Dowey, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	17/01/2024	Setting of Council House Rents and Other Rents and Charges (2024/25 – 2026/27) and Proposed Housing Revenue Account (HRA) Revenue Budget 2024/25 and Capital Budget (2024/25 – 2028/29)	["H, O and D"]	Alexander, Michael	Implement agreed rent setting with effect from 21 March 2024	Yes	21/03/2024	Rent Increase implemented from 21st March 2024 and all necessary processes have been completed.	Davis, Ian;Kilbride, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	17/01/2024	Setting of Council House Rents and Other Rents and Charges (2024/25 – 2026/27) and Proposed Housing Revenue Account (HRA) Revenue Budget 2024/25 and Capital Budget (2024/25 – 2028/29)	["CEO"]	Baulk, Tim	To set up appropriate accounting budgets for 2024/25 to reflect Council decision	Yes	01/04/2024		Davis, Ian; Kilbride, Martin
CAB	16/01/2024	Motorhome Parking Scheme 2024	["H, O and D"]	Corrie, Jane	2024 Motorhome Scheme	Yes	01/04/2024		Pollock, Bob; Clark, Alec

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	16/01/2024	Ash Dieback	["H, O and D"]	Ross, Fiona; Corrie, Jane	Undertake implementation of Ash Dieback Plan and report progress annually	Yes	31/01/2025	Due to past storms staff have spent some number of weeks and are continuing on clear up works. Hope to get back to Ash in March	Kilbride, Martin
CAB	16/01/2024	Local Heat and Energy Efficiency Strategy and Delivery Plan and Consultation	["CEO"]	Caves, Catriona	to discuss the proposed format of the public consultation with officers so that the format encourages as many people as possible within the community to respond with their comments - add to recs in report- discussed with officers who implemented suggested changes	Yes	15/03/2024		

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	07/12/2023	Digital and ICT Strategy 2023 - 2028	["CEO"]	McCall, Stewart	Publication of the Council's Digital and ICT Strategy and notification to employees through communications channels. Messaging will include summary infographics and a link to the full strategy	Yes	01/03/2024	Document now available on Council websites. Comms complete with messaging scheduled.	Davis, Ian
CAB	28/11/2023	Ayr Town Centre Framework	["SC and C"]	Hunter, George	Provide a report to Cabinet seeking approval of the Town Centre Framework	Yes	31/03/2024		Pollock, Bob
CAB	28/11/2023	Place Based Investment Programme 2023 - 2024	["SC and C"]	Hunter, George	Implementation of PBIP projects and initiatives	Yes	31/03/2024		Pollock, Bob
CAB	28/11/2023	Medium Term Financial Plan 2024-25 to 2028-29	["CEO"]	Baulk, Tim	Budget strategy to be implemented as part of the 2024-25 budget setting process	Yes	31/03/2024		Davis, Ian

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	28/11/2023	Financial Inclusion Strategic Development	["SC and C"]	Hunter, George	Assess and determine project priorities	Yes	31/03/2024		Davis, Ian
CAB	28/11/2023	Financial Inclusion Strategic Development	["SC and C"]	Hunter, George	Align with SDP CPP priorities	Yes	30/04/2024		Davis, Ian
CAB	31/10/2023	Strategic Approach to Inward Investment	["SC and C"]	Hunter, George	Develop Refresh of the Strategic Economic Plan and Inward Investment Strategy	Yes	30/04/2024		Pollock, Bob
CAB	26/09/2023	Integrated Impact Assessment	["SC and C"]	Anderson, Kevin	Rollout new IIA to service leads in the Strategic Change and Communities Directorate	Yes	31/03/2024		Dowey, Martin; Lyons, Lee
SAC	15/09/2023	Scottish Government Consultation on a Fairer Council Tax	["CEO"]	Baulk, Tim	Monitor the outcome of the Consultation and any subsequent changes to legislation and include any Council Tax multiplier effect changes in the 2024-25 budget	Yes	31/03/2024	Changes to the Multiplier effect on Council Tax banding is not being progressed by the Scottish Government at this time so has not been factored in to the 2024/25 budget.	Davis, Ian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	29/08/2023	Visitor Levy (Scotland) Bill	["SC and C"]	Hunter, George	Provide a briefing paper to Cabinet including an outline of current position on levy	Yes	31/03/2024		Pollock, Bob;Clark, Alec
SAC	29/06/2023	Future Operating Proposals – Customer Services	["SC and C"]	Farrell, Gillian	Deliver series of briefings to frontline services on use of customer contact eform	Yes	01/04/2024		Kilbride, Martin
CAB	20/06/2023	Ayrshire Roads Alliance Service Plan 2023/24 and Performance Report 2022/23	["H, O and D"]	Corrie, Jane	Continue to submit reports to the Ayrshire Shared Service Joint Committee	Yes	31/03/2024		Pollock, Bob
CAB	20/06/2023	UK Shared Prosperity Fund	["SC and C"]	Hunter, George	Provide Cabinet with an update	Yes	18/06/2024		Pollock, Bob

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	23/05/2023	Financial Inclusion - Cost of Living Crisis	["SC and C"]	Hunter, George	Development of a Financial Inclusion Strategy and Action Plan will align with community planning timelines for the strategic partnership work via the LOIP. Ahead of that, key work supporting funding priorities will be undertaken by the MOWG.	Yes	31/03/2024		Davis, Ian
CAB	25/04/2023	Road Improvement Plan 2023- 2024	["H, O and D"]	Corrie, Jane	Implementation of the road improvement plan	Yes	31/03/2024	paper lodged and to be presented to cabinet 23/04/24	Pollock, Bob

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	14/03/2023	Ash Dieback	["H, O and D"]	Ross, Fiona	Report back on results of discussions with CoSLA over Scottish Government funding for Ash Dieback	Yes	27/08/2024	<p>Officers to meet with Elected Member CoSLA representative over the coming months and feed back to a future cabinet.</p> <p>At the Cabinet Meeting on 31 October 2023, it was agreed that the current due date of 30/09/2023 be amended to 11/01/2024.</p> <p>At the Cabinet meeting on the 14 February 2024, it was agreed that the current due date of 11/01/2024 be amended to 27/08/2024.</p> <p>First year of works coming to completion</p>	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	29/11/2022	ICT Data Centre – Hosting and Delivery Model	["CEO"]	Mullen, Kevin	Implementation of Cloud Governance Model	Yes	30/09/2024	At the Cabinet meeting on the 28 November 2023, it was agreed that the current due date of 31/12/2023 be amended to 30/09/2024. 09/04/2024 Cloud Consumption Group established in Janu 2024 and Terms of Reference signed off. First sessions held and action will be marked complete in coming months. 16/04/2024 CCG now fully operational and action will be marked as complete.	Davis, Ian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
LP	18/01/2022	ICT Data Centre – Hosting and Delivery Model	["CEO"]	Reid, Louise	Implementation plan updated at November 2022 cabinet. Implementation date extended to March 2024	Yes	31/03/2024	Implementation plan updated at November 2022 cabinet. Implementation date extended to March 2024. 16/04 Implementation plan is complete and works in progress for phase 2 of migration activity. Governance Group also established and the first 3 meetings have been held.	Davis, Ian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Compl ete	Current Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
LP	17/03/2020	Fleet Transport Update	["H, O and D"]	Ross, Fiona	Amend Fleet, Travel and Transport Policy and the Drivers, Supervisors and Managers Handbook and roll out training programme	Yes	12/03/2024	<p>The Fleet Travel & Transport Policy and the Fleet Handbook has received legal review from the professional body. They are both currently being updated and will be presented to Cabinet on 12 March 2024.</p> <p>Cabinet on 23/05/23 - agreed new due date of 30/06/23 (previously 25/04/23).</p> <p>Cabinet on 29/09/23 - agreed new due date of 31/10/23 (previously 30/06/23).</p> <p>At the Cabinet meeting on the 28 November 2023, it was agreed that the current due date of 31/10/2023 be amended to 16/01/2024.</p> <p>At the Cabinet meeting on the 14 February 2024, it was agreed that the current due date of 16/01/2024 be amended to 12/03/2024.</p>	

South Ayrshire Council

**Report by Depute Chief Executive and Director of Education
to Cabinet
of 23 April 2024**

Subject: Inspection of Girvan Academy: Education Scotland Report

1. Purpose

1.1 The purpose of this report is to inform the Cabinet of the outcome of the Education Scotland Inspection of Girvan Academy.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 considers the contents of the report by Education Scotland as contained in [Appendix 1](#); and

2.1.2 agrees that the main points for action will be addressed by the Headteacher and Quality Improvement Manager.

3. Background

3.1 Education Scotland inspectors inspected the school in December 2023 and looked at some particular aspects of the school's recent work. The inspection was carried out using the short inspection model. This involves inspectors evaluating learning, teaching and assessment across the school and raising attainment and achievement within the school.

3.2 The report for Girvan Academy was published on 5 March 2024.

3.3 The inspection of Girvan Academy found the following key strengths:

- The strong leadership of the headteacher, well supported by leaders at all levels. This is resulting in a positive culture of learning across the school, including in the support and wellbeing department.
- A comprehensive, effective system for tracking young people's progress in all curriculum areas from S1 to S6. This is helping staff to have a strong understanding of young people's attainment and next steps. It is also enabling them to provide young people with appropriate support to enhance their learning.
- Young people are attaining well and develop important skills for learning, life and work through an extensive range of activities.

3.4 Education Scotland Inspectors agreed the following key points for action with the leadership team of the school and educational services:

- Further improve the consistency of high-quality learning, teaching and assessment, by building on examples of very strong practice that exist across the school.
- Teachers should further develop approaches to ensure young people understand more effectively the purpose of their learning and how they can be successful. They should increase levels of challenge for the most able learners.
- Continue to maximise attainment, especially those capable of attaining high-quality passes.

3.5 The Headteacher of Girvan Academy will link with the Quality Improvement Manager to build on the strengths identified in the inspection report and address the key points for action.

4. Proposals

4.1 It is proposed that the Cabinet notes the key strengths and points for action in the Education Scotland report and agrees to the Headteacher addressing these in conjunction with the Quality Improvement Manager.

4.2 Given the positive nature of the report there will be no further visits by Education Scotland in relation to this inspection.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 Not applicable.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

8.1 Risk Implications of Adopting the Recommendations

8.1.1 There are no associated risks.

8.2 Risk Implications of Rejecting the Recommendations

8.2.1 Educational Services may be downgraded as part of the Shared Risk Assessment process carried out by the Local Area Network responsible for scrutiny if the service does not address the main points for action.

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 2](#).

10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 Two of the Council Plan: Live, Work, Learn and Outcome One: Education and lifelong learning.

13. Results of Consultation

- 13.1 There has been no public consultation on the contents of this paper.
- 13.2 Consultation has taken place with Councillor Stephen Ferry, Portfolio Holder for Education, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking

- 14.1 If the recommendations above are approved by Members, the Depute Chief Executive and Director of Education 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:

Implementation	Due date	Managed by
Meeting to be arranged with the Headteacher to agree a plan to address the action points contained in the report and monitor progress in conjunction with the planned programme of visits	June 2024	Quality Improvement Manager

Background Papers **None**

Person to Contact **Lyndsay McRoberts, Depute Chief Executive and Director of Education**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 616627
E-mail Lyndsay.McRoberts@south-ayrshire.gov.uk

Date: **11 April 2024**



5 March 2024

Dear Parent/Carer

In December 2023, a team of inspectors from Education Scotland visited Girvan Academy. During our visit, we talked to parents/carers and young people and worked closely with the headteacher and staff.

The inspection team found the following strengths in the school's work.

- The strong leadership of the headteacher, well supported by leaders at all levels. This is resulting in a positive culture of learning across the school, including in the support and wellbeing department.
- A comprehensive, effective system for tracking young people's progress in all curriculum areas from S1 to S6. This is helping staff to have a strong understanding of young people's attainment and next steps. It is also enabling them to provide young people with appropriate support to enhance their learning.
- Young people are attaining well and develop important skills for learning, life and work through an extensive range of activities.

The following areas for improvement were identified and discussed with the headteacher and a representative from South Ayrshire Council.

- Further improve the consistency of high-quality learning, teaching and assessment, by building on examples of very strong practice that exist across the school.
- Teachers should further develop approaches to ensure young people understand more effectively the purpose of their learning and how they can be successful. They should increase levels of challenge for the most able learners.
- Continue to maximise attainment, especially those capable of attaining high-quality passes

We gathered evidence to enable us to evaluate the school's work using quality indicators from [How good is our school? \(4th edition\)](#). Quality indicators help schools, local authorities and inspectors to judge what is working well and what needs to be improved. Following the inspection of each school, the Scottish Government gathers details of our evaluations to keep track of how well Scottish schools are doing.

Here are Education Scotland's evaluations for Girvan Academy

Quality indicators	Evaluation
Learning, teaching and assessment	good
Raising attainment and achievement	good
Descriptions of the evaluations are available from: How good is our school? (4th edition), Appendix 3: The six-point scale.	

A more detailed document called Summarised Inspection Findings (SIF) will be available on the Education Scotland website at: [Details](#) | [Find an inspection report](#) | [Find an inspection report | Inspection and Review](#) | [Education Scotland](#)

What happens next?

We are confident that the school has the capacity to continue to improve and so we will make no more visits in connection with this inspection. South Ayrshire Council will inform parents/carers about the school's progress as part of its arrangements for reporting on the quality of its schools.

Dr Celia McArthur
HM Inspector

**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: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

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. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	Inspection of Girvan Academy
Lead Officer (Name/Position/Email)	Lyndsay McRoberts, Depute Chief Executive and Director of Education – lyndsay.mcroberts@south-ayrshire.gov.uk

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	No
Disability	No	No
Gender Reassignment (Trans/Transgender Identity)	No	No
Marriage or Civil Partnership	No	No
Pregnancy and Maternity	No	No
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	No
Religion or Belief (including lack of belief)	No	No
Sex – (issues specific to women & men or girls & boys)	No	No

Community or Groups of People	Negative Impacts	Positive impacts
Sexual Orientation – person’s sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	No
Thematic Groups: Health, Human Rights & Children’s Rights	No	No

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). 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	No	No
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	No	No
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	No	No
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	No
Socio-economic Background – social class i.e. parent’s education, employment and income	No	No

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	Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	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?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	YES NO
Rationale for decision: An Equality Impact Assessment is not required on this occasion as this report is asking for elected members to note the outcome of the inspection	
Signed: Lyndsay McRoberts Date: 15 March 2024	Depute Chief Executive and Director of Education

South Ayrshire Council

**Report by Depute Chief Executive and Director of Education
to Cabinet
of 23 April 2024**

**Subject: Inspection of Muirhead Primary School and Early Years
Centre: Education Scotland Report**

1. Purpose

1.1 The purpose of this report is to inform Cabinet of the outcome of the Education Scotland Inspection of Muirhead Primary School and Early Years Centre.

2. Recommendation

2.1 It is recommended that Cabinet:

2.1.1 considers the contents of the report by Education Scotland as contained in [Appendix 1](#); and

2.1.2 agrees that the main points for action will be addressed by the Headteacher and Quality Improvement Manager.

3. Background

3.1 Education Scotland inspectors inspected the school and early years centre in November 2023 and looked at some particular aspects of the school's recent work. The inspection was carried out using the short inspection model. This involves inspectors evaluating learning, teaching and assessment across the school and early years centre, raising attainment and achievement within the school and securing children's progress in the early years centre.

3.2 The report for Muirhead Primary School and Early Years Centre was published on 23 January 2024.

3.3 The inspection of Muirhead Primary School and Early Years Centre found the following key strengths:

- The positive and respectful relationships between all staff and children in the school and Early Years Centre. This results in almost all children feeling nurtured and well supported in their learning.
- The effective leadership provided by the headteacher. In her short time in post, she has worked collaboratively with staff to improve outcomes for all children.

- The relevant and interesting learning experiences offered by teachers in a range of contexts, including through outdoor learning. This results in almost all children being engaged in their learning and is helping children to develop knowledge and skills across the curriculum.
- The effective teamwork and communication within the Early Years Centre which has resulted in positive improvements to the indoor and outdoor learning environments. Children benefit from the range of interesting and stimulating experiences which is impacting positively on their progress.

3.4 Education Scotland Inspectors agreed the following key points for action with the leadership team of the school and educational services:

- Practitioners in the Early Years Centre should ensure planning demonstrates how children influence and lead their learning. Senior leaders should continue to gather information on all children's learning to demonstrate progress over time.
- Teachers across the school should continue to plan tasks and activities set at the right level of difficulty for all children. This will help to ensure children make the best possible progress in all areas of the curriculum.
- Senior leaders and teachers should continue to raise attainment in literacy and numeracy.

3.5 The Headteacher of Muirhead Primary School and Early Years Centre will link with the Quality Improvement Manager to build on the strengths identified in the inspection report and address the key points for action.

4. Proposals

4.1 It is proposed that Cabinet notes the key strengths and points for action in the Education Scotland report and agrees to the Headteacher addressing these in conjunction with the Quality Improvement Manager.

4.2 Given the positive nature of the report there will be no further visits by Education Scotland in relation to this inspection.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 Not applicable.

7. Human Resources Implications

7.1 Not applicable.

8/

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 There are no associated risks.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 Educational Services may be downgraded as part of the Shared Risk Assessment process carried out by the Local Area Network responsible for scrutiny if the service does not address the main points for action.

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 2](#).

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 Two of the Council Plan: Live, Work, Learn and Outcome One: Education and lifelong learning.

13. Results of Consultation

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

13.2 Consultation has taken place with Councillor Stephen Ferry, Portfolio Holder for Education, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking

14.1 If the recommendations above are approved by Members, the Depute Chief Executive and Director of Education 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:

Implementation	Due date	Managed by
Meeting to be arranged with the Headteacher to agree a plan to address the action points contained in the report and monitor progress in conjunction with the planned programme of visits	June 2024	Quality Improvement Manager

Background Papers **None**

Person to Contact **Lyndsay McRoberts, Depute Chief Executive and Director of Education**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 616627
E-mail Lyndsay.McRoberts@south-ayrshire.gov.uk

Date: **11 April 2024**



23 January 2024

Dear Parent/Carer

In November 2023, a team of inspectors from Education Scotland and the Care Inspectorate visited Muirhead Primary School and Early Years Centre. During our visit, we talked to parents/carers and children and worked closely with the headteacher and staff.

The inspection team found the following strengths in the school's work.

- The positive and respectful relationships between all staff and children in the school and Early Years Centre. This results in almost all children feeling nurtured and well supported in their learning.
- The effective leadership provided by the headteacher. In her short time in post, she has worked collaboratively with staff to improve outcomes for all children.
- The relevant and interesting learning experiences offered by teachers in a range of contexts, including through outdoor learning. This results in almost all children being engaged in their learning and is helping children to develop knowledge and skills across the curriculum.
- The effective teamwork and communication within the Early Years Centre which has resulted in positive improvements to the indoor and outdoor learning environments. Children benefit from the range of interesting and stimulating experiences which is impacting positively on their progress.

The following areas for improvement were identified and discussed with the headteacher and a representative from South Ayrshire Council.

- Practitioners in the Early Years Centre should ensure planning demonstrates how children influence and lead their learning. Senior leaders should continue to gather information on all children's learning to demonstrate progress over time.
- Teachers across the school should continue to plan tasks and activities set at the right level of difficulty for all children. This will help to ensure children make the best possible progress in all areas of the curriculum.
- Senior leaders and teachers should continue to raise attainment in literacy and numeracy.

We gathered evidence to enable us to evaluate the school's work using quality indicators from [How good is our school? \(4th edition\)](#) and [How good is our early learning and childcare?](#). Quality indicators help schools, local authorities and inspectors to judge what is working well and what needs to be improved. Following the inspection of each school, the Scottish Government gathers details of our evaluations to keep track of how well Scottish schools are doing.

Here are Education Scotland's evaluations for Muirhead Primary School and Early Years Centre

Quality indicators for the primary school	Evaluation
Learning, teaching and assessment	good
Raising attainment and achievement	good
Descriptions of the evaluations are available from: How good is our school? (4th edition), Appendix 3: The six-point scale	

Quality indicators for the nursery class	Evaluation
Learning, teaching and assessment	good
Securing children's progress	good
Descriptions of the evaluations are available from: How good is our early learning and childcare? Appendix 1: The six-point scale	

We gathered evidence to enable us to evaluate the early learning and childcare setting using the quality indicators from [A quality framework for daycare of children, childminding and school-aged childcare](#). The framework supports settings, providers and inspectors to assess what is working well and what needs to be improved. Following the inspection of each setting, the Scottish Government gathers details of our evaluations to keep track of how well early learning and childcare settings are doing. The Care Inspectorate evaluations are also used by local authorities when considering how settings are meeting the national standard for funded early learning and childcare.

The Care Inspectorate’s evaluations for the early learning and childcare setting are:

Detailed evaluations	Evaluation
Key question 1: How good is our care, play and learning?	very good
1.1 Nurturing care and support	very good
1.3 Play and learning	very good
Key question 3: How good is our leadership?	good
3.1 Quality assurance and improvement are led well	good

Requirements and areas for improvement made by the Care Inspectorate for the early learning and childcare setting.

During the previous Care Inspectorate inspection, the setting had no requirements and no recommendations. As a result of this inspection, there are no requirements and no areas for improvement.

This letter and a more detailed document called Summarised Inspection Findings (SIF) will be available on the Education Scotland website at:

[Details](#) | [Find an inspection report](#) | [Find an inspection report](#) | [Inspection and Review](#) | [Education Scotland](#)

What happens next?

We are confident that the school has the capacity to continue to improve and so we will make no more visits in connection with this inspection. South Ayrshire Council will inform parents/carers about the school's progress as part of its arrangements for reporting on the quality of its schools.

Robyn McIlroy
HM Inspector

Katrina Kennedy
Care Inspector

**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: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

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. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	Inspection of Muirhead Primary School and Early Years Centre
Lead Officer (Name/Position/Email)	Lyndsay McRoberts, Depute Chief Executive and Director of Education – lyndsay.mcroberts@south-ayrshire.gov.uk

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	No
Disability	No	No
Gender Reassignment (Trans/Transgender Identity)	No	No
Marriage or Civil Partnership	No	No
Pregnancy and Maternity	No	No
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	No
Religion or Belief (including lack of belief)	No	No
Sex – (issues specific to women & men or girls & boys)	No	No

Community or Groups of People	Negative Impacts	Positive impacts
Sexual Orientation – person’s sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	No
Thematic Groups: Health, Human Rights & Children’s Rights	No	No

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). 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	No	No
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	No	No
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	No	No
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	No
Socio-economic Background – social class i.e. parent’s education, employment and income	No	No

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	Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	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?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	YES NO
Rationale for decision: An Equality Impact Assessment is not required on this occasion as this report is asking for elected members to note the outcome of the inspection	
Signed : Lyndsay McRoberts Date: 10 January 2024	Depute Chief Executive and Director of Education

South Ayrshire Council

**Report by Depute Chief Executive and Director of Education
to Cabinet
of 23 April 2024**

**Subject: Inspection of Sacred Heart Primary School: Education
Scotland Report**

1. Purpose

1.1 The purpose of this report is to inform the Cabinet of the outcome of the Education Scotland Inspection of Sacred Heart Primary School.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 considers the contents of the report by Education Scotland as contained in [Appendix 1](#); and

2.1.2 agrees that the main points for action will be addressed by the Headteacher and Quality Improvement Manager.

3. Background

3.1 Education Scotland inspectors inspected the school in January 2024 and looked at some particular aspects of the school's recent work. The inspection was carried out using the short inspection model. This involves inspectors evaluating learning, teaching and assessment across the school, raising attainment and achievement within the school.

3.2 The report for Sacred Heart Primary School was published on 12 March 2024.

3.3 The inspection of Sacred Heart Primary School found the following key strengths:

- Relationships between all staff and children are underpinned by a nurturing culture. Children are polite, confident and work well with each other. The school's focus on children's rights is supporting children to develop as confident and effective contributors.
- All staff work well as a team. Led effectively by the headteacher, they have developed consistent learning and teaching approaches.
- Children learn in stimulating and engaging environments including classrooms, shared areas and outdoor spaces. Staff work effectively with partners to enrich children's learning.

- Children participate well in a wide range of clubs, committees and groups. They are building their confidence and developing listening and talking skills successfully.

3.4 Education Scotland Inspectors agreed the following key points for action with the leadership team of the school and educational services:

- Teachers should continue to ensure that all activities are well-matched to the needs of all learners.
- Staff should work together to develop further their understanding of national standards in writing. This should help to build their confidence in making professional judgements on children's progress and attainment in this area of the curriculum.
- Raise attainment for all learners in literacy, particularly in writing.

3.5 The Headteacher of Sacred Heart Primary School will link with the Quality Improvement Manager to build on the strengths identified in the inspection report and address the key points for action.

4. Proposals

4.1 It is proposed that the Cabinet notes the key strengths and points for action in the Education Scotland report and agrees to the Headteacher addressing these in conjunction with the Quality Improvement Manager.

4.2 Given the positive nature of the report there will be no further visits by Education Scotland in relation to this inspection.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 Not applicable.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

8.1 Risk Implications of Adopting the Recommendations

8.1.1 There are no associated risks.

8.2 Risk Implications of Rejecting the Recommendations

8.2.1 Educational Services may be downgraded as part of the Shared Risk Assessment process carried out by the Local Area Network responsible for scrutiny if the service does not address the main points for action.

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 2](#).

10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 Two of the Council Plan: Live, Work, Learn and Outcome One: Education and lifelong learning.

13. Results of Consultation

- 13.1 There has been no public consultation on the contents of this paper.
- 13.2 Consultation has taken place with Councillor Stephen Ferry, Portfolio Holder for Education, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking

- 14.1 If the recommendations above are approved by Members, the Depute Chief Executive and Director of Education 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:

Implementation	Due date	Managed by
Meeting to be arranged with the Headteacher to agree a plan to address the action points contained in the report and monitor progress in conjunction with the planned programme of visits	June 2024	Quality Improvement Manager

Background Papers None

Person to Contact **Lyndsay McRoberts, Depute Chief Executive and Director of Education**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 616627
E-mail Lyndsay.McRoberts@south-ayrshire.gov.uk

Date: 11 April 2024



12 March 2024

Dear Parent/Carer

In January 2024, a team of inspectors from Education Scotland visited Sacred Heart Primary School. During our visit, we talked to parents/carers and children and worked closely with the headteacher and staff.

The inspection team found the following strengths in the school's work.

- Relationships between all staff and children are underpinned by a nurturing culture. Children are polite, confident and work well with each other. The school's focus on children's rights is supporting children to develop as confident and effective contributors.
- All staff work well as a team. Led effectively by the headteacher, they have developed consistent learning and teaching approaches.
- Children learn in stimulating and engaging environments including classrooms, shared areas and outdoor spaces. Staff work effectively with partners to enrich children's learning.
- Children participate well in a wide range of clubs, committees and groups. They are building their confidence and developing listening and talking skills successfully.

The following areas for improvement were identified and discussed with the headteacher and a representative from South Ayrshire Council.

- Teachers should continue to ensure that all activities are well-matched to the needs of all learners.
- Staff should work together to develop further their understanding of national standards in writing. This should help to build their confidence in making professional judgements on children's progress and attainment in this area of the curriculum.
- Raise attainment for all learners in literacy, particularly in writing.

We gathered evidence to enable us to evaluate the school's work using quality indicators from [How good is our school? \(4th edition\)](#). Quality indicators help schools, local authorities and inspectors to judge what is working well and what needs to be improved. Following the inspection of each school, the Scottish Government gathers details of our evaluations to keep track of how well Scottish schools are doing.

Here are Education Scotland's evaluations for Sacred Heart Primary School

Quality indicators	Evaluation
Learning, teaching and assessment	good
Raising attainment and achievement	good
Descriptions of the evaluations are available from: How good is our school? (4th edition), Appendix 3: The six-point scale	

A more detailed document called Summarised Inspection Findings (SIF) will be available on the Education Scotland website at: [Details | Find an inspection report | Find an inspection report | Inspection and Review | Education Scotland](#)

What happens next?

We are confident that the school has the capacity to continue to improve and so we will make no more visits in connection with this inspection. South Ayrshire Council will inform parents/carers about the school's progress as part of its arrangements for reporting on the quality of its schools.

Simon Gallon
HM Inspector

**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: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

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. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	Inspection of Sacred Heart Primary School
Lead Officer (Name/Position/Email)	Lyndsay McRoberts, Depute Chief Executive and Director of Education – lyndsay.mcroberts@south-ayrshire.gov.uk

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	No
Disability	No	No
Gender Reassignment (Trans/Transgender Identity)	No	No
Marriage or Civil Partnership	No	No
Pregnancy and Maternity	No	No
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	No	No
Religion or Belief (including lack of belief)	No	No
Sex – (issues specific to women & men or girls & boys)	No	No

Community or Groups of People	Negative Impacts	Positive impacts
Sexual Orientation – person’s sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	No	No
Thematic Groups: Health, Human Rights & Children’s Rights	No	No

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). 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	No	No
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	No	No
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	No	No
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	No
Socio-economic Background – social class i.e. parent’s education, employment and income	No	No

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	Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	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?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	YES NO
Rationale for decision: An Equality Impact Assessment is not required on this occasion as this report is asking for elected members to note the outcome of the inspection	
Signed: Lyndsay McRoberts Date: 15 March 2024	Depute Chief Executive and Director of Education

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 23 April 2024**

Subject: Active Travel Strategy Performance Report

1. Purpose

- 1.1 The purpose of this report is to provide an update on Active Travel projects and the changes to external grant funding.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 approves the contents of this report;

2.1.2 continues to commit to supporting Active Travel in South Ayrshire; and

2.1.3 protects the Tier 1 funding for the sole purpose of Active Travel (refer to financial implications).

3. Background

- 3.1 The Leadership Panel approved the Council's Active Travel Strategy on 8 March 2022 and the strategy for the period 2022 - 2032 was formally launched on 14 March 2023.

- 3.2 Cabinet approved the creation of an Active Travel Member/Officer Working Group (MOWG) on 20 June 2023, to complement the MOWG and provide a structured forum for stakeholders, community groups and seldom heard groups to engage in the development and design of active travel projects in South Ayrshire. A Community Action Group (CAG) has also been established. A junior Community Action Group (JCAG) has yet to be established to provide a forum for young people's views to be heard.

4. Proposals

- 4.1 It is proposed that the Active Travel Strategy is reviewed annually, and any amendments be presented to the Active Travel Member/Officer Working Group for approval

- 4.2 The Ayrshire Roads Alliance will submit a proposal to the MOWG for consideration, which identifies priority projects taken from the Active Travel Strategy and the Councils Place Plans, the aim of this priority list is to seek prior approval, which will

streamline the process and assist in the quick delivery of the projects when funding becomes available.

4.3 The Ayrshire Roads Alliance will continue to explore alternatives to traditional construction materials & techniques to significantly reduce the carbon cost of improving/maintaining existing active travel routes and the during construction of new active travel routes which will assist the Ayrshire Roads Alliance in achieving Net Zero by 2030.

4.4 Projects noted in 6.2 Table 1 will be progressed through the RIBA stages at the earliest opportunity as funding permits.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 The use of non-standard items with a lower embedded carbon content in the construction of Active Travel Routes has caused significant delays during the procurement process as these items are not included in the current in Minor Works Framework or any other approved framework such as Scotland Excel or Crown Commercial Services. To achieve Net Zero by 2030 greater flexibility is required in the procurement process during trials of alternative materials, the ARA will continue to work with procurement colleagues to resolve this issue.

6. Financial Implications

6.1 Historically the Ayrshire Roads Alliance compiled capital bid applications for traffic, transportation and active travel projects across the network to SPT, Sustrans and SCSP, in addition the Scottish Government also provided South Ayrshire Council grant funding for cycling walking and safer routes (CWSR) via a direct block grant award. Transport Scotland have recently undertaken a major review in the way that capital funding for active travel projects will be allocated to Local Authorities in future, these changes may cause significant ramifications to Council funding in future years.

6.2 The primary change is in relation of the discontinuation of several grant award funds including SPT, SCSP and CWSR, these previous funding streams will be replaced by a new direct block grant received by each Council for the delivery of Active Travel delivery. This block grant forms "Tier 1" of a new tiered grant award fund that will be accessible to Local Authorities. At this juncture, we have no formal confirmation of what the Council's Tier 1 direct block grant award will be for 2024/25 however during discussions with Transport Scotland ARA have been advised it is likely to be similar to the combined total of the previous funding streams. Tier 1 funding will be issued to councils as part of the annual block grant and although it will be detailed in this grant it will not be "ring fenced" for use on active travel projects, however applications for Tier 2 funding and future annual increases to Tier 1 funding will be dependent on the council providing evidence that the previously awarded Tier 1 funding has been used for active travel projects.

6.3 Changes have also been made to active travel construction funding, Sustrans – Places for Everyone grant funding will remain available for the design stage (RIBA 0-4) of Active Travel infrastructure projects, with the newly created Active Travel Infrastructure Fund (ATIF) the new mechanism for applying for larger grants for the construction stage (RIBA 5-7) of Active Travel infrastructure projects. This construction funding will be classed as "Tier 2" funding, applications for Tier 2 funding will be submitted to Transport Scotland annually in January which again is

a significant change to previous and will result in delays to projects in the short term. Tier 2 construction applications will not only be scored on the merits of the individual project but also on the council's commitment to active travel, evidence of Tier 1 funding being used for active travel & the councils track record on delivering projects on-time and to a high standard. The greater the ambition and commitment of the council to active travel the greater the chance of success in obtaining Tier 2 funding. Tier 3 funding for major project such as new bridges will also be introduced, the details of this have yet to be confirmed however success in obtaining Tier 3 funding will undoubtedly be dependent on successful delivery of Tier 2 projects.

6.4 Major Projects:

Table 1

Project Title	RIBA Stages	2024/25 Award (£)	Further 2024/25 funding applications submitted	Comments
Girvan to Grangeston	0-2	68,444 (Sustrans)	n/a	Scope of project amended to include connection to Hospital and Train St
Grangeston to Ayr (Culzean Way)	0-1	0	375,000 (Sustrans)	Application submitted to carry out RIBA Stage 2
Dundonald Staggered Junction Signalisation	5	0	80,000 (ATIF)	Signalisation of staggered junction to improve road safety
Doon Valley Active Travel	0-2	0	1,320,000 (ATIF)	Application submitted to a) construct Dalmellington to Waterside & b) complete detailed design of Ayr to Waterside
Girvan Active Travel Town	0-2	0	302,773 (Sustrans)	Application submitted to carry out RIBA Stage 0-2 of new active travel within Girvan – project to compliment Girvan to Grangeston
Ayr to Prestwick	0-2	0	268,584 (Sustrans)	Application submitted to complete RIBA Stage 2
Prestwick to Barassie	0-2	0	543,708 (Sustrans)	Application submitted to Sustrans to complete detailed design, construction application to be submitted to TS in January 2025

Project Title	RIBA Stages	2024/25 Award (£)	Further 2024/25 funding applications submitted	Comments
Loans to Troon – North Dr	0-2	0	378,000 (ATIF)	Application submitted to TS to construct active travel route along North Dr
Dundonald to Barassie	5	1,000,000 (LUF)	3,000,000 (ATIF)	Levelling Up Funding secured in round 3 included an element of funding to deliver active travel improvements from Prestwick Train Station to Dundonald
River Ayr	0	0	150,000 (Sustrans)	Application submitted to carry out feasibility review of a new MNU crossing of the River Ayr linking South Harbour St to North Harbour St
Dundonald to Crosshouse	0-2	0	251,730 (Sustrans)	Application submitted to carry out RIBA Stages 0-2, this project is the final section in linking Ayr & Kilmarnock
Behaviour Change	n/a	0	450,000 (TS)	Application submitted to fund ambitious behaviour change programme including the appointment of 3 new behaviour change officers

6.5 Minor Projects:

The financial implications that may be incurred from the short-term recommendations from the CAG & MOWG are currently unknown, should the recommendations be approved, an element of Tier 1 funding will be allocated to support quick wins, the level of funding and the projects to be undertaken will be presented to the MOWG for approval.

6.6 Existing Active Travel Route audits to identify any defect and/or improvements that can be implemented to enhance and encourage active travel are currently being undertaken, a report will be submitted to the MOWG once complete.

7. Human Resources Implications

7.1 The Ayrshire Roads Alliance have submitted a funding application for 3no. behaviour change officers to work across both South and East Ayrshire, if successful the grant funding will be a single year award completing on the 31st

March 2025 which will result in the posts being filled on a temporary contract basis or possibly by external consultants.

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 The risk associated with rejecting the recommendations is that future applications for construction funding (Tier 2) will not be successful which will have a negative impact on the delivery of the active travel projects, additionally the council will be required to provide the match funding element required to support the awarded Levelling Up funding or decide not to proceed with Prestwick to Dundonald Active Travel Route which may place the Levelling Up Funding at risk.

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 1](#).

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 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 Director of Housing, Operations and Development 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:

Implementation	Due date	Managed by
Continue to seek approval and support active travel projects through the MOWG forum	March 2025	Head of Ayrshire Roads Alliance

Background Papers **Report to Leadership Panel of 8 March 2022 - [South Ayrshire Council's Active Travel Strategy](#)**

Report to Cabinet of 20 June 2023 - [Active Travel Member/Officer Working Group](#)

Person to Contact **David Manson, Special Projects Officer – Ayrshire Roads Alliance**
Opera House, 8 John Finnie Street, Kilmarnock, KA1 1DD; or
County Buildings, Wellington Square, Ayr, KA1 1DR
Phone 01563 503164
E-mail David.Manson@ayrshireroadsalliance.org

Date: 11 April 2024

Appendix 1

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: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

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. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	Active Travel Strategy Performance Report
Lead Officer (Name/Position/Email)	David Manson Special Projects Officer - David.Manson@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 – (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

Community or Groups of People	Negative Impacts	Positive impacts
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 i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). 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	No	Yes
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	No	Yes
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	No	Yes
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	Yes
Socio-economic Background – social class i.e. parent's education, employment and income	No	Yes

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	Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	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?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	_____ YES
--	-----------------------------

	NO
Rationale for decision: There are no negative implications associated with this paper – this paper is provided for the purposes of scrutiny. All objectives shall be applied to ensure equality in approach and inclusion.	
Signed : David Manson	Special Projects Officer
Date: 9 March 2024	

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 23 April 2024**

Subject: Road Improvement Plan 2024-2026

1. Purpose

1.1 The purpose of this report is to seek Cabinet approval for the 2024/26 Road Improvement Plan for carriageway, footways, street lighting and other related infrastructure improvements.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 approves the road improvement plan for 2024/2026 contained in [Appendix 1](#); and

2.1.2 approves the Carriageway and Footway Programme for 2024/2026 in [Appendix 1](#).

3. Background

3.1 At its meeting on 29 February 2024, the Council approved capital allocations to be included in the Roads Improvement Plan for the period from 2035/36. This capital allocation will be used to make improvements to the road network and include road resurfacing; road reconstruction; street lighting; LED street lighting replacement; vehicle restraint barriers; adapting to climate change, slope stabilisation, bridge, coastal and harbour work.

3.2 The capital allocations requested for the 2024/25, 2025/26 and 2026/27 are highlighted in Table 1 below and were confirmed following approval of the Capital Investment Programme on 29 February 2024.

Table 1: Capital Investment Budgets 2024/25-2033/34

Programme	24/25 (£m)	25/26 (£m)	26/27 (£m)	27/28 (£m)	28/29 (£m)	29/30 (£m)	30/31 (£m)	31/32 (£m)	32/33 (£m)	33/34 (£m)
Roads Reconstruction	3.324	2.500	2.500	2.500	2.500	2.500	2.500	1.500	1.500	1.500
Street lighting	0.205	0.250	0.250	-	-	-	-	-	-	-
LED Replacement	-	-	-	0.100	0.100	0.100	0.100	-	-	-

Programme	24/25 (£m)	25/26 (£m)	26/27 (£m)	27/28 (£m)	28/29 (£m)	29/30 (£m)	30/31 (£m)	31/32 (£m)	32/33 (£m)	33/34 (£m)
Bridges Capital	0.362	0.200	-	-	-	-	-	-	-	-
Victoria Bridge	0.300	-	-	-	-	-	-	-	-	-
Girvan Harbour	0.500	-	-	-	-	-	-	-	-	-
Girvan Sth Pier	0.075	-	-	-	-	-	-	-	-	-
Vehicle restraint barriers	0.050	0.050	-	-	-	-	-	-	-	-
Local Flood Plan	0.152	0.064	0.064	-	-	-	-	-	-	-
Climate Change St Ninians Prk	0.050	0.220	0.150	-	-	-	-	-	-	-
EV charging infrastructure	0.220	-	-	-	-	-	-	-	-	-
Total	5.238	3.284	2.964	2.600	2.600	2.600	2.600	1.500	1.500	1.500

- 3.3 **Road Reconstruction and Improvement:** Additional funding has been added to the programme in the amount of £2,500,000 in 2035-36 to continue to provide road users with an improved and safer road network which will have fewer potholes and a smoother surface.
- 3.4 **Girvan South Pier Repairs:** The total amount of investment for 2024-25 will be £75,000.
- 3.5 **Adapting to Climate Change – St Ninian’s Park Proposals:** Investment of £420,000 has been included in the programme over three years (£50,000 in 2024-25, £220,000 in 2025-26 and £150,000 in 2026-27) to reduce flood risk to properties in Prestwick and to improve the environment of St Ninian’s Park.
- 3.6 The revenue budget also includes funds for road improvement work, specifically relating to resurfacing schemes as well as ongoing maintenance work relating to carriageway patching, footway works, drainage, pothole repairs, ditch clearing, gully cleaning, clearing carriageway flooding, hedge pruning, verge maintenance and winter treatment.
- 3.7 The condition of the road network is reviewed annually as part of the process of compiling future year programmes using the scheme ranking system approved by the Ayrshire Shared Services Joint Committee at its meeting of 24 October 2014 and revised at the meeting on 10 November 2017. This approach ensures that the programme of works is developed to provide the maximum benefit to the area. The scheme ranking system considers factors including road condition; safety issues; the road hierarchy; the level of traffic on the road; stakeholder feedback and cost. The programme of work is reviewed and re-prioritised, with updated programmes brought forward for approval on an annual basis to the Cabinet.
- 3.8 Grant applications will continue to be made to the Scottish Timber Transport Group, with match funding being provided from the road’s maintenance element of the capital budget. For 2024/25, Ayrshire Roads Alliance has submitted bids to Scottish

Timber Transport for C1- U8 towards Straiton to U57, Corieshill Farm northwards for 360m, A759 at Loans Cross Southwards to U57 Fullerton Rd Jct and B746 eastwards to A78T off slip and on-slip.

3.9 The transport infrastructure is one of the most valuable Council assets and it is vital to the economic well-being and development of South Ayrshire. The infrastructure contributes significantly to the local economy and regeneration. The road asset carriageway alone is valued at £1.9 billion.

3.10 Further background is provided in [Appendix 2](#).

4. Proposals

4.1 The Roads Improvement Plan for 2024/26 is detailed in [Appendix 1](#) - Works Programme and includes details on improvement works for carriageway, street lighting, traffic, transportation, active travel schemes and timber transport route improvements. The schemes programmed will be carried out over the spring, summer, and early autumn. Full engagement will be conducted in accordance with the protocol for engagement on the Ayrshire Roads Alliance projects as detailed in the report to Leadership Panel of 29 November 2016.

4.2 It should be noted that this programme has been prepared in advance of full consultation with statutory undertakers which may lead to delays in delivering the programme to the timescale stated above. A statutory undertaker is any company that has a legal right to place and maintain their apparatus within the boundary of the public road.

4.3 The works will be carried out using two specification types:

- Re-surfacing with 30% Hot Rolled Asphalt. This provides a good wearing surface quality suitable for all conditions which provides an exceptionally durable surface with a high skid resistance. This is used on the 'A' and 'B' class roads.
- Screeding with close graded asphalt concrete overlay. This is a particularly good general purpose surface course. This is used on 'B,' 'C' and 'U' class roads.

Programmes will be subject to change over the course of time.

Programme for Street Lighting

4.4 There are over 20,000 streetlights in South Ayrshire. The proposed programme for 2024/25 has identified the parts of the network in poorest condition. This work will enable the further reduction in the number of concrete columns (from 334 to 289), along with the removal of unreliable Scottish Power cable networks. The schemes are contained in [Appendix 1](#) - Works Programme.

4.5 As in previous years, LED lighting is being provided in all locations.

4.6 The remaining eight lanterns still to be converted in the LED replacement programme are heritage style lanterns on the New Bridge and Auld Brig in Ayr which will be completed in associated repair works in 2024.

4.7 The LED replacement programme is contained in [Appendix 1](#).

Programme for Traffic and Transportation

- 4.8 The Ayrshire Roads Alliance compiles capital bid applications for traffic, transportation, and active travel projects across the network. Bids have historically been made inter alia to SPT, Sustrans and SCSP. In addition, the Scottish Government historically provided South Ayrshire Council grant funding for cycling walking and safer routes (CWSR) via a direct block grant award. Transport Scotland have undertaken a major review in the way that capital funding for active travel projects will be allocated to Local Authorities, with the ramifications that these changes will have to Council funding summarised in 4.9.
- 4.9 The main change is in relation of the discontinuation of several grant award funds including SCSP and CWSR, to be replaced by a new direct block grant received by each Council for the delivery of Active Travel delivery. This block grant forms 'Tier 1' of a new tiered grant award fund that will be accessible to Local Authorities. Detail is still emerging on this new funding mechanism, with further updates expected from Transport Scotland. At this juncture, we have no indication of what the Council's Tier 1 direct block grant award will be for 2024/25.
- 4.10 Changes have also been made to Active Travel infrastructure funding to introduce alternative funding options for scheme design and scheme construction. Sustrans – Places for Everyone grant funding will remain available for the **design** stage of Active Travel infrastructure projects, with the newly created Active Travel Infrastructure Fund the new mechanism for applying for larger grants for the **construction** stage of Active Travel infrastructure projects. Other funding, such as the Tier 1 block grant, will be available to be used for either design or construction.
- 4.11 Another change to the forthcoming financial year relates to SPT funding. ARA submitted bids to SPT on behalf of Council in October 2023 as has been the normal process in recent years. After the submission of these bids SPT advised all Local Authorities that following a change in their own funding there was unlikely to be any capital grant awards offered to Local Authorities for 2024/25. SPT indicated that the change in their own funding award was very unexpected, and they remain in ongoing discussion with Transport Scotland around this matter. Because of this situation, it at present appears unlikely that Council will receive any capital grant award from SPT for 2024/25.

A summary of indicative external grant funding for 2024/25 is shown within [Appendix 1](#) - Works Programme, with comments aligning with the summary of funding changes provided above.

Programme for Structural Improvements

- 4.12 The capital projects to improve the South Ayrshire Council network for bridges are contained in [Appendix 1](#) - Works Programme. This work includes bridge design, replacement and strengthening works, culvert design and replacement stonework repairs to parapets, arches, and the like.
- 4.13 Materials and specifications are continually reviewed to ensure compliance with industry standards.
- 4.14 The projects included in the Roads Improvement Plan are subject to change depending on changes in the condition of the road network.

- 4.15 Progress on implementation of the roads Improvement plan will continue to be reported to the Ayrshire Shared Services Joint Committee.

5. Legal and Procurement Implications

- 5.1 By virtue of the relevant statutory provisions principally detailed within the Roads (Scotland) Act 1984, the Council as local roads authority is required to manage and maintain all publicly adopted roads within its geographical area other than those which are maintained and managed by the Scottish Ministers. Accordingly, the proposals detailed within this report are in compliance with the discharge of the statutory responsibilities which are incumbent upon the Council as local roads authority.
- 5.2 There are no procurement implications arising from this report. All works will be carried out in-house or under the 3G Roads Minor Works Framework Contract

6. Financial Implications

- 6.1 The Road Improvement Plan for 2024/25 detailed in [Appendix 1](#) - Works programme will be funded from the Roads Capital and Revenue budget allocations and grant funding approved by Council on 29 February 2024. Progress will continue to be reported to the Ayrshire Shared Service Joint Committee.

7. Human Resources Implications

- 7.1 There are no direct human resource issues.

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 A delay in the delivery of the carriageway and footway structural maintenance, and street lighting programmes will expose the Council to potential risks with regards to the deteriorating condition of the road and lighting network. This may have a detrimental effect on the SPI for road condition and on the reduction targets for roads accidents.

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)*** - This report does not propose or seek approval for a plan, policy, programme, strategy, or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 Engagement arrangements for these projects will align with the report.

13.2 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Environment, 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 Director of Housing, Operations and Development 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:

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Implementation of the Road Improvement Plan 2024/25	31 March 2025	Head of Roads Ayrshire Roads Alliance

Background Papers **Capital Investment Programme 2024-25 to 2035-36**

Report to Leadership Panel of 29 November 2016 – [Ayrshire Roads Alliance – Engagement Arrangements and Update on Matters Relating to Holmston Road Cycleway](#)

Person to Contact **Head of Roads, Ayrshire Roads Alliance**
The Opera House, 8 John Finnie Street, Kilmarnock, KA1 1DD
or County Buildings Wellington Square, Ayr KA7 1DR
Phone 01563 503164

Date: 11 April 2024

Appendix 1 SAC Ayrshire Roads Alliance (SAC) - Carriageway Structural Maintenance Programme [Works carried over from 2023/24]

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
Uncl	Ayr	Saltpans Road	North from Glebe Road	£51,506.25	6-7th & 13-14th July '24 (weekends)	
Uncl	Prestwick	Morris Road	Full Road	£54,270.00	8 July '24	19 July '24
Uncl	Ayr	Green Street	Waggon Road to Crown Street	£93,264.00	20 July-4 Aug '24 (3 weekends)	
Uncl	Prestwick	Craigie Street	Full Road	£20,100.00	29 July '24	2 Aug '24
C74	By Ayr	McNairston Road	C105 to B742 Junction	£277,200.00	5 August '24	18 August '24
B744	By Annbank	B744 Belston/A70 - Weston Ave, Annbank	Auchincruive Junction to Glenview	£95,812.50	17 June '24	5 July '24
Uncl	Ayr	Ellisland Square	Full Road	£92,125.00	19 August '24	1 September '24
Uncl	Ayr	Chapel Park Road	Full Road	£77,606.00	2 September '24	8 September '24
Uncl	Prestwick	St Cuthberts Road	St Andrews Ave to Kirklandholm	£35,007.50	9 September '24	15 September '24
B7027	Barrhill	Knowe Road	From Knockycoid Cottage southwards for 470metres	£47,376.00	27 May '24	10 June '24
Uncl	Colmonell	Craigneil Road	Full Road	£67,000.00	7 Oct '24	20 Oct '24
Uncl	Maybole	Hicks Avenue	Full Road	£63,000.00	26 Aug '24	13 Sept '24
				£947,267.25		

Ayrshire Roads Alliance - Carriageway Structural Maintenance Programme 2024/26 – New sites

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
B742	Dalrymple	Dalrymple Road	Dalrymple to Barnford Farm	£105,000.00	23 Sept '24	6th Oct '24
B749	Troon	Monktonhill Road	Southwood jct to Isle of Pin	£220,500.00	1 April '24	22 April '24
B749	Troon	Craigend Road	Fullarton Drive railway bridge to South Beach	£175,875.00	22 April '24	5 May '24
B749	Troon	South Beach	Lochend Road to Academy Street jct	£231,000.00	6 May '24	20 May '24
B734	Colmonnell	Colmonell Road	Colmonell - A77	£106,560.00	22 April '24	10 May '24
C44	Dailly	Dailly to Turnberry Road	Farden towards Drummock	£112,560.00	13 May '24	27 May '24
B742	Mossblown	Sandyford Road	From a point 180 metres east of A719 junction eastwards for 680m	£137,088.00	30 September '24	14 October '24
A70	Coylton	Joppa	Hole Road jct to Pharmacy	£119,437.50	1 July '24	15 July '24
C145	Ayr	Hillfoot Road	Holmston Road to Holmston Drive	£91,875.00	14 October '24	28 October '24
Uncl	Ayr	Dalmilling Road	Harthall to Mainholm Road	£105,000.00	15 July '24	29 July '24
C39	Ayr	Doonholm Road	Alloway to the Loaning	£63,000.00	29 July '24	12 August '24
Uncl	Maybole	Queens Terrace	Full Road	£119,762.50	17 June to 5 July '24	
Uncl	Maybole	Kingcraig Avenue	Full Road			
Uncl	Maybole	Chesney Grove	Full Road			
Uncl	Maybole	Cargill Road	Full Road			
C1	Straiton	Newton Stewart Road	U8 towards Straiton to U57 (Kirnereoch)	£240,800.00	22 July '24	16 August '24
B7045	Maybole	Cassilis to Kirkmichael Road	From a point 180 metres east of A719 junction eastwards for 680m	£72,576.00	26 Aug '24	13 Sep '24
B746	Loans	Loans to Fullarton Road	A759 at Loans Cross southwards to U75 Fullarton Road junction	£306,600.00	20 May '24	17 June '24
Uncl	Maybole	Carrick Street	From Ladyland Road to B77	£26,130.00	21 Oct '24	27 Oct '24
Uncl	Maybole	Wellington Street	From Ladyland Road to Carrick Street	£18,090.00	28 Oct '24	3 Nov '24
Uncl	Maybole	Manse Street	Drumellan St to Abbot Street	£20,100.00	4 Nov '24	10 Nov '24
Uncl	Girvan	The Avenue	Church Sq to Orchard Ave	£75,040.00	11 Nov '24	17 Nov '24
Uncl	Girvan	Louisa Dr	Knockcushan St to Duncan Street	£103,640.00	18 Nov '24	24 Nov '24
Uncl	Girvan	Ailsa Street West	A77 to Louisa Drive	£48,156.00	25 Nov '24	1 Dec '24
Uncl	Girvan	Harbour St	Full length	£26,250.00	2 Dec '24	8 Dec '24
	Girvan	Harbour Ln	Full length	£33,810.00	9 Dec '24	15 Dec '24
Uncl	Ayr	Peggieshill	Full length	£287,000.00	1 July '24	29 July '24
Uncl	Ayr	Kincaidston Drive	Full length	£562,500.00	1 July '24	29 July '24
B7023	Maybole	Maybole/Crosshill	C58-Cemetary	£297,606.40	1st April '24	19 April '24
				£3,455,250.00		
			Total Carriageway Estimated Cost	£4,429,517.25		
			Timber Transport Fund If successful	£156,688.00		
				£4,272,829.25		

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date
Uncl	Mossblown	Martin Avenue	Both Sides	£16,065	28 October '24	11 November '24
Uncl	Prestwick	Outdale Avenue	Sherwood Road to Marchburn Avenue	£20,184.57	16 September '24	30 September '24
Uncl	Ayr	Content Avenue	South side Full Length - college side	£10,572.87	11 November '24	18 November '24
Uncl	Ayr	Bellevue Crescent	(require to look at trees first)	£36,524.46	tbc	tbc
Uncl	Ayr	Hawthorn Drive	tbc	£62,000	18 November '24	2 December '24
B744	Annbank	Weston Brae	One side	£10,700	2 December '24	16 December '24
Uncl	Maidens	Ardlochan Road	tbc	£21,000	13 January '24	31 January '24
Uncl	Ayr	Lochpark	Slab replacement	£21,446.25	31 January '24	17 February '24
Uncl	Dailly	Church Crescent	odd number side - full length	£16,800	13 January '24	31 January '24
Uncl	Maybole	Hicks Avenue	Full length	£28,980		
				£244,273.15		

SAC Ayrshire Roads Alliance - Footways Structural Maintenance Programme (New Sites 24/25)

Route No	Town	Road Name	Works Description	Estimated Cost	Start date	Completion Date	ARA SCORE
B730	Dundonald	Drybridge Road	Bowling Green to Kilnford Drive	£19,223.40	TBC	TBC	28
				£0.00			
				£263,496.55			

**South Ayrshire Council- Ayrshire Roads Alliance
Lighting Programme 2023/24**

Town	Location	Work Type	No of columns	Estimated Programme Cost
Ayr	Chalmers Avenue, Belmont Avenue & Morton Road	Replacement of unreliable 5th Core with local authority cable network	9	42k
Ayr	Cunningham Crescent & Area	Replacement of unreliable 5th Core with local authority cable network	8	40k
Girvan	Rowan Road Area	Old steel columns & unreliable 5th Core	24	45k
Maybole	Ashgrove Avenue	Old deteriorated concrete columns	5	4k
Prestwick	Pleasantfield Road	Old steel columns, 5th Core services and poor lighting levels	14	32k
Troon	Concrete Column replacements Phase 2	Old deteriorated concrete columns	49	41k
				£204k

**South Ayrshire Council- Ayrshire Roads Alliance
LED Lighting Programme 2024/25**

Town	Description	Remaining
Ayr	-	8
Total	-	8

**South Ayrshire Council- Ayrshire Roads Alliance
Traffic and Transportation Programme 2024/25**

Calculated Funding Totals	Sub-Bid	Match Detail	Total Bids	Project Description	Comments
Strathclyde Partnership for Transport (SPT)	£700,000	Match Required	£800,000* (See Comments)	Local Cycle Network Improvements – various Active Travel projects (details tbc)	Further to the submission of ARA bids to SPT for 2024/25, an update was received from SPT to clarify that there had been a significant cut to their Capital grant funding from the Scottish Government. Based on the information available at this juncture, we are <u>not</u> expecting any capital grant funding from SPT for 2024/25.
	£100,000	No Match		SQP Various Projects	
Sustrans – Places for Everyone	£200,000	No Match	£518,444	Ayr to Prestwick	Bids submitted - awaiting confirmation of bid review from Sustrans
	£250,000	No Match		Prestwick to Barassie	
	£68,444	No Match		Girvan Active Travel (Quayzone to Grangetown)	
Smarter Choices, Smarter Places (SCSP)	£0	N/A	£0* (See Comments)	N/A	As a consequence of a major review of Active Travel funding at a national level, the SCSP funding stream has been discontinued. Funding previously associated with

					SCSP will instead be incorporated into a block grant award to Council - this will constitute an award to Council under 'Tier 1' of this new funding model.
Cycling, Walking, Safer Routes (CWSR)	£0	No Match	£0* (See Comments)	Various Active Travel project interventions to provide indirect funding match to Active Travel Hub Project (details TBC) Various Active Travel projects	As a consequence of a major review of Active Travel funding at a national level, the CWSR funding stream has been discontinued. Funding previously associated with CWSR will instead be incorporated into a block grant award to Council - this will constitute an award to Council under 'Tier 1' of this new funding model.
Active Travel Tier 1 Block Grant	£718,000	No Match	£718,000	Various Active Travel Projects - projects to align with Action Plan from the Active Travel Strategy, details TBC	This marks a new Active Travel grant award, administered as a block grant to Council and replacing other previous grant awards as noted above. The exact level of grant funding is unknown at this stage, however it has been assumed that this will be at least similar in scale to the Council's 2023/24 CWSR grant award.
Active Travel Infrastructure Fund (ATIF)	£378,000	No Match	£3,458,000	Loans - Troon Phase 3 (North Drive)	This is a newly created Transport Scotland fund and details on exact funding requirements are yet to be confirmed - bids lodged and currently being evaluated by Transport Scotland.
	£80,000			A759 Traffic Signals (Dundonald)	
	£3,000,000			Dundonald - Barassie Phase 1	
Road Safety Improvement Fund (RSIF)	£210,000	No Match	£210,000 (Estimated Figure)	Various road safety project interventions - details TBC	Estimated figure included is based on the assumption that any grant award will be similar in size to the amount received in 2023/24.
		Total	£4,776,654		(WITH SPT BIDS INCLUDED)
		Total	£3,976,654		(WITH SPT BIDS OMITTED)

South Ayrshire Council - Ayrshire Roads Alliance Structures Capital Programme 2024/25

Description	Work Type	Estimated Programme Cost
A79-30	Victoria Bridge	£300,000
	Bridge Works General	£362,000
U49 Littleton Farm	Littleton Farm, Slope Stabilisation, Design Only	£50,000
Girvan Harbour	Girvan Harbour Timber Jetty Repairs	£500,000
Girvan Harbour	South Pier Quay Sheet Piling Repairs	£75,000
	Vehicle Restraint barriers	£50,000

South Ayrshire Council – Ayrshire Roads Alliance Structures Revenue Programme 2024/25

Description	Work Type	Estimated Programme Cost
U55/10	Netherton Culvert Dalrymple Stonework Repairs	£30,000
FB.Ayr/20	Turners Bridge Repairs to anti-slip surfacing	£2,500
U66/20	Pinmullan Bridge Barr stonework repairs	£6,000
C122/10	Garryhorn Bridge stonework repairs	£10,000
T.Troon/50	Central Ave culvert wing wall repairs	£4,000
B7024/70	Slaphouse Bridge scour repairs	£5,000
T.Ayr/290	Cairnsmore Culvert headwall repairs	£6,000
C11/15	Dalvennan meadow bridge	£7,000
	Total	£70,500

Appendix 2 – Further Background

1. Condition of the Road Network

- 1.1 The Scottish Road Maintenance Condition Survey (SRMCS) commissioned by the Society of Chief Officers of Transportation in Scotland (SCOTS) on behalf of all Local Authorities in Scotland began in 2002. The surveys cover all local authority A class roads in both directions every two years; all B and C class roads in both directions every four years; and a 10% sample of unclassified roads in one direction every year. This allows a direct year-on-year comparison for the A class road network.
- 1.2 The results of the survey are used to classify the road network into one of three categories:
- Green – roads are in a satisfactory condition.
 - Amber – roads requiring further investigation and/ or monitoring.
 - Red – roads where maintenance operations are likely to be required.
- 1.3 A Road Condition Index (RCI) is derived from two years survey data, and it is the sum of the red and amber categories. The RCI has been adopted as the Statutory Performance Indicator for the condition of the local road network and it is defined as ‘the percentage of the road network which should be considered for maintenance treatment.’ An increase in the figure indicates deterioration in the road condition. The lower the value the better the road condition.
- 1.4 Table 1 summarises the RCI results from the SRMCS over the last seven years and the budget allocated to Carriageway Structural Maintenance.

Table 1: Road Condition Index 2016/18 – 2022/24

Two Year Condition	2016/18	2017/19	2018/20	2019/21	2020/22	2021/23	2022/24
Scottish Average	36.7%	36.3%	35.8%	35.5%	34.2%	33.6%	TBC
South Ayrshire	41.0%	41.3%	40.6%	40.9%	39.0%	37.4%	35.5%
South Ayrshire Ranking	27	27	27	27	27	26	TBC
Quartile	4	4	4	4	4	4	4
Average Annual Spend on Surfacing	£2.0m	£2.5m	£2.5m	£2.5m	£2.5m	£2.5m	£2.5m

- 1.5 Table 2 below shows the RCI for each category of road.

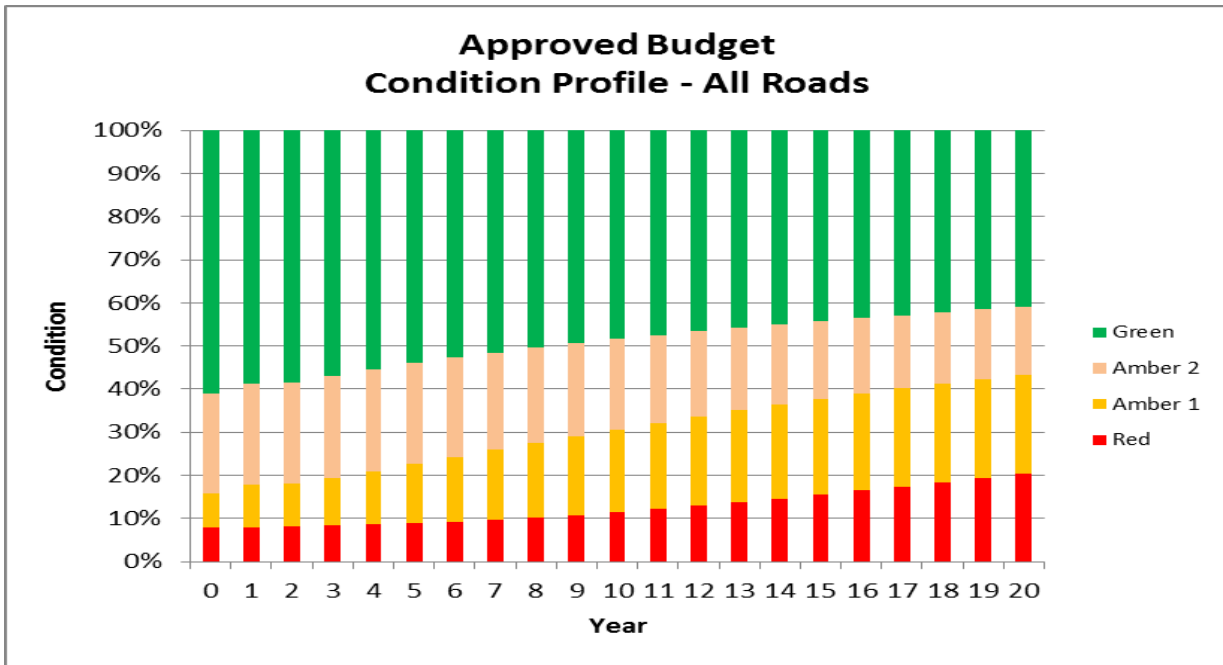
Table 2: South Ayrshire Road Condition Index by Category 2014/16 – 2022/24

RCI	Overall	A Class	B Class	C Class	U Class
2022/24	35.5%	21.7%	31.0%	38.1%	38.5%
2021/23	37.4%	23.0%	32.5%	38.9%	41.0%

2020/22	39.0	28.9%	34.4%	37.9%	42.9%
2019/21	40.9%	34.1%	37.3%	40.8%	43.4%
2018/20	40.6%	34.1%	36.9%	42.2%	42.4%
2017/19	41.3%	36.1%	38.1%	42.4%	42.9%
2016/18	41.0%	38.2%	40.7%	41.4%	41.4%
2015/17	42.3%	38.6%	43.9%	40.2%	43.3%
2014/16	44.2%	41.7%	48.9%	43.9%	43.3%

- 1.6 The development of the Road Asset Management Plan and the adoption of the WDM roads management system provides improved resources to address the backlog and deal with any surface defects detected. Additional WDM modules were introduced and developed in 2017 in relation to project scheme builder and a new customer care package was introduced in July 2020 for public access. In 2022 Artificial intelligence was introduced as part of our inspection regime and in 2024/25 a gully monitoring and management system will be introduced.
- 1.7 In addition to road condition which is determined through the SRMCS, this work establishes the current value required to be spent to maintain the road network in a steady state condition, and the current backlog to enable the roads in South Ayrshire to achieve a road condition index of 10%. The steady state value is £6.786m per year and the backlog figure is £50.6m. It has recently been reported that investment nationally over the last seven years has seen a 26% reduction. Continued reduction in budgets will see a further increase in the current backlog figure. The allocation of £3.2m for carriageway resurfacing in 2024/25 falls short of the steady state value but some elements of revenue funding, such as structural patching and surface screeding, contributes directly to improve the road condition thereby reducing the funding gap.
- 1.8 The SRMCS work also estimates how the road condition may change over the coming years if the structural maintenance budget remains at the proposed level without further additional investment. This table does not include the budget allocated from revenue for structural patching and surface dressing.

Table 3: Condition Profile



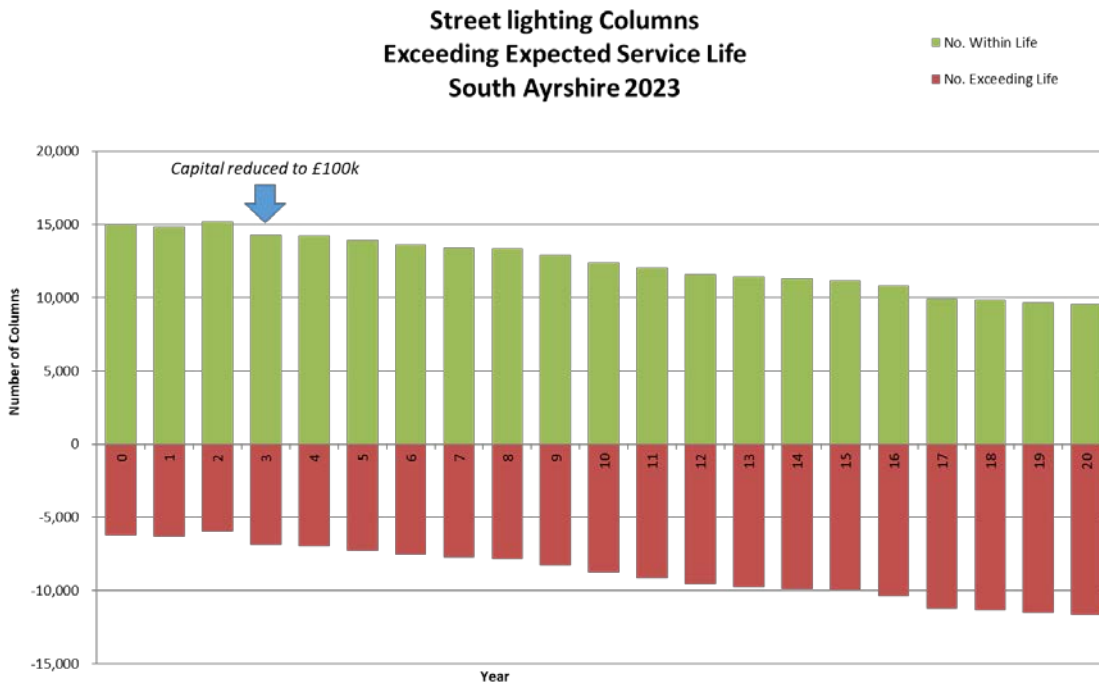
- 1.9 The RCI is predicted to deteriorate over future years without increased investment. As the road condition deteriorates more expensive treatments become necessary. This impacts on a static budget as inflationary pressures increase the treatment costs and results in less of the network being resurfaced. The risk to the Council will be managed by implementing a robust carriageway inspection regime, ensuring that potholes are repaired as quickly as possible, implementing a programme of structural patching in addition to the carriageway resurfacing and screeding programmes and consider the use of alternative materials to undertake carriageway repairs.
- 1.10 For this year's programme, engineers' assessment surveys of the A, B, C and U class road networks have been completed, as has a similar exercise on the urban footway network. Using this information, inspection records, comments received from Elected Members and the public from the consultation exercise outlined above and the data from the SRMCS, a number of carriageway and footway schemes have been identified and prioritised using the Scheme Ranking Systems for inclusion in the Structural Maintenance Programme for 2024/25.
- 1.11 The estimated costs against the individual schemes in the programme are based on the nominal lengths and current market rates. For 2024/25, projects will be brought forward up to the limit of the current allocation and schemes listed to be implemented in future years may be brought forward, should funding allow. Conversely, the number of individual schemes may be reduced if the available budget is insufficient.
- 1.12 Any additional schemes which the Ayrshire Roads Alliance are considering for future years are reviewed as part of the ongoing process for compiling future programmes. These schemes will be prioritised along with other schemes identified throughout the year from inspection reports.
- 1.13 The schemes identified meet the criteria for inclusion in the various programmes. It is noted that weather conditions contribute to deteriorating road conditions and works carried out by the statutory undertakers make result in amendments being required to the programme. Accordingly, it may be necessary to re-prioritise the named schemes and include other relevant schemes dependent on the current road conditions during 2024/25.

- 1.14 The Roads Surfacing and Infrastructure programme for 2023/24 made satisfactory progress across South Ayrshire however, some projects are carried forward from 2023/24 due to increased inflationary pressures and bitumen increases. **The RCI continues to improve within South Ayrshire with South Ayrshires Classified Roads again seeing an annual improvement, with last years moving to 12th best in Scotland from 27th, we expect a further improvement in South Ayrshires Ranking.**
- 1.15 Material shortage was experienced during 2023/24 and this was managed collaborating closely with contractors and amending the programme to suit. Increased costs were also an issue with Coal Tar having an impact this year and will in future years on sites that were developed pre-1984. It is envisaged that rising costs will continue to be an issue in 2024/25 because of increased bitumen costs.

Condition of Road Lighting

- 1.16 In 2022/23, 31.2% of street lighting columns were over 30 years old (the service life of modern galvanised steel lighting columns). At current capital investment levels this is expected to remain stable until the planned reduction of capital funding level to £100k in 2026/27. It is projected that maintaining this level will see the percentage of columns exceeding service life increase, achieving 33% by 2026 and 40% by 2033. Through a combination of Capital and Revenue funding, 195 columns (1%) were replaced in 2022/23 whereas to keep within a 30-year service life, the figure should be around 650 (3%).

Table 4 Street lighting Condition



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	South Ayrshire Council Road Improvement Plan 2024/25
Lead Officer (Name/Position/Email)	Director of Housing, Operations and Development

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>Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)</p>	<p>_____ YES</p> <p>_____ NO</p>
<p>Rationale for decision:</p> <p>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.</p>	

Signed: Kevin Braidwood

Director of Housing, Operations and Development

Date: 4 March 2024

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 23 April 2024**

**Subject: South Ayrshire Council Parking Strategy 2020 – 2024
Ayr Parking Consultation**

1. Purpose

1.1 The purpose of this report is to update Members on the feedback received from the recent Ayr Parking Consultation and seek approval for the resultant proposals for residents, business and pay for parking (formerly referred to as pay and display).

2. Recommendations

2.1 It is recommended that the Cabinet

2.1.1 notes the contents of the consultation report contained within Appendix 1;

2.1.2 approves the proposed rationalisation of charging periods to apply charges from 8.00am to 6.00pm Monday to Saturday across the whole pay for parking zone;

2.1.3 approves the extension of the pay for parking zone to the west of Wellington Square and Charlotte Street to incorporate Bath Place, Pavilion Road, Cassillis Street, Charlotte Street (West) and Place de St Germain En-Laye, with no maximum length of stay;

2.1.4 approves the amendment of the existing Type A residents permit scheme based on the following options:

i) increase in price for a Type A residents permit from £50.00 per annum or £16.00 per quarter to £60.00 per annum or £19.00 per quarter;

ii) the introduction of a £5.00 per day per permit Type A residents' visitor option;

iii) the introduction of a free of charge residents' carer permit option;

iv) the introduction of an optional £400.00 per annum or £127.00 per quarter business permit option;

- v) the introduction of an optional £5.00 per day per permit business' visitor permit option;

2.1.5 approves the removal of residents only permit zones and the introduction of shared use permit / limited waiting zones with the following options;

- i) Type B residents permit of £60.00 per annum or £19.00 per quarter;
- ii) Type B residents' visitor permit of £20.00 per annum covering up to 5 vehicles;
- iii) Type B optional business permit of £100.00 per annum;
- iv) Type B optional business' visitor permit of £2.50 per permit per day;
- v) Type B free of charge residents' carer permit;
- vi) Limited waiting of 1 ½ hours maximum length of stay for non-permit holders; and

2.1.6 requests the Head of Roads to commence the statutory process to promote associated Traffic Regulation Orders.

3. Background

3.1 At the Cabinet meeting of 17 January 2023, Members [approved](#) proposals for the re-engagement of the public in a second round of consultation relating to parking proposals for Ayr.

3.2 The [Ayr Parking Consultation 2023](#) commenced 27 November 2023 and concluded 31 January 2024. The primary aim of the consultation was to present refined proposals for residents parking and pay for parking designed to address long standing issues concerning visitor and tradesperson parking and the aspiration to rationalise existing pay for parking charging periods.

3.3 The consultation pages contained all the relevant information relating to the parking strategy with a range of associated drawings to help inform consultees and invite their feedback through a range of focused questions and free text boxes. The feedback received has been analysed and used to help inform the further recommendations contained herein.

3.4 Members are invited to review the Ayr Parking Consultation 2023 Outcome Report included as Appendix 1 to this report where a full breakdown of the questions posed along with all responses and summary findings can be found.

3.5 The first Ayr parking consultation which concluded in August 2021 helped shape the revised proposals put back out in the recently concluded consultation and the further feedback has been carefully considered and used to shape the proposals which follow.

4. Proposals

Pay for Parking Proposals

- 4.1 Based on the fact that the 2-hour free parking initiative has now been fully implemented and well received, and considering the need to ensure there is a turnover of parking bays particularly on Saturday afternoons, it is the officer recommendation to implement the proposed rationalisation of charging periods to apply charges from 8.00am to 6.00pm Monday to Saturday across the whole pay for parking zone.
- 4.2 This would simplify the options and compliment the free parking initiative by replacing the existing charging periods of 9:30am to 5:00pm Monday to Friday and 9:30am to 1:00pm Saturday (Zone 1) and 8:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday (Zone 2).
- 4.3 The other main proposal relating to paid for parking; the extension of the pay for parking zone to the west of Wellington Square and Charlotte Street, met with opposition. However, the 2 hours free parking initiative and the proposed residents permit system should help mitigate concerns.
- 4.4 Also having given further consideration into the typical usage of these areas by court attendees and workers etc., it may be prudent to increase the amount of time available to purchase. It is, therefore, the officer recommendation to proceed with the proposal to introduce pay for parking within this area but with no maximum stay between the proposed charging hours of 8.00am to 6.00pm.

Residents and Business Permit Proposals

- 4.5 With regard to the proposals for residents and business permit parking, the argument for implementing the proposed amendments, particularly those which seek to replace the outdated Type B residents permit system which has been in operation for over 40 years remains strong. That said, the proposals put forward in the consultation do require some revisions having taken cognisance of the detailed feedback submitted via the consultation.
- 4.6 Members are asked to approve the following recommendations for residents and business permit parking (revisions are marked in **bold text** as necessary):

Type A Permits within Pay for Parking Zones

- 4.6.1 Increase existing residents permit prices from £50.00 per annum or £16.00 per quarter to £60.00 and £19.00 respectfully;
- 4.6.2 Introduce a new Type A residents' visitor option as originally proposed;
- 4.6.3 Introduce a new Type A residents' carer option as originally proposed;
- 4.6.4 Introduce a new Type A business permit and business' visitor permit option as originally proposed **and remove the distinction between a business permit and a tradesperson permit;**
- 4.6.5 **Allow Type A business permits to be used in all zones;**

Type B Permits within Residential Parking Zones

- 4.6.6 Remove residents only streets and introduce shared permit / limited waiting zones as originally proposed **with the maximum length of stay for non-permit holders reduced from 3 hours to 1 ½ hours**;
- 4.6.7 Introduce a new Type B residents permit of £60.00 per annum or £19.00 per quarter as originally proposed;
- 4.6.8 Introduce residents' visitor and residents' carer permit options as originally proposed;
- 4.6.9 Introduce a new Type B business permit and business' visitor permit option as originally proposed **and remove the distinction between a business permit and a tradesperson permit**, and;
- 4.6.10 Commence the statutory consultation process for the implementation of associated Traffic Regulation Orders.

Other points to note

- 4.7 Business permits are optional and are designed to cater for businesses who have an operational need to have access to a vehicle used in connection with the business and do not have access to off-street parking.
- 4.8 Business' visitor permits are also optional and are aimed at customers who may otherwise need to park for longer than the free or paid for periods available whilst in the conduct of their business or, as the case may be in relation to guest houses/air bnbs/hotels, for the duration of the stay.
- 4.9 Members should also note that the promotion of Traffic Regulation Orders to support the above proposals would be subject to formal consultation allowing members of the public the opportunity to raise any objection with any maintained objections brought back before a future Cabinet meeting for further consideration.

5. Legal and Procurement Implications

- 5.1 Any proposals recommended for implementation shall be subject to Traffic Regulation Order (TRO) amendments or revocations. Should any of these proceed to implementation, they would require promotion following statutory TRO implementation procedures.
- 5.2 In the first instance the proposals would be presented to Police, Fire and other statutory bodies for their consideration and this stage of the process normally takes up to three or four weeks. Thereafter, the proposals would be subject to a wider public consultation where objections could be raised during the 21 days consultation period.
- 5.3 Any valid objections raised have to be resolved before the TRO making process can proceed. Thereafter, the date for the making of the TRO is set having established realistic timescales for the introduction of any lines, signs and / or other equipment necessary for the implementation of the TRO restrictions.
- 5.4 Timescales for the preparation and implementation of new TROs are entirely dependent upon the scope of the proposals, the nature of any objections raised and

the ability to mitigate these. Therefore, it is prudent to allow for a period of 6 to 12 months for the conclusion of each TRO consultation process.

5.5 Any procurement requirements shall be undertaken following Council Standing Orders and any other relevant guidelines.

6. Financial Implications

6.1 The approximate cost to configure and install a new permit database which links to Parking Attendant equipment would be in the region of £12,000 with ongoing maintenance costs of approximately £1,000 per annum. The typical cost per permit charged by the permit database provider is approximately £5.00.

6.2 There would be further costs associated with the development, promotion and advertising of Traffic Regulation Orders amounting to approximately £5,000 and approximately £20,000 costs to install associated lines and signs.

6.3 There would also be an enforcement resource implication for the additional locations covered by the proposals contained herein of circa £30,000 per annum.

6.4 It is not possible to determine at this stage how many permits are likely to be purchased. Any surplus revenue above operational costs incurred will be considered as a saving as part of the future budget setting process.

7. Human Resources Implications

7.1 The work to prepare and promote associated Traffic Regulation Orders and to procure, configure and implement a permit database will be undertaken by ARA officers.

7.2 Additional enforcement patrols will be provided, and existing staff rotas are subject to review through an ongoing service review.

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 Rejecting the recommendations may impact on the reputation of the Council and hinder the ability to implement the stated objectives contained within the South Ayrshire Council Parking Strategy 2020 - 2024.

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 2.

10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 Commitment One of the Council Plan: Spaces and Places.

13. Results of Consultation

- 13.1 There has been a public consultation on the contents of this report and the details are contained within Appendix 1.
- 13.2 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking

- 14.1 If the recommendations above are approved by Members, the Director of Housing, Operations and Development 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 Leadership Panel in the 'Council and Leadership Panel Decision Log' at each of its meetings until such time as the decision is fully implemented:

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
All associated Traffic Regulation Orders, permit database and other arrangements	30 September 2025	Head of Roads, Ayrshire Roads Alliance

Background Papers [South Ayrshire Parking Strategy 2020 - 2024](#)

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Date **11 April 2024**



SOUTH AYRSHIRE COUNCIL PARKING STRATEGY 2020 - 2024

Ayr Parking Consultation 2023

Outcome Report

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1. Introduction

As urban areas continue to grow and more people own cars, finding a convenient parking space on the street is become increasingly difficult. In many areas within South Ayrshire, residents compete with commuters, shoppers and others for limited parking spaces.

In order to alleviate this problem, local authorities have implemented residents' parking permit schemes, which allow residents to park on their street whilst restricting non-permit holders from doing so.

The [South Ayrshire Council Parking Strategy 2020 - 2024](#) details the Council's aims and aspirations for parking within the Council area and the first an Ayr Parking Consultation took place between Monday 5 July 2021 and Monday 16 August 2021.

The findings of the consultation survey, published in the [Consultation Outcome Report](#), was presented to the [South Ayrshire Cabinet on 17 January 2023](#).

As a result of the feedback received during the previous consultation, Cabinet Members agreed that the following proposals should be removed from any further consideration at this time:

- Introduction of parking charges within off-street car parks not currently subject to charges.
- Introduction of parking charges within Mill Street, Smith Street, Garden Street and the Esplanade

2. Ayr Parking Consultation 2023

A further [Ayr Parking Consultation 2023](#) was carried out between 18 November 2023 and 31 January 2024 which presented refined proposals for residents parking and pay & display parking with the aim of addressing long standing issues concerning visitor and tradesperson parking. Consultees are invited to review the proposals and have their say via the survey on:

- Whether they consider the refined proposals for residents parking and paid parking are appropriate;
- Whether the refined proposals for residents parking and paid parking extend far enough;
- And if there are any other issues, we should consider.

The results of this consultation would help shape scheme development. They would be collated and presented to South Ayrshire Council Cabinet at a later date, along with officer recommendations on how any future schemes should proceed.

The parking scheme proposals for residents and paid parking were detailed within the consultation narrative and there were multiple drawings available to view by clicking the appropriate PDF links.

3. Consultation Proposals

Residents parking proposal:

Permit parking within Ayr needs to be overhauled to make it fit for purpose. The existing scheme for residents' only streets was introduced in the 1970s and has remained unaltered. Households are limited to a maximum of two permits, and there is no visitor permit option, even for short stays of under 3 hours.

There are two schemes which apply:

- Type A permits, which cost £50.00. Applies to residents who live within pay & display zones.
- Type B permits, which cost £0.50 (50 pence), Applies to residents who live in residents-only streets.

Under both schemes, there is no option available for tradespeople who work in and around the town centre or for carers or other health care practitioners who make regular visits to residents within the proposed zones.

How the proposed Resident Parking Permit scheme will work:

- Remove residents-only exclusivity within existing residents-only streets and create shared-use "Residents Permit / Limited waiting" parking zones (Scheme applicable Monday to Saturday, 8:00am to 6:00pm).
- Introduce visitor, business, carer and tradespeople permit parking options (Scheme applicable Monday to Saturday, 8:00am to 6:00pm).
- All permits will be issued virtually via an online booking system (assistance available if required), and applicants shall be required to provide relevant documents to prove eligibility, such as a driving license or medical certificate.

Type A Resident Permits within Pay and Display Zones:

- Resident permits will continue to be available to anyone who lives in a property within a pay and display zone and owns a vehicle registered to that address.
- Resident visitor permits would be available to anyone who lives in a property within a pay and display zone.
- Business permits and business visitor permits would be available to any business located within the zones.

Type B Permits within Residential Zones:

- Resident only streets would become shared-use parking areas where parking bays are available to anyone for up to a maximum of 3 hours or for unlimited time by anyone who has a permit.
- Resident permits would be available to anyone who lives in a property within the zone(s) and owns a vehicle registered to that address.
- Resident visitor permits would be available to anyone who lives in a property within the zone(s). This means that visitors can stay for longer than the maximum permitted stay (proposed as 3 hours). Up to 5 vehicles may be registered against each permit.
- The residents' carer permits would also be available to carers or medical professionals who regularly visit the resident.
- Business and visitor permits would be available to any business within the zone(s).

Paid parking proposal:

There are currently two different charging periods applicable within certain streets within the South Ayrshire paid zones:

- 9:30am to 5:00pm Monday to Friday and 9:30am to 1:00pm Saturday
- 8:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday

In the interests of simplifying the offer for citizens and enabling a smoother transaction process, there is no longer a sound rationale for maintaining two different charging periods.

The Council recently introduced a "2 hours free" at any time during the day parking initiative, replacing the need for the free parking periods currently available under the existing set-up.

The streets within the vicinity of the County Buildings are the only streets within the wider town centre areas not currently subject to pay for parking. The existing limited waiting restrictions are difficult to manage, and the desired turnover of spaces to enable ease of access to the County Buildings, Court and various other businesses is not achieved.

Under the current system, there are no permit options available to residents, businesses and guest houses located within these areas.

How the pay and display parking proposals will work:

- Rationalise charging periods across the existing zones to apply charges between 8:00am and 6:00pm Monday to Saturday.
- Extend pay and display into Bath Place, Pavilion Road, Cassillis Street, Charlotte Street (West) and Place de St Germain En-Laye (to be known as Zone A5).

4. Consultation Summary of Feedback

The on-line consultation generated 751 responses and consultees were asked to provide some background information in Questions 1 to 5 in order to gauge their connection to the town centre and their main reasons for visiting.

There were also a range of questions posed to gauge opinion on the proposals to amend pay for parking and residents parking arrangements. The proposals are summarised as follows:-

- Rationalise charging periods across existing zones to apply charges between 8.00am and 6.00pm Monday to Saturday;
- Extend pay for parking into Bath Place, Pavilion Road, Cassillis Street, Charlotte Street (West) and Place de St Germain En-Laye;
- Remove residents only exclusivity within existing residents only streets and create shared use “Residents permit / Limited waiting” parking zones, and;
- Introduce visitor, business, carer and tradespeople permit parking options.

In order to establish whether there is support or opposition to the proposals around pay for parking, Question 6 provided consultees with the opportunity to consider three simple statements and confirm if they agreed or disagreed with each. All three statements generated majority opposition.

Opposition to the proposal to rationalise charging periods to create one simplified period across the town centre (8am – 6pm Mon – Sat) may be attributed to a general sense that parking charges should be scrapped altogether. However, the introduction of the 2 hours free parking initiative has been well received and could perhaps address many of the concerns raised. There also remains the need to manage parking such that a turnover of spaces continues to be generated particularly on Saturdays.

The consultation also sought views on the proposal to extend parking charges to the streets to the west of Wellington Square and Charlotte Street incorporating Bath Place, Pavilion Road, Cassillis Street, Charlotte Street (West) and Place de St Germain En-Laye. Predictably, the proposal generated a negative response.

Question 7 was designed to test opinion around the resident parking proposals and the five statements generated a mixed response. Whilst a majority of consultees expressed their opposition towards the statement relating to whether they agreed that the permit schemes required updating, there was a fairly even split of opinion. The supporting statements submitted via the free text options suggest that opposition may be attributed to those who felt that the creation of new permit zones was unnecessary or that they objected to the proposed permit price increase.

There was clear support for the introduction of visitor, carer, business and tradespeople options but clear opposition to the proposed permit prices. Conversely, there was clear opposition to the proposal to implement an equitable permit price to the two types of permit and a quite significant negative response to the proposal for a 3 hour maximum stay limited waiting option for non-permit holders.

Consultees were also invited to submit comments or opinions in order to better understand the strength of feeling around the proposals. The key themes emerging can be categorised as follows:-

- Charging periods should not apply 8am – 6pm on Saturdays and Sundays should remain free;
- Three hours limited waiting within residents streets is too long;
- Residents should not have to pay to park in their street;
- Tradespeople should not have to pay to park in residential areas, and;

- Parking in general should be free.

5. Question 1

Have you reviewed the information available on the Ayr Parking Consultation - 2023 webpage?

Question 1		
Have you reviewed the information available on the Ayr Parking Consultation - 2023 webpage?		
Answer choices	Responses	Number
Yes	95.34%	716
No	4.66%	35
Total		751

6. Question 2

Have you reviewed the information available on the Parking Strategy?

Question 2		
Have you reviewed the information available on the Parking Strategy?		
Answer choices	Responses	Number
Yes	95.07%	714
No	4.93%	37
Total		751

7. Question 3

Have you reviewed the information on the Consultation Outcome Report?

Question 3		
Have you reviewed the information on the Consultation Outcome Report?		
Answer choices	Responses	Number
Yes	92.14%	692
No	7.86%	59
Total		751

Question 4 aimed to understand consultees' connection to Ayr town centre and surrounding areas, with 585 residents, 221 visitors and 58 businesses responding:

8. Question 4

What is your connection to Ayr town centre and surrounding areas?

Question 4		
What is your connection to Ayr town centre and surrounding areas?(select all that apply)		
Answer choices	Responses	Number
I own a business	7.72%	58
I work in Ayr town centre	15.8%	117
I live in or close to Ayr town centre	77.90%	585
I visit Ayr town centre	29.43%	221
I have no connection to the town centre	1.20%	9
Other (please specify)	6.92%	52
Total		751

With regards to question 4 what is your connection to Ayr town centre? 52 "other" comments were recorded.

What is your connection to Ayr town centre and surrounding areas (select all that apply)		
"Other" recorded comments		
1	Live in Dongola Road	12/12/2023 17:16 PM
2	I live in an area which has residents parking permit.	12/12/2023 19:05 PM
3	I am disabled from Girvan and never visit Ayr due to insufficient disabled parking spaces.	23/12/2023 16:05 PM
4	Have family here I visit a lot.	08/01/2024 10:12 AM
5	Why Ayr and not Prestwick. We here are plagued by people coming to park ALL DAY who do not live here. Residents cannot park outside their own houses	08/01/2024 14:04 PM
6	Do not agree to pay to not get parking at my door	08/01/2024 15:39 PM
7	I visit my brother regularly who stays in Arran Terrace.	08/01/2024 17:22 PM

8	Permit holder	08/01/2024 17:55 PM
9	Visiting relative on regular basis	08/01/2024 21:14 PM
10	I assist my disabled aunt with her shopping	08/01/2024 21:23 PM
11	I live in York street where the proposed parking restrictions will be!	09/01/2024 12:46 PM
12	I love visiting Ayr as my late mother came from Ayr I stay in Dumfrieshire no parking charges in Dumfries	09/01/2024 15:51 PM
13	I love visiting Ayr as my late mother came from Ayr I stay in Dumfrieshire no parking charges in Dumfries	09/01/2024 15:51 PM
14	I own a business and travel into Ayr regularly for meetings with clients and also regularly visit premises in Ayr	09/01/2024 16:35 PM
15	Kincaidston resident.	09/01/2024 18:21 PM
16	lived in Ayr all my life	09/01/2024 19:23 PM
17	I stay in one of the streets they want to start charging to park	09/01/2024 20:35 PM
18	I live in an area within the new proposed parking charges which are an absolute nonsense as no one would park this far out to go to town	09/01/2024 21:43 PM
19	Serious empathy with local business and taxi drivers	09/01/2024 22:52 PM
20	I visit to babysit my grandchildren on Bellevue Crescent Ayr. I currently I've on Bellevue Road Ayr.	10/01/2024 08:36 AM
21	These proposals fail to undertake the basic issue of parking for residents and non-residents. Residents will need parking to be accessible near their homes. The cost of resident's only permits does not provide for parking in metered areas. As park and ride does not operate in the town there are no alternative for parking outside the town centre.	10/01/2024 10:58 AM
22	I rarely visit Ayr Town centre due to the lack of free parking.	10/01/2024 12:45 PM
23	My son lives in Falkland road and I visit it regularly	11/01/2024 21:48 PM
24	As a small trade business the overhead from fuel, van and tool insurances and vehicles along with public liability is already extremely difficult to keep competitive rates against cash only jobs. These costs push small businesses away from family time, holiday pay and towards not able to run at all. People who live on these streets should also not have to pay to park in their own street. Car insurance is already much higher on	12/01/2024 10:23 AM

	streets such as McCall's avenue and walker road due to multiple vandalism's and vehicle damage from drunks... this seems utterly unfair and unjust to all involved.	
25	AHAC Homeless & Housing Advice & Support Charity	12/01/2024 12:24 PM
26	I am currently the Chair person for Ayr Housing Aid Centre on York Street.	12/01/2024 12:48 PM
27	AHAC Homeless and Housing Advice Charity	12/01/2024 13:50 PM
28	Live at Prestwick Road and park on McCalls Avenue or Union Avenue	17/01/2024 11:11 AM
29	I live in Prestwick Road which for some reason is not included in the consultation of proposed resident parking for McCalls Avenue and Union Avenue And my partner is Disabled and has a blue badge and need to park as close to our home as possible. The new parking will mean we are not entitled to a resident parking permit and in this case will have to move house.	17/01/2024 22:23 PM
30	Work and live	18/01/2024 09:59 AM
31	Trustee Treasurer - Ayr Housing Aid Centre, York Streets (AHAC)	18/01/2024 11:39 AM
32	I live one mile from town centre, and cannot believe that these new parking fees would affect Falkland Park Road Ayr.	18/01/2024 16:53 PM
33	I live at 46 union avenue	18/01/2024 18:00 PM
34	I live at 10 Prestwick Road Ayr and have no off street parking. Only Union Avenue is available to myself to park and this has been included in the areas that will be subject to resident parking permit.	20/01/2024 10:58 AM
35	<div style="background-color: black; color: black;">[REDACTED]</div> <p> <div style="background-color: black; color: black;">[REDACTED]</div> I Didn't know anything about this until my neighbour at 6b told us of this proposal. We are elderly and my wife doesn't keep well and to stop us from parking near our own house would be a bit extreme. We have a blue badge and need to park as close to our place as possible </p>	20/01/2024 15:15 PM
36	Also my parent and in-laws live in Ayr town centre, and we access many facilities and shops in the town centre	20/01/2024 21:24 PM
37	I and other family members are unpaid careers for my housebound dad	21/01/2024 11:24 AM

38	My elderly mother lives in the town centre	21/01/2024 17:15 PM
39	Regularly visit in Park Terrace. Going to cost me £5 every time I visit. Crazy. People need friends who are not carers	21/01/2024 21:38 PM
40	Ayr Housing Aid Centre Homeless and Housing Advice & Support Charity - York Street	22/01/2024 15:16 PM
41	I stay in union Avenue, outside town, also paid years ago to get drive in done in front of my house. There is a lot of houses in the Avenue had it done. What idiot came up with this?	22/01/2024 19:56 PM
42	Ayr Housing Aid Centre Homeless and Housing Advice & Support Charity	23/01/2024 12:35 PM
43	My elderly parents live in union avenue	23/01/2024 17:23 PM
44	I'm a resident in Falkland Road	24/01/2024 16:59 PM
45	Family and friends living in town centre Socialise in Ayr	25/01/2024 09:13 AM
46	Resident in Zone B	27/01/2024 12:53 PM
47	I go to college	28/01/2024 10:24 AM
48	I live on one of the streets to be added to the proposed parking permit	28/01/2024 21:43 PM
49	I stay in Ayrshire and I am in Ayr regularly	30/01/2024 10:10 AM
50	Social activities, business and shopping.	30/01/2024 23:19 PM
51	I live in a residential street within a conservation area: Park Circus.	31/01/2024 11:50 AM
52	I live on Glebe Street	31/01/2024 20:22 PM

Question 5 aimed to gather information on the main reason for visits to Ayr Town Centre with the main choices being, shopping (499 responses), socialising (384 responses) and recreational (302 responses).

9. Question 5

What are your main reasons for visiting Ayr town centre?

Question 5		
What are your main reasons for visiting Ayr town centre? (select all that apply)		
Answer choices	Responses	Number
Work	29.03%	218
Socialising	51.13%	384
Recreational	40.21%	302
Shopping	66.44%	499
Commuting	15.05%	113
Other (please specify)	27.83%	209
Total		751

With regards to question 5 what is your connection to Ayr town centre? 209 “other” comments were recorded.

What is your connection to Ayr town centre and surrounding areas (select all that apply)		
“Other” recorded comments		
1	Resident.	06/12/2023 21:29 PM
2	Live here for past 35 years	12/12/2023 17:16 PM
3	I have lived at this address, which is in a residents parking permit area, for 37 years.	12/12/2023 19:05 PM
4	When I visit I do not take my car so it's irrelevant my actions from a parking perspective, the survey should have an opt out option for people living in or near to the town centre as this may bias results.	13/12/2023 20:19 PM
5	It's where my house is	14/12/2023 21:40 PM

6	I also live near the town centre	15/12/2023 17:04 PM
7	Resident	18/12/2023 13:50 PM
8	As I live close to the town centre, my reasons for visiting rarely, if ever, require parking anywhere other than my residential street parking. As per my responses to other questions, it is essential that such residential parking is protected.	18/12/2023 19:35 PM
9	I live in the town effectively.	21/12/2023 14:52 PM
10	I live in the town	21/12/2023 16:21 PM
11	I live in town, Park Circus and therefore have no other option but to park outside my home	21/12/2023 20:35 PM
12	I am no longer able to shop in Ayr due to insufficient disabled parking spaces.	23/12/2023 16:05 PM
13	I live there	27/12/2023 11:06 AM
14	Stay & work near town centre	29/12/2023 23:14 PM
15	Living and resident	07/01/2024 16:45 PM
16	Resident	08/01/2024 14:41 PM
18	Resident	08/01/2024 15:08 PM
17	Resident	08/01/2024 15:08 PM
19	My activity within the town centre has no impact on parking due to the fact that I can park outside my house currently, however with the proposed changes I will probably have to take up parking spaces around the town due to no longer having dedicated resident locations. Therefore whilst occasional visitors can take up parking slots in my street, I will have to park within the town itself on a permanent basis given that I won't be circling back around every three hours to check whether any slots are available.	08/01/2024 15:35 PM

20	I live here	08/01/2024 15:39 PM
21	Visiting relatives	08/01/2024 17:22 PM
22	I live there.	08/01/2024 17:38 PM
23	Live and work in town centre	08/01/2024 17:55 PM
24	Caring	08/01/2024 19:28 PM
25	Live in the town centre	08/01/2024 19:49 PM
26	I live in the town	08/01/2024 20:18 PM
27	Assisting my disabled aunt	08/01/2024 21:23 PM
28	I live in Ayr Town Centre.	08/01/2024 21:46 PM
29	I live here.	08/01/2024 22:04 PM
30	I live in Ayr	08/01/2024 22:09 PM
31	We live there	09/01/2024 00:50 AM
32	Shopping is less often these days due to the lack of decent shops! I would now generally go to Silverburn and benefit from free shopping and decent shops and an altogether better shopping experience	09/01/2024 06:55 AM
33	There is not much to do in Ayr anymore, the council has lost the plot.	09/01/2024 07:31 AM
34	Dentist Hairdresser	09/01/2024 07:36 AM
35	Residential	09/01/2024 08:19 AM
36	I live within the permit zone	09/01/2024 08:38 AM
37	Doctor and dentist appointments.	09/01/2024 08:52 AM
38	Live	09/01/2024 09:11 AM
39	Never or rarely take car into town centre as I live close by.	09/01/2024 09:42 AM

40	Live close to town	09/01/2024 10:30 AM
41	I live in the town centre	09/01/2024 12:23 PM
42	i live here	09/01/2024 12:46 PM
43	I live there	09/01/2024 13:18 PM
44	I live here	09/01/2024 13:27 PM
46	Live there.	09/01/2024 13:44 PM
45	Family	09/01/2024 13:44 PM
47	I live in York street. NO ONE PARKS HERE TO GO INTO THE TOWN CENTRE!	09/01/2024 14:38 PM
48	Living	09/01/2024 15:02 PM
49	Dentist	09/01/2024 15:39 PM
50	We live in town centre and therefore, do not have a need to drive to businesses, only park with our Type A permit.	09/01/2024 16:28 PM
51	I own a business and travel into Ayr regularly for meetings with clients and also regularly visit premises in Ayr. I also attend local gym in the potentially new affected areas.	09/01/2024 16:35 PM
52	Shopping. Medical appointments.	09/01/2024 19:20 PM
53	I very rarely visit the town centre because the council have killed every aspect of the town - lack of funding, lack of any common sense - built the "Cutty Sark" where Woolworths was, you can't even hire it for an event! A tick box exercise if ever there was one - money to spend in that fiscal year..... Good idea!! A pat on the back to everyone involved..	09/01/2024 19:23 PM
54	Living	09/01/2024 19:38 PM
55	I drive to the town centre and pay to park there already.	09/01/2024 20:35 PM

56	I live here	09/01/2024 21:24 PM
57	I don't take my car to town	09/01/2024 21:43 PM
58	I don't visit Ayr town centre , there is a poor selection of shops I tend to got to Heathfield industrial estate or Silverburn	09/01/2024 22:53 PM
59	To go to the Doctors and Dentist. Also take my Disabled Father into his appointments.	10/01/2024 02:07 AM
60	Babysitting	10/01/2024 08:36 AM
61	I live in the town centre 24/7	10/01/2024 10:58 AM
62	Occasionally shopping but this is rare due to the lack of free parking.	10/01/2024 12:45 PM
63	Stay in town	10/01/2024 13:25 PM
64	The closest to where I live and shop	10/01/2024 13:32 PM
65	I am retired and visit the town centre to undertake volunteering activities.	10/01/2024 13:56 PM
66	Restaurants	10/01/2024 17:11 PM
67	I live in Ayr	10/01/2024 18:07 PM
68	live in Ayr	11/01/2024 15:16 PM
69	live near Ayr town centre	11/01/2024 15:20 PM
70	Living here	11/01/2024 19:47 PM
71	Live in town centre	11/01/2024 22:36 PM
72	Providing a service within the community to vulnerable people in housing need and poverty	12/01/2024 12:24 PM
73	Volunteer work	12/01/2024 12:48 PM
74	Provision of a support to individuals and families with housing needs	12/01/2024 13:50 PM

75	I live there...	12/01/2024 17:16 PM
76	Attending Church for worship and other pastoral and community mission services (note may of these will take place during the working week)	12/01/2024 21:25 PM
77	Access services, eg physio. Dentist	12/01/2024 21:42 PM
78	To bring my children to school	13/01/2024 10:13 AM
79	School drop off / pick up for young children	13/01/2024 10:41 AM
80	I live there	14/01/2024 03:23 AM
81	I live in the town centre	14/01/2024 19:10 PM
82	Resident of Park Terrace	14/01/2024 19:24 PM
83	Dentist appointments.	14/01/2024 23:10 PM
84	I live in the town centre.	15/01/2024 10:40 AM
85	Live in an affected Zone B10	15/01/2024 14:29 PM
86	Dr's surgery	15/01/2024 16:03 PM
87	I live on Park Terrace & I have a business at Burns Statue Square	15/01/2024 20:57 PM
88	Live near the town centre	16/01/2024 16:53 PM
89	Resident	16/01/2024 19:41 PM
90	Park on the new proposed area but my house is on Prestwick road	17/01/2024 11:11 AM
91	I live there.	17/01/2024 20:49 PM
92	Stay in new proposed area	17/01/2024 22:23 PM
93	I live in Arran Terrace and have done so for the past 30 years	17/01/2024 22:50 PM
94	I live here.	18/01/2024 09:02 AM

95	I work and live in the selected areas of Ayr	18/01/2024 09:59 AM
96	Live here & work.	18/01/2024 10:49 AM
97	I live there	18/01/2024 11:26 AM
98	AHAC voluntary support as Board Trustee	18/01/2024 11:39 AM
99	I live in Ayr town centre	18/01/2024 12:05 PM
100	I live here.	18/01/2024 16:42 PM
101	Because I live there - although I have never considered my address to be in Ayr Town Centre! I live in Falkland Park Road which is part of Newton and at least a mile outside Ayr Town Centre yet its still included in your plans to charge for residential parking	18/01/2024 17:16 PM
102	visiting GP surgery and dental surgery	18/01/2024 21:46 PM
103	Reside in Ayr Town Centre	18/01/2024 21:49 PM
104	My home	18/01/2024 23:03 PM
105	Reside in the area	19/01/2024 09:06 AM
106	home	19/01/2024 11:03 AM
107	Live here	19/01/2024 11:37 AM
108	Live here	19/01/2024 11:41 AM
109	My main reason for visiting the town centre is because I live in it. I shop in the centre, socialise in the centre etc. All because I actually live nearby, which is being penalised for doing so is astonishing!	19/01/2024 12:12 PM
110	Dentist/opticians	19/01/2024 12:56 PM
111	I live there!	19/01/2024 14:32 PM
112	Live in the area affected	19/01/2024 16:55 PM

113	I live here, therefore the options are irrelevant but form would not allow this question to be ignored.	19/01/2024 17:56 PM
114	I live in Barns Crescent.	19/01/2024 18:15 PM
115	live there	19/01/2024 18:24 PM
116	I am a home owner in Ayr town centre, York Street Lane.	20/01/2024 09:23 AM
117	Live Barns Crescent	20/01/2024 11:18 AM
118	I live here.	20/01/2024 13:48 PM
119	I live here.	20/01/2024 13:49 PM
120	I live in Bellevue Crescent Ayr	20/01/2024 13:51 PM
121	I live in the town centre	20/01/2024 14:08 PM
122	I	20/01/2024 14:24 PM
123	Stay at Prestwick Road	20/01/2024 15:15 PM
124	RESIDENT ZONE B	20/01/2024 17:12 PM
125	Cultural events	20/01/2024 21:08 PM
126	Appointments. Services I'm registered with are all town centre: doctors, dentist, vets, bank, opticians, solicitors, vets etc.	21/01/2024 08:28 AM
127	I and other family members are unpaid careers for my housebound dad Occasional visits to dentist or bank. Nothing to come to town centre for shopping etc. as nothing here	21/01/2024 11:24 AM
128	As residents living close to the town centre walk to the town centre for all of the above options this question does not relate to resident parking considerations. .	21/01/2024 11:38 AM
129	I live in this area.	21/01/2024 11:47 AM
130	Banking in Ayr as local branches have closed	21/01/2024 12:10 PM

131	I reside in Ayr town centre	21/01/2024 13:53 PM
132	I LIVE THERE	21/01/2024 14:23 PM
133	I live near Wellington Square	21/01/2024 15:27 PM
134	I live in Ayr town centre	21/01/2024 15:47 PM
135	I walk to Ayr Town centre as I live there.	21/01/2024 16:18 PM
136	To visit elderly family	21/01/2024 17:15 PM
137	Residence	21/01/2024 17:48 PM
138	Caring for elderly relative	21/01/2024 18:10 PM
139	Visiting friends. Shopping but generally use River street car park	21/01/2024 21:38 PM
140	I walk to the town, I don't use my car	21/01/2024 23:36 PM
141	I live and work in the town centre	22/01/2024 09:55 AM
142	I live in Ayr	22/01/2024 10:16 AM
143	Cultural events	22/01/2024 12:11 PM
144	I live in Ayr Town Centre	22/01/2024 14:36 PM
145	I visit the dentist on a regular basis for treatment and park near the County Buildings. Whilst in the area, I take the opportunity, within the 3 hour parking slot, to go into the town centre to do a bit of shopping and if time allows, to walk on the beach and perhaps have a coffee. I try to shop locally where possible to support small businesses. I am fit and well enough to walk into the town centre from this area. I do not agree with the introduction of parking charges and feel it will deter people like myself from trying to use and support local businesses, as well as enjoying the local amenities.	22/01/2024 14:37 PM
146	Providing a free service to vulnerable people within South Ayrshire in housing need and poverty	22/01/2024 15:16 PM

147	I live there	22/01/2024 20:16 PM
148	I live there.	22/01/2024 20:17 PM
149	I live here	23/01/2024 09:49 AM
150	High St. Resident	23/01/2024 12:00 PM
151	I live in Type B parking area	23/01/2024 14:20 PM
152	Family	23/01/2024 17:23 PM
153	Visiting doctors dentist podiatrist bank and building societies	24/01/2024 16:37 PM
154	I live there. I'm an oap and against this proposal.	24/01/2024 16:59 PM
155	Dr appointments	24/01/2024 20:04 PM
156	Visiting friends and family	25/01/2024 09:13 AM
157	Reside in area	25/01/2024 13:02 PM
158	As above - I live here.	25/01/2024 15:22 PM
159	I live on Barns Park	26/01/2024 07:55 AM
160	I live on one of the streets close to the Town Centre (Park Circus), where I also run our Guest House business.	26/01/2024 09:24 AM
161	I live there	26/01/2024 20:17 PM
162	Live near the Town Centre. But not in the Town centre. But this disgusting cash grab will impact on my household. Thought up by some brain dead people.	27/01/2024 08:58 AM
163	Resident in Zone B	27/01/2024 12:53 PM
164	I live in the town	27/01/2024 20:14 PM
165	College	28/01/2024 10:24 AM
166	Living within the town centre means everything I do starts from and finishes within the centre.	28/01/2024 11:15 AM

167	If you want people to use the town centre continue with two hours free parking for all.	28/01/2024 12:08 PM
168	We live in the town.	28/01/2024 19:47 PM
169	I live in the town centre	28/01/2024 21:28 PM
170	Live close to town	28/01/2024 21:43 PM
171	I live there.	28/01/2024 22:21 PM
172	Health services eg dentist	28/01/2024 22:46 PM
173	I live in the town centre (Content Avenue)	29/01/2024 07:56 AM
174	I live in the town centre	29/01/2024 10:30 AM
175	Resident	29/01/2024 11:16 AM
176	Exercise	29/01/2024 12:15 PM
177	I stay here	29/01/2024 13:36 PM
178	I live in Ayr town centre.	29/01/2024 13:44 PM
179	Resident	29/01/2024 14:15 PM
180	Unfortunately, I do not tend to shop in Ayr for a nice day shopping, as the charging system to park puts me off. I can go to Silverburn with free parking all day which offers greater choice of shops. I do have my hair done in Ayr town and the minimum 2 hours limit is absolutely ridiculous if you need highlights/roots and cut. I end up parking further away and walking into town. The parking situation does not encourage visits. When in town it would be nice to stay longer and not need to constantly check your watch, this doesn't make for a nice relaxing time shopping in Ayr.	29/01/2024 18:20 PM
181	Resident	29/01/2024 19:46 PM
182	I live in this area.	29/01/2024 19:41 PM
183	Shopping	29/01/2024 19:42 PM

184	Resident	29/01/2024 19:46 PM
185	Resident in Bellevue Crescent.	29/01/2024 20:15 PM
186	Visiting doctors surgery	29/01/2024 20:53 PM
187	Visiting family	29/01/2024 21:31 PM
188	Visiting family	29/01/2024 21:36 PM
189	Living	29/01/2024 21:38 PM
190	I live very close to the town centre.	29/01/2024 21:50 PM
191	I lived nearby, as stated in previous question.	29/01/2024 22:01 PM
192	I stay in the town centre	30/01/2024 09:05 AM
193	I live in Bellevue Crescent	30/01/2024 14:21 PM
194	I live in Bellevue Crescent	30/01/2024 14:21 PM
195	Doctor appointment only	30/01/2024 14:36 PM
196	I live in the town	30/01/2024 14:55 PM
197	Live close	30/01/2024 20:02 PM
198	Accessing healthcare/dental care	30/01/2024 20:13 PM
199	i don't visit Ayr. I live here.	30/01/2024 23:59 PM
200	visiting cafés Engaging support services cycling for essentials	31/01/2024 09:28 AM
201	I live in Ayr town centre.	31/01/2024 11:31 AM
202	Medical appointments	31/01/2024 11:45 AM
203	I live here in a residential street within a conservation area: Park Circus.	31/01/2024 11:50 AM
204	I live there	31/01/2024 14:24 PM
205	I live there	31/01/2024 17:21 PM

206	Resident	31/01/2024 20:41 PM
207	Don't visit the town centre as it is a disgrace.	31/01/2024 20:47 PM
208	Visiting family	31/01/2024 21:37 PM
209	Fitness class Bank	01/02/2024 05:16 AM

Question 6 looked to ascertain views on pay and display parking:

284 consultees strongly disagreed with the proposal of: The hours during which on-street parking charges apply should be made the same across the town

350 consultees disagreed with on street charging hours of 8:00am to 6:00pm Monday to Saturday

319 consultees disagreed that the streets in zone A5 near to the County Buildings should be included in the pay and display zones.

10. Question 6

Please indicate whether you agree or disagree with the following three statements surrounding P&D parking.

Question 6						
Please indicate whether you agree or disagree with the following three statements surrounding Pay and Display parking.						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
The hours during which on-street parking charges apply should be made the same across the town	11.85% 89	23.30% 175	13.85% 104	13.18% 99	37.82% 284	751
The on-street charging hours should be 8:00am to 6:00pm Monday to Saturday	5.19% 39	12.65% 95	12.52% 94	23.04% 173	46.60% 350	751
The streets listed as zone A5 near to the County Buildings should be included in the pay and display zones	9.99% 75	15.05% 113	15.58% 117	16.91% 127	42.48% 319	751

Question 7 gave consultees the opportunity to agree or disagree with statements surrounding resident parking

297 consultees strongly disagreed that existing resident permit schemes required updating and amending

353 strongly disagreed with 3 hours maximum length stay within the shared use bays within the Type B permit areas is the right amount of time.

325 strongly disagrees with the price for a Type A (pay & display zone) and Type B (residential area zone) resident permit should be the same

Whereas 271 and 275 strongly agreed that resident permit schemes should have a visitor option and a carer, business and tradesperson option.

11. Question 7

Please indicate where you agree or disagree with the following five statements surrounding residents parking.

Question 7						
Please indicate where you agree or disagree with the following five statements surrounding residents parking.						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Existing resident permit schemes require updating and amending	10.79% 81	20.37% 153	18.51% 139	10.79% 81	39.55% 297	751
Resident permit schemes should have a visitor option	36.09% 271	33.16% 249	10.79% 81	4.39% 33	15.58% 117	751
Resident permit schemes should have a carer/business/tradesperson option	36.62% 275	31.42% 236	12.25% 92	5.33% 40	14.38% 108	751
The price for a Type A (pay & display zone) and Type B (residential area zone) resident permit should be the same	8.39% 63	13.58% 102	17.98% 135	16.78% 126	43.28% 325	751

Question 7						
Please indicate where you agree or disagree with the following five statements surrounding residents parking.						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
3 hours maximum length stay within the shared use bays within the Type B permit areas is the right amount of time.	4.93% 37	14.11% 106	18.38% 138	15.58% 117	47.00% 353	751

Question 8 gave consultees the opportunity to share their views on priorities or areas we should include, 303 responses were recorded.

12. Question 8

Please outline if there are any other priorities or areas we should include.

Question 8		
Please outline if there are any other priorities or areas we should include.		
1	Pavement parking. Parking that obstructs vehicular access/egress to/from homes and commercial premises.	06/12/2023 17:30 PM
2	There should be no limit on how long you can park in a bay of any kind, within the hours between 08.00 and 18.00.	12/12/2023 18:12 PM
3	1. The safety in with streets with primary schools. 2. All residential areas in South Ayrshire.	12/12/2023 23:49 PM
4	Priority should be given to the fact that property prices reflect whether houses have resident parking available to them, if you then allow anyone to park for up to three hours it devalues them, and if they all pay the same amount for permits it doesn't take into account the prices paid for the parking arrangements. If shared bays are to be allowed then 3 hours is far too long, that would mean a resident would have to find alternate parking for far too long, an hour should be more than enough for anyone needing to use a space to pop in somewhere, 3 hours is excessive, and if someone is going to be there for three hours they should plan to use an official parking bay in a pay and display zone.	13/12/2023 20:19 PM
5	n/a	15/12/2023 17:04 PM
6	The absence of investment in enforcement of current parking regulations over many years means that accurate data regarding actual use or abuse cannot possibly be known - abuse of current regulations is commonplace but SAC have no way of knowing this. The data upon which the parking strategy and proposals is based	18/12/2023 19:35 PM

upon is therefore little more than conjecture or, at best, anecdotal information and interpretation of modelling based on other situations and scenarios. This lack of enforcement would cause even more problems if many of these proposals were passed, as restrictions based on time limits alone would require more regular checks. This appears to be clearly identified in the Report from the 2021 Consultation, yet disregarded in the proposals. Town centre parking problems are common across the country and there are few, if any, issues that are unique to Ayr. However, seafront and Esplanade parking problems are particular to the town and require bespoke solutions. The current situation allows those visiting Ayr Seafront to drive directly there, use the beach and then drive home again, having contributed nothing to the local economy. This practice is incredibly common, particularly in summer season. Excessive demand for the free parking available, especially at surge times such as bank holidays or particularly sunny periods, causes those looking for convenient and free parking to encroach into resident permit areas, emboldened by the lack of enforcement. This same lack of enforcement is regularly exploited by SAC employees working at County Buildings. Implementation of paid parking at the Esplanade and surrounding area would deter long-term parking for other activities whilst generating much-needed revenue from beach-goers. This could be used to maintain the beach and ensure a safer and cleaner environment for responsible visitors. However, it would require a significant uplift in enforcement resources and robust implementation of regulations. Naturally, this would also be required in neighbouring residential streets to prevent these being used to avoid parking charges. Planned infrastructure at Blackburn Road car park, (in the form of automated barriers with ANPR system) would facilitate simple implementation of parking charges at that location. However, Esplanade and surrounding street parking would require manual patrols, which are currently so infrequent that they can be relied upon with almost total certainty to not happen during a day-trip. Whilst the report recognises that introduction of parking charges may deter some visitors, it must be questioned why Ayr would wish to attract visitors who rely on driving directly to the beach then home again, having spent nothing in the town. In Resident Permit areas, the proposals to introduce additional permits for tradespersons, visitors, carers, etc. would attract a significant administrative burden (that is unlikely to be staffed), be open to abuse and, ultimately, create conditions tantamount to a free-for-all that completely undermine the point of any restrictions, leaving the residents that the current system is designed to protect unable to park near their homes. In most (if not all) of these zones, each residence is entitled to apply for two parking permits whilst businesses are allowed more or less permits according to their situation. Overall though, the current system considers the maximum number of vehicles that can be parked in these areas and ensures that there is sufficient capacity for most circumstances. Should carers or tradesmen need to park within these zones, it is common and perfectly workable practice for the property occupier to provide one of their passes for the duration of the visit. When accommodating recreational visitors, it is incumbent upon the person they are visiting to make arrangements. The proposed changes would see tradesmen abusing 'free passes' to park in these areas, including residents bringing additional 'work' vehicles home and clogging up the limited space. Up to 5 visitor permits per household could mean that, even without abuse, one or

	<p>two houses could commandeer entire streets, thus preventing neighbours from being able to park near their homes. Charges for Resident Permits in resident only streets are currently charged at £0.50 for the lifetime of the residency. The Report compares this to the £50 p/a charge for a resident's permit for Fort Street. Whilst this disparity may appear unfair (and the Report suggests that it is) it reflects the fact that parking would normally be free in the first case and the permit scheme is primarily in force to protect those who live there. Conversely, in areas such as Fort Street, parking would normally be charged. Therefore, provision of subsidised resident passes denies revenue from temporary users. The principle of different rates is therefore understandable. However, the £0.50 charge is no more than a nominal fee and the 'lifetime' validity of passes is open to abuse. A fairer system would be to increase the nominal fee to wholly cover the cost of administration of the scheme whilst also contributing to enforcement of it. Visible passes are required (as they provide visual confirmation to visitors that a scheme is in force, as opposed to an online registration scheme, where parked cars have no visual display) but these can employ technology such as holograms and QR codes to prevent duplication/abuse and verify validity. Annual renewal at an increased fee, e.g. £2 p/a should fund the scheme whilst providing some contribution to additional enforcement patrols. Transparent accounting and visible, effective patrolling would benefit residents and assure them that the scheme was not being misappropriated to fund other resources.</p>	
7	<p>Given our street has a lot of listed buildings and is within a special conservation area, surely it would be pertinent to avoid overuse of the street by people who don't belong on the street, ie letting it open to anyone for 3 hours. We have a lined street with cherry blossoms which I'm sure are to be protected. I myself have seen 'random' people in the street in large vehicles giving no consideration to our trees when parking, some of the trees have been damaged and not replaced which I'd also like addressed. We also have to consider the proposed flats on Miller Road and the access along Park Circus Lane which too will bring more vehicles and exposure. The present permits do need tweaking but to a lesser extent than the proposed amount!</p>	21/12/2023 20:35 PM
8	<p>Disabled parking. There are never any free disabled parking spaces even if we arrive from Girvan at 9am on a Saturday. Plenty of empty loading bays but no disabled parking spaces. As a registered disabled person I need a space close to the shops in order to access them. No free space we return to Girvan without any shopping at all on the High Street. It has upset me so many times that this repeatedly happens that I now will not ask to be taken to Ayr. I miss shopping in Ayr but until the disabled parking is increased and adequately policed I will not face another 90 minute return journey by car for nothing.</p>	23/12/2023 16:05 PM
9	<p>Please prioritise the custom and practice of your residents</p>	26/12/2023 13:57 PM
10	<p>There should be free parking in Ayr to encourage people to come into the town not drive them away to other towns and shopping centres THIS PROPOSAL WILL KILL AYR AS A SHOPPING CENTRE AND TOURIST TOWN</p>	27/12/2023 18:47 PM
11	<p>Residents should not have to pay to park in front of their homes. Full stop!</p>	27/12/2023 22:53 PM

12	The on street pay and display a) should not include Saturday b) should have a shorter time Mon-Friday 10-3.30pm. Alternatively extend the free parking. I shop far more in Ayr because of the free parking. You need, as a council, to promote business far more in Ayr, rather than try to raise revenue from parking.	28/12/2023 18:22 PM ID:
13	Remove car parking from the Esplanade so that this area could benefit from stall and pop up events during the summer.	29/12/2023 18:26 PM
14	One hour free parking to allow at least click and collect orders on the high street which is vital to the town.	30/12/2023 15:39 PM
15	The area around the County Buildings should absolutely have charges introduced. At the moment, people who work in the CB use the 3-hour parking to their advantage by simply moving their cars to the opposite side of the building around midday. It is unfair that councillors, council workers and heads of service seem to be exempt from paying for parking.	04/01/2024 23:54 PM
16	Please consider the impact of event parking on local residents. Don't assume that making it the responsibility of the event organisers will be fair or reasonable. Bowls Scotland tournaments are a parking shambles. Events at Rozelle are a mixed bag. Some are very well signposted and fairly organised, others are poorly managed and result in the park being completely inaccessible for the duration of the event and local residents being unfairly treated with a huge number of cars parking on the streets surrounding the park. Parking near schools needs careful consideration. It is not feasible or fair just to say walk to school without being realistic about the need for people to drive to drop off/pick up. Most of the schools in the area are a shambles at 9am & 3pm. Walking should definitely be encouraged, but some form of drop off/pick up bays should be provided near the schools. There is a definite need to maintain lollipop crossing patrollers at schools to help prevent accidents. Due to the lack of adequate parking for those who need it there are often people making poor/rushed decisions about parking which results in dangerous conditions in very congested areas where children are often unsupervised	05/01/2024 00:58 AM
17	The Tradesperson charge of £400 per annum is mad!! Tradesmen will simply refuse to contract job in these streets	07/01/2024 16:45 PM
18	Disagree with the new parking meters installed Not everyone likes to use their card so you are discriminating against the people who use cash Should be free parking all day in Ayr It's an absolute disgrace that you have to pay for parking by card and put your car registration details which is against GDPR rules and regulations No wonder people aren't coming into Ayr I used to be in town at least 3/4 times a week but now it's once a month as it's a joke And the parking Attendants aren't very helpful either some are very rude Trying to get people back into town but not helping things by doing it this way	08/01/2024 10:11 AM
19	I strongly disagree that residents should be charged £60 a car per year just to park outside their house. That is outrageous to penalise someone based on where they chose to live - note these households already pay higher end council tax rates. It's discriminatory as overwhelming majority of Ayr residents are free to park outside their homes. Also charging tradesman £400 per year will drive many away limiting the residents' choice drastically and likely increasing costs as tradesmen will pass these on to the residents. Surely a review of parking restrictions is worthwhile but it should not be a route to generating more income! The parking issues certainly do not warrant it!	08/01/2024 14:41 PM

20	Having lived in park circus for 10 years and now in Bellevue crescent, I strongly agree that the permit system needs changed, however to the benefit of the residents that live there, not to provide further parking for anyone to just abandon their car outside my property to go into town. It is hard enough to find a space outside the property I have paid a considerable amount of money for and pay high council tax for, yet very rarely does a traffic warden ever manage this area. I have over the years had many arguments with people who just park in park circus to go into town and think it's acceptable to park outside my house in a residents only street. To now suggest I pay more and have less chance of parking is unfathomable and simply ludicrous.	08/01/2024 14:55 PM
21	It seems as if there aren't many options being offered, and I believe that three hours is far too long for anyone to be able to park in a resident street, it would lead to residents not being able to park throughout the day, just because people are trying to avoid pay and display areas. There is no requirement for additional parking around the county buildings, this just screams of council workers wanting easier access for them. Also why are we even considering these areas when they aren't appropriately "policed" as they stand, I almost never see traffic wardens capturing people abusing the double yellow lines around Victoria park, and never see them moving on non-residents from the surrounding streets, if they can't deal with it as it is, how will they be able to cope with the proposed changes, and if it isn't controlled, then what's the point?	08/01/2024 15:35 PM
22	If you let people park for three hours in the residential streets near the beach the residents' will not get to park anywhere near their house so why should they pay £60 for the privilege of not getting parked at their door This already happens in the summer with the guest houses being full in the street but that was acceptable as we were not having to pay to park But to pay £60 I would want a guaranteed spot at my door.	08/01/2024 15:39 PM
23	Shocking trying to gleam money from tradesmen and carers to and also visitors. The roads are a mess! Get them sorted!	08/01/2024 16:54 PM
24	I live in Park Circus and strongly object to the street being open to non-residents because sometimes it's difficult enough to park on the street. There are no suitable streets round about to park on instead. Also the street is known for being picturesque with the cherry blossom trees and had been used for marketing within Ayr - it will look horrendous with bays painted in and pay and display meters. I'd worry this would impact the trees, let alone the residents. I'd happily pay more for a permit, but leaving this open to other visitors would make it really difficult to park during the day.	08/01/2024 17:07 PM
25	It is ridiculous that residents are being made to help maintain the Council budgets. Parking outside residential areas should be free no matter how close to the town.	08/01/2024 17:22 PM
26	I live in zone A1, it is already extremely difficult to get parked at any point within the day. This has been exasperated by the introduction of two free hours and free parking throughout December and into January. I note your proposals would remove Fort St and several others as an option for myself and fellow residents of my street to park in. If we can't get parked in Citadel Place which we invariably rarely can then our closest option is then Charlotte St (west) and then Wellington Square. And charging us £50. With the recent introduction of a 2 hour free, I suspect the residents will be generating the bulk of income in our street in terms of parking charge revenue but are the ones who benefit the least from the changes.	08/01/2024 17:38 PM

	How are encouraging visitors into the plentiful supply of parking spaces within the nearby council car parks rather than on-street. Whilst addressing the residents parking permits, it may also be worthwhile looking into the number of doctors permits of which there are at least 2 in daily use within our street. These cars park 1st thing and do not move until into the evening. It is my understanding these were issued for doctors having to make house calls. These cars do not move.	
27	Residents should have designated spaces if paying for parking, it is difficult to find parking particularly when all other cars had free parking during December.	08/01/2024 17:55 PM
28	Parking should be free for all residents in South Ayrshire	08/01/2024 18:34 PM
29	I cannot understand why there should be any parking charges in the town at all. I think we should welcome visitors to the town and allow parking, for free, in properly dedicated areas, which should be properly policed. I strongly disagree with parking charges at all. Further, as a resident in a street where it is proposed there should be an annual £60 charge, I also strongly disagree with that totally unreasonable proposal.	08/01/2024 20:18 PM
30	No 3 hours stay allowance placed on zone B areas, it is hard enough to get parked as it is around Park Circus/Bellevue Crescent. There is zero enforcement of current restrictions, so hard to see how this will change. Double yellow lines/marked bays required on these streets if this proposal is to go ahead, allowing for vehicular access to properties/garages where required. Current parking a nightmare due to cars double parking beside cherry blossom trees.	08/01/2024 21:14 PM
31	Upgrade those car parks in the town which are in poor condition and set a reasonable fee which is clear and easy to pay, to encourage people to use them and visit the town.	08/01/2024 21:16 PM
32	double yellow lines re-instated.	08/01/2024 21:46 PM
33	Parking charges are driving people out of the town. Residents should not be charged to park outside their homes. Workers using vehicles should not be charged to park while working. Visitors to the town should not be charged to park. Unreasonable parking charges will discourage business and visitors within Ayr in general.	08/01/2024 23:13 PM
34	I would like to know why you are trying to kill off our town centre completely. Visitors will not come, tradesmen will avoid, the town will become even more of a ghost town	08/01/2024 23:17 PM
35	If McCall's avenue and Union Avenue is to become permit only so should Alexandria Terrace, Britania place etc. and surrounding streets as people will park in surrounding areas.	08/01/2024 23:33 PM
36	Parking charges at leisure/sports centres such as Prestwick & Troon pools and the Citadel are completely inappropriate. Local people and visitors should be actively encouraged to use these facilities to improve health and well-being. Parking charges will not improve availability of spaces, they will only serve to put people off using the facilities. Parents using the car parks for kids swimming lessons for example will be charged approximately £50 per year for parking per child. Please don't suggest using public transport instead of driving. It's not feasible to take children out with wet hair to wait for buses. The cost of a one hour stay during swimming lessons will increase the price from £23 to £27/29 per month which for many families will be the difference between being able to afford the lessons and not. This is not a wise move. It may improve a short term shortfall for money to paint new white lines and improve lighting in the car parks,	08/01/2024 23:37 PM

	but it will put people off using the sports centres and leave kids unhealthy and unable to swim. The parking at Prestwick pool is used during the day for parents doing pick up & drop off at the space place nursery. This is unavoidable as this nursery is used as the overspill for all over Ayr/Prestwick where kids cannot get places at their local nurseries. Parents of siblings at other schools often need to drive to two different establishments and parking close by is therefore necessary	
37	I personally feel that residents should not be charged to park in their street. There should be no on street parking charges. Make more car parks and charge to use them.	09/01/2024 00:04 AM
38	The town centre is in serious decline. You are partly responsible for this because you allowed out of town centre parking at Heathfield free of charge. There is rarely a vacant shop at Heathfield whereas we have lost our major shops in the town centre where you charge for parking. We need a strategy to bring business back into the town centre including an integrated bus/train hub at the station as well as free parking to encourage those in rural Ayrshire to shop and visit Ayr. Ayr should be themed a history town with a new interactive museum in the High Street to attract tourists enough of Rabbe Burns what about Bruce, Wallace, smuggling, and transport. Go look at the 1.5 million visitors to the Riverside Transport Museum in Glasgow and stop this petty minded focus on charging people to live and visit Ayr. It's called vision.	09/01/2024 00:50 AM
39	You are driving people away from the town and its amenities with the proposed changes. Revitalise the town with free, longer duration parking so people can go out and experience Ayr.	09/01/2024 01:11 AM
40	I think it's absolutely disgusting you are trying to make residents pay to park that live in a street! Cost of living is bad enough without adding anything else on! If you are making these rules each house should have a permit free and a visitors parking permit they can use for different cars when they visit! There will be elderly and vulnerable people in these streets and this could stop people visiting if they have nowhere to park! Make the visitors pay parking rather than the residents! Shame on you south Ayrshire council!!!	09/01/2024 06:59 AM
41	The area around McCalls Avenue is absolutely chock full of cars and residents can't park outside their houses. The ironic thing is its mostly council employees that are blocking the roads. On my own street (Falkland Park Road) there is a funeral director and church which will be affected by this. I personally don't think there is a problem with the parking on this road and purely see this as another cash machine for the council.	09/01/2024 07:31 AM
42	I do not think that there should be such a complicated arrangement. It is neither cost effective nor encourages visitors to the town. The permits should be freely available to residents and parking for others free for 3 hours at a time.	09/01/2024 07:34 AM
43	Maybe focus on bringing people to Ayr town centre rather than driving them away.	09/01/2024 07:48 AM
44	Further enforcement needs to be taken in Mews Lane, although there are double yellow lines and the road is barely wide enough for one vehicle cars are often found blocking the lane, residents driveways and pavements and this is due to the inadequate parking available to people using the food outlets at the top of Fort Street,	09/01/2024 08:16 AM
45	Residents should not be charged to park outside their property. Parking charges are a big reason I try to avoid using the town centre. The retail parks and shopping centres like Silverburn and Braehead	09/01/2024 08:19 AM

	have free parking I would rather travel than pay parking charges for less shopping choices.	
46	Some of the areas include streets with schools on them	09/01/2024 08:23 AM
47	The town has insufficient parking. The council needs to provide more affordable parking if the town centre is to survive. Having parking charges is the wrong solution to the problem because it results in fewer people using the town centre for shopping or entertainment. Making residents pay for parking is extremely unfair because the council have allowed housing to be built with insufficient parking. To profit from this failure is morally wrong. It is hardly fair to impose new charges on residents if their only option to not pay is to move home.	09/01/2024 08:25 AM
48	What is to happen when a resident in a residential street has pavement lowered to park in front of the house off-road.is that parking space available?	09/01/2024 08:41 AM
49	Town centre needs more free parking and not privately owned by an English company	09/01/2024 08:43 AM
50	I stay in York street and it's far enough from the town to be excluded from any parking charges	09/01/2024 09:24 AM
51	I do not agree with the principle of car parking charges. A free and fair scheme could include short and long term parking arrangements properly monitored. Further, as a regular customer of the Citadel, several times per week, I would object strongly to a further charge in using that facility - I already pay a membership and the proposals would add a further unreasonable cost to each visit, in fact in effect more than doubling my current membership fees... That is outrageous.	09/01/2024 09:42 AM
52	Ayr is just going to die on its feet! They need to look at how to bring people in not keep them away.	09/01/2024 09:44 AM
53	I live on Taylor Street, I see on the map that York Street, wagon road and green street residential areas are included. My concern would be that Taylor Street would be the dumping place for the businesses, like carpet shop, garages etc. to leave their customers cars and work vans for weeks on end and the residents that live on Taylor Street and those that park there that live in York Street Lane with no on street parking would not be able to park near their home. I have previously complained to local MPs and councillors about parking issues as right now Taylor Street has cars that haven't moved for months from local garages it's frustrating to not get a space when you come home from work. They also park dangerously close to residents' cars, and close to junctions making it very difficult to drive on or leave your space.	09/01/2024 10:30 AM
54	Trades people should not have to pay to work on properties in the area. Residents should not have to pay to park outside their properties.	09/01/2024 10:55 AM
55	Forget this whole thing. South Ayrshire Council must stop destroying Abandoned Ayr	09/01/2024 11:16 AM
56	The presentation of the current parking wardens is rather unacceptable. The uniform is poorly fitting, the wardens are untidy in appearance and do not provide a good representation of the service that they provide. The wardens should be smart, tidy and approachable.	09/01/2024 11:25 AM
57	Resident parking should remain free of charge for all streets. The town centre is not busy therefore changing residents to park should not be necessary other than to increase revenue and penalise residents in the town centre. The parking strategy should be encouraged visitors and businesses with free parking available.	09/01/2024 12:23 PM

58	Ayr town is dying. Should be three hours free parking town wide to encourage visitors to the town. The cardboard clock idea same as Dumfries.	09/01/2024 12:50 PM
59	Introducing permits in certain streets will just move any potential issue to another street. I live on McCalls Avenue and don't see an issue with the parking. It's quite busy but not so busy you can't get a space! Permits would introduce more hassle than they would reduce especially if there was no visitor option.	09/01/2024 12:58 PM
60	Will you be numbering the parking spaces in the residential permit areas and only allowing permits for each numbered space, if not I could pay £60 for a permit and not be able to park. There is not enough space to allow 3 hrs parking free to non-residents or visitor permits, there is barely enough space right now just for the residents	09/01/2024 13:18 PM
61	Residents should be prioritised over visitors. Residential streets should be for Residents, carers and tradesmen only	09/01/2024 13:27 PM
62	Absolute disgrace this, Ayr is a dump	09/01/2024 13:34 PM
63	The parking in Ayr is a joke, then we wonder why small business are closing and the town is empty, give business owners some kind of incentive to want to improve the town e.g. free parking!!!! I'm currently almost £100 a month to park in town, this is forcing us out as SAC seem to care about anything more than improving the town and supporting business owners! Give residents and business owners' free parking.	09/01/2024 13:37 PM
64	Parking in cycle lanes and pavement parker's should be a higher priority for parking enforcement officers.	09/01/2024 13:54 PM
65	Residents should NOT have to pay I'm order to receive a permit to park outside their home.	09/01/2024 14:10 PM
66	Residents should NOT be made to park outside their own homes!! We live on York Street and NO ONE PARKS HERE TO GO INTO THE TOWN CENTRE! This is a disgrace, not only are these parking charges running people away from the town centre, which isn't generating much business from locals or tourists because it's a dump and has already been run into the ground, we are now being pushed away from our own homes!! We pay council and road tax! And now we and our visitors are being made to pay to park outside our own homes!!! No! It is a disgrace! At worst residents should all be provided with a parking passes for residents and visitors FREE OF CHARGE!	09/01/2024 14:38 PM
67	I have lived in Dalbair Road for almost 50 years. When the Zones were introduced my late husband and I immediately had to make a case for our parking Zone to be A2 instead of A3 in which Dalblair Road had been placed. Every time since that time we I got a permit for A2 and I know several of my neighbours have had to do the same in the intervening years. As you will be aware Dalblair Road only has a few parking spaces at the its south east end , so those of us with no personal off street park and who live at the north end of the road, especially the historic red sandstone terrace no's 2 to 10 have to park in neighbouring streets. Barns Street, Fullarton Street, Boswell Park etc. which are accessible and feel reasonably safe to park. I.e. the proposed Zone A3. Parking in the streets in A4 where Dalbair Road has been placed is completely unworkable for several reasons eg carrying shopping, offloading young grandchildren etc. etc. and being expected to park so far from my home feels very unsafe for me and my car. Please could you sort this anomalous zoning so that my neighbours and I are in the most appropriate zone when we don't have the luxury of parking outside our homes. It may be that the flats	09/01/2024 15:02 PM

	at the south east end are happy with A4 zoning so similar to Fort Street which appears in Zone A2 and A3 Dalblair Road should be included in Zones A3 and A4.	
68	I feel it's out of order asking residents to pay £60 to park outside their homes. When they have never had to. We have a campervan that has to sit on the street as no space on drive for it. So we will have to pay to park it outside my house. Also, charging business owners like joiners to park outside when doing jobs is another expense for them and this in turn drives up their prices and it's the customers that feel the brunt of these changes.	09/01/2024 15:02 PM
69	It should be free parking to attract people back to the town.	09/01/2024 15:02 PM
70	I believe west Sanquhar road should be considered for residential parking only due to the volume of traffic that is created by the summer set football ground location and race course making the days that these places have events on dangerous for young families children and the local community with parking both sides of the street traffic jams parking on pavements and blocking of streets and dangerous if emergency services need to access the locations	09/01/2024 15:30 PM
71	We purchased a house in Ayr centre (12 Miller Road) in September 2020. We were told by the seller that residents parking was being addressed (this turned out to be false and it is our fault for not confirming this). We spoke with ARA when we arrived and they were very kind to offer us a Type A permit for parking. We access Dalblair Road from the rear gate of our house. We would like to request that the limited parking on Miller Road be made into pay and display bays, at least at the top of Miller Road which is in front of 12 Miller Road, so that parking can be extended for the Type A permit (soon to be the Type A4 as I can see). All businesses at this end of Miller Road have onsite parking already and there are only a few residents, none of which own a car. Most people that park in this limited parking area are off into town for a meal or shopping. The previous owner had put plans forward to make a parking bay in front of the house (similar to others in that area) but planning would not allow due to conservation area. It seems as if we are perhaps the only people living in Ayr town centre that don't have parking (other than the Type A permit)! It would be lovely if we could park in front (Miller Road) or rear (Dalblair Road) with our permit (or preferably with a residents permit so we could access visitor parking if necessary). We are a one-car family. Your strategy for parking in the centre seems fair to us, especially allowance of visitor, carer and tradespeople parking in residential areas. It seems that it is indeed long overdue for a change! Many thanks and please consider the Miller Road issue!!! Ann Lightfoot	09/01/2024 16:28 PM
72	Utterly ridiculous amount of areas included in the first place. There is no requirement, no request from resident and certainly not from business owners in a vast majority of the area's that are suddenly included in this proposal.	09/01/2024 16:35 PM
73	Zone B9 ie waggon road should not be made to pay to park outside our own homes we have for years fought to keep our parking down here residents should be able to park here for free and make the people that use the free parking here pay i.e. dock worker peacock salts the bus garage stagecoach, and when sac famous air show is on amongst other events when we are always forgotten down here!!	09/01/2024 17:37 PM
74	Off road parking bays should be installed in all areas like Kincaidston where there is more than adequate room to do so, it is ridiculous having all this off road space available & clogging up streets	09/01/2024 18:21 PM

	needlessly with parked cars, commercial vehicles should be forced to use the available car parks, some vehicles (commercial) parking on Kincaidston Drive, a blind bend is not only obstructive but dangerous, I'm surprised the police, road safety, a joke, & the Ayrshire Roads. Alliance allow such dangerous parking, sort it out ASAP.	
75	You should not be charging people to park outside their own property that's what Road Tax is for - are your trying to close Ayr down permanently	09/01/2024 18:47 PM
76	You have a bloody cheek even singling out streets like Falkland Road where we live - 4 adults all working and all paying tax and contributing to society. Even streets like Glebe Crescent, Glebe Road, Green Street, Waggon Road, York Street - hardly areas where you'd WANT to park your car or van. All that people will do is park round the corner in Falkland Place for example, I have a garage round in this street, and park in the other streets where your permit is not needed. We have a guy up our street who has 5 vehicles outside his door, including 2 works vans. If you are going down the permit route then it should be EVERYBODY in Ayr and surrounding areas, not just the areas you think. You lot probably live in the posh bits anyway and can afford it! Take a visit to the areas and speak to US, the residents, there is not an issue at all with parking but there will be if you intend to go ahead with this. Why not employ a few more traffic wardens and get better tech where they can scan a number plate and see who is parking for work and who actually lives in that area. One show does not fit all BUT IF YOU ARE GOING DOWN THIS ROUTE THEN I'M ALL FOR IT, certainly including the council officials 1st and foremost. Nan McPike 12 Falkland Road Ayr	09/01/2024 19:23 PM
77	Will blue badge holders be exempt from these parking charges?	09/01/2024 19:31 PM
78	Think you've covered more than enough.	09/01/2024 19:47 PM
79	More disabled bays on Ayr High Street	09/01/2024 20:30 PM
80	Resident bay parking should be for residents only and the allocated space should match the permits issued in the street. If there is additional room on the street this area could be for shared use	09/01/2024 21:24 PM
81	I never park in or around town but to encourage people out with the town there should be more free parking not less. My objection is to extending further parking charges in residential streets as far out as Tams Brig	09/01/2024 21:43 PM
82	I STRONGLY DISAGREE WITH ALL OF THE ABOVE AS PARKING IN AND AROUND AYR SHOULD BE FREE. TOWN IS AN ABSOLUTE DISGRACE. IF THE MONEY FROM PARKING WAS USED TO SORT OUT OUR TOWN THEN MAYBE I'D HAVE A DIFFERENT OPINION.	09/01/2024 21:59 PM
83	I think the council should be encouraging people into the town centre and that parking should be free to assist the economy in the town. People can park free in retail parks across the country so why would shoppers want to pay to shop in Ayr.	09/01/2024 23:26 PM
84	Towns dying, beach is dying. Nothing pulling anyone into Ayr to spend money In actual businesses. Instead they're concerned and worried about the time on the meter. SAC do nothing to help in the revival of the town. It's all schemes, pretty portfolios but when it gets down to business, they're only concern is making money. You have parents in a cost of living crisis having to pay £2 a day to take their kids to school (Ayr Grammar) oh but they should take the bus! From a less than reliable bus company whose brand new electric economy	10/01/2024 01:41 AM

	buses break down with a light frosting. Then factor is those parents who need to drop the kids off and get straight to work. Any parking allowances goes against the eco policy. Absolute JOKE. Hundreds of hundreds of pounds per parent who have no choice but to drive their kids to school, into your back pockets. Great "free education" that is. And county buildings. Literally charging your own employees to park and work.	
85	Please do not allow residents only areas to become shared use by anyone for up to three hours. This would cause chaos. Unfair on residents. Yes have visitor permits which allow households in residents' only areas to have visitors. Do not charge for this. Just issue visitor permits to existing residents. Do not charge residents £60 a year to have a permit to park in front of their own house! Unfair! A small charge is sufficient e.g. £5 Charging tradespeople to park in residents' areas is crazy. It's difficult enough getting plumbers etc. to come to a house for repairs. Free access for tradespeople please.	10/01/2024 08:36 AM
86	Care and NHS staff visiting patients should not have to pay a parking charge to provide an essential health service	10/01/2024 09:00 AM
87	Don't think residents in B areas should be made to pay to park at home. Why not give them permits.	10/01/2024 09:09 AM
88	TAYLOR STREET AND ALL THE WAY ALONG YORK STREET AND GREEN STREET.	10/01/2024 09:15 AM
89	Newton area. Taylor street, Green street junction	10/01/2024 09:20 AM
90	Loading and unloading for trades people should be allowed in parking bays for short periods and traffic wardens should not issue tickets for these deliveries. Areas like the Cutty Sark Centre and outside the shops is the High Street should have a designated loading time between 8-10a.m. Coaches should not be parked up in bus stops by the Gaiety or at Burns Statue Square. Buses should be required to move from bus stops after passengers have disembarked and should not wait in bus stops until they are due to leave 20 minutes later. The need for better access to the town centre should be encouraged by the circular movement of car buses and taxis not being impeded by badly parked vehicles.	10/01/2024 10:58 AM
91	Ayr needs free parking to attract people to the town centre. Ayr has substantial disposable income but the people with that income don't spend it in Ayr. We need free parking to attract people to the town centre which will attract businesses which will attract shoppers. Ayr Council and ARA don't seem to talk to each other.	10/01/2024 12:45 PM
92	Potholes- sort the potholes that are causing damage to countless cars Free Parking- why did u introduce this without thinking about residents. If you free up parking then you need to think about where the residents park.	10/01/2024 13:25 PM
93	Why is Falkland road and Falkland park road singled out? Maybe a simple idea of displaying a sticker provided by the council to prove you're a resident and not someone who parks here before boarding a train or bus or to attend bowling events when the council already provide a park and ride service. Your proposal will encourage people to move to the next nearest street. As we pay road tax and. Council tax it's unrealistic to charge us to park outside our own home. Sounds like another ridiculous idea to make money as due to the state of the town with the bad management of the council and colossal amount of money wasted in SAC on stupid things that bring more hassle to locals like the golf and air show etc. You will argue it brings revenue but unfortunately the only ones who benefit from that	10/01/2024 13:32 PM

	will once again be the hierarchy in the council and the businesses who are not local that you allow to tender for these events to sell overpriced food drinks etc. Also surely we should have all been lettered at the very early stage of this process but I get the impression it was part of your plan it would slip under the radar. How two or three traffic wardens who cover the whole of South Ayrshire police this??? One day they are in Ayr next Girvan then Troon. If this were to go ahead I would not comply unless it was the whole of South Ayrshire then watch as your plan crumbles before your eyes!	
94	Why not have a parking permit scheme for all of Ayrshire Roads Alliance responsibilities. Spread the parking tax pain to all that would reduce the burden of a few and you might have a scheme that is acceptable to all. Or more likely have a riot on your hands.	10/01/2024 15:56 PM
95		10/01/2024 17:11 PM
96	No all its doing is stopping people from coming to Ayr to shop	10/01/2024 17:14 PM
97	If Newton-on-Ayr is to move to permit holder restrictions it should be all streets from Waggon Road up to and including all sub streets, such as Gordon Street, Campbell Street, Alexandria Terrace, Northfield Avenue up to and including Heathfield Road and not just certain streets as people will just move to parking in the 'free' streets, therefore causing more problems for local residents and these new areas will be empty! I have seen a massive reduction in commuter parking since a lot of companies have moved to hybrid working.	10/01/2024 18:07 PM
98	The streets in the County Buildings area should all be pay and display and an extended period (6 hour tariff) applied, especially since 2 hours free parking was introduced in the town. Following the 2 free hours, patrons could be offered the option to extend their stay by payment for up to 6 hours. County Buildings staff have continuously abused the 3 hours limited waiting for over a decade and parked all day with very little enforcement. As these staff arrive first, there is little to no opportunity for visitors to use the extra hour. Should staff not wish to pay they could easily use the free car parks at Cromwell Road or Blackburn Drive. The introduction of the above would also allow day visitors to the town. A reasonable cost for the extended period could be considered as £3 which would equate to 50p per hour. The free 2 hours would still be available.	11/01/2024 08:01 AM
99	Consider how tradespeople will increase their costs to residents. Also consider how difficult it will be for residents to employ a trades person who does not have a permit.	11/01/2024 16:44 PM
100	How do we ensure access to residents' parking when anyone can park? How will the time limit for non-residents be monitored? How will the extra road wear and tear be dealt with in cul-de-sac areas? Accessing and exiting some roads on to the highway is already difficult and this would be exacerbated.	11/01/2024 19:47 PM
101	Content Avenue should not be within the restrictions. We are residents and do not believe we should have to pay for parking permits or visitor permits.	11/01/2024 22:29 PM
102	Bellevue Road and Midton Road in Ayr should be included.	11/01/2024 22:36 PM
103	I am a concerned resident of Content Avenue & I am not happy about having to pay for a permit. Basically we are being charged to park outside our homes. This is not a problem area and why are we being singled out when there are other streets closer to town centre that are completely unrestricted. Take content Avenue out of the restrictions.	11/01/2024 23:07 PM

104	I am writing to express my strong objection to the proposed introduction of residents' parking permits on Content Avenue. As a resident, it is concerning that we will now be required to pay for parking outside our homes, especially when there has never been a need for permits in the past. Content Avenue is not part of the town centre, and this proposal seems unjust considering many other streets in the vicinity remain unrestricted. I urge you to reconsider this plan, as it appears to be an unnecessary burden on the residents of Content Avenue. Thank you for your attention to this matter.	11/01/2024 23:15 PM
105	I don't think residents should pay to park outside their homes. We all pay council tax. B zones should remain for residents with some provision for their visitors and tradesmen. If shared parking in B zones is introduced, then non-residents should have to pay, especially if residents have to pay for a permit. Some roads near the centre are narrow and congested and parking there should be residents and their visitors only. We need more detail about how proposals would work in practice How would visitor permits work? Would they be transferable? How would the scheme be "policed"?	11/01/2024 23:45 PM
106	Parking & fees should be designed to encourage trade to the town. Free on Saturdays for example. Perhaps the use of a park & ride scheme on weekdays for commuters?	12/01/2024 10:00 AM
107	There should not be a parking charge to park at your home!!	12/01/2024 10:03 AM
108	This is hugely frustrating around the town. Example - riverbank nursery operates at an area where most surrounding streets are pay and display. Citadel place should not be a pay and display. For a parent dropping and collecting their child 5x a week this means I have to pay 10x to park my car for less than 3 minutes at a time. The alternative is to park a great distance away and walk with a new-born car chair, a 3 year old and 4 year old. This becomes a higher risk area when solo parenting. When running late due to temporary traffic lights etc. which regularly happens around the area a £60 fine is a huge dent to a family with multiple young children. These areas should be reflected or there should be concessions for parking slots less than 15 minutes near nurseries.	12/01/2024 10:23 AM
109	Please consider the needs of charity based at 7 York Street, its service users and staff. AHAC are a local homeless and housing advice and support charity, established in 1986 who have regular community visitors to our offices. Many of the Council offices are still closed and so people come to see someone face to face if this is their preferred method of contact. We often liaise with the Council and facilitate communication, if people have to pay for parking then this will deter them from coming to see us which has wider concerns when many already struggle to reach out for help with poverty, rent arrears and eviction. If charges are put in place it would deter vulnerable service users who rely on us from coming for help. We are concerned that as a registered charity we would not be able to afford business permits and put additional pressure on our already tight budget. If all our workers were liable for parking it would put additional financial pressure on them and may cause them to look for employment elsewhere. Many of our Advisers and Support staff require a car as part of their employment to ensure we can take people to appointments and visit them in their homes. Suggestions:- Free parking permits for around 6 essential workers Create at least one disabled bay at front of office to ensure can get a space Provide 3 free re-usable Visitors passes for us to give to those who are in poverty and unable to pay There are many offices in York Street	12/01/2024 12:24 PM

	which the Landlord is unable to let, with this additional burden it will further impact them being able to let these empty office spaces. The street would benefit from parking space lines being painted as often 2 cars take up space for 3 cars.	
110	Short narrow residential cul-de-sac's should be limited to residents, visitors and trades people only. If type A parking is allowed on such roads and they stay beyond their time limit, presumably they will be fined but, that still doesn't give residents, visitors and trades people access to their legitimate parking space. There is no description of how this system will operate. It appears SAC are prioritising type A parking over residents.	12/01/2024 12:37 PM
111	Please consider charities, their workers, volunteers and service users and the impact this will have on them.	12/01/2024 12:48 PM
112	There should be a clear distinction between the town centre and areas out with that. There is no need for parking to be charged out with the centre - areas south of river should be free along with residents. Free parking should be encouraged to increase footfall into the town.	12/01/2024 13:26 PM
113	As a charity based at 7 York Street we believe this could have a detrimental impact on our service users and staff team. Our budgets are tight we would not be able to afford business permits. This may have the following impacts: Customers want face to face contact. This often involves the customer coming to our offices. Any costs which could be levied at a time where our customer may already be facing financial difficulties could act as a barrier to getting advice. Loss of staff to other employment due to additional financial pressures - many of our team require transport to enable home visits, facilitate training sessions, attend appointments with service users etc. Suggestions: One disabled bay to be allocated at the front of AHA offices allowing vulnerable services users to get a space. Provision of free parking permits (from our analysis 6 would be required) Provision of free re-usable visitor passes (3 such passes would allow us to ensure parking did not become a barrier to advice) Street Management There are empty premises any cost to parking could result in those premises being harder to rent/sell leading to an overall demise of the area Introduction of parking lines to ensure one car does not occupy an area for 2 cars Currently the street has many abandoned cars - management of this would be a huge positive. Introduction of charges could see more congestion on other local streets. This may lead to local neighbourhood issues if local residents find parking at their house more difficult when previously it had been of no concern.	12/01/2024 13:50 PM
114	Residents have children and typically have no other parking options. You are currently proposing that we might have to wait up to 3 hours for a shopper to move their car so we can park outside or near our homes. Where, exactly, should we go when there's no space on the street where we live? I don't have a God given right to park exactly outside my own home, but I do believe it's fair & reasonable that I can park within a reasonable distance - the proposal completely cancels that. In reality - rather than in a council officer's fantasy - is that residents will have to use pay-and-display parking and walk hundreds of meters with their shopping / small children. This a war on resident's cars and unacceptable.	12/01/2024 17:16 PM
115	Gutters and drains In zone B2 are not cleared nearly often enough, leading frequently to insanitary pools of water. Bellevue street is particularly bad, kerbside parking needs to be suspended at times to	12/01/2024 21:25 PM

	allow the drains to be properly cleared. How is ARA proposing to manage this?	
116	Priorities should be serving the representative views of the people that live and work in Ayr- who DO NOT WANT to pay more money to park outside their homes, not finding a way to rephrase the consultation as an insult to their intelligence suggesting that it is not desired because it has not been "promoted" well enough.	12/01/2024 21:42 PM
117	Absolutely ridiculous idea to do this! The council will push everyone away from Ayr! Even the people who live here! Do not enforce payment on parking outside your own house! As if people have enough money to even live! let alone pay ridiculous charges. No no no no no! Do not put these parking permits in place!	12/01/2024 21:58 PM
118	No on street parking charges. Council tax and road tax are high enough as they are. High Street parking charges are a deterrent to visitors, shoppers and a tax on the people who need to park e.g. workers. If you insist that they are 'essential' then the payments should be minimal i.e. £1 for 3hrs. Residential parking should not exist, that's why we pay council tax for 'services'. Ability to park a car outside/close to someone's property is a person's right. Visitors should not be penalised either. I strongly condemn plans to extend residential parking zones.	13/01/2024 10:42 AM
119	Turning out onto Alloway Place from Park Terrace and Alloway Park is dangerous. Parked vehicles make visibility poor and often inhibit smooth movement of traffic along the stretch from Miller Road traffic lights to the lights at Wellington Square. This situation requires to be considered.	13/01/2024 13:00 PM
120	Turning out onto Alloway Place from Park Terrace and Alloway Park is dangerous. Parked vehicles make visibility poor and often inhibit smooth movement of traffic along the stretch from Miller Road traffic lights to the lights at Wellington Square. This situation requires to be considered.	13/01/2024 13:00 PM
121	School drop off at Ayr Grammar must be considered. The current situation is dire. Parents/carers should not have to pay to pick up and drop off their children or consider parking a significant distance away for free parking. Parents and carers should have a dash board pass to display for school drop off times to allow them to legally park without risking fines and to encourage people to park responsibly. (8.45 -9 and 1505 - 1520)	14/01/2024 03:23 AM
122	More free parking for shoppers and what is happening with the multi storey carpark	14/01/2024 15:25 PM
123	Certainly not more areas! Fewer if anything. Union Avenue. Who would park there for access to Ayr town centre?	14/01/2024 23:10 PM
124	I strongly disagree that anyone can park in residential bays for free. This devalues our property. We are being asked to pay for a residential permit but will not be able to park outside our house as anyone can park for free. We also pay a high level of council tax to live in this area - band G = £3,682.92pa.	15/01/2024 10:40 AM
125	These plans are killing the town. People don't want to have to think about parking when they are running chores. I am not going to pay 50p to pick up my dry cleaning. And then another 50p to pick up my shoes from the shoe repair shop. And then another 50p if I want to collect a pair of tights for my daughter's school uniform. These shops are not close enough together and sometimes you just want to run an errand on the way home from work. The weather is also not good enough for lots of traipsing through town. Do any of the council have a clue? What's going to happen is that no one will run errands in town any more. I will end up going to the supermarkets where	15/01/2024 12:54 PM

	parking is free which is a shame as I have relationships with shops in town. Similarly, why on earth would you charge for parking at the citadel? I have a daughter that swims. She's at the citadel 7 times a week. If you think I'm paying £14 a week just to take her to practice you are insane!	
126	1. If it's true that Tradespersons will require to have a permit to work in residential zones then will severely restrict residents' ability to obtain competitive quotes. Which in turn will reduce the value of property in the areas with such restrictions. 2. It would appear complicate the matter of household's receiving visitors that may decide to just drop in as they are passing. Many elderly people and others that depend on visitors as a means of keeping contact with friends and family will be inconvenienced at the very least or isolated in some instances. 3. I would like to have the same opportunity to park on the street outside my house for free as it is in other postcodes and indeed one street along. It would appear to be discrimination of one residential street against another!!	15/01/2024 14:29 PM
127	Outrageous that residents should have to pay to park outside their own house. This has come into place by people parking in these streets to go to the bus or train station - residents are paying for this!!! Residents should all be issued with permits and not have to pay for it Round the county building, does this mean workers have to pay to go to work? Or walk from the beach, what if there's a health issue but not qualified to be disabled	15/01/2024 16:01 PM
128	This is a joke and no areas should be included especially streets!	15/01/2024 17:43 PM
129	I live & own a property on Park Terrace-I should not have to pay to park outside my house! The resident parking scheme with a token payment is totally sufficient & right for the all the residents.	15/01/2024 20:57 PM
130	Although I would not be affected directly, as I live in an apartment with parking provided, I am very much against these proposals. Parking charges in AYR should only apply in exceptional circumstances. We have seen recently the Council being forced to abandon charges due to Station Hotel fiasco. The result was an immediate increase in visitors to Ayr. Ayr has declined as a place for visitors from elsewhere to come and shop, socialise and make use of our wonderful beach, golf courses and leisure attractions. This impacts us all in the community. As such the logical conclusion is to abolish all parking charges in Ayr. The only exception to that would be the Council run car parks. The charges proposed are ludicrous for residents. It is even more so for tradesmen going about their work and trying to make a living. For most, they barely scrape by. Many will choose not to provide services where they require to pay fees such as £400 per time. Whoever thought this is a good idea is clearly a public servant who has never run a business. In addition, it will affect residents in these areas, many who may be old and infirm who will not be able to employ their local trusted tradesman, as they will not want to either pay SAC or charge their customer £400.	16/01/2024 15:56 PM
131	I believe that to encourage the use of town centre businesses that on street parking in the town centre should be free of charge.	16/01/2024 16:53 PM
132	Absolutely not	16/01/2024 17:47 PM
133	I think residents should have two permits to each house to use on their street and should still only be 50p each not £60 annually. Just another way to get money out of us.	16/01/2024 17:54 PM
134	The inclusion of Bruce Crescent where I reside in the proposed chargeable streets is an anomaly in the strategy for selecting	16/01/2024 19:41 PM

	chargeable streets and is illogical. It is in essence an extension of Montgomery Crescent in all but name, which is not included, and is an integral part of the inner Fort conservation area which includes Montgomery Crescent and Eglington Terrace, with very similar resident parking difficulties.	
135	The High Street is more of a priority with outdated regulations which need reviewed immediately. Protect loading bays until 3pm then allow the public to use them for 15 minutes to allow them to pick up large items from shops. This would hopefully encourage a wider variety of shops to be able to trade effectively. Protect the disabled bays.	16/01/2024 20:41 PM
136	Parking for residents in zone B can be tight enough as it is. If free parking (for any period of time) was introduced then it would be even more difficult to park.	17/01/2024 20:49 PM
137	Should include residents and businesses from 2-16 Prestwick Road as where are these residents going to park 6a and 6b both residents have blue badges and require parking as close to home as possible. Me and my Partner from 6b Prestwick Road use to park on Union Avenue as it was safer to take my partner from car into her wheelchair. But had to stop as people were coming from all over and parking to travel to Glasgow via Train or bus leaving NO parking. Now we have to park on union Avenue which is much more dangerous as road is much busier and cars enter and leave street very fast. If the new proposals for McCalls Avenue and Union Avenue does not include us and allow us to park we will need to move house. Thanks CRAIG CHALMERS 6b PRESTWICK ROAD AYR KA8 8LA chalmers24@gmail.com mob: 07775613210	17/01/2024 22:23 PM
138	My family have lived in Arran Terrace since 1993. Throughout that time we have diligently paid our Council Taxes, have maintained our property, have abided by council rules and regulations, have watched in horror as parts of the foreshore area (Plot 9) were sold to developers and granted permission to throw up grotesque apartments and a still empty and unused nursing home and now it seems the tiny area in front of our homes where we park our cars is under threat. Will residents of Doonfoot also have to pay fees for parking in front of their own homes? My wife and I are now in our late 60s, we have one small car between us. We need to vehicle for shopping - we are too old to lug food and home essentials on foot from the town centre. Is it too much the new policy could allow one car per family free then, if you must, charge a fee thereafter for additional vehicles?	17/01/2024 22:50 PM
139	Stop charging for parking in the town...definitely don't charge for parking on a Saturday...outrageous!!	18/01/2024 06:01 AM
140	Scammers	18/01/2024 09:56 AM
141	There is a cul de sac on York Street/ York Street Lane and it's supposed to be a turning point t junction. I think this needs to be yellow lines and no parking as residents cars are in it meaning cars, and delivery vans cannot get down there. Also bin lorries can't get in to turn, residents bins are blocked by cars so sometimes there not emptied. Also Taylor Street not being included in the permit area is a big mistake. That'll just become an area where everyone parks there car and not needing to pay. Being a car owner and a resident I would even consider doing this or parking in a free bit in the area instead. I welcome the change as it can be congested but needs to be fair to all	18/01/2024 10:03 AM

142	Permits should be given free of charge to council employees who have to travel to their place of work in private car (due to working hours/public transport availability). Consideration should be given to all council employees and where would be accessible for parking that is close to their place of work. Consideration to be given to lone females travelling and having to walk to and from their cars. No dark area or long walking distances due to personal safety! This clearly hasn't been thought through about thoroughly and it is clear no consideration has been given to employees! This appears to be furthering greed and taking money from all in times of rising costs and rising council tax costs and the general cost of living! Many unions have recently had to argue for employees to have pay increases due to the cost of living and now the councils want to take it back off us with parking permit costs! Are the unions aware of this?	18/01/2024 10:19 AM
143	My partner and I live at 6E Prestwick Road, Ayr but there is no parking outside our property as it is on a main road with double yellow lines and a bus stop outside our property so we have to park in Union Avenue or McCalls Avenue. Our address hasn't been included in any of the areas that would be covered with a Parking Permit so we don't know where we are expected to park if we are not able to park in Union Avenue or McCalls Avenue. There are 6 flats within our block, along with a number of houses on this section of Prestwick Road and it seems like they have been forgotten about when the plans were being made. I have a disabled neighbour who uses a wheelchair and needs access to their car so they should not be expected to have to park a significant distance from their property. Would our address be considered in the plans to be included under McCalls Avenue or Union Avenue so we would be able to get parking permits? If not can you please advise where I would be expected to park?	18/01/2024 10:28 AM
144	Our longstanding and increasingly important homeless support charity dependent on Council and other fundraising for survival should be supported, e.g. Free working hours parking for essential employees. 7 off Free visitors labels for poverty stricken clients	18/01/2024 11:39 AM
145	As a resident of Montgomerie Terrace (which I note you have misspelled in your consultation) I object to any change to the permit parking scheme which is simply not necessary and was not supported even by the extremely small percentage of the population to your "consultation". You claim to be addressing a problem which doesn't exist. If you want to do something useful you could mark up parking bays for residents on our street to allow us to make the best use of the space.	18/01/2024 12:05 PM
146	No areas should be included at all, this is so stupid!!!	18/01/2024 12:47 PM
147	I strongly disagree that residents only zones should be open to non-residents for limited waiting parking. I strongly disagree that traders should have to pay for a permit in resident only zones.	18/01/2024 14:45 PM
148	Ailsa Place is currently a conservation area with all the planning restrictions to development applying without adding further penalties. Is it the "Councils" intention to make this area a no go zone for future home owners.	18/01/2024 14:46 PM
149	Make an online system for applications please!	18/01/2024 15:16 PM
150	You should look closely at the negative impact of removing exclusive resident parking on the general upkeep of the look and layout of the residential properties within conservation areas around the town. If you remove these resident only parking zones and residents find it	18/01/2024 15:18 PM

	more difficult to park close to their homes, they will undoubtedly dig up front gardens and knock down front walls to create private parking on their premises - especially when previously they wouldn't think of doing this in order to maintain the look of the area. If you force their hand they will have no option other than to do so, which, will spoil the look of the areas.	
151	Horizon Hotel....Queens Terrace Lane Car Park I and my friends will no longer visit my favourite coffee place as it will place an extra £2 on my coffee.	18/01/2024 15:22 PM
152	Falkland Park Road, Falkland Road, Union avenue, McCall's Ave and Glebe crescent were NOT restricted previously and I fail to see why they included now. NO parking problems here.	18/01/2024 16:53 PM
153	We should not be forced to pay to park at our own doors. If this is enforced, then we should be guaranteed a parking space. Non-residents should be charged with family visitors charged a reduced rate. As a pensioner, I feel as I'm sure others do - it is yet another unneeded expense. The new proposals are not exactly going to encourage folk in to Ayr. Considering the gross expenditure that is being poured in to the Station hotel, it is beyond a joke.	18/01/2024 18:23 PM
154	Current residential permit areas are very busy with vehicles already - opening up free parking in these areas will exacerbate this problem. People are not always away from home in the day.	18/01/2024 21:30 PM
155	The proposal would mean that our household would be charged £140 to park outside our house. When a member of the public could park for free for 3 hours. It also means that it is unlikely I would get parked anywhere near my house. This is an unfair tax on residents whilst giving public free parking. It is discrimination and revenue collection at its worst. Those who put forward such a biased proposal should be sacked. Also the proposed revenue raised would probably not meet the cost of the consultation..... Another waste of tax payers' money.	19/01/2024 09:06 AM
156	As a resident of Cromwell Road Ayr. An external preservation street. Cobbled road. Parking only available on one side. Not a full width street. Blind entrance. Residents have been asking for one way traffic for two years now. Police report agreed. To try prevent buses not realising how narrow the street actually is, when they are following bus parking signage for Cromwell Road car park. I have to object to the new parking proposal for my street of 3 hours. If a lorry decides to park the street is blocked. This happens regularly pushing passing cars onto the pavement. Why is there no safety concerns?	19/01/2024 11:37 AM
157	As a resident of Cromwell Road Ayr. A external preservation street. Cobbled road. Parking only available on one side. Not a full width street. Blind entrance. Residents have been asking for one way traffic for two years now. Police report agreed. To try prevent buses not realising how narrow the street actually is, when they are following bus parking signage for Cromwell Road car park. I have to object to the new parking proposal for my street of 3 hours. If a lorry decides to park the street is blocked. This happens regularly pushing passing cars onto the pavement. Why is there no safety concerns?	19/01/2024 11:41 AM
158	Questions - The way you phrase your questions here is misleading. For example. Should there be a permit option for carers or tradespeople? What? At the ridiculous cost of £400! Taxing carers and businesses? They should be able to park for free, if it can be evidenced they care for someone in the street or are working on a resident's property. Cost increase - As a resident of Dongola Road, I have paid 50p for my permit. 50p to £60? That's inflation gone crazy, is it not? I do agree the scheme should be overhauled, but this is	19/01/2024 12:12 PM

	ridiculous. All the while reducing our opportunity to park in our own street as you open up our spaces to everyone, who can park for free? So residents will be taxed an inflation busting amount, while others can park for three hours for absolutely nothing? What do you think will happen? Residents will be pushed out. Again, this beggars belief. Your consultation lacks real transparency, verging on dishonesty. You will be charging a small fortune with no likelihood of a parking space for the residents of some streets. Disgraceful. I agree with a ground swell of local residents that this is a raid on our finances for no benefit whatsoever. In fact we face being stripped of the benefits of permit parking. As local campaigners' state: "this is anti-resident, anti-trade and anti-business". Anti-business in that the operators of small businesses, like B&Bs, could potentially face an eye-watering additional charge to continue trading. Visitors permit - granted, this is not a bad idea. But again, the cost has to be considered. If you are imposing £60 per resident, it is just not feasible. Not feasible at all.	
159	Your proposed flawed scheme if implemented should include all of the town of Ayr. Why should I be discriminated against for living in Queens Terrace?	19/01/2024 12:15 PM
160	My mother stays in union avenue. I don't think it's fair that she should need to pay for parking in her own street when already pays council tax and road tax. Residents should be getting this free along with visitor passes. Union avenue is now a quiet street since the hairdressers moved location at the bottom of the street. There is no need for parking restrictions. It is just going to force more people onto Gordon street and Campbell street and these streets are already a nightmare. Strongly disagree with this money making scheme from the council. There is no mention of the streets closer to the town. Main Street, New road. There is a car park in new road getting used for business advertising on cars. These people aren't getting moved on	19/01/2024 12:37 PM
161	I disagree with the introduction or continuation of parking charges in the town centre. Whilst a reduction on reliance of vehicles is good we also need to encourage people into town (not away from it). There used to be a 15 minute bus service to Alloway along the Loaning - now it's a one hour service if you are lucky. Making it pointless to quickly pop into a shop to support local trade by bus. It's either car or online. Easy parking encourages trade. I lived elsewhere that had 2 hour free parking all through centre of town to encourage people into town. Residents should be able to have visitors. So highly recommended providing a service (improved bus provision) before restricting parking. Indeed I went into town more in December when there was 2 hours free	19/01/2024 12:56 PM
162	Making majority of parking in Ayr free.	19/01/2024 14:43 PM
163	The people who actually live in these areas should be the only priority	19/01/2024 17:56 PM
164	This was an issue when lots of cars wanted to park in the town centre, either because of shoppers or council staff working there. This is no longer the case, and this exercise has been created to charge an additional tax to people. It masquerades as a traffic calming measure for congestion. There is no longer congestion in the town - and as such this is a false narrative. The only issue is that residents get fines if a visitor goes to their house, or their parking permit has fallen from the floor. This plan does more to destroy	19/01/2024 18:24 PM

	business in the town and local by-laws should not be created through public consultation but from a place where necessity is proven in law.	
165	Instead of punishing drivers who pay their Road taxes to use their vehicles to get into the town, invest in the infrastructure of Ayr to make it a more welcoming town. The pavements conditions and surface areas are a disgrace the cleanliness of the streets and pathways are also a disgrace, simple measures like weeding the roads and pavements, get the heads of service and directors out walking the streets to see what is required to improve the town. Simple measures like clearing the sand off the pavement areas along the Esplanade at Ayr improves the outlook.	19/01/2024 20:23 PM
166		20/01/2024 09:23 AM
167	As I live across the road from Newton Rail Station, I feel that the spaces outside the station should be exempt from the parking restrictions as we should be encouraging car users to park at the station and travel to work by train.	20/01/2024 10:58 AM
168	At Eglington place you have to park on the pavement or large vehicles such as bin lorries can't get down the street. There are a lot of older residents in the area that need parking outside their home for themselves or family carers. The houses have driveways but are so small in width that you can't get cars on.	20/01/2024 12:14 PM
169	SAC routinely refuses planning permission for creating parking in the grounds of a property. This would allow house owners to remove cars and visitors from the street. It would also allow me to realistically provide a charging point for an electric vehicle. The most common reason for refusal is that "the proposal is contrary to the amenity and / or character of the area. I can find no definitions of these terms. If there are definitions then they need updating more quickly than street parking. The policy of refusing off street parking permission should be addressed urgently. If we are to introduce parking and business visiting taxes why do they not apply to all street parking in residential areas across South Ayrshire?	20/01/2024 14:08 PM
170	Bellevue Crescent proposals will disadvantage residents if non-residents are given free parking other than for carers and tradespersons There are insufficient spaces now without adding to the problem of parking in this street near to our residences at certain times of the day as it is.	20/01/2024 16:08 PM
171	Regarding parking, if you wish to discourage drivers parking in or around the town centre then perhaps you should consider improving the bus service which is abysmal.	20/01/2024 16:41 PM
172	THE MAIN PRIORITIES SHOULD BE THE RESIDENTS OF THESE STREETS WHO SHOULD BE ABLE TO PARK OUTSIDE THEIR OWN HOMES AS EASILY AS POSSIBLE.	20/01/2024 17:12 PM
173	I strongly disagree with the proposals to charge residents and allow anyone to park in our streets. At present we can park in our street as it is residents only parking during daytime hours? It is completely unfair to charge us for parking permits only to allow our streets to become available to all to park. ARA should leave parking as is with residents able to offer a visitor permit to tradespeople / carers during the hours they attend our homes. The proposed excessive charge for tradespeople is outrageous as are the proposals for residents.	20/01/2024 21:08 PM
174	Pleased to see the introduction of a free period in Pay and Display car spaces, which should allow much needed short term car parking within the town without penalty. Extremely disappointed that car parks which bring people in to the town for various reasons (e.g. Citadel Car park, Blackburn car park, Cromwell Road, Castlehill	20/01/2024 21:24 PM

	<p>Road, Kings Court, Riverside Place, and New Road, Millbrae) as well as the Prestwick ones at the pool, the train station and the esplanade will now have a charge attached. These bring people in to the various towns, as public transport frankly isn't up to the job. Without car traffic, you are basically stating that the town is closed for business, and you should be ashamed of yourselves for even suggesting putting a charge on these car parks. I really do hope you see some sense and cancel these plans, and make the towns more driver friendly. No wonder out of town centres are doing so well! At the expense of the town centre too! The citadel in Ayr and Prestwick pool are leisure facilities, promoting a healthy lifestyle. You should be encouraging people to come in and use these facilities rather than charging them more for the privilege. This will have a negative impact on people's health levels and as a priority should be cancelled. The car parks at Prestwick Train station and Millbrae & Castlehill road in Ayr (which have both often been used as overflow for the woefully inadequate Ayr Train station car parking) should also not have a charge attached, as this causes an environmental issue, as the railway journeys which are already expensive, become much more so with a daily parking levy. People will just drive to their destinations instead, which raises harmful emissions. The other car parks bring in vital footfall for shopping and leisure activities, and these should be promoted rather than punished. There are many reasons why the town has much fewer shops than 10-20 years ago, but this could be a defining moment as to whether the council gives the message that they are supporting the facilities in the town centre, or simply encouraging those shoppers / tourists to go elsewhere</p>	
175	<p>Loading bays outside closed shops that are no longer in use should be automatically converted into disabled bays. Disabled people have just the right to access Ayr High Street and other areas as delivery drivers do</p>	21/01/2024 09:15 AM
176	<p>In resident only parking areas marked bays for nominated disabled parking will be required should the parking status be altered.</p>	21/01/2024 11:38 AM
177	<p>Parking should be free to encourage people to use Ayr town centre. I resent having to pay money to visit the bank. It also fills me with terror having to walk from car parks to the bank carrying large amounts of cash. The council shouldn't look at parking as a cash cow but look at strategies to regenerate Ayr town centre. So far the council are failing dismally. There is no long term strategic plan, vast sums of my money is being used on planning and consultations using companies based out with Ayrshire. I think South Ayrshire should look at other councils for best practice.</p>	21/01/2024 12:10 PM
178	<p>All parking charges in Ayr, Prestwick and Troon should be abolished. Do SAC not see what parking meters have already done to Ayr??? Nobody wants to travel to Ayr for shopping and services as parking is prohibitive and businesses are being decimated. Surely we don't need to do the same to Troon and Prestwick? We pay enough road tax and workers are being penalised for travelling to work. Leisure facilities are meant to encourage healthy lifestyles, yet these proposed parking charges will stop people like myself and my adult daughter from using Citadel, Prestwick pool etc. We already pay a membership.</p>	21/01/2024 12:57 PM
179	<p>One should look at Fotheringham Road, with a view to inclusion in residents the Parking Scheme. This street can be adversely affected by college student's using the nearby Ayrshire College and visitors to the Craigie Bowling Club. Also Content Ave adjacent to the college can be adversely affected by student parking. The Residents Parking</p>	21/01/2024 13:19 PM

	<p>Scheme (1971) which was introduced in Dongola Rd and I believe other nearby streets should be reviewed as the reason for introducing this element of the scheme was due to the close proximity of Ayr County Hospital which created parking pressures in nearby streets. The hospital closed around 1994 and is now a flatted development. The presence of the former Cattle Market (Now Morrison's Supermarket) may also have had a bearing on this element of the scheme e.g. St Andrews St The telephone exchange in Boswell Park with a very large footprint and rear yard must be near its end of life and is very much underused since the exchange removal and the transition from Analogue to Digital systems. It may be worth investigating BTs future plans for this building with a view to additional town centre parking opportunities. The same theory may also apply to the much smaller site in Dalblair Road, which was formerly Marr and Fitzpatrick's motor garage and then latterly an Office Supply Company. The site has long since been empty and is a visual blight on the street. The parking strategy 2020/2024 Question 3 Introducing parking charges was rejected by 60% of respondents Question 4 Introducing parking charges would increase the turnover was rejected by 65% of respondents Question 5 the removal of residents only exclusivity was rejected by 35% of respondents (the highest response) Question 9 proposals to better manage shorefront parking was rejected by 55% of respondents On Q9 - there is an opportunity to raise income from visitors with a modest summer time pay and display parking scheme. Many such visitors put very little into the local economy - they visit only the seafront , but purchase their picnic and petrol elsewhere, bring portable BBQs (burn the grass on the low green) the town gains little from these visitors, a small parking charge would go some way to fund beach cleaning and play park improvements. As was stated Ayr is one on the few seaside towns that do not impose a charge for shorefront parking. I believe tourists expect to pay a modest charge. More information on the virtual permit would be welcome!</p>	
180	<p>There should be charging for parking along the esplanade. At the moment it is used for all day parking.</p>	21/01/2024 14:23 PM
181	<p>It is entirely unacceptable that a resident has no guarantee of a parking spot in their own street When the focus of the consultation is so obviously skewed to increasing council revenue then many of the assumptions are flawed. Presumably if there is a concern for tradespeople and carer parking then the consultation should take account of young families and local children also. I expect there are many more young families with children that are impacted by this than anyone else. Is there a statistical analysis because absent that there is no legitimacy to the decision making? I am opposed to paying more for less access on what is already a busy parking street. This is an illegitimate tax in all but name. I consider the undemocratic decision making on this opens up the risk of judicial review as decisions are being made without due process or authority. The emotive reliance on carers as a justification does not hold up when presumably that affects less than 1 in 10 houses?</p>	21/01/2024 14:59 PM
182	<p>Parking on Roads near the town centre that have double yellow lines should be monitored much more closely and fines given. At the moment some motorists are not being charged for regularly parking on double yellow lines, especially at night when traffic wardens are off duty. This endangers both pedestrians, other motorists and access for emergency vehicles!</p>	21/01/2024 15:27 PM

183	For a short while, there was a cycle path along the Ayr esplanade, but the road is now used for parking. I think people should be charged for parking in this area along Ayr seafront.	21/01/2024 15:41 PM
184	A distinction needs to be made between commercial areas and residential areas.	21/01/2024 16:18 PM
185	I do not think this scheme is justified, many of the streets you have included were built in the Victorian era. With the adoption to car ownership and the division of the houses into flats many of the streets already do not have space for the cars of residents who live on them let alone pay and display parking, The proposals do not consider the impact on the elderly who have regular carers and family coming to look after them. The scheme does not consider the impact on privately owned land. Park Terrace has a privately owned field in the middle of it. By introducing pay and display you are encouraging people to park on the private verge - this is not council property. Ayr is already a declining town with poor prospects for people living there - you are introducing proposals which may it an even less desirable location,	21/01/2024 17:15 PM
186	Residents should not have to pay for parking outside their own properties. This should be regardless of whether they stay in Zone A or Zone B. Priority should be town centre regeneration. Changing parking pay and display and permits could force people to avoid living/socialising and shopping in the town.	21/01/2024 17:43 PM
187	Residents should be prioritised, along with visiting family members. Residents should receive more than one parking permit. Please consider elderly residents who rely on family to visit and care for them. Where will they park and why should they be charged for this?	21/01/2024 17:47 PM
188	Disabled Bays Within Shared Use Bays As Proposed Should Be Made " For Resident Use Only" i.e. Exclusive Use For The Adjacent Property Otherwise It Will Become A Free For All As There Is Only One Disabled Bay In The Street That I live In.	21/01/2024 17:48 PM
189	Priority should be making town centre a good place to live, work in and visit. Adding more paid parking will only serve to reduce quality of service in town centre further.	21/01/2024 18:10 PM
190	Make it free to park. People will come to Ayr & spend money if they aren't getting robbed of parking.	21/01/2024 18:42 PM
191	It is totally unfair that residents near County Buildings should only be issued with one voucher while outlying streets receive five additional vouchers. Discriminates people living near town centre when this should be encouraged.	21/01/2024 20:20 PM
192	Consideration should be given to how parking charges can be proportionate and competitive with other areas (Silverburn is free parking!). Parking needs to be easy to access to encourage greater footfall to the town. Perhaps looking to increase car parking/car parks rather than charge for parking in residential areas.	21/01/2024 21:28 PM
193	The fact that people need visitors who are not carers, medics or tradesmen	21/01/2024 21:38 PM
194	The priorities of the residents who live here need to be addressed. This consultation takes no regard for the fact that residents will take the brunt of the cost of parking when we already pay for council tax. The charges for parking should not be placed on residents who are already struggling to make ends meet. The council should be taking into account that there is a rise in the cost of living and make this the priority not making life more difficult for those who live in the local area. The cost of living is also impacting the entire public therefore you will find less visitors will come to Ayr due to rising costs in parking and travel, as well as the disgraceful state that the beaches	21/01/2024 23:36 PM

	are left in. Leave the residential streets alone, you are going to devalue houses with these changes as this will create further issues in the longer term which are being underestimated!	
195	Currently parking in my street is free. There are proposals to charge with no guarantee of obtaining a parking space. This is wholly unacceptable and will be resisted.	22/01/2024 09:20 AM
196	I strongly disagree with the proposals to charge residents and allow anyone to park in our streets. At present we can park in our street as it is residents only parking during daytime hours? It is completely unfair to charge us for parking permits only to allow our streets to become available to all to park. ARA should leave parking as is with residents able to offer a visitor permit to tradespeople / carers during the hours they attend our homes. The proposed excessive charge for tradespeople is outrageous as are the proposals for residents.	22/01/2024 12:11 PM
197	Consider streets that South Ayrshire council buildings where residence live beside to be made resident parking areas with signposted SAC parking zones. Example Glenmuir place, visitors the Whittleys activity centre should use the car parks and not park outside people's homes. This was discussed with the SAC activity centre staff and manager of the facilities and should be enforced as many of the residents have had to park 15 minutes' walk when Whittleys Vicks are playing away and all the attendees are dumping the cars in the area. On pavement parking should be enforced and all motors parked even partially on the pavement should be fined per the new law passed.	22/01/2024 13:08 PM
198	Please consider the needs of charity based at 7 York Street, its service users and staff. AHAC are a local homeless and housing advice and support charity, established in 1986 who have regular community visitors to our offices. Many of the Council offices are still closed and so people come to see someone face to face if this is their preferred method of contact. We often liaise with the Council and facilitate communication, if people have to pay for parking then this will deter them from coming to see us which has wider concerns when many already struggle to reach out for help with poverty, rent arrears and eviction. If charges are put in place it would deter vulnerable service users who rely on us from coming for help. We are concerned that as a registered charity we would not be able to afford business permits and put additional pressure on our already tight budget. If all our workers were liable for parking it would put additional financial pressure on them and may cause them to look for employment elsewhere. Many of our Advisers and Support staff require a car as part of their employment to ensure we can take people to appointments and visit them in their homes. Suggestions:- Free parking permits for around 6 essential workers Create at least one disabled bay at front of office to ensure can get a space Provide 3 free re-usable visitors passes for us to give to those who are in poverty and unable to pay There are many offices in York Street which the Landlord is unable to let, with this additional burden it will further impact them being able to let these empty office spaces. The street would benefit from parking space lines being painted as often 2 cars take up space for 3 cars.	22/01/2024 15:16 PM
199	Removing the proposal for Zones B09 and B10. What tangible benefits are there, and what issues are the proposed permits addressing.	22/01/2024 17:13 PM
200	Residents' ability to park outside their homes should be preserved. No one visits Ayr now anyway so I think other than visiting relatives and friends at residents homes "tourists" should be low priority.	23/01/2024 10:47 AM

	<p>There are virtually no shops, no leisure facilities for adults or children, nothing to come and see other than beggars in the street. The only exception to the above is 1) citadel leisure centre. If you start charging to park there or in surrounding roads you will kill off adult fitness and children's fitness and pleasure too, and 2) Bellisle and Rozelle parks both of which need additional free parking space. Both are the only bits of Ayr left that are worth visiting. (Beach area is ok for locals but why would anyone other than desperate Glasgow dwellers who make it unpleasant and dirty want to come? No pretty cafes, no nice bars, nowhere to sit out on a rare summer's day. Start charging for parking there and you'll stop locals being able to use it too!)</p>	
201	<p>Consideration should be given to town centre residents who are not specifically included in these zones.</p>	23/01/2024 12:00 PM
202	<p>I work within a charity based at 7 York Street. This is a local Home and Housing Advice Centre. We are working with people who are already financially stretched and this would deter them from face to face visits to our centre. We work with vulnerable people who are already struggling /in poverty, they don't have the extra cash to pay for parking. Some Services. The concern is that a registered Charity would be unable to afford business permits. re workers, this is additional pressure on our own finances, we require a car for Home Visits, taking our Service Users to appointments etc. Suggestions: Staff - Permits for Free Parking, Visitors Passes for Service Users, allocated spaces, 1 Disabled space</p>	23/01/2024 12:35 PM
203	<p>You should consider not asking leading questions in your consultations to get the answers you want. It's generally considered bad practice.</p>	23/01/2024 14:25 PM
204	<p>If this does have to come into effect residents and business owners should be exempt from paying any fees</p>	23/01/2024 17:23 PM
205	<p>You are literally making council employees on minimum wage have to park further away from a workplace that they have to leave at 11pm</p>	23/01/2024 21:44 PM
206	<p>I own business premises in Green Street Ayr (Halliday Leisure Ltd) which has been operating from these premises for twenty five years. I have three engineers who all have their own vans which come and go at all different times throughout the day, plus a transit which is kept in the yard, a book keeper who works on a Monday from 9am-5pm and has her own car and a secretary with flexible hours also with her own car. I am objecting to the proposals made to introduce residents permit/shared use parking bays. Our address 90-94 Green Street is on the side which is all commercial properties and I do not understand why such a proposal has been put forward by Ayrshire Roads Alliance. We have a great relationship with our resident neighbours being respectful /courteous at all times by parking our vehicles on our side of the road and in our yard. I strongly object that after all these years you are expecting me to pay to park our vans in front of our commercial property. We are a small local independent business who takes pride in supporting the local community.</p>	23/01/2024 22:10 PM
207	<p>We are a Garage in Green Street. We have had to endure the changes to the rateable value of our property so that we now pay rates. Now you want to add another cost, an unwelcome layer of bureaucracy and potential conflict with customers and residents. What you are proposing is complex, expensive, unnecessary, unworkable and bad for business. This is not the town centre, please leave this area alone.</p>	24/01/2024 08:23 AM

208	If these proposals go ahead, the Zone B areas can no longer be considered "residents only" areas. Zone B residents must pay for a permit to park at their residence - visitors could park for 3 hours without a charge! How is that fair? Where do the permit-paying residents park when the parking spaces are occupied by non-paying visitor?	24/01/2024 11:18 AM
209	Prioritise free parking for 2 hours near town centre to encourage trade	24/01/2024 15:35 PM
210	Please knock down Station Hotel asap and provide a transport hub with additional chargeable car parking	24/01/2024 16:05 PM
211	Either close the high street or re-open it. Keep the residents permits prices they are. Split the parking between residents and pay and display. Keep the parking charges as they are. Increase parking spaces. Have pay and display from 10-5 Upgrade esplanade and surrounding to include safe family parking. Improve size of bays for larger cars	24/01/2024 16:12 PM
212	I live in Bellevue Crescent, Ayr - Zone B3. I strongly disagree with the shared use proposals and charging tradesmen £400 per annum. Bellevue Crescent is already at full capacity with parking. Cars are already double parked and rarely can you get parked outside your house. Allowing non-residents to park for up to 3 hours will only exacerbate the issue and mean many residents will no longer be able to park in their own streets. Additionally, why should we pay £60 / year for parking and non-residents can park for free - seems very unfair - especially if we can no longer guarantee a parking space. The £400 charge for tradesmen will just get passed onto the residents. Why can't ARA use common sense - tradesmen should be allowed to park for free - but display a sign saying they are working at a particular property. The warden can always check up if required. I do believe residents (only residents) should be able to purchase (online) visitor passes - valid for 1/2 day - am or pm.	24/01/2024 19:41 PM
213	The existing residents parking permit scheme should not be changed as it has worked for many years. Town centre 2 hour free hours parking should remain out with resident only places.	24/01/2024 19:46 PM
214	The new proposal for Zone B is absolutely absurd and based upon false premise. Are SAC trying to break the town completely? This proposal is not fit for purpose and should be withdrawn immediately. Paul Bryan 7 Eglinton Terrace	24/01/2024 20:20 PM
215	Keeping residential parking the same	24/01/2024 21:31 PM
216	Priorities should be reducing the amount of pay and display areas. Pay and display is contributing to the death of the town	25/01/2024 09:13 AM
217	Ensure that Type B residents' permits do not become a form of taxation caused by implementing charges. Ensure that tradespeople are not penalised or discouraged from working on the streets containing our built heritage by ensuring they have free access.	25/01/2024 11:11 AM
218	Residents parking areas should remain as is but targeted streets could be open to conversion (eg 'street with no name' at Fort tennis courts). System should have online identification of vehicles registered to residents for free local parking and a facility to identify 'guest' access including tradesmen. Paper disc permits should be abolished.	25/01/2024 13:02 PM
219	A and B are not the same - why treat them as such.	25/01/2024 15:22 PM
220	I and my wife are furious with the South Ayrshire Council and Ayrshire Roads Alliance parking proposal for North Ayr and in particular Union Avenue. We have lived here for the last fifty years,	25/01/2024 16:13 PM

	pay road tax for our car, and drive daily on the pot-holed poorly maintained roads in Ayrshire. This money-grabbing parking enterprise takes my breath away and generates a huge amount of anger. This is a residential area far removed from the town centre yet due to 50% of the street having a dropped curb to allow cars to be parked in front of houses plus 9 disabled parking places parking is already restricted. That would leave the focus on the spaces left which would victimise these residents of which I am one. My wife and I are totally opposed to what is proposed by the Ayrshire Roads Alliance consultation.	
221	Residents pay for a yearly permit, however in reality it is only for 11 months. From 1 December until 7 January parking in Ayr is free. I believe price of permit should remain at £50.	25/01/2024 16:21 PM
222	If residents are required to pay £60 per annum per vehicle for a residents permit then they should have exclusive use of resident parking permit holders only as currently designated. Opening these up to anyone to park for free for up to three hours will mean that residents who have paid for the privilege to park outside their home will find it very difficult to park.	26/01/2024 07:55 AM
223	See next box.	26/01/2024 21:51 PM
224	I strongly disagree with any move which effectively turns residential streets into car parks. My street is in a conservation zone and has many cherry trees which are already suffering from cars parking into them. There is no problem with parking currently and the option for visitors/ carers/ tradespersons permits will ensure they can park without concerns re parking tickets. The street would suffer considerably were it to be turned into a free for all (apart from residents who have to pay to park in our own street) Furthermore we pay a high rate of council tax for no return in terms of the maintenance of our road. I note the proposals to make changes to Ayr town centre -surely you can incorporate parking arrangements into that.	27/01/2024 19:49 PM
225	What about using the unused carpark at the back of the ice rink for additional park for commuters using the train or Glasgow bus service. There is also derelict land on McCall's Avenue before the council office. Why not look at using this space for council workers or other local businesses.	27/01/2024 20:14 PM
226	I understand the reason for making all parking areas the same times as this avoids any confusion. I feel there should be much clearer advertising regarding the parking 'rules'. As an officer of the council who works 'out and about' I spend a lot of time answering questions and helping people which is not my job. Anyone who works in the area is frustrated by the lack of ability to park for meetings and events, especially at County Buildings which is targeted by traffic wardens. I have difficulty walking although I am not registered disabled so do not have a parking space permit. However I find it extremely difficult when there is no parking near my work because the meeting I'm attending may exceed the time limit.	28/01/2024 05:55 AM
227	Falkland Park Road - This street has close proximity to rail and bus links which means people commuting park all day and often for up to two weeks whist on holiday!, again due to proximity and travel links to Prestwick Airport. We do not have space to have a driveway/off road parking and have to park on street, we have only one car, but due to commuter parking often cannot get parked! I would be happy to pay for resident parking, however this would have to be managed/policed to ensure residents have priority parking. The	28/01/2024 09:05 AM

	restrictions would have to be well signposted and obvious to potential commuters. Residents should have a visitor, tradesman or carer exemption included in the permit and for up to two vehicles per household thereafter a further permit per vehicle should be purchased. At times I'm sure emergency vehicles would find it difficult to access our street, due to inconsiderate commuter parking!	
228	New road and main street in Ayr as the proposed areas in the report will push the parking problems to these areas as they are in between the proposed areas.	28/01/2024 09:26 AM
229	The lane immediately off of the High Street known as Riverview should be considered for immediate attention. Given the parking issues within the town the residents here are having increasing issues with both private and business users using this lane as a means of avoiding parking fees. While there are several signs along the length of the lane, this is no deterrent at all. I have, on several occasions, come home and been unable to gain access to our communal garage due to cars being parked in front of the doors. We have also had to leave our cars in the lane to actively go looking for the owners/drivers of vehicles inappropriately parked (this includes both private cars and delivery vans). Needless to say I have also been made late for work on some occasions. In short, all residents of this lane need help please.	28/01/2024 11:15 AM
230	Provide parking facilities in and around the town centre. There is already adequate parking at Cromwell St Car Park, Ayr Central, Matalan, TK Maxx, Charlotte St, Seafield, etc. Why not create additional parking areas for visitors coming to Ayr town with an affordable pay and display scheme. There should also be better public transport options to reduce volume of cars coming into the town. Use derelict ground to create more parking which will be a much better use, i.e. Putting Green/Crazy Golf or old Jewson's ground at Green Street.	28/01/2024 11:29 AM
231	Essential to have one extra pass for occasional visitors. Residents should control visitors' parking passes. Business people (e.g. painters, plumbers etc.) and carers should have a free pass if working in the area.	28/01/2024 12:08 PM
232	There should be no residents parking fees. These houses were council built and provided no driveways. People pay road tax and council tax so why are we required to pay more?	28/01/2024 14:00 PM
233	Parking around schools, safety needs to be a priority (don't want too many parked cars where there are children crossing roads)	28/01/2024 16:34 PM
234	Ayr Town centre is being destroyed by the lack of parking. There should be no restrictions in the tams brig / newton area as it penalises residents. No parking charges along beach front as it will discourage visitors. There's no decent parking in Ayr at all and the town is suffering. Kilmarnock has free parking all weekend and the parking in Kilmarnock is really good and if there's a shop in Kilmarnock I will go to that rather than drive around Ayr looking for a space. I've got a disabled badge and trying to find a disabled space is impossible unless you're in the town before 9am. The current council policies are totally destroying a really good town. The Bothwell carpark should be taken into council hands as it's a disgrace that innocent people are being abused by this company	28/01/2024 18:22 PM
235	We are residents in Type A (zone A1) currently paying the top rate for residents parking permits. We lost out in 2023 because we paid a full year for our permit, but for 2 months of this time, parking was free for all (Nov 23 -Jan 24). We should be given a rebate for this time. Instead you propose to put our permit up by £15 per year, reduce the	28/01/2024 19:47 PM

	area of the zones we can park in, and charge us £5 for a visitor pass. Meanwhile, other residents of Ayr can still park for 2 hours a day for free! This very much feels like us, the in-town residents paying for permits, are subsidising the changes, and to allow the 2 hours free parking for those visiting the town! Where is our value for money, here, those that have chosen to live in the Town Centre?	
236	Trying to encourage car users to visit and use the town on a Saturday. Yes 2 hrs free in place but after 1pm it was free. Now it won't be till 6pm	28/01/2024 20:56 PM
237	Review all permit charges.	28/01/2024 21:28 PM
238	Ayr town is dead & a very sad place to live now never mind attract visitors. I moved here 17 years ago and thought it was a great wee town however, friends & neighbours that were born here have said it has been going downhill long before I moved here. There is a severe lack of funding for innovative and vibrant projects, so many empty & not looked after buildings and dare I say not a lot to do! No oomph about the place, no pride in the place from many of its residents, begging every day on the High St, drugs being sold very openly in and around the town, not ONE police presence in sight and sadly not a place that visitors are keen to come to - I wonder why?	28/01/2024 21:43 PM
239	Priority should be made to residents being able park outside their own homes without the cost of £60. Plus the ability for friends and family to visit and park without needing to pay for the privilege.	28/01/2024 22:14 PM
240	You should stop ruining our town and where we live with all your ridiculous charges you are trying to impose on households that are currently not zoned and you want to add them to zones they households bought they homes in good faith and understanding there were no such fees or parking places. Now you want to add them to cash in half the new streets considered are not even used for travellers heading into town it's just the residents that use the street so it will just be another bill for them another thing for you to destroy and ruin Ayr with .	28/01/2024 22:15 PM
241	No areas should require a permit.	28/01/2024 22:35 PM
242	Parking should be free for 2 hours to encourage people in to Ayr	28/01/2024 22:51 PM
243	N/a	29/01/2024 07:56 AM
244	Seafield Road and surrounding areas	29/01/2024 10:21 AM
245	The parking areas around the county buildings are very seldom at capacity therefore they don't represent a priority for the proposed changes to be introduced. There are already car parks that are not at capacity within walking distance.	29/01/2024 10:30 AM
246	Pedestrians, lack of support and safety.	29/01/2024 11:34 AM
247	Residents who pay their council tax and who contribute to the upkeep of the town and have purchased their property should not be penalised for parking outside their homes. Residents should be able to have a permit for free if this scheme goes forward. There is a cost of living crisis and you adding to that cost!	29/01/2024 11:43 AM
248	Do not introduce pay and display at esplanade I'm disabled and it's hard enough to get parked not enough council owned car parks I have to rely on street parking and I have a distance to walk to get to places	29/01/2024 12:15 PM

249	Should include an analysis of reasons for parking in a particular street. These reasons will not be the same for every street, so different rules will need to apply. At all times the residents wishes regarding parking on their street should be paramount. They are the council tax payers and usually maintain their properties to the best of their abilities. It is them that vote for council members and maybe councillors should be aware that they will vote against councillors who uphold views that differ from their own. In the small survey that I have conducted, I have yet to find a single person who applauds the Council for their plans to charge them to park in the vicinity o their own house. Up until now that right to park has been free.	29/01/2024 12:21 PM
250	The parking in Ayr is absolutely shocking. Charging people permits to park outside their own house is also shocking. A free permit should be given to residents along with 2/3 visitor permits for friends and family and then on street parking could be charged. I own a business in town and I pay over £100 a month to park my car in an awful carpark because I can't park for any longer than 2/3 hours anywhere else around about my work. Business owners should be given permits to be able to park close to their workplace which we spend a lot of money on and also help bring people into the town.	29/01/2024 12:43 PM
251	Don't know why you're asking peoples opinion. Is it to give the public a false sense of choice, no matter what they say you have already decided what's happening lol You are and always have been idiots Ruining the town centre one step at a time	29/01/2024 13:36 PM
252	i FIND IT HARD TO BELIEVE THAT YOU ARE CONSIDERING ALLOWING PEOPLE TO PARK IN RESIDENTAIL STREETS THAT ARE ALREADY OVERSUBSCRIBED BY CARS OF RESIDENTS. I have been blocked in by double parked cars and frankly allowing more cars to park in Bellevue Crescent is crazy. The standard of the road surface is shocking and is frequently used by large delivery trucks taking a short cut. Is there an option to restrict the use of such vehicles? Perhaps if the standard of the lane was better and people did not leave their waste bins in the lane then more people would use their garages. Remove the conservation area and allow people to create a parking are in front of their house	29/01/2024 13:39 PM
253	I feel that at a time when the council is trying to encourage people to live in the town centre the zone A residents are being penalised. I live in Cathcart St and with the 2 hours free parking trying to find a space is more difficult. Whilst I agree that the 2 hours free parking will encourage shoppers to the town, I don't feel that you should be increasing permit costs when parking is more difficult than before. Also why should Type A residents be paying more than Type B residents for visitor and trade persons permits. We are in a conservation area and being penalised at every turn when having work done on a listed building. Trades persons will not be the one paying for the permit, it will fall on the residents but Type B residents have a substantially lower cost, why? Zone A2 includes road which have little or no parking, Academy St, Boat Vennel, New Bridge St and St John St. Cathcart St parking is restricted due to the 2 hour free parking and now we are being restricted due to losing the Zone A1 streets that we currently have access to . Zone A1 and A2 need to remain as one.	29/01/2024 13:44 PM
254	Working in wellington square and not being able to park around my work isn't right!! I was able to park and continue to pay for the full day I was there which wasn't an issue, if you aren't down early in the morning to get a space in the 'max 3 hour stay' spaces then I am having to go down the beach, which at night I don't feel safe walking	29/01/2024 13:59 PM

	down there alone. The 'max 3 hour stay' parking areas also isn't very practical for business owners as we then have to leave clients to go and move our cars! I really think there should be something done for people working in wellington square!	
255	You shouldn't charge for parking in Ayr. The town is dismal enough. you should maybe think about providing free parking for those employed by South Ayrshire Council working in Ayr maybe actually try attracting people here rather than the workforce leaving for other Local Authorities	29/01/2024 14:10 PM
256	I am an owner in Bellevue Crescent and when choosing this property the fact that there was free residential parking with permits was a significant factor. The fact that you now intend charging for this is unfair on all owners and in particular small businesses. It feels very blinkered to just look at the revenue this will bring in and not how this will impact our community and the Town of Ayr. The proposed charging system to park is strangling the community and future growth of our town. I find the the format of the questionnaire to be guiding me to agree/disagree with permits and parking fees and hours but personally if we want shops to thrive and businesses to grow, we need to encourage people to come to Ayr and stay for longer periods of time and park for free.	29/01/2024 18:20 PM
257	None	29/01/2024 19:42 PM
258	Lots of houses within Residents' Parking zones have been sub-divided. IMO there should only be two permits issued per street number, not street number letters. E.g., 52a and 52b should receive one permit each rather than the two permits each they currently receive. The width of each house is approximately 1.5 standard car lengths. This could have the effect of reducing the amount of cars owned by RPZ residents.	29/01/2024 19:46 PM
259	There should be no extension of the parking permit to zone 10. There should be no zone 10	29/01/2024 20:09 PM
260	I don't think Area B (Type B) permits should be getting an overhaul. The system works well and this initiative is simply an additional form of taxation to residents. I fail to see any benefit it would offer, instead merely punishing people who live near the town centre in a time of extreme cost of living crisis. The council should instead consider green initiatives such as greater bus pass services which would legitimately promote additional travel to the town centre as opposed to encouraging yet more car use.	29/01/2024 20:15 PM
261	I have stayed in Newton on Ayr for over 20 years and do not believe I should have to pay to park outside my house. Social isolation is the biggest killer in the elderly and most of my neighbours are elderly and rely on their friends carers etc. to support them. People would be reluctant to visit with permitted area. As usual the cost of the permits would go up and already the cost of living is driving working people to food banks this is an extra on top of increased council tax road tax insurances. You will deter people visiting Ayr and more people will shop in Irvine Kilmarnock. Most people visit areas where there is free parking. Ayr high street is already nearly derelict because rents rates have increased this will discourage business to trade here. Businesses in York street Green street will suffer as most of them are garages and people will be reluctant to take their cars here. As I've said stayed in my street Union Ave for over 20 years and parking has never been an issue here.	29/01/2024 20:20 PM
262	Free parking encourages visitors to visit the town. It worked well in December. Possibly limit to 2/3 hours free to avoid business owners	29/01/2024 20:26 PM

	parking all day in free town centre spaces. This works very well in Paisley. Soon no one will want to park in Ayr, whether you have to pay or not. Town centre is a very sad place. Only a couple of shops worth visiting, and they might soon be gone. Look at Perth. Is a similar market town, but is thriving!!	
263	Since moving to Content Avenue 8 years ago I've been aware of the ongoing battle to have residents parking enforced in our street. I've witnessed despicable behaviour from students at the college while they drive in and out of our street, elderly neighbours unable to park near their own homes and staff from the college refusing to adhere to the sign requesting they don't park here. I myself have on numerous occasions left the house in my car only to find I cannot get parked anywhere near my property on my return. I believe this fight has gone on for over 15 years now and our rights as residents have been ignored. If I understand correctly you now wish us to pay for residents parking however others (which will include college students and staff) will still have the right to park here for shorter periods and we will therefore potentially still face the same issues we face now. Paying for a permit doesn't therefore change the situation for us at all and is a money making scheme on the part of the council. For once I would like to see South Ayrshire council actually do something which benefits residents rather than themselves.	29/01/2024 20:32 PM
264	I am concerned that Ayr town centre is already struggling big time the mess with the train station and station hotel doesn't help. There are far more buildings being knocked down, businesses departing, pubs closing etc. it is really dire. You need to find ways of increasing footfall into the town centre or can see the decline continuing. Increasing areas that you pay for parking is not going to help. It's actually quite sad to see a once proud thriving tourist attraction being a shadow of what it once was.	29/01/2024 21:10 PM
265	Pay for parking outside of house should be abolished	29/01/2024 22:38 PM
266	Your priority should be encouraging people to come into town, not discouraging it. Extending to 6pm on Saturdays is an absolute joke.	29/01/2024 23:00 PM
267	None	29/01/2024 23:11 PM
268	I agree there should be visitors' passes for residents but there should not be a charge. Residents should be able to add a temporary vehicle to allow visitors or tradespersons to attend. All parking should remain free from 1pm on a Saturday also, with the time being 5pm during the weekdays to encourage out of business hours use, such as bars and restaurants.	29/01/2024 23:18 PM
269	The only thing to consider is to throw out this ridiculous suggestion.	29/01/2024 23:24 PM
270	The charges	29/01/2024 23:41 PM
271	DISABLED PARKING I find it so difficult to get a disabled parking bay on the high street unless I go very early first thing in the morning. I sometimes circle 3 or 4 times but if there's none and I'm on my own I just go back home. I can't push my own wheelchair very far and there's not many other parking spaces nearby.	30/01/2024 04:20 AM
272	Ayr is a disgrace and should be free parking all around, then it might actually bring business to the town. FREE parking for everyone	30/01/2024 07:47 AM
273	Between the Zone B permit holders and the centre of town there are hundreds of empty parking spaces. Just because Mill Street and Boswell Park are busy does not exhaust the town centre parking provision. Behind Morrisons - Half Empty, Dalblair Road - Half	30/01/2024 09:09 AM

	Empty, Miller Road - Half Empty, Charlotte Street - Almost Empty, Cromwell Road - Half Empty,	
274	The Council needs to realise that it is a coastal town not Glasgow or Edinburgh with an abundance of shopping, bars and restaurants! Ayrshire towns are dying with little visitors and shops closing due to parking restrictions and associated costs with them. Residents and visitors want to access the beach areas with free parking and enjoy what the coast has to offer without being limited on time - that is what drives people to areas with free parking.	30/01/2024 10:10 AM
275	The lack of parking is the problem in Ayr. Boswell car park should be council owned and then people would not be reluctant to use it due to fear of harassment from private companies. The state of the roads around parking areas also needs to be resolved. Overall, your priorities are all wrong.	30/01/2024 10:57 AM
276	Provide better car parking facilities for the town centre	30/01/2024 11:33 AM
277	Content Avenue does not require permit parking. Ayr college are managing student parking effectively.	30/01/2024 13:34 PM
278	Strongly disagree with the loss of resident only parking areas ...I live in Bellevue Crescent and it is seriously overcommitted and congested for parking at the moment! So there is no room for the general public as there is barely room for the existing residents as it is.	30/01/2024 14:21 PM
279	Strongly disagree with the loss of resident only parking areas ...I live in Bellevue Crescent and it is seriously overcommitted and congested for parking at the moment! So there is no room for the general public as there is barely room for the existing residents as it is.	30/01/2024 14:21 PM
280	I would like to know why Union Avenue is included in this proposal as there are no issues with parking in this street	30/01/2024 14:36 PM
281	I do not agree with having to pay to park at my own door, especially when it would appear that I am not guaranteed a parking space.	30/01/2024 14:55 PM
282	We do not parking restrictions within proposed zone B9. This is a residential area and not close to town. People do not park within those areas to nip into town. It would be a step backwards to do this to the residents of the area, specially the Glebe Crescent.	30/01/2024 16:23 PM
283	There is now no need for the restrictions put in place for the county Hospital and the cattle market when it was in Castlehill road	30/01/2024 17:27 PM
284	Enabling greater access to high-traffic areas such as the town centre with a vehicle makes perfect sense, but I would discourage the widening of general access to parking into residential areas where the footfall does not benefit local businesses and residents already struggle for on-street parking.	30/01/2024 19:57 PM
285	Priority should be on parking wardens implementing current parking restrictions instead of wasting money on new permit systems. Double parking and stopping on double yellow lines is frequently encountered on Citadel Place, and I imagine this is replicated on many other streets.	30/01/2024 20:13 PM
286	Priorities should be to encourage shoppers into the town and allow plenty free parking to accommodate this. There is free parking at Silverburn and Braehead which makes for more attractive shopping than Ayr. So you have to compete with instead of time limits and charges for shoppers.	30/01/2024 21:39 PM
287	None	30/01/2024 23:19 PM
288	The whole proposal should be rejected and a more informed and considered plan developed. Proposals are one thing but there is no	30/01/2024 23:46 PM

	<p>confidence in the implementation of any parking system since there is constantly blatant misuse of systems that are currently in place. The proposals would only exacerbate the issue. Priority should be ensuring that residents and small businesses are not detrimentally impacted. There should be greater consideration of the streets and how many residential properties, small businesses etc. are located upon them. Some of the streets physically cannot take any more traffic. Businesses are not a one size fits all, there at different requirements for different industries. The proposal neglects this. What businesses/industries have been part of the development of the proposal?? This proposal disproportionately affected smaller businesses negatively.</p>	
289	<p>My company is O'Neil Gas Services, our head office is based in Green Street in Ayr and we have been providing Gas, Plumbing & Electrical services to private house holders and a range of public sector clients such as South Ayrshire Council and Ayrshire & Arran NHS for 30 years. I strongly disagree with the council proposal to potentially charge £400 per permit for trades people in Zones B9 and B10 because of the significant impact it will have on our ability to successfully run our business and provide essential services for our customers, many of who are elderly and vulnerable and live within the residential zones highlighted in this proposal. Currently we employ 25 people, including 17 mobile engineers, who travel around the whole of Ayrshire, providing a full 24/7 service. We are therefore a significant employer within the local community. We are also very supportive of local charities, regularly fundraising for organisations such as Ayrshire Hospice and we patronise other local businesses ensuring we purchase parts from a local supply chain which in turn increases tax revenue for the local authority. In short we are very supportive of South Ayrshire as a whole, we understand that some parking changes may be necessary but feel it is not justified for the council to impose this additional cost which may force us to limit or reduce the assistance and help we provide locally. Additionally we do not feel serious consideration has been given to the negative impact these changes will have on the local economy. Currently we run 17 vans, these vehicles do not operate at a specific, routine time of the day or night and could be called upon to visit the specified zones at any time, and such is the nature of our job when responding to emergency situations. Under South Ayrshire Council's proposals we would have to buy a permit for each van and pay this upfront with an approximate cost of £7,000. This is before we incur any further charges for extra vans we may purchase in the future if the company continues to grow. This is clearly unfair, it would be far more practical for tradespeople to pay the current one off parking fees, if and when they are in those areas rather than pay £400 per van, especially when some of our vans may only be in the specified zones for a fraction of the time paid for. It is fair to say that South Ayrshire Council's reputation with local businesses has already been severely damaged due to recent problems with the Station Hotel and high business rates. To introduce another measure which would hinder the growth of local businesses without really listening to the views of local business owners would be a devastating blow to the already fractious relationship which exists. We feel that if this proposal was passed it would be a punishment for all of our hard work in serving our community, which we continued to do without falter during both lock down periods. We hope the proposed excessive financial penalty for tradespeople will be dropped completely or at the very</p>	31/01/2024 00:29 AM

	<p>minimum changed to a more practical and fairer method. Therefore we propose some alternative options: (A) South Ayrshire Council take the opportunity to publicly support local businesses in deeds and not just words and make tradespeople exempt from any parking charges between the hours of 8am to 6pm to allow us to carry out the majority of our work. (B) Trade businesses pay a nominal one-off fee of £250 for approximately 20 vehicles rather than payment per vehicle, as this is clearly not realistic for the type of work carried out in these areas and which limits the growth of businesses in the public and private sector. (C) Keep the status quo and allow tradespeople to pay one-off parking fees if and when they are working in the specified zones rather than a blanket £400 per van charge which is excessive and ultimately anti-business. We cannot stress enough that we have the same goals as South Ayrshire Council in that we want to provide a quality service for the local community. We appreciate that increasing parking charges may be seen by some in the council as a way to increase finances and achieve this aim but it is clear this proposal would be very short sighted. In the long-term it would be very damaging to the financial health of local companies, which would lead to reduced profits which would ultimately have consequences for employees and customers. Businesses simply cannot continue to provide steady, employment opportunities, special services for the elderly and vulnerable and make a significant contribution to the revenue of the local authority and be hindered in return. The result would surely be that local businesses are pushed out of the area and to other local authorities which are more supportive. Therefore we strongly disagree with this proposal and hope that the right decision is made to support local businesses going forward.</p>	
290	<p>a) Consider Park & Ride - Airport, Heath-field Retail Park & Dobbie's area - as means of reducing parking demands in the town. Of course this will not be considered, as it does not raise the money parking charges generate. b) Limiting parking time, by charges, reduces shopping & social time, to the detriment of business. c) Proposed charges against residents, to facilitate public parking spaces in residential streets with NO GUARANTEE residents themselves can park, are totally unacceptable - a money grab. d) A 5%+ increase in our Council rates this year is almost certain - compounding financial difficulties in the current financial climate. e) At the end of free parking time, in residential streets, a motorist will move their car to another area for more free time - creating more traffic whilst searching, increasing Co2. f) All carparks should be pay and display at a reduced rate (compared to any free time plus charges after) with no free time apart from special occasions, e.g. Christmas.) Pay & display zones should only be in the "close to town streets". h) The cost of all the new signage will be significant.</p>	31/01/2024 09:28 AM
291	<p>Instead if penalising the residents moderately close to the town centre this proposed parking change should extend on an equal footing to every street in the town. We live in close proximity to a school in a residents only parking and on a daily basis this is contravened on a daily basis by vehicles on school drop off and collection - how do you propose to monitor this(no doubt affecting all schools in the area) As affected residents we should have been notified individually of these proposals rather than learn of these changes by chance as the whole consultation process seems to have taken an inordinately long time giving plenty of time for</p>	31/01/2024 11:45 AM

	communication of these changes. The proposal about virtual permits seems farcical and unworkable and costly.	
292	The 2 hour free parking should continue but the new machines should be replaced as continually broken	31/01/2024 11:54 AM
293	The residents parking permits work reasonably well in Bellevue Crescent, although there are people who disregard the permit requirement and park for visiting the town, as evidenced by the fact that parking penalties are issued. As a resident, I sometimes find it difficult to get a parking space on the street; there isn't room for the residents to park, let alone add three hour parking bays. £60 is too expensive per permit. Even per household. What am I getting for that in addition to the £2845.77 that I'm currently paying for council tax? I accept that 50p is too low to cover the administration of the permits. £30 per household is the most that should be charged. Two vehicles is a suitable number for a dwelling. When we have tradespeople/visitors, they use one of our household permits, and I have to move a vehicle. This is an inconvenience that I can live with due to the greater benefit of the residential permit system.	31/01/2024 14:02 PM
294	The parking for residents should remain vastly the same. There should be no changes that would result in further charges to residents nor allow the public to park in resident only streets. There are only just enough parking spaces as it is.	31/01/2024 14:24 PM
295	No proposing shared areas within the residents only areas is ridiculous there is not enough space as it is without adding additional vehicles.	31/01/2024 14:42 PM
296	Keep residential permits, people who live in the town centre area deserve to be able to park in the streets that are currently residential	31/01/2024 17:21 PM
297	LISTEN TO THE VIEWS OF THE CURRENT RESIDENTS. THIS IS A HUGE PRIORITY... TAKE ON BOARD THE CURRENT FINANCIAL SCOTTISH PROBLEMSNONE OF US HAVE SPARE MONEY AT THE END OF A MONTH TO PAY FOR PARKING OUTSIDE OUR OWN HOME WHICH WE PAY A HUGE AMOUNT OF COUNCIL TAX ON. KEEP THE STATUS QUO -- IT WORKS	31/01/2024 17:24 PM
298	Resident parking permits should not increase from 50p to £60 annually. This is extremely unfair to residents without a driveway. Also, the new rules would be abused by non-carers or tradespersons as they would park in the residents only streets when they are not visiting, a carer or a tradesperson. I live in Ashgrove street where parking is made worse by parents picking up and dropping their kids off at school. They have even blocked our driveway on a couple of occasions. In my view this street should remain as residents only and parking attendants should be visible when school starts and finishes to deter parents from parking selfishly and dangerously. I strongly disagree with the increase to the residents parking permit price	31/01/2024 17:41 PM
299	Why is South Ayrshire Council making it so difficult for visitors to visit and spend a day with their families in a historic town? Residents penalised for buying a property in town. To try and make Prestwick come under the same rules is madness as it's thriving with shops and people.	31/01/2024 18:00 PM
300	Parking within Ayr is a disgrace, it has been for decades and your proposals are only going to make the situation worse. The cost of parking in Ayr town centre has driven trade from the town centre. The cost to park during the working week has made it very expensive to do so, so car owners are forced to park on surface streets further out, which causes difficulties for residents. It is unbelievable that you think it is fair or appropriate to increase the residents parking permit	31/01/2024 20:47 PM

	<p>for Park Circus and Bellevue Crescent to £60 per annum. It is simply a stealth tax! I have paid a premium to reside in that area and pay my council tax, road fund licence and now have to pay an additional cost to park my car where I reside. If I have to pay to park in the street I live, then I should be able to park at least within 100m of my front door. The road surface in Bellevue Crescent and Park circus is dangerous it is only a matter of time before a cyclist falls from their bike due to the road surface condition. It will also cause damage to car tyres and wheels. The gutters are full of debris and detritus, which blocks the gutters and drains, causing floods. It is impossible to get out of your vehicle without stepping in wet mud. I have reported this several times but as usual nothing ever happens to resolve these issues. The council are only interested in generating revenue by taxing the motorist. Parking attendants: They are a disgrace! Their appearance is shocking with personal hygiene sadly lacking. They are rude and unprofessional. I witnessed a parking attendant ignoring a member of public who was trying to ask their advice.</p>	
301	<p>This proposal should be rejected. There has been no consideration towards Airbnb's whom often have multiple cars (guests, owners and maintenance/cleaners) with little to no monitoring, especially when the council has already stated it is unable to monitor the new legislation in place. Under this proposal they would use standard residential permits. Why should this business model be able to use residential permits yet guest houses would have additional charges within their business whilst doing the same thing. This would discriminate and put other small businesses at a disadvantage. Putting Pay and Display around the County Building (A5) would only push parking onto already congested residential streets and thus unfairly impacting upon the community. Introducing shared use on these streets would be detrimental to the neighbourhoods.</p>	31/01/2024 21:28 PM
302	<p>We need to look at ways to encourage visitors to the town not ways to put people off.</p>	31/01/2024 21:37 PM
303	<p>More free parking making town more accessible should be the priority not creating zones to exclude and make any visit to town more expensive. Business owners having to pay more to people pay huge council tax bills to live in Ayr and businesses are trying to survive. We need footfall throughout the town to make Ayr a place worth dropping into not creating hugely expensive parking. Visitors charged £5 for visiting is not very welcoming however you want to explain it.</p>	01/02/2024 05:16 AM

Question 9 allowed respondents to share their comments, 491 responses were recorded:

13. Question 9

Please submit any other comments you would like to be considered.

Question 9		
Please submit any other comments you would like to be considered.		
1	I strongly disagree with charging residents for a permit. I could pay £60 for a permit and still not get parked anywhere close to my house because of visitors, tradespeople and others parking for 3 hours. The permit should be free for residents. Why do we need to register visitor's cars? Why not issue paper permits which can be placed inside the car similar to what happens during the bowling tournament at Northfield? I would imagine that most households will need a resident's permit and a visitor's permit which would cost them £80 per year. I think it's extremely unfair that residents in these zones have to pay this for the privilege of parking in their street and having visitors parking in the street when residents in neighbouring streets don't have to pay.	05/12/2023 19:58 PM
2	Resurrect the plan to provide a Park & Ride site, serving Ayr & Prestwick from an out-of-town site.	06/12/2023 17:30 PM
3	As a resident of Dalblair road with a parking permit it is very hard to get a parking space in my street or surrounding areas because anyone can park and pay and display in the limited parking spaces. I have to park in barns street carpark and pay for parking which is very unfair when I have already payed for a permit. It is very difficult to carry bags of shopping etc. from surrounding streets because I cannot park in my street. We have a problem with large vans parking in the parking bays that overhang into other spaces thus not allowing another vehicle to park in the adjoining spaces. Also we have a problem of vans parked on the pavement across from the shop called carpet king which are large box vans parked on double yellow lines at the side of the Ayrshire and Galloway hotel. I think it would be a good idea to allow residents parking permit holders to park in Barns Crescent carpark without having to pay since we have already payed for our parking. It used to be residents only parking before the pay and display was installed in Dalblair Road and it was much better for residents to park. I can understand why South Ayrshire Council installed them so they can make more money but at least allow residents to park in Barns Crescent carpark using their permits then I don't mind paying an extra ten pounds for my permit. Alan gleed 47g dalblair road ayr ka7 1uf	06/12/2023 21:29 PM
4	Have all the residents in Ashgrove Street, St Andrews and Dongola Road been advised about these changes. Why was the consultation not sent to every house in these areas The consultation is flawed. The local residents in the bottom half of Dongola Road were informed that due to the development called Holmston Gardens that resident parking was to be removed from one side of the road, but we were assured that the other side would remain resident parking,	12/12/2023 17:16 PM

	was also told that there would be adequate parking spaces within Holmston Gardens development for the residents, this is not the case, majority of cars parked in Dongola Road are from Holmston Gardens residents, whilst the parking bays in the development lie empty	
5	This consultation should be delivered to every property affected either by post or email. To expect residents to complete the consultation online without being informed it is taking place is totally unacceptable.	12/12/2023 19:05 PM
6	I think you should consider the increase in parked cars outside primary schools where at present those picking/dropping up pupils find it difficult. These proposals will increase the risk of accidents as congestion will be higher given residents cars are not usual in the street at these busy times. Parents will be looking to find space at same time as watching out for children. Why all properties in zone B now expected to are pay £60 + £20 annually to allow residents and their visitors to park outside their house? Sounds like a revenue raising exercise to compensate for the loss of parking in the central Zone. Clarification of how the visitors permit will operate is needed. Feels like you are doing your best to drive visitors away from the centre towards the nearby residential areas thereby making it much harder for residents to park near their home. You are increasing my tax burden over and above other South Ayrshire residents at the same time as providing them with the benefit. Perhaps you should be providing visitors to Ayr with designated carparks rather than spreading the cars over a wider and wider area. The increase in parking spaces outside the centre and the proposed cycle walkway will not lead to increased number of visitors to the town. The hunt for parking places in residential areas is not an attraction most drivers relish. What extra benefit you are providing for those residents paying for parking?	12/12/2023 23:49 PM
7	Never give free all day parking as they are being used by shop/office staff so it defeats the purpose. 2 or 3 hour free parking should be available all year round.	13/12/2023 17:24 PM
8	Parking permits should be issued with QR code that can have a registration linked to it online. That way they can't be photocopied and used by short term lets to allow guests to park, whilst not requiring a new pass every time a resident changes there car, they simply go online and update the system. If shared bays are to be allowed then 3 hours is far too long, that would mean a resident would have to find alternate parking for far too long, an hour should be more than enough for anyone needing to use a space to pop in somewhere, 3 hours is excessive, and if someone is going to be there for three hours they should plan to use an official parking bay in a pay and display zone.	13/12/2023 20:19 PM
9	Parking for visitors to the town centre, should still be free from 1pm on a Saturday and a Sunday across the board, and there should be a minimal or no charge for parking around the town centre, you can drive quite easily to Irvine and park for free, we should be encouraging visitors to visit Ayr especially with the sorry state of our town centre at present, also the current bays especially on mill street could be doing with the lines being repainted and the barns street car park could be doing with a resurface, if you are going to charge the people of Ayr for parking the car parks and bays should at least be well maintained.	14/12/2023 18:51 PM

10	Resident permits should be free. If I live in Belmont or Craigie for example I don't get charged to park outside my house so it shouldn't be any different because I live in the town centre	14/12/2023 21:40 PM
11	I live in Bellevue Crescent, close to the town centre which is currently a resident parking only Mon-Sun between 10am and 5pm at a cost of £0.50p per household. I have lived here for 5 years and almost every day get frustrated with non-residents coming in to our street, parking for work, shopping, socialising etc. within the parking areas outside our houses which are resident only. Houses in the street are high value ownerships and we pay one of the highest bands of Council Tax in South Ayrshire (band G) and very often we struggle to manage to park our cars near our house! It's not good enough and the system needs to be tightened up in favour of the actual residents living in these streets, not relaxed!! Therefore, the new proposals putting forward a huge rise in the cost of a permit to £60, whilst trying to open our street to a 3 hour 'free for all', is ridiculous and has no consideration for all of the residents of Bellevue Crescent and Park Circus. It's one thing raising the cost of the Permit, in order for the Council to increase revenue, however any relaxation in resident exclusive parking will negatively impact people's daily lives who own and live in houses on this street. The street then effectively becomes a town centre car park - it's okay if you live in Alloway or anywhere else out with this zone of Ayr and people come in and park for free, whereas, us as residents are having to pay a much higher cost for the privilege of being able to park outside our own houses! Who actually comes up with these proposals! Absolutely absurd! I am strongly against these new resident parking proposals within Zone B3 and I imagine the majority of my fellow neighbours within Bellevue Crescent and Park Circus will be on the same page. I sincerely hope these proposals are rejected ASAP.	15/12/2023 17:04 PM
12	One of the basis for this proposal is to encourage residents to use public transport and to help the council meet its Net Zero goals None of these proposals will do this. It should not be local government role to dictate whether people do or do not use cars. This smacks of an overreach of governmental control which these days seems to be more prevalent.	18/12/2023 13:50 PM
13	As identified in the 2021 Consultation Outcome Report, the previous consultation asked questions that were too general and lacked facility for a free text response. These same mistakes have again been made with this consultation and the questions above wrap too many conditions together. Whereas residents may be supportive of parts of each proposal but unsupportive of other parts, there is no way to express this. For example - the statement 'Existing resident permit schemes require updating and amending' has some merit but many of the changes that are proposed would be detrimental. There is no way to explain this or isolate each aspect. Again, as noted in the Report, the way that these consultations are conducted provide no insight into the status of respondents or where they reside. Anyone with an internet connection can return multiple submissions, even if they do not live in the area or if they have a vested interest in a particular outcome. As most of these consultations return very few responses, a significant skew in true outcomes could be easily achieved. One of the reasons that there are very few responses to these consultations is that most people do not know about them. This consultation can only be accessed via the ARA Website and is not advertised in the SAC Website 'Have Your Say' Section. This is	18/12/2023 19:35 PM

	inexcusable and a cynical, yet understandable view could be that this is contrived to ensure that public objections are never voiced.	
14	Areas such as Park Circus and Belview Crescent can be a nightmare for residents currently due to limited spaces. If what limited spaces where to become available to the public it would be unbearable, especially in the summer months. There's also the fact that currently there are a designated marked bays, therefore, those less able to park correctly do so inconsiderately and can reduce overall parking availability due to the trees planted in the road. Furthermore, due to this area being a conservation area, residents who have no access to off street parking but do have available garden space are forbidden to be granted planning approval for a drive. This further limits those able to get EVs. Your point about a drive for public transport is laughable given the current state of public transport. I personally work in Port Glasgow currently a 100 mile round trip. Public transport would create a 5 hour round trip. I have no choice but the car.	21/12/2023 14:52 PM
15	As far as Park Circus is concerned there is barely enough parking for residents at present with 2 permits per household considering some of the townhouse properties are split into 2, i.e. 4 permits? Allowing non-resident parking will mean that residents won't be able to park their vehicle in the street where they reside.	21/12/2023 14:55 PM
16	I live in a resident only parking street. If you open up parking to everyone we would struggle to get a space close to our house. The street is already busy with resident's cars. A lot of the houses (including ours) do not have garages as they were built in a time before cars were invented. We live in the longest terrace of houses in Ayr and I do not think your proposals are taking into consideration the age/design of the properties. The current system works well and I am strongly opposed to any change. It would be unfair to charge £60 a year to park in our own street when we have no other option. If you make the proposed changes the street would be full of cars of people visiting nearby cafes, with the people who reside there unable to park outside their own home. STRONGLY AGAINST THIS CHANGE.	21/12/2023 16:21 PM
17	Will there be a public consultation?	21/12/2023 20:35 PM
18	I have rang you several times to explain about the dreadful lack of disabled parking in Ayr but every person I have spoken to simply does not care. As a disabled person I feel marginalised and discriminated against by South Ayrshire Council.	23/12/2023 16:05 PM
19	I've lived in this area for many years and already pay more than enough Council Tax. I do not want any more stealth charges being applied to me.	26/12/2023 13:57 PM
20	Park Circus and Bellevue Crescent are full every evening and I struggle to get parked when I finish late shifts. Allowing shared use bays in these streets is completely unnecessary and detrimental to residents. There is no off street parking! I am fine paying more for my permits, and I am fine for other residents and myself to be able to get visitor permits. But people will dump cars there to visit the town centre all day, why? There are so many places available for people to park - it should absolutely not be a free for all in Park Circus and Bellevue Crescent. Strongly disagree.	27/12/2023 11:06 AM
21	As above	27/12/2023 22:53 PM
22	The on street pay and display a) should not include Saturday b) should have a shorter time Mon-Friday 10-3.30pm. Alternatively extend the free parking. I shop far more in Ayr because of the free	28/12/2023 18:22 PM

	parking. You need, as a council, to promote business far more in Ayr, rather than try to raise revenue from parking	
23	The survey does not include the impact of parking on other forms of transport. 8 bicycles can park in a space needed for a car. If you made the roads safe for cycling then you would not need so many parking spaces for cars.	29/12/2023 18:26 PM
24	Making it even more difficult to shop in Ayr will make it more likely that as a family we will travel to Silverburn rather than shopping in Ayr. Many others who we know are of the same opinion. Anticipate this could result in even more businesses in Ayr closing.	29/12/2023 21:09 PM
25	I reside in Arran Terrace and the main issue I have is that visitors to my property are unable to relax for fear of getting a ticket. I do not consider that Arran Terrace and surrounding streets should be permit parking at all. We already pay for our cars, large council tax bills and are now potentially being asked to pay a ridiculous amount to park outside our homes. The council message this Christmas is that Ayr is Open for business, all fine and well but please consider the town centre residents who stay here, pay council tax, road tax etc. and do not penalise them for staying close to the town centre.	29/12/2023 23:14 PM
26	Whilst this survey focuses on the town centre and surrounding streets, more has to be done with parking in the wider Ayr area. Parking penalty charge notices should be increased.	30/12/2023 15:39 PM
27	Monday to Saturday 8 to 6 is going to be completely detrimental to the town. If you are not going to give a two hours free period, you need to have free parking earlier in the day through the week to encourage people to come into a town which is struggling. Also on a Saturday... Please help our town by creating a fairer and more flexible parking system. It works in Prestwick?!?!?	31/12/2023 08:19 AM
28	Introduction of parking charges in areas such as County Buildings, Tams Brig, Cromwell Street and Prestwick Pool/Bowling Club will unfairly impose charges on people who work in the local area. They will effectively impose a £15 weekly charge on people who most likely cannot afford to pay it. This will result in these workers parking on streets further out which are not metered. This will not benefit SAC income potential and will result in a nuisance for residents. These areas proposed for parking charges are not prime locations, needed for regular turnover. They are seen as an easy income target, there is no real pressure on these parking areas midweek to attract visitors to the area. It is noted that post pandemic many businesses, including SAC, are actively trying to encourage staff to be in the office more often. Introduction of parking charges will provide another reason for staff to press to work at home more often. Metered parking on the street could end at say 4pm. This would enable people who have errands to run to do so without the hindrance of having to pay to park. It may also encourage people to pop into town later in the day/after work to shop locally or meet a friend for coffee etc. Which would provide a welcome boost to the local economy. This is unlikely to result in workers blocking spaces so no real risk to income revenue during the day.	05/01/2024 00:58 AM
29	This proposal is a money grabbing ruse. It will do nothing to improve Ayr. It will antagonise and anger residents and visitors.	07/01/2024 16:45 PM
30	The stated aim of pay and display Zone 5 is to allow better access to county buildings and courthouse. These premises are only open Mon to Fri therefore pay and display should be for 5 days only not Saturday or Sunday.	08/01/2024 09:50 AM
31	See Above	08/01/2024 10:11 AM

32	I think the major issue not adequately addressed in the review of parking arrangements is the displacement effect. I am quite clear that we will not visit Ayr town centre as often as currently but move our shopping to supermarkets and out of town retail centres like Heathfield. I also feel that the study exaggerates the impact of visitors to Ayr. Largs has pretty steep parking charges, but I suspect has more day visitors than Ayr. I fail to be convinced that out of town visitors are deterred from coming to Ayr by problems with parking close to the seafront. Nor can I see how asking visitors to pay for parking will attract more visitors. Finally, I think Ayr suffers currently from poor public transport services, lacking joined up bus, train and cycling hubs (currently worsened by a poor rail service). The idea that these proposals will lead to a move to more cycling and public transport seems without foundation. It has real potential to just 'kill' Ayr town centre.	08/01/2024 12:13 PM
33	Please stop this. Ayr is dying, and ludicrous, greedy, money grabbing addition parking restrictions are NOT is what is needed to help breathe a small amount of help to restore the struggling town. I expect no one to listen or care. Money is the only priority here. How to fleece the residents of Ayr as they watch their town expire. Please look at the bigger picture, with a long term focus. If anyone has an ounce of common sense they would see Ayr needs to be more accessible and welcoming. STOP DRIVING PEOPLE AWAY WITH PURE GREED.	08/01/2024 12:46 PM
34	I appreciate that the Council wants you make money but surely it's more important to ENCOURAGE people to come to Ayr. The cost of parking can put people off driving into town and small businesses are suffering. More should be done to encourage business to come to the town and improve the local economy. The state of the High Street and the surrounding areas, especially the top of the town is a disgrace with derelict buildings and closed down shops. Residents should not have to pay to park in front of their own house!	08/01/2024 13:25 PM
35	When Holmston garden properties where built on Dongola Road, the residents parking was removed from one side of the street, we were told that the other side of the street would remain resident parking due to the fact the houses on Dongola road from Holmston road to Ashgrove Street do not have off road parking available, and there is no way that parking spaces could be created in the front gardens. There is already a problem with overspill car owners from Holmston Gardens parking in Dongola Road, even though they have parking bays within the development, which are usually empty, this is probably down to the property factors charging for these spaces, which again we were assured this would not happen.	08/01/2024 15:08 PM
36	When Holmston garden properties where built on Dongola Road, the residents parking was removed from one side of the street, we were told that the other side of the street would remain resident parking due to the fact the houses on Dongola road from Holmston road to Ashgrove Street do not have off road parking available, and there is no way that parking spaces could be created in the front gardens. There is already a problem with overspill car owners from Holmston Gardens parking in Dongola Road, even though they have parking bays within the development, which are usually empty, this is probably down to the property factors charging for these spaces, which again we were assured this would not happen.	08/01/2024 15:08 PM
37	Once again a very biased set of questions that don't allow for consultees to actually add to the discussion, and instead try to trick them into the findings you already want, not to comment on the	08/01/2024 15:35 PM

	underhand way this consultation has been conducted, tucked away on the Ayr Roads Alliance website, with next to no advertising to the affected communities, and no notice given locally or to residents, as well as almost no indication on the council website.	
38	I have to double park as it is to get my shopping from my car to my door Than have to move my car before I can go in and pup shopping away.	08/01/2024 15:39 PM
39	The idea of a permit system in residential areas is flawed. We live on St Andrews Street, have two vehicles registered to our address, have off street parking for both vehicles and have two £0.50 permits. Why would we pay £60.00 per vehicle per year for on street parking? Further, many of our neighbours would be in the same situation. The one exception is an elderly widow who does not have off street parking. She has recently undergone knee surgery but refuses to apply for a blue badge as she feels there are individuals who are more in need than she is. Is the Council going to charge a pensioner on a low fixed income £60.00pa to park her car in front of her house? As demonstrated, of the 18 properties on St Andrews Street between Castlehill Road and Dongola Road (Area B4), the revenue generated MIGHT be £60.00pa, assuming our widow friend does not apply for a blue badge! If the thinking behind the proposed scheme is to encourage visitors into the town then on street parking in residential areas, certainly at weekends, should be free. If the thinking behind the proposed scheme is to raise funds, I would suggest it needs re-thought. As demonstrated above, two parking fines would generate more income than a single annual parking permit. Further, when the current permit system was introduced on St Andrews Street, the Council erected a number of sign posts and signs advising motorists of the parking restrictions. I would like to know (a) how much did these signs cost to purchase and erect and (b) how much revenue the Council has generated through parking fines issued to drivers / vehicles without permits 'illegally' parked? I would be greatly surprised if the revenue generated was greater than the cost of the signs. By implementing the current scheme, the Council have only succeeded in discouraging people from visiting the town-centre. This revised proposal will do the same and does not appear to have been well thought out!	08/01/2024 16:16 PM
40	As above, I would strongly ask that you consider the impact for residents.	08/01/2024 17:38 PM
41	I think the increased charges being proposed from 50p to £60 is outrageous!	08/01/2024 17:45 PM
42	Free parking for residents in their own street	08/01/2024 17:55 PM
43	We live within a Type B permit zone, and while enjoying the right to park in our road, we do appreciate that the system needs to be brought up to date. However having paid our Council Tax, Road Tax, and other taxes, we wonder if the cost of administration of parking in the town should not come out of a general fund rather than the pockets of those residents who happen to live closest to the town centre.	08/01/2024 18:03 PM
44	I disagree with shared spaces being made available in resident parking areas. There is little space available and allowing this would make it increasingly difficult for residents to park at their own homes, notwithstanding parking for which they are to be charged. In summer months beach areas are busy and resident parking is paramount for those that live in streets surrounding beachfront. Happy to pay for resident parking but utterly disagree with shared spaces.	08/01/2024 18:16 PM

45	Don't come into Ayr very often There is very little to attract me into the town, and I certainly would come in even less if I had to pay to park.	08/01/2024 18:17 PM
46	As a resident of St. Andrews St., Ayr, I am very concerned about the proposal to remove resident parking permits (as far as I can understand the rather complex proposals). During certain busy periods e.g. Christmas, the street is already used as an overspill area from Morrisons Supermarket. There are also instances where cars are left in the street all day when their owners take the train to work/ shopping in Glasgow etc. I would be very concerned that opening the street to everyone will result in residents being unable to park in the street. If I have misunderstood and it is intended to create a shared use street, this would also cause me concern as this could result in paying £60 per annum and still being unable to park in the street.	08/01/2024 18:56 PM
47	Why Prestwick and Troon allowed free on street parking but Ayr are is not? They are part of SAC	08/01/2024 19:10 PM
48	Parking in Ayr- park circus and Bellevue is difficult enough without adding extra vehicles into that equation through visitor's passes and tradespeople. There are a lot of flats and split houses in these streets. Therefore double the cars- especially in Bellevue crescent. Visitor permits will cause even more chaos if people are parking outside in our already busy street. I do not have a garage and I do not have a driveway. If you want to fund a grant I will gladly put a garage and put parking in my back garden and would not need to park outside and you can then have that space for people shopping in the town centre or visitor and tradespeople. I regularly park at the bottom of my street and lug heavy shopping up the street. Therefore what you are proposing will not reduce the volume of traffic in our street but increase it. I think it will be difficult to police who has been parked for 3 hours and who hasn't and I will end up parking further away each day when I come home. We pay a high council tax and should be able to park outside our house. These are not decisions to be made lightly and a lot of thought is needed.	08/01/2024 19:49 PM
49	Parking in Park Circus, can be difficult enough. With no off street parking we have to park on the street - Bellevue Crescent is even busier. Parking is further restricted by the cherry trees. I cannot see that introducing parking bays can be appropriate or sensible. Had this arrangement been in place, we would not have considered buying a home in this street. How can you impose a £60 annual charge and then open the parking to all comers if they pay? If residents have to pay £60, this should mean securing a dedicated parking place - not have to drive around trying to find one in amongst those buying a ticket. That is illogical and unfair. We see traffic wardens about twice a year - the extrapolation of your scheme must mean hiring more traffic wardens to police the scheme - what are you trying to achieve? You couldn't possibly generate enough income to hire additional traffic wardens - is a business plan available to see your evidence? Where can I access this?	08/01/2024 20:14 PM
50	As above, I strongly disagree that annual fees should be introduced in areas such as Ashgrove St, Dongola Rd... Why are these outlying areas considered to be within a charging scheme, this does not make any sense, please explain.	08/01/2024 20:18 PM
51	This is just another scam by our so called council under the disguise of making it better for residents and the community but in fact all this is, is a complete money making exercise. Where would all this	08/01/2024 20:37 PM

	revenue go? It's certainly not on repairing or resurfacing the roads in and around Ayr?	
52	Residents should be able to park for free outside their own home. Two Parking permits and one visitor permit should be issued to all households otherwise permit driveways to be built in zones where residents need to buy permits to park. Alternatively, make Bellevue Crescent and Park Circus one way with many more parking spaces for residents	08/01/2024 20:59 PM
53	Limiting the time people can park is restricting. Hair dressing appointments can typically take longer than 3 hours. If going out to a restaurant I don't want to be clock watching. If I am taking my children swimming I am already paying for that, it is unfair to also charge to park (it will not be 50p as nobody uses these facilities for 30 minutes or less). Further parking restrictions will only further strangle an already dead and dying town.	08/01/2024 21:11 PM
54	I do not agree with the proposed 3 hrs waiting in residents' only streets. I do not have a problem with the increase in parking costs, but feel B&Bs and other businesses operating in the area should have to pay more to allow more cars to park.	08/01/2024 21:14 PM
55	I strongly disagree with the proposals. Residential areas should be left as they are with charging remaining the same. Proposals have no benefit other than to the council's coffers. The only point that I would agree with is that there should be provision made for carers or business people working at any of the residents properties.	08/01/2024 21:14 PM
56	It already costs a lot to maintain and heat the mainly old properties in these streets, but they add character and are an asset to the town. I resent paying an additional yearly fee just to park outside my own house. It may encourage more people to increase off street parking by removing front gardens which is contrary to climate saving ideals. Free public parking in Ashgrove Street is likely to encourage more people to park here making it harder for parents to collect children safely from the primary school. Some of the streets where you propose introducing public parking are extremely busy, with residents already finding it difficult to park in the street where they live. I don't think that anyone in Ayr should pay to park in the street where they live. I would be interested to know if this policy extends to any other town in South Ayrshire. If not why is Ayr being singled out? I am unaware of any on street parking charges being applied out with Ayr. I still love living in the town of Ayr but it is no longer the attraction it was. I see no reason why the residents should be paying for parking in their home street when the same policy is not being applied to any of the other towns in the region. If parking is in short supply in Ayr then reducing the parking bays in Riverside Car Park and elsewhere for the proposed new cycle lanes needs to be reviewed. I realise the council needs to raise money but excessive parking charges and more competition for spaces for town residents is not the way to go. As I already stated these old properties need constant repairs and maintenance. Charging workmen extra to work in these areas won't help. Why should it cost those more to carry out work at number 4 in the street than at number 44? Obviously this charge will be passed on to the consumer. This fee may penalise smaller tradesmen and those just starting out who may not have the necessary funds available. If they don't pay up then presumably those people living in the town will have less options to choose from.	08/01/2024 21:16 PM
57	Where do residents park if there are no spaces in their street	08/01/2024 21:23 PM

58	- People who live on the streets in Zone B should be able to park for free. We pay road tax and council tax, which is higher than surrounding areas, without having to pay to park outside our house on top of that when others can park outside their house for free elsewhere. - Either everyone in Ayr should pay for parking permits or we all get to park outside our homes for free. - The three hours maximum stay should be charged. Nobody should be able park on our street in the resident only permit area unless they live here or carers etc. - Our street isn't big enough for residents to park never mind allowing anyone to park for 3 hours. - I don't see why the residents permit needs to change. There is only a problem when there is big events on and there is no traffic warden enforcement. Everyone parks, some less than 3 hours, and there are cars left everywhere, blocking drives and there's not enough space for residents to park. - When residents finish work, there is a high change that they won't be able to park outside their house or even on their street with this new permit scheme. - Resident only streets should be resident only streets. - The people who live in zone B are going to have nowhere to park.	08/01/2024 21:46 PM
59	We pay road tax, council tax and all other charges imposed on us; this permit charge is unnecessary and discriminatory	08/01/2024 22:11 PM
60	Please see above.	08/01/2024 23:13 PM
61	I thought this council and bodies working in Ayr were supposed to here to enhance the town, create easier means of getting around and try to develop our town to encourage visitors to come to our once great seaside town. It seems that the agenda is to just stop traffic coming to or stopping in Ayr altogether. It's sad to see what our Town has become	08/01/2024 23:17 PM
62	McCalls Avenue and Union Avenue require a different approach. Both of these areas are used by non-residents many working in the council facilities in McCalls Avenue. By introducing permits it will force the non-residents currently parking there to park in the surrounding streets. This is not a solution it's only moving the problem elsewhere	08/01/2024 23:24 PM
63	As above residential streets already being abused by non-resident parking for local businesses in McCalls avenue and now council workers since offices moved there. Residents at present can't get parking in their household street.	08/01/2024 23:33 PM
64	Prestwick town is thriving. It is accessible and well used by many people for a variety of shopping and socialising purposes. Imposing parking charges will stifle business and discourage people from coming to Prestwick. It's a busy wee town and parking is busy, but there's plenty of parking available so charging won't improve the situation.	08/01/2024 23:37 PM
65	I cannot believe that you are charging residents for parking outside their homes. You are going to see a huge increase in people monoblocking gardens, which is awful for the environment. I am unsure what your objective is here??? Trades people have it hard enough at the moment- please do not add to that by charging them. Think about your objectives for the town - yes, you have to consider the environment, but make it easy for people to come here. I think it is accepted that if you want to park in the centre of any town or city that you pay more and if you are willing to go a bit further out you pay less. I am unsure how you have decided on these particular streets. This does not appear to be a well thought out proposal.	09/01/2024 00:09 AM

66	If a resident has a permit and you allow shared use, it could mean there is no space for a resident to park if the bays are in use. Why should residents pay for a parking permit when a space may not be available?	09/01/2024 00:49 AM
67	Please listen to the people of the town as deaf ears have fallen upon their every request they've made.	09/01/2024 01:11 AM
68	I should not have to pay to park outside my own house. I also do not agree that workmen in the area should have to pay to park in my street as this will result in , increase costs to any repairs that need doing or put businesses off attending to any repairs that need doing in the neighbourhood- hope that makes sense	09/01/2024 01:20 AM
69	This is a waste of time and money	09/01/2024 05:42 AM
70	I think, during a cost of living crisis, charging residents to park outside their own home, especially to cover a good news story like the 2 hours free parking in Ayr Town Centre, absolutely disgusting. For the record my street is not affected, yet, however I still think when people are struggling to heat and feed their homes, you shouldn't be taking more money from them.	09/01/2024 06:50 AM
71	I strongly disagree with the proposals to make more residential areas permit parking.	09/01/2024 06:55 AM
72	Car parking in Ayr should be free, the services available for people here are limited, so many derelict buildings and empty shops. Why would people want to visit! I work for a company with a town centre office and I know we will be moving in the next 2 years, Ayr has nothing to offer and adding extra parking charges certainly doesn't encourage people to operate a business or entice people to visit the few remaining decent shops, I visited the high street over the festive period and have to say, I didn't feel comfortable or safe walking down Ayr High Street in the late afternoon, so many empty and dark shops, some vandalised and boarded up! Ayr is a failing town and all you seem to want to do is discourage visitors!	09/01/2024 06:55 AM
73	Please see comments above, disgusting how you want to treat residents that have no alternative but to park on the road as there are no drive ways!	09/01/2024 06:59 AM
74	Having people pay to park outside their own homes in Union avenue and McCalls avenue is an absolute farce. Joke of a council.	09/01/2024 07:18 AM
75	Proposals particularly to residents permits and extending them to new streets will make the town more inaccessible for people	09/01/2024 07:25 AM
76	Sort the town and the parking out!	09/01/2024 07:26 AM
77	Stop trying to punish normal people for financial reasons.	09/01/2024 07:31 AM
78	The questionnaire is weighted to provide the responses desired by the ARA/SAC. It does not provide fair and reasoned questioned.	09/01/2024 07:34 AM
79	People shouldn't have to pay for parking at their place or home or work.	09/01/2024 07:48 AM
80	There is plenty of free parking available opposite the Horizon Hotel and staff at County Buildings should be encouraged of made to use these spaces rather than taking up spaces that could in fact be used to encourage visitors to the town	09/01/2024 08:16 AM
81	Parking charges around the beach front redundant we want to increase the amount of visitors to our seaside town not push them further out to Troon, Prestwick or Irvine that don't have charges.	09/01/2024 08:19 AM
82	Ashgrove street will become parking for rail commuters if restrictions are removed- this will cause greater issue for school kids attending Holmston. It is already dangerous on this street.	09/01/2024 08:23 AM

83	I work in Waggon Rd as do about 75 other people who work for the same company any one of us can start from 05.00 and last man finish anything up to 01.00. Our yard is not big enough for all our cars where are we supposed to park our cars get a grip South Ayrshire Council	09/01/2024 08:23 AM
84	There is currently no particular issues in my opinion on Dongola Rd. There is therefore no justification for charging residents £60 pa to park in their own street. I am also concerned about the impact for tradespeople attending residences. If they aren't local they won't have a permit.	09/01/2024 08:38 AM
85	I ABSOLUTELY disagree with the parking proposals for Union Ave Ayr	09/01/2024 08:41 AM
86	On street parking should be free across the town , road tax is paid and the roads in Ayr are a state with potholes and road markings , You should NOT pay to park outside your house at anytime	09/01/2024 08:43 AM
87	Not everyone has a smart phone, and even when they do, depending on the coverage from their provider, it is not always possible to connect to the parking meter - I use O2 and often in town there is barely even 3G let alone 4G and lots of places where the mobile signal is patchy too e.g. the car park near Dalblair Road, complete dead spot for my phone, yet this is where I park for doctor and optician and sometimes dentist, too. How does all of this fit with the need to use smart technology to pay for car parking in town from now on? I suspect I will be getting a lot of tickets this year as I attend my health checks and appointments. It puts me off wanting to come to the shops - I can see that I will only come in to town for essential appointments in future.	09/01/2024 08:52 AM
88	As a resident who can often not get parked on the street at my home due to high quantity of visitors to a council building I would prefer the visitors to be encouraged to use the car parks that are nearby. The people living in and upgrading their homes /very old buildings ... using many trades should be supported. Making trades pay for permits is ridiculous. It's difficult enough to get trades. Also asking residents to pay as much for parking permits and visitor permits to their homes is wrong as it will affect the housing market. Resident permits do require to be updated as they are impossible to obtain at present but the cost needs to be lower. Make pay and display more expensive and car parks cheaper.	09/01/2024 09:17 AM
89	I don't think that York street or the surrounding areas should be included in any parking charges	09/01/2024 09:24 AM
90	I stay in Union Avenue but park on Alexandria terrace as we are on the gable end of the street. If parking in union avenue is included in this consultation then those not resident will just park in Alexandria Terrace. We already find it hard to get a space when we come home due to the council workers who park here currently. It would just move the problem elsewhere. I also own a business on Green St in the affected area. I don't have a vehicle registered to my business address so how would I park outside my office?	09/01/2024 09:30 AM
91	As a resident in the Ashgrove St/ Dongola Rd area, I fail to understand why those streets remain in a residents parking scheme. This is surely historical in terms of the old hospital and the market when they were in that vicinity and there was a parking problem at times for residents. That no longer applies, so what is the rationale for retaining these streets in a parking scheme now? Please review this point as surely there is no rational argument to include this area in a residents parking scheme at all. Otherwise, I would strongly	09/01/2024 09:42 AM

	object to the imposition of a £60 per year charge plus more for any visitors I may have.	
92	People on low income / young parents need somewhere to go Meet in town for coffee. That will not work if they make the coffee plus the trip in plus the parking a nightmare!	09/01/2024 09:44 AM
93	The council are total idiots. Get rid of these stupid plans and work for the benefit of Ayr instead of trying to kill it. Leave the parking free for visitors, trades and residents. Provide more free parking. Look at the bigger picture of how many people are slipping into poverty. Unbelievable.	09/01/2024 09:59 AM l
94	I would be concerned about enforcement of this, I think it will be ignored by people. £60 a year to park outside where you live is a lot of money in the current financial climate. I already pay council tax, rent and road tax. Residents should get a free parking permit and you should be charging and enforcing charged on businesses and commuters that make the streets congested. I've sent pictures to Councillor Laura Brenning how bad my street can get at times maybe take a look. I would welcome a change that would make parking outside my home easier.	09/01/2024 10:30 AM
95	Parking charges are a barrier to people coming to the town. We should be trying to encourage people to come and visit. Ayr used to have some great shops and a great beach. Now most of the shops are closed and the beach is covered in Christmas trees. The dedicated parking area for campers would work better if there were some facilities provided. At least we don't have so many parked along the shore front now.	09/01/2024 10:35 AM
96	People should not have to pay to park outside of their own house. The council is again monetizing yet another thing that we cannot afford. Living is already expensive enough never mind another expense on top of this. What about vulnerable citizens, what will happen to them when this comes into play. Why is this what we put our money toward and not improving the town, its jobs and its development instead we have to pay to park in front of our own homes, this is a joke.	09/01/2024 10:43 AM
97	Charging people to park in front of their own houses when they already pay council tax is amoral.	09/01/2024 10:55 AM
98	South Ayrshire Council are in desperate need of drastic reform. Ayr is the biggest down and out decrepit town for miles around. South Ayrshire Council should be thankful for the last remaining people who are willing to visit 'Abandoned Ayr'. It shows how pompous this local authority is when they have the audacity to try to charge people more money to visit this abandoned town. South Ayrshire Council should maybe just spend their budgets more wisely instead of constantly wasting money on bureaucratic garbage. Maybe sort out the power and control culture that thrives within South Ayrshire Council, maybe sort out all the corruption and lies. Everything SAC does is a complete fallacy, desperately trying to make the organisation look good on paper when everything around them crumbles. The parking charges could well be the final nail in the coffin for Ayr Town and I don't even care to be honest. I come to Ayr less and less despite growing up there, Irvine and Kilmarnock are way better	09/01/2024 11:16 AM
99	Cheaper or free parking would encourage more visitors to the area and would help boost the local economy.	09/01/2024 11:25 AM
100	Many of the streets being targeted with residents parking charges are in the bottom quartile of the Scottish Index of Multiple Deprivation consideration should be given to this. Charging business to work in	09/01/2024 12:23 PM

	the local area is outrageous, the Council should be encouraging local enterprises it is very difficult for small businesses to remain viable, this charge will be too high for many.	
101	I live in York street, pay my council tax and road tax and think that proposing that residents pay £60 a year to park outside their own house when there is a cost of living crisis happening it ridiculous! This needs reviewed. I agree that cars of people who do not live in that area should be charged but as for residents having to pay, it is a disgrace!	09/01/2024 12:46 PM
102	The proposal particularly around zone B10, will merely shift to move a non-existent problem to other areas. Strongly disagree with charging homeowners, most likely tax paying car owners, to park in the vicinity of their own homes. Concerned that these plans will push a problem out into adjacent streets.	09/01/2024 13:02 PM
103	Will you be numbering the parking spaces in the residential permit areas and only allowing permits for each numbered space, if not I could pay £60 for a permit and not be able to park. There is not enough space to allow 3 hrs parking free to non-residents or visitor permits, there is barely enough space right now just for the residents	09/01/2024 13:18 PM
104	I would like to know where the money goes....we pay road tax so should be able to park anywhere (safely). The land belongs to the people not the council.	09/01/2024 13:26 PM
105	What happens if a resident cannot afford a permit? What happens if you pay for a permit but there are no parking spaces, you will have paid for a service that has not been provided and would want a refund	09/01/2024 13:27 PM
106	Aye is a dump, disgraceful charging anyone? Nobody wants to come here due to the fact your robbing everyone.	09/01/2024 13:34 PM
107	Residents and their visitors should not have to pay to park outside their homes. This is putting an additional strain on vulnerable people during the current cost of living crisis. The priorities of the roads alliance are incorrect. Too priority should be safety - not money making. Street lighting needs to be looked at. The current residential street lighting in many areas is no longer sufficient to light the pavements and therefore people are at increased risk.	09/01/2024 13:54 PM
108	Do not bring in a charge for residents to park outside their home	09/01/2024 14:10 PM
109	Overall i think a better grace period would be also be good to have as people can held up for a number of reasons - children misbehaving, invisible/visible illness/disability should really be taken into account in general	09/01/2024 14:25 PM
110	I think it is ridiculous that it is suggested that residents should pay to park outside their own homes. The cost of living is already extremely high and this is another added expense.	09/01/2024 14:26 PM
111	Ref the remove residents-only exclusivity within existing residents-only streets, I strongly disagree Mr Malcolm Mclean 51 Bellevue Crescent, Ayr, KA7 2DP	09/01/2024 14:56 PM
112	Kyle Street car park is already full most days with paying customers. Why are you letting residents park there all day for next to nothing? It just means less spaces for visitors/workers and much less revenue. Let them park from 6pm to 8am off peak, but not all day! I also see Residents permits in the Ashgrove area of Ayr is to be cancelled. This is where the workers will park all day now. These streets should remain permit/3 hours like the rest. Bellevue Street and Miller Road should remain 1 hour as it serves many shops/eateries/businesses and needs the turnover. Giving 3 hours is too long and decreases turnover. No residents' permits are required in Bellevue Street, as no	09/01/2024 14:58 PM

	houses use it. Cannot understand why you are giving 3 hours free limited waiting on some streets like Garden Street, while only 2 hours free in P&D in River Street right beside it? Makes no sense - give it 2, the same. Who is going to enforce all this extra area? The parking wardens can hardly cover the smaller area, so how can they do extra? Residents now paying far more annually will demand extra enforcement. Who will manage all the new permits, and will residents get new discs or will it be like Prestwick with just car registration numbers? thanks	
113	It may be that giving people blanket access to resident's parking permits is no longer appropriate for those who have their own off street parking. I am not sure why those in B zones are being allowed to register 5 numbers against their permit for free all day parking. Many of these. Streets (Park Circus, Bellevue Crescent, Barns Park, and Park Terrace) are very close to restaurants and shops of town centre and this provision seems excessively generous. There is no doubt carer, tradespeople and visitor provision is badly needed for those of us living within the A zones although there is no indication as to how this will work. Could I suggest that in the interests of fairness, regular family visitors (who under proposals will be charged £5 per day) when they spend significant amounts of money in the town and contribute to residents' wellbeing and care should be considered in a different category than occasional visitors.	09/01/2024 15:02 PM
114	For B9 that affects myself. I feel you can enforce parking charges for on the street. Especially next to the train station. But residents should be exempted. Also, they should have a visitor pass to give to people when they are coming over. Can't go from no chargers at all to what has been proposed. People are struggling as is and these changes only make things harder on the everyday person.	09/01/2024 15:02 PM
115	Parking permits for residents should be free of charge	09/01/2024 15:02 PM
116	People living in Residential areas like Union Avenue shouldn't have to pay for permit to park outside their home. Totally agree with max 3hr for non-residents as commuters parking for train/bus is a problem.	09/01/2024 15:34 PM
117	For some people parking in Ayr is a huge issue. We need to be doing all we can to encourage people to come into the town and as this is cited as one of the major drawbacks to using the town we should be making it as easy and attractive to park in town. Shopping wise Ayr is virtually a ghost town now therefore we need to sustain and encourage more people to come.	09/01/2024 15:39 PM
118	Free parking would make people come to town to shop Dumfries can manage why not Ayr?	09/01/2024 15:51 PM
119	Free parking would make people come to town to shop Dumfries can manage why not Ayr?	09/01/2024 15:51 PM
120	Retail will decline if charges are applied	09/01/2024 15:54 PM
121	As above!	09/01/2024 16:28 PM
122	It's a cash grab pure and simple. At a time when the local authorities should be encouraging people to travel to Ayr, setup businesses within Ayr, this will simply push more and more business away from the town centre and surrounding areas. Businesses should NOT foot a £400 bill/permit cost. There is no requirement whatsoever for these charges. I regularly visit a gym in York Street, as do my wife and kids. There is adequate off street parking for around 40-50 cars here. However, lots of member park out in the street and now under these	09/01/2024 16:35 PM

	<p>proposals they will potentially be charged £2.50 for the pleasure. There is currently no issues with the parking as is. Town Centre parking charges (pay and display) in the main town centre is fine.... However to add in huge swathes of new streets/areas that now suddenly need permits/charges applied is just pushing the cars onto other streets in the same area where permits/charges don't apply. Encouragement is require to regenerate the town, local area.... Bring in new businesses etc. - Not charge them more for the benefit. This is a horrendous and uncalled for proposal for business and residents in all the affected areas..... No one wants this, no one needs this and it simply comes across as another "tax" on local people and businesses.</p>	
123	Do not charge people to park their cars outside of their house	09/01/2024 16:47 PM
124	Under no circumstances should residents that have stayed in the zone B9 area for years might I add be made to pay to park outside our own homes when it's people who don't stay here that clog up the streets!!!	09/01/2024 17:37 PM
125	There are little visitors or reasons to visit to Ayr town centre and parking should be free or as cheap as possible. The council should continue the free parking that they installed in December to encourage people to visit and use the town.	09/01/2024 18:07 PM
126	As above	09/01/2024 18:21 PM
127	I don't believe it's moral to pay a constantly increasing council tax bill then have to pay to park in your own town. I understand funding maybe an issue but you should look deeper into your own spending and consider where you are wasting money instead of passing the cost on to us in the middle of a cost of living crises where most are struggling to make ends meet let alone pay for luxuries like parking. If we pay to pave the streets we should be able to use them!	09/01/2024 18:27 PM
128	How are they expecting small local businesses who own units on the streets expected to be changed to pay and display to run? And for people to pay to park outside their house is absolute madness. This needs strongly reconsidered.	09/01/2024 18:34 PM
129	We live in Union Avenue Ayr and the only trouble with parking is the council workers in McCalls Avenue and residents of McCalls Avenue(across from the industrial estate) parking elsewhere because they get paid NOT to park in their own Road due to the lorries needing the space to manoeuvre in and out of Newton trading estate Also train passengers using Newton on Ayr train station to travel to their work that park near the bottom end of Union Avenue (number 1 etc.) I for one WILL not pay for the parking permit as I pay my road tax and I will not pay for other people selfishness I would just park in Alexandria Terrace and surrounding streets if that is the case! I am fuming with this proposal as the council tax an Ayr town centre is a disaster I am Ayr born and bred like my family for hundreds of years and I'm so embarrassed by my home town and who is running it we definitely need change and an election and change of leader	09/01/2024 18:45 PM
130	Why do you need to change the existing parking? If you do, I will shop / eat out elsewhere where there is free parking. Many other people I know are of the same opinion. I shop locally as much as possible and have a high disposable income. I see paying for parking a waste of my money when I already pay high council tax. I feel you really need to reconsider your strategy. I enjoy going to Ayr high street on a Saturday and Sunday afternoon when I know I can park	09/01/2024 19:18 PM

	easily around town for free. You are considering taking this option away, therefore as I say, I along with many others will shop in another area where parking is free. This will affect the local businesses and SAC will be to blame. Surely you should be encouraging people to come and spend time / money in Ayr, but your proposal will make people do the opposite. Your proposal is a terrible idea and I highly object! I really hope you take heed and listen to the local residents who live, work and spend money in our town. Your proposal will only drive people away! DO NOT go through with it! It will be another one of your HUGE mistakes.	
131	I think the proposals to charge residents in and around Ayr are an absolute disgrace. I do not agree with such payments as many people have lived in these areas for decades and they will now be charged for the privilege of parking at their homes. How dare this council propose this?	09/01/2024 19:20 PM
132	ALL OF THE ABOVE BLURB - I'll paste it again in case it's not clear enough: You have a bloody cheek even singling out streets like Falkland Road where we live - 4 adults all working and all paying tax and contributing to society. Even streets like Glebe Crescent, Glebe Road, Green Street, Waggon Road, York Street - hardly areas where you'd WANT to park your car or van. All that people will do is park round the corner in Falkland Place for example, I have a garage round in this street, and park in the other streets where your permit is not needed. We have a guy up our street who has 5 vehicles outside his door, including 2 works vans. If you are going down the permit route then it should be EVERYBODY in Ayr and surrounding areas, not just the areas you think. You lot probably live in the posh bits anyway and can afford it! Take a visit to the areas and speak to US, the residents, there is not an issue at all with parking but there will be if you intend to go ahead with this. Why not employ a few more traffic wardens and get better tech where they can scan a number plate and see who is parking for work and who actually lives in that area. One show does not fit all BUT IF YOU ARE GOING DOWN THIS ROUTE THEN I'M ALL FOR IT, certainly including the council officials 1st and foremost. Jian McPike 12 Falkland Road Ayr	09/01/2024 19:23 PM
133	People should not be charged for parking outside their own home.	09/01/2024 19:41 PM
134	Union avenue is hardly the centre of Ayr. What exactly are we getting for our money? Or is it just a money making scheme by the council? Does the fact we have a run in matter Do we get charged for parking on our own property? Does it mean our family can't visit or tradesmen do work? It sounds disgraceful. We are not bothered by people parking in our street. So why should we be charged to park at our front door.	09/01/2024 19:47 PM
135	Extending the areas to what is essentially an industrial estate (waggon Road, York street) is ridiculous. Extending pay and display to 6pm on Saturday is also ridiculous The council and ARA are hell bent on killing this town, small business and squeezing every penny they can from motorists, this is plain to see. This is nothing but a money spinning exercise	09/01/2024 19:47 PM
136	I live on Charlotte Street, over Xmas there were no parking charges for on street parking, the area was busier, shops were busier, cafes were busier, and hopefully local businesses got a much needed boost after months of the train station being shut and the drop in footfall that brought to the town. The town centre is dead, even around Tams Brig, around the industrial estate, shops and businesses are shutting at an alarming rate, the town is clearly	09/01/2024 20:01 PM

	struggling to attract consumers and retailers, extending parking charges will only damage what little custom the local shops and businesses get.	
137	Parking permits for residents should be abolished as people already pay council tax and road tax. To pay to park outside your house is really too much	09/01/2024 20:23 PM
138	Pay and display parking in some of areas within Ayr town centre should be done away with, encourage shoppers back to the high street and to socialise	09/01/2024 20:28 PM
139	Charge for use and parking in electric charge bays I have to pay for parking, why don't they	09/01/2024 20:30 PM
140	I don't think you should be made to pay when saying in the streets listed. We have just got a drive way to allow us to park at our house and this is due to the amount of people who have cars now in our street. We don't stay close to the town where this should be an issue. The problem with parking comes when the football is on, permits should be issued when the football is on to avoid this. The same way they do when the bowling is on. There is no reason for it to start now, when the cost of everything else has went up, we shouldn't need to pay to park in our own street as well. If anyone is using them streets to park it's to visit or because they stay there, it's not close enough to leave your car and walk.	09/01/2024 20:35 PM
141	Allowing non-residents to park on my street will mean I am unable to park near my house which is unreasonable	09/01/2024 21:24 PM
142	I strongly object to the extension of parking charges and restrictions beyond the main Street no one would be able to do any significant shopping and then carry it beyond that distance. Public transport would be to expensive	09/01/2024 21:43 PM
143	Changing free parking on a Saturday afternoon is a crazy initiative. Parking at the weekend should be free to allow more people to want to come to the town and spend money. Further clarity is required to why zone B needs to pay for residential parking. This is not within the town centre.	09/01/2024 21:50 PM
144	Monday to Friday parking should be 9.0am to 6.0pm and Saturday 9.0am to 1.0pm. Having already paid council tax and road tax I would resent having to pay to park outside my own home. It is unclear how the system will be policed. If someone randomly parks outside my house how will anyone know how long they have been there?	09/01/2024 22:51 PM
145	I think charging people to park outside their own house is a disgrace. Resident parking should be free. People pay council tax and road tax already. It's like charging people money because they don't have a driveway is not something any council should want to be involved with.	09/01/2024 23:26 PM
146	Parking should be free, parents shouldn't be charged £2 a day, £10 a week to take their kids to school if driving is the only suitable option. We live in a beautiful seaside town but can't enjoy parking near the seafront without getting charged for it and now to suggest residents need to pay is a joke. Cost of living crisis and the SAC concern is how can we charge people more. You don't care about a dying town, make Ayr fun. Need to get an absolute grip, if you're charge folk to park, put the money directly back into the community. Be transparent on how much you are taking in. We want to see where that money is getting spent. I know you won't, because then they'd be an uproar.	10/01/2024 01:41 AM
147	DO NOT ALLOW RESIDENTS ONLY AREAS TO BE SHARED USE. DO NOT CHARGE 60 POUNDS FOR RESIDENTS TO PARK AT THEIR OWN DOOR YES HAVE VISITOR PERMITS DO NOT CHARGE TRADESPEOPLE	10/01/2024 08:36 AM

148	The cost of parking has killed the town centre. Whether it's for work, shopping or visiting family you have to pay to park everywhere - I avoid the town at all costs unless I have to go there for work. I actively look for businesses to use - hairdressers, shops etc. that are out with the town because the parking charges are ridiculous	10/01/2024 09:00 AM
149	As a resident of Taylor Street, businesses like garages are using our street as a dumping ground for their customers' cars, parking far too close to junctions making it difficult to drive around. There are cars that's sat there for 2 months now with no wheels. My worry is having the surrounding areas included in the residential permit is just going to lead to even more cars and vans being parked right outside my house.	10/01/2024 09:15 AM
150	As an elderly home owner on York Street Lane. I have to park my car on Taylor Street during to not having outside parking. I have to walk some distance around the streets to where my car is parked due to all the cars and work vans that are parked on Taylor Street and green street from the businesses in the area. I don't want to leave the house due to not being able to get a space close to my house when I come back. It's ridiculous that the police drive down green street lane to the station and haven't done anything about how dangerous the dumped cars and vans are parked along that road. But yes if more areas aren't included down this way it's going to lead to more cars being dumped in non-permit areas.	10/01/2024 09:20 AM
151	The main council car parks should revert to free parking for 3 hours to encourage car drivers to leave their cars for short periods but not all day and park and ride systems should be given priority.	10/01/2024 10:58 AM
152	FREE parking in and around the High Street. This will ultimately generate more income. Parking attendants should be re purposed as Meters and Greeters to attract people to the town centre. Finally do away with the one way system, the introduction of which started the decline of the town centre. Troon and Prestwick have free parking and look at how successful they are. Your proposal is bonkers.	10/01/2024 12:45 PM
153	You haven't consulted the residents in the new proposed area of Falkland Road around your potential to introduce parking charges So much for a road alliance more like a roads dictatorship If you are just going to introduce new areas of charging then do it in the right way with the proper consultation not just sneak in a proposal that without people finding it no one would know about. Your priorities are completely out with the things that need sorted. You introduced free parking in the town which then meant actual residents couldn't park close to their homes over the festive period. I would like to know the reasoning behind the introduction of these charges in Falkland Road area. What is this going to do?	10/01/2024 13:25 PM
154	I see no reason for introducing a resident parking fee for Falkland Road and Falkland Park Road. These are residential streets with no commercial properties. Falkland Road in particular is a street of terraced housing where the majority of residents have no option but to park on the street as they have no driveway. The only time there was a problem parking was when there was a major event at the bowling club in Northfield Avenue and this is effectively managed now by issuing temporary parking permits and providing a park and ride scheme.	10/01/2024 13:56 PM
155	Very concerned that residents parking on some streets in the Newton area will have an impact on surrounding streets as people choose not to pay and park in other streets in the area instead, impacting on residents on those streets who will be left unable to park anywhere. Parking outside of the town centre should remain free.	10/01/2024 14:33 PM

156	I totally disagree with the parking strategy of Ayrshire Roads Alliance for Ayr. Ayr is a holiday town and the present policy on parking discourages visitors. I attended the public meeting that was held in the Horizon Hotel and asked the Ayrshire Roads Alliance representative if he was charged for parking outside his house. I was not surprised when he said no he wasn't. This parking scheme discriminates against me for buying a house in some arbitrarily thought up Zone. It does nothing to enhance the residents or visitor experience of visiting Ayr. Improve traffic flow or anything else. I would like to see the results if you tried to impose parking charges throughout the town of Ayr We have lived in Zone B Queens Terrace for over 20 years and have a residents parking permit. Queens Terrace has a mixture of holiday and residents parking. Even though my wife and I are in our mid-seventies and have to double park at times to offload our grocery shopping we accept Ayr depends on its visitors and we accept that inconvenience of having to find an alternative parking spot. I would be extremely unhappy if I have to pay and cannot get a spot to park. In my mind you are taking nosey for nothing. At this present time of high energy prices, grocery and other bills this is a completely wrong time for implementing this scheme. The proposal does not enhance Ayr to residents or visitors it is just another way of taxing the citizens and visitors to Ayr. Shame on you. Douglas A Herring.	10/01/2024 15:56 PM
157	As long as the same rules apply. As a resident of the fort area we should get the same right to park outside our home as everyone else does. A lot of properties don't have off street parking. So if you charge yearly fees, visitor fees etc., you do it in Kincadston, Belmont, Mainholm, Alloway, Doonfoot etc.	10/01/2024 16:05 PM
158	Your questions are too exact with no place for alternative opinions. You also shoot yourself in the foot with area times as the Mill Street area (for example) has differing times. Carers/Emergency Workers/Tradespeople should have a Town Centre - All Areas Permit for free. Not all Tradespeople live in Ayr - some come from Glasgow / Edinburgh and a lot further afield - even abroad. They will have no knowledge of any Parking System in Ayr. Regarding the Promenade and a comparison with other seaside resorts Ayr is not a particularly attractive town to visit when compared with the like of Brighton so I don't think charging is a good idea along the Prom. I don't know how you are going to manage the Citadel Leisure car park charging exemption for leisure users - the Citadel can't manage the entry system to the facilities as it is! Good point - contactless charging - at long last! All the jargon that is in the Parking Strategy makes me think that it is mostly about raising funds to keep SAC afloat - that shouldn't be the reason.	10/01/2024 17:11 PM
159	Free parking or lack of directly influences whether I shop/eat out in Ayr. The small increase in revenue for the council from extending parking fees will be more than offset by the loss of rates from businesses they go bust. The council should make Saturday parking free everywhere. The free 2 hours didn't work to attract people into Ayr all spaces were filled by employees by 8/9am.	10/01/2024 17:36 PM
160	Stop Charging people to park where they live it's that simple, corrupt council killing the town.	10/01/2024 17:44 PM
161	It is unfair to ask local residents in the Newton area, many whom contribute massively to the local community, to pay for parking outside their house! I understand the aspect of introducing Pay and Display and the revenue this would bring to the Council but each household should receive 2 free parking permits as this would	10/01/2024 18:07 PM

	alleviate any complications for Tradesperson/Carers as Newton-on-Ayr has an elderly population. Also if Tradespersons are from out with Ayr, such as Glasgow the Council cannot expect businesses to pay for a quarterly/yearly permit for a one of visit. Introduction of any Pay and Display machines should have facilities to use money as not everyone has a smartphone and can access Apps. There is a lot more pressing issues the Council should be considering and introducing new parking measures at Newton-on-Ayr is NOT one of them....chaos and spending tax payer's money unnecessarily again should NOT be one of them!!!	
162	Paying to park outside your own home is a disgrace! There is nothing in Ayr town as it is and by trying to enforce pay and display in more areas is only going to discourage everyone to not come into the town. The cost of living is hard enough with bills, food, shops and everything else rising. To add parking charges for parking outside your own home is too far. A big NO from me. Do the right thing SAC don't make everyone's life even harder in these hard, trying times?	10/01/2024 18:56 PM
163	Charging for residents parking, other than a small admin fee is a disgrace. It should come out of council tax if needs be: I should not have to pay to park outside my own door simple because I live close to the town.	11/01/2024 00:02 AM
164	Charging for residents parking, other than a small admin fee is a disgrace. It should come out of council tax if needs be: I should not have to pay to park outside my own door simple because I live close to the town.	11/01/2024 00:02 AM
165	These proposed charges would significantly add to the 'cost of living' burden in current 'Type B' residential parking areas. The proposed cost increase for residents appears to be much greater than any perceived benefits - has any cost benefit analysis been done in connection with this proposal?	11/01/2024 14:32 PM
166	Why expensive residents' charges are being proposed when only a minority of respondents to the last consultation were in agreement - what is the point of a consultation if the respondents are not being listened to?	11/01/2024 14:42 PM
167	This is yet another problem for businesses in this area, anything which makes it more difficult to trade or work in this economic environment is a bad idea, which will have far reaching negative impact on the town centre.	11/01/2024 16:44 PM
168	Take content avenue off of the residents permit areas. This is not town centre and will deeply affect the residents of this street and people who visit us.	11/01/2024 22:29 PM
169	I am a concerned resident of Content Avenue & I am not happy about having to pay for a permit. Basically we are being charged to park outside our homes. This is not a problem area and why are we being singled out when there are other streets closer to town centre that are completely unrestricted. Take content Avenue out of the restrictions.	11/01/2024 23:07 PM
170	I am writing to express my strong objection to the proposed introduction of residents' parking permits on Content Avenue. As a resident, it is concerning that we will now be required to pay for parking outside our homes, especially when there has never been a need for permits in the past. Content Avenue is not part of the town centre, and this proposal seems unjust considering many other streets in the vicinity remain unrestricted. I urge you to reconsider this plan, as it appears to be an unnecessary burden on the residents of Content Avenue. Thank you for your attention to this matter.	11/01/2024 23:15 PM

171	<p>The reason Prestwick is so busy is that you have free parking. Charging for parking at the esplanades in Ayr, Prestwick and Troon means you are going to now push visitors to other areas out with SAC. You are attempting to push everyone onto public transport, pushing people who drive cars into travelling elsewhere. Compare what someone driving a car spends to what a passenger in public transport spends. People in cars will be more inclined to purchase expensive, large and large quantities of items as they will have the funds and also the space in their vehicle to get them. Anyone on public transport will be inclined to order online rather than by from the local shops as carrying things back on public transport is not feasible. The town centre is already in decline, these changes are forcing people with money to go elsewhere with more options. For example Irvine is now a more feasible place to go than Ayr, free parking and a much better selection of shops, so you will be pushing new businesses into moving there and not Ayr.</p>	12/01/2024 08:03 AM
172	<p>I feel the annual fee for business & tradespeople is too high & unfair. We should be encouraging local small businesses including tradespeople to thrive not subjecting them to yet another operational cost during a cost of living crisis. Surely a charge could be means tested in terms of the size of the business & annual turnover?</p>	12/01/2024 10:00 AM
173	<p>Parking charges have greatly contributed to lack of trade in Ayr town and are killing people's livelihoods. These charges deter both tourists and residents!!!!</p>	12/01/2024 10:03 AM
174	<p>See previous answer</p>	12/01/2024 10:23 AM
175	<p>When AHAC decided to start renting 7 York Street, Ayr part of the reason we moved here in 2012 was to ensure anyone needing our service could access it without barriers, including parking and charges. We listened to our service users who told us they would prefer us to be not in but not too far away from the town centre due to parking charges and lack of available spaces nearby. It was for this very purpose we chose York Street as an area near those in need and which had plenty of free street parking. Many who visit us need to be able to park near the office and have no money to be able to pay for parking. This is important for those who are unable to walk far but are without a blue badge e.g. those who struggle to walk, have anxiety about walking past people in town centre/busy streets or those with multiple children where the logistics of parking and walking is too much due to their mental health. The majority of those who use our service are vulnerable, have mental health issues and are in poverty. During a Cost of Living Crisis we cannot add additional poverty to them by them having to pay to park when visiting and using our office. For many we are the only service which is available without appointment to drop in to get regular, face to face information and advice. We would welcome either specific spaces allocated outside our offices for those who work and are visiting us to be free or some reduction, allowance for some cars to be able to park in York street as part of a Charity Permit Scheme. We would be happy to pay a reduced rate – e.g. Charity permit - £100 annually for up to 8 cars Charity visitor permit - free for up to 3 cars at a time – we could give these to service users to display on their cars or Essential Worker permit - Free for up to 8 cars Charity visitor permit - free for up to 3 cars at a time – we could give these to service users to display on their cars There are currently a lot of abandoned cars in York street which have not MOT, Road Tax or Insurance. Some car</p>	12/01/2024 12:24 PM

	garages leave cars there and put MOT on them to avoid them being removed.	
176	Before the final decisions on this matter are brought into action there I believe there should be another option for the public to have their say, either another survey or a public meeting.	12/01/2024 12:37 PM
177	Increased disabled bays for those who struggle to find a parking space near where they need to go Frontline and essential workers who need a car for work must be given a free permit to allow them to continue to do their job	12/01/2024 13:26 PM
178	AHA have been occupying the office in York Street since 2012. The reason for taking the lease were clear: Service users had shared that they wanted to access services where parking was available and the location was in or near the town centre Free on street parking on York street addressed a wide range of needs including but not exclusively: individuals unable to walk but without a blue badge and those with mental health difficulties which may be exacerbated in outside spaces. Other info: We have found that the majority of our customers are dealing with the consequences of poverty and have complex needs including mental health concerns. Whilst parking will not change the situation alone having the option of free parking could see the individual access timely advice that may make a huge difference to their own and any family members life moving forward Suggestions If free permits were not available the introduction of a Charity Permit Rate.	12/01/2024 13:50 PM
179	Work in mc calls avenue as do many others , where do you suggest we park, there is wasteland on McCalls avenue - can this not be turned into free car parking	12/01/2024 18:28 PM
180	The proposed changes to residents parking in Zone B2 (Park Circus and Bellevue Crescent) are completely unworkable and will surely lead to conflict between residents and casual parkers. Has anyone from Ayrshire Roads Alliance (ARA) bothered to carry out a day time survey of these streets. Had they done so it would be obvious that there are almost no spare parking slots? Residents in Bellevue Crescent are now being forced to park two abreast in the street. Park Circus is slightly better but not by much. The proposed 3 hour max time is irrational. Essentially, a casual parker can park all morning or all afternoon. (Free of charge? the strategy does not make this clear) meaning residents will find it almost impossible to park in their streets during morning and afternoons. For example, a resident returning from the school run will find it impossible to park near their house. What is a parking bay in the context of these two streets? There are no street parking lines drawn. Is it proposed to mark out these streets with designated parking grids? Again the strategy does not make this clear. Is ARA aware of the large number of trees on both of these roads? Will there be allowances for these is any designated areas which will in any event, significantly affect the number of available parking opportunities. What about overnight parkers in motorhomes and overnight vans? Being so close to the seafront, this will allow this community to park up at 3.00pm and stay until 12.00 the following day, thus avoiding esplanade overnight charges. And of course the rubbish and litter that often accompanies some "wild campers". Rubbish and litter. Casual parkers litter the streets much more than residents who in general, are mindful of their surroundings. It's already bad at the Bellevue Street end of the zone. How is this going to be controlled? How is it going to be cleaned if vehicles are parked all day long? Neither mini sweepers nor hand brushing will be able to gain access to the gutters. What steps are proposed to keep	12/01/2024 21:25 PM

	driveway accesses clear at all times? Casual parkers will always push the boundaries and encroach on driveway access. Residents rarely do, because everyone knows who they are. Will there be a facility for residents to report delinquent parkers?	
181	Your initial consultation showed a strong desire not to charge residents more money in the areas they live to park at their home addresses, yet you continue to push for this through further consultation in an attempt to justify what you are going to do. The wording of questions are very leading and show a clear desire by south Ayrshire council to railroad what they plan to do anyway, despite no support from the public they serve. This does not make Ayr or South Ayrshire an attractive place to live, work or spend time recreationally.	12/01/2024 21:42 PM
182	Absolutely ridiculous idea to do this! The council will push everyone away from Ayr! Even the people who live here! Do not enforce payment on parking outside your own house! As if people have enough money to even live!, let alone pay ridiculous charges. No no no no no! Do not put these parking permits in place!	12/01/2024 21:58 PM
183	I shouldn't have to pay to park outside my property in McCalls Avenue	12/01/2024 22:55 PM
184	I've never seen a town centre look as horrible as Ayr currently is. Abandoned buildings everywhere you look. No nightclubs for the youth. Not many prospects for businesses. Why would anyone want to come on holiday here? The solution is to extend areas in which parking fees are applicable? Really? I'm glad I've moved out of Ayr and I'm hoping it's a while until I need to come back	13/01/2024 00:13 AM
185	Ayr town Centre is a disgrace. There is no real town centre anymore. Shops need to be encouraged back and shoppers. Free parking is essential for people to retail parks. Charging people to park at home is also a disgrace. This is not Glasgow. If there was a thriving town and reason to charge to prevent people parking where they should there would be a point. There's is not. Charging tradesmen more is awful. As a letting agent it is already hard enough to get good tradesmen and reasonable costs. This will mean they will not work in the town centre or charge more. Scandalous. Unworkable and downright stupid in a dying town centre. Look at how busy it was in December when free parking available. Difficult to get a space but busy. Give people a reason to come not to stay away.	13/01/2024 07:28 AM
186	I feel very concerned about restrictions to parking around Cassillis Street, Charlotte Street, Fort Street and Citadel Place and surrounding area as these streets provide drop-off and pick-up for Ayr Grammar Primary school. The driving, parking and traffic around the school can be very unsafe as things are. I know this is common around schools, however I worry that restricting parking further will drive more cars to take risks, stopping and parking inappropriately around the school causing a risk to the children. Given the reach of the school catchment it is unrealistic to expect people will not drive their children into the town for school, and there needs to somewhere legal, safe and free for them to park within reach of the school. Closing down all drop off options will increase the risk to the school children who do walk & cycle to school, and restrict parents who are trying to do the right thing by parking in a sensible place to access the school. I understand parking must be a frustration for local residents but this will be worse if school parents start parking illegally/erratically around the school.	13/01/2024 10:13 AM
187	ARA and SAC will be aware of the existing traffic difficulties following the relocation of Ayr Grammar primary. As a parent, I'd express huge	13/01/2024 10:41 AM

	<p>concerns over extending the pay and display area around this area (Cassillis st, Charlotte st etc.). These are often the only safe areas to park nearby and safely collect young children. Implementing charges here will have inevitable negative impacts: increased temporary "parking" to drop off / pick up outside of the school; bottleneck traffic jams and an increase in danger to the primary school children. The residents of Ayr are already coping with the fact a large commuter town is no longer effectively served by trains. The lack of park and ride options at the station already makes using the shuttle service to Prestwick incredibly difficult. Adding extra parking charges and restrictions in the town centre will only add to this. This is all before you even start to consider businesses / workers in town. Unfortunately a once thriving Ayr has gone downhill already - implementing new charges / restrictions will only deter footfall, increase dangerous driving and make things worse for an already struggling town.</p>	
188	<p>No residential parking fees. Reduction in town parking as it is a deterrent to the town centre.</p>	13/01/2024 10:42 AM
189	<p>Maximum length of stay should be shorter within permit areas (2 hours max.) Adequate time for attending appointments or undertaking business in the premises on Alloway Street; within County buildings etc. I presume this will be pay and display as it will be impossible to monitor compliance with max duration of stay otherwise. It is also unfair not to charge for limited time waiting if residents are paying, as residents are then, in essence, subsidising those local businesses which are not providing parking for their customers/ patients. Residents' parking- it is fair that permits should come at the same cost to those in zones A&B, if costs are to be imposed. Of course, our rates are higher than in other areas of the town and paying to park close to our homes is not a consideration for residents in other parts of Ayr. This seems rather prejudicial. There remains quite a discrepancy between costs in the zones for visitors' permits. I think it likely that residents in zone A will be rightly aggrieved at this. If your attempt is to rationalise and make charges fairer, this is inconsistent. This is not to suggest that the cost for visitors permits in zone B should be higher, rather that zone A's should be lower. Alloway Park and Park Terrace are situated around a paddock; the fencing, verges and maintenance of which, residents pay for. What guarantees will be provided that any costs incurred by potential damage to same by the expected increase in non-resident parking, will be paid by SAC who will be overseeing and imposing changes? Consultation mentions 11am to 6pm as time frame for on street charging; why now is this time period extended to 8am to 6pm? Tradespeople running businesses (the purpose of which is to generate profit), who will require to pay for permits to enable work to be undertaken within zones A&B, will pass that overhead on to their clients. Once again, residents in zones A& B will be paying extra. The road surfaces of streets opened to non-residents parking will degrade more rapidly due to increased traffic. Have the costs of this been taken into account? Both Alloway Park and Park Terrace are cul de sacs. It seems foolish to encourage increased traffic movement in these streets. There is mention of the need to provide medical certification to gain a permit in circumstances where a resident requires visits from health care professionals. Has the input of the medical community been sought on this point? The NHS is overloaded and this adds yet another administrative task for primary care, most probably without its knowledge or consent. Much needed</p>	13/01/2024 13:00 PM

	<p>revenue will be raised for SAC by the imposition of charges. It is galling that this probably requires to be an even more necessary consideration, given the appalling, unresolved situation of the Station Hotel, with the costs of 'protecting' and dealing with that building astronomical and passed on to residents of the council area. I sincerely hope that the absentee owner is being robustly pursued to repay what he has, in effect, stolen.</p>	
190	<p>Maximum length of stay should be shorter within permit areas (2 hours max.) Adequate time for attending appointments or undertaking business in the premises on Alloway Street; within County buildings etc. I presume this will be pay and display as it will be impossible to monitor compliance with max duration of stay otherwise. It is also unfair not to charge for limited time waiting if residents are paying, as residents are then, in essence, subsidising those local businesses which are not providing parking for their customers/ patients. Residents' parking- it is fair that permits should come at the same cost to those in zones A&B, if costs are to be imposed. Of course, our rates are higher than in other areas of the town and paying to park close to our homes is not a consideration for residents in other parts of Ayr. This seems rather prejudicial. There remains quite a discrepancy between costs in the zones for visitors' permits. I think it likely that residents in zone A will be rightly aggrieved at this. If your attempt is to rationalise and make charges fairer, this is inconsistent. This is not to suggest that the cost for visitors permits in zone B should be higher, rather that zone A's should be lower. Alloway Park and Park Terrace are situated around a paddock; the fencing, verges and maintenance of which, residents pay for. What guarantees will be provided that any costs incurred by potential damage to same by the expected increase in non-resident parking, will be paid by SAC who will be overseeing and imposing changes? Consultation mentions 11am to 6pm as time frame for on street charging; why now is this time period extended to 8am to 6pm? Tradespeople running businesses (the purpose of which is to generate profit), who will require to pay for permits to enable work to be undertaken within zones A&B, will pass that overhead on to their clients. Once again, residents in zones A& B will be paying extra. The road surfaces of streets opened to non-residents parking will degrade more rapidly due to increased traffic. Have the costs of this been taken into account? Both Alloway Park and Park Terrace are cul de sacs. It seems foolish to encourage increased traffic movement in these streets. There is mention of the need to provide medical certification to gain a permit in circumstances where a resident requires visits from health care professionals. Has the input of the medical community been sought on this point? The NHS is overloaded and this adds yet another administrative task for primary care, most probably without its knowledge or consent. Much needed revenue will be raised for SAC by the imposition of charges. It is galling that this probably requires to be an even more necessary consideration, given the appalling, unresolved situation of the Station Hotel, with the costs of 'protecting' and dealing with that building astronomical and passed on to residents of the council area. I sincerely hope that the absentee owner is being robustly pursued to repay what he has, in effect, stolen.</p>	13/01/2024 13:00 PM
191	<p>I don't believe ANY resident should pay to access parking outside their own street. The council tax is high enough in certain zones without imposing further costs. Plus, it's already stressful. Often it is impossible to get parked near one's own front door but residents</p>	14/01/2024 03:23 AM

	accept that is the nature of living in the area. It would be an insult to pay more for this. Nor should visitors/trades people be discouraged due to astronomical parking fees. A universal trades pass and careers pass/veto would solve this issue. It's fine the way it is for residents. It's far from perfect but we manage. Focus on a fair system for shoppers/visitors/commuters instead.	
192	You cannot change without consulting us first. I do not want to pay for parking in my own street.	14/01/2024 15:06 PM
193	Removing the residents' only parking status will encourage more traffic and visitors to an already busy residential street resulting in residents being unable to park outside their own house! There would be more road traffic resulting in more damage to the road surface. The exit from Park Terrace & Alloway PI is already hazardous and with more traffic visibility will be even more restricted. There is plentiful parking around Ayr for visitors and commuters, our Street (Park Terrace & Alloway PI) should be left the way it is as it is busy enough!! Consideration should be taken in view of elderly residents needing to park outside their own house.	14/01/2024 19:24 PM
194	Another trumped up waste of time for some under work bureaucrats. All parking needed for access to public services like courts, solicitors offices, and then shops, bars and restaurants should be free. You have killed trade in the centre of Ayr with your stupid parking charges and fines.	14/01/2024 23:10 PM
195	I would like residential / visitor bays only. I would be prepared to pay an additional minimum fee for parking but not if it is shared multi use and free for everyone else. Residents would be losing out on both sides, being asked to pay but not being able to use the space currently designated for their property.	15/01/2024 10:40 AM
196	I strongly disagree with the proposal that Resident only streets should become shared use parking areas. If a street primarily or entirely consists of residential properties then parking should remain exclusively for residents. Under the existing residents' only parking arrangements, it is already very difficult at times for residents to park close to their homes as the permit system is regularly abused by non-residents parking. This abuse is rarely policed by the traffic wardens. If the streets were to be opened up for non-residents to park under the limited time parking proposals, this would have a significant detrimental impact on the residents and their quality of life. Where streets have a mixed use of residential and commercial properties, it may be appropriate for limited parking proposals to be introduced to help businesses. However, as stated above, streets that consist entirely of residential properties should continue to have parking exclusively for residents.	15/01/2024 12:21 PM
197	I strongly disagree where a street is a residential only street that this could be used for non-residents parking. As a resident in a permit area I find it very difficult to get a parking space close to my property. The street is consistently full of cars which do not belong to residents in the area. The traffic wardens are few and far between. This causes me great difficulty when trying to get within close proximity of my property which is very frustrating especially when I have shopping in my car or my elderly mother in the car who has limited mobility. I do not mind paying for residents parking but I strongly object to paying for a residents parking permit when the street will be open for others to use.	15/01/2024 12:31 PM
198	These plans are killing the town. People don't want to have to think about parking when they are running chores. I am not going to pay 50p to pick up my dry cleaning. And then another 50p to pick up my	15/01/2024 12:54 PM

	shoes from the shoe repair shop. And then another 50p if I want to collect a pair of tights for my daughter's school uniform. These shops are not close enough together and sometimes you just want to run an errand on the way home from work. The weather is also not good enough for lots of traipsing through town. Do any of the council have a clue? What's going to happen is that no one will run errands in town any more. I will end up going to the supermarkets where parking is free which is a shame as I have relationships with shops in town. Similarly, why on earth would you charge for parking at the citadel? I have a daughter that swims. She's at the citadel 7 times a week. If you think I'm paying £14 a week just to take her to practice you are insane! Similarly, Prestwick pool, Troon pool. You want to encourage health and fitness not discourage it!	
199	I have stayed in Falkland Road for 32years and don't see why we and Falkland Park Road residents should pay to park outside our house. Our house is terraced and nowhere else to park our car .if this goes through we'll just park in Falkland place across the road and the residents there won't be happy if they can't get their car parked outside their home. We pay council tax road tax and can't afford to pay any more money. I strongly disagree with these parking restrictions in a quiet residential street.	15/01/2024 16:03 PM
200	Absolute joke. You should not have to pay to park on your own street especially if you do not have a drive or the abilities to make a drive to prevent parking on the street. We do not need added bills on top all our other very overpriced bills. I have a family which includes 3 cars and to be asked to pay to park my car is an outrage and to be honest something myself, as a widow and in a low paying job which most can relate to, can't afford these additional payments. Most of the streets in question do not have parking issues with people outside the street therefore this needs to be revaluated!	15/01/2024 17:43 PM
201	I feel that you should not be charged to park outside own property it's never been an issue before so why now I think it disgusting I'm a widow and feel that yet another bill is just unacceptable	15/01/2024 17:51 PM
202	I live & own a property on Park Terrace-I should not have to pay £100 a year to park my & my daughters' cars outside our house! Surely this cannot be changed-there will be an uproar!! Be careful	15/01/2024 20:57 PM
203	I have always found the pay by app very useful (Ringo & Pay by Parking) - the convenience of extending parking if required by using app was great - think removing this is a backward step.	16/01/2024 11:31 AM
204	While there may be merit in reviewing parking charges in Ayr, the focus should be on improving Ayr as a designation itself, as indicated above. Likewise, long suffering residents continue to pay high levels of Council Tax against a backdrop of diminishing services. The Roads / pavements are a prime example. As such Ayrshire Roads would be better to concentrate on that than coming up with a hare-brained scheme like this, which will please no one.	16/01/2024 15:56 PM
205	I live on Bellevue Crescent where we require a permit to park. Despite a parking permit being required, people still park on the street when shopping in the town centre. Parking on the street is very limited as it is and often I am unable to park my car on the street and have to park on Midton Road or Bellevue Road as people without permits have parked on the street. I believe that increasing permission for anyone to park there would penalise residents as they would find it even more difficult to park if anyone can park there for up to 3 hours and we would also have to pay £60 a year for the privilege! I also can't see whereabouts parking bays could be	16/01/2024 16:53 PM

	situated. This would certainly penalise residents living close to these bay as they would never get parked! We give one of our two permits to visitors and tradespeople and this works well for us. I believe asking tradespeople to pay for a parking permit would mean that they would be disinclined to take any work in these permit parking areas again unfairly penalising residents.	
206	Do not think people should have to pay to park outside their house or have to pay for guests visiting or ask them to pay. Absolutely ridiculous.	16/01/2024 17:47 PM
207	Ayr is a mess. Parking charges are part of the issue. There should be free parking in the town and on then sea front to encourage visitors. You should not charge to use the citadel or walk along the beach. No wonder everyone goes to Prestwick or Troon and it will only get worse. Bellevue crescent and park circus are a nightmare for residents without allowing free parking for others. This parking consultation makes no sense and is obviously only a money making exercise not a way of regenerating Ayr	16/01/2024 18:09 PM
208	Increasing pay and display areas and durations will simply detract people from visiting the town when it desperately needs footfall to attract more shops to the area. Punishing residents for living and working in the town centre is also shocking.	16/01/2024 19:30 PM
209	The inclusion of Bruce Crescent where I reside in the proposed chargeable streets is an anomaly in the strategy for selecting chargeable streets in this proposal and it is illogical to classify it differently from Montgomery Crescent and Eglinton Terrace. It is in essence an extension of Montgomery Crescent in all but name, which is not included, and is an integral part of the inner Fort Conservation Area along with Eglinton Terrace and surrounding streets with identical limited parking issues, which are not included. Bruce Crescent consists of 5 residences which is of little commercial benefit to SAC to include and stands out as a distinct anomaly in the street selection strategy and I would strongly object to its being included in the proposal and I would lobby my local councillors to intervene if this inclusion proceeds to the next stage of this process.	16/01/2024 19:41 PM
210	Keep the 3 hours for free in town round the county buildings area. You need to offer free parking areas further out of the town centre. If you charge everywhere it will cause a ripple effect and cause issues in areas which currently have no issue. In a cost of living crisis people cannot afford to pay £5 a day to park. The multi-use resident, visitor or tradesman permit needs applied for in advance if it's Monday to Saturday. You will need to ensure someone is available on Saturdays to put details onto systems as emergency repairs can't be pre planned at times if a permit is required for that area. Business permits need limited to 1 per business.	16/01/2024 20:41 PM
211	I live on Montgomerie Terrace and already parking can be problematic with most households having 2 permits and both utilised. Allowing visitor parking and 3 hour slots would cause chaos. In addition the roads around the area are full of pot holes and decline despite fact we pay highest taxes in UK and now I'm being asked to pay to park outside my own house with a strong possibility there won't be a space available under these new proposals. I realise I am focusing on my street. There is a school, nursery and tennis courts here also so the parking situation could get out of hand.	16/01/2024 21:00 PM
212	Ayr High Street is dreadful, this will be the final death of what used to be a vibrant, good town to live in. You should be trying to open the town for business and make it welcoming rather than destroying what little is left.	16/01/2024 23:23 PM

213	I am concerned Ayr is already being run into the ground compared to how the town used to be. By introducing more parking fees and longer hours the council will turn more people and visitors away. Therefore, the few local shops left will have no foot fall.	17/01/2024 06:54 AM
214	As a resident living on a residents only street, I can tell you that it is already a free for all with parking with people ignoring the residents' only status. They do this not because of lack of spaces on adjacent streets, but because it suits them and they never receive parking tickets. If you plan to take away residents only status and allow 3 hour stay in these areas it would need to go hand in hand with much more effective traffic warden engagement. The reality is that people will just park up all day in residents' only areas with no consequence and residents will be left with nowhere to park or forced to park away from their homes and pay for parking. This is unfair firstly, but also impractical when trying to get things to and from your car like shopping. I appreciate the logic in what you are trying to do but the reality will be very different and cause more issues than it solves. There is a severe lack of action from traffic wardens, which means whatever rules you put in place are largely ignored anyway. Living near the coast, on hot days the road is already jammed full of people just parking wherever suits them and they are never penalised for doing so. Their cars are often left for 6 hours at a time... and that is now, when they aren't supposed to park there at all. What do you imagine will happen when you allow 3 hours of parking? The residents won't stand a chance.	17/01/2024 07:01 AM
215	,DONT OWN A CAR	17/01/2024 10:02 AM
216	I Live at 6b Prestwick Road and currently park on McCalls Avenue and use to park at Union Avenue but parking became impossible because of people parking there and travelling to Glasgow. The proposed parking for these streets don't include my area [REDACTED] Prestwick Road . My wife is disabled and has a blue badge under the new parking restrictions we will be unable to park and this will be seriously no good for my wife Craig Chalmers 6b Prestwick Road Ayr KA8 8LA chalmers24@gmail.com 07775613210 [REDACTED]	17/01/2024 11:11 AM
217	Removal of residents only parking would result in residents being unable to get parked again if they were to leave the street for a short period during working hours. This is the experience I am presently having due to visitors to Dr Surgery at end of street.	17/01/2024 17:21 PM
218	I sometimes struggle to get a space outside my home on a residential street in Zone B. If free parking (3 hours) was introduced then I may not be able to get parked near my house. Grammar primary is also located in this area. I doubt I would get anywhere near my house at school drop off/pick up time.	17/01/2024 20:49 PM
219	This proposed scheme seems nothing more than a targeted cash grab on a number of selected residents, businesses, and tradespersons, masquerading as an 'update of the Ayr Residents Parking Permit Scheme'. It's a raid on our finances, a tax on residents, a tax on tradespersons, A tax on business! It's anti-resident, anti-trade, and antibusiness! Councillors were elected to represent their residents	17/01/2024 22:50 PM
220	You are scamming [REDACTED]ucks	18/01/2024 09:56 AM
221	As I live in the town centre I already pay now at my work I will also have to pay and my company will have to pay £400 it's an industrial estate always has been no reason to suddenly money grab	18/01/2024 09:59 AM
222	Was there any public/council employee consultations re this? Did anyone ask the council where they expect employees to park? Are	18/01/2024 10:19 AM

	the council providing free permits for travelling staff? Has anyone consulted the unions that have fought so hard for employee pay rises, only for it to be taken back if permits have to be paid for?	
223	As I work at McCalls avenue I am not happy to be paying to park outside! Our work offer no parking for most workers so we have no choice to park on the street outside. McCalls Avenue is a busy and tight street, it's not fair we now have to park further away and walk into work especially with the dark nights it doesn't always feel safe. There should be more car parks build if that's the case as lots of cars get damaged on this street at it is due to big lorries transporting into the business units daily!	18/01/2024 10:49 AM
224	As a business owner for 20+ years on green street the changes being proposed are an absolute disgrace and will cripple business in this and the surrounding area which is a predominately commercial area and has been for over 40 years as customers will not pay to come and park at a suppliers to uplift goods or to do jobs, also the staff that work in these business will not be able to pay for parking permits and should not especially during these financially difficult times. This has been proposed under the radar with no consultation with business in the areas proposed for these plans.	18/01/2024 10:54 AM
225	I'm the assistant manager at an ironmongers in Green Street, charging for parking here. Staff and customers alike won't want to or be able to afford to pay for parking permits to nip into a shop for the sake of grabbing a a box of screws or to get a price to have their cars fixed etc.	18/01/2024 10:56 AM
226	No consideration appears to have been given to the fact that people need to park in many of these streets due to the proximity to their workplace. Many workers have no other practical/cost-effective alternative options, especially when they start/finish at unsociable times. Several of the proposed areas don't have suitable alternative parking nearby that workers could use. Therefore the end result will be that those restricted from parking at/near work due to these permit requirements will relocate to the nearest street that does not have such restrictions, simply causing issues in other parts of the town.	18/01/2024 11:01 AM
227	I live in Queens Terrace. ARA at the moment cannot even properly control residents parking zones, there are often non-resident vehicles parked. Cannot remember last time we saw a traffic warden. In general however I agree the scheme needs amended and if it meant better control I would have no issue with the annual £60 per resident vehicle fee. However to ask for a vehicle resident fee and then open up the street to uncontrolled parking is simply unacceptable. let's be clear charlotte Street next to us is a no return within 3 hours zone, but there are cars parked there for days at a time.- ARA have proven they cannot control these zones so why should they be imposed on residents whilst being asked to pay extra. Given anyone within these zones will now not be able to have a full array tradespersons visit (very few will be willing stump up the extra costs) how will ARA recompenses residents for the additional cost that will be incurred when having work done, the cost of these permits will be passed on by tradespersons via the cost of the work completed. Why the space around the county building should be treated any different than queens terrace, unless it is simply because there are council employees that park there. Let's be clear there were lots of council vehicles parked overnight in the car park at Cromwell road for months, which was in direct breach of the parking regulations but ARA would not act upon this, - complete double standards, how do	18/01/2024 11:26 AM

	you expect anyone to trust ARA when you cannot even uphold your own rules consistently	
228	Many of our clients are by nature of AHAC services, poverty stricken and often have ambulatory disablement Parking charges will result in congested parking in other areas Are there other ways of funding the parking charges if implemented?	18/01/2024 11:39 AM
229	As above.	18/01/2024 12:05 PM
230	I don't think it's fair to get people to pay to park outside their house and making visitors/ tradesmen's pay to also visit - 3 hours free parking is insane to visit your family or friends. The fact this is even being considered is insane, £140 to pay yearly on top of bills, car insurance, petrol, food shopping etc. not everyone can afford this?? Surely making people to pay to go into town already just to park now you're going to make people to park outside their house.	18/01/2024 12:47 PM
231	I feel that without full details of the charging strategy for permit parking, this survey is missing vital details and respondents' answers are therefore based on incomplete information. So - I question the value of the entire consultation. For example, my agreement to some items on question 7 does not mean that I agree with the charging strategy. I don't think it unreasonable that residents should pay for parking permits, but only if they retain residents' exclusive parking zones and arrangements for visitors and tradespeople are more flexible and not prohibitively expensive.	18/01/2024 14:45 PM
232	Traffic has reduced since covid with more working from home. The area around the County Buildings is the beach and some free parking is needed, in this economy it would provide families with a cheaper day out	18/01/2024 15:16 PM
233	Exclusive residential parking (for residents) in wholly residential areas should be maintained. Furthermore, any increase in the cost of resident parking permits should be accompanied by better policing (more parking officer patrols) to stamp out illegal parking in these areas by non-residents. There are plenty of car parks (including free parking areas) available for visitors to the town without creating negative impacts on the people (residents) who contribute to the local shops and businesses.	18/01/2024 15:18 PM
234	As a worker in the horizon hotel i feel you are adding an extra £40 to my wages as i will now be required to pay £10 week which is £40 month just to attend and park in the car park where most of the staff are parked. This is a lot onto our wages, how are people supposed to pay this.	18/01/2024 15:29 PM
235	I have very strong feelings about this position and the sheer lack of consideration for residents. I live in Barns Crescent, currently a residents parking zone and it seems that under this ridiculous review, this is blatantly nothing but a grab for money through essentially extorting residents and opening up resident only parking streets to a free for all. I can only speak for my experience in Barns Crescent, but already our street is over populated by residents' cars, meaning that often both sides of the street are full, leaving little to no space for cars to travel in opposite directions. Add to that the fact that it's treated as a racetrack by some as a shortcut to beat the lights at the bottom of Miller and it's a miracle that there hasn't been a serious injury or fatality in the street. The decision to lift the residents' only parking is simply going to make this even more of a hazard for residents and pedestrians, and I will be writing to all Councillors and MP's to express my sentiments.	18/01/2024 16:25 PM

236	If the council charge my house in queen's terrace for two cars £120, I would like to have two parking bays that no one else can use.	18/01/2024 16:42 PM
237	Even if you do get the go ahead with these proposals, residents are still not guaranteed a parking spot, whereas visitors to the town can park wherever they want within the allotted hours. Why not give residents FREE parking permits and police the vehicles without displayed permits. Also small businesses doing work in any area would incur costs and therefore price them out of the market. Totally shameful proposal. Disgusted with even the thought.	18/01/2024 16:53 PM
238	Please do not introduce additional residential permits. These are not required in my area - Falkland Road/Falkland Park Road. I can find nothing in your consultation documentation that indicates any reason for residential permits in this area. There is no problem with parking here.	18/01/2024 17:16 PM
239	Being able to park for longer than 2hrs.....3 hrs every zone should be available to allow people to shop/use town for longer. 2hrs is not enough time...to spend money	18/01/2024 21:19 PM
240	The questions above appear sensible on first reading. The issue I have is that I do not agree with the detail surrounding the above questions. For example: Resident permits should have a visitor option - YES. Should there be an extra charge for this and limit it to 5 cars permit. - NO - *Are the 5 vehicles registrations changeable easily through the online system to cover occasions where people turn up with a new vehicle or they have not visited you before? Do I agree that there should be options for tradespersons visiting properties in areas where there are residential permits - YES - BUT should they have to pay £400 per annum for a permit where that cost will be passed on to the customer - No Pricing - It seems strange that you have to pay more for a permit to park in pay and display areas where you are not guaranteed to be able to park in the street that you live. Removing residents only parking means you are expanding this ethos to more people. People will be paying to possibly be able to park in their own street. The idea of removing resident only parking areas and introducing free parking areas are ridiculous. You want to charge people that live in Ayr for parking in the street where they live where there may not even be space to park. This is whilst letting everybody else park there for free! I am not completely against having to pay a nominal fee for residential parking in a town centre. But, I would like to think that I would be more likely to get a space. A lot of the streets around where I live are busy streets and there is already limited availability for parking. To allow everybody access to free parking during the day will make this situation worse. The number of people working Monday - Friday 9-5 has decreased in recent times. Although not stated in the consultation - The times where you would be offering parking on the premise that residents will be away at work is no longer the case. I myself work shifts and the number of people in flexible working where they work from home during the day has increased post COVID19. Has this area been looked into to see how many people still have a vehicle parked in the street during the times of the permit?	18/01/2024 21:30 PM
241	I strongly object to the proposed removal of residents only exclusivity within the existing residents only streets and I also object to the proposed creation of shared use "Residents Permit / Limited Waiting" parking zones. These proposals are punitive to those of us who live in these areas. I am disabled therefore I could drive my car to the GP in Cathcart St. and potentially be unable to park in my own street on my return. I have a Blue Badge as I'm unable to walk any distance -	18/01/2024 21:46 PM

	these proposals would be potentially discriminatory to elderly, disabled residents/drivers. The proposed "shared use" parking bays are a ridiculous idea for residential streets, it will not be "shared" as this would require a level of cooperation between residents and non-residents when it is in neither's interest to cooperate as it would just be first come first served. In addition, the consultation documents/proposals are overly complicated and wordy which may well deter people from registering their objections and undermine the purpose and reliability of the consultation process.	
242	As a resident in Zone B, we disagree to the permit parking proposals being put forward by the ARA consultation, particularly the proposals to remove the residents' exclusive only areas. If we are going to be charged £60 per annum for a Type B permit, then I would want to be guaranteed we can park on the street we reside.	18/01/2024 21:49 PM
243	Strongly disagree with the proposed residents permit parking proposal.	18/01/2024 22:02 PM
244	I strongly disagree to the proposed residents parking permits.	18/01/2024 22:07 PM
245	Parking on our street (Bellevue Cres) is already extremely limited. Extremely unhappy that there is the suggestion that the residents need to increase the fees (significantly) but with the introduction of parking for up to 3 hours with no permit for non-residents this will make this situation even more challenging. Highly likely that I will need to pay more and not be able to park on the same street that I live. Also feel that the proposed charges for trades' people is exponentially high. All this is taking place during a cost of living crisis putting more pressure on home owners and residents. Ayr Town is in a dilapidated state and these changes make Ayr Town centre less appealing to home owners.	18/01/2024 23:03 PM
246	I strongly disagree with the resident parking permit.	19/01/2024 08:59 AM
247	I strongly disagree with the resident permit parking!!!!!!!!!!!!!!	19/01/2024 09:02 AM
248	I strongly Disagree with the resident parking permit.	19/01/2024 09:04 AM
249	I strongly disagree to the resident parking permit.	19/01/2024 09:07 AM
250	This is an outrageous plan and total extortion. How can you find credibility in going from 0.50pence per annum to £60 per annum for the same benefit? I will venomously object to this with our councillors. Is there anyone with common sense in ARA???	19/01/2024 10:39 AM
251	This is an outrageous plan and total extortion. How can you find credibility in going from 50pence to £60 per annum for the same benefit? I will venomously object to this through our Councillors Is there anyone with common sense in ARA?	19/01/2024 10:47 AM
252	The survey is loaded and unfair. There should be an unbiased independent survey.	19/01/2024 11:03 AM
253	This planned overhaul is seriously flawed, and actually brings into question the integrity of our council. It has to be dropped in its current form and thought out again. I am not opposed to paying an increase for a permit, but the amount proposed is ludicrous, coupled with the annihilation of the attached benefits; being able to park in our own street! I would also like to add that to consider this move when we are living in a cost of living crisis is incredulous, given the hikes in bills, council tax etc. It is simply not acceptable to continue to plunder the pockets of people in certain postcodes.	19/01/2024 12:12 PM

254	The parking in Queens Terrace has always been a problem. Before moving to Queens Terrace from Cassillis Street we knew the parking could give us some difficulty, however we accepted that. The guest houses in Queens Terrace bring much needed income to the Town, this is just another Tax on the visitors and residents of Ayr Your intention now to make me pay over £120 plus any visitors payment and allow 3 hours free parking for others is simply ridiculous, on most days I would not be able to park anywhere near my house. I attended the initial consultation in the Horizon Hotel in 2021 the statement that the Ayrshire Roads Alliance spokesman made was that the new scheme was at zero cost. I don't t think so. This proposal has been ill thought out it is just another Tax on residents and visitors to Ayr. It does nothing to improve traffic flow or visitor experience to the Holiday town of AYR. Most of the population of the country are finding difficulty in makings meet financially at this time. Shame on you for even considering to add to that burden. Douglas Herring 11 Queens Terrace AYR	19/01/2024 12:15 PM
255	Improve bus service to Alloway. Very few people use as it's pointless. Consider timetable and ensure local buses link with X77. Again currently useless. Improve leisure options especially for teenagers/young adults. They now go elsewhere..... What about encouraging new activities such as an Indoor Bouldering gym.	19/01/2024 12:56 PM
256	Why is it always the car owners who are taxed out of towns? You pay tax to be on the roads and that should be it but no, let's also tax cars to park on the very roads that they are already taxed to drive on. Let's tax everything a car does. It already costs car owners a ridiculous amount of money to travel to work in the first place, then they have to pay extortionate rates to park their car in a potholed car park, for the privilege of people reversing into your car, banging their doors off your car, scratching your vehicle with their bags when they squeeze in to the ridiculously small parking spaces. The reform that needs to be made is that car parking is free for all employees and residents. The Councils wouldn't be in such dire straits if the Head Honchos were lining their pockets with their extortionate wages and bonuses. Get the Councils back to the days of old when they had their own Joiners, Plumbers, electricians etc. and everything was in house instead of outsourcing everything and paying an absolute packet for the privilege.	19/01/2024 13:02 PM
257	i feel that parking restrictions in zone b9 are not a great idea as this is a large trade area and will restrict a lot of business as people within the zone will just park along the road in front of units that are not within the zone as per York Street and green street which will affect business in the area as the bulk of the street has no off road parking	19/01/2024 14:00 PM
258	I cannot believe that I will be expected to pay £120 (more if I choose to buy a visitors permit) to park on my own street whilst non-residents will be able to park there for free. The whole scheme is ridiculous anyway and is nothing more than an outrageous attempt to raise money without any outlay by the council. Zone B parking permits are NOT necessary - they never have been. They are not currently enforced anyway. In my street hardly anyone has a permit and I haven't seen anyone checking for years. Go back to the drawing board with this because your current proposal is a nonsense. (Are carers not currently exempt anyway?)	19/01/2024 14:32 PM
259	Rather than exploiting drivers YET AGAIN, perhaps your budget should be more effectively utilised in order that drivers aren't penalised for living within Ayr, or simply attending their place of work.	19/01/2024 14:43 PM

	I work in Ayr, and I deliberately park in a free car park, despite the fact that it is a fair way to walk to my work place. This is because I simply cannot afford to pay for parking, fuel and vehicle maintenance. I live rurally, and there are no easily accessible transport links from my home to my place of work. I also like to support local businesses and restaurants, and the reality of me having to pay to park every time means that I am far less likely to come into Ayr, I would rather travel 30 odd miles in my petrol car to a shopping centre in Glasgow on principal, which totally defeats the Climate Change Agenda. I have a friend who lived in Forfar who had to move away because of similar measures, due to the fact that they and their partner couldn't afford the extortionate charges for parking outside of their own home. South Ayrshire Council trying to destroy small businesses and forcing people to move away, yet again!	
260	I would agree that the cost of a Residents Parking Permit could increase, but certainly not by the huge % proposed!	19/01/2024 15:14 PM
261	1) There should be no changes to the resident parking schemes - especially a) charging residents to park on their own street and b) allowing others to park free for up to three hours. There is no sense in this proposal. Residents are council tax payers as well as road tax payers - why would an additional charge be added to them? Non-residents should always have a maximum of one hour regardless of the area. This is working well and does not require to be changed. The proposal as stated is likely to increase parking issues for residents and cause further frustrations.	19/01/2024 15:43 PM
262	This survey should be targeted only to the residents that it affects. This survey is open to being completed by anyone numerous times. This would make this survey null and void as being completely inaccurate and not fit for purpose. Having lived in a resident permit parking area for 37 years I totally oppose the costs I would incur, when neighbours two doors away would not be affected.	19/01/2024 17:09 PM
263	The existing parking arrangements in my street are a sham. I've paid for a parking permit but more often than not i am unable to park my car in my street due to non-permit holders parking outside my house to go shopping, socialising, commuting etc.	19/01/2024 17:42 PM
264	This consultation is too one sided and fails to properly consult	19/01/2024 17:56 PM
265	Permits to local tradesman and caters etc. should be free or minimal admin fee, but reapplied for yearly to encourage the use of local firms. When I use tradespeople they use my permit and I relocate my own vehicle if required, or borrow a neighbours which encourages community. Residents in permit areas knew the regulations when we moved here (for many) Parking is already tight adding visitors permits will escalate the number of cars in permit areas and encourage vehicles parking over driveways - which need to be accessible as many of us are endeavouring to be green and have electric vehicles which require charging. This feels like a scheme to raise revenue for the local authority, instead employ traffic wardens to cover shifts including weekends to fine the huge amount of vehicle drivers who are parking on double yellows and restricting traffic slow and are on occasions dangerous as they restrict your view of oncoming traffic. Plus consider encouraging the use of electric vehicles and introduce local legislation to introduce fines for blocking driveways.	19/01/2024 18:15 PM
266	Residents parking should be free as council tax has already been paid and while it makes sense to have visitor or carer options, this	19/01/2024 19:31 PM

	shouldn't also be free. Some of the streets Union Ave, McCalls Ave, etc.? included have no bearing on the town centre whatsoever.	
267	<p>I have recently bought my first home in August 2023 at York Street Lane in Ayr. I park on waggon road or York Street. Not only has my own car been damaged, a second car has also been damaged to which both myself and the other owner has had to pay £200 insurance excess (without glass cover it would have £680 per car) to have our windscreens replaced. By bringing forward a plan to put permits in across these areas is shocking and very disappointing. We are currently in a cost of living crisis, where people including myself are unable to pay for basic essentials such as food or heating, and the council now want to take extra money off home owners so they can park their own car outside their own home. The parking area surrounding york street and waggon road, is never busy. There is always parking available, so i would like to understand why bringing in permits or pay and display meters would change this. Additionally, my partner has a work van which he parks again outside our own home, he does not work in this area, but to propose the charge of £400 per year for a commercial van is ridiculous. Again, another cost that society cannot afford and it is plans like the above that effect honest, hardworking tax payers who then have to go out of pocket again to simply pay to park outside their own home. I totally understand the need for parking restrictions within the town centre such as wellington square etc. But to bring this into action in areas which are not within the main town centre is unfair for the surrounding community who are already battling such a hard time with the cost of living crisis. As a first time home owner, who works full time for North Ayrshire Council, i please urge and beg you to rethink the reasons behind why this is being put in place, and most importantly the consequences it has upon its community. Specifically in Zone B9 where currently parking for both residents and businesses is not an issue. Bringing these restrictions into place will not gain anything but more strain on the home owners and community.</p>	20/01/2024 09:23 AM
268	<p>I live at 10 Prestwick Road Ayr and have no off street parking. Only Union Avenue is available to myself to park and this has been included in the areas that will be subject to resident parking permit. Whilst I support the revised parking plan I would need assurances that I will be able to purchase a residence parking permit for Union Avenue. Unfortunately I am not allowed create off street parking at the front of my house due to the raised kerb for the buses.</p>	20/01/2024 10:58 AM
269	<p>I would suggest that someone else from the council comes and looks at the street on bin day to see the issues or potential issues if you decided to let it be a free for all parking.</p>	20/01/2024 12:14 PM
270	<p>I cannot understand why you would consider introducing mixed pay and residential parking in areas where your own reports show that capacity in resident only parking areas already exceeds 100%. I stay in Bellevue Crescent Ayr and the number of cars belonging to residents which are double parked overnight regularly exceeds 4 or 5 cars. If you allow paid for parking in these areas currently allocated to residents the problem will be exacerbated not cured. If you need to generate more revenue then you could charge more for resident only parking and examine ways to provide additional public parking from your current estate. The proposals as they currently are would not solve the problem.</p>	20/01/2024 13:18 PM
271	<p>Residents have the right to park at their property without it costing them to do so. It is ridiculous expecting payment of up to £140 per</p>	20/01/2024 13:48 PM

	<p>household for the right to park outside their home whilst, as per the proposals, non-residents can park for up to 3 hours without having to pay it's ridiculous. It would mean that residents are subsidising non-residents. Equally to expect companies who do work in the properties to pay £400 does not make sense and more than likely they would pass the cost to the residents. Additionally I believe the process is being carried out surreptitiously. For such fundamental changes then the consultation process should be much more directed at the people affected instead of them finding out by chance. I am totally against these proposals.</p>	
272	<p>Residents have the right to park at their property without it costing them to do so. It is ridiculous expecting payment of up to £140 per household for the right to park outside their home whilst, as per the proposals, non-residents can park for up to 3 hours without having to pay it's ridiculous. It would mean that residents are subsidising non-residents. Equally to expect companies who do work in the properties to pay £400 does not make sense and more than likely they would pass the cost to the residents. Additionally I believe the process is being carried out surreptitiously. For such fundamental changes then the consultation process should be much more directed at the people affected instead of them finding out by chance. I am totally against these proposals.</p>	20/01/2024 13:49 PM
273	<p>I live in Bellevue Crescent, and the street is over committed for parking as it ismost of the houses are converted into 2 flats and therefore each house can have as many as 4 vehicles, this results in parking congestion at best, and double parking at worst ...I cannot understand why you would expect us to pay this very large upgrade for residents permits and be faced with even less parking spaces than we have now if you open the street to shared parking with the general public. I therefore strongly object to the both the cost and the change to shared parking (I think carers should be exempt) and I think the charges outlined for tradesmen working in the area are ridiculous ! ...I will be writing to my local councillors today to make a strong objection and visiting my local MSP to inform them of the situation I also feel that there has been a complete lack of information made easily available to the public on this consultation, I only found out about it in conversation with a traffic warden. There are a large number of residents in this street who are elderly and who may not only not know about these changes, but also may not have the computer skills to find and complete this survey, I would therefore suggest that your original findings in your Consultation Outcome Report are seriously flawed and totally inaccurate as only 1199 in the whole of Ayr actually found and were able to complete the survey.</p>	20/01/2024 13:51 PM
274	<p>The proposal will allow anyone to park in areas which are currently designated for residents only. Where is the analysis of the increased parking in these areas? The proposals would allow any vehicle to park outside my house from 3pm Saturday to 11am Monday. This is an absurd proposal The proposals will change the amenity and character of my street. It will affect the value of my house. What analysis has been done to calculate this? Assuming the effect is negative and added to the new costs for being a resident and having tradesmen work on my house what is the proposed reduction in my Council Tax?</p>	20/01/2024 14:08 PM
275	<p>Residents who pay council tax should NOT have to pay for a parking permit ESPECIALLY when it is proposed that visitors to the area can</p>	20/01/2024 14:24 PM

	park FREE for up to 3 hours which will not be EFFECTIVELY MONITORED OR SANCTIONED!	
276	We need parking permit to park as we live in Prestwick Road but need to park in McCalls Ave or Union Ave and not to offer us parking is a bit extreme	20/01/2024 15:15 PM
277	See question 8 above	20/01/2024 16:08 PM
278	South Ayrshire Council are actively discouraging residents and visitors to the town centre because of their outdated parking laws. Ayr is the largest town in South Ayrshire, it should be treated as a flagship town to encourage residents and visitors alike to want to use it, there are no incentives whatsoever and a lot of the shops have had to close because of the ridiculous rates being charged. Surely better open shops with affordable rates than empty shops and few rates going into the coffers. With some insight Ayr could be a beautiful town instead of the dump it is now beginning to resemble, it's depressing to see it nowadays. That's my rant for the day!!!!	20/01/2024 16:41 PM
279	I OBJECT TO THE AMBIGUOUS NATURE OF THESE QUESTIONS. THIS IS A CASH GRABBING EXERCISE. IF PARKING IS OPENED UP TO EVERYONE THIS IS MAKING IT EVEN MORE DIFFICULT FOR RESIDENTS TO PARK.	20/01/2024 17:12 PM
280	If you relax parking restrictions/charges this results that business employees will just using the parking leaving no spaces for visitors and shoppers. I would support the idea of a free say 1 or 2 HR slot with charges over and above that. Free parking should be available on the outskirts of the town for those who are willing and able to work.	20/01/2024 17:53 PM
281	The use of the flawed 2021 consultation is no basis on which to make proposals given that the charging structure was not disclosed at the time. Residents had no knowledge of the financial consequences of the proposals. The results of this survey alone should become the basis for any proposals. I am opposed to opening up our current residents permit areas to a free for all 3-hour parking limit. This will make it impossible to park in our street - Eglinton terrace - which is already full at many times with residents' vehicles. As noted above, I also strongly object to the proposal for tradespeople to be charged £400 p.a. This will drive up costs not only for the businesses but us as their customers.	20/01/2024 21:08 PM
282	Pleased to see the introduction of a free period in Pay and Display car spaces, which should allow much needed short term car parking within the town without penalty. Extremely disappointed that car parks which bring people in to the town for various reasons (e.g. Citadel Car park, Blackburn car park, Cromwell Road, Castlehill Road, Kings Court, Riverside Place, and New Road, Millbrae) as well as the Prestwick ones at the pool, the train station and the esplanade will now have a charge attached. These bring people in to the various towns, as public transport frankly isn't up to the job. Without car traffic, you are basically stating that the town is closed for business, and you should be ashamed of yourselves for even suggesting putting a charge on these car parks. I really do hope you see some sense and cancel these plans, and make the towns more driver friendly. No wonder out of town centres are doing so well! At the expense of the town centre too! The citadel in Ayr and Prestwick pool are leisure facilities, promoting a healthy lifestyle. You should be encouraging people to come in and use these facilities rather than charging them more for the privilege. This will have a negative impact on people's health levels and as a priority should be	20/01/2024 21:24 PM

	<p>cancelled. The car parks at Prestwick Train station and Millbrae & Castlehill road in Ayr (which have both often been used as overspill for the woefully inadequate Ayr Train station car parking) should also not have a charge attached, as this causes an environmental issue, as the railway journeys which are already expensive, become much more so with a daily parking levy. People will just drive to their destinations instead, which raises harmful emissions. The other car parks bring in vital footfall for shopping and leisure activities, and these should be promoted rather than punished. There are many reasons why the town has much fewer shops that 10-20 years ago, but this could be a defining moment as to whether the council gives the message that they are supporting the facilities in the town centre, or simply encouraging those shoppers / tourists to go elsewhere</p>	
283	<p>This survey is nowhere near extensive enough to effectively gather views and it doesn't ask the right questions. For example, there is no option to provide feedback on proposals for zone B10, therefore it's not really a consultation at all. I live in McCalls Avenue. Parking for residents only became problematic when SAC expanded its services at McCall's Business Centre and didn't provide parking for its many employees. Employees now take up much of the on street parking in McCalls Avenue and surrounding streets. The proposals mean residents will be charged for parking, with no guarantee of a parking space being available, but SAC employees can continue to benefit from free on street parking, albeit time restricted. This seems very unjust for residents and will not solve the parking issues caused by McCalls Business Centre. Address the SAC employee parking needs and there won't be a need for permits. Furthermore, introducing permits for McCalls Avenue will only serve to encourage drivers to park in the surrounding streets, Alexandria Terrace, Union Avenue, Northfield Avenue, and Campbell Street. These streets are already at FULL capacity, day and night, for on street parking. Rubbish survey.</p>	21/01/2024 08:28 AM
284	<p>Introducing parking permits in Newton on Ayr is obscene, there is nothing here and we are a community strongly affected by the cost of living crisis. It's outrageous that this is even being considered, when 1 street away the parking is free. I expected to have a parking permit when I lived a street away from Hampden in Glasgow and I am gobsmacked I'm expected to pay more for one on the middle of a suburban area with high levels of poverty.</p>	21/01/2024 08:53 AM
285	<p>We should certainly not be charged for parking outside our house.</p>	21/01/2024 10:11 AM
286	<p>There has been no issues in Union Avenue with parking so am strongly against residents paying for parking permits. Even when the busy hairdressers was working from Union Avenue parking was never an issue. Why should residents have to pay to park their car and aren't guaranteed a space when others can park for free for three hours People pay Road tax and insurance to have their car on the road and residents pay council tax so why should they pay to park at their house. This is just another unfair way to get money and if residents take down their front wall and install a carriage crossing that is just even more money for the Council and Ayrshire Roads Alliance and this also reduced the number of parking spaces. I know the issue will be the parking at the train station but it's been the same for years with no issues in Union Avenue.</p>	21/01/2024 11:24 AM
287	<p>The above survey demonstrates a level of survey bias that undermines the validity of the survey in that the answer options are based on acceptance that parking charges are required.</p>	21/01/2024 11:38 AM

288	Transport hub Regeneration of town centre Compulsory purchase of redundant buildings, offices and homes Cohesive strategic plan for the future not a quick fix	21/01/2024 12:10 PM
289	I am astonished that anything other than a total abolition of all parking charges would be proposed. You will end up with ghost towns full of empty spaces, closed businesses and unused meters. Ayr is 80% there already. I will absolutely boycott all local services if this proposal goes through and take my car to Silverburn/Heathfield for shopping & recreation.	21/01/2024 12:57 PM
290	The cost increase of a permit from 50p to £60 (a 6,0000%) increase is or will be seen as yet another tax on the car owner, add this to the cost of living crisis this won't go down well with those who chose to live in the affected areas, particularly in the charming Fort area of Ayr, much if not all of which has the additional financial burden of being in a Conservation Area. The tradespersons permit costs will also be passed to the customer, all these costs may make living in or near the town centre very unattractive. The conservation area status can in some instances prevent the introduction of off street parking in certain dwellings. A reasonable cost increase for residents parking is not unexpected nor unreasonable as the current cost at 50p is outdated and unsustainable, any such increase has to be sold to those affected not imposed and the three hours shared space free parking in B zone streets must be rejected. Over the years many original town houses have been split into two flatted dwellings, which in turn increases the number of cars chasing limited on street spaces. This is very evident in streets such as Park Terrace, Eglinton Terrace, Montgomerie Terrace, Park Circus and Bellevue Crescent To create shared spaces with 3 hours free parking for Tom, Dick or Harriet is simply ludicrous and will not be at all welcome. Those who live there pay every year and others can pop along anytime for three free hours, does not appear to be fair, the three free hours also conflicts with 1.2 Objective which suggests the review, is aimed at the quality of life for communities. The introduction of shared spaces will prove detrimental to the quality of life for permanent residents within the residents Parking Scheme. The tradespersons permit at £400 per year will simply be added to the customers' bills, further adding to household costs. Should common sense simply be applied as it has done for over 50 years since the introduction of the Residents Parking Scheme around 1971? The unnamed street in front of the Fort Tennis courts should be named to remove the anomaly e.g. Tower Lane. The 1971 parking scheme was most welcome and the car usage and parking demand has increased exponentially since then, the shorefront remains popular for day visitors and to remove the scheme from areas bordering the shorefront would be bad politics as would the shared space concept. It's a difficult situation but to have a reasonable charge to retain the Residents Parking Scheme would be fine but not with the shared space add on, it's simply madness and bad politics. Town centre dwellers should not be seen as cash cows for councils or the Roads Alliance.	21/01/2024 13:19 PM
291	I feel that resident permits should cover a maximum of 3 vehicles.	21/01/2024 13:38 PM
292	Blue badge holders .they are allowed to park on double yellow lines or parking bays for as long as they want .this is totally wrong .they should be limited to two hours max same as everyone else .they park on Fullarton Street and the buses struggle to get past parked cars .also the amount of blue badge holders that park up and jump on the	21/01/2024 13:53 PM

	x77 and go into Glasgow or Prestwick etc. because they can park for unlimited time .also free parking at Christmas. All the spaces get taken up by bus drivers, post office workers by 7.30.this doesn't help the businesses in Ayr .now we have the two hours free parking this doesn't need to happen.	
293	Allowing non-residents to park in areas that residents have to pay for is unfair. This would cause animosity in an area that is often already congested. As a resident, I would be willing to pay an annual fee for parking, but not if non-residents can park in the same area free of charge. Tradespeople and carers should be able to apply for special passes.	21/01/2024 14:23 PM
294	The statistical analysis on usage and capacity and volume of traffic is totally lacking from the consultation.	21/01/2024 14:59 PM
295	I have grave concerns that enabling public parking in residential streets near the town centre will be detrimental to the future of Ayr. I believe that encouraging people to live near the centre will bring new life into the town. By making parking worse for residents this will hinder the revitalisation process. In certain town centre areas it is already difficult to park near our homes as there is insufficient parking space for the residents as it is. I live in Park Terrace and I value the work the traffic wardens do to prevent cars without permits blocking our road at the moment. There is already insufficient room for all the residents without enabling non-residents to park. I also fear the increasing the volume of traffic which would enter and exit from Park Terrace onto Alloway Place would be very dangerous! it is already very difficult to exit and non-residents would be unaware of how to negotiate this manoeuvre safely. It would greatly endanger pedestrians and other road users. I live in Park Terrace and depend on my family to visit and support me as I am widowed and in poor health. If I do not have a visitor's permit this change will make their visits harder and prevent them coming. As my health deteriorates I will find life increasingly difficult if I am unable to park near my house. I am more than happy to pay £60 for a residents permit and £60 for a visitor's permit but would expect to be able to park in my street without battling for an already hard to find space. This proposed scheme will punish residents and drive people out of living near the town centre.	21/01/2024 15:27 PM
296	I think it would be unfair to allow non-residents to park in areas where residents have to pay an annual fee for parking. This would cause animosity in areas that are often already congested. As a resident, I would be willing to pay an annual fee for parking, but not if non-residents can park in the same area free of charge. There must be exclusivity for residents, with that exception that tradespeople and carers should be able to apply for special passes which must be carefully monitored.	21/01/2024 15:41 PM
297	Taking away residential parking will have a massive effect on the residents. Crossing your fingers and hoping you can get parked outside your house when you have just done 'the big shop' is not good enough. It is already a concern for me as I shouldn't be lifting anything heavy for a great length of time. Will you allow driveways to be put in to areas of conservation to compensate? Will you paint in the parking spaces? People who do not know the Park Circus and Bellevue crescent streets are not aware that you need to park tight up to the trees so 2 cars will fit and this causes much consternation to residents when visitors park in the middle cutting down the amount of cars that will fit on the street. I agree that having the ability for visitors, trades people and carers to park would be of great benefit	21/01/2024 16:18 PM

	however I was under the belief that carers and doctors had permits that allowed them to park in such areas. We have had trades people parking outside our house and as a consequence we have parked our car elsewhere so they could use our permit. When we have family from out of town staying, we park our car elsewhere and give the visitors the permit. This is not ideal, but it is preferable to allowing anyone to park on our street.	
298	Your proposals are ill thought out and do not consider the needs of vulnerable residents who have visitors for health and care needs.	21/01/2024 17:15 PM
299	Some of the questions are too specific. Giving a space for qualitative information to be gathered would be of greater use. E.g. 3 hours maximum length stay within the shared use bays within the Type B permit areas is the right amount of time. This could be broken down into a couple of different questions to elicit better responses.	21/01/2024 17:43 PM
300	As There Is No Need For Additional Car Parking Facilities In The Town Centre, The Changes As Proposed, Is Nothing More Than An Easy Cash Grab Required To Help Prop Up The Inefficiencies Of Both The Local And National Governments. There are Numerous Areas Of Land Within The Town Centre That Could Be Adapted To Form Car Parking Facilities Therefore Generating An Income (Although As I Have Stated Previously I Doubt If Additional Parking Is Required). Going This Route Would Eliminate The Possible Confrontation With Residents And Visiting Vehicle Parking Drivers. Furthermore We Already Pay The Second Highest Council Tax Bracket In The Town And This Proposal Should Not Be Given Any Consideration.	21/01/2024 17:48 PM
301	Not providing permits for carers will directly impact my ability to care for my elderly mother. This plan has not taken into account the concerns of people who live in the town centre. The plan to rejuvenate the town centre should include making provision for existing residents to continue to have a quality of life they deserve.	21/01/2024 18:10 PM
302	Make it free to park. People will come to Ayr & spend money if they aren't getting robbed of parking.	21/01/2024 18:42 PM
303	Penalising residents for parking on the street is unjust. Asking residents to pay for parking their cars outside their houses on the street is grossly unfair and highly biased towards more affluent areas where they will mostly have a driveway with their house and don't need to park on the street and therefore don't pay.	21/01/2024 19:55 PM
304	Having previously lived close to Ayr Town centre I appreciate the difficulties experienced by residents needing to park close to their houses and not being able to do so. To extend residents parking to be shared with paid parking is in no way acceptable. It fails to take into account the needs of young families/weekly food shopping trends/ visitors etc. asking visitors to pay each time they visit is not viable especially if people are elderly and less mobile! Asking businesses and carers to pay is unacceptable too. These proposals need more open discussion and consultation. Surveys are designed to limit responses and therefore do not provide a true reflection of the various points of view. Ayr town centre is pitiful we should be encouraging people to visit the town not charge them more for the privilege.	21/01/2024 21:28 PM
305	Please reconsider permits based on registration. Some flatted properties will have say four permits (couple per flat) whereas one person owning whole house gets one.	21/01/2024 21:38 PM
306	This is unacceptable and the previous consultation did not reach residents, it was selective and low numbers with misleading questions. A fair consultation to take into account of the resident	21/01/2024 23:36 PM

	<p>voice is now essential given the way in which South Ayrshire Council deems it unnecessary to do so given that no information was put through my door. This consultation has been open yet I have only found out today 21st January 2024 because a local group posted through my door - this is disgraceful. A very different situation when councillors want to be elected or when the council want to push an agenda - everything is posted through my door!!! This screams of selective and biased behaviour on the part of the South Ayrshire Council. I would like the upgrade plans for the high street to be stopped in terms of making it a pedestrian area, this is an expense that the local area does not require and quite frankly probably as bad as the ridiculous building erected in the waste space in the high street. What council puts up a building that has no facilities or even income generating options for the public that is essentially an empty room!!!!!! Ridiculous, I literally could not believe what I saw, and I worked for a local authority in London, this just wouldn't have been allowed!!! Do another consultation for the public to address the issues that keep arising with bad council decision making such as moving the Leisure centre into Hourstons, at least that was stopped!. Why not show a real consultation like reviewing real examples of the impact of change such as review Paisley, they pedestrianised the high street there - now it is dead, that helped kill the high street, so why does Ayr Council not show a real consultation with examples of where this money is spent that actually is tangible to the local area! Fix up the shops, fix the buildings as it is a disgrace, make the owners/landlords fix their building - I have to as a resident! Reduce the charges for shop rentals, allow artists in empty shops, to make the high street come alive, since COVID businesses have left the high street due to the lack of footfall, this will not alter just because the council wastes money changing to pedestrian high street! https://www.local.gov.uk/our-support/financial-resilience-and-economic-growth/economic-growth-hub/dealing-empty-shops the council needs to listen to the residents as suggestions and advice is being ignored by councillors. It is disgraceful, we are in an economic crisis and you want to charge more but waste money on ridiculous ideas - lack of transparency as to why this is all occurring. I think Ayr is the worst council I have ever seen and I worked for local authority in London!</p>	
307	<p>1. Removal of residents only parking will cause significant disruption. Instead of 2 permits per household, the new draft strategy is suggesting 7 permits per household (2 for registered vehicles and 5 for visitors). Human nature being what it is, a resident who has 5 visitors' permits and 5 friends who work in the town centre can give these permits to their friends who can then park all day, taking up spaces. 2. With each property now having a greater number of parking permits, have you thought about how many cars that in fact gives "permission" to park in any given street? Realistically, I would suggest that the street parking infrastructure is insufficient to facilitate this. 3. If these proposals are accepted, there is a real danger of reputational damage to the council and an onslaught of ongoing complaints from those unable to park in their own street as a direct result of choices made. 4. Have you given consideration to older people or those with young children? Is this policy disadvantaging them by making it more difficult for them to secure a parking space close to their own home in their own street? 5. I currently live in a Zone B street. I have no objection to paying more for my parking permit. However, I do object to paying for my (and my visitors)</p>	22/01/2024 09:55 AM

	<p>parking when anyone can park free - even if that is only for 3 hours. 6. Residents with lease cars are going to be disadvantaged - lease cars V5's are held by the leasing company, not the user. Residents in this category will not be eligible for a residents permit, and instead will require to purchase a visitor permit - this is unfair. 7. In December 2023, the decision was taken to remove parking charges in a drive to support local business and increase town centre footfall. This backfired when workers parked in spaces all day, meaning parking spaces were not available for those who genuinely wanted to come into the town to shop. This proposal seems to me to be building on this same principle i.e. more opportunity for parking = more footfall, when this is not the case. 8. Ayr Grammar primary school, now located on Fort Street means an increase of children walking to/from school along busy town centre routes. Have you asked children for their views and have these been incorporated into your proposals? 9. I am unsure how the increase of parking opportunity for cars sits alongside other plans to introduce more cycle lanes and safe walking routes? This proposal seems to be encouraging more cars into the town centre whilst other proposals seem to be encouraging less - this makes no sense.</p>	
308	<p>Don't agree with payment of up to £140 pa with no guarantee of parking outside my home in St. Andrew's Street, Ayr KA7 3AH.</p>	22/01/2024 10:16 AM
309	<p>Businesses in Ayr cannot survive if they are not accessible. Are people less likely to go to Silverburn if they had enough shopping and free parking in Ayr?</p>	22/01/2024 10:41 AM
310	<p>If the resident's only status is removed from the streets near the seafront it will be impossible to get a space during the summer season and it will severely affect the guest house industry because of the limited spaces in these streets already. You are also creating unnecessary extra work by guest houses having to go online to enter every guest's vehicle details, to obtain a permit at a cost of £2.50 per day that will not guarantee them being able to park.</p>	22/01/2024 11:42 AM
311	<p>The use of the flawed 2021 consultation is no basis on which to make proposals given that the charging structure was not disclosed at the time. Residents had no knowledge of the financial consequences of the proposals. The results of this survey alone should become the basis for any proposals. As noted above, the proposed charge for tradespeople / carers is completely wrong and will result in difficulty for businesses including private care firms and increased costs for residents.</p>	22/01/2024 12:11 PM
312	<p>Why should we be paying £140 per annum (plus on top of this, as you are proposing, having to pay extra for visitors, health visitors and tradesmen to come to the property) to park outside our own property that we are already paying premium rates for and someone from out with the area can come along and park for free for 3 hours. The residents in the street could return from work or shopping and not be able to park outside their houses or even in the street due to other people parking for free. Older residents, people with children/grandchildren could end up having to walk a distance to their properties so what we are paying £140 for! This will obviously also lead to more wear and tear on our road which is already in a bad state of repair due to the increased traffic.</p>	22/01/2024 14:36 PM
313	<p>When AHAC decided to start renting 7 York Street, Ayr part of the reason we moved here in 2012 was to ensure anyone needing our service could access it without barriers, including parking and charges. We listened to our service users who told us they would prefer us to be not in but not too far away from the town centre due</p>	22/01/2024 15:16 PM

	<p>to parking charges and lack of available spaces nearby. It was for this very purpose we chose York Street as an area near those in need and which had plenty of free street parking. Many who visit us need to be able to park near the office and have no money to be able to pay for parking. This is important for those who are unable to walk far but are without a blue badge e.g. those who struggle to walk, have anxiety about walking past people in town centre/busy streets or those with multiple children where the logistics of parking and walking is too much due to their mental health. The majority of those who use our service are vulnerable, have mental health issues and are in poverty. During a Cost of Living Crisis we cannot add additional poverty to them by them having to pay to park when visiting and using our office. For many we are the only service which is available without appointment to drop in to get regular, face to face information and advice. We would welcome either specific spaces allocated outside our offices for those who work and are visiting us to be free or some reduction, allowance for some cars to be able to park in York street as part of a Charity Permit Scheme. We would be happy to pay a reduced rate – e.g. Charity permit - £100 annually for up to 8 cars Charity visitor permit - free for up to 3 cars at a time – we could give these to service users to display on their cars or Essential Worker permit - Free for up to 8 cars Charity visitor permit - free for up to 3 cars at a time – we could give these to service users to display on their cars There are currently a lot of abandoned cars in York street which have not MOT, Road Tax or Insurance. Some car garages leave cars there and put MOT on them to avoid them being removed. These cars have flat tyres and can clearly see abandoned. There should be something in place to ensure cars cannot be dumped and left for months even with road tax on them. You can clearly see the cars which as being used and those (including a disused caravan) which are dumped, left to rot, taking up valuable parking space in an already congested street. If parking charges are brought in it will simply move congestion to surrounding streets in the area as we will all have to park elsewhere instead?</p>	
314	<p>I totally disagree that residents in these areas should be punished for the inability of councillors to manage the current parking areas and, disagree that you consider current regulations unfit for purpose. I am a dog walker that frequently walks around the area. Most days I will see large swathes of unused local parking areas. Both Cromwell Road and the Horizon hotel spaces remain underused on a daily basis. Equally Charlotte Street car park is rarely at capacity. To inform me that I will be taxed a huge sum for parking near my home in these times of economic difficulty and, with no guarantee that I will be able to do so is an outrage. If have voted for my local councillor to now kick me up the rear for my support, I will vote with my feet at the next election in an effort to remove that councillor.</p>	22/01/2024 15:29 PM
315	<p>I do not believe there is any justification in charging local residents for parking outside their own property.</p>	22/01/2024 15:29 PM
316	<p>Proposal to remove Zones B09 and B10 from the proposal. If parking permits for residential areas outside of Ayr town centre are being proposed, they should be open, transparent and encompass the entire area. The proposed zones look like 'beachheads' for future zone expansion under the next review. Permits in these two zones will reduce residential quality, affect property value and certainly displace vehicles to the surrounding 'free' streets. The latter will inevitably be exacerbated if a 'visitor' plans to stay for longer than 3 hours - far easier to just park around the corner. From page 9 of the</p>	22/01/2024 17:13 PM

	<p>parking strategy report, it is clear that the proposal is VERY much against the stated objectives. It is within this context that this Parking Strategy will seek to: Provide an appropriate level of parking to support economic vitality - NO Ensure that parking is inclusive for all users with on and off street charges aligned - NO, the very opposite Ensure efficient parking and traffic management to support the local economy, provide access to key services and facilities and reduce congestion from inconsiderate and irresponsible parking - NO Use parking assets to the best advantage through pricing, promotion and information whilst safeguarding access for blue badge holders, for loading, deliveries and for emergency vehicles - NO Reinforce business and visitor confidence in available modern parking options whilst also promoting walking, cycling and the use of public transport - no Use modern technologies and encourage low emission vehicle use, and - NO Discourage irresponsible and dangerous parking - NO</p>	
317	<p>Again another way of sac, robbing the working man. Idiots</p>	22/01/2024 19:56 PM
318	<p>While I don't object to paying for a residents permit I do object to the possibility of returning to my street to find it full of cars parked for free. In addition, Ayrshire Road Alliance's track record of providing adequate traffic wardens I find it difficult to believe that the 3 hour limit could be policed to any sort of acceptable standard. In short I believe the scheme is simply unworkable.</p>	22/01/2024 20:16 PM
319	<p>I would like to lodge my objection to the proposed changes to the Residents Parking permits for the Ayr Fort and adjacent area in Ayr West. It would appear that residents will be disadvantaged in several ways. Firstly, each household is to be charged £60 per car specifically registered to the household but this does not guarantee that they will be able to park outside their house or even in their road. Would residents then have to drive around to find a parking spot possibly streets away? Secondly, they would be deprived of their designated road parking by someone who is parking for free. This seems totally unjust. It could be that they are unable to park for a large part of a day. Thirdly, who would be responsible for regulating this 3 hour period if there are a lot of people parking randomly throughout the day? Another issue is that of accommodating parking for spasmodic visitors if every household can only hold permits for nominated cars. For example, we have family members who can only visit for a few days once or twice a year. Of course, none of the above begins to address the issues regarding tradespeople.</p>	22/01/2024 20:17 PM
320	<p>How can a resident in Zone B be assured they can park their vehicle in their street if they have shared use bays as proposed? There currently are certain streets in Zone B where the number of resident cars already outstrip the number of spaces e.g. Bellevue Crescent If a resident has to park their car out with their Zone but display a valid permit for their house, would they still be penalised. I have concerns regarding the increased illegal parking and usage of back lanes for Park Circus and Bellevue Crescent if this plan for shared use bays is introduced.</p>	23/01/2024 11:41 AM
321	<p>I live in Riverview flats which are above old BHS building. Whilst we have garage parking at end of alleyway access this alleyway is often obstructed by vehicles using it as a free parking area despite signage requesting to keep clear. This is also access for emergency vehicles. I realise this area is not enforceable by parking wardens but there has to be some solution to this. Regards Tom Malone.</p>	23/01/2024 12:00 PM

322	Parking charges will cause congestion to surrounding areas as staff/visitors will have to park elsewhere. This will also have an impact on Disabled Users of our service.	23/01/2024 12:35 PM
323	Introducing paid for permits when the parking spaces on some of these streets is already beyond repair is utterly ridiculous. What is a resident to do if they've paid for their permit and arrive home from work to find that all of the spaces are taken by the '3 hour free parking' vehicles? It is an utterly ridiculous idea to begin allowing free parking on these streets but expect residents to pay their way. Shame on you, South Ayrshire.	23/01/2024 14:18 PM
324	<p>Why does someone need to provide a driving licence to buy a parking permit this precludes a person buying someone else a permit, it makes no sense at all. Regarding the requirement of a driving licence, I would suggest that you leave police matters to the police. It should be of no interest to you who pays for a permit, only what car the permit goes to. Furthermore your proposal that "All permits will be issued virtually via an online booking system (assistance available if required), and applicants shall be required to provide relevant documents to prove eligibility, such as a driving license or medical certificate." makes the very bold assumption that everyone has a computer, is on-line and has a scanner. I would suggest that this may not be the case. As one further point on this part of the proposal, parking permits are related to vehicles and not people, therefore I would suggest the requirement and retention of irrelevant and dare I say, personal information like a driving licence would place yourselves in breach of GDPR. You are proposing Type A parking to move from £50 per car to £60 per car per annum. This is a 20% increase which although an above inflation increase, it could perhaps be justified in there being no increase for a number of years. You are further proposing Type B parking to move from £0.50 for 2 cars to £60 per car per annum. This is a 24000% increase which, I would suggest is slightly more than inflation, even if considering the years since an increase. I don't think anyone would argue about a reasonable or even proportionate increase, but 24,000% is beyond ridiculous. This is especially true when we all know that the wardens never come by and many residents can't park in their own street especially during the school run. The 24,000% increase in costs will also have a knock on affect to the saleability of these properties. Add to this the preposterous £20.00 per annum to allow guests to visit! The proposal to remove the residents parking in favour of a 3 hour stay with 1 hour away now makes a complete mockery of the idea of a parking permit. A parking permit definition is: "(UK) A pre-printed card, issued by several local authorities, that a resident (or his visitor) can display in his car when parking in a designated roadside place." If you now say that anyone can part there even for a limited amount of time then it is no longer a designated parking place it is in fact a public parking space, thus making the idea of a parking permit null and void. You certainly cannot have this both ways. It is either a parking permit designated area or it is a public parking area. I also note that on the original consultation that the majority did not want you to remove parking areas. I did not take part in this survey as I was completely unaware of its existence. I would further suggest that your proposal is anti-small business and anti-competition. The fact that you are proposing that trades pay £400 for the privilege to come and work at houses nearer the town centre means that many, if not all, single and small traders will simply no longer offer their services to those households and why should they when they have the rest of</p>	23/01/2024 14:20 PM

	Ayr and Alloway to work in. Yet another penalty for the households affected. I completely reject this ill thought through plan as a whole for the above reasons.	
325	Remove all current resident parking charges, but keep residents only streets and permits with cost of administration self-funded by a common charge across all relevant streets without any SAC financial gain. Property is residents registered address that is their permanent home Tradesmen can get exemption from ARA in advance for large scale work Two per household one of which a joint resident/visitor this will allow a carer and for tradesmen, with residents required if necessary to park elsewhere temporarily. This will provide for local people who contribute massively to the local economy 365 days a year whilst recognising and limiting the amount of vehicles to 2 per property, which many do not have. Thus reducing the contribution of pollution from fossil fuel burning that is complicit in environmental deterioration such as acid rain with the subsequent decimation of Salmon breeding pools. This will be brought about by a reduced level of traffic movement by none residents	23/01/2024 14:20 PM
326	You should be ashamed of yourselves. We are in the middle of a cost of living crisis and you intend to charge people for parking in front of their own home? The fact that a complete stranger could park on my street for free while myself, my family, and my boyfriend are expected to pay is absolutely ridiculous, and I am shocked that the ARA thought they would be able to get away with this. You have no shame, and are transparently only interested in lining your own pockets at the expense of residents who will take the brunt of the cost. Frankly, you should all resign from your positions, as you are clearly unfit for any kind of purpose.	23/01/2024 14:25 PM
327	The thought of charging people to park outside their own home is ridiculous. The notion that anyone operating a business vehicle has to pay 100 times the residents is also absurd. Pushing the wrong people if you want to charge people from out with the area ok but if you live own or rent or own a business vehicle and live in the area you should be exempt from any fees	23/01/2024 17:23 PM
328	This is the most ridiculous proposal that I have yet seen coming from SAC. I am a resident in Barns Crescent and it would appear that I am being asked to pay £140/year for the privilege of not being able to park outside my house whilst others can park free of charge for up to 3 hours. Abject lunacy. Barns Crescent is already a nightmare for residents parking for the following reasons. 1. The southern end of the crescent is constantly used by patients visiting the nearby doctors' surgeries. The patients seem to park here in preference to paying to use the car park. This frequently results in cars parked on double yellow lines on and near the junction with Miller Road. I have never seen any action taken against this dangerous situation. 2. There is a Bed and Breakfast business in Barns Crescent which attracts a significant number of cars which park on the street and not on the 'off street' paved area at the business. These two factors combine to create a large number of vehicles which frequently denies access to the residents in the Crescent. The idea of a parking 'free for all' for 3 hours in Barns Crescent has clearly been proposed by a body totally unaware of the situation. 3. Barns Crescent is constantly used as a 'rat run' by drivers attempting to cut out the traffic lights at the junction of Miller Road and Alloway Place. There have been many near accidents as a consequence of this but again, no action ever seems to be taken. I therefore object to the ARA/SAC proposal which seem to have been derived from a flawed	23/01/2024 19:02 PM

	consultation process. I fully intend to vehemently object to my Councillors and would be quite prepared to go to Law in opposing this.	
329	Disagree completely with resident only parking, where are carers meant to park, what about the mobile attendants when a client falls, Ayrshire roads alliance refuses to give us special permits for our vans as they think we're idiots who would abuse the scheme umm my job is more important to me	23/01/2024 21:44 PM
330	The Parking Strategy considers there's a need to overhaul the Resident's Parking Permits scheme to make it "fit for purpose". The Parking Strategy recommends the introduction of charging for Residents Parking Permits in various zones. I do not object to this concept, although I am aware it is a contentious issue for many. Where an area is covered by a Resident's Parking Permit Scheme, allowing free parking to Visitors within these residential zones seems very unfair. I do not believe that every reasonable effort has been made to accommodate and balance the views of residents in this case. - How is it fair that Residents have to pay for parking in the street where they live and Visitors do not? Everyone - including Visitors - has to pay to park in non-residential designated parking places. - Where do Residents park when visitors freely occupy the parking that Residents pay for?	24/01/2024 11:18 AM
331	The 3 hour proposal allow enough time for office staff to use residential streets as car parks. It is known the county building staff car shuffle already this makes it even easier for them.	24/01/2024 13:43 PM
332	Please keep us updated on how things are progressing. We are council tax payer, so, why do we have to pay an additional fee for a permit that doesn't guarantee a space in my own street?	24/01/2024 15:10 PM
333	Park Terrace is in two bits. The red chip area is a private road that is not maintained by the council and should be excluded. The main road is regularly full of residents' cars and should be excluded. It is a dead end with steps at the end of the road giving access to the Low Green. To allow non- resident parking in this area will prevent local residents (prominently retired people) from parking their cars close by. A traffic hub near the station should be a higher priority with new additional chargeable parking where the Station Hotel ruins are.	24/01/2024 15:35 PM
334	The parking schemes on zone B shouldn't be changed as we don't see why we should pay such a high tax for parking in front of our property. We are council taxpayer, so, why do we have to pay an additional fee for a permit that doesn't guarantee a space in my own street?	24/01/2024 15:58 PM
335		24/01/2024 15:59 PM
336		24/01/2024 16:04 PM
337	The red chip part of Park Terrace (on the left near the end of the road) is a private road with no council maintenance. It should be excluded. The rest of the road is regularly fully occupied with residents' cars. The car owners are predominantly OAPs who need their cars close by. Only residents, visitors and tradesmen should be allowed to park.	24/01/2024 16:05 PM
338	Anything that encourages more parking in private residential areas will have a negative impact on safety noise pollution nuisance and access to driveways. Would also have a negative impact on property values as having residents only parking is desirable and a strong selling point	24/01/2024 16:37 PM

339	I am an elderly person that lives in the Newton area and although I don't drive I rely heavily on friends and family to help me on a daily basis. It is not clear whether I would have to purchase numerous parking permits for all those that help and support me! They are sometimes here overnight so parking for 3 hours would not be an option. Seems like local residents are being penalised having to pay to park outside their property even although it is 20 mins from town!!!!	24/01/2024 19:11 PM
340	I live in an area that is proposed to come under the permit scheme and I strongly disagree that this should be introduced. I don't believe there is a strong enough rationale for introducing this on my street (Union Avenue). I have no issues with parking on my street, and my neighbours seem to agree. The proposals may have been initially suggested to address issues with commuter parking due to the train station, but with the increase in people working from home from the pandemic, there is no longer an issue to address. I spoke with someone who lived on Falkland Park Road, closest to the station, who said there was no issue with parking. It's essential that no changes should be introduced without direct consultation with residents of these streets. There has not been adequate consultation with the affected residents - many have been unaware of this consultation and therefore may not have had the chance to respond. If a permit is to be introduced, there should at least be no charge for residents. It is ridiculous to charge people to park in their own street without a good reason, unless to deal with an evidenced and significant problem (which, as above, is not the case for my street).	24/01/2024 19:46 PM
341	See point 8 above. No need to go to the expense of changing the current parking rules.	24/01/2024 19:46 PM
342	Residential zones within this proposed plans are already close to carparks that are not fully utilised. If you think introducing another tax on residents in this area is a good idea please reconsider. It's only residents that park in out street and it's already full. I understand that but I don't think it's right to fight for a parking space in my street with people that don't live here.	24/01/2024 21:31 PM
343	I am really disappointed and concerned about the lack of consultation that has taken place about this initiative! I do not support the proposals...	24/01/2024 23:26 PM
344	The number of people submitting answers to this survey is, in my opinion so low because 1) questions limited and slanted to get replies the council wants 2) many of my friends believe decisions already made so useless to complete thus as won't make any difference 3) Free car parking is needed for regeneration of town centre and to make it more appealing to tourists	25/01/2024 09:13 AM
345	This survey is not honest, transparent or open. It is poorly publicised and deliberately hidden from users of the website. The questions do not provide full information upon the likely effects of answers, for example charging schemes. Your proposed charges are an indirect tax by an unelected body at time of record high cost of living, record high taxation by government, and do not contain any proof of need or benefit.	25/01/2024 11:11 AM
346	Dear Sir/Madam I and my wife are furious with the South Ayrshire Council and Ayrshire Roads Alliance parking proposal for North Ayr and in particular Union Avenue. We have lived here for the last fifty years, pay road tax for our car, and drive daily on the pot-holed poorly maintained roads in Ayrshire. This money-grabbing parking enterprise takes my breath away and generates a huge amount of anger. This is a residential area far removed from the town centre yet due to 50% of the street having a dropped curb to allow cars to be	25/01/2024 16:13 PM

	<p>parked in front of houses plus 9 disabled parking places parking is already restricted. That would leave the focus on the spaces left which would victimise these residents of which I am one. My wife and I are totally opposed to what is proposed by the Ayrshire Roads Alliance consultation. Regards Martin & Susan O'Hanlon 31 union ave</p>	
347	<p>Fort Street is within two Zones but has not been linked to Charlotte Street in either Zone. In order to give residents of these streets the best chance of parking please link Fort Street and Charlotte Street in a Zone.</p>	25/01/2024 16:21 PM
348	<p>If residents are required to pay £60 per annum per vehicle for a residents permit then they should have exclusive use of resident parking permit holders only as currently designated. Opening these up to anyone to park for free for up to three hours will mean that residents who have paid for the privilege to park outside their home will find it very difficult to park.</p>	26/01/2024 07:55 AM
349	<p>1. Under the proposal we would be required to pay £140 per annum for parking permits for 2 cars and for a guest permit, but despite this, we may not even be able to park our cars here on this street we would be paying for, because any non-resident would be allowed to park on this street for up to 3 hours per day for free! I object for this reason to the proposal! 2. Tradesmen would be required to pay £400 for a permit to undertake work at our property or at any other property on our street – this is anti-business. Many tradesmen will simply not take on work in our street, or add this cost onto our bills. 3. As a Guest House owner, I have calculated that we would have to pay, in addition to the £140 for our own permits, another £2115 per year on top of this. This is an unfair extra cost to a micro-business providing much needed tourist accommodation in Ayr. If we decided to charge our guests for parking, rather than paying for it ourselves, we still could not guarantee they would be able to find a parking spaces available and, this problem would discourage them to book with us again on their next visit to Ayr – either because there would be an additional charge, or because there would no longer be guaranteed parking available for them on the street where we are located. 4. Clearly on drilling down into the consultation, it is shown to be not fit for purpose. Only 2.5% of the entire population of Ayr actually answered the consultation. This is not a democratic mandate to introduce a parking tax and it would appear to demonstrate that the consultation was poorly advertised to residents. 5. Further evidence that there is no mandate to introduce this tax, is demonstrated in the figures from question 5 of the survey: 48.91% voted against the proposals to remove our existing Residents Exclusive Areas, and only 37.29% voted in favour of removing the Residents Exclusive Areas – the rest were neutral. 6. Some of the questions are misleading to the reader because they do not give all the important information – here is an example of a question from the consultation (Question 6): Do you agree that we need to introduce new permits which make it easier for tradespersons, carers etc. to operate? 69.62% of responses received were positive whereas 19.45% were negative. However if the question were phrased to be honest and transparent it should have been: Do you agree that we need to introduce new permits which make it easier for tradespersons to operate, at a cost of up to £400 p.a.? Any reference to carers should have been omitted, since it states elsewhere in the consultation that carers should not have to pay for parking whilst on duty.</p>	26/01/2024 09:24 AM

350	I don't think anyone that lives or works in the town centre should have to pay for parking, they contribute by other means, I.e. Council Tax & shopping locally	26/01/2024 16:11 PM
351	Having full day free parking in December was an absolute shambles - you couldn't park near the town due to staff working in the town taking up the spaces all day. Having a time limit on how long you can stay for free, i.e. 3 hours, would have worked much better. Why do we need to change to parking charges until 6pm on a Saturday? The busiest day of the week for shopping and you're trying to deter people from coming into the town. Having 2 hours free parking for all spaces would be much better and provide much needed income to the businesses of Ayr. Charging for more parking spaces is a complete backwards step.	26/01/2024 16:32 PM
352	If this is the way forward to encourage visitors into our now defunct town for day visitors and tourism as a whole then god help us Paying for parking has a negative impact on shopping restaurants entertainment and every facility that people have to use a car to enter ayr for So if this council thinks increasing that paying for parking is the way forward were in big trouble the reduction of free parking for locals and visitors must not be allowed	26/01/2024 19:33 PM
353	I live in one of 4 houses in a street with resident only parking. My household only has one car but the other three houses have 7 cars in total. That is 8 cars in total but due to excessive double yellow lines erroneously recently put down there are only three spaces outside for 8 cars. 8 cars and only three spaces! That means some of the cars have to park elsewhere in the street. I often cannot get parked outside my house and have sometimes to park half way up the street. The existing rules mean that I usually can get parked somewhere in my street. Your proposals however would mean I and others could have nowhere to park in the street and could have to park several streets away! Two permits at present is fine and when a tradespeople visits they can use one of the permits so the current system is fine for visitors. I object to the levying of proposed fees per annum. This is extortionate and daylight robbery. I object to creating parking bays available to anyone. The current rules were put in place to protect parking spaces for the residents and therefore should remain. I object to tradespersons having to pay to carry out work in our street. They can use one of the two permits already issued. If more parking fees are needed then it should come from the already existing car parks and meters in the town. Why is there free parking in the town centre if you are needing funds. I don't feel the public was consulted enough and I feel that the questions in previous consultations were not sufficiently worded. I also feel that responses to previous consultations have been ignored and that has led to the current unnecessary consultation. Life is hard and complicated enough so please don't make it worse. To those who are proposing the changes, do you get parked outside your home okay? How would you feel if when you come home, there are no spaces left even though you have paid for a permit and someone is parking outside your house for free?! Think of elderly people too. Your crazy proposals would mean, if they were still able to find a space, the chances are, it would be far away, and further to walk to. In summary, stop creating problems!	26/01/2024 21:51 PM
354	This is quite clearly a cash grab attempt by some crazy people. The fact that a resident has to pay to park on their own street, but anyone can come and park outside their house FREE for 3 hours is just unbelievable. Also trying to charge Tradesmen to park to carry out	27/01/2024 08:58 AM ID: 236448754

	work in residents property is a disgrace, the Residents should strongly think about collectively paying for a lawyer to challenge these NUTCASES>	
355	Living in FOTHERINGHAM ROAD, I do not feel we should be included in resident permits. This street is not used for town parking and only occasionally has an issue when the World Bowling Championships are on. As this is a summer event the college carpark is available to be used. The college itself used to be a problem before lockdown but is no longer. Very little traffic due to Ayr Racecourse use this street. Therefore, I see no need to change things in FOTHERINGHAM ROAD. The restrictions of having to declare the visitor's permits by car registration seem to be incredibly restrictive when an open permit that could be given to infrequent guests (family) seems much fairer if there are to be permits. I have lived in FOTHERINGHAM ROAD for 42 years and have complained about parking, especially bowlers, from time to time over the years but as we are at the moment, and I am now retired and see daily what is happening, our street does not need permits.	27/01/2024 12:27 PM
356	<ul style="list-style-type: none"> • The data and sample used by the ARA and therefore the basis of policy proposed for consultation is flawed, inconsistent and at odds with the consultation sample results, this has resulted in the questions in the consultation being misleading, not informed and the residents from the streets directly impacted were not consulted or considered in a sample. The point of "fairness to all" mentioned, needs to consider the weighted impact on the particular street of density of parking mis-use and limited monitoring of parking mis-use. • The original basis of the existing "residents-only" exclusivity policy was not considered or the change in policy validated against it. The existing parking policy was likely due to the proximity and density of local commercial businesses and Zone A to SAC designated "residents only" streets to retain a strong family housing stock and community close to the town centre. The proposed change in policy proposal will significantly impact families being attracted to these zones due to the lack of amenity and will erode the value and use of these properties close to the town centre, pushing larger families further out of the town due to lack of parking amenity and increased anxiety on a day-to-day basis. • The available parking bays for the residents alone in "residents-only" exclusive areas is arguably lower than would normally be required for compliance of regulations if they were new builds today. • ZONE B streets are residents-only exclusive streets that are locked in by and outnumbered by commercial businesses/ business properties on adjacent streets and immediately adjacent to the town centre Zone A. • The proposed policy change to significantly widen the issue of permits for already limited parking bays in small locked in "resident-only" streets in a location adjacent to Zone A area will lead to significant mis-use and parking problems and complaints. A significant point noted is the mis-use of permits. • Residents already experience daily mis-use of the parking restrictions already due to limited and difficulty in monitoring of the area; typically, it is down to the residents to politely approach individuals who frequently mis-use the parking, this will not be viable if extended. • In response to the carers, tradespersons and visitors parking needs, I believe that providing the existing "residents-only" permit holders on the streets with additional permits would be a viable solution that enables the residents to manage and reduce mis-use. 	27/01/2024 12:53 PM

357	It's extremely unfair to charge residents to pay for parking permits to park where they live but let 'joe public' come along and have either free or pay a small charge for parking. It should either be free for all to park or made residents only. I would like to know why Union Avenue, McCalls Avenue and Falkland Road / Avenue are being added to this system with permits. There are houses/flats on Prestwick Road that also use these streets for parking, my household being one of them. If our streets are added to this scheme will be allowed to buy permits. We have more than 1 family car and frequently have visitors to our home.	27/01/2024 20:14 PM
358	I feel that as a resident during Summer months and when an event is on the Low Green or Ayr Beach and promenade ie Scottish Air Show it is absurd that I may not be able to park in my street even after purchasing a permit for £60.00.	27/01/2024 21:31 PM
359	Could the council not consider an additional category so that people who work in the area could purchase a ticket or permit to be in the space longer than 2hrs without having to return to the meter to add money as this is not always possible	28/01/2024 05:55 AM
360	I don't agree that residents parking zone should be pay and display for general public. Having experienced trying to visit family in this type of zone it's difficult enough trying to get parked without expanding to the public. Questions above aren't giving a true opinion of people's views ie question about should visitors permits need reviewed, I agree in that more visitors permits should be reviewed but that it's given free of charge to residents. As with carers/workers etc. if you want true reflection of what people think you need to ask for people's written opinion after each question and not just a multiple choice questionnaire. Also these proposals were not made public enough, at the very least every household affected should have been sent a personal letter to then be given the chance to express their views and concerns. When purchasing my house I take into consideration parking as we are a family that all drive and I feel that turning our area into residents parking would firstly enforce me to move house but also I feel it would depreciate house prices. Would there then be compensation given to households for this?	28/01/2024 08:28 AM
361	In order for a residents permit scheme to operate successfully, it should be managed, have obvious restriction signage, be affordable to residents and have sensible exemptions for tradesmen, visitors and carers/medical requirements parking. We have a church and funeral directors in the street, so a two hour restriction would enable visitors to park and go in a reasonable time, also with commuter parking restricted this would ensure space could be available for funerals and church events. As stated above I would be happy to pay an affordable fee, e.g. £50 per annum, for parking in my street, but only if I can get parked within reasonable proximity to my residence!	28/01/2024 09:05 AM
362	New road and main street in Ayr still seem to be exempt from these proposed zones, makes no sense when surrounding areas are being considered	28/01/2024 09:26 AM
363	DO NOT penalise local residents who rely on their vehicles and parking facilities for nursery/school/college/university runs and transporting the vulnerable and elderly. Small business vehicles also rely on off street parking as well as many local businesses, including B&Bs who all generate revenue for South Ayrshire Council.	28/01/2024 11:29 AM
364	We live in Park Circus and pay a significant amount of Council Tax. Surely we should be able to park outside our own homes. This is a residential area with many homes and it is not a parking area for other people to use who happen to be visiting the town. It is difficult	28/01/2024 12:08 PM

	at the moment with no visitor pass for essential visitors or for friends/family to pop in. Please keep this as Residents Only and issue people with a pass for visitors which could have a time limit. Take a look at Bellevue Terrace, where many of the full houses have been turned into flats and so potentially there are already four cars to what was originally one house. There is often double parking on that street which creates danger for the elderly, infirm and children. They do not need extra people turning up to randomly park for three hours.	
365	The town centre is a complete failure. What is left of it, should be protected. Why are we making it more difficult for people to visit? Parking charges are unnecessary. All that will happen is that people will start to use the free college car park instead of Millbrae. Seems as though we are clawing back some much needed cash from the station hotel situation. - I understand this. However I don't feel this is the way to generate that	28/01/2024 14:00 PM
366	This town council should be making it easier for people to park in ayr centre not making it harder for people especially in the current climate. We should not be charged to park outside your own home or if visiting friends. We play enough road tax council tax and this council waste it with stupid thing like the Cutty Sark at the bottom of the town which doesn't bring anything to the town well done Ayrshire Council	28/01/2024 14:11 PM
367	Absolute joke, I live on green street, I have a car and a works van and I highly reject your idea for permit parking, what will it solve exactly, the non-permit surrounding area, will then just be flooded with vehicles solves nothing, also I will not be paying £60 to park on roads that I already pay to use with my road tax. You waste that much money elsewhere, you need to punish businesses and residents with an absolute criminal idea	28/01/2024 15:03 PM
368	Where are the local workers around Wellington square meant to park currently we would use around the court area or the esplanade. Who else parks along the beach in the winter no one as there are no visitors or tourists parking during the winter yet local workers are to start paying £15 per week for parking ridiculous!	28/01/2024 17:12 PM
369	This is not central Glasgow, it's not central Edinburgh or London. There is no requirement for residents' permits here. It's insane to consider implementing this at further costs to the taxpayer and as a resident in Ayr I have never had issues parking anywhere in the town in the 35 odd years of living here. Drive visitors further from the town at your own peril.	28/01/2024 19:32 PM
370	With regard to the proposal to put parking meters in an around the Sheriff Court area and Bath Street, Cassillis Street are will greatly affect people working in that area as there are a lot of office workers and people attending the Sheriff Court either on Jury duty or as witnesses as the parking can become expensive if you have to pay for parking from say 9.00a.m to 5.00p.m. Some sort of permit or consideration should be given to workers in the area.	28/01/2024 19:35 PM
371	Residential permit parking would have a negative impact on my daily life living on Fotheringham Road. There are zero issues parking at any time along my street or surrounding streets, and permits would put off visitors traveling to Ayr. I already contribute over £250 per month on council tax and to seems unfair to pay an additional £60 per car for an issue that doesn't exist on our street	28/01/2024 19:38 PM
372	We were not notified personally as residents directly affected by the changes. It was only by chance and through social media, that we saw this consultation. It would be helpful if residents with current permits, had been notified in person of this consultation! Not	28/01/2024 19:47 PM

	everyone who lives in town uses social media. Are the plans to continue the 2 hour free parking for all? I don't think your Parking Strategy makes this clear? If so will it be set times -is that the 9am - 11am mentioned? Again I don't feel this is clear. I feel strongly that those requiring residents parking permits are paying for this and that does not seem fair when we are getting less for more money.	
373	The free parking at Christmas was great - should happen more than just once a year. Bring more people into the town shopping.	28/01/2024 20:09 PM
374	How are we supposed to encourage people to visit Ayr, which is already on its knees, by making it harder for people to park near the centre? Surely the money the council spends installing more pay and display machines and bringing in more wardens would be better spent elsewhere or negates other possible revenue that people would be willing to spend (not to mention the current cost of living crisis). This also creates more barriers for the less able bodied who can't walk long distances, especially when public transport isn't a suitable alternative as its extortionate and unreliable. Extending hours from 8-6 catches people going to early doctor's appointments, especially those who work 9-5. Why should we pay another £60 for ourselves or visitors to park in our own streets when we already pay mortgages and council tax? For our situation, this creates problems for our long distance family members who visit for days, sometimes a week. And when the new Ayrshire Hospice opens on Racecourse Road, parking will already be difficult due to restricted car park space, meaning patients, visitors and staff will be presented with further problems in accessing care (namely finding a free place to park nearby as these will become increasingly congested or will incur charges). This will also deter people from visiting the hospice's fundraising office which is currently on Miller Road, affecting the charity's income and peoples' inclination to go into town. As usual, the council is looking in the wrong direction to solve the problems we face and the people most likely to suffer from these decisions are those who really shouldn't.	28/01/2024 20:48 PM
375	Standardise the hours as 8-6 Monday- Friday and 8-1 Saturday. Stop trying to sneak Saturday parking payment up	28/01/2024 20:56 PM
376	It's ridiculous that my partner and I have to pay £50 a year each to park outside our home (Fort Street), but our neighbours at the bottom of our street have a one off charge of 50p. This is daylight robbery in my eyes, I pay council tax in relation to where I live. Parking should not be a financial burden for us, or a money maker for the council.	28/01/2024 21:28 PM
377	I have read over the parking proposal & established that if you live on Content Ave the proposal is that we pay £60 min per year to be able to park in the Ave (but doesn't guarantee you a space so if you've gone to the shops & come back & no space, tough!) but ANYONE can park 6 days out of 7 for 3 hours at a time without paying anything? Also, we need to pay for a visitors permit if anyone comes to visit you other than a Sunday? But if we wanted to park in the college car parks we wouldn't pay anything is that right? I think the whole proposal is flawed & the fact we have never had to pay or had any residents parking in place previously when we REALLY needed (when there were over 1000 students attending Ayr College each day!) it just seems like a money making exercise to me! Since covid there definitely had NOT been the same issues with parking in the Ave and think the college have been fairly proactive at asking students not to park in the Ave. Personally, and having spoken to most neighbours they all agree we DO NOT need residents permit now, we did try to get this in place 10/15 years ago only to be told	28/01/2024 21:43 PM

	our Ave needed to be part of the WHOLE parking review- which has taken a lot longer, due to many factors- most of them of which I'm not really sure of! So I'm now of the very strong opinion, along with the neighbours that we no longer need a resident permit and that this proposal is just years & years too late Judith Hannigan at 11 Content Ave	
378	We should not be expected to pay £60 per year to park outside our own homes. Nor should we need to pay extra to allow our friends and relatives to park at our homes. The 3 hours unrestricted parking offered to anyone on these residential streets will result in residents, who have paid to park outside their homes, being unable to find a space. Residents should have priority on their streets and should not be expected to pay so much for the permit. I would have thought £10 per year would be more reasonable, including 10 permits for friends. I have more than 5 friends/relatives who visit me regularly. Why should I be penalised for this? What would happen to those I am unable to register within the permit scheme? Why are you preventing me from seeing my friends? I have never had to pay to park on my street and this new cost will significantly affect my household budget. You are penalising residents while offering non-residents the chance to park for free. This is completely unfair. I disagree with the plans.	28/01/2024 22:14 PM
379	I think you should consider to stop walk g government money then you wouldn't have to rob the people of Ayr to make up the loses you have created	28/01/2024 22:15 PM
380	No requirement for parking charges on Fotheringham Road. This is where I live. There are rarely a significant number of visitors to the town centre or college who park here, other than very occasional surges for bowling club attendees.	28/01/2024 22:21 PM
381	No residential area should require a permit.	28/01/2024 22:35 PM
382	Parking for free works, why charge for parking when there's less shops and less footfall	28/01/2024 22:51 PM
383	We should be trying to encourage people to come to Ayr, not that there is anything to do when they get here!	29/01/2024 06:43 AM
384	Residents should not need to pay a permit just b	29/01/2024 07:52 AM
385	I strongly disagree with the addition of Content Avenue to a permitted area. It may have been helpful 10years ago however the college is now dealing with their students parking in our street. Therefore if permits are introduced the only people penalised and facing charges will be the residents of the street. I would far prefer for the parking to remain the same.	29/01/2024 07:56 AM
386	Do not introduce parking charges along the esplanade!! This town is dire and needs visitors, and its workers, I work 12hour shifts and simply cannot afford to park nor use public transport as stagecoach don't run a late bus or even run at all. If you want to make money? Start your own local authority bus routes like Edinburgh.	29/01/2024 09:06 AM
387	Extend double yellow lining on Seafield Road as dangerous parking is the norm - close to corners, on double yellow lines, near or over driveways	29/01/2024 10:21 AM
388	You claim that the parking zones haven't been updated since 1970. In 1970 it was correctly decided that residential streets shouldn't be used as overflow parking for the town centre and a cheap way for people to be allowed to park by their homes should be allowed. Now you have decided that not only should people be allowed to use residential streets as free parking for the town centre, the residents of these streets should pay £60 per car for the privilege of parking	29/01/2024 10:26 AM

	outside their own homes. This is a disgusting cash grab by the council during a cost of living crisis.	
389	Why should I have to pay for residential parking only for me to go somewhere and come back later to find I can't park thanks to non-residents cars parking up to 3 hrs free? Where do I park then?	29/01/2024 10:29 AM
390	The parking needs to be considered alongside the wider town centre strategy and longer term plans. It doesn't appear that there are significant plans to introduce major changes around the county building areas. That being the case then there are chargeable car parks (e.g.) Charlotte St & the Horizon hotel area and these are not always at capacity during the week. There is also the opportunity to add capacity to the car park at the Horizon hotel by re-allocating some of the coach parking. The residential areas around the county buildings and next to the beach will be adversely impacted if the current restrictions are changed as per the proposal. The intention to introduce parking charges for contractors will also adversely add to this burden for residents. It appears punitive to introduce restrictions that will make it more difficult to access your property (if you are low mobility but not a registered blue badge holder, especially during summer peak periods), maintain listed properties cost effectively (given that specialised contractors are required from out with the area for certain types of work) and that these restrictions are not being applied to all households in Ayrshire. Furthermore, it is my understanding that the process that you went through to consult and generate the initial information was flawed as was your interpretation of results. In terms of the original questionnaire, it was not fit for purpose and appears to have had a low response rate. As with this consultation, there has been formal communication from SAC. I would suggest that some kind of postal notification would have been appropriate to generate a proportionate and fair view from local residents.	29/01/2024 10:30 AM
391	Residents should be encouraged to use the garage and parking spaces to the rear of their houses. Unfortunately the lanes servicing these amenities, such as Bellevue Lane, are crowded with bins which are not returned to within the curtilage of properties and often cars and vans block access to along the lane despite double yellow lines being present. When the bins and the cars/vans are combined space in the lane becomes very restricted which suggests that residents leave cars in the street to avoid the hassle of trying to gain access to the garages/parking areas. South Ayrshire Council's Tenancy Agreement requires their tenants to return bins to within the curtilage of their homes and if the same requirement were made of owners then more people may utilise the parking available at the rear of properties. The lane surface referred to is also in poor condition.	29/01/2024 11:16 AM
392	Ayr is gradually dying, due to a lack of input from the Council and its managers. Working from home is a great, but people that use the town centre for shopping and recreation are now going to Heathfield also Irvine and Kilmarnock shopping centres free parking, better choice. Continue with this stupidity and Ayr will be a town to be avoided. Bring in more pedestrian friendly actions, close off the Esplanade, the town centre to vehicles, rather than grub about for more cash. Improve the environment. Simple. Why not meter Prestwick Main Street area?	29/01/2024 11:34 AM
393	As above.	29/01/2024 12:43 PM
394	Idiots	29/01/2024 13:36 PM

395	No more than 2 cars per household and give each house a minimum of 1 dedicated space outside their residence	29/01/2024 13:39 PM
396	<p>The New Road Ayr is full of cars from 2 garages which sit for weeks without moving. Rep My Car New Road Ayr has outside my showroom had his own car sitting from before Christmas it has a flat tyre but its road taxes. The other culprit is Caledonian Motors Peeble Street Ayr. They just dump cars here which sit for weeks. We had an old caravan with van attached sitting in the road for about 3 years which I am glad to say has now been removed. It was a fire hazard. The businesses in this road are affected greatly because of this. Delivery's and customer parking is dire. I have heavy marble fireplaces & fires trying to be delivered to my showroom but I am finding that I am having to get them delivered to my home as Delivery Driver's cannot get parked. Thus us not convenient or fair. Also Carrick Bathrooms has a small plastic removable ramp out on the pavement with an electric cable under it which plugs into their store facility to charge the owners electric motor. Bollards are placed out on the road continually so that his car can park to use this facility. It is not every day but it is quite a few days every week. Scary to think that all of the businesses could start to do this. It is very easy to trip over as I have done. Someone from SAC site visited and has deemed this as okay despite Counsellor Cavanagh having put in a complaint as he also thinks it is dangerous. He was dumbfounded to be told that it was okay. Parking meters will help this busy little roads businesses greatly and I think what you are proposing for the town of Ayr is really a great idea despite residents not being happy. I personally think more people will park and use Restaurants etc in the town and surrounding areas if better parking is available. Keep up the great work. Kind Regards Daniel Dunlop Fireplaces 39&45 New Road Ayr, 01382 619992</p>	29/01/2024 14:09 PM
397	<p>The New Road Ayr is full of cars from 2 garages which sit for weeks without moving. Rep My Car New Road Ayr has outside my showroom had his own car sitting from before Christmas it has a flat tyre but its road taxes. The other culprit is Caledonian Motors Peeble Street.Ayr. They just dump cars here which sit for weeks. We had an old caravan with van attached sitting in the road for about 3 years which I am glad to say has now been removed. It was a fire hazard. The businesses in this road are affected greatly because of this. Delivery's and customer parking is dire. I have heavy marble fireplaces & fires trying to be delivered to my showroom but I am finding that I am having to get them delivered to my home as Delivery Driver's cannot get parked. Thus us not convenient or fair. Also Carrick Bathrooms has a small plastic removable ramp out on the pavement with an electric cable under it which plugs into their store facility to charge the owners electric motor. Bollards are placed out on the road continually so that his car can park to use this facility. It is not every day but it is quite a few days every week. Scary to think that all of the businesses could start to do this. It is very easy to trip over as I have done. Someone from SAC site visited and has deemed this as okay despite Counsellor Cavanagh having put in a complaint as he also thinks it is dangerous. He was dumbfounded to be told that it was okay. Parking meters will help this busy little roads businesses greatly and I think what you are proposing for the town of Ayr is really a great idea despite residents not being happy. I personally think more people will park and use Restaurants etc. in the town and surrounding areas if better parking is available. Keep</p>	29/01/2024 14:11 PM

	up the great work. Kind Regards Daniel Dunlop Fireplaces 39&45 New Road Ayr. 01382 619992	
398	<p>Response to Ayr Parking Consultation 2023 1. We do not consider your proposals for residents parking in Park Circus and Bellevue Crescent appropriate, in particular the proposal to allow shared use parking bays available to anyone for up to 3 hours. 2. In the 2021 Ayr Parking Consultation a majority of respondents disagreed with the proposal for introduction of shared use bays in resident's only streets. Despite this these proposals have still been progressed. It was also advised that it was not possible to determine where respondents resided. Therefore we believe this consultation survey should have asked whether there is support for shared use bays in residents' only streets and asked for residents' post codes thereby determining the views of residents in the streets affected. This consultation has assumed there is support for shared use bays in residents' streets and only asked whether the 3 hours maximum length of stay is the right amount of time. 3. A significant number of the houses in Park Circus and Bellevue Crescent have been converted to flats leading to multiple residents' vehicles at each property. Also the vast majority of properties don't have driveways. As a result of this it is already difficult for residents to find parking places within these streets, without the proposal to introduce limited waiting for non-residents. The number of parking spaces is also restricted due to the tree lined nature of the streets. 4. Currently there are also problems experienced by residents due to non-residents parking in Park Circus and Bellevue Crescent, leading to difficulties for residents finding parking spaces in these streets. This is exacerbated by the fact that enforcement is extremely infrequent. 5. The rationale in the Parking Strategy for changing parking arrangements in Residents Parking areas is to accommodate displaced parking. However, I cannot identify where there is displaced parking in the town centre arising from the proposals. In fact a number of car parks adjacent to the town centre, for example Barns Crescent, are underutilised. 6. It is stated in both the Strategy document and the introduction to the consultation survey that the existing 3 hour limited waiting arrangements around the County Buildings are difficult to manage and demand considerable resources to effectively monitor compliance, thereby not achieving the desired turnover of spaces. This difficulty in enforcement of such limited waiting arrangements would lead to non-residents parking for considerably longer periods than 3 hours in Park Circus and Bellevue Crescent with the consequence of residents being unable to access parking spaces. 7. We therefore consider your proposal to allow non-resident limited waiting for up to 3 hours in Park Circus and Bellevue Crescent entirely inappropriate.</p>	29/01/2024 14:15 PM
399	I feel that this parking consultation has been do e in an underhand way, a really has made very little effort to ensure contact with residents. It feels like the consultation has been done in the laziest and most self-serving ways to suit the Ayrshire roads alliance and the south Ayrshire Council while pretending to be up front, while just trying to do a money grab. With no consideration for anyone other than themselves, shame on you all...	29/01/2024 14:35 PM
400	If all parking spaces are charged for, six day a week this will adversely affect trading in the town and put shoppers off coming to Ayr to shop. Some free longer stay parking areas should be available for day trippers, and short stay parking for local people to use during	29/01/2024 15:49 PM

	the week to encourage shopping in the town and to stop the town centre from dying altogether.	
401	Residents are being penalised for staying near Ayr Town Centre. We are being advised we can only have 2 resident permits - some have more than 2 vehicles, who are Roads Alliance to say how many vehicles a house may have? This is basically a tax on the householders who already pay Road Tax and also Council Tax to SAC. The streets that are residential should remain that way and they should not have the option of 3hrs free parking for anyone while we have to pay to park at our front door, ultimately this could result in no spaces at my own property and I have paid to park there. SAC recent message was that Ayr was open for business, which is all good and well just don't be a resident as it will cost you!	29/01/2024 16:24 PM
402	Resident Parking Permit should be reduced, not increased from £50 a year to £60. Why am I punished for living in a zone that requires a permit to park? If the car is registered to the address, as is mine, then shouldn't need a permit or pay for just needing to park outside of where I live. Also take back Boswell's carpark, the cowboys running that are outrageous, have you seen the state of it in there and they have the cheek to try charging for parking and then threatening court action when you don't.	29/01/2024 18:15 PM
403	I object to the proposed residential parking fee for Bellevue.	29/01/2024 18:20 PM
404	Think this is killing Ayr as people will not come to the town and there is hardly any shops in town and you're not in it long. So try get tourists back in to the town not kill it more.	29/01/2024 18:50 PM
405	I disagree with the proposal to have parking bays for non-residents in Park Circus and Bellevue Crescent.	29/01/2024 19:40 PM
406	To charge £60.00 for residents to park outside their own property is ridiculous! As a tradesmen I work all over Ayrshire and Glasgow but on the off chance I might be working in South Ayrshire and working on someone's property, I have to pay £400 a year???!!!!! What about someone who have a business from out with the local authority?? They'll then be penalised?! It's wrong. This is small business getting penalised and taxed for South Ayrshire Council to make up the loses elsewhere!! I also feel that the 'option' to have 'carer, business or tradesperson' option is an absolute joke! So someone would have to choose this option and pay on the off chance that they might require a repair or care coming to their house. It is farcical and financially penalising an already struggling town.	29/01/2024 19:41 PM
407	This will deeply affect the buying and selling of houses in the local area. It is an additional cost for people to consider when moving to this area. It will impact on houses which are already impacted by high costs of living by adding additional charges to each household. By having a permit, it does not guarantee a space either therefore you could be paying for something you can't even get access too.	29/01/2024 19:41 PM
408	I'm a resident in Content Avenue ayr ka8 0ET for over 30 years Residents from Content Avenue have campaigned for almost 15 years with SAC to consider resident parking in our street.. The reason requested for residents only parking was the staff & students from Ayr College we're parking in Content Avenue Monday - Friday. However, the residents working together with Ayrshire college regarding parking in Content Avenue has been resolved. With Ayr College providing more parking spaces available to accommodate students/staff attending Ayr Campus. In my opinion Your proposal is 10 years to late Resident Content Avenue Aye KA8 0ET	29/01/2024 19:42 PM

409	The current system of Residents' Parking permits is less than perfect but the proposed changes would render it completely unbearable for residents. People park in Residents' Parking zones and make the short walk in to Ayr town centre not because there isn't ample parking within Ayr town centre itself but because they want to save the small amount parking in town car parks would cost.	29/01/2024 19:46 PM
410	Zone 10 is mainly residential area and residents should not have to pay to park their cars outside their property	29/01/2024 20:09 PM
411	As per my response to Question 8, I think these proposals are a disgraceful tax on residents. To dress this up as something for the benefit of said residents is frankly an outrage. The prospect of charging residents of Ayr more money for less chance of a parking space in their own street is ludicrous. What benefit exactly will this move apparently bring aside from a quite blatant cash grab from ARA? ARA are also being very sneaky in the way this is all being conducted, the wording of questions (particularly Q7) has been crafted very deliberately to confuse readers to give ARA answers that supports their agenda. This will be getting emailed to the Elected Councillors and my dissatisfaction and anger at this move from ARA will be highlighted. ARA should also consider the prospect that such a move (which effectively removes any parking to residents) will very likely have an impact on property values, which is something that home owners are allowed to take to Court for the lost value. This could work out VERY costly to ARA.	29/01/2024 20:15 PM
412	I have stayed in Newton on Ayr for over 20 years and do not believe I should have to pay to park outside my house. Social isolation is the biggest killer in the elderly and most of my neighbours are elderly and rely on their friends carers etc to support them. People would be reluctant to visit with permitted area. As usual the cost of the permits would go up and already the cost of living is driving working people to food banks this is an extra on top of increased council tax road tax insurances. You will deter people visiting Ayr and more people will shop in Irvine Kilmarnock. Most people visit areas where there is free parking. Ayr high street is already nearly derelict because rents rates have increased this will discourage business to trade here. Businesses in York street Green street will suffer as most of them are garages and people will be reluctant to take their cars here. As I've said stayed in my street Union ave for over 20 years and parking has never been an issue here.	29/01/2024 20:20 PM
413	Mostly listed above cannot see the rationale for widening the areas that are going to mean additional costs to those that are still taking the trouble to visit ayr when there is less and less that could be seen to be attractive for them to continue doing so.	29/01/2024 21:10 PM
414	Content Avenue does not need residents parking. There are no parking issues with either college students or the public parking on the street. Historically some parking problems have occurred with excessive student parking but since Covid-19 this has not been the case. Additionally the proposed allocation of 3 hours parking for free for non-residents would result in students parking on our street, should they wish to, and taking up residents parking. Therefore the proposed changes would not help with parking and penalises the residents by charging us to pay to park outside our own homes. While potentially finding our paid-for spaces occupied by non-residents. This will not work. There is no need to add parking permits to this street. A similar case can be said for Fotheringham Road which only has residents parking on it and the odd Bowling member. Permits are unnecessary here too.	29/01/2024 21:38 PM

415	The three hours maximum length stay is acceptable at best, however not acceptable if the residents have to pay £60 per permit! I'm absolutely horrified that residents of a street have to pay park in their own street. Content Avenue (where I live) is not as busy as it used to be, however I still believe there needs to be some kind of parking regulations. We have two cars in our household, and I believe £120 / year for a permit to park in our own street is totally unacceptable.	29/01/2024 21:50 PM
416	I live and work in Ayr and would be victim to the proposed changes in Content Avenue. I have written to various people over the years about the difficulties parking in my street when most of the spaces are used by college students and staff, despite signage from the college advising staff/students not to do this. Instead of helping this situation at the time, nothing was done and now it is proposed that I may have to pay £60 per permit for the luxury of parking my car outside my own house. In addition to this, the college staff and students could still be able to park outside my house and use up the spaces there for three hours a day per person! (Some of which even block my driveway, even if there is a car in it) I'm not sure how this 3 hour limit will be enforced either - will my £60 a year be covering the cost of staff to monitor this situation? I wouldn't have thought so. If no one is enforcing the 3 hour rule then it means nothing. I would like the security of parking outside my house but paying money and then people parking in the street just as much as they have done before with no consequences seems like a waste of my money that I'd rather be spending in the local community.	29/01/2024 22:01 PM
417	More disgraceful revenue collecting schemes designed to penalise people This town needs to encourage people to visit and stay, not to extort and penalise	29/01/2024 22:33 PM
418	I should not need to pay for parking when visiting a friend's house. Outrageous. Maybe put money towards making Ayr town a better place to visit before charging for parking!	29/01/2024 22:38 PM
419	You are absolutely killing the town. There will be no reasons left to visit Ayr and you will be at fault for making it all but impossible to visit. A town centre should not only be accessible to those who can afford it, I deserve to access the seafront just as much as someone who can afford to pay and display. You are creating a two tier town. Ayr town centre is dying, this will only further damage businesses and send shoppers elsewhere.	29/01/2024 23:00 PM
420	Extending the hours of pay and display on a Saturday is going to absolutely kill business in the town. It's a joke this is even being proposed. Shame on you for killing our local economy through parking charges	29/01/2024 23:03 PM
421	Leave things as they are.	29/01/2024 23:11 PM
422	This will destroy the town. Parking should be free (at the very least on the weekends). Why are you killing our town and businesses	29/01/2024 23:12 PM
423	All parking should remain free from 1pm on a Saturday also, with the time being 5pm during the weekdays to encourage out of business hours use, such as bars and restaurants. Also, the logic of knowing that the council is ignoring the fact that free parking over the Holiday period had a significant positive impact on the town, in favour of implementing this restrictive scheme.	29/01/2024 23:18 PM
424	People who reside in this area should not be penalised and made pay to park at their own front door and family visiting should also be able to do so without penalty. Furthermore hard working people who work 8 hour days (not 3) within the town have no parking facilities. Ayr is already a ghost town and this will discourage people to live	29/01/2024 23:22 PM

	and work in the town. This will bring moderate financial gain but cost the town massively in the long term. It is also morally wrong to impose this at a time most people are already struggling and will cause added, unfair and needless stress to those affected and also the wider community. I am totally against these proposals.	
425	As a council you are already killing what was once a great town for residents and visitors, and this latest ridiculous suggestion beggar's belief! The residential parking areas need to be left as they are. I would like to know how many councillors this ridiculous suggestion actually impacts. We sometimes struggle to park near our own property as it is without allowing every Tom Dick and Harry park outside our properties. You will also then also kill the value of all our properties who don't have off street parking....but of course that doesn't matter to those who are not impacted! Hard working people like myself who are spending money on their homes and businesses to help improve these areas are going to lose money on our investments if this stupid Parking tax was imposed. We would also probably not be able to get trades people to work on our properties due to the additional taxes to them or simply be charged an inflated price to cover work being done on our properties because of this ridiculous Parking Tax suggestion, while all the other streets in the town who are not impacted just carry on as normal while we are unfairly penalised???? I have lived in this town for over 40 years, but only moved to Montgomerie Terrace relatively recently. It's an area of town which over time has become a really nice part of town with a great mix of people who have spent their own time and hard earned cash to help improve their properties, only to be penalised by such a decision. Can you also imagine in the better weather where residents are unable to park at their homes while anyone playing tennis just parks up for free!! Maybe should have thought about not doing away with the multi storey car park (now social housing)? And whilst I appreciate there is a lack of social housing.....why should I and all the others be penalised. There is nothing wrong with the parking in the town as it stands as there is very little for anyone to come into this town for anyway. The people and businesses of this town are doing their best to bring this town back to its glory days, while the council are killing it with an embarrassing high street. It's hard to believe that Prestwick and Ayr are run by the same council. You really need to listen to the good people of Ayr like myself who invest in their homes and shop local. Why oh why should I pay to park outside my own house when someone else's can do it for free??	29/01/2024 23:24 PM
426	People shouldn't have to pay through the roof to park their car at their house especially if their house doesn't have access to a driveway. It should be one bill per household and businesses should be subject to the same cost of permit as residents. Not £60 and £400! Make stay up to 4hrs	29/01/2024 23:41 PM
427	There seems to be a lot of empty loading and taxi bays when the disabled bays are full. Maybe these could be reduced to increase disabled parking.	30/01/2024 04:20 AM
428	When traveling into town I purposely park in the side streets which are free such as the bottom half of Mill Street or Mill Brae car park. Especially as most shops are now in Ayr Central. Making these streets pay and display would put me off parking in town. As someone who lives in Ayr, I imagine this would also put off visitors who are traveling from neighbouring towns etc. More needs to be done to generate more footfall into our town, not just focusing on another way as to how money can be made.	30/01/2024 07:45 AM

429	If the waiting restrictions in the new zone are difficult to manage currently, why would a pay and display option be any easier. Furthermore, the 1pm end time on a Saturday seems to work well.	30/01/2024 07:47 AM
430	FREE parking all around Ayr	30/01/2024 07:47 AM
431	I own a business in Ayr based at 108 Green Street, KA8 8BG and this falls within Zone B9 of the planned strategy. We employ 26 operatives, and this property is our office and workshop. Within these premises 9 people are based and work full time commuting to the office and parking on Green Street. We also have 8 vans/commercial vehicles which regularly drop off or pick up materials from our workshop and, being a construction company and joinery manufacturer, we would also therefore be classed as tradespeople. My concerns are as follows: • We have not been formally informed of this and there has been no direct communication regarding this consultation. We only discovered this through a third party by chance and I find this unacceptable given we pay a substantial sum in rates for our property and should be kept informed by South Ayrshire Council of any changes that may affect our business both logistically and financially, after all a consultation can only be effective if it involves consulting the people it will ultimately impact. I have been informed that it has been widely publicised and has been in the local paper however I have not seen this anywhere and neither have a number of business on the street. • The proposal is unclear regarding the impact on businesses within the Zones. As I have stated we pay a substantial amount in rates already for our property and get very little in return and this proposal would appear to have further financial impact on our business as well as having an impact on our employees. The consultation does not refer to how ARA and SAC would treat business like ours who do not trade within the town centre but rather carry out manufacturing. The consultation seems to focus on parking within the town centre and I do not understand why only our section of Green Street requires these restrictions and the remainder of Green Street and the surrounding streets do not. • The proposal is unclear regarding what would be available to businesses within the Zones. It states that "Business and visitor permits would be available to any business within the zone(s)" but it does not state clearly how many permits would be available, if a permit covers only one vehicle, would we require permits for deliveries , would we require permits for our vans, etc.	30/01/2024 08:14 AM
432	I do not like the wording of some of the questions as they can be interpreted as dishonest. For example, 'The price for a Type A (pay & display zone) and Type B (residential area zone) resident permit should be the same' implies that I agree there should be a charge for a residents permit. In contrast, I DO NOT think people should have to pay to park outside their house at all and would prefer if questions were worded more honestly to acknowledge this.	30/01/2024 08:38 AM
433	I stay in Montgomerie Terrace where at times residents struggle at times to get a parking space. Quite a few of the properties have been converted in to upper and lower conversions with up to 4 cars. This is the same for Eglinton Terrace. If the proposals were to go ahead with residents not assured of a parking space where are we expected to go. My downstairs neighbour is 83 and is dependent on her car to get about as her walking is poor. What is she expected to do if there is no available space near her home? This would be exacerbated if nearby streets {Citadel Place, Charlotte Street, Casillis Street} are pay and display then non-residents would head to Zone B areas	30/01/2024 09:05 AM

	where they can park for free. Eglinton Place is included in Zone B. This is a narrow lane with garage access needed down both sides - parking here would prevent this.	
434	I am a resident in the Zone B area. While I recognise updating the Zone B permit in order to allow Visitor or Tradesman / Carer access could be a good idea. I object in the strongest possible terms to the shared use in the Permit areas with the 3 Hour waiting and the high costs as proposed. As a parent of three young children it is difficult even under current set-up to park near my door in adverse weather. The construct and conclusions of the survey are poor in my opinion. The survey does not ask if the Zone B areas should be shared use it pre-supposes this and that effectively amounts to a tax on the people who live and work in the town centre. There are hundreds of empty parking spaces in the town deal with them and let me get my kids from the house to the car in safety.	30/01/2024 09:09 AM
435	Parking should be free to encourage people to visit the Town. The lack of free parking makes people want to Travel to places like Silverburn & Braehead as you can park free, plenty of spaces and accessible.	30/01/2024 09:47 AM
436	An advantage of visiting Ayr town centre is having the choice to park closer and pay for parking, or park further out from the high street and use the streets with no parking charges. I like the option of free parking on Saturday afternoons. The car park at Citadel is often busy and having free parking on Fort street helps ease the congestion there. Under the new scheme I would use Ayr town centre less often as it hasn't got the attractions that would make me want to pay to park and visit.	30/01/2024 10:00 AM
437	Residents pay Car Tax for their vehicles to be on the road - residents' permits should be free as this is another excessive tax. If South Ayrshire Council really value the town then they would be looking at areas for free parking to encourage visitors to visit - stay and spend money in the town. Instead they are killing the town which soon will become a ghost town	30/01/2024 10:10 AM
438	It is shocking that we pay council tax and are expected to pay even more for parking on roads that are not looked after.	30/01/2024 10:57 AM
439	I don't believe that there is any need to change the permitting system in residents parking permit zones	30/01/2024 11:33 AM
440	I live in Park Circus and the existing parking arrangements seem to work well - although there is only one car here, so we can ensure tradesmen can display a permit. Admittedly permits for visitors would be useful - but this seems complex to monitor. No doubt the new parking strategy was commenced before the pandemic - when parking for non-resident workers might have been causing more pressure on availability of parking. But I think that pressure may have declined significantly. When we pay high amounts of Council Tax, why should Zone B residents have to pay more than a token amount for parking? And what would ARA do with the funds raised?	30/01/2024 12:12 PM
441	Content Avenue does not require permit parking. Ayr college are managing student parking effectively.	30/01/2024 13:34 PM
442	To go from 50 pence per permit in perpetuity to £60.00 per permit per annum is a huge leap in cost...a smaller increase might be more acceptable in a street where every other home is owned by retired people on a pension or fixed income .	30/01/2024 14:21 PM
443	To go from 50 pence per permit in perpetuity to £60.00 per permit per annum is a huge leap in cost...a smaller increase might be more acceptable in a street where every other home is owned by retired people on a pension or fixed income .	30/01/2024 14:21 PM

444	Please supply evidence the reasoning behind including Union Avenue in this proposal as there are no problems with parking in this street	30/01/2024 14:36 PM
445	As a pensioner paying to park in my own street is the last thing I need, and I am not ready to give up my car yet. Why, can residents not be issued with own street permits the way they are issued when the bowling is on. By all means put up non-residential parking meters.	30/01/2024 14:55 PM
446	It certainly does nothing to encourage footfall in the town. Penalising residents who have invested in properties in the town centre	30/01/2024 16:56 PM
447	Blue badge holders should be allowed to park in residence restricted areas without payment or penalty	30/01/2024 17:27 PM
448	Points: 1. There is a long-standing parking problem in Bellevue Crescent and it is insoluble. The problem is, there are more residents' cars than there are parking spaces. The problem is particularly acute at night, of course, but as residents have aged and folk have begun working more from home it can sometimes be hard to get a space during the day also. Nothing in the ARA proposals addresses, nor could address, this problem. Residents just manage it as best they can. There's no reason not to let them go on doing so. If it works, don't fix it. You'll risk making the problem worse, which would infuriate everybody. 2. The current parking scheme in Bellevue Crescent requires, and receives, light enforcement. A charge of £60 pounds for this is not unreasonable. The ARA proposals for marked parking places for shared resident/non-resident use is likely to reduce the number of spaces available for residents, thus adding to the problem. We therefore object to the installation of marked bays as being unnecessary and counterproductive. 3. Clearly householders have short-term visitors, like friends and tradespeople, and don't want their visitors incurring parking penalties. People have managed that mainly by lending a residents' permit. We're told now that that's been an abuse. It doesn't need to be - the regulations could be amended to permit it. 4. The ARA proposal is to introduce a three-hour free parking slot for non-residents. The effect will be to further reduce the number of spaces needed for residents' parking. We object to that proposal. 5. The proposed visitor parking scheme is inadequately described. I am to pay £20 per annum for a permit that allows me, presumably, to register five vehicles that may then be permitted to park in Bellevue Crescent. - "Resident visitor permits would be available to anyone who lives in a property within the zone(s). This means that visitors can stay for longer than the maximum permitted stay (proposed as 3 hours). Up to 5 vehicles may be registered against each permit." I hope this doesn't mean I can arrange free all-day parking in Bellevue Crescent for five of my friends whenever they wish to come into town, and that other residents could do the same. And yet, given flexibility and ease of use in the registration process, this system could be used to permit parking for tradespeople carrying out work, as well as for visitors. It's just not clear how it is intended to work. We think flexibility in enforcement is all that's needed to accommodate visitors and tradespeople. 5. The £400 charge on firms to be permitted to park anywhere in the town centre seems unfairly high, and likely to make it harder to get a small firm to do work in town. 6. The proposal expressly indicates that the changes are intended to generate additional revenue. We strongly object to this, in principle. Council tax is the proper means for the raising of revenue. If parking charges are ever adopted as sources of revenue, there will be inevitable and	30/01/2024 18:39 PM

	<p>irresistible pressure to increase them at every opportunity. Self-financing of a scheme of parking/enforcement is one thing, cash-raising quite another. The ARA proposes charges for parking on the sea front, on the grounds that many other towns levy such charges. We think that free parking at the front is a feature of Ayr, and indeed Ayrshire, as a visitor attraction that should be retained. No mention is made in the proposals of where the County Buildings staff are to park their vehicles. Why make a problem for people unnecessarily? 7. We agree that more and easier parking is required to encourage footfall in the town centre. The provision of additional parking spaces, some of them free, should be made a central feature of the Town Centre Development Plan. 8. The comment in the proposal that seems to lament the provision of free parking spaces in supermarket car parks is gratuitous and hostile. We would like to see a mind-set more sympathetic to motorists' legitimate needs. 9. Obviously there is a need to regulate parking in the town centre, to ensure best use is made of the limited supply. And the use of new technology to accomplish this is to be welcomed. But this is just not appropriate in the wider area, like Bellevue Crescent. We strongly believe the status quo is the best that can be achieved, and should be left alone. Best regards, Hugh and Shella Millar 61 Bellevue Crescent, Ayr KA7 2DF</p>	
449	To ask people to pay to park outside their own homes is disgusting. We're already charged for road use and parking on public roads... it's called road tax!!	30/01/2024 19:51 PM
450	Living on Montgomerie Terrace where on-street parking is already at a premium, I strongly disagree with any plans to make it other than anything residents only parking. Furthermore, the additional proposed costs for the luxury of parking outside my own house, where I already pay a not significant amount of council tax, smacks of money grabbing. The idea that I would pay a premium for the *chance* of being able to park on my own street, competing with shared used bays is backwards.	30/01/2024 19:57 PM
451	I have two main objections to the proposed resident parking scheme: - 1. The street is busy enough with residents parking that by including non-residents we would be lucky to find a space. And then to be asked to pay for that while non-residents can park for free seems extremely unfair. 2. Asking tradespeople to pay £400 a year seems ludicrous if they only visit for a few days each year. This will discourage local tradesman from taking the work, and if they do, it will make the work more expensive as they seek to recover these costs. I do not believe that a major change is required to the current resident parking scheme. The only possible exception would be to create a scheme for carers or tradespeople to be able to park in the street at no extra cost.	30/01/2024 20:02 PM
452	As per Ayrshire Road Alliance's information about type B parking permits, "The permits can be used on any vehicle and, if necessary, given to visitors for the duration of their visit." Therefore the only potential change necessary would be to allow for residents to apply for an additional resident permit to cover tradespeople or carers if necessary. Parking spaces in residential areas are already scarce - charging residents more money for less availability is a disgrace.	30/01/2024 20:13 PM
453	I live in Ashgrove Street and your proposals will make it very difficult for visitors to park as people will park there for Morrisons and town centre. Across from the school is a death trap for kids trying to cross the road with people parked over driveways and pulling in and out all over the street? The safety of children pedestrians and residents	30/01/2024 20:26 PM

	should be the priority and the street should be made less accessible rather than allowing random parking in addition.	
454	People who park on Union avenue. Get the bus or train to work. By making it permit only. Will make people park on Campbell Street and Gordon. It's hard enough trying to park outside are house without people parking and going to work. Make Campbell Street KAB 9AR parking permit also.	30/01/2024 21:19 PM
455	As an employee of South Ayrshire Council based in County Buildings I think it's disgusting that you are now looking to charge your employees to come to work. You are well aware that most of the time during these hours it is only council employees parking around the county buildings and you are looking to profit from these hard working employees. We get little benefits as it is so to even consider this knowing full well the people it affects the most is really terrible and shows the complete disregard you have for your workforce.	30/01/2024 21:43 PM
456	I currently park further away from town and walk in which should be lower cost than parking near to town which should be higher charge for the extra convenience. In addition charging for all areas including near the beach and surrounding streets hugely disadvantages local workers and residents.	30/01/2024 21:50 PM
457	Why are you trying to discourage people visiting Ayr? Learn from your Christmas time parking flexibility and from other local places such as Kilmarnock, Irvine, etc. You are killing the town centre and encouraging people to go to the cities. Try to think outside of the box. Ayr is not a big city. Encourage visitors. Advertise free parking. Don't limit times - encourage people to stay for meals, cinema, theatre, socialising. Make it a business advantage and not a burden.	30/01/2024 23:19 PM
458	This whole proposal should be rejected. It does not take into consideration the nuances of the community and would have a detrimental impact upon the neighbourhood. There is little to no management or enforcement of the current parking systems, that are flawed but considerably less complicated due to the fewer amount of components. Yes the parking system needs work but this proposal has looked at the needs solely on paper and not the reality on the ground. Opening residential streets for open bays with a three hour limit would be detrimental. It is a common occurrence to see cars parking within the neighbourhood at 3 hour limit conditions, being parked in the same spot for days and even weeks. The community has no confidence that the proposals would be successfully implemented, managed and enforced causing mayhem. This proposal would impose a 'parking tax' on the local community. The proposal to introduce free parking for 3 hours on residential streets that are heavily populated would cause mayhem, anger and frustration for the community and neighbourhood. This would be magnified if the fee for a residential permit is significantly risen whilst the streets would become a free-for-all thus increasing the likelihood of parking being exploited and residents being pushed out of their own street. Some of the residential streets barely/never have enough space of the residents. A considered price for residents permits would be understandable but only if the roads are NOT shared use. This proposal would have a detrimental impact on small businesses such as guest house. There are limited businesses that would require parking for more than three hours but there would disproportionately be disadvantaged by the proposal. There would be reputable businesses that would ensure their customers abide by parking systems who would be significantly impacted whilst others would twist or ignore the system to their benefit. Specific consultation	30/01/2024 23:46 PM

	with businesses in specific industries and on different streets where the demographics differ would be beneficial - each area/business have different requirements. The one size fits all approach would be detrimental to small businesses especially within the cost of living crises especially since these organisations facilitate further consumption within the town.	
459	<p>Post COVID the needs of parking within Ayr Town Centre has changed and these changes are not reflected in the documents which were produced when the strategy was adopted in 2020. There are sufficient car parking spaces to deal with the current number of vehicles in the town. There is an underused multi storey carpark at the rear of the High Street and the private carpark in Dalblair Road is underutilised. Both of these parking areas are in much closer proximity the the shopping centre. There needs a push to increase the footfall and encouragement to bring further business into the area to make the town a viable shopping centre. I do not object to paying a charge for parking in my own street if this guarantees a space. I do not agree with shared parking spaces where the general public can park in my street without charge for up to 3 hours if I am having to pay for the privilege. Living in a terraced property within the conservation area the current parking permits only permits parking in my own street and not in my own back lane. What guarantee is there if i pay for parking that I can park in the immediate vicinity on another street if my own street has no spaces available? I do not have access to off street parking in my rear garden as there is a telegraph pole which blocks vehicle access to an opening which would be large enough for a vehicle, additionally, i would need planning and listed building consent to open a gate in my garden wall. The availability of a carers permit should be available at minimum or zero cost as any charge is a further tax on sick and vulnerable people. Business Parking permits in mainly residential streets should be charged differently to residential permits. Tradesperson parking permits needs to be addressed differently. Charging a tradesperson to park when completing work is an additional tax which will be passed on to householders thereby increasing further the amount we have to pay to maintain our properties. How can charges be levied for tradespeople who come from further afield than Ayr. Where is the opportunity for competitive charges for businesses to gain work in the area. Set up annual parking charges/permits during weekdays for local workforce i.e. council workers at a minimum cost. Parking charges during the working are a further tax on our workforce. This would avoid the need for them to leave their place of work to move vehicles.</p>	30/01/2024 23:59 PM
460	<p>Unsure as to the whole point of this exercise as few people visit the town. Surely the admin & policing costs outweigh the revenue from charges. Is it feasible that businesses will pay? Who will follow up if they refuse?</p>	31/01/2024 09:05 AM
461	<p>a) I live in Zone B and refuse to pay for a permit because: - - I have no car (sold it, replacing it with e-bicycle) - so nothing to register against my property for £60 per annum - I have off street parking for any visitor - so no need to park in the street for the charge of £20. b) Being near to the town there is nothing to prevent anyone parking in my street, so it will have to be ILLEGAL to park across driveways. Double yellow lines? More cost? c) Monitoring in my street will not be so regular, so the free parking is bound to be extended. d) Charges levied against businesses (up to £540+ pa) will be recovered via the charges against their customers - there is no MENTION OF ANY</p>	31/01/2024 09:28 AM

	REGULATION to ensure fairness in charging, therefore tradesmen will have total freedom to set any charge they like for the work done. e) The cost to Bed & Breakfast businesses will be prohibitive (£1,520 pa?) putting them out of business reducing the visitor potential, which the town sorely needs.	
462	Parking should be free in Ayr to encourage footfall in the area	31/01/2024 10:24 AM
463	Clearly this is nothing more than a tax grab by unelected and unaccountable individuals who have no idea what goes in the respective residents' areas. Attempting to charge residents for parking outside their own front door is egregious. Where is the financial projection to support your numbers you're asking consultees to deliberate upon? The truth is that you couldn't care less about the affordability for residents, many of whom are living on the edge, during the worst cost of living crisis since the 1950s. I've got shirts older than council workers that think it's appropriate to sit in a Kilmarnock office and work out ways to screw money out of hard working individuals. Individuals that don't have the benefit of leasing expensive electric cars on their in house salary sacrifice scheme, subsidised by the residents that are being attacked, at a fraction of the cost on the open market, the way you do. You've been launching this offensive on us as far back as I can remember, 1990, and you keep trying it on! There is absolutely nothing wrong with the way in which residents currently park in their streets in Zone B - NO CHANGE REQUIRED. My message is to cease with this relentless decades long attack on our areas. You're probably not aware and no doubt don't care how many residents are 'spitting feathers' over your 'refined' proposals. Our Councillors, who we believe are elected into office to protect us from opportunists such as yourselves, will we hope, see this 'refined' proposal for what it really is and consign it to the bin, where it belongs. We then hope they will launch a series of probing questions into ARA on an accusation of the misuse of taxpayer funds over four years. If you want to release money for your new IT system, sack a couple of the architects of this debacle, that'll easily get you a £100K. Anyone that thinks it's appropriate to spend four years of OUR MONEY on this claptrap needs to find another career! Please make sure this comment, in its unedited entirety, is sent to our local Ayr West councillors. Thank you for galvanising our community.	31/01/2024 11:05 AM
464	As an academic with 20+ years of experience including statistical analysis and surveys, I am afraid to note that the Parking Consultation executed by Ayrshire Roads Alliance is lacking the most basic and fundamental characteristics of survey design and statistical analysis, and therefore, presents significant issues that simply invalidate the conclusions/recommendations made in the consultation outcomes report. This is most clearly observed in the "Permit Parking" section, for example, in Question 5, it is simple to observe (but unfortunately ignored in the report) that responses have different severity and one may not simply aggregate all "agree" and "strongly agree" and then claim it is not significantly different than the aggregate of "disagree" and "strongly disagree", when the highest quartile is "strongly disagree" with over 30% of responses (while only 10% of "strongly agree".) Likewise, Question 6 is falsely leading the respondent, when the respondent is not even aware of the proposed charge - it is like asking a group of people "do you like ice cream?" and then based on the overwhelmingly positive response, claim that the public agreed on paying £30 per scoop of ice cream.	31/01/2024 11:31 AM

465	The restoration of a single authority responsible for roads should take place as the Roads alliance is not serving the residents of South Ayrshire in a fair and appropriate manner.	31/01/2024 11:45 AM
466	You are proposing to charge residents in Park Circus £140 for two parking permits and a visitors' permit, while at the same time opening up the street to free parking by anybody for periods of up to three hours. This is a shocking reduction in amenity at a substantial cost. I have not observed that the existing system restricts the ability of tradesmen to work in the street. In the past few months I have had tradesmen working on both windows and a boiler. They were in no way restricted from parking their vehicles while working. The present permits are not specific to particular vehicles. As an elderly person I rely on visits from family members, who are able to use my second permit. This proposed scheme appears to be nothing but a substantial revenue grab, combined with a distinct loss in amenity.	31/01/2024 11:50 AM
467	We don't think visitors should have any free parking on residential streets as this penalises residents who already pay for a permit and pay council tax. All regulations should be enforced by having more traffic wardens. A requirement for residents to have their vehicles registered to their address is unreasonable as some residents will have company cars or properties elsewhere to which the vehicles might be registered.	31/01/2024 12:49 PM
468	If I were to design a system from scratch, it would probably involve a QR code on resident's permits, coupled with a web portal. Residents would be able to register online, and print their own permits, and delink any permits associated with their address from previous tenants etc. Residents would be able to generate as many permits as they like, but when scanned only the first two on the street are ok, from the third permit fines are issued for having too many vehicles on the street. The same QR code could be used for pay and display allowing a quick "zap" of any ticket/permit to instantly tell the parking warden if a fine is due.	31/01/2024 14:02 PM
469	I reject these new parking proposals. I have resided in Arran Terrace, Ayr for 25 years now and believe the current system for parking where we have access for up to 2 cars via resident permits works well in our street. The only time we have a problem is on the days of the Air Show. I think the proposed new charges of up to £140 a year is very unfair together with the fact there would be no guarantee of a parking space in on own street makes a bad situation worse.	31/01/2024 14:06 PM
470	I reject these new parking proposals. I have resided in Arran Terrace, Ayr for 25 years now and believe the current system for parking where we have access for up to 2 cars via resident permits works well in our street. The only time we have a problem is on the days of the Air Show. I think the proposed new charges of up to £140 a year is very unfair together with the fact there would be no guarantee of a parking space in on own street makes a bad situation worse.	31/01/2024 14:07 PM
471	The parking for residents should remain vastly the same. There should be no changes that would result in further charges to residents nor allow the public to park in resident only streets. There are only just enough parking spaces as it is.	31/01/2024 14:24 PM
472	I teach survey design and statistical analysis at an undergraduate level, and the design of the "Parking Consultation" carried out by Ayrshire Roads Alliance would quite literally fail my class. Aggregating together and so equating "agree" with "strongly agree" and "disagree" with "strongly disagree" across many of the questions is misleading and erroneous - it blatantly neglects the clear difference in the strength of sentiments expressed with these	31/01/2024 14:39 PM

	<p>different answers. Several of the questions would be classed as leading questions - written so as to lead the respondent into answering in a particular way. For example, in Question 6, respondents are asked if they wish "new permits which make it easier for tradespeople, carers etc. to operate?" - the permits are portrayed as entirely positive, with the cost of such permits omitted completely from the question. These are major issues which invalidate the entire exercise - it is shameful that South Ayrshire Council feel this is an appropriate way to "consult" the public and make decisions about their day to day lives.</p>	
473	<p>The way this survey has been worded is ridiculous. Having just agree disagree questions allows any agenda to be pushed. Just because someone votes something to change doesn't mean they want it to change in a way that ARA want. If any additional charge is given to residents or people working/visiting these houses with no guarantee of a space this would be an absolute joke. I don't see how changing the parking will make people visits the town. Focus should be put in areas like the Kyle centre. There's already a multi-story car park in the town centre.</p>	31/01/2024 14:42 PM
474	<p>We are a garage operating in Green Street and would oppose the proposed parking charges and permits for Zone B9. We have customers dropping off cars daily for booked work, and depending on space available on any given day would need to park further up the road, therefore incurring visitation parking charges. This will put customers off driving to our premises (and the various other businesses in Green Street) if they need to pay additional charges to park outside or nearby. There could also be an impact of those directly affected by the charges moving vehicles to different areas of the street/surrounding streets and causing increased congestion and lack of available spaces. We feel there has been limited communication about these proposals and only discovered the information via NextDoor as neighbours were sharing the news there. As a highly commercial area (But not the 'hub' of the town centre) with multiple businesses present, it could deter customers and reduce potential footfall due to having to pay to simply visit a business.</p>	31/01/2024 15:44 PM
475	<p>As a resident in Belleview Crescent, I am astonished that I will be charged at all to park outside my home. What does not make sense is allowing non-residents to park for 3 hours free of charge. This has not been thought through and it beggars belief that anyone can park free outside my home, yet I have to pay for the privilege. It is unenforceable and will create a very difficult scenario for parking attendants, and should be abandoned. In addition, the cost to small trades people doing business in the street for a few days will be inhibitive and the costs will only be added to the homeowners' invoices. There are already plenty of parking spaces and car parks in the town and these are hardly ever full due to the already inhibitive cost. This is not London nor any big city, and to charge residents in a small town is an outrage. Any councillor voting in favour of this should take note that their voting behaviour will reflect on them at the ballot box.</p>	31/01/2024 16:26 PM
476	<p>I have a driveway and have lived in Content Avenue for 60 years. On-street parking has changed considerably in recent years with formerly both sides regularly full with students driving around at speed looking for a place. Litter used to be a problem, with sometimes half-eaten takeaways left in the street. We pleaded for restrictions. Nowadays there are a few student/staff cars parked</p>	31/01/2024 16:46 PM

	(today about 8) with spaces available. (Only one small paper bag!) I think this shows two things - there are sufficient spaces in the college itself and that the college has actively promoted their rules and good neighbour policy. But things could change if a new intake sees street parking is easy and handy for the rear college entrance, and if the college relaxes, we could see the mad scramble coming back. So on balance I would favour restrictions. Parking "bays" are mentioned. Probably not necessary and would limit numbers. But if this means road and kerb markings could I please have an empty bay opposite my driveway! I have a blue badge.	
477	I have a driveway and have lived in Content Avenue for 60 years. On-street parking has changed considerably in recent years with formerly both sides regularly full with students driving around at speed looking for a place. Litter used to be a problem, with sometimes half-eaten takeaways left in the street. We pleaded for restrictions. Nowadays there are a few student/staff cars parked (today about 8) with spaces available. (Only one small paper bag!) I think this shows two things - there are sufficient spaces in the college itself and that the college has actively promoted their rules and good neighbour policy. But things could change if a new intake sees street parking is easy and handy for the rear college entrance, and if the college relaxes, we could see the mad scramble coming back. So on balance I would favour restrictions. Parking "bays" are mentioned. Probably not necessary and would limit numbers. But if this means road and kerb markings could I please have an empty bay opposite my driveway! I have a blue badge.	31/01/2024 16:46 PM
478	Keep the status quo. I don't have extra money to pay out yearly.... I already have a huge problem with people parking in Queens Terrace Ayr especially during good weather days. Would you like to find rubbish in your gardens after visitors to the beach have been??? Disgusting baby nappies; used sanitary wear - even used condoms..... Not enough policing or parking wardens to prevent it.....dog poo; fish & chip papers which attracts seagulls; rubbish bins overflowing..... How many more examples would you like????? All disgusting and we the residents are always out tidying outside our premises up changing the parking will only INCREASE these problems..... Please don't think police can help!!!! Not serious enough or time enough. THINK AGAIN!!!	31/01/2024 17:24 PM
479	How many consultations did this take and cost. I believe this consultation was started in 2021. SAC didn't notify residents in affected zones but manage to send out council tax reminders. Why??	31/01/2024 18:00 PM ID
480	Nothing but a tax on the hard working people of Ayr. A disgrace	31/01/2024 20:11 PM
481	1- It is unfair to implement a plan where residents in residential streets should be charged a stealth tax to park in their own street. Any permit costs should be minimal if charged at all. 2- Residents should not have to pay contractors extra for the cost of additional parking permits so that they can have maintenance carried out on their properties. Costs would of course be passed to the resident. 3- Streets with trees should not be included in any of the proposed changes as if parking bays are implemented, there will be a large reduction in the number of viable spaces as parking bays are likely to only be installed between trees when the current acceptable situation is to park against and between trees. This is the case in some currently very busy B5 parking streets like Park Circus and Bellevue Crescent. 3- Carers are exempt from parking charges so it is	31/01/2024 20:21 PM

	<p>disingenuous to ask about carers parking along with other visitors. 4- Would visitors parking permits have to be purchased again after the 5th visitor so multiple visitors parking permits would be required if multiple visitors visit though the year? 5- Is there evidence that parking permits are still required in all the B streets in a town which is clearly not used and visited as much as it was in the past? Wouldn't it be better to explore the reduction of the parking permits to the B zones which sit farther from the town as much as possible instead of increasing costs to those who live close to and use the town? 6- Should parking ticket machines, and additional road markings be allowed to be introduced to conservation areas which for instance do not allow residents to install driveways? 7- Permit issuing costs should be recouped from the revenue gained in ticketing illegally parked cars, not charged at high prices to the unfortunate residents of that street. 8- The parking system in Ayr should not be used as revenue generation. It should create a system that residents don't have to pay hundreds of pounds every year to park at their homes.</p>	
482	<p>As a resident in Glebe Street the neighbouring streets aren't used for the town centre to walk into and is primarily used as residential parking. If you want this area to be pay and display a better option would be giving residents' grants to make their garden into drives to prevent over parking. I think it's a disgrace that this street is being considered for pay and display.</p>	31/01/2024 20:22 PM
483	<p>I am a resident of the Ayr West Ward area. I am opposed to the the proposed outcomes of the Ayr Parking Consultation. I have been a resident here for 19 years and have never had any issues with parking on my street. I am greatly concerned that the proposed changes will adversely affect the ability of residents to park where they live. Furthermore, I strongly object to the introduction of an annual parking charge for the privilege of parking outside my own home, especially given that the proposed changes would make it more difficult to do so. In summary, the proposed parking changes address a non-existent problem, and will, in fact only create a problem for residents, as well as unfairly penalising them. The only proposed change to current residents parking permit schemes I consider remotely beneficial is to include a visitor/carer/tradesperson/business option.</p>	31/01/2024 20:41 PM
484	<p>The whole proposal should be rejected. Shared Use parking on residential streets would be detrimental to the community. Streets are already congested with residents, there is no capacity for expansion. Adding a substantial charge whilst opening the street to shared use is fundamentally unbalanced, dishonourable and unscrupulous. What calculations were made to generate the fee amounts? Residents should not have to pay more than the minimal administration cost for permits to park at their own home. What considerations have been taken in regards to the monitoring, implementing and enforcement of parking systems. The current parking system is not effectively monitored, implemented or enforced as there is often blatant misuse which is not challenged. Cars are parked in a 3 Hour Limit areas for multiple days, or on some occasion's weeks, with nothing done. This proposal would only push this issue onto residential streets that have no capacity for further use. What are the considerations for families and those with mobility issues? Shared Use would immediately impact upon their ability to park on the street, let alone outside their home. What are the considerations for different business models - Guest Houses vs Airbnb's - they both provide accommodation but only one would face</p>	31/01/2024 21:28 PM

	additional fees, on top of residential permit fees, under this proposal which is discriminative.	
485	Come on the town and businesses are on their knees. Let's make Ayr a nice tourist town that the visitors enjoy coming to	31/01/2024 21:37 PM
486	There has been suggestions that residents should pay to park outside their homes. In my opinion those who can afford it will remove their front gardens and replace with monoblock or similar, which will cause drainage problems and the loss of habitat for birds and insects etc. There are already many streets in Ayr with virtually no front gardens in the whole street, aside from the problems I've outlined are aesthetically unpleasant. Keep the flora and fauna!	31/01/2024 21:49 PM
487	As resident of Park Circus, which is in the B 3 zone, I strongly feel that it is grossly unfair that we should be charged £60 per permit, without any guarantee of a parking space. We would also have to pay £20 per annum for a visitor's permit up to a maximum of five vehicles. I am not clear as to what this means - does this mean that we have to register individual visitors' cars before they arrive, or can they just come and they can use a permit. As you are no doubt aware, Park Circus is a residential street with one B & B, and most households have two cars. The B & B is allowed permits for its guests, which is quite fair. As a result, parking in the street is fully taken up, and at times it is difficult for residents to find suitable parking near their homes. It has also been proposed that non-residents should be allowed to park free for up to three hours. This will compound an already difficult situation. I feel that these proposals are grossly unfair and will cause great difficulty to the residents, and should be thought through again.	31/01/2024 21:55 PM
488	People in all streets concerned should not be having to be charged £140 per year- and in some busy streets, may not be able to park at all. This is a 'tax' by the council, and the ARA, and people will be even more out of pocket if tradespeople come along, and have to [pay £400 per permit to simply come to your street in the affected areas/ wards and do work for you. Absolutely shocking.....	31/01/2024 22:36 PM
489	Strongly object to removing Residents Only exclusive areas. Strongly object to allowing 3 hours limited parking in resident areas - why should non-residents be allowed to park for free when Residents have to pay? Strongly object to Residents having to pay £60 per car plus £20 for visitor pass - far too high, given the already high band of Council Tax in our street. Strongly object to Tradespeople having to pay £400 per year - this will make it almost impossible to get tradespeople to work in our homes; or they will add the charge onto our bills. While I agree with the first 3 statements in section 7, I do NOT agree with proposed charges. Residents should pay maximum of £10 per year, per car, and be able to purchase permits for every car registered at their address. Limit Visitor pass to 4 per household, these should also be used for tradespeople/carers - maximum cost of £5 each per year. Residents must be prohibited from giving these to friends to use on ongoing basis.	31/01/2024 23:21 PM
490	ARA will no doubt have been forwarded Zone B fellow residents 4 page paper strongly advocating against parking changes proposed coming to our streets. I have just seen this by chance, insofar as AFA have not communicated with myself and many others on this proposal... an allegedly devious manoeuvre to influence the number of residential opinion statics in favour of proceeding with the changes suggested by ARA.....as well articulated in the referred to fellow residents document. The well-researched latter says it all as far as I am concerned. I recommend a well-publicised public gathering	31/01/2024 23:44 PM

	consultation, involving a presentation by ARA and affected residents , at the end of which a vote is taken to approve these parking changes, or modification thereof , or not at all	
491	ARA will no doubt have been forwarded Zone B fellow residents 4 page paper strongly advocating against parking changes proposed coming to our streets. I have just seen this by chance, insofar as AFA have not communicated with myself and many others on this proposal... an allegedly devious manoeuvre to influence the number of residential opinion statics in favour of proceeding with the changes suggested by ARA.....as well articulated in the referred to fellow residents document. The well-researched latter says it all as far as I am concerned. I recommend a well-publicised public gathering consultation, involving a presentation by ARA and affected residents , at the end of which a vote is taken to approve these parking changes, or modification thereof , or not at all	31/01/2024 23:45 PM



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	SAC Parking Strategy 2020 – 2024 – Ayr Parking Consultation
Lead Officer (Name/Position/Email)	Head of Roads, Ayrshire Roads Alliance

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	No	-
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	No	-
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	No	-
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	-
Socio-economic Background – social class i.e. parent’s education, employment and income	No	-

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	Positive impact 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>Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)</p>	<p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p>
<p>Rationale for decision:</p> <p>There are no known negative implications associated with these proposals which are designed to deal with known issues around parking management.</p>	
<p>Signed : Craig Knappe Strategic Roads Manager</p> <p>Date: 11 March 2024</p>	

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 23 April 2024**

**Subject: Strategic Transport Projects Review (STPR2)
Publication**

1. Purpose

- 1.1 The purpose of this report is to provide an update on Transport Scotland's second Strategic Transport Projects Review (STPR2) publication.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 notes the publication of the Strategic Transport Projects Review 2;**
- 2.1.2 commits to funding a STAG on the A77 or a joint STAG on the A75 and A77 with Dumfries and Galloway Council; and**
- 2.1.3 otherwise notes the contents of the report.**

3. Background

- 3.1 In 2019, Transport Scotland, the national transport agency of the Scottish Government, commenced the second Strategic Transport Projects Review (STPR2), the first review having been published in 2008. STPR2 will help deliver the vision, priorities and outcomes that are set out in the second National Transport Strategy. This review of the strategic transport network's performance will inform transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations on which Scottish Ministers can base future transport investment decisions. STPR2 considers the transport needs of Scotland's people and communities, and examines active travel (walking, wheeling, cycling), bus, ferry, rail and motorways and trunk roads as well as passenger and freight access to major ports and airports. These needs are reviewed from national and regional perspectives to reflect their different geographies, travel patterns and demands. Cabinet was provided an update on STPR2 on 15 February 2023.
- 3.2 A previous report on STPR2 was submitted to Cabinet on 15 February 2023 which provide detail on the finalised STPR2 report and regional recommendations.

4. Proposals

- 4.1 The STPR2 process follows Scottish Transport Appraisal Guidance (STAG), an established evidence-based approach to identify problems and opportunities, set transport objectives to address these and generate, sift and appraise options for changes to the transport system. A full list of options that were sifted out across all regions and at a national level is provided as an Appendix to the National Case for Change. Following the sifting exercise 138 options specific to the Ayrshire and Arran Region were retained for further appraisal and can be found here (pages 48 – 65), The 105 options sifted out in the Ayrshire and Arran and Transport Scotland's rationale for sifting them out are shown here (pages 71 – 87). To date Transport Scotland have not provided a programme nor have they committed any funding to carry out any of the projects shifted in.
- 4.2 The Ayrshire Roads Alliance in partnership with Dumfries and Galloway Council and Mid and East Antrim Council produced a Strategic and Economic Impact Assessment report (S&EIA) for both the A75 and A77 corridors, the outcomes from this report detailed the economic benefits to significant investment in both the A75 and A77. In the period since the publication of both the STPR2 and the S&EIA the UK government has committed significant funding to Dumfries and Galloway Council to progress upgrades to the A75, despite this Dumfries and Galloway Council remain committed to working in partnership with SAC to secure investment in both the A75 and the A77.
- 4.3 To take this work forward the partnership should be continued and that a STAG specific to the A75 and A77 be carried out, this STAG will combine the previous work carried out by STPR2 and the S&EIA and develop these further to provide evidence based priority outcomes to improve both the A75 and A77 from a transport perspective. Once complete the STAG and S&EIA will form the base data for an Outline Business Case (OBC) and subsequent Full Business Case (FBC).

5. Legal and Procurement Implications

- 5.1 There are no legal implications arising from this report.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 South Ayrshire Council would be required to provide 100% funding to complete the STAG on the A77 or 50% funding to a joint STAG with Dumfries and Galloway Council on the A75 and A77.

7. Human Resources Implications

- 7.1 Should funding be made available to carry out the proposed STAG and subsequent OBC and FBC these will have a staff resource implication for ARA.

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 There are no risks associated with the rejection of the recommendations

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 1](#).

10. **Sustainable Development Implications**

10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 Commitment 4 of the Council Plan: South Ayrshire Works/ Make the most of the local economy.

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 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 Director of Housing, Operations and Development 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:

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Carry out STAG on both A75 and A77 in partnership with Dumfries and Galloway Council	March 2025	Head of Ayrshire Roads Alliance

Background Papers All STPR2 documents can be found on the Transport Scotland website: [Strategic Transport Projects Review 2](#)

Person to Contact David Manson, Special Projects Officer - Ayrshire Roads Alliance
Opera House, 8 John Finnie Street, Kilmarnock, KA1 1DD; or
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E-mail David.Manson@ayrshireroadsalliance.org

Date: 11 April 2024

Appendix 1



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: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

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. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	STPR2 Update
Lead Officer (Name/Position/Email)	David Manson Special Projects Officer - David.Manson@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 – (issues specific to women & men or girls & boys)	No	Yes

Community or Groups of People	Negative Impacts	Positive impacts
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 i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). 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	No	Yes
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	No	Yes
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	No	Yes
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	No	Yes
Socio-economic Background – social class i.e. parent’s education, employment and income	No	Yes

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	Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	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?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	YES NO
Rationale for decision: There are no negative implications associated with this paper – this paper is provided for the purposes of scrutiny. All objectives shall be applied to ensure equality in approach and inclusion.	
Signed: David Manson Date: 9 March 2024	Special Projects Officer

South Ayrshire Council

**Report by Director of Communities and Transformation
to Cabinet
of 23 April 2024**

Subject: UK Shared Prosperity Funding (UKSPF) 2022 - 2025

1. Purpose

1.1 The purpose of this report is to provide Cabinet with an update on UK Shared Prosperity Funding 2022-2025 and to seek approval from Cabinet to progress with the revised proposals for Year3 (2024/25) of the programme.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 approves the new Financial Reprofile for Year3 (2024/25) (Appendix 1); and

2.1.2 approves UKSPF Year2 Progression Report will be presented to Service and Partnership Performance Panel in June 2024.

3. Background

3.1 On 30 August 2022, [Cabinet](#) approved South Ayrshire Council's UKSPF Investment Plan. The plan covered four investment areas - Communities and Place, Support for Local Businesses, People and Skills and Multiply.

3.2 The total three-year investment from UKSPF is £5,048,980, which comprises of £4,177,069 core UKSPF and £871,911 ring-fenced specifically for Multiply.

Year	Core	Multiply	Total
2022/2023	£506,926	£263,601	£770,527
2023/2024	£1,013,852	£304,155	£1,318,007
2024/2025	£2,656,291	£304,155	£2,960,446
2022/2025	£4,177,069	£871,911	£5,048,980

3.3 The fund operates within the restrictions of annual allocations, with 15% of the total funding being made available in Year 1, 27% in Year 2 and 58% in Year 3. In addition to annual totals, a minimum percentage must be allocated to capital expenditure. Funding is paid annually in advance.

- 3.4 Initially, any underspend from Year 1 was not permitted to be carried forward, however in December 2022 Government announced flexibilities to carry forward monies into Year 2 of the programme.
- 3.5 Although South Ayrshire Council's Investment Plan was approved by Government in November 2022, there were challenges delivering the programme in Year 1 which resulted in reprofiling the Investment Plan. Cabinet approved proposals [Agenda Item 4d UKSPF.pdf \(south-ayrshire.gov.uk\)](#) along with the new financial reprofile that focused on community empowerment, while continuing to support employability, sectoral business support priorities and Multiply provision.
- 3.6 In Year 1 Multiply funding was significantly underspent with only £7,400 being spent from the £263,601 allocation, this was due to a delay in recruitment.
- 3.7 There was no planned spend in Year 1 against People and Skills due to ESF funding still being in place.
- 3.8 There was no spend in Year 1 against Supporting Local Businesses and Communities and Place due to challenges delivering the Investment Plan, which resulted in a reprofile.
- 3.9 Any in year reprofiling requests are made to the UK Government for approval to ensure that spending against the UKSPF is maximised.

4. Proposals

- 4.1 Officers developed new proposals for Year 3 to include any underspends from Year 2. These proposals allow the continuation of priorities set out in the Investment Plan while providing new opportunities to support local priorities including:
- Support for local businesses to increase their capability to support the International Ayr Show.
 - Support for local businesses to maximise the potential economic benefits from the 152nd Open at Royal Troon.
 - Funding for Thriving Communities and Housing to support South Ayrshire Communities Day.
 - Support for Micro Enterprise programme to support economic growth through the initiative that will assist older adults.
- 4.2 Members are asked to:
- 4.2.1 approve the new financial reprofile (Appendix 1) and new proposals set out in (Appendix 2);
- 4.2.2 approve UKSPF Year 2 Progression Report to be presented to Service and Partnerships Performance Panel in June 2024; and

5. Legal and Procurement Implications

- 5.1 There are no legal implications arising from this report. UKSPF Investment Plans require to comply with the assessment criteria contained within the UK Government guidance and as such there are no legal implications arising from this report

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 The reprofile and approval to make changes allows Council Officers to utilise the full UKSPF allocation during 2024/25.

7. Human Resources Implications

7.1 If this is not approved there would be an impact to temporary staff contracts across council services, including Thriving Communities and Economic Development

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 There is a risk that UK Government may not approve the new proposed reprofiling and priorities, however initial discussions have taken place with Government who seem in favour of the proposals.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 The risk implications of rejecting the recommendations will impact temporary staff contracts across council service and limit the ability to deliver on a range of priorities.

9. Equalities

9.1 The proposals within this report have been assessed through the EQIA scoping process and there are no significant potential positive or negative equality impacts in agreeing the proposals, therefore an EQIA is not required.

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 above recommendations relate to Priority 2 Live, Work, Learn of the council plan.

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 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 Director of Communities and Transformation 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:

Implementation	Due date	Managed by
Implement the priorities in the reprofiled Investment Plan	May 2024	Assistant Director Communities
Year2 Progress Report to Service and Partnership Performance Panel	June 2024	Assistant Director Communities

Background Papers **Report to Cabinet of 30 August 2022 - [UK Shared Prosperity Fund](#)**

Report to Cabinet of 20 June 2023 - [UK Shared Prosperity Fund](#)

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Jamie Tait, Service Lead – Thriving Communities
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Email: Jamie.tait@south-ayrshire.gov.uk

Date: 11 April 2024

UKSPF YEAR 3 REPROFILE PROPOSAL

COMMUNITIES AND PLACE

Communities and Place	Anticipated Year2 Spend (23/24)				(Projected Underspend) Proposals					
	Revenue Budget	Revenue Spend	Underspend	Capital Budget	Capital Spend	Underspend	Total Underspend	Proposal for Underspend	Total	Balance
Destination SA Grants	£ 70,000.00	£ 67,570.00	-£ 2,430.00	£ -	£ -	£ -	-£ 2,430.00	Transfer to YR3 (same budget line)	£ 2,430.00	£ -
Town Centre Regeneration Fund	£ 50,000.00	£ -	-£ 50,000.00	£ -	£ -	£ -	-£ 50,000.00	Transfer to YR 3 (same budget line)	£ 50,000.00	£ -
Town Centre Monitoring	£ -	£ -	£ -	£ 42,000.00	£ 7,700.00	-£ 34,300.00	-£ 34,300.00	Transfer to YR 3 (same budget line)	£ 34,300.00	£ -
PB Community Planning Partnership	£ 50,000.00	£ 45,000.00	-£ 5,000.00	£ 40,000.00	£ -	-£ 40,000.00	-£ 45,000.00	Transfer to YR3 (Comm Fun Day/Summer Programme)	£ 45,000.00	£ -
			-£ 57,430.00			-£ 74,300.00	-£ 131,730.00		£131,730.00	

Communities and Place Year 3 (24/25) Reprofile

Communities and Place	Year 3 Revenue Budget	C/F from YR 2	Change to current YR 3 budget	Revised YR 3 budget
Destination SA Grants	£ 63,401.00	£ 2,430.00	£ -	£ 65,831.00
Town Centre Regeneration Fund	£ 50,000.00	£ 50,000.00	£ -	£ 100,000.00
Town Centre Monitoring	£ -	£ 34,300.00	£ -	£ 34,300.00
Communities Fun Day	£ -	£ 10,000.00	£ -	£ 10,000.00
Thriving Communities Programmes	£ -	£ 35,000.00	£ -	£ 35,000.00
	£ 113,401.00	£ 131,730.00	£ -	£ 245,131.00

SUPPORT FOR LOCAL BUSINESSES

Supporting Local Business	Anticipated Year2 Spend (23/24)				(Projected Underspend) Proposals					
	Revenue Budget	Revenue Spend	Underspend	Capital Budget	Capital Spend	Underspend	Total Underspend	Proposal for Underspend	Amount	Balance
Employee cost	£ 50,000.00	£ -	-£ 50,000.00	£ -	£ -	£ -	-£ 50,000.00	Transferred to Supp Local Business (Destination SA)	£ 50,000.00	£ -
Expert help	£ 60,000.00	£ 12,825.00	-£ 47,175.00	£ -	£ -	£ -	-£ 47,175.00	Transferred to Supp Local Business (Destination SA)	£ 47,175.00	£ -
Grants	£ 250,000.00	£ 64,290.00	-£ 185,710.00	£ -	£ -	£ -	-£ 185,710.00	Transferred to Supp Local Business (Destination SA)	£185,710.00	£ -
Business Support Officer x 2	£ 81,481.00	£ 66,587.00	-£ 14,894.00	£ -	£ -	£ -	-£ 14,894.00	Transferred to Supp Local Business (Destination SA)	£ 14,894.00	£ -
			-£ 297,779.00				-£ 297,779.00		£297,779.00	

Supporting Local Business Year 3 (24/25) Reprofile (managed by Economic Development)

Supporting Local Business (Economic Development)	Current Revenue Budget	C/F from YR 2	Change to current YR3 budget	Revised YR 3 budget
Employee cost - SPF Admin Assistant	£ 60,000.00	£ -	-£ 33,000.00	£ 27,000.00
Expert help	£ 70,000.00	£ -	-£ 30,000.00	£ 40,000.00
Grants (Ambition)	£ 500,000.00	£ -	-£ 200,000.00	£ 300,000.00
Business Support Officer x 2	£ 108,642.00	£ -	£ -	£ 108,642.00
Financial Support to Micro Enterprise	£ -	£ -	£ 55,000.00	£ 55,000.00
Marketing, Promo and Events	£ -	£ -	£ 20,000.00	£ 20,000.00
CWB Grants Support Programme	£ -	£ -	£ 143,000.00	£ 143,000.00
Total Year3 budget			-£ 12,000.00	£ 693,642.00

Reduction in YR3 budget

Reduction in YR3 budget

Reduction in YR3 budget

created from changes to YR3 budget

created from changes to YR3 budget

created from changes to YR3 budget

Underspend utilised within Supp Local Business (Destination SA)

Supporting Local Business Year 3 (24/25) Reprofile (managed by Destination South Ayrshire)

Supporting Local Business (DSA)	Current Revenue Budget	C/F from YR 2	Change to current YR3 budget	Revised YR 3 budget
Supporting Local Businesses (Ayr Show)	-	-	-	£ 200,000.00
Supporting Local Businesses (152nd Royal Troon)	-	-	-	£ 109,779.00
Total Year3 Budget				£ 309,779.00

created from changes to YR3 budget

created from changes to YR3 budget

MULTIPLY

Multiply	Anticipated Year2 Spend (23/24)							(Projected Underspend) Proposals		
	Revenue Budget	Revenue Spend	Underspend	Capital Budget	Capital Spend	Underspend	Total Underspend	Proposal for Underspend	Amount	Balance
Employee Costs	305,668.00	240,000.00	£ 65,668.00	£ -	£ -	£ -	£ 65,668.00	Full underspend Transfer to YR3 (same budget line)	£ 67,875.24	£ -
Sessional Staff budget	15,000.00	9,000.00	£ 6,000.00	£ -	£ -	£ -	£ 6,000.00			
resources / CPD	37,500.00	46,795.00	-£ 9,295.00	£ -	£ -	£ -	-£ 9,295.00			
grants for delivery	40,740.00	51,507.76	-£ 10,767.76	£ -	£ -	£ -	-£ 10,767.76			
3rd sector interface fund	46,270.00	£ -	£ 46,270.00	£ -	£ -	£ -	£ 46,270.00			
Less STEM (transfer to P&S)	-30,000.00	£ -	-£ 30,000.00	£ -	£ -	£ -	-£ 30,000.00	N/A	£ -	£ -
			£ 67,875.24				£ 67,875.24		£ 67,875.24	

UK Shared Prosperity Funding Year3

New Proposals

SUPPORT FOR LOCAL BUSINESSES

Continuation of Community Wealth Building Grants

Continuation of the Community and Wealth Building Grant programme. The funding under the Ayrshire Growth Deal, has now been exhausted, this will allow the programme to continue, until at least end of March 2025.

Total amount - £143,000

Financial Support to Micro Enterprise Programme

Support development of the Micro-enterprise programme. Focusing on older adults and frailty (across all of South Ayrshire) with a view to extending to other population groups.

It is proposed that the element of the work linked with Economic Development is funded through SAC Economic Development. This will take shape in the form of a local officer employed by Growbiz with expertise in the particular needs of establishing MEs.

It is proposed that the work that seeks to link nascent Micro Enterprise (MEs) to need as identified in localities (through, for example, Social Work, OTs, CLPs, etc) continues to be supported by an officer employed by Ayrshire Independent Living Network (AILN). They would also continue to undertake the outreach and promotion of MEs.

Total amount - £55,000

Support local businesses – International Ayr Show

To provide a range of support for businesses such as generators, marquees, hand washing facilities, water, fridges, signage, portaloos etc. In addition to the wider event, we would provide a local food village for local food suppliers who are not 'event ready'. They would be within a village marquee with other local food traders. There would be an application process, however we would not charge the businesses to trade at the event.

Total amount - £200,000

Support local businesses – 152nd Golf Open Royal Troon

This funding will support businesses to capitalise on the opportunity of the 152nd Open coming to Troon, officers have been liaising with the local community and the R&A.

These engagement sessions have generated a couple of key proposals to support local businesses. This includes covering the cost of signage which will direct visitors to different areas in the town, window wraps to improve the look of the town and promote local businesses, and festival lighting to support an environment of evening trading.

We will also deliver a marketing campaign to promote the local area to key audiences including locals, day visitors, volunteers, temporary employees and contractors, as well as national and international visitors. This will include printed material, press, digital content and campaigns, as well as transport and outdoor advertising. The call to action will be the Destination South Ayrshire website

Total amount - £109,779

COMMUNITIES AND PLACE

Funding to support South Ayrshire Council ‘Communities Fun Day’

This funding will support with the costs for South Ayrshire Communities fun day that is scheduled to return on 11th May 2024. The award-winning event is being planned by officers from Thriving Communities and Housing and will take place within the Riverside Sports Arena and Ayr Academy in Ayr.

The event provides an opportunity for all council services to engage with our communities, while working alongside our third sector partners and communities.

Total amount - £10,000

Thriving Communities Programme/Activity Costs:

Funding to be used to support Thriving Communities programme costs including costs during holiday periods. Programme will support local families and will benefit the local economy.

Total amount - £35,000

South Ayrshire Council

**Report by Director of Communities and Transformation
to Cabinet
of 23 April 2024**

Subject: South Ayrshire Inward Investment Ambitions Plan

1. Purpose

- 1.1 The purpose of this report is to bring forward an Inward Investment Ambitions Plan that supports the existing Inward Investment Strategy.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 notes the content of the proposed Inward Investments Ambitions Plan in [Appendix 1](#) that supports the implementation of the Inward Investment Strategy; and

2.1.2 requests that officers from Economy and Regeneration provide a progress report on delivery of the proposed Ambitions to the April 2025 meeting of the Service and Partnerships Performance Panel.

3. Background

3.1 The Invest South Ayrshire (ISA) service was approved by the Council Leadership Panel on 17 March 2015 to establish a service to manage all inward investment enquiries for the local area. It has been in operation since January 2016. The aim of ISA is to create and safeguard jobs in the region, through securing existing and attracting new mobile investment.

3.2 The Ayrshire Regional Economic Strategy (ARES) was launched on 19 June 2023, with ambitions to build wealth for everyone in Ayrshire by creating opportunities for those who want to live, work, learn and invest in the region. A new strategic approach to inward investment is therefore required that encompasses a sector and place-based approach, produced through collaborative working, to best deliver these ambitions for South Ayrshire.

3.3 Competition to attract inward investors is fierce, not only between regions but between countries. The decision of a business to invest in a region is complex and led by: skills and workforce availability; transport and digital connectivity; and physical infrastructure. The final decision to invest is influenced by softer factors, including quality of life and relocation problem solving, often demanding strong local knowledge – these are the areas where the Council can add value to the efforts of

Scottish Development International, Scottish Enterprise and other national agencies.

- 3.4 Inward investment is critical to growing our future local economy and enabling our communities to thrive. One of the most significant contributions inward investment makes is the creation of high-value jobs, with inward investors paying higher than average salaries. The strategy recognises the need to improve performance in maximising the wider spillover benefits of inward investment, and as such adopts and embeds community wealth building at its heart.
- 3.5 Economic development centres on bringing money into the area (wealth generation), retaining wealth within the area and developing local supply chains (wealth retention) to create job opportunities for local people (employability). While it is the priority of the Economy and Regeneration service, economic development can only be fully delivered in collaboration with multiple Council departments.

4. Proposals

- 4.1 This Inward Investment Ambitions Plan summarises the priorities for South Ayrshire Council in driving forward our ambitions of securing existing and attracting new inward investment to our region. In addition to delivering the direct impacts of high-value jobs and new investment in the region, the strategy focuses on maximising value from wider spillover benefits, ensuring these are spread more evenly throughout the region and to a wider demographic.
- 4.2 The Plan aims to ensure that as much as possible of the wealth created by new inward investments remains within South Ayrshire, through ensuring local supply chains benefit and local people are employed.
- 4.3 The new Inward Investment Plan covers four key areas:
- Our core approach to attracting strategically aligned investors;
 - Widening the benefits of inward investment across the region and demographics;
 - Creating the right environment through infrastructure and workforce development; and
 - Taking a sector-led, cluster building approach to inward investment.
- 4.4 Establishing close relationships with existing investors is key, not only in securing new investments, but in safeguarding investments already made.
- 4.5 The plan aims to spread the benefits of inward investment to more rural locations through a place-based approach, focussing on emerging sector opportunities, in particular energy and agritech. The cluster building focus taken previously within the aerospace sector will be applied to the other sectors within South Ayrshire to create more effective collaboration between industry, education partners and business support agencies.
- 4.6 The plan identifies the following emerging and mature sectors, that best align to our regional strengths and which will form the basis of our cluster building and targeted approach to inward investment:

Mature strategic sectors:

- Aerospace;
- Food and Drink Manufacturing;
- Engineering and Advanced Manufacturing; and
- Tourism.

Emerging strategic sectors:

- Energy;
- Agritech; and
- Space (Manufacture of space-related products).

4.7 Businesses in these sectors play a key role in the local and national economies, giving our region access to global technology, talent, markets and investment. The businesses support the building of globally recognised and leading clusters, and, importantly, the development of local businesses and supply chains. Long term, local investment in the skills of both future and current generations will be central to drive inward investment forward.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 There are no procurement implications arising from this report. Though any future works identified would be subject to tender rules and procedures and subject to approval.

6. Financial Implications

6.1 There are no financial implications arising from the development of the Inward Investment Strategy.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

8.1 Risk Implications of Adopting the Recommendations

8.1.1 No identified risks associated with the adoption of the strategy.

8.2 Risk Implications of Rejecting the Recommendations

8.2.1 The risk associated with rejecting the recommendations would result in a lack of strategic direction and approach, which will impede the Council's ability to safeguard and secure inward investment.

9. Equalities

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant positive or negative 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 2](#).

10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** – This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 strategy supports regional economic growth in line with the Ayrshire Regional Economic Strategy (ARES) and our own Council Plan (2023 - 2028), especially in respect of Priority Two ‘Live, Work, Learn’ where ‘Everyone benefits from a local economy that provides opportunities for people and helps our businesses to flourish’.

13. Results of Consultation

- 13.3 Consultation has taken place with Councillor Bob Pollock, Portfolio Holder for Economic Development, 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 Director of Communities and Transformation 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:

Implementation	Due date	Managed by
Report on progress to Service and Partnerships Performance Panel	April 2025	Assistant Director - Communities

Background Papers None

Person to Contact George Hunter, Assistant Director – Communities
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Phone: 01292 612994
Email: George.hunter@south-ayrshire.gov.uk

Date: 11 April 2024

South Ayrshire Inward Investment Strategy – Summary of Ambitions

1. Our core approach to attracting strategically aligned investors

Ambition 1	To safeguard our existing Foreign Direct Investments (FDIs) by providing client management services, in conjunction with our partners, to 15 strategically important foreign owned companies in South Ayrshire.
Ambition 2	To target specific investors by aligning our regional strengths to inward investment opportunities, working with partner organisations to gain a deep understanding of the strategic decision-making criteria of our targeted companies.
Ambition 3	To enhance the Invest South Ayrshire soft landing support through the establishment of private sector regional ambassadors and, with the support of our Planning service, provide early engagement and direction on the planning process.
Ambition 4	Through the provision of client management services to 15 strategically foreign owned operations, we will support their development of local strategies and business cases to secure further investment in the region from their respective HQs.
Ambition 5	To attract new capital investment by developing appropriate external funding bids for opportunities that align to the Inward Investment Strategy and wider economic development aims.
Ambition 6	To secure further private sector investment and government funding relating to digital 5G infrastructure, capitalising on the 5G Innovation Regions Project.

2. Widening the benefits of inward investment across the region and demographics

Ambition 7	To increase the visibility and attractiveness of South Ayrshire as an inward investment location, to secure new inward investment across the region.
Ambition 8	To spread the benefits of inward investment to more rural locations through a place-based approach, focussing on emerging sector opportunities, in particular energy and agritech.
Ambition 9	To ensure local people and local supply chains benefit as a result of new inward investment, creating wealth and opportunities in the local area.
Ambition 10	To support the development of South Ayrshire’s town centres, by aligning inward investment activities to town centre plans.

3. Creating the right environment through infrastructure and workforce development

Ambition 11	To work with Ayrshire Growth Deal colleagues and Scottish Enterprise partners to develop options appraisals which can unlock commercial development.
Ambition 12	To provide the link between industry and sectors with our Education service/local education providers and the Local Employment Partnership (LEP), to inform the provision of skilling, upskilling and reskilling to ensure the skills pipeline aligns with future industry demand.
Ambition 13	To encourage promotion of high value careers in South Ayrshire to young people, to increase retention/reduce outward migration within the region, in conjunction with the Local Employment Partnership (LEP).
Ambition 14	To jointly deliver, in conjunction with our partners, the 5G Innovation Regions Project by 31 March 2025, improving South Ayrshire’s attractiveness for new and existing investors, and promoting South Ayrshire as a digitally advanced region.

Ambition 15	To explore opportunities for the development of renewable energy production at key industrial locations in South Ayrshire and develop investment propositions.
Ambition 16	To position South Ayrshire at the forefront of renewable energy production by accelerating the development of renewable energy infrastructure in partnership with private sector energy providers and aligning to the Ayrshire Energy Masterplan.

4. Taking a sector-led, cluster building approach to inward investment

Ambition 17	To create new clusters within our key sectors, where interconnected businesses, suppliers, universities and research organisations collaborate to gain a competitive advantage.
Ambition 18	To support our mature sectors to grow and to stimulate the development of our target emerging sectors through securing inward investment from an anchor organisation.

**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: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

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. [FSD Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	South Ayrshire Inward Investment Strategy
Lead Officer (Name/Position/Email)	George Hunter, Assistant Director, George.hunter@south-ayrshire.gov.uk

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		N/A
Disability		N/A
Gender Reassignment (Trans/Transgender Identity)		N/A
Marriage or Civil Partnership		N/A
Pregnancy and Maternity		N/A
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers		N/A
Religion or Belief (including lack of belief)		N/A
Sex – (issues specific to women & men or girls & boys)		N/A
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight		Yes
Thematic Groups: Health, Human Rights & Children's Rights		Yes

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). 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		If not agreed this may impact this group
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		If not agreed this may impact this group
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		If not agreed this may impact this group
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)		If not agreed this may impact this group
Socio-economic Background – social class i.e. parent’s education, employment and income		If not agreed this may impact this group

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	N/A
Advance equality of opportunity between people who share a protected characteristic and those who do not	Positive
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?)	Positive
Increase participation of particular communities or groups in public life	Positive
Improve the health and wellbeing of particular communities or groups	Positive
Promote the human rights of particular communities or groups	Positive
Tackle deprivation faced by particular communities or groups	Positive

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
Rationale for decision: This proposal does not require a full equality impact assessment, the proposal will have a positive impact on residents within South Ayrshire	
Signed :George Hunter..... Assistant Director Date:20 March 2024.....	

South Ayrshire Council

Report by Director of Housing, Operations and Development to Cabinet of 23 April 2024

**Subject: Heritage Proposals Submitted to the Council by
Prestwick Civic Pride**

1. Purpose

1.1 The purpose of this report is to:

1.1.1 advise of the submissions made by Prestwick Civic Pride to the Council on a range of potential development projects on Prestwick Promenade and the Freemans Hall, Prestwick; and

1.1.2 agree that officers put these proposals out for public consultation so that the Council can have an initial understanding of the public's views on the proposals. The public consultation will require to make clear that these proposals are not the Council's, and the Council cannot, at this stage, endorse the proposals.

2. Recommendation

2.1 **It is recommended that the Cabinet agrees to undertake a public consultation on the heritage proposals formed by Prestwick Civic Pride, as set out in Appendix 1 and 2 and seek initial views on the proposals. (The public consultation will make clear that the proposals have not been developed by the Council, nor have they followed statutory processes involved in a Council developed strategy, and therefore the Council cannot, at this stage, endorse or commit funding to the proposals.)**

3. Background

3.1 Following grant funding from the Council to identify and take forward potential heritage proposals, Prestwick Civic Pride (PCP) have developed the following proposals:

- i) Signposting a heritage trail around Prestwick;
- ii) Reinstatement of a steeple at Freeman's Hall together with proposed changes of use of the hall and adjacent cottages;
- iii) Proposals to conserve the Salt Pans Houses in association with St Nicholas Golf Club; and
- iv) Improvements to Prestwick Seafront.

- 3.2 Following a public consultation and open day PCP commissioned the development of a map of Prestwick's built heritage. This analysis and mapping are set out in Appendix 1. With this information PCP have worked with property owners and have commissioned and arranged installation of heritage plaques to form a heritage trail around Prestwick.
- 3.3 PCP also commissioned a feasibility study to look at potential steeple designs for the Freeman's Hall and alternative uses and proposals for the Freeman's Hall and Cottage. These proposals are set out in Appendix 1. Three design options are indicated for a new steeple attached to the Freeman's Hall with one of the options being Stage 1 feasibility costed. Should the design proposals be taken forward then as the proposals are developed further then costs would require to be updated and refined The Freeman Hall proposals involve internal alterations to provide for a wider range of community use and external alterations to provide for landscaping and an extension to the Cottage to provide community space. These proposals have also been high level feasibility costed.
- 3.4 PCP have also commissioned a feasibility study for seafront and promenade enhancements of Prestwick. This study is set out in Appendix 2. The proposals involve options for redevelopment of the former Bathing Lake, improvements to promenade gateways at Links Road, Burgh Road, Grangemuir Road, proposals to improve paths, walls, signage and street furniture and an arts strategy.
- 3.5 All strategies that guide Council service activities and development projects require to undergo a range of diligence processes, some of which are statutory, including a Strategic Environmental Appraisal and Equalities Impact Assessment. In addition, in line with Financial Regulations, Council capital decisions require to be first considered by the Council's Capital Asset Management Group (CAMG) before they can be approved. The CAMG ensures that projects meet with Best Value requirements and are therefore able to satisfy the requirements of Audit Scotland regarding capital projects. It is important to note that these diligence processes not only verify the acceptability of a development project, but also iteratively inform the make-up of the project.
- 3.6 The Council budget setting for 24-25 approved capital for regeneration of Maybole, Troon and Prestwick of £2m for each town. A separate report on this agenda is recommending governance arrangements for these projects and is recommending that the regeneration projects be set within masterplan frameworks.
- 3.7 The proposals developed by PCP are set within strategic frameworks that have been informed by public consultations undertaken by PCP. Given that these strategies are not Council developed strategies and have not followed required diligence, the Council cannot endorse these strategies as a basis for informing the regeneration of Prestwick. However, the proposals can form an initial starting point for the Council in development of a Prestwick Masterplan. With proposals set within professionally developed feasibility plans, the proposals are well developed and the public feedback on the proposals could provide very valuable information to assist with understanding the community's views on how to develop their area. The Council Prestwick Masterplan would then be the subject of further public consultation.
- 3.8 In addition, the Freeman's Hall and much of the Prestwick promenade comprises Common Good property and land. Before making any decision to dispose or change the use of any Common Good property or land, the Council requires to carry out a public consultation under s104 of the Community Empowerment (Scotland) Act

2015. The Council must have regard to responses received to this consultation, in deciding whether to proceed, and must seek authority of the court for any proposed appropriation or disposal. In addition, if there were any proposals to appropriate or dispose of open spaces used for public recreation, there is a separate statutory requirement under the Town and Country Planning Act 1959 to notify the public, and consider any objections made in response before deciding whether to proceed. Should the Prestwick Masterplan involve proposals on Common Good land and property and/or open space then, depending on the nature of these, the appropriate consultations will require to be carried out as part of the overall process.

4. Proposals

4.1 To assist with the development of a masterplan for Prestwick, it is considered that there is benefit in consulting with the public on the PCP strategies set out in Appendices 1 and 2 and it is recommended that a public consultation is commenced on the proposals.

4.2 As the PCP strategies have not been informed by required diligence process, the public consultation requires to make clear that the Council has not endorsed these proposals. It is recommended that the basis of the public consultation is as an initial consultation which will assist in informing the development of a Council masterplan for Prestwick. A Council developed masterplan, following required due diligence, will then be the subject of a further public consultation.

5. Legal and Procurement Implications

5.1 There no direct legal or procurement implications arising from this report. The development of a subsequent Prestwick Masterplan will require to comply with a range of legal requirements, including provision of a Strategic Environmental Appraisal, Equalities Impact Assessment and Common Good and open space requirements. Legal advice will be provided as required.

6. Financial Implications

6.1 There are no direct financial implications arising form this report. Projects that are developed through the Prestwick Masterplan will require to be approved by the CAMG. Approved projects will be funded through the £2m Regeneration Fund for Prestwick.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

8.1 Risk Implications of Adopting the Recommendations

8.1.1 There is a risk that some or all of the projects set out in Appendices 1 and 2 do not fulfil diligence requirements. In such a scenario the community may have raised expectations on the deliverability of projects.

8.2 Risk Implications of Rejecting the Recommendations

8.2.1 The studies set out in Appendices 1 and 2 have been professionally developed and have been the subject of consultation arranged by PCP.

Not taking these projects forward through the recommendations in this report would mean that these studies cannot be taken forward by the Council.

9. Equalities

- 9.1 The proposals in this report allow scrutiny of performance. The report does not involve proposals for policies, strategies, procedures, processes, financial decisions and activities (including service delivery), both new and at review, that affect the Council's communities and employees, therefore an equality impact assessment is not required.

10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** – An SEA has not been developed for this report. An SEA will be developed for a Prestwick Masterplan

11. Options Appraisal

- 11.1 An options appraisal has not been carried out in the preparation of this report. An options appraisal will be carried out on any capital projects set out in a Prestwick Masterplan.

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/ Play, Sport and Recreation (Outcome 2).

13. Results of Consultation

- 13.1 Public consultation feedback will be considered and reported back to Council on 10 October 2024.
- 13.2 Consultation has taken place with Councillor Martin Kilbride, Portfolio Holder for Buildings, Housing and Environment, 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 Director of Housing, Operations and Development 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:

Implementation	Due date	Managed by
Commence public consultation on Appendices 1 and 2	29 April 2024	Assistant Director Communities

Implementation	Due date	Managed by
Report on outcome of public consultation and scope of a Prestwick Masterplan	10 October 2024	Assistant Director Communities

Background Papers **Capital Programme 2024-25**

Person to Contact **Chris Cox, Assistant Director Planning, Development and Regulation**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 612981
E-mail chris.cox@south-ayrshire.gov.uk

Date: **12 April 2024**

Austin-Smith:Lord

Prestwick Seafront and Promenade Enhancement

FINAL DRAFT Consultation Report

19-01-24

01.0 Purpose of this Booklet

Austin-Smith:Lord were appointed by Prestwick Civic Pride Partnership in October 2023 to prepare a feasibility study for seafront and promenade enhancements at Prestwick.

The feasibility study considers which areas should be focused on and what possible enhancements could be made to selected areas, with the overall aim being to bring about general improvements to the environment of the seafront which would contribute to the further development of social, cultural and economic activities.

This study and the proposals aim to build on previous place plans, policy contexts, current and future investment plans in order to develop a set of related projects for future improvements.

The overall objective is to provide for a high amenity leisure space for local residents, visiting tourists and for other South Ayrshire citizens, as an integral part of a family of South Ayrshire seafront upgrades.

The anticipated outcomes for this work are;

- Increased economic activity in Prestwick and South Ayrshire
- A backdrop to support an improved annual planned Prestwick Events Calendar
- A contribution to enhance health and well-being through outdoor activity for the local community and general population
- A platform for a Prestwick Seafront Volunteer programme
- A high quality leisure destination

This booklet illustrates possible proposed themes for the purposes of consultation and canvassing opinion on the public's expectation for Prestwick seafront and promenade.

The booklet contains sketch ideas for improvements together with a series of questions.

Feedback obtained on the proposals will help to assist and inform how Prestwick Civic Pride Partnership and South Ayrshire Council could take forward plans for improvement for Prestwick Seafront.

It is anticipated that feedback will inform and provide the basis for further development of proposals for a coherent package of capital investment projects over a period of time (2024-26).

The project extents, under consideration, extends from the car park north of Kidz Play to Grangemuir Road's junction with the Promenade.



Aerial View of the Study Area

01.1 Project Background

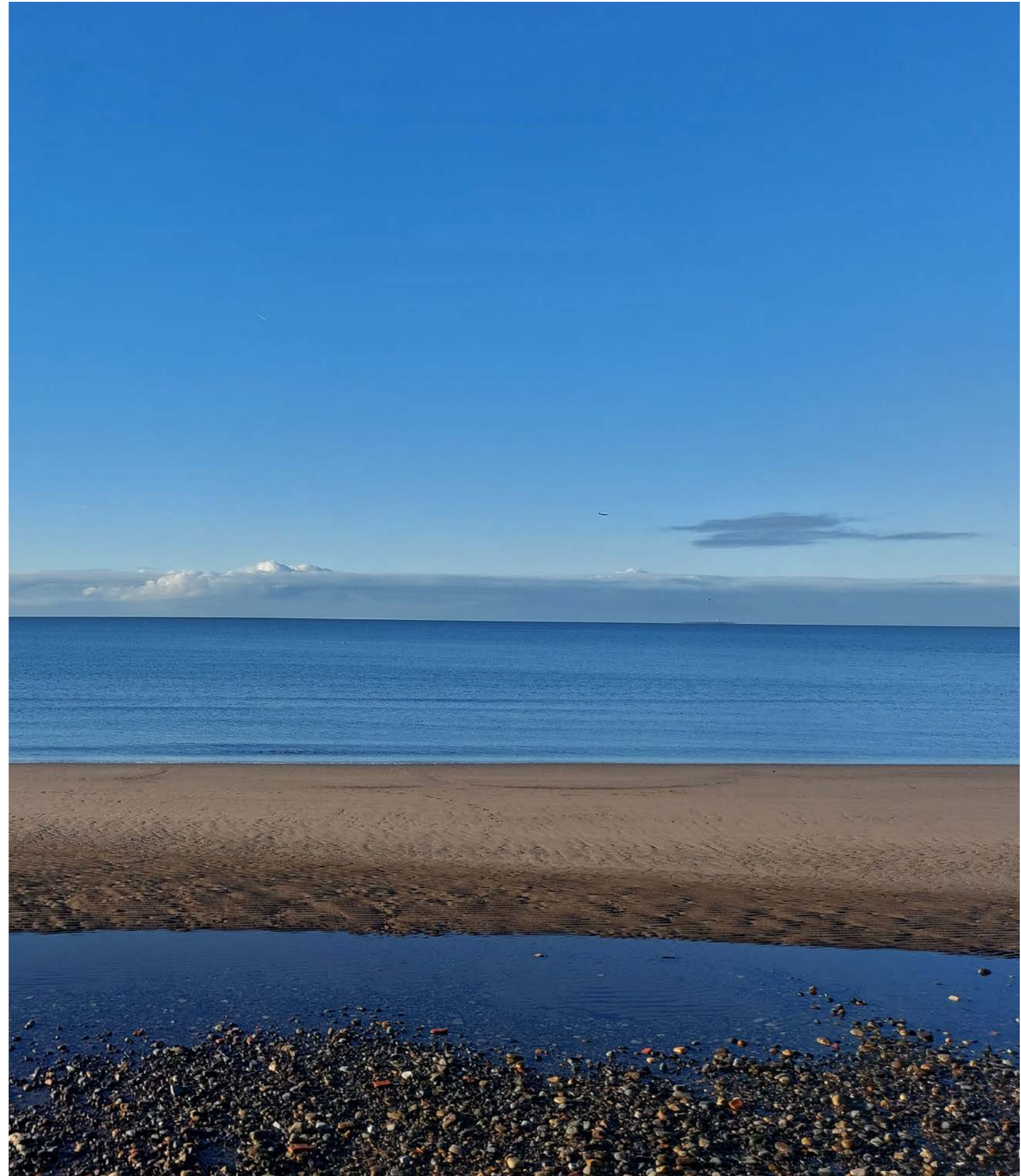
The project is founded on a range of previous activity and engagement over a number of years including

- Prestwick Beach reclamation campaign;
- Work undertaken by the Prestwick Prom Committee, in establishing the sea-front as a venue;
- Work conducted by research students at University of the West of Scotland on promoting the promenade as an events destination;
- Engagement and outcomes through the 2022 Prestwick Place Planning exercise (Thriving Places);
- The Prestwick Town Centre Charrette and its Talk Prestwick exercise, 2016, using the Scottish Government's Place Standard Tool;
- Phase 1 of the Prestwick Shore front Enhancement Programme (such as the play park works, seating, handrails, carpark surfacing).

It is envisaged that enhancements generated through this study will form Phases 2 and 3 of Prestwick Shore front Enhancement Programme.

This study also runs in parallel to concurrent work ongoing in Prestwick:

- to signpost a heritage trail around Prestwick;
- to reinstate the steeple at the Freeman's Hall (and propose longer term use of this and the adjacent cottage);
- to begin the process of conserving the Salt Pans Houses in association with St Nicholas Golf Club.



Prestwick Civic Pride Partnership are a Scottish charitable incorporated organisation (PCPP)

“Prestwick Civic Pride is about taking pride in being part of the Prestwick Community”

Prestwick Civic Pride Partnership are currently overseeing a number of projects in Prestwick, which aim to bring about improvements to the built environment, conserve and enhance the towns’ legacy. The key focus for this particular study is to enhance the seafront and promenade area as an important asset for the local and wider community.

The Site

The site is understood to be in Council ownership. The site comprises mostly greenspaces and car parking and is defined by the adjacent street pattern at Prestwick Seafront, and extends from Kidz Play to Prestwick St Nicholas Golf Club.

The Brief

The initial brief sought design scenarios for a programme of built-environment improvements such as a high-quality concept public art programme, future use consideration for the former Prestwick Bathing Lake site and further impetus to the Prestwick Beach reclamation programme all of which should support events. The project will contribute to the further development of South Ayrshire community-led place planning, transforming the seafront as a leisure space to mirror the successful Main Street retail and leisure offer. The aim is to enhance the general environment and contribute to the further development of social cultural and economic activities in Prestwick Town Centre.



Prestwick Seafront Promenade

02.0 Site Area



02.1 Site Location and Connections

Prestwick seafront benefits from excellent transport links.

Prestwick Town Train Station is located at a 7 minute walk from Prestwick Beach, along Links Road.

Route 7, of the National Cycle Network, a segment of the EuroVelo 1 Atlantic Coast Cycle Route, crosses the site.

In addition to the road and cycle networks, the project area has well defined pedestrian-friendly routes along the promenade.

The promenade also connects to a coastal path extending north and south of the promenade.

Key



Prestwick Town Train Station



Roads



7 - National Cycle Network Route 7

EV1 - EuroVelo 1 Atlantic Coast Cycle Route



Coastal Path connecting to promenade and cycle route



02.3 Amenities

Prestwick seafront benefits from several amenities, in addition to the beach and open space.

1. Recreational Facilities:
 - Prestwick Golf Club: Offering a prestigious golfing experience within a scenic setting.
 - Prestwick St. Nicholas Golf Club: A golf club contributing to the region's golfing heritage.
2. Natural Attractions:
 - Prestwick Beach.
3. Play and Leisure Spaces:
 - Kidz Play Children's Amusement Centre.
 - Prestwick Playground.
4. Promenades and Waterfronts:
 - Prestwick Promenade.
5. Water-based Activities:
 - Prestwick Sailing Club.
6. Historical and Cultural Landmarks:
 - Prestwick Promenade (Salt Pans).



02.4 Heritage

Location Plan of Historic Buildings of note.

1. The Mercat Cross
2. Old Post Office
3. 18-22 The Cross
4. Alexander Hutchison's House
5. 8 & 14 The Cross
6. Old Burgh Chambers (Freeman's Hall)
7. 5 & 7 The Cross
8. The Red Lion
9. 21-37 Main Street
10. Prestwick Sundial
11. Prestwick War Memorial
12. Former Bank at The Cross
13. John Keppie's House at 4 Station Road
14. 6 Station Road
15. Prestwick Town Railway Station & Waiting Room
16. Prestwick Golf Club
17. Greystones, 25 Links Road
18. Polish War Memorial
19. Prestwick St Nicholas Golf Club
20. Salt Pan Houses
21. Kingcase, Bruce's Well and the Ruins of St Ninians Hospital
22. The Oval Clubhouse at St Ninians
23. St Nicholas Parish Church
24. The Broadway Cinema
25. Prestwick South Parish Church
26. Prestwick Community Education Centre
27. Monkton and Prestwick North Parish Church
28. St Nicholas' Church and Graveyard
29. St Cuthbert's Parish Church
30. Shaw Monument



Information taken from Prestwick Heritage: Freeman's Hall & Cottage, Stage 2 Report by O'DonnellBrown, Nov 23.

Location Plan

02.5 Photographic Survey of Site



1 - Former Bathing Lake



2 - Entrance from Links Road



3 - View from Links Road



4 - View along Promenade



5 - Promenade West of Burgh Road

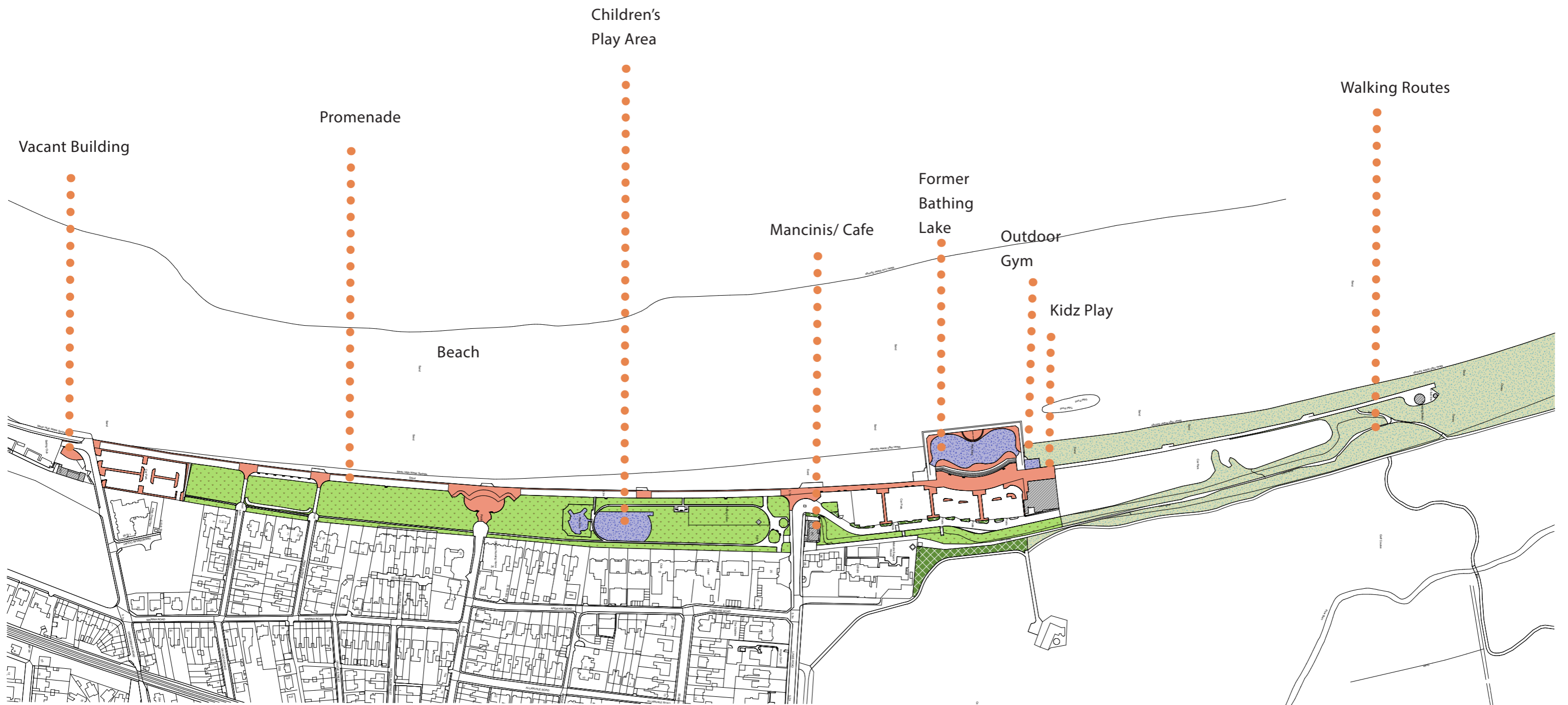


6- Entrance from Grangemuir Road



Prestwick Seafront - Photograph Location Plan

02.6 Site Plan as Existing



03.0 Potential Development Themes

Several locations and themes have been identified as optional areas for improvement. They include the Former Bathing Lake, Arrival Points to the Promenade, and the Central Activity Area. In addition art or a series of art interventions has been proposed as a further theme for the promenade.



Aerial photograph (Google Earth Pro credit)

Aerial View of the Seafront with location of possible development themes identified

03.1 Theme 1 - Redevelopment of the Former Bathing Lake

The Olympic-standard Prestwick Bathing Lake, the largest swimming pool north of the border, was opened in 1931. It was a popular attraction which could accommodate 1,200 bathers and 3,000 spectators. However, a number of factors such as overseas holidays and the opening of an indoor pool in Ayr, saw the closure of the Bathing Lake in 1972.

The Bathing Lake was in filled with hard standing.

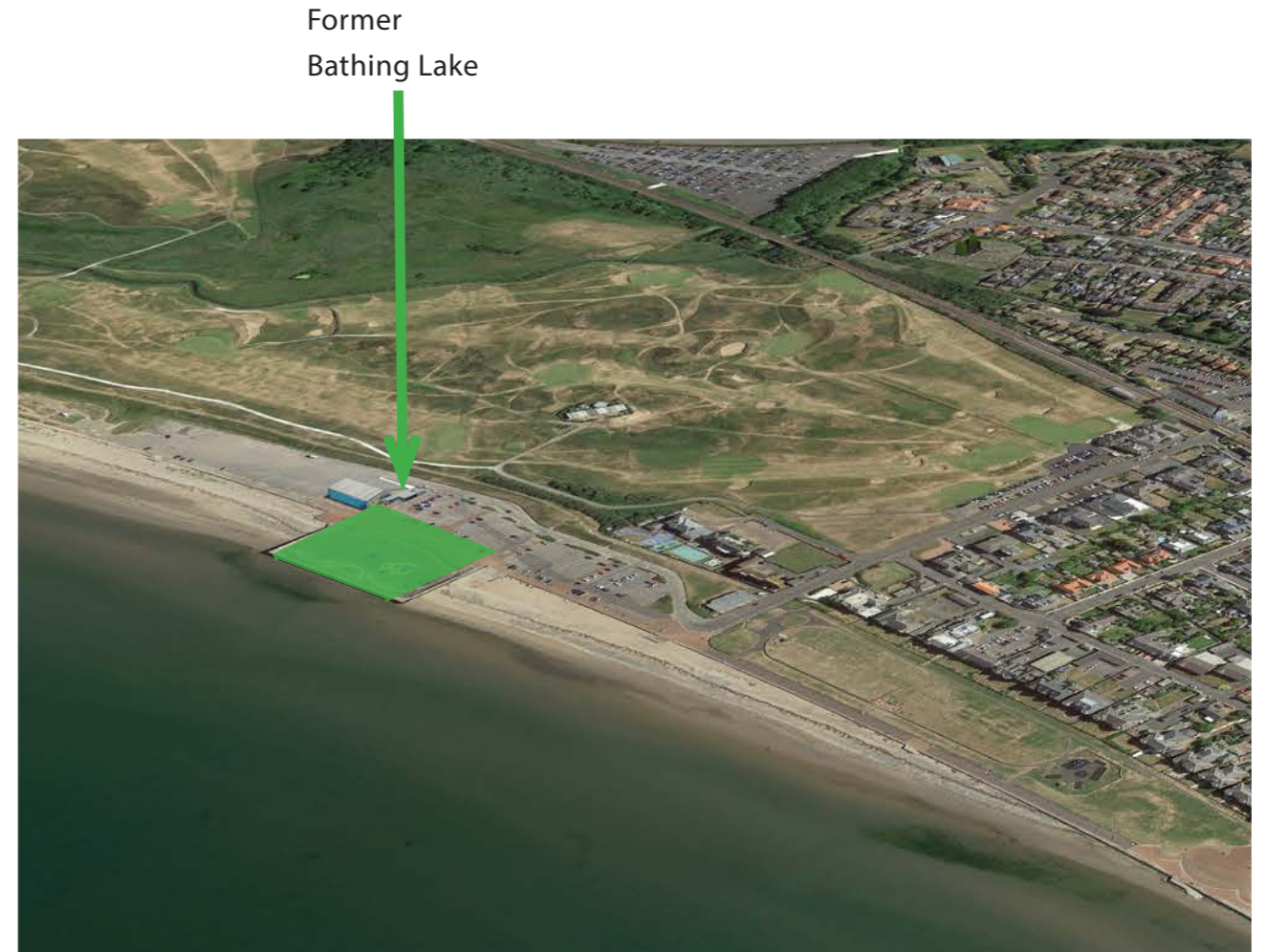
The in filled area hosted play equipment for a period of time, which has subsequently been removed.

The area is in a poor state of repair.

This study looks at whether this area can be re purposed and can contribute positively to the seafront area and Prestwick Town Centre.



Prestwick Bathing Lake - Current Condition



Location of Former Bathing Lake



Prestwick Bathing Lake

03.1 Theme 1 - Redevelopment of the Former Bathing Lake - Option 1

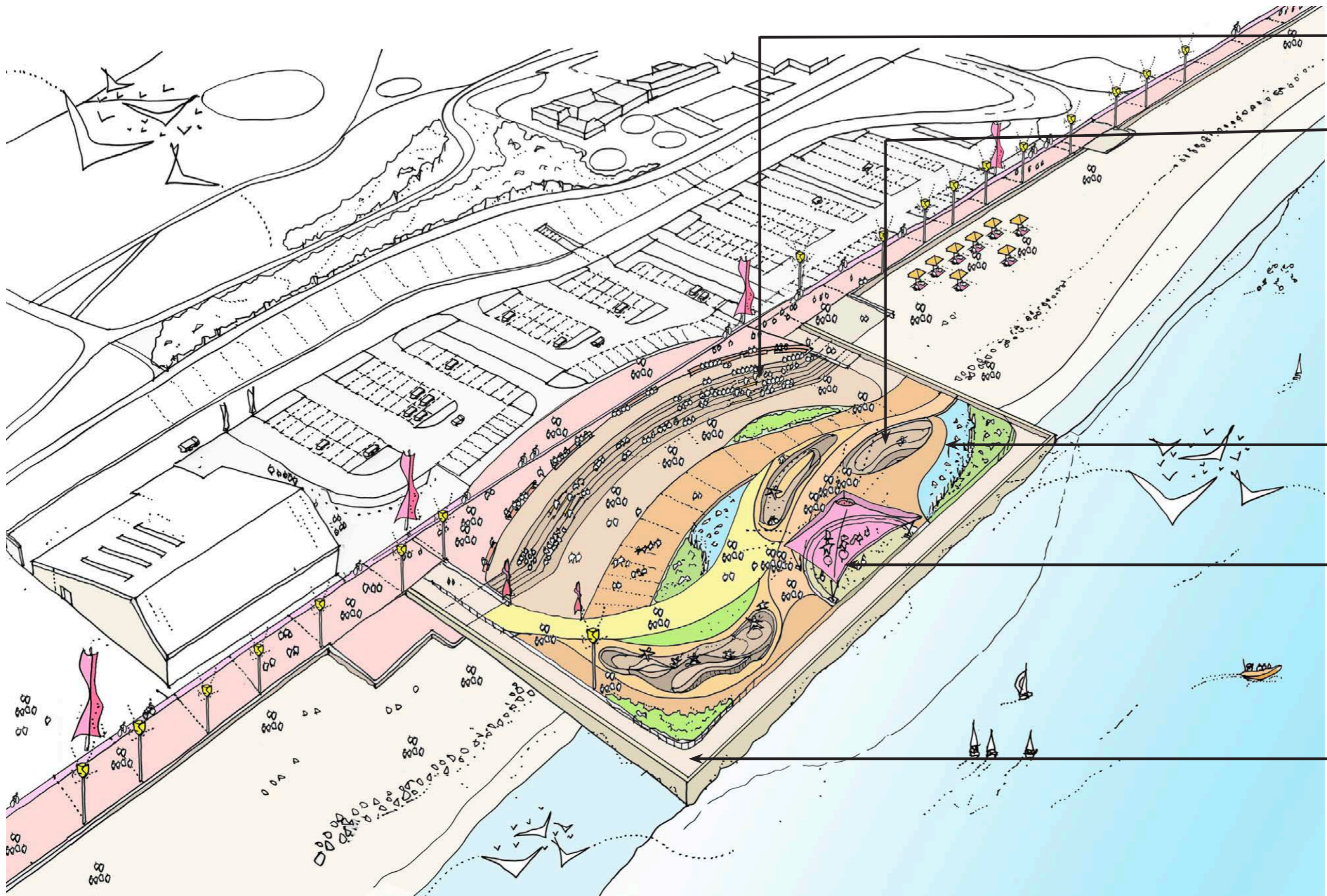
Concept Proposal

This option proposes to redevelop the former bathing lake into a space for play, activity and gathering. The proposals include resurfacing the space to introduce walkways, contours and pattern in addition to areas to sit, creating an activity and social space. The space could accommodate play such as scootering, wheeling or roller skating within zones creating mini skate parks. The existing stage area will be upgraded with infrastructure introduced in order that a canopy or structure can be erected to facilitate events and or performances.



03.1 Theme 1 - Redevelopment of the Former Bathing Lake - Option 1

Sketch of Concept Proposal



Steps reformed to provide stepped access plus areas for terraced seating.

Contoured areas with landforms to create informal mini skate parks with ramps, rails and landforms.

Shallow pools with stepping stones/ SUDS/ drainage

Existing stage repaired. Infrastructure installed for temporary tensile structure to be used at events

Walls repaired and guardrails upgraded.

03.1 Theme 1 - Redevelopment of the Former Bathing Lake - Option 1

Precedent Images



Exchange Square, Manchester photo by by Norbert Blech



Copacabana Beach Promenade, Rio de Janeiro, Brazil, by Burle Marx



© Iwan Baan - Superkilen, Copenhagen



© Carve

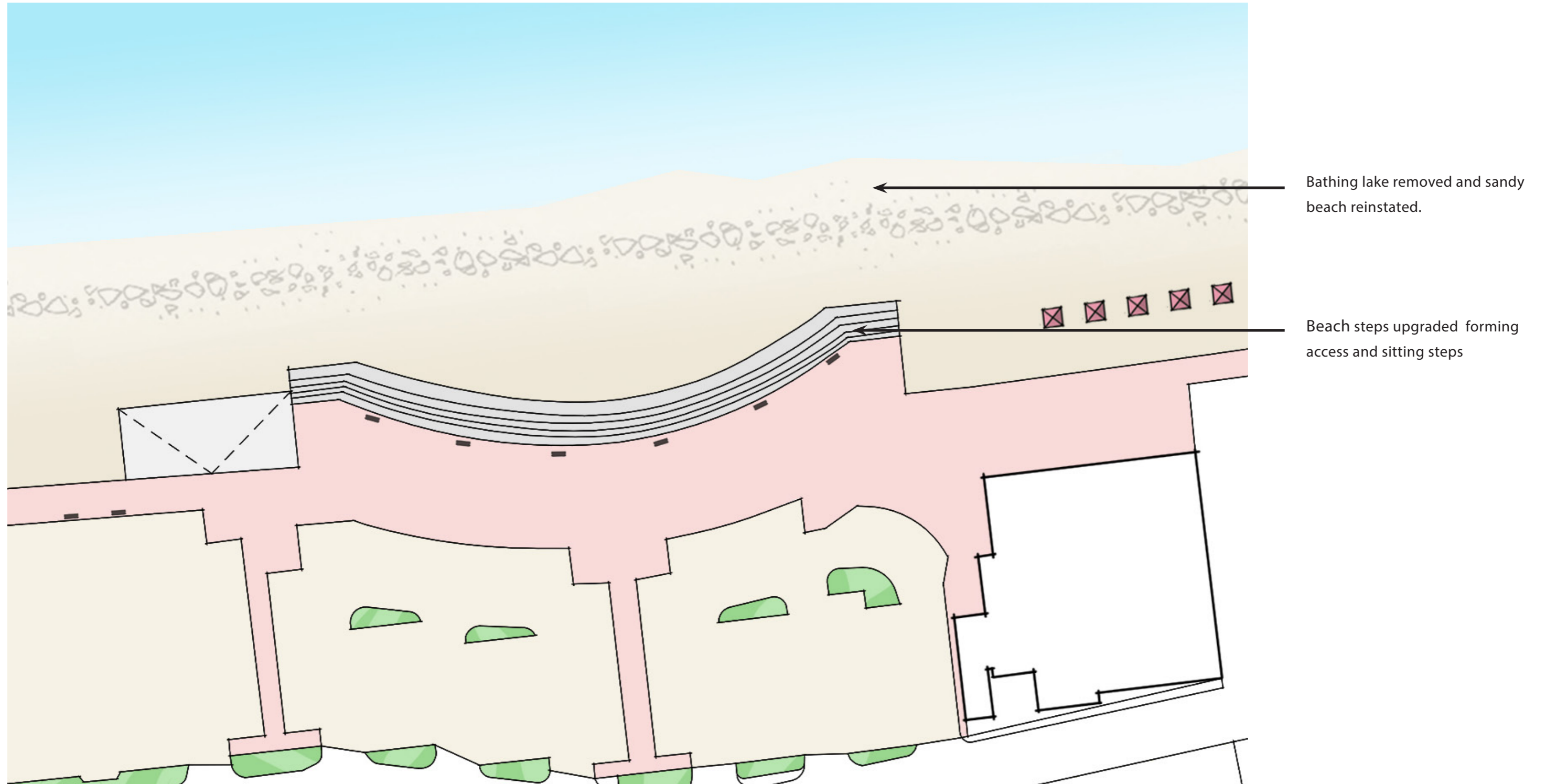


By WERK, Denmark -Photography: Wichmann+Bendtsen

03.1 Theme 1 -Redevelopment of the Former Bathing Lake - Option 2

Concept Proposal

This option proposes to remove the bathing lake and associated walls and infrastructure and reinstate a sandy stretch of beach at this point. Beach steps will form a feature and an intermediate link to the water front with informal areas to sit.



03.1 Theme 1 - Redevelopment of the Former Bathing Lake - Option 2

Precedent Images



Shenzhen's East Coast, East dike Dapeng by Felixx + KCAP



Shenzhen's East Coast, East dike Dapeng by Felixx + KCAP

03.1 Theme 1 - Redevelopment of the Former Bathing Lake - Option 3

Concept Proposal

This option proposes to remove the bathing lake in order to reinstate a sandy stretch of beach. The northern arm of the bathing lake will either be retained or replaced, providing a pier structure. Beach steps provide access, a formal edge and sitting steps along the edge of the beach.



03.1 Theme 1 - Redevelopment of the Former Bathing Lake - Option 3

Precedent Images



Westhaven Promenade - ASPECT Studios + LandLAB NZ © Johnny Davis



© Gjøde & Povlsgaard Arkitekter

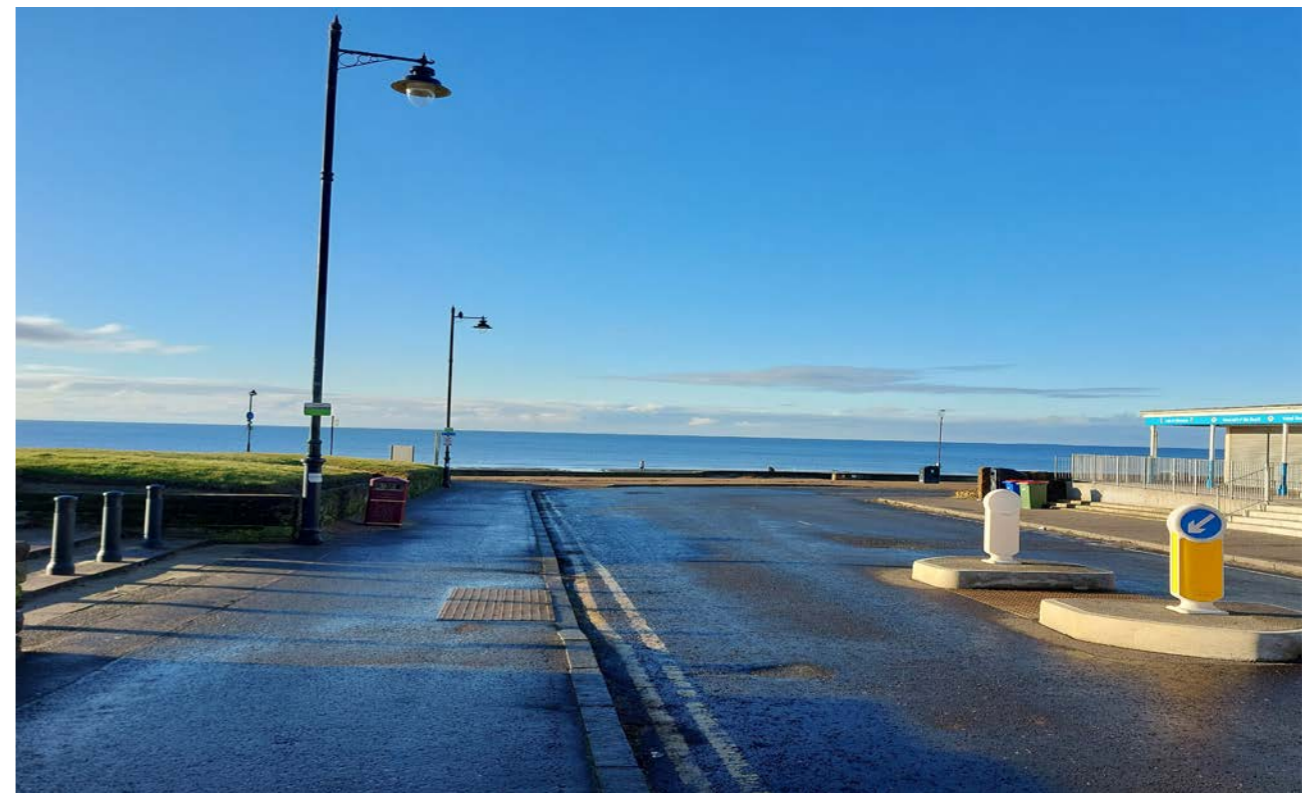
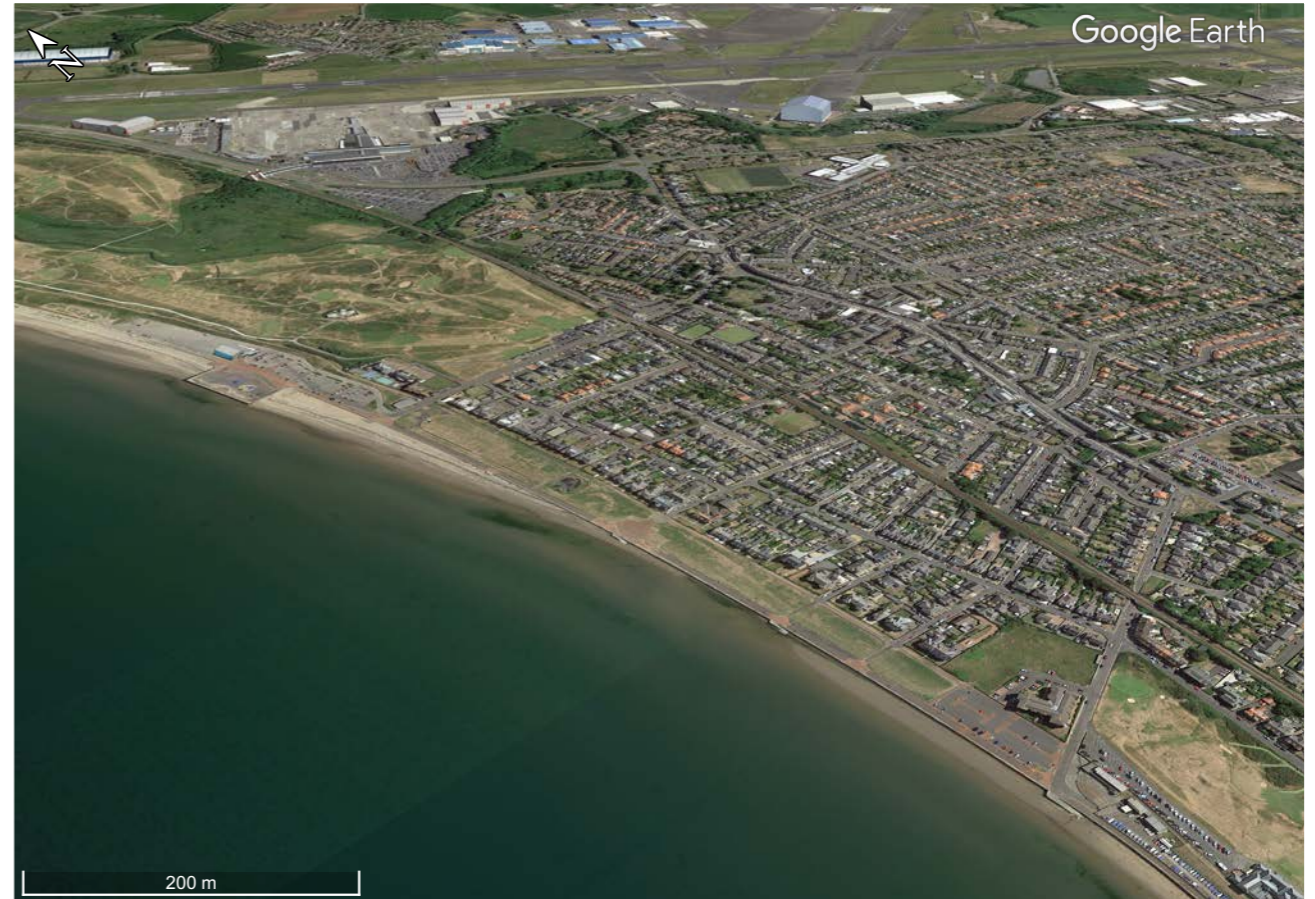
03.2 Theme 2 - Improvements to Promenade Gateways

Theme 2:
Promenade arrival
points

Links Road

Links Road is a key entrance point and gateway to the promenade for both pedestrians, cyclists and traffic. This provides a direct route to and from the train station.

The arrival points identified along the promenade have the opportunity to provide 3 key areas of improvement which provide spaces to stop and gather along the promenade with potential space to host events. These areas should be improved to provide step free access, using robust, simple materials plus rationalise clutter and provide a coherent look and feel to the promenade.



Promenade at Links Road - Current Condition

03.2 Theme 2 - Improvements to Promenade Gateways

Links Road - Concept Proposal



Soft landscaped areas with undulating mounds with coastal planting and informal / natural play elements. Retaining walls form an edge to the soft landscape to provide informal seating.

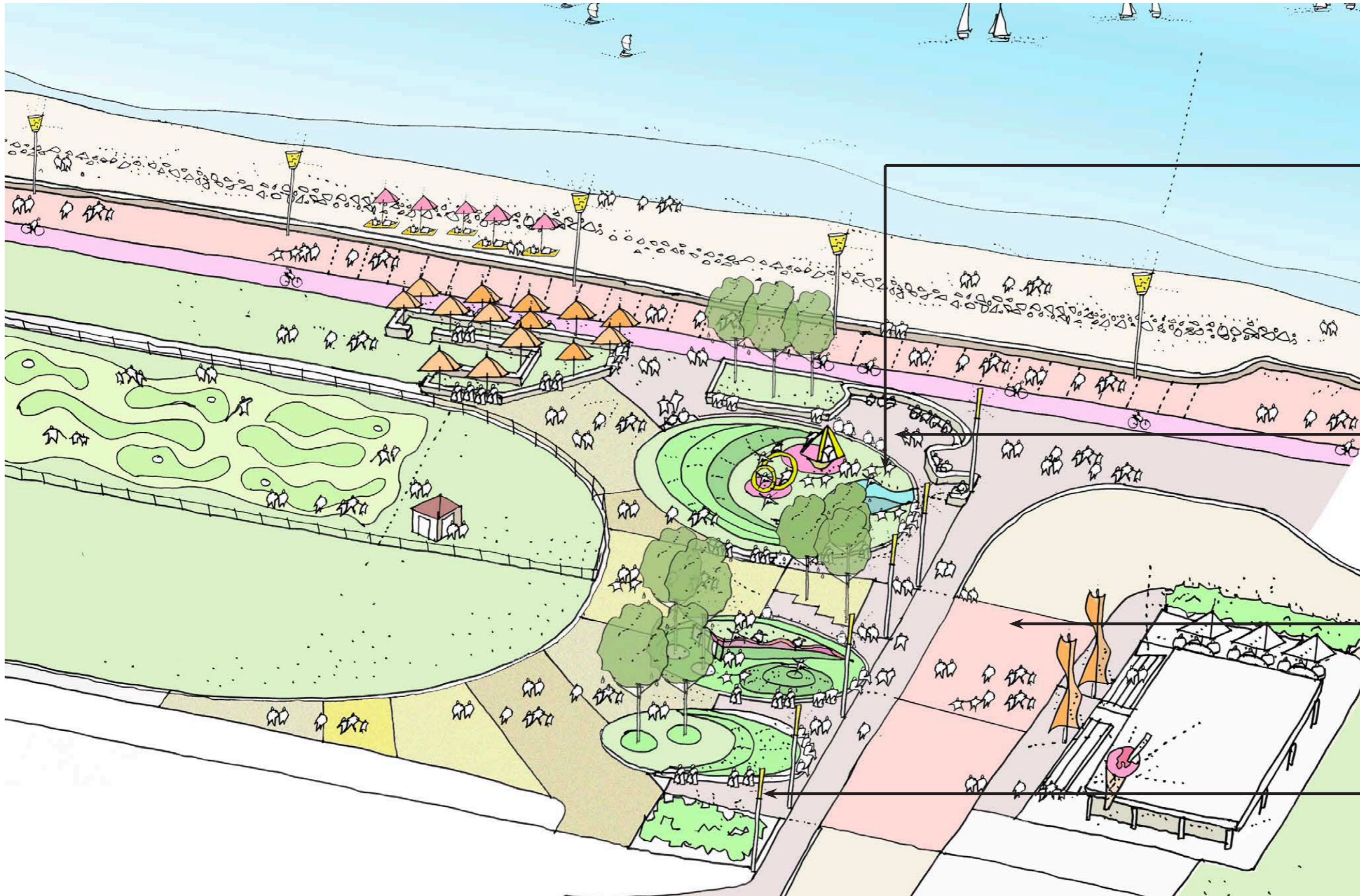
All steps removed and replaced with ramped accesses to provide step free access for all.

Enhanced pedestrian crossing point and footpath widened/road narrowed.

Space for gathering, sitting and playing or small scale events.

03.2 Theme 2 - Improvements to Promenade Gateways

Links Road - Concept Proposals



Soft landscaped areas with undulating mounds with coastal planting and informal / natural play elements. Retaining walls bound the soft landscape to provide informal seating.

Space for gathering, sitting and playing or small scale events.

Enhanced pedestrian crossing point and footpath widened/road narrowed.

All steps removed and replaced with ramped accesses to provide step free access for all.

03.2 Theme 2 - Improvements to Promenade Gateways

Links Road Access - Precedent Images



Voss Activity Park - Østengen & Bergo AS



Voss Activity Park - Østengen & Bergo AS



Sugar Beach by Claude Cormier © Nicola Betts



Saltcoats - Deckchairs by WavePARTICLE

03.2 Theme 2 - Improvements to Promenade Gateways

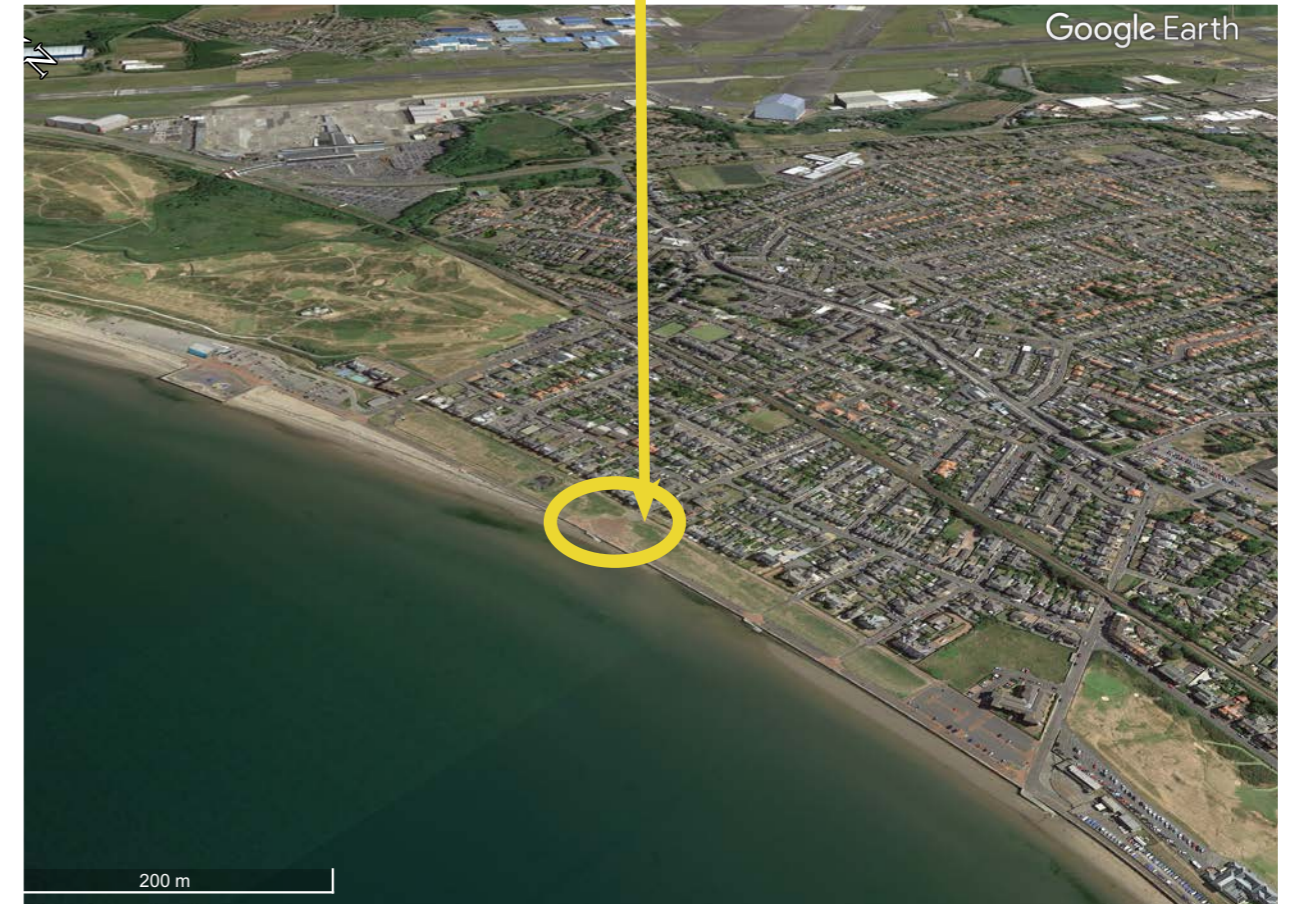
Burgh Road

Burgh Road meets the promenade generally at the central point of the promenade along this stretch of seafront. It is a pedestrian only access. The area is a wide expanse of paving with a mixture of seating and street furniture. As the second of the arrival points identified for improvement, this space could be developed as another key area along the promenade to stop and gather with features to add interest and variety along the promenade.



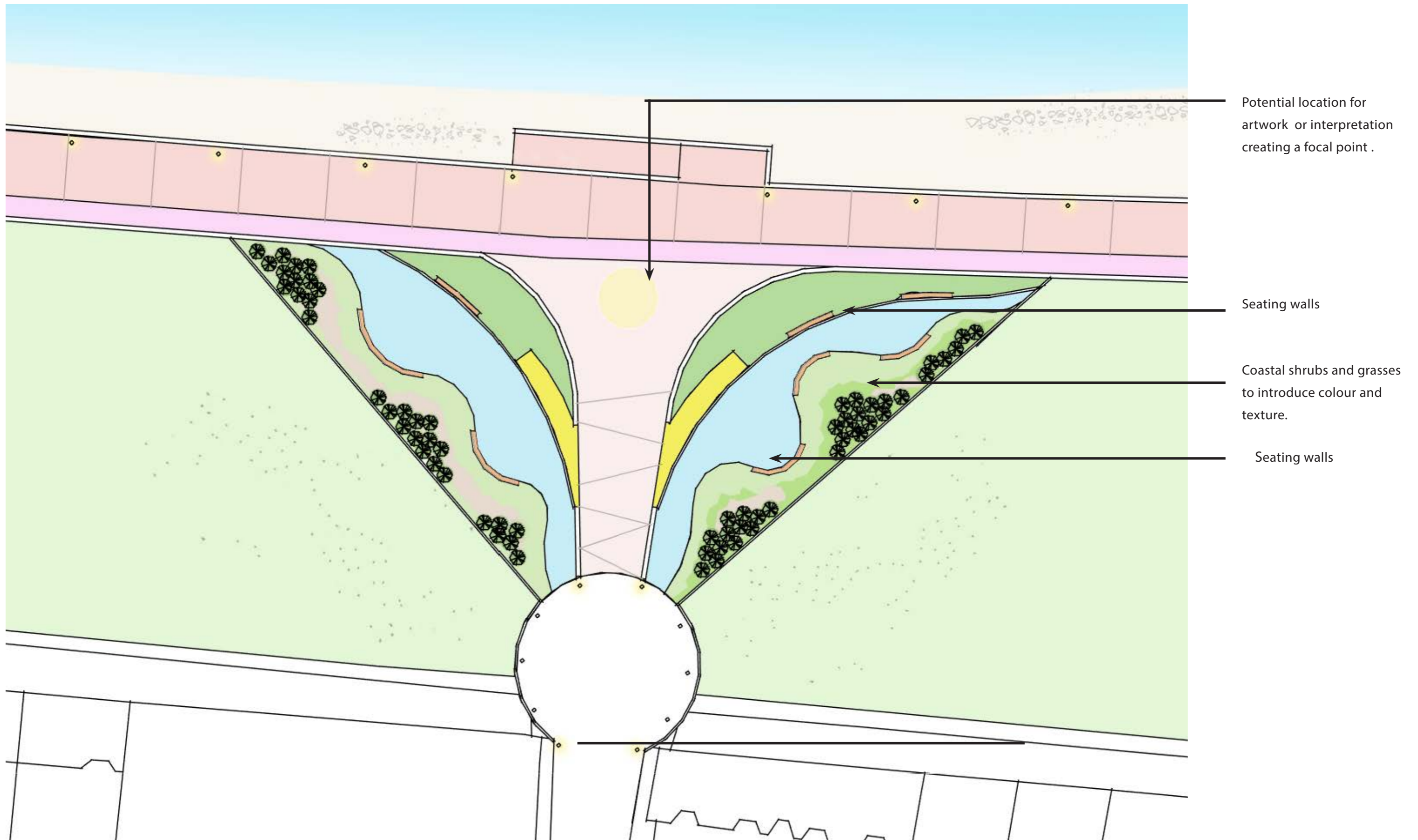
Promenade at Burgh Road - Current Condition

Theme 2:
Burgh Road/
Promenade arrival
point



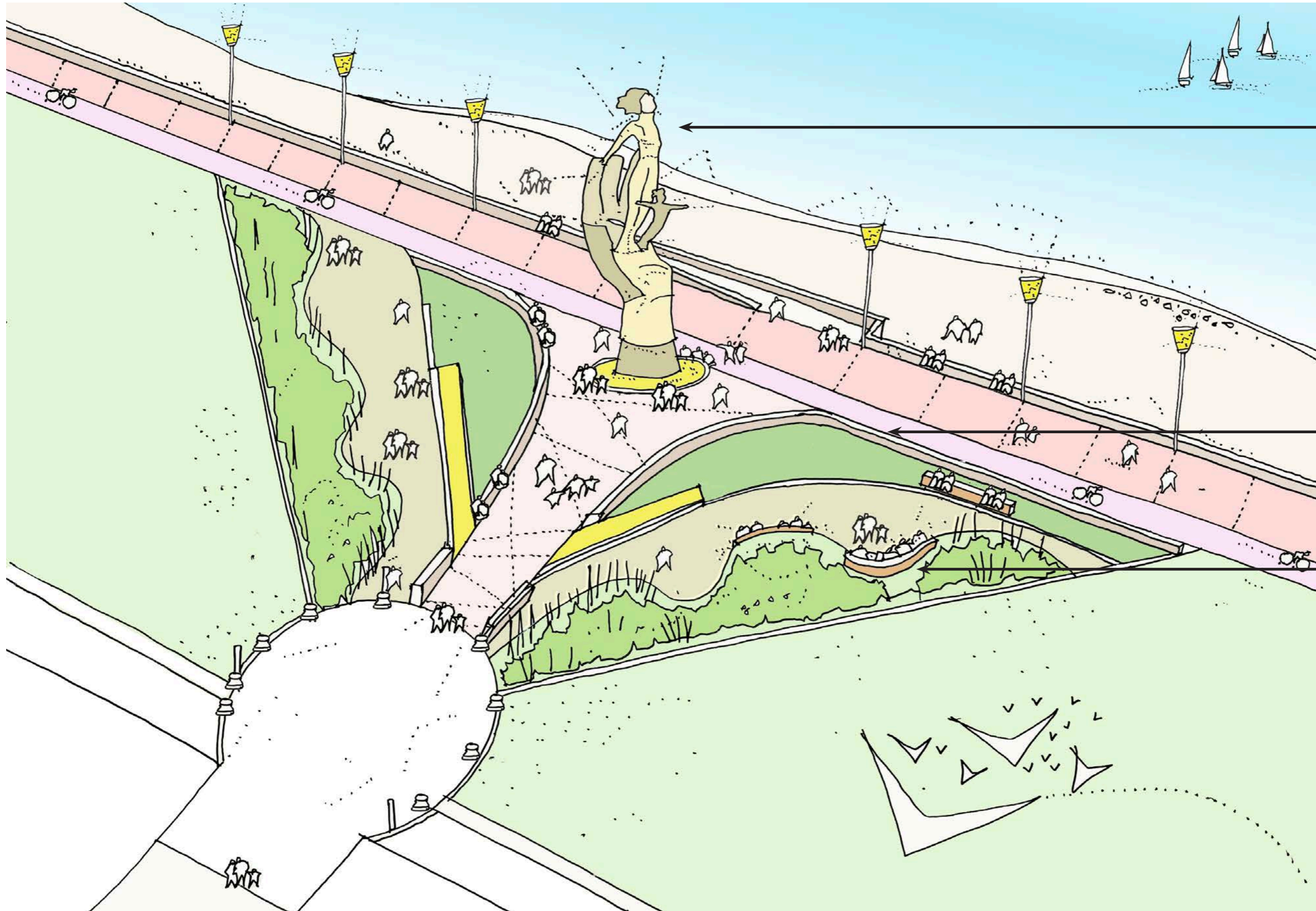
03.2 Theme 2 - Improvements to Promenade Gateways

Burgh Road - Concept Proposal



03.2 Theme 2 - Improvements to Promenade Gateways

Burgh Road - Sketch of Concept Proposal



Potential location for artwork or interpretation creating a focal point .

Seating walls

Coastal shrubs and grasses to introduce colour and texture

03.2 Theme 2 - Improvements to Promenade Gateways

Burgh Road - Precedent Images



Tel Dor National Park by BO Landscape Architecture, Photo Yoav Peled



Voss Activity Park -Østengen & Bergo AS

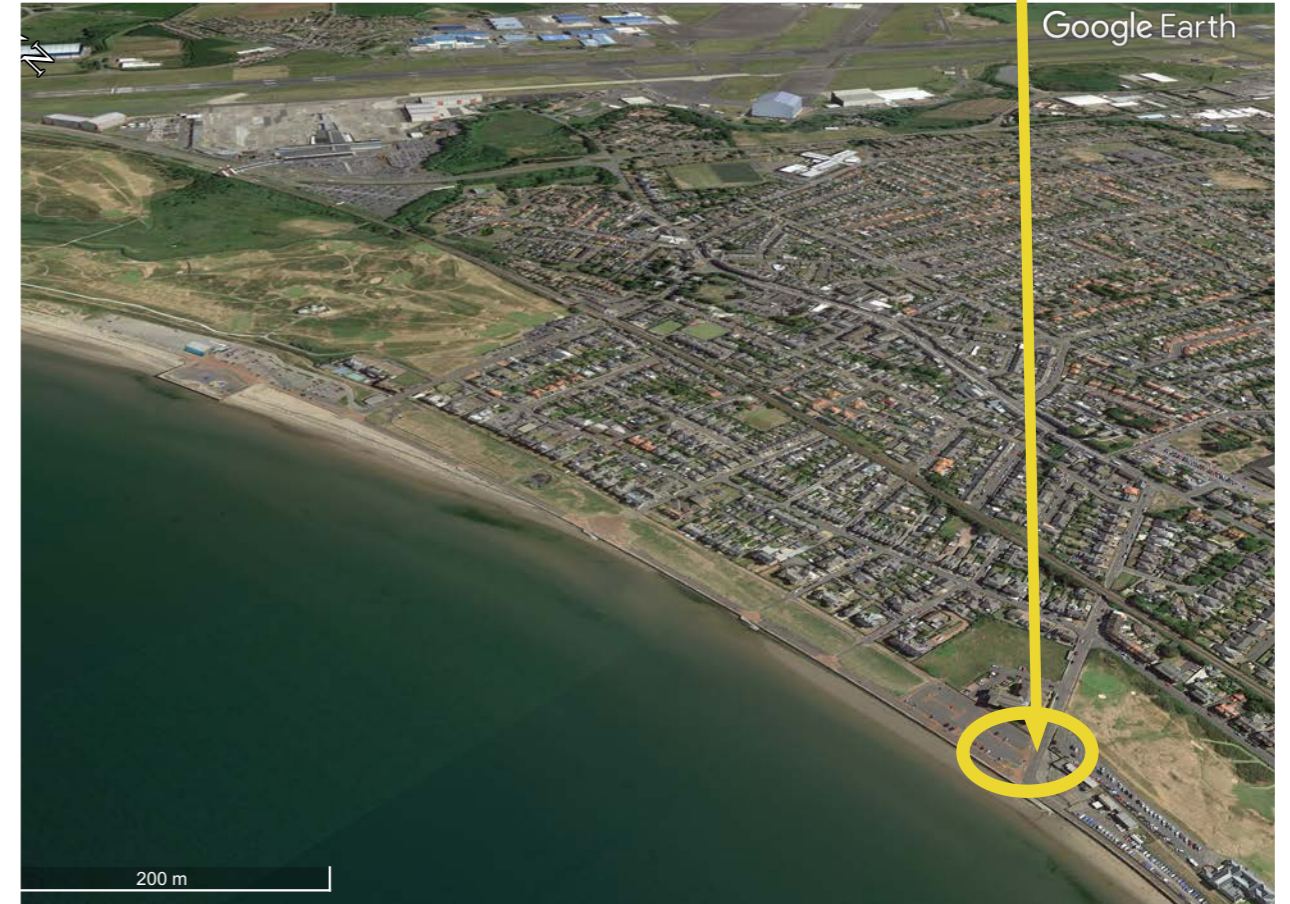


Machair at Gallanach on the Isle of Coll © Lorne Gill.

03.2 Theme 2 - Improvements to Promenade Gateways

Grangemuir Road

Grangemuir Road meets the promenade at the southern end of the promenade. This provides vehicle and pedestrian access to the sailing club and a large car park. This entrance contains various elements of street furniture, railings and barriers which create a lot of clutter. This is the third arrival point which could be redeveloped, which bookends this stretch of the promenade. Improvements aim to create an attractive, welcoming arrival space for locals and visitors arriving from Grangemuir Road or indeed from the coastal path or cycle route, identifying Prestwick and the promenade as a destination.

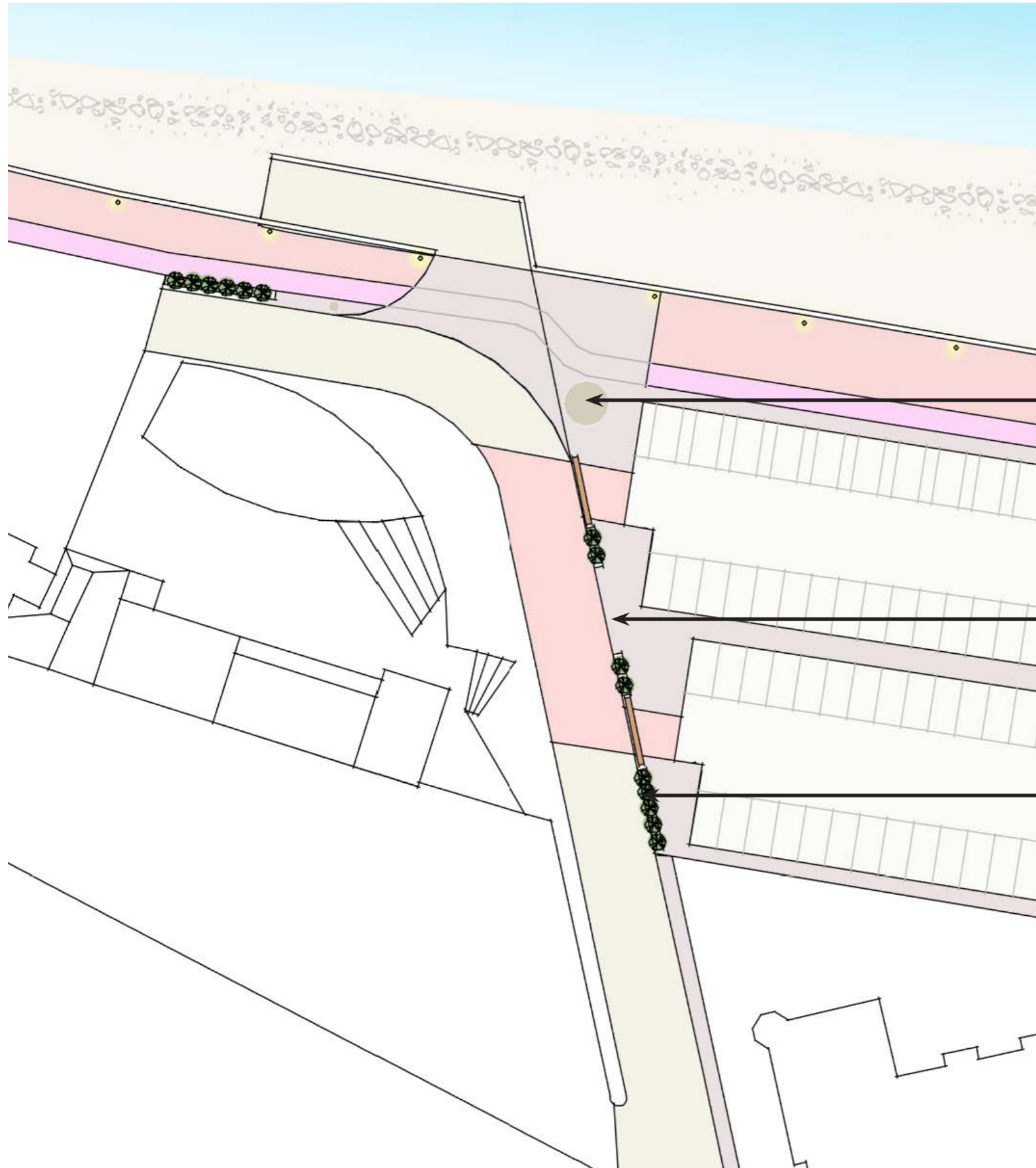


Promenade at Grangemuir Road - Current Condition



03.2 Theme 2 - Improvements to Promenade Gateways

Grangemuir Road - Concept Proposals



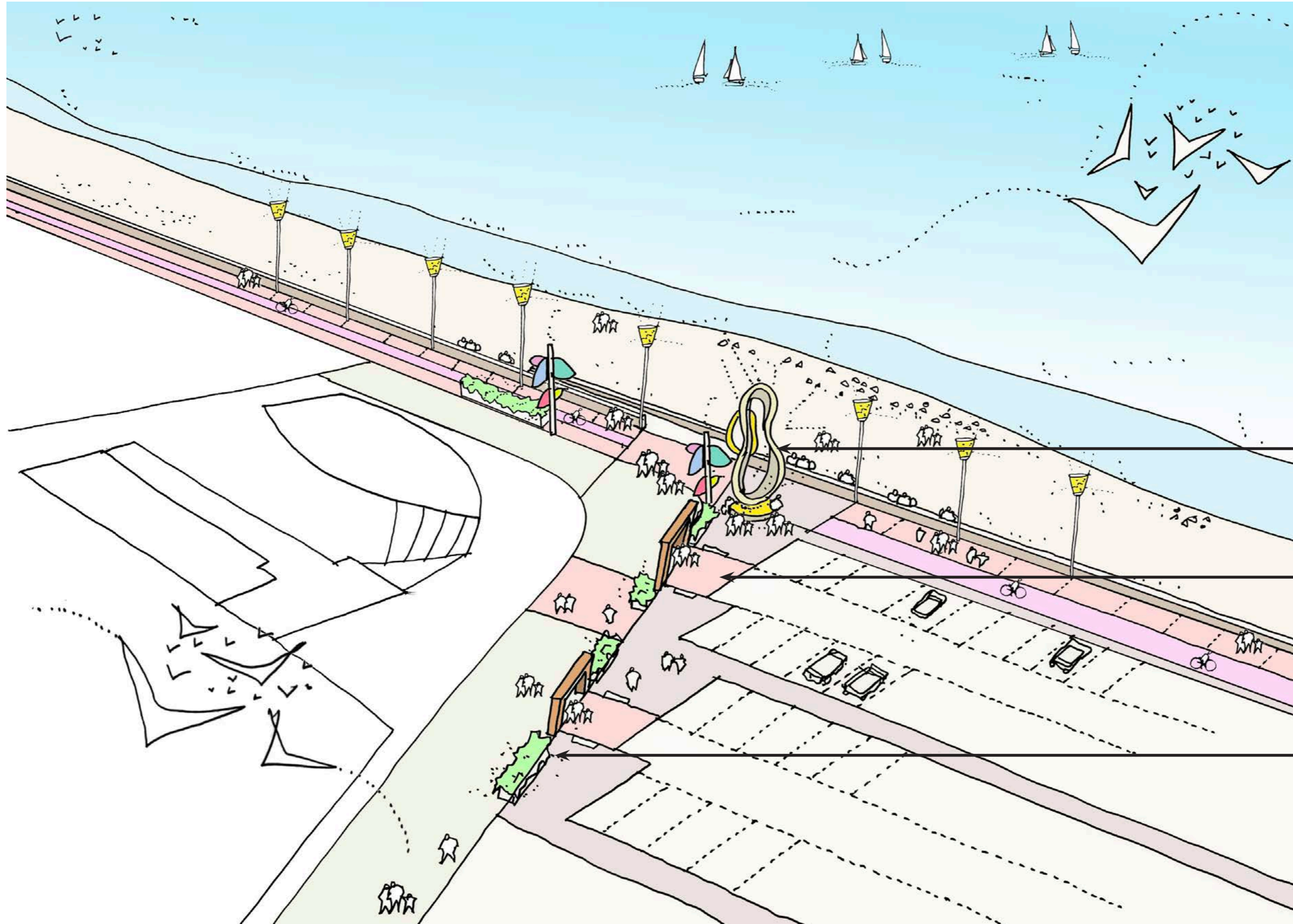
Potential location for artwork and focal point

Priority for pedestrian access such as removal of clutter and step free crossings

Introduction of planters to match Links Road/ Kidz play car park.

03.2 Theme 2 - Improvements to Promenade Gateways

Grangemuir Road - Sketch of Concept Proposals



Potential location for artwork and focal point

Priority for pedestrian access such as removal of clutter and step free crossings

Introduction of planters to match Links Road/ Kidz play car park.

03.2 Theme 2 - Improvements to Promenade Gateways

Grangemuir Road - Precedent Images



Tel Dor National Park by BO Landscape Architecture, Photo Yoav Peled



Voss Activity Park -Østengen & Bergo AS



Voss Activity Park -Østengen & Bergo AS

03.3 Theme 3 - Regenerate Core Activity Area

The central area has benefited from recent investment namely the new play area, benches and signage. However the area has a series of retaining walls, walling, fencing and signage and paths which would benefit from rationalisation and improvements.

On the basis that two gateway areas; Links Road and Burgh Road have been identified for improvement, this area in between would support these improvements and provide impact from this investment.

Theme 3:
Activity Area:
Play Area +
Pitch and Put



Central Promenade Area - Current Condition

03.3 Theme 3 - Regenerate Core Activity Area

Concept Proposals

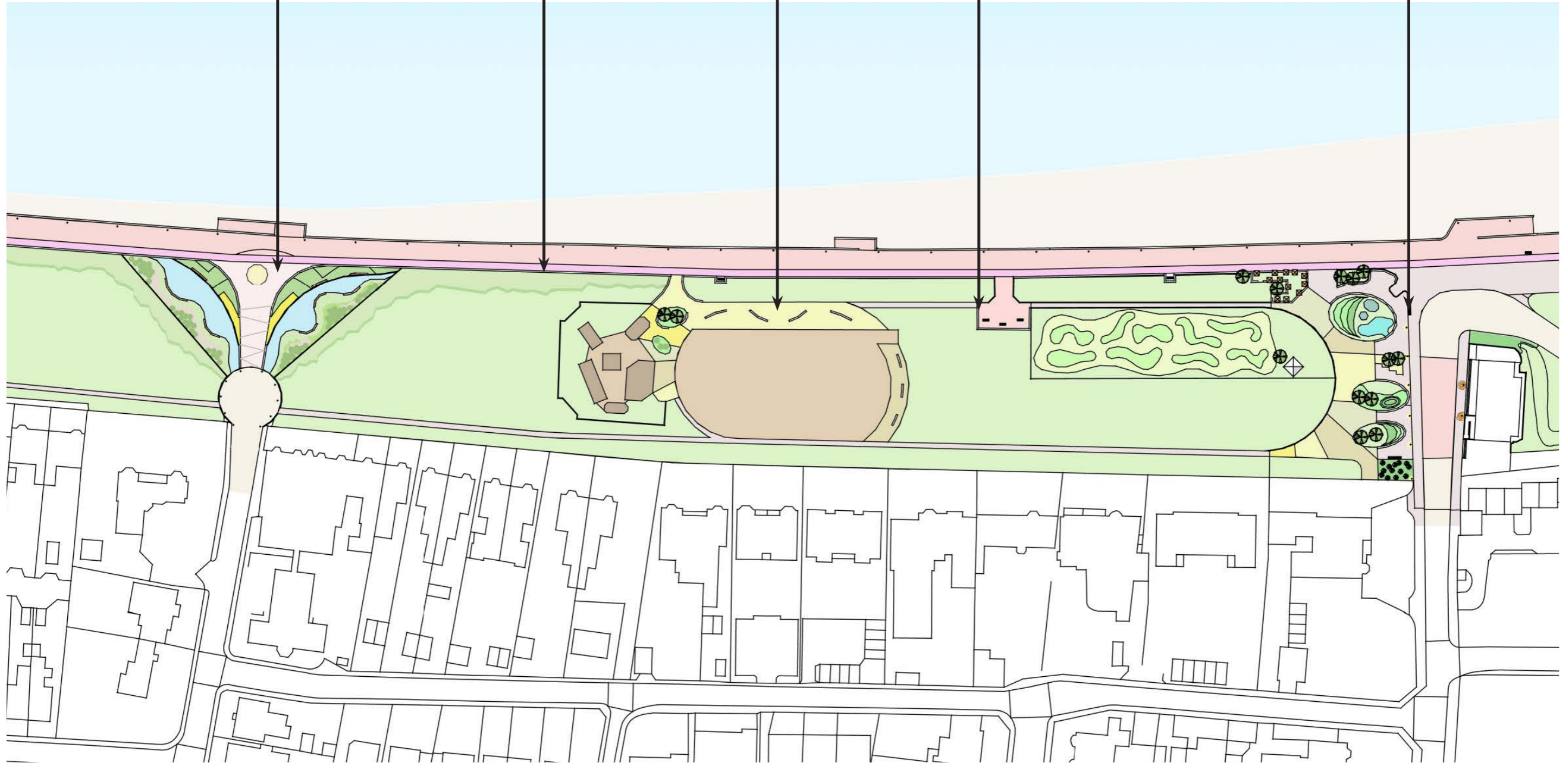
Gateway improvements at Burgh Road

New robust retaining walls, where required

Paths rationalised and step free access to play areas, with seating to new play area

Rationalisation of street furniture, signage, boundaries, walls and fencing to provide a simple palette of materials.

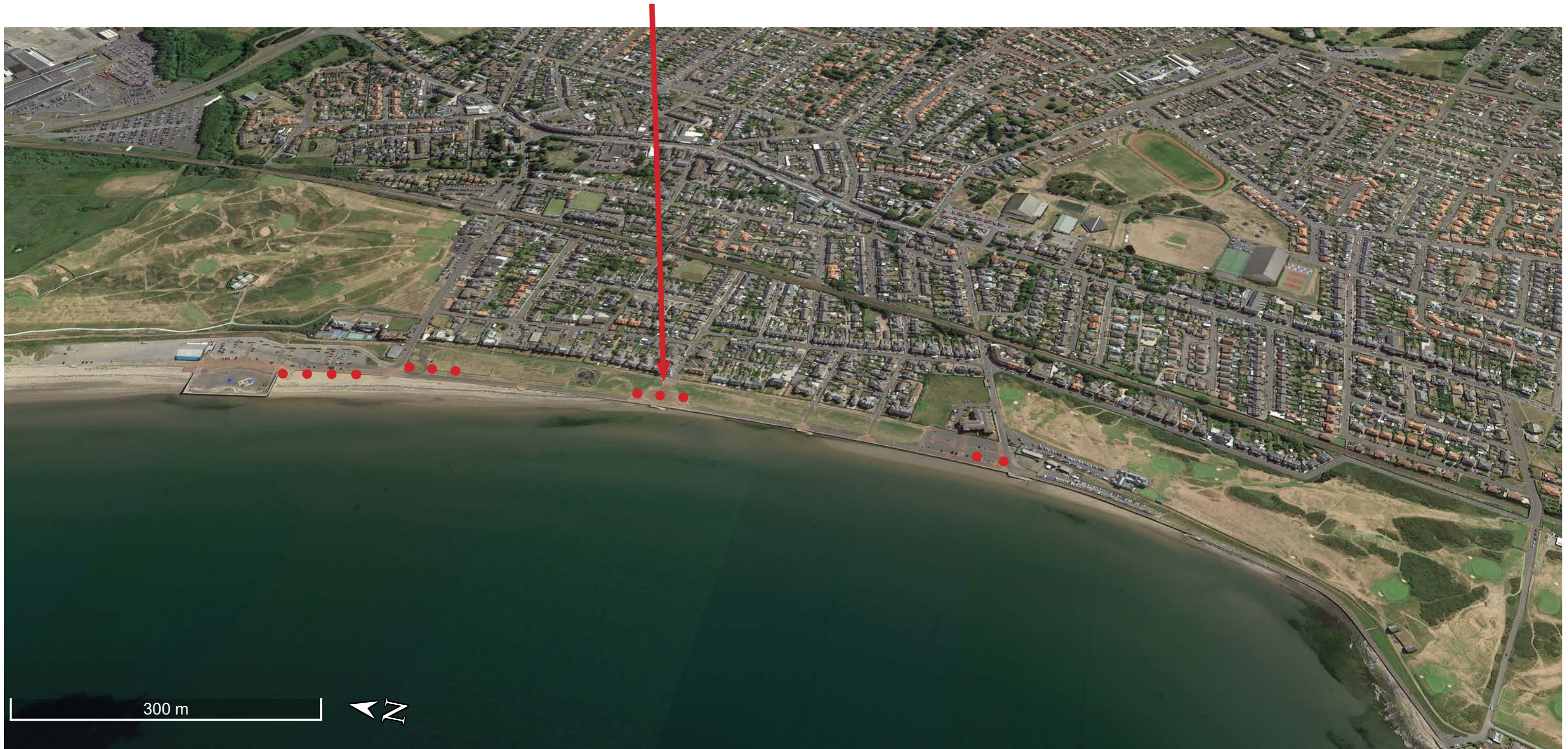
Gateway improvements at Links Road



03.4 Theme 4 - Promenade Art Strategy

This design theme proposes that there is an art strategy or arts and heritage strategy developed which is bespoke and unique to Prestwick seafront. This could possibly involve a sculpture creating a focal point or a series of art works located throughout the promenade, ranging in scale as appropriate. A collection of precedents have been collated and set out in the following pages for consideration. These precedents are simply examples of a range of work installed in other seafront locations.

Theme 4:
Promenade Art Strategy,
Indicative locations only.



03.4 Theme 4 - Promenade Art Strategy



Machair at Gallanach on the Isle of Coll © Lorne Gill.



Seaside Murals by Hula.



Mary's Shell, Cleveleys Beach by Stephen Broadbent



Bundoran Seafront Public Art Trail - 1000 Silver Limpets by Grace Wier, Photography by Paul McGuckin



Horizons by Costas Varostos



Bundoran Seafront Public Art Trail - Beach Towels by Locky Morris Photography by Paul McGuckin

03.4 Theme 4 -Promenade Art Strategy



Sight and Sound - Raymond Persinger, Laguna beach



Sea Bird Sculpture, Half Moon



Horizons by Costas Varostos



Repose, Gerard Stripling, Laguna Beach



Sea Point Promenade, South Africa

04.0 Have Your Say

1- Do you agree with proposals to provide improvements to the Prestwick Seafront area's public realm?

2 - A selection of themes or areas have been suggested for improvement. How would you rate these themes or areas in order of priority to the seafront?

- Theme 1- The former bathing lake -----
- Theme 2- The arrival points to the promenade -----
- Theme 3 - The central activity area -----
- Theme 4 -Signage Strategy ? General Promenade improvements???
- Theme 5 -Promenade Art Strategy -----

3- If you disagree with these proposed themes, what other suggestions would you be supportive of?

4- Please provide any other comments you may have on the concepts developed to date?

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O'DonnellBrown

Prestwick Built Heritage Project
Freeman's Hall & Cottage
Stage 2 Report
November 2023



Preface



O'DonnellBrown have been appointed by Prestwick Civic Pride Partnership to develop the 'Prestwick Built Heritage Project', with a brief to:

1. Prestwick Heritage Map: A Catalogue mapping Prestwick's Built Heritage, initially developed ahead of 'Doors Open Day', but with the potential for wider use.
2. Steeple Design: develop proposals for a new steeple for the Freeman's Hall, developed with input from Strathclyde University Students and consultation with Prestwick community.
3. Freeman's Hall & Cottage: An assessment of the existing hall and adjacent bungalow, with proposals enabling South Ayrshire Council, Health and Social Care Partnership and the wider community to share use of the space, with a design focus on efficient use of space and flexibility within the layout.

This project has been developed in collaboration with:

Client	Prestwick Civic Pride Partnership <i>and in collaboration with South Ayrshire Council and Health & Social Care Partnership</i>
Architect	O'DonnellBrown
Structural Engineer	McColm Civil & Structural Engineers
Cost Consultant	Brown + Wallace
Strategy & Research Consultant	Community Links Scotland

Conservation Plans have also been carried out for the Freeman's Hall and Salt Pan Houses.



O'DonnellBrown



south ayrshire
health & social care
partnership



Community Links Scotland
REGENERATION SERVICES

mccolm

BW+


south
AYRSHIRE
COUNCIL
Comhairle Siorrachd Àir a Deas

1.1 Prestwick Built Heritage Catalogue

As part of the project brief, the 'Prestwick Built Heritage Map' has been developed, cataloguing and mapping Prestwick's Built Heritage. This map was initially developed ahead of 'Doors Open Day' held in September 2023, to encourage local residents to share stories, memories and local information about the buildings which have been included on the trail. The intention is for the Civic Pride Partnership and local school pupils to develop the trail with the potential to publish it as a small booklet made available to the local community.

Prestwick Built Heritage Map

1




1. The Mercat Cross
15th century, category A listed

2. Old Post Office
1928, HM Office of Works

3. 18-22 The Cross
late 19th century

4. Alexander Hutchison's House
c. 1800

5. 8 & 14 The Cross
c. 1800



6. Old Burgh Chambers (Freeman's Hall)
1837, category B listed

7. 5 & 7 The Cross
mid 19th century, category C listed

8. The Red Lion
early 19th century

9. 21-37 Main Street
1899, James A. Morris

10. Prestwick Sundial
1998, Elspeth Bennie

11. Prestwick War Memorial
1920, James A. Morris

12. Former Bank at The Cross

13. John Keppie's House at 4 Station Road
1865

14. 6 Station Road
1969, Clunie Rowell of Rowell & Anderson


15. Prestwick Town Railway Station & Waiting Room
1903, category C listed

16. Prestwick Golf Club
1887 [additions by James A. Morris & Hunter]

17. Greystones, 25 Links Road
1898

18. Polish War Memorial

19. Prestwick St Nicholas Golf Club
1892, John Mercer




20. Salt Pan Houses
1767, category A listed

21. Kingcase, Bruce's Well and the Ruins of St Ninians Hospital
14th century, category B listed

22. The Oval Clubhouse at St Ninians
1878

23. St Nicholas Parish Church
1908, Peter Macgregor Chalmers




24. The Broadway Cinema
1935, category C listed, Alister G. MacDonald

25. Prestwick South Parish Church
1884, category B listed, James A. Morris

26. Prestwick Community Education Centre
1882, John Murdoch

27. Monkton and Prestwick North Parish Church
1873, James Salmon & Son [additions by John Keppie of Honeyman & Keppie]



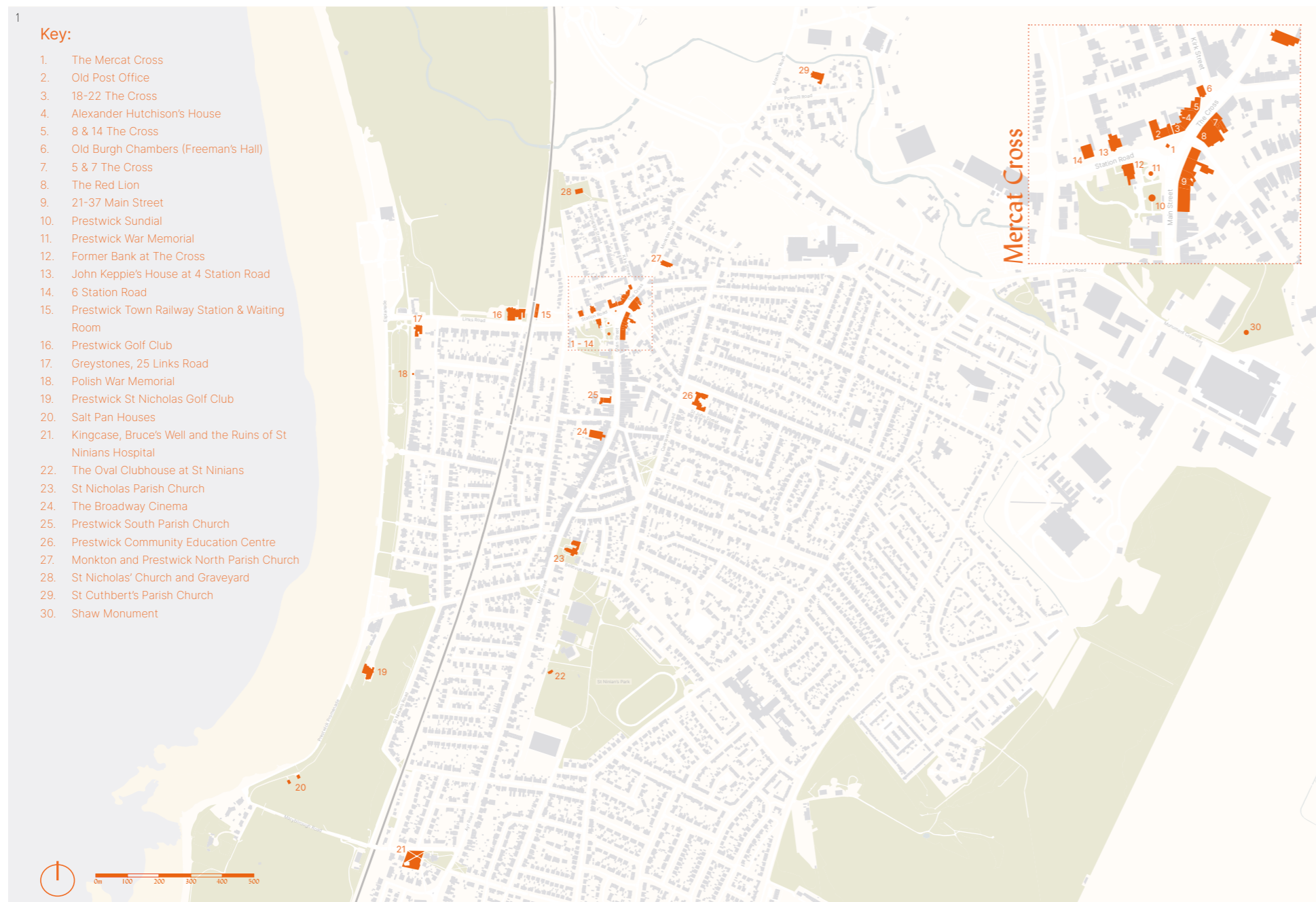
28. St Nicholas' Church and Graveyard
12th century, scheduled monument & category B listing

29. St Cuthbert's Parish Church
1837, category B listed

30. Shaw Monument
pre 1775, category B listed

1.2 Prestwick Built Heritage Map

1. Map locating the historic buildings



The adjacent map formed the centre-fold of the map, which locates the 30 historic buildings included in the catalogue. Not all buildings are listed but they are considered to have heritage significance within the town. The list is also not exhaustive and suggestions of additional sites with heritage value were identified during the consultation event.

The Prestwick Conservation Area covers a relatively small part of the town around the Mercat Cross and Boydfield Gardens extending west and up to Links Road. The Conservation Area was approved in 2016.

2.1 Freeman's Hall

1. Freeman's Hall in 1908
2. Old Travel Blog Photograph of the Town Hall, Sandy Stevenson, Tour Scotland
3. Proclamation of the accession of George VI, 15th December 1936



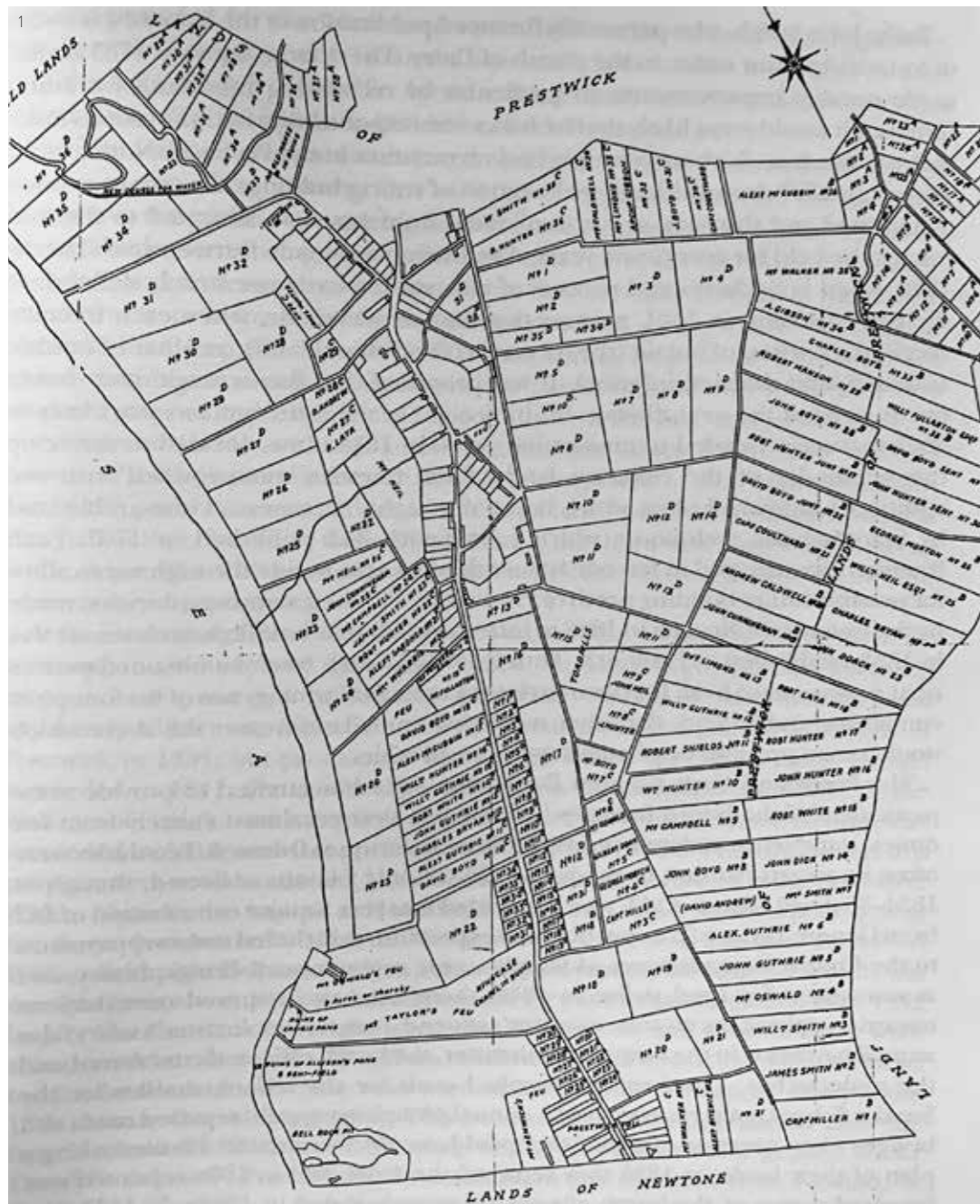
The Freeman's Hall is a municipal building positioned on the corner of Kirk Street and The Cross. Designed in the Gothic Revival style, the building has a symmetrical main frontage, with a central bay which projects forward, featured a porch with an arched doorway and an octagonal tower above. The tower is fenestrated with a lancet window on the first floor, and formally featured a stage above, with clock face, which was surmounted by a spire. The elevations to the side feature a series of arched windows to the ground and first floors.

Built 1844, the Freeman's Hall was commissioned by the Freemen of Prestwick and funded by the unexpected windfall following the sale of land west of the town for the opening of the Glasgow – Ayr train line in 1840. It is not possible to ascertain the exact financial arrangements between the Freemen and the railway, but it is thought that a lump sum was paid to the community to acquire the lands.

Following its completion, the building was initially used to host meetings for the Freemen of Prestwick, with its accommodation described in an 1844 Ayr Advertiser article as consisting of "a containment for delinquents, a schools-house, a council-room and a steeple". From 1857 onwards, the hall was primarily used as the Burgh School and, by 1879, 161 pupils attended, with this number rising to 200 in 1880 a year later. A school inspection in 1881 deemed the space unsuitable for use as a school and the Prestwick Public school was opened in 1882. In 1901 and 1905, the hall was used again as a school due to overcrowding, caused by the raising of school leaving age from 13 to 14 in 1902.

2.2 Freemen of Prestwick

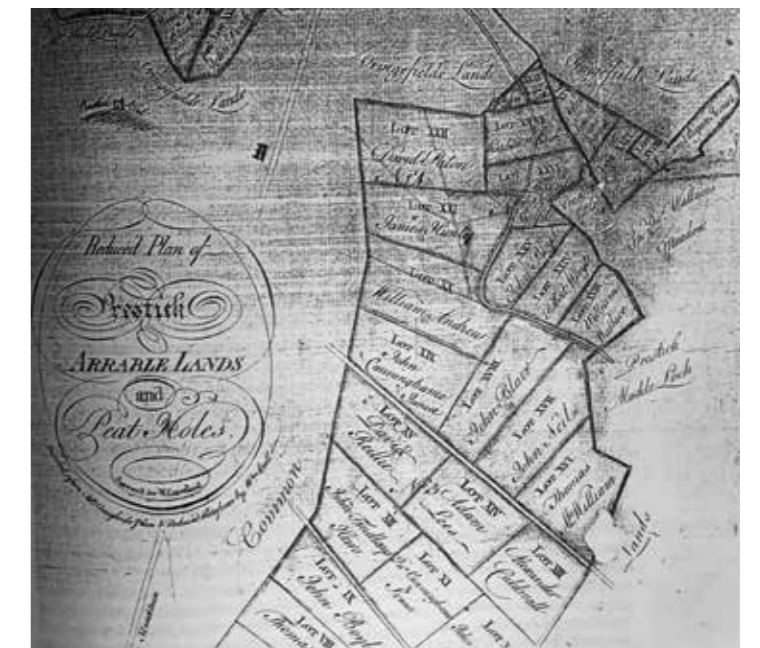
1. 1814 Ownership Plan
2. Freemen of Prestwick, 1900
3. Crowds watch Macdonald Smith in the final Open to be played at the old Prestwick course, 1925
4. Plan of Prestwick Arable Lands and Peat Holes, 1780



The Freemen of Prestwick were landowners, undertaking the role of a local authority before a council as we now understand it was established. Documents describing the freemen's finances from 1824 indicate that their income was derived almost entirely from feu duties, rent, and money paid by those entering Prestwick as freemen.

The below plan of 1780 (4) shows the number of freemen in this year was fixed at 36, with the boundary of ownership extending to the coast by 1814, as visible in the adjacent map (1). This 1814 plan details the division of common lands, with each freeman obtaining two plots to supplement those of indale and outdale land already held.

From 1850, freemen possessed their lands as heritable property following the removal of legal restrictions, enabling them to dispose of land as they desired. This led to, in addition to the sale of land to introduce the Glasgow – Ayr train line in 1840, the sale of the land to the west of the town to build the golf courses.



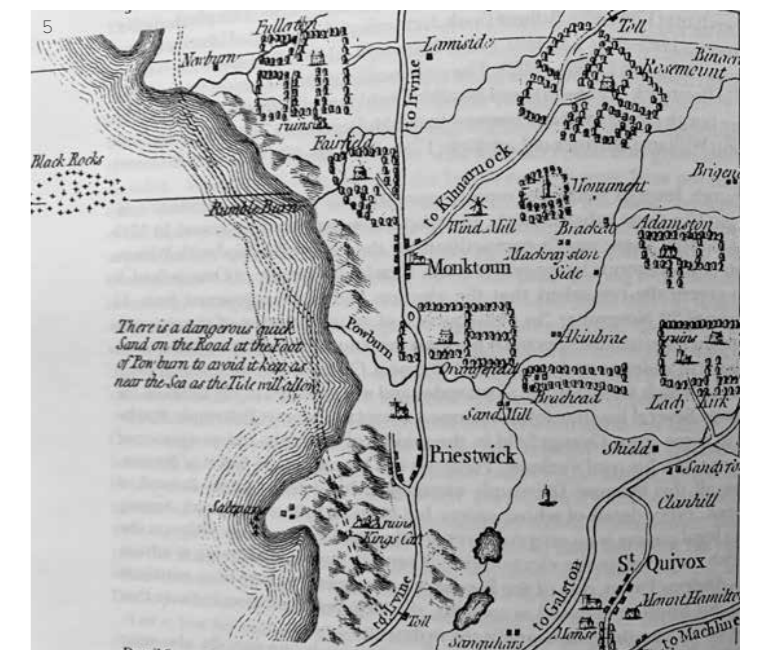
2.3 Historic Development of Prestwick

1. Roy Lowlands, 1752-55
2. Ordnance Survey Great Britain County Series, 1840s-1880s (1857)
3. Ordnance Survey, 1892-1905 (1895)
4. Ordnance Survey National Grid, 1944-1972 (1958)
5. Map of Ayrshire, Andrew and Mostyn Armstrong (1775)



On the below map of Ayrshire (5) published in 1775 by Andrew and Mostyn Armstrong, Prestwick and nearby Monkton are visible as small communities, with Fairfield, Adamton and Ladykirk estates depicted. Other notable features at this time are sandhills of Prestwick not yet levelled, as well as turnpike roads and tolls, and the coastal road to Irvine.

The adjacent maps describe the historic development of Prestwick from 1752 - 1968, cropped to focus on the context in which the Freeman's Hall was constructed. The Roy Military Survey of Scotland depicts Prestwick, with the future position of the Freeman's Hall highlighted in red along the historic route into and through the town. The Freeman's Hall is first visible on the 1857 ordnance survey map and is listed as 'Burgh School', changing to 'Burgh Hall' by 1895. By 1958, the building is noted as 'District Office'.



2.4 Location within a Developing Prestwick

1. Roy Lowlands, 1752-55
2. Ordnance Survey Great Britain County Series, 1840s-1880s (1857)
3. Ordnance Survey, 1892-1905 (1895)
4. Ordnance Survey National Grid, 1944-1972 (1958)



1. Freeman's Hall in 1999, Canmore



2.5 Use during 20th Century

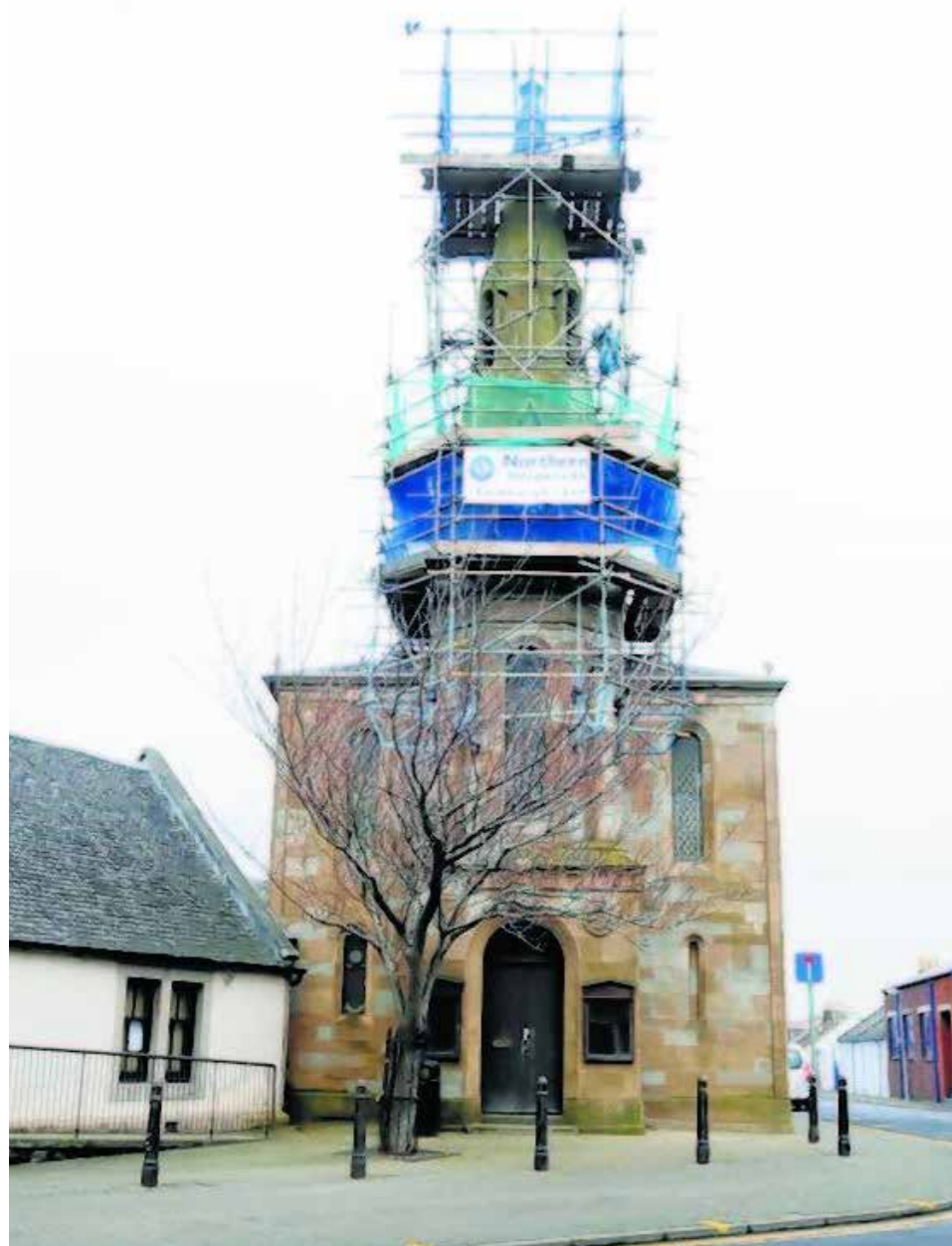
During the late 19th Century, the Burgh Council assumed the functions carried out by the Freemen, and the building became the Burgh Hall, which it remained until the late 1930s, when the Burgh Council established the municipal buildings in Links Road.

The Freeman's Hall was subsequently acquired by Ayrshire Council Council and became the local district office, as well as other various council administration uses throughout the 20th Century.

The building was listed in 1971 as Category B Listed.

1. Scaffolding around in the steeple during dismantlement, Ayr Advertiser. 30 May 2011
2. Proposal to replace steeple with laser beam, 2015
3. Freeman's Hall in 2023

1



2.6 Removal of Steeple

The Freeman's Hall steeple was deemed structurally unsafe and condemned, and subsequently taken down by the Council in 2011. The adjacent image (1) from 2011 shows the scaffolding installed ahead of its dismantling, with the bottom right (3) showing the hall in its current condition, without a steeple.

The top right image (2) shows a 2015 proposal to install a laser in the position of the former steeple, however this project was not realised.

3.1 Wider Site Overview

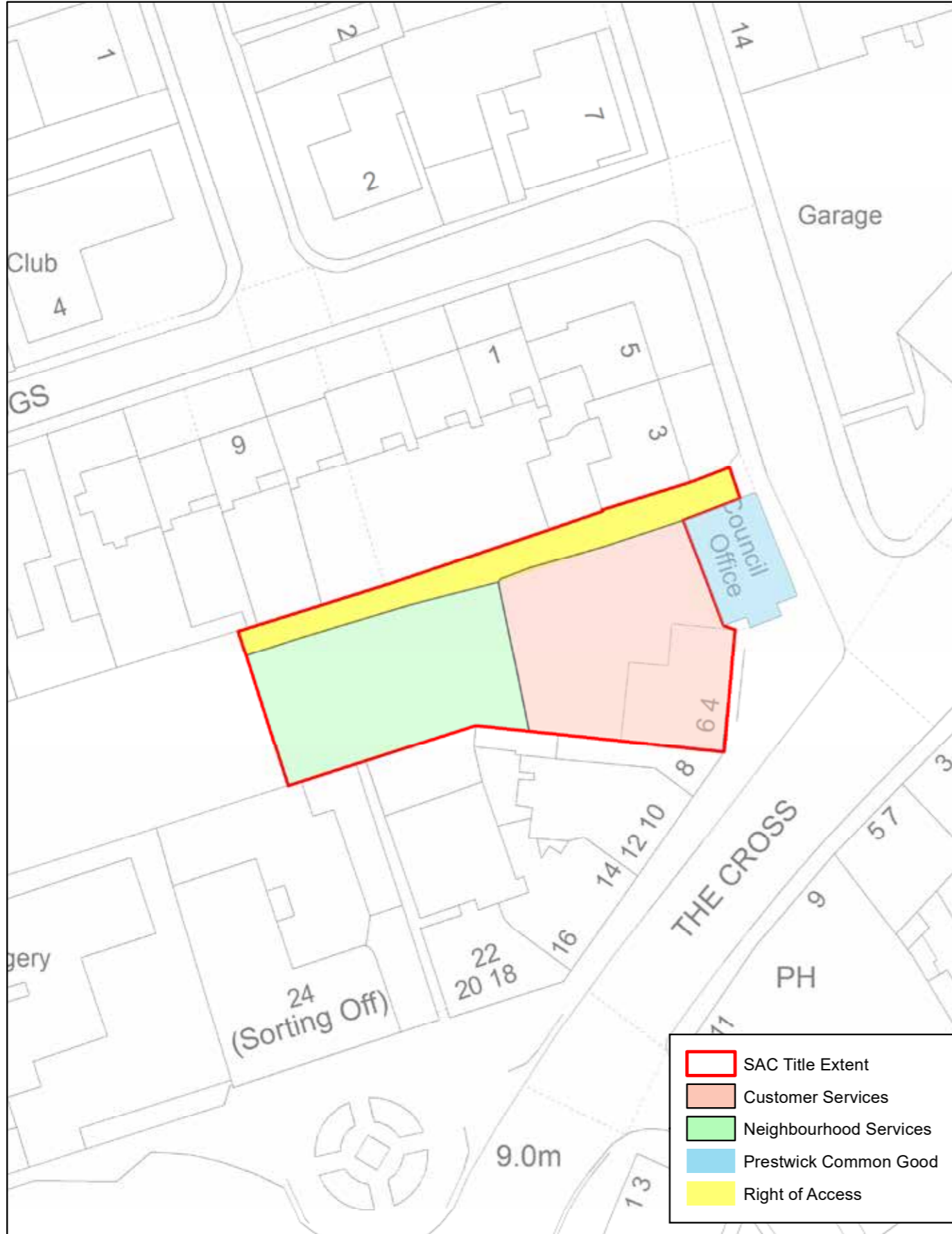
1. Site Location Plan



Located on The Cross, at the intersection of Main Street, Monkton Road and Kirk Street, the arrangement Freeman's Hall and cottage sit to create a public space to the front, from where both of these buildings are accessed.

The Freeman's Hall sits independently from the other buildings on the street, linked only to the cottage, whereas the cottage forms the end of a single storey terrace facing on to The Cross.

To the rear, there is an existing tarmacked area, predominately used for car parking. This is accessed via a lane on Kirk Street.



Car Park, Freeman's Hall, Prestwick.

Scale 1:500



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3.2 Site Ownership

The adjacent drawing describes the ownership of the Freeman's Hall, the cottage and external areas.

The Freeman's Hall, indicated in blue, falls under Prestwick Common Good, with the cottage and link corridor owned by South Ayrshire Council, and operated by Customer Services. South Ayrshire Council also have ownership of the external yard space to the rear, with Neighbourhood services operating the adjacent land to the west, and the lane, indicated in yellow, is a right of access required to be maintained.

Common good assets are the heritable (land and buildings) and moveable (paintings, furniture, etc.) property that belonged to the former Burghs of Scotland. Common Good assets are owned by the local authority, although administered separately from other local authority funds for accounting purposes.

3.3 Current Building Use

1. Recently refurbished office space in the Freeman's Hall
2. Recently refurbished office space in the Freeman's Hall
3. Original window in the Freeman's Hall
4. Customer Service Centre offices in the Cottage
5. Customer Service Centre reception in the Cottage
6. Customer Service Centre reception in the Cottage



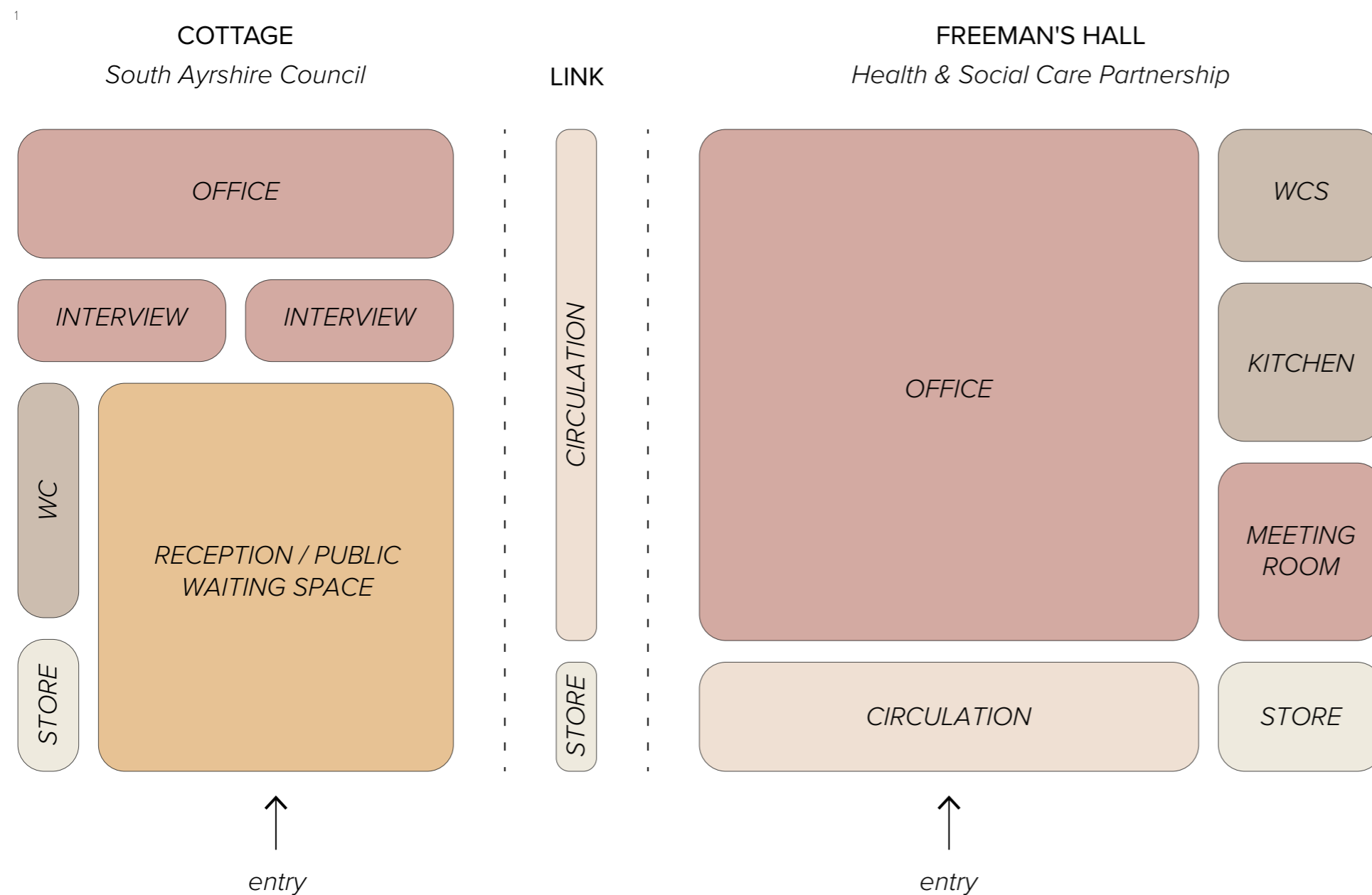
The Freeman's Hall has been recently fitted out to accommodate Health & Social Care Partnership, following proposals developed by Michael Laird Architects in 2020, however HSCP are yet to move into the building. The proposal includes office accommodation arranged over the ground and first floors, with a meeting room, kitchen and ancillary sanitary and store spaces.

The work carried out during the fit out negatively impacts the historic significance and character of the building, refer to the Conservation Plan for further narrative.

The cottage is currently used as a Customer Care Contact Centre, operated by South Ayrshire Council one day per week.

3.4 Current Layout Diagram

1. Existing Accommodation Diagram



The adjacent diagram describes the types of accommodation provided across the Freeman's Hall and the cottage, with office spaces and meeting / interview rooms identified in red, reception / waiting spaces in orange, ancillary spaces such as WCs and kitchens in brown, stores in beige and circulation in pale orange.

The recently fitted out Freeman's Hall predominately provides office space, and supported by a series of smaller accommodation. The area of the cottage is predominately formed by a large reception and waiting space, with useable office space and meeting rooms forming a much smaller proportion of the plan. This layout shows there is opportunity to rationalise the floor plan of the cottage through making efficiencies in the large reception / waiting space, enabling more office / interview room accommodation to be created.

KEY

- Office / Meeting Room
- Reception / Waiting
- Sanitary Accommodation / Kitchen
- Store
- Circulation

3.5 Existing Floor Plans

1. Existing Floor Plans

1



The existing floor plans demonstrate the space identified in the layout diagram in situ, with the office space to the Freeman's Hall arranged over two levels, with a meeting room to ground floor and kitchen to the first floor. Ancillary accommodation is organised along the south elevation, adjacent to the existing stair.

The plan of the cottage shows the extent of the reception / waiting space, with the office areas and interview rooms located to the north of the building, facing both front and back.

The two buildings are connected via the 'link corridor', which contains a cleaner's store. In the Freeman's hall, this corridor adjoins the circulation space, however in the cottage it adjoins the office, positioned between the two meeting rooms, meaning the office space fulfils a circulatory function, preventing a more efficient arrangement of office furniture.

KEY

- Office / Meeting Room
- Reception / Waiting
- Sanitary Accommodation / Kitchen
- Store
- Circulation

4.1 Community Consultation

1. Images from public consultation held on 10th September 2023



A community consultation was held on Sunday 10th September 2023 in the Freeman's Hall, as part of 'Doors Open Day'. At this event, the community who attended were invited to imagine potential uses for both the Freeman's Hall and the adjoining cottage, as well as aspirations and ideas for the steeple. These responses have been collated by strategy and research consultant Community Links Scotland and have been summarised in section 4.3. For the full report, refer to appendix 07.

In addition to this consultation, the 'Prestwick Built Heritage Map' as described in section 1.0 formed part of the material shared at this event.

4.2 Consultation Boards

1. Information boards displayed at consultation

Prestwick Built Heritage

10.09.2023

10.09.2023

Introduction

O'DonnellBrown architects have been commissioned by the Prestwick Civic Pride Partnership to undertake a project which considers Prestwick's Built Heritage. The project covers three main strands of work:

1. Cataloguing and mapping of Prestwick's Built Heritage
2. Written Conservation Plans for the Freeman's Hall and the Salt Pen Houses on Maryburgh Road.
3. A feasibility study for the Freeman's Hall which considers possible future community uses and options for replacing the former stables.

The purpose of today's consultation event which is being run as part of the *Anytime Doors Open Day* programme is to provide an opportunity for the public to access the Freeman's Hall and participate in a discussion about Prestwick's Built Heritage and possible future uses for the Freeman's Hall.

We would also like to gather thoughts and opinions on the Freeman's Hall. Please complete one of our questionnaires and post any additional comments on these boards.

Illustrated below is a map of our proposed Built Heritage Trail. We would like you to share stories, memories and local information about the buildings which have been included on the trail. The intention is to work with Civic Pride Partnership and local school pupils to develop the trail and publish it as a small booklet made available to the local community.

O'DonnellBrown Prestwick Civic Pride Partnership

Key:

1. The Mercat Cross	17. Greyfriars, 25 Links Road
2. Old Post Office	18. Polish War Memorial
3. 16-22 The Cloys	19. Prestwick St Nicholas Golf Club
4. Walker & Hutchinson's Houses	20. Salt Pen Houses
5. 8, 14 The Cross	21. Kingcote, Bruce's Well and the Ruins of St Ninians Hospital
6. Old Burgh Chambers (Freeman's Hall)	22. The Old Courthouse at St Ninians
7. 4 & 7 The Docks	23. St Nicholas Parish Church
8. The Red Lion	24. The Broadway Cinema
9. 23-37 Main Street	25. Prestwick South Parish Church
10. Prestwick Bieldak	26. Prestwick Community Education Centre
11. Prestwick War Memorial	27. Monkton and Prestwick North Parish Church
12. Former Bank at The Cloys	28. St Nicholas' Church and Graveyard
13. John Kippax's House	29. St Clutha's Parish Church
14. 6 Station Road	30. Stone Monument
15. Prestwick Town Railway Station & Waiting Room	
16. Prestwick Golf Club	

Old Burgh Chambers | Freeman's Hall

10.09.2023

10.09.2023

North and East building elevations

History

Situated on the corner of The Cross and Kirk Street, the site of the Freeman's Hall originally served as an early 18th century tollbooth and was the first municipal building in Prestwick. The current building was commissioned by the town of Prestwick as the Burgh School and was designed in the Gothic Revival style with a spire and clock, built in ashlar stone and completed in 1823.

The ground floor was initially used as a prison and the first floor was used by the burgh school which accommodated some 60 children. By the late 19th century the burgh council had assumed most of the functions of the town and the building became the Burgh Hall. The building is Category B listed as LB40329.

Prestwick Built Heritage

10.09.2023

10.09.2023

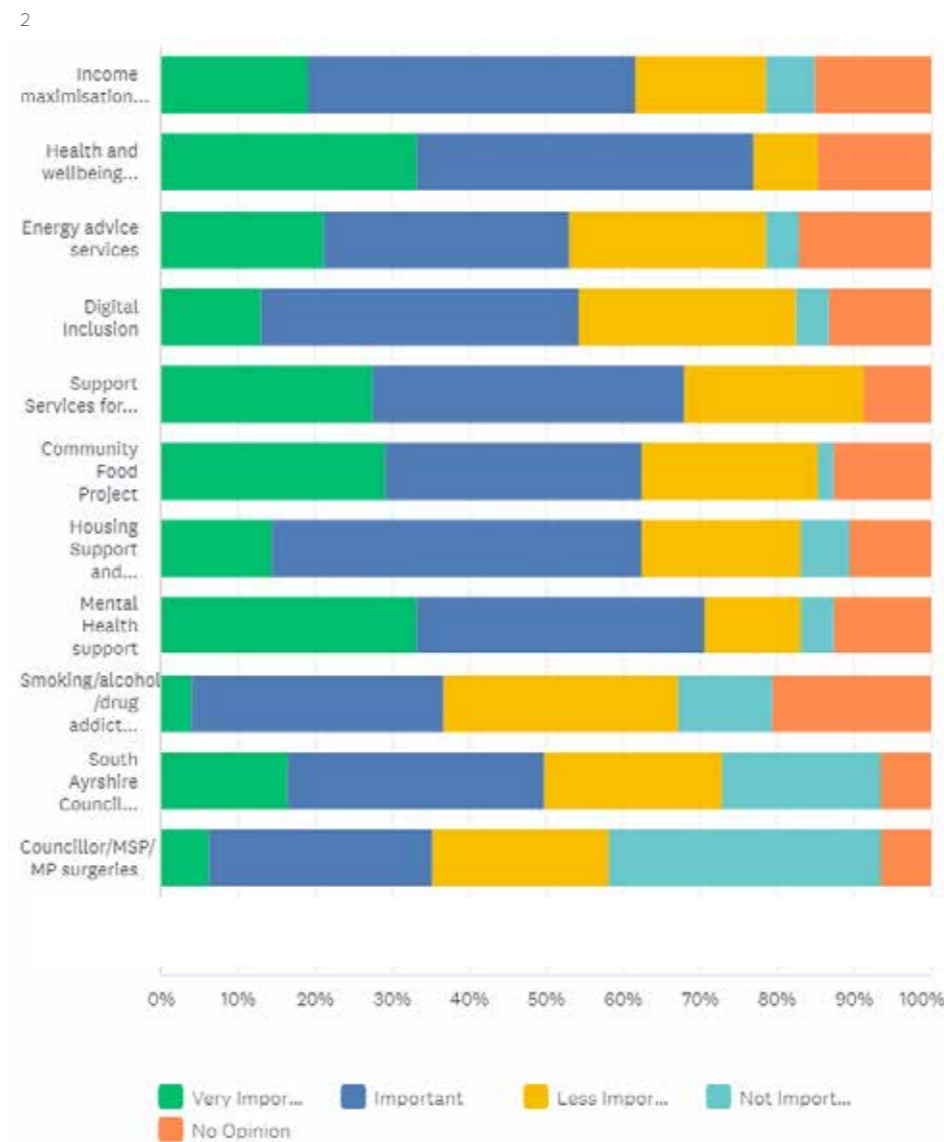
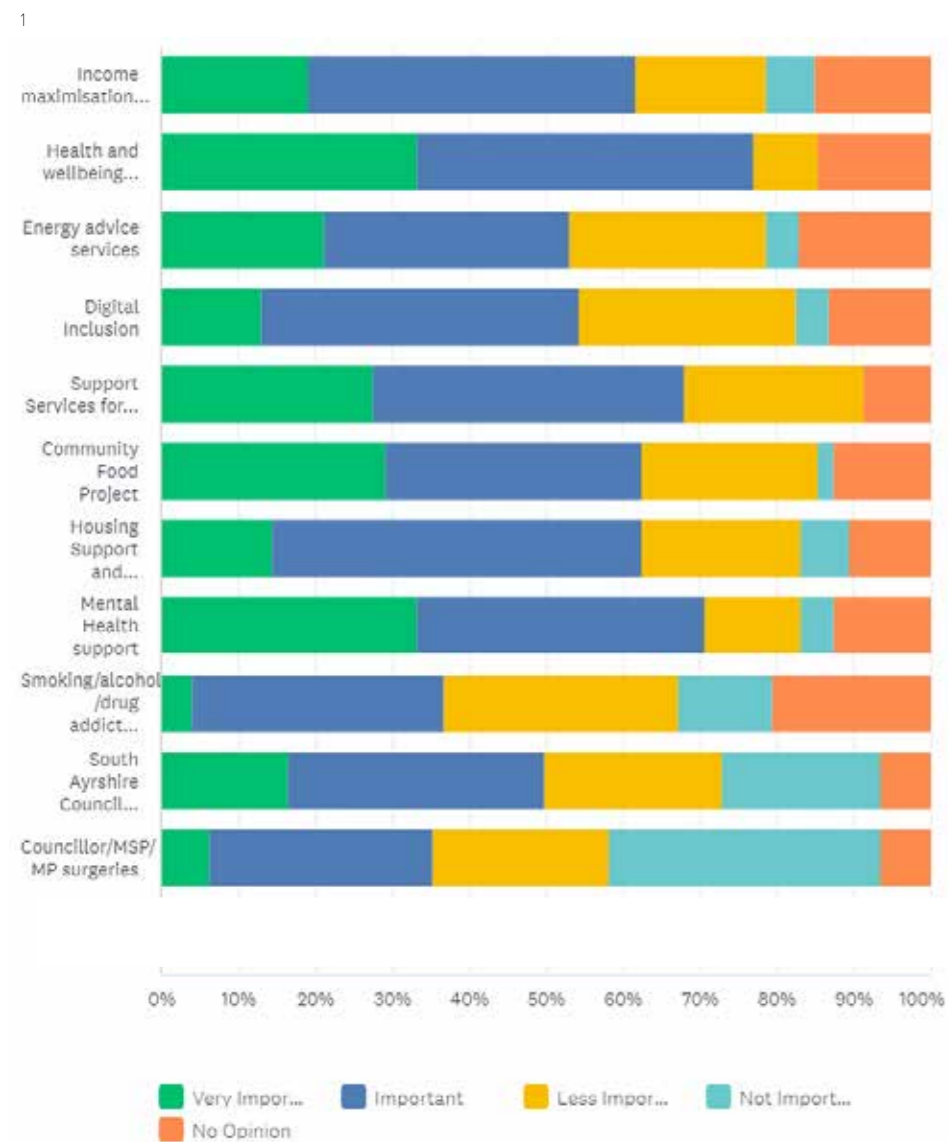
Freeman's Hall Current Use

Your thoughts for the future

1. St Nicholas Gate, Liddington Palace
 2. Salt Pen House, O'DonnellBrown
 3. The Pipe Factory (decommissioned), O'DonnellBrown

4.3 Community Feedback

1. Potential Future Activities at the Freeman's Hall
2. Potential Future Services at Freeman's Hall



The below extract from 'Freeman's Hall Survey Results from Doors Open Day Event', as prepared by Community Links Scotland, describes the findings from the Public Consultation held on Sunday 10th September 2023:

Potential Future Activities at the Freeman's Hall

The graphic [to the left (1)] highlights what respondents considered most important activities that could take place in the Freeman's Hall in the future. Heritage activities were viewed as very important by almost 50% with 90% seeing this as very/important. The next three activities were all linked around health and care for older residents, something that reflects the respondents, but also reflects the older demographic population profile for the town. The second most popular activities were those related to Dementia, followed by support for carers and Drop in Centre for elderly residents. While plans are being organised for the hall itself, these are all activities which could take place in the adjacent cottages.

Potential Future services at Freeman's Hall

Services which scored highest were again those themed around those linked to improving and supporting health. Health and Well Being Services scored highest in the first two categories followed by Mental Health Support, Support Services for Children and Families, Community Food Project and Housing Support and Advice. These services could be delivered both from the Hall and the adjacent cottages.

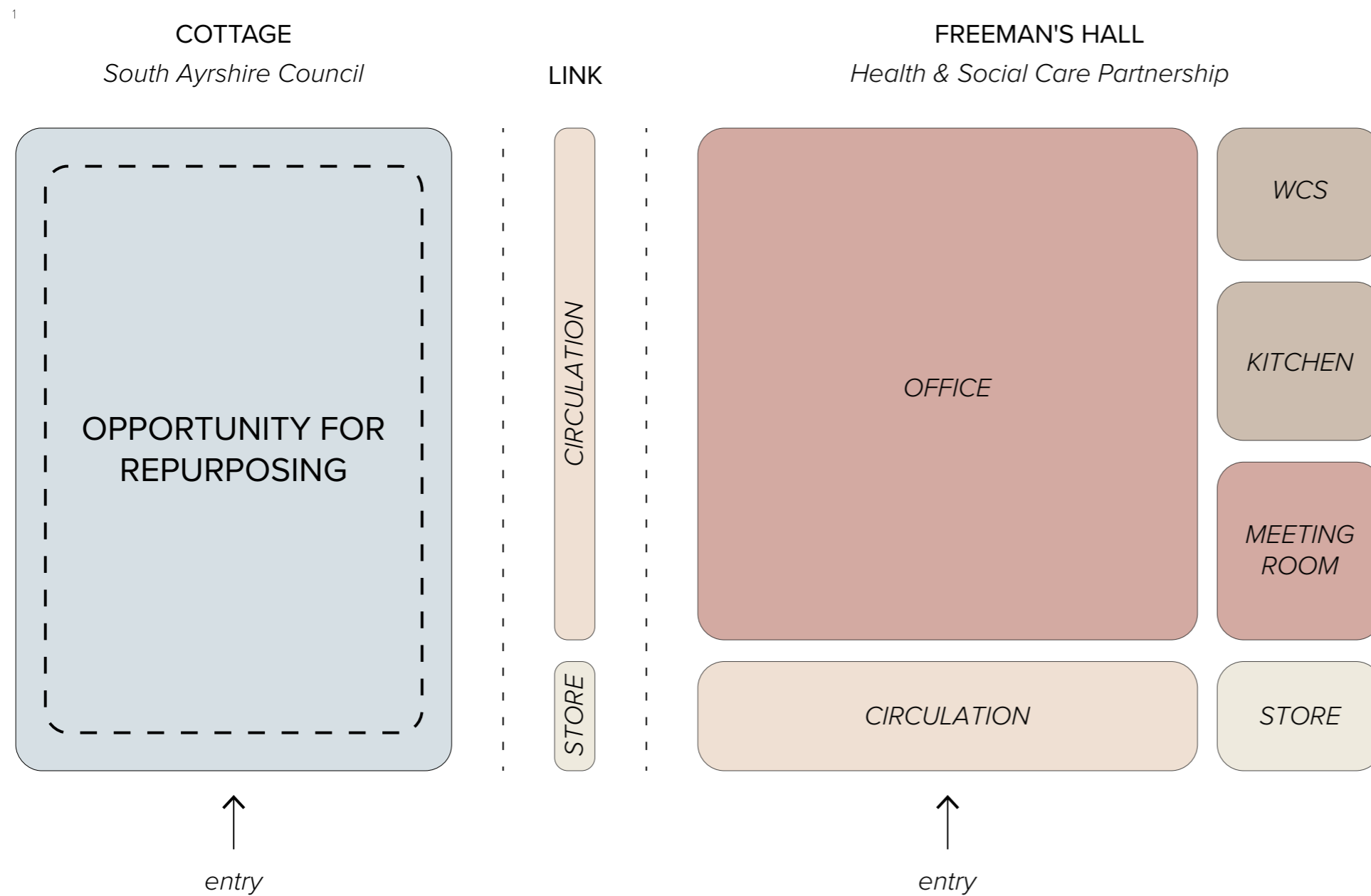
General Activities

Activities for older people were seen as most important, closely followed by activities for young people, much less significant were activities for the working age population.

Respondents were also very keen on ensuring there were more volunteering opportunities with whatever was planned with 45% considering this to be very important.

5.1 Layout Analysis

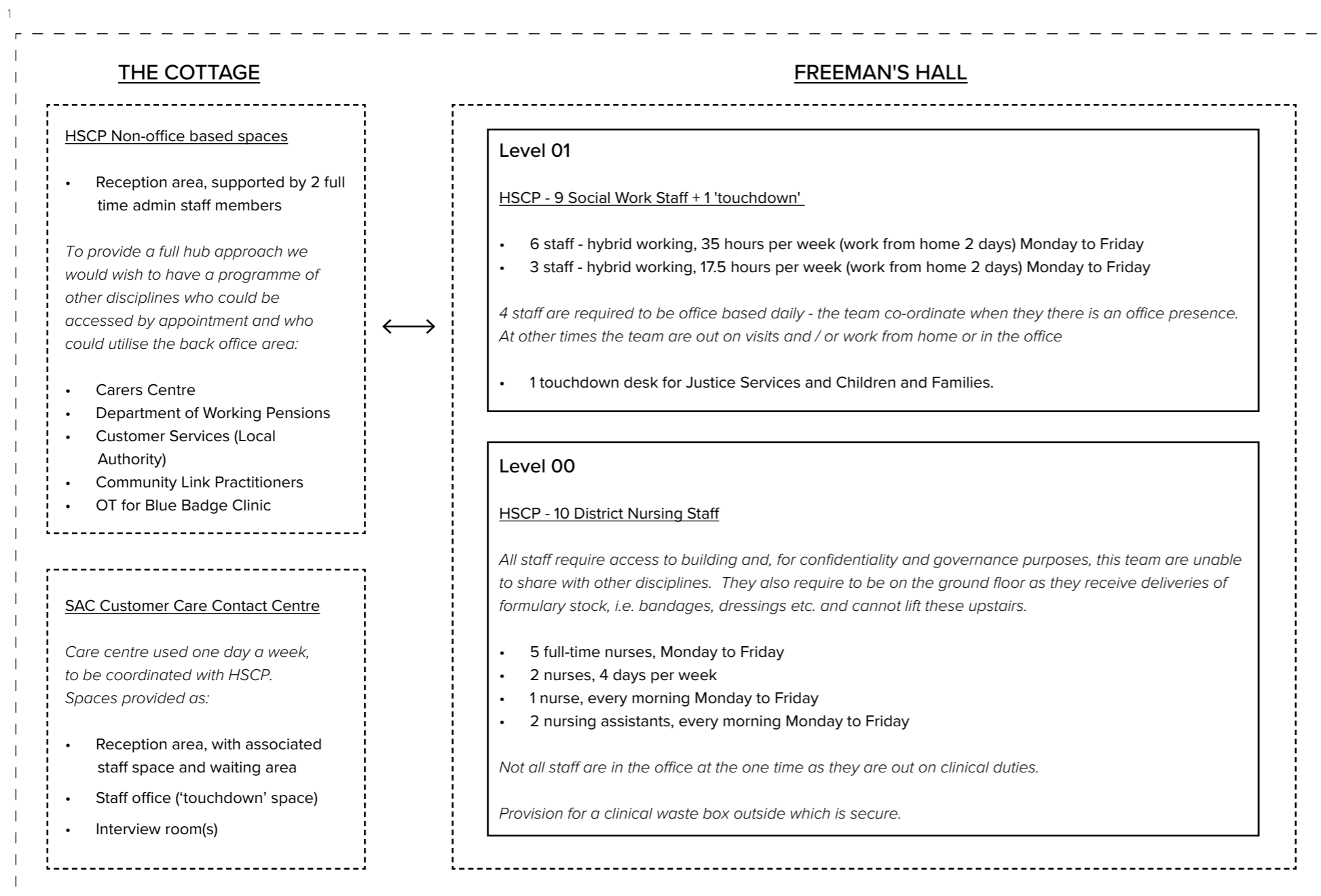
1. Existing Accommodation Diagram



Following the space analysis carried out of the Freeman's Hall and adjoining cottage, it is possible to identify an opportunity for repurposing the cottage to create a more efficient space for both the needs of South Ayrshire Council, Health & Social Care Partnership and the local community, allowing Prestwick residents to engage with, and have access to, the town's heritage asset.

5.2 HSCP Briefing

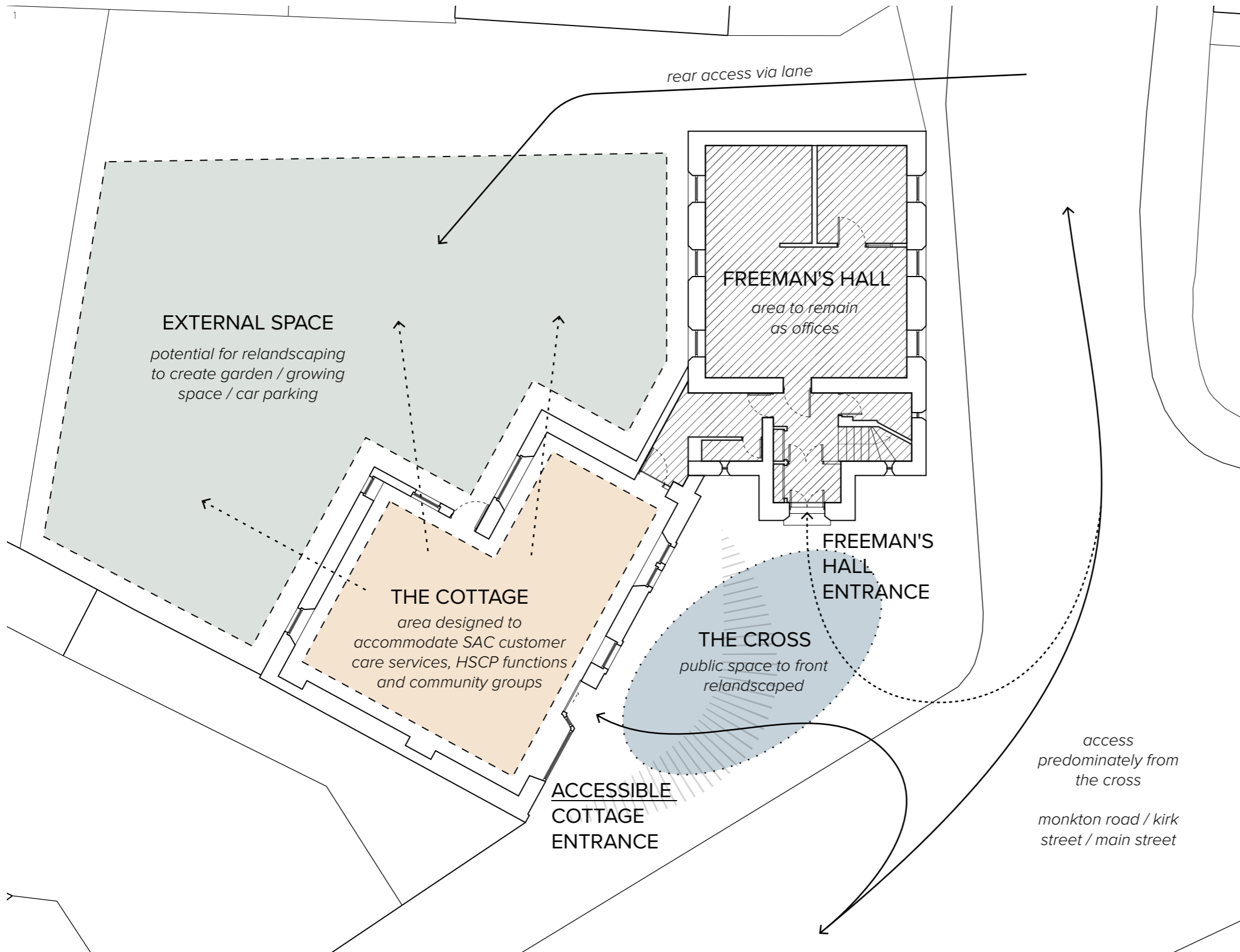
1. HSCP briefing diagram



Throughout the design process, Health & Social Care Partnership have been consulted to understand their needs and space requirements, as outlined in the adjacent diagram. This requirement located Districting Nursing to the ground floor of the Freeman's Hall, with Social Work and Justice Services and Children's and Families to the first floor. The briefing identifies the need for a dedicated reception space to the cottage, with a variety of flexible spaces of different sizes for use by the various disciplines using the space.

SAC Customer Care Contact Centre's requirements of a reception space with waiting area, as well as an office and interview rooms, align with the requirements of HSCP, enabling a flexible use of the facility, with coordination of in-use days.

1. Opportunities Diagram



5.3 Constraints & Opportunities

The site offers many opportunities for enhancement:

- The position of the buildings on 'The Cross' offers opportunity to enhance the public realm to the front of the buildings, creating a more enjoyable space for both the building users and wider community.
- Although the Freeman's Hall has been recently fitted-out, this option has made allowances for the repair of building fabric, including repointing of stonework and roof repairs, the replacement of windows with suitable heritage alternative and general upgrades of internals. Refer to the conservation plan for recommended heritage improvements and opportunities to remove items of negative impact.
- There is opportunity to reimagine and enhance the existing cottage layout, ensuring the available space is able to provide for the varying activities that take place there. Linking the cottage space with the existing external yard area through landscape design will enhance the setting of both the cottage and Freeman's Hall, creating an improved environment for those using the building and promoting health and wellbeing.

1. Option 01 Ground Floor Plan



KEY

 Office / Meeting Room / Kitchen
 Flexible / Activity / Community Space
 Circulation / Sanitary Space / Store

5.4 Option 01 Ground Floor Plan

The Freeman's Hall

An allowance has been made for repair of building fabric, including repointing of stonework and roof repairs. Replacement of windows with suitable heritage alternative. General upgrade of internals, including removal of suspended grid ceiling and replacement with plasterboard, however please refer to the conservation plan for recommended heritage improvements and opportunities to remove items of negative impact. The current layout allows HSCP's space requirements to be met, with sufficient space for 10 desks to both ground floor and first floor. If not required, the meeting room may be used as storage space by District Nursing.

The Cottage

The proposed works include the reimaging of the internal layout of the cottage, with the consolidation of the reception / waiting area, and the creation of a direct link to the adjoining corridor for access to Freeman's Hall, allowing for a clear accessible route in to both the cottage and Freeman's Hall. Three activity rooms are provided of varying scales, allowing for flexibility of use, with one to include kitchen facilities, promoting principles of health and wellbeing. Supporting this accommodation is an accessible WC and staff space. The proposed works include allowance for repair of building fabric, including re-rendering of external walls and roof repairs, replacement of windows with suitable heritage alternative.

External Works

New external landscaping to the public space to front of the buildings is to include new steps and ramp to the cottage, planters with integrated seating, and new block paving, enhancing the public realm at this key location in Prestwick.

New external landscaping is proposed to the rear yard space, with a mix of hard and soft landscaping as layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. The proposals include raised planters, tying in with the 'wellbeing kitchen', fostering a connection with growing and nature to promote health and wellbeing.

1. Option 01 First Floor Plan



KEY

Office / Meeting Room / Kitchen
Flexible / Activity / Community Space
Circulation / Sanitary Space / Store

5.5 Option 01 First Floor Plan

The Freeman's Hall

An allowance has been made for repair of building fabric, including repointing of stonework and roof repairs. Replacement of windows with suitable heritage alternative. General upgrade of internals, including removal of suspended grid ceiling and replacement with plasterboard, however please refer to the conservation plan for recommended heritage improvements and opportunities to remove items of negative impact. The current layout allows HSCP's space requirements to be met, with sufficient space for 10 desks to both ground floor and first floor. If not required, the meeting room may be used as storage space by District Nursing.

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External Works

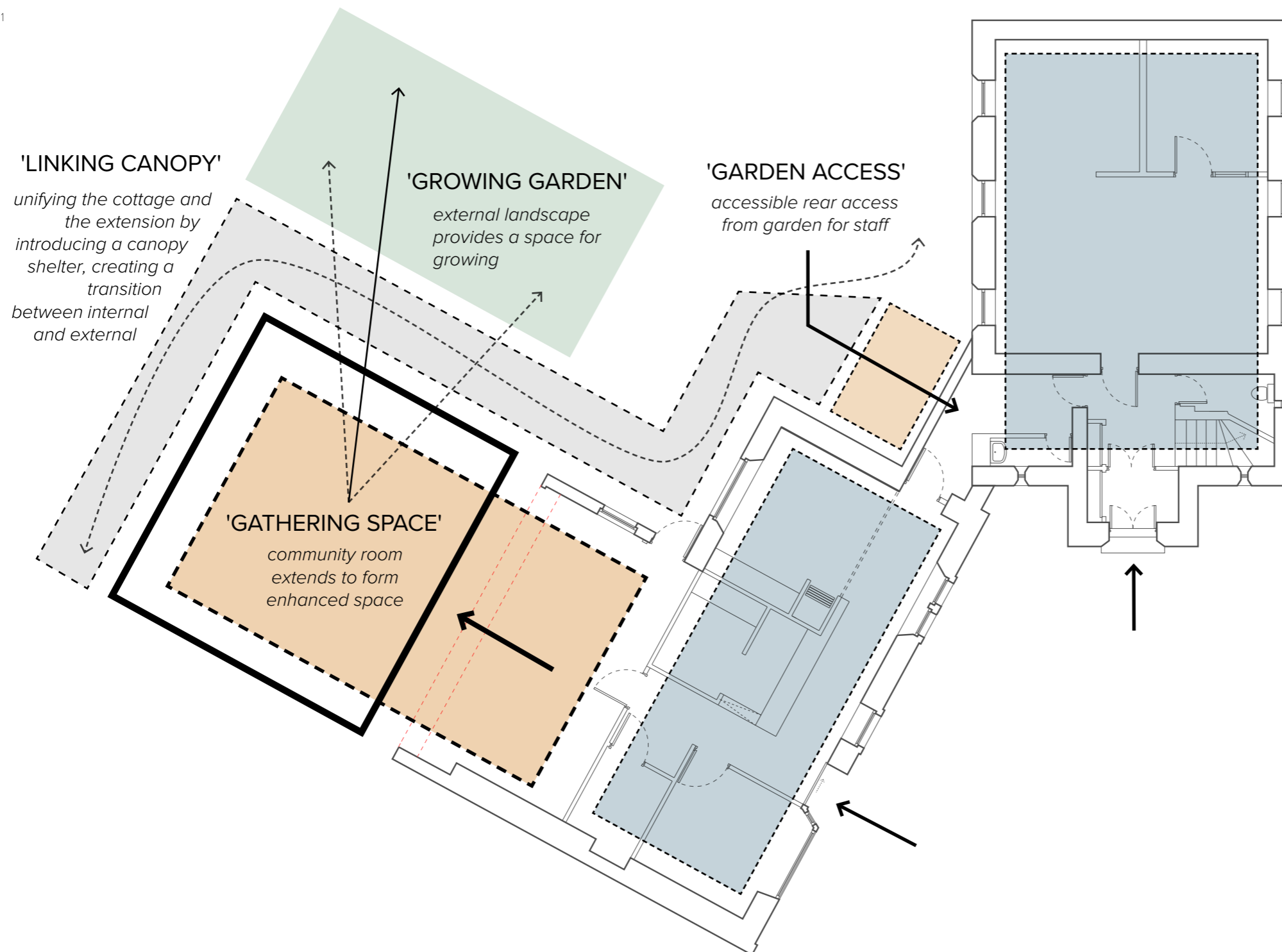
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New external landscaping is proposed to the rear yard space, with a mix of hard and soft landscaping as layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. The proposals include raised planters, tying in with the 'wellbeing kitchen', fostering a connection with growing and nature to promote health and wellbeing.

5.6 Enhanced Option

1. Enhanced Option Diagram

1



Building on the proposal developed for option 01, this enhancement looks to expand the 'activity space' into the rear yard area, creating a larger, flexible space that can be used by the various groups occupying the building, including the wider community. By extending to the rear, opportunities arise for new access points, with direct entry to the large activity space allowing for direct community access, ensuring a secure line can be achieved between this space and the SAC / HSCP areas. A new accessible entry point has been identified to the link corridor, allowing for a separate accessible point of entry for staff in the Freeman's Hall, also allowing for HSCP deliveries to arrive direct to the ground floor.

Landscaping also forms an important part of this option, with a proposed landscape enhancement to the rear space, with a canopy, navigating the transition between inside and outside, wrapping the extension, cottage and link corridor, unifying the rear elevation.

1. Option 02 Ground Floor Plan



KEY

- Office / Meeting Room / Kitchen
- Flexible / Activity / Community Space
- Circulation / Sanitary Space / Store

5.7 Option 02 Ground Floor Plan

The Freeman's Hall

Proposed works to the Freeman's Hall remain as option 01.

The Cottage

Proposed works to the existing cottage remain as option 01, with the extended layout allowing for an increased staff room area and a large store accessed from the large flexible activity space.

In addition to works carried out to the existing cottage, a new extension is proposed, creating a large, flexible activity space that can be used by the various groups occupying the building, including the wider community. By extending to the rear, opportunities arise for new access points, with direct entry to the large activity space allowing for direct community access, ensuring a secure line can be achieved between this space and the SAC / HSCP areas. A new accessible entry point has been identified to the link corridor, allowing for a separate accessible point of entry for staff in the Freeman's Hall, also allowing for HSCP deliveries to arrive direct to the ground floor.

A canopy, navigating the transition between inside and outside, wrapping the extension, cottage and link corridor, is proposed to provide shelter and to unify the rear elevation.

External Works

New external landscaping to the public space to front of the buildings is to include new steps and ramp to the cottage, planters with integrated seating, and new block paving, enhancing the public realm at this key location in Prestwick.

New external landscaping is proposed to the rear yard space, with a mix of hard and soft landscaping as shown on the layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. The proposals include raised planters, tying in with the 'wellbeing kitchen', fostering a connection with growing and nature to promote health and wellbeing.

1. Option 02 First Floor Plan



KEY

- Office / Meeting Room / Kitchen
- Flexible / Activity / Community Space
- Circulation / Sanitary Space / Store

5.8 Option 02 First Floor Plan

The Freeman's Hall

Proposed works to the Freeman's Hall remain as option 01.

The Cottage

Proposed works to the existing cottage remain as option 01, with the extended layout allowing for an increased staff room area and a large store accessed from the large flexible activity space.

In addition to works carried out to the existing cottage, a new extension is proposed, creating a large, flexible activity space that can be used by the various groups occupying the building, including the wider community. By extending to the rear, opportunities arise for new access points, with direct entry to the large activity space allowing for direct community access, ensuring a secure line can be achieved between this space and the SAC / HSCP areas. A new accessible entry point has been identified to the link corridor, allowing for a separate accessible point of entry for staff in the Freeman's Hall, also allowing for HSCP deliveries to arrive direct to the ground floor.

A canopy, navigating the transition between inside and outside, wrapping the extension, cottage and link corridor, is proposed to provide shelter and to unify the rear elevation.

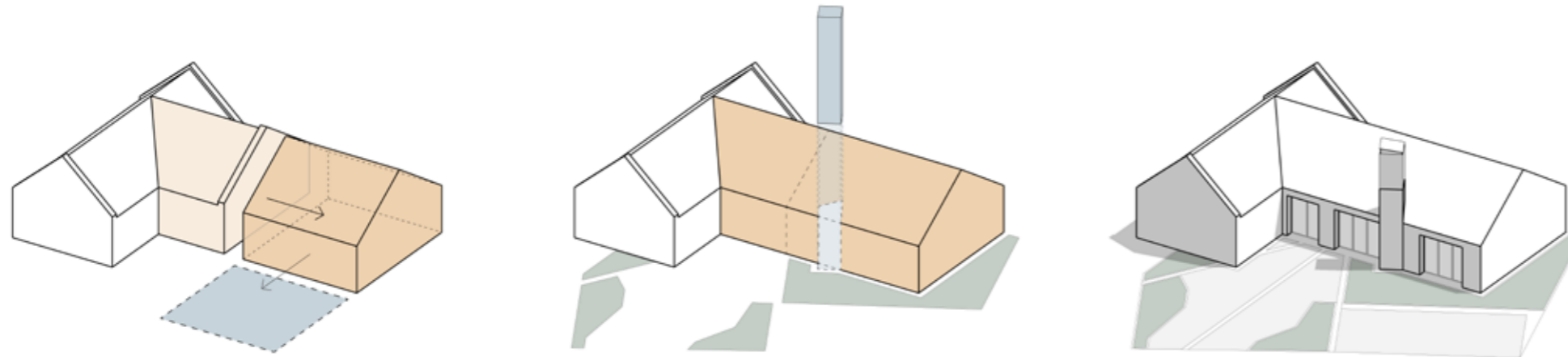
External Works

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New external landscaping is proposed to the rear yard space, with a mix of hard and soft landscaping as shown on the layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. The proposals include raised planters, tying in with the 'wellbeing kitchen', fostering a connection with growing and nature to promote health and wellbeing.

- 1. Massing diagram
- 2. External render

1



extend and create garden

elevation treatment and vertical marker

welcoming and activated space

2

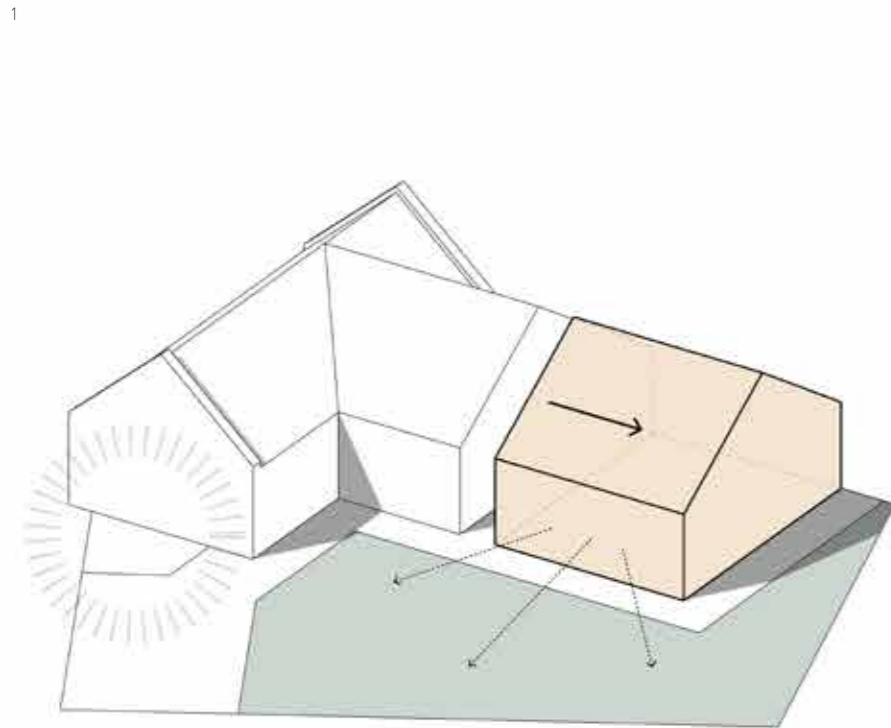


5.9 Design Development

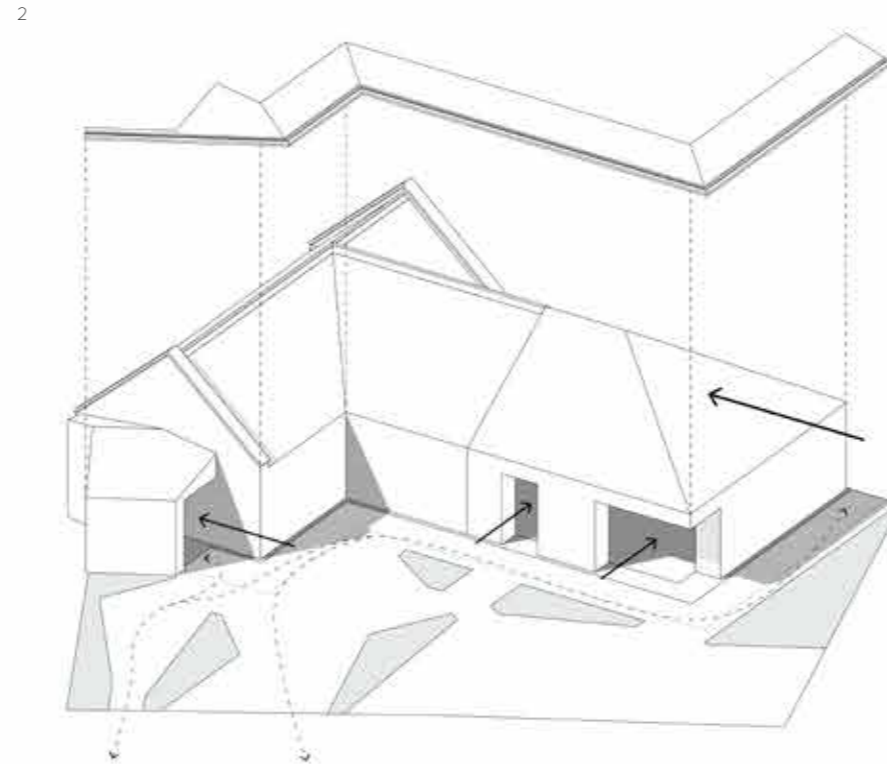
Throughout the design process, a number of approaches have been tested to find a balanced response to the existing buildings. The adjacent drawings describe design development carried out as presented to Prestwick Civic Pride Partnership and South Ayrshire Council on 25th October 2023.

5.10 Massing Diagram

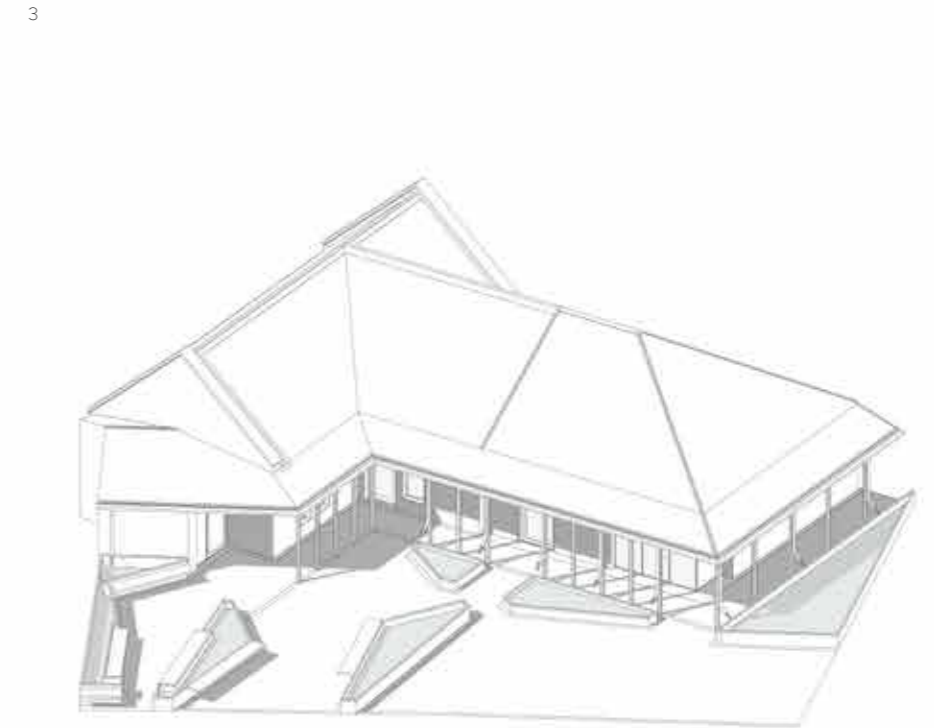
1. Extend cottage massing, create new Freeman's Hall entrance, introduce landscaping
2. Push / Pull massing, introduce unifying canopy. Break landscaping where there is routes of access
3. Add columns to canopy, extrude landscaped pockets to form planters and seating



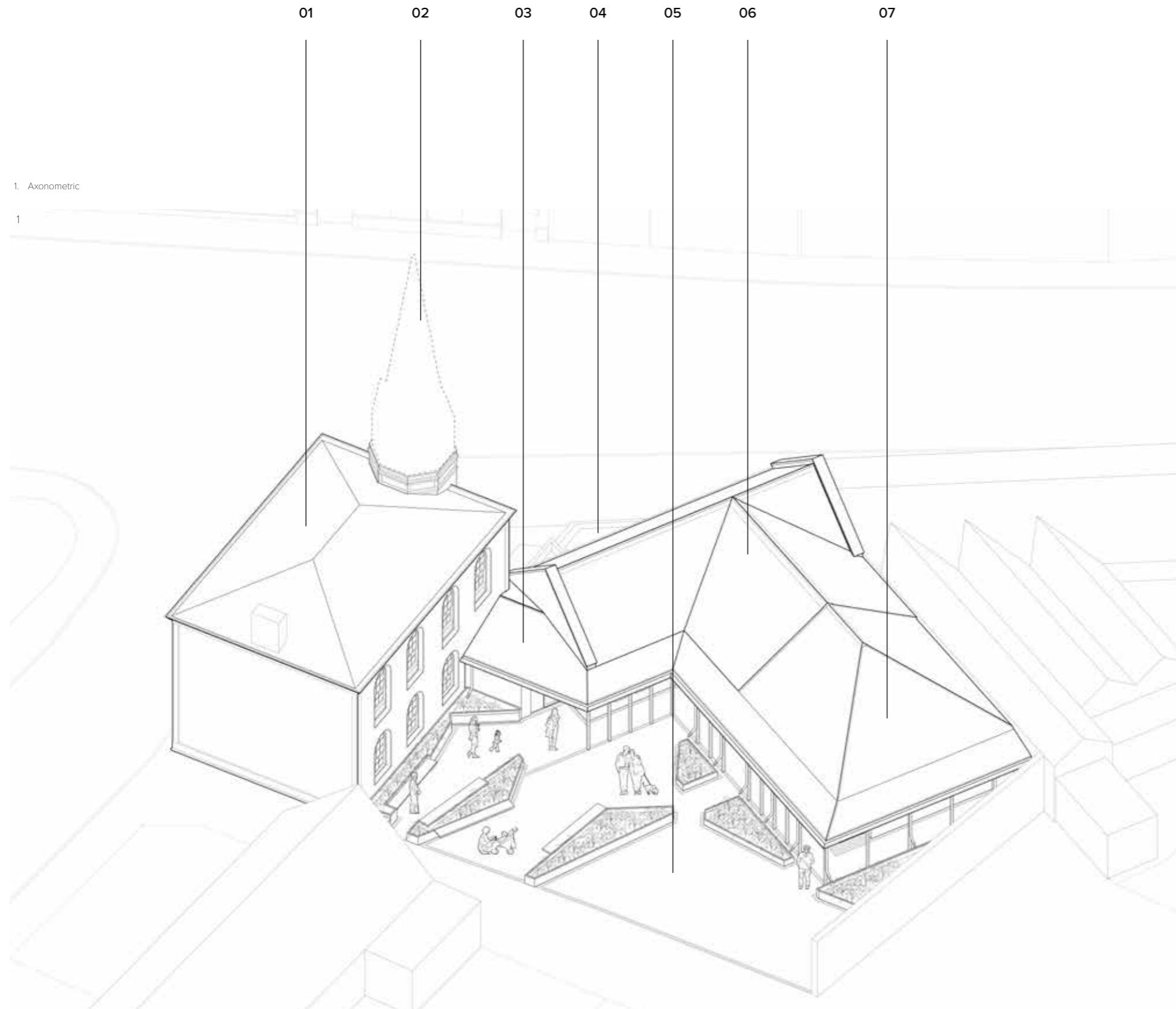
The massing of the existing cottage structure is extruded, with a connection to external landscape introduced. A secondary access point to the link corridor is identified.



Openings are introduced into the massing and the ridge line is pushed to create a dynamic roof form. A canopy is placed unifying the various elements. Routes and approaches are mapped, with the green space broken in response, forming a landscaping design.



The canopy is populated with columns to create a colonnade. The green space is extruded to form planters with integrated bench seating.



5.11 Axo of Proposal

01. Freeman's Hall

For proposed works to the existing Freeman's Hall, refer to conservation plan for opportunities to remove items of negative impact.

02. New Steeple

Reinstatement of historic steeple. Proposals in development, refer to section 6.

03. Rear Accessible Entrance

04. External Landscaping - Front

New external landscaping to public space to front of site, to include new steps and ramp to cottage, planters with integrated seating, and new block paving.

05. External Landscaping - Rear

New external landscaping to rear yard space, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. Black metal planters with integrated bench seating as layout.

06. The Cottage

Allowance for repair of building fabric, including re-rendering of external walls to be finished in mid-grey colour and roof repairs. Replacement of windows to front elevation with suitable heritage alternative, new window arrangement proposed to rear (refer to layouts) with new components to be aluminium / timber composite, PPC finish externally in black - areas of doughtaking noted in red. Internals to be re-modelled as layout, allowance for timber stud walls, hardwood doors, plasterboard ceiling and new finishes throughout.

07. New Extension (and canopy)

1. Proposed Elevations

1



Proposed North Elevation



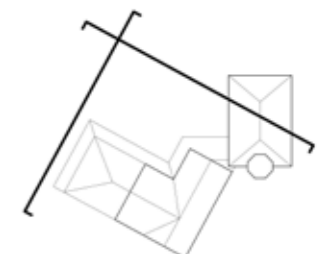
Proposed West Elevation



5.12 Proposed Elevations

The adjacent draws describe the rear elevations of the proposed extension, with the massing responding to and reflecting the form of the existing cottage – solid masonry external walls with a pitched roof extending over, with the new respecting the existing ridge line.

This extension is wrapped by a canopy, supported by slender steel columns creating a colonnade around the rear elevation.



5.13 External View of Rear 01

1. View from existing car park



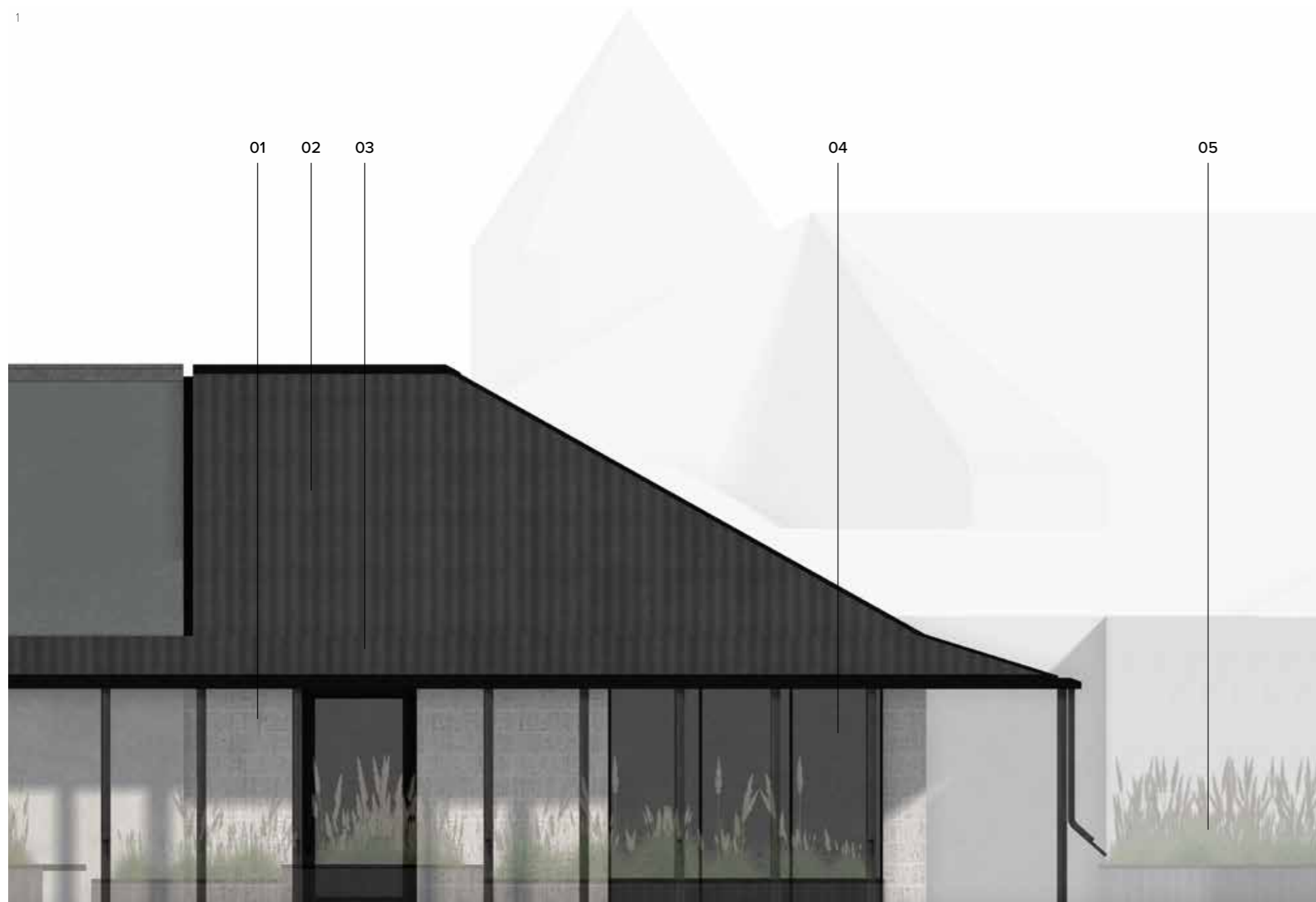
5.14 External View of Rear 02

1. View of proposed extension



1. Elevation describing materials

1



5.15 Materials

01. External Wall and Floor

External walls to be timber kit (TBC by SE), finished in light grey brick to main extension [and black zinc cladding to new Freeman's Hall rear entrance]. Floor construction to be insulated concrete slab.

02. Roof

New pitched roof with timber truss structure (design TBC by SE), to be finished in black zinc.

03. Canopy

Roof extends beyond building line to form canopy wrapping extension, rear of existing cottage and new Freeman's Hall rear entrance, to be finished in black zinc, with black zinc to soffit. Supported by 100mm RHS columns PPC in black. Eaves fitted with integrated gutter with downpipes integrated into RHS columns to feed planters.

04. External Components

External components to be aluminium / timber composite, PPC finish externally in black.

05. External Landscaping

New external landscaping to rear yard space as layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. Black metal planters with integrated bench seating as layout.

All new build elements to meet section 6 of non-domestic building regulations.

5.16 Option 01 Cost Plan

1. Extract from 'Stage 1 Elemental Budget Cost' for Option 01

1

SUMMARY OF TOTAL ESTIMATED PROJECT COST

1 CONSTRUCTION COST ESTIMATE

1.1	Rebuild spire		£	387,100
1.2	Cottage works		£	411,300
1.3	Freeman's Hall works		£	173,000
1.4	External works		£	107,300

1	TOTAL CONSTRUCTION COST ESTIMATE		£	<u>1,078,700</u>
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2	VAT ON WORKS	20.00%	£	215,700
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3	PROFESSIONAL FEES	17.00%	£	183,400
---	-------------------	--------	---	---------

4	VAT ON FEES	20.00%	£	36,700
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	TOTAL COST ESTIMATE		£	<u>1,514,500</u>
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5 OTHER DEVELOPEMENT COSTS

	Surveys	}	£	
	Statutory approvals		£	
	Archaeology		£	16,200
	Other		£	

	TOTAL ESTIMATED PROJECT COST		£	<u><u>1,530,700</u></u>
--	-------------------------------------	--	---	-------------------------

The adjacent extract taken from 'Stage 1 Elemental Budget Costs' as prepared by Brown + Wallace represents a summary of the estimated order of costs for carrying out proposed Option 01 works to Freeman's Hall, Cottage and External Works to front and rear. Works are inclusive of rebuilding 2011 demolished steeple on Category B listed former Burgh Halls.

Costs are high level RIBA Stage 1 based on November 2023 pricing levels and market conditions, refer to appendix 03 for full document.

5.17 Option 02 Cost Plan

1. Extract from 'Stage 1 Elemental Budget Cost' for Option 02

1

SUMMARY OF TOTAL ESTIMATED PROJECT COST

1 CONSTRUCTION COST ESTIMATE

1.1	Rebuild spire		£	387,100
1.2	Cottage works		£	404,600
1.3	Freeman's Hall works		£	173,000
1.4	Activity room extension		£	278,500
1.5	External works		£	95,800

1	TOTAL CONSTRUCTION COST ESTIMATE		£	<u>1,339,000</u>
---	----------------------------------	--	---	------------------

2	VAT ON WORKS	20.00%	£	267,800
---	--------------	--------	---	---------

3	PROFESSIONAL FEES	17.00%	£	227,600
---	-------------------	--------	---	---------

4	VAT ON FEES	20.00%	£	45,500
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	TOTAL COST ESTIMATE		£	<u>1,879,900</u>
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5 OTHER DEVELOPEMENT COSTS

	Surveys	}	£	
	Statutory approvals		£	
	Archaeology		£	28,100
	Other		£	

	TOTAL ESTIMATED PROJECT COST		£	<u><u>1,908,000</u></u>
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The adjacent extract taken from 'Stage 1 Elemental Budget Costs' as prepared by Brown + Wallace The following represents a summary of the estimated order of costs for carrying out proposed Option 02 works to Freeman's Hall, Cottage with Activity room extension and External Works to front and rear as detailed in O'DonnellBrown Stage 2 Report dated November 202.

Costs are high level RIBA Stage 1 based on November 2023 pricing levels and market conditions, refer to appendix 04 for full document.

5.18 Next Steps

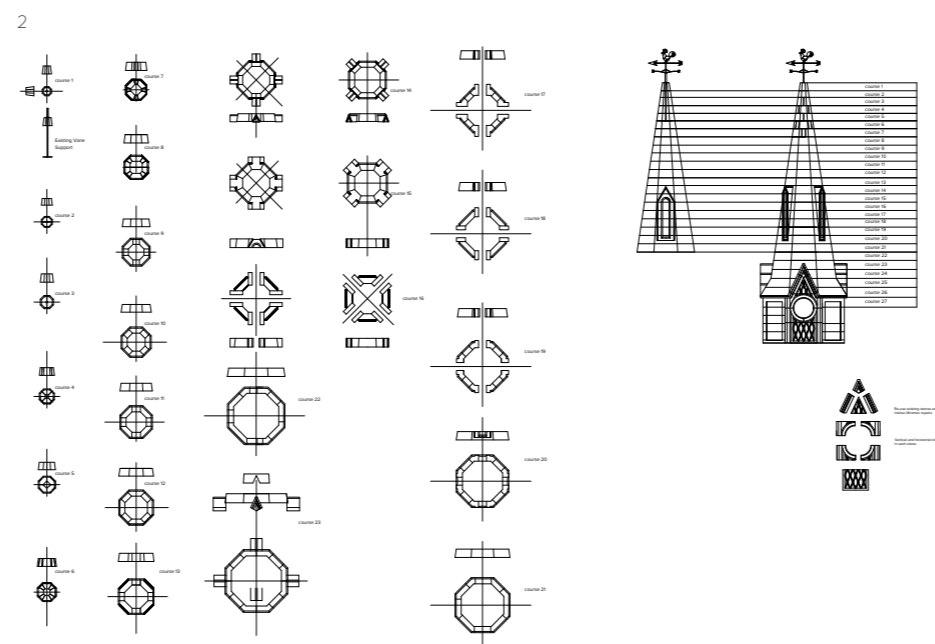
1. Image of proposals to cottage



Following the conclusion of stage 2 / feasibility design, the next steps to progress the proposed works to the cottage would be as:

- Sign-off of RIBA stage 2 design
- Further engagement with South Ayrshire Council and Health & Social Care Partnership, with agreement of proposals
- Develop through RIBA stage 3, producing developed and coordinated information
- Submit proposals to Planning and for Listed Building Consent (Statutory Approvals)

1. Freeman's Hall in 1999, Canmore
2. Steeple Coursing Survey, as prepared by McColm Civil & Structural Engineers, 2011
3. Freeman's Hall in 2023
4. Article from the Ayr Advertiser, 1844



6.1 Historic Steeple

The Freeman's Hall steeple was deemed structurally unsafe and condemned, and subsequently taken down by the Council in 2011. Despite the intention for repairs and structural work to be carried out to reinstate the existing steeple, the project has not been realised.

There is debate about whether the steeple was included in the hall's original construction, with opposing references found. The History of Prestwick by John Strawhorn states that it was added later, however an article from the Ayr Advertiser, dated 1844, contradicts this statement, noting "the building consists of ... a steeple", as shown in the below image (4).

In response to the continued community interest and will to see the steeple, or a replacement, reinstated, the following chapter explores potential design approaches to achieve a new steeple proposal. It is understood the original stone is unable to be reused, therefore these proposals identify designs for a new replacement. Alongside design approaches, the chapter outlines the findings from both the local community consultation and the workshop with architectural conservation students from the University of Strathclyde.

4
PRESTWICK.—This is a place of great antiquity, being a free burgh 617 years previous to the renewal of its charter, which is dated in the year 1600. Though very ancient, it has not till lately made much progress in the way of improvement. The houses are mostly low, and some of them very old. The burgh lands, which were originally the property of thirty-six freemen, still require much cultivation. Prestwick, however, is now beginning to assimilate itself to the spirit of the age. A New Building is being finished which will be alike useful and ornamental to the place. The building consists of a confinement for delinquents, a school-house, a council-room, and a steeple. It is situated beside an ancient neighbour (the Cross,) and when viewed from a distance gives Prestwick quite a modern appearance.
SHIP NEWS.—The brig Princess Victoria, Capt

6.2 Steeple Post-Dismantlement

1. Clock face
2. Stone from stage
3. Decorative motif from stage and stone surround to clock face
4. Steeple lower coursing
5. Steeple lower-mid coursing
6. Steeple upper-mid coursing
7. Steeple top



The adjacent images show the dismantled steeple and its condition as recorded on 9th January 2013.

McColm Civil & Structural Engineers describe the context in which these photos were taken and the condition of the stone as:

Stones were reconstructed in courses within the carpark of Newton House to allow a full dimensional and condition survey with the view to determining repair or replacement quantities for reinstatement.

Unfortunately, the condition of the stone suffered further deterioration as they sat exposed to the elements prior to and following the detailed survey.

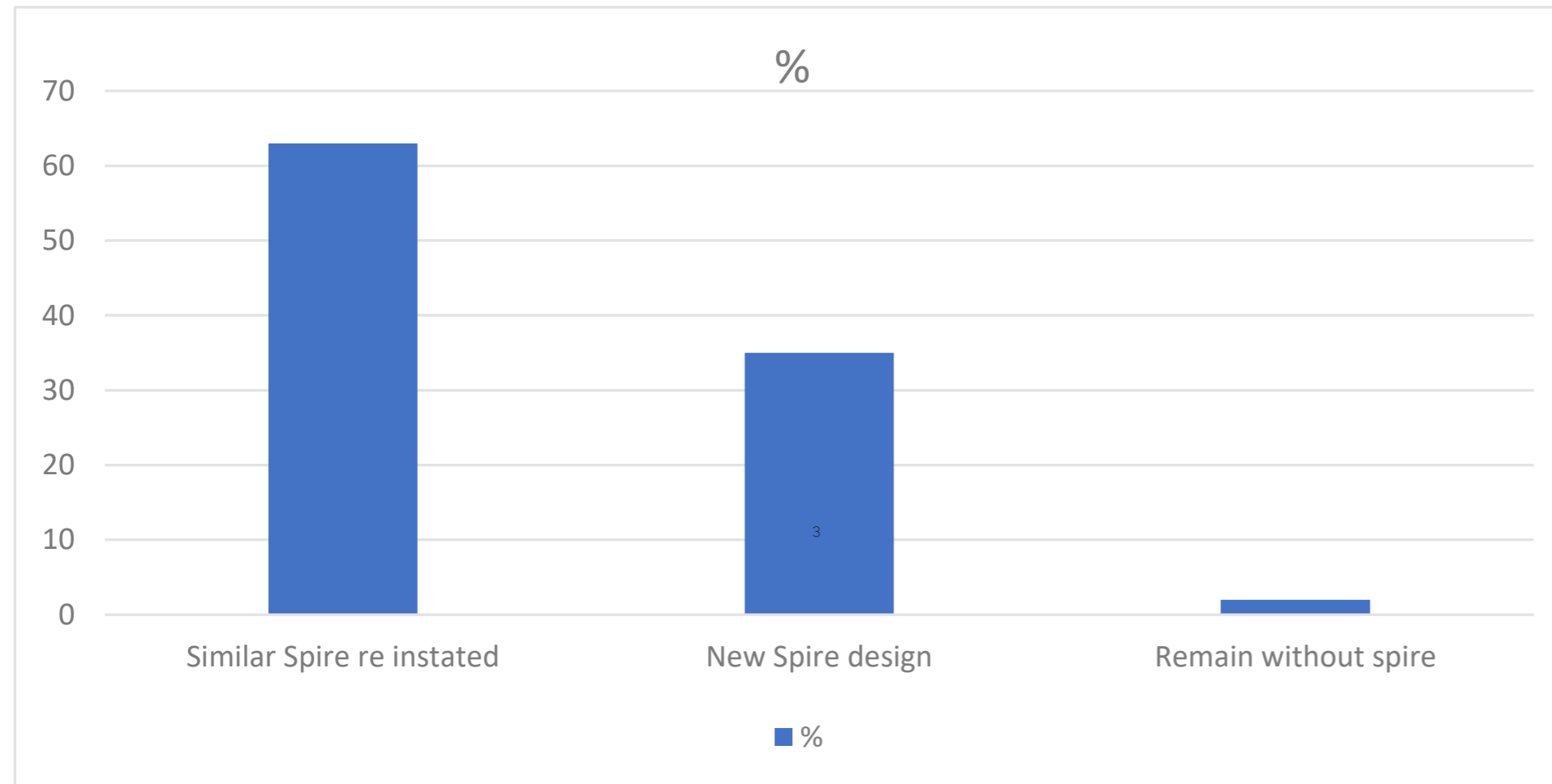
The stones have since been taken indoors to an unknown location, however, given the exposure time at Newton House its very unlikely the stones can be reinstated.

A reinstatement today, would necessitate a full replacement.

6.3 Community Feedback

1. Views on spire reinstatement

1



The below extract from 'Freeman's Hall Survey Results from Doors Open Day Event', as prepared by Community Links Scotland, describes the findings from the Public Consultation held on Sunday 10th September 2023:

Spire Options

Of those completing the survey, 63% considered that a spire similar to that removed should be re-instated with 35% favouring a new design of spire to reflect Prestwick on 2023, only 2% felt the building should remain as it is currently.

Spire Comments

Participants provided a wide variety of suggestions, either in support of re-introducing the old style spire, or for the introduction of a new design. Many expressed interest in being part of the process that considered future options.

6.4 Design References

1. Chesterfield Crooked Spire
2. Valdemarsvik Chapel - Lewerentz
3. Pastoral Symphony Installation - Bourguignon Quentin + Delebecque Marin + Doin Luc
4. Modern church steeple, unknown location
5. The Blue Market- Hayatsu Architects
6. Reading Between the Lines - Gijs Van Vaerenbergh



Through looking at design references and precedents, a number of design approaches were identified, including contemporary interpretations of steeples, created using masonry with simple detailing, and frame-like structures, which are lightweight and semi-transparent, approaching steeple design in a modern way.

6.5 Approaches to Reinstatement

1. Approach 01
2. Approach 02
3. Approach 03

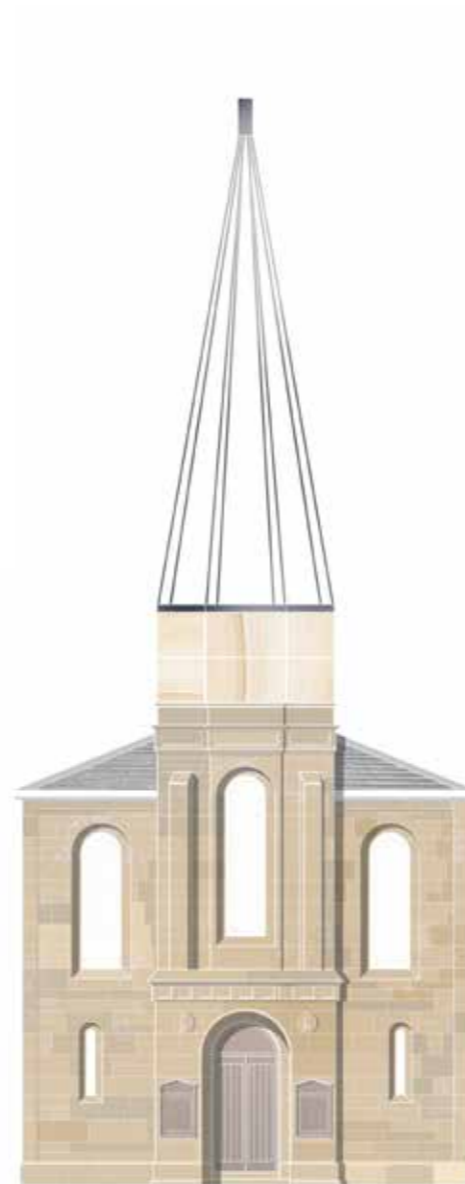
1



Approach 01

Modern interpretation of historic steeple, following proportions and geometries of previous, using stone as the primary material. Reinstatement clock face.

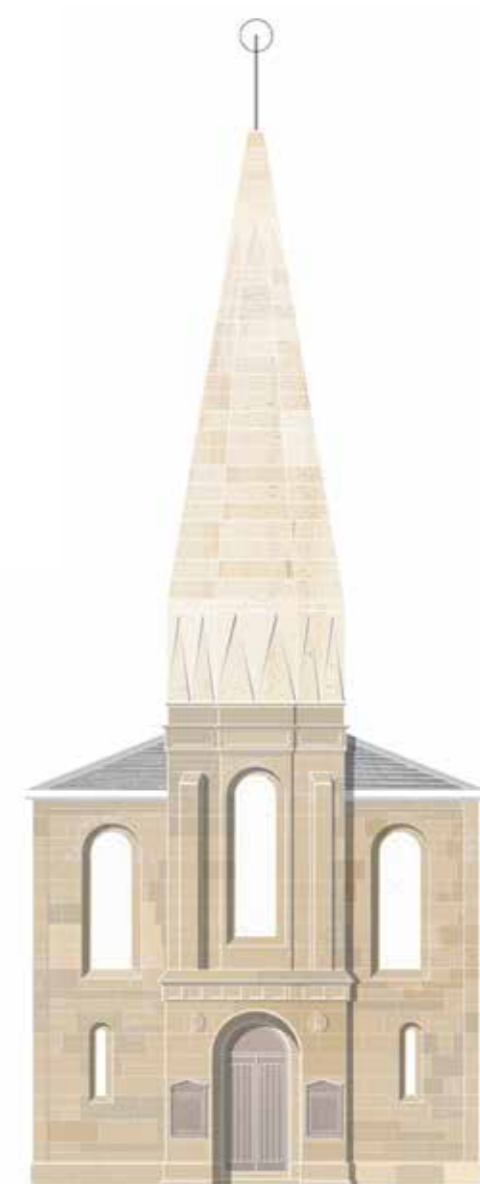
2



Approach 02

Lightweight and transparent structure, with stone stage base and steel spire, following proportions and geometries of previous.

3

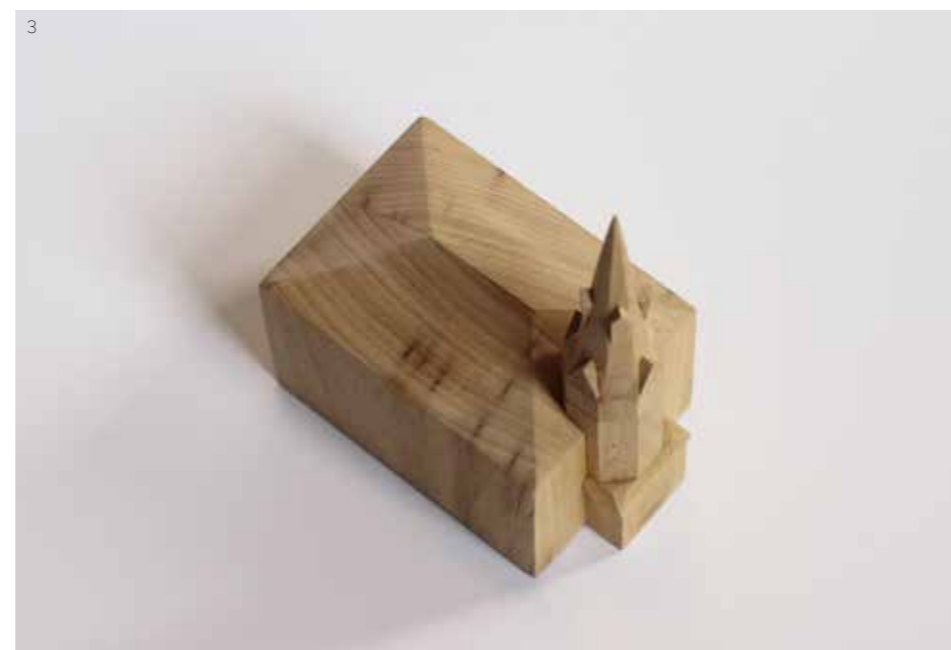


Approach 03

Contemporary design using pre-cast concrete or stone. Design uses references from previous, including proportions and geometries, motifs and decoration.

6.6 Approach 01

1. Image of design approach
2. Image of model
3. Image of model



This design approach proposes a paired back, restrained interpretation of the former steeple, remaining faithful to the geometry and proportions of the previous design. This includes replicating the octagonal stage with protrusions, however all decoration is removed with the exception of an embossed outline of the clock. The spire, similarly, follows the same design and proportions, with a modern weather vane atop.

The proposed materiality is masonry to reference the former, with a number of options to explore. Stone, with the colour chosen to either match the tones of the Freeman's Hall or to be a lighter so the new steeple can be read as new element, could be considered, or pre-cast concrete, with a number of pigment options available to either match, compliment or contrast against the existing stone, would be a contemporary alternative.

This option reflects the permanence of both the former steeple and the Freeman's Hall, through the masonry construction giving the structure weight and solidity.

The weight and structural feasibility of any proposals must be considered, with an assessment of the viability of introducing a new masonry steeple required. No new addition should be added to the detriment of the existing building.

6.7 Approach 02

1. Image of design approach
2. Image of model
3. Image of model



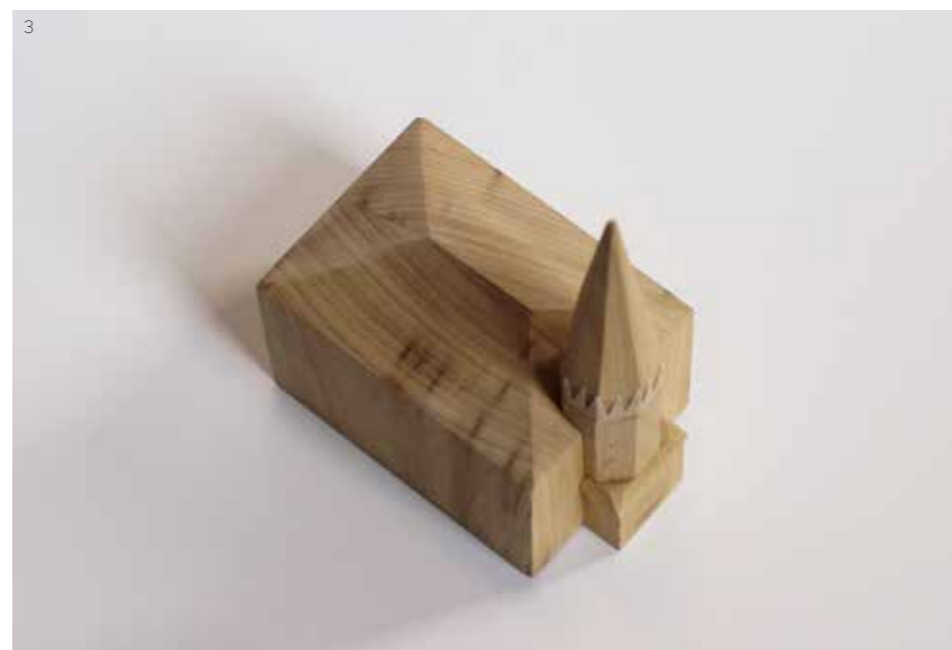
This design approach imagines an alternative to the former, through creating a lightweight metal steeple that uses both a metal frame and finished in a metal mesh, giving the new element a transparent quality. Although distinctly modern in its use of materials, the design follows the geometry and proportions of the previous design, replicating the stage and spire, along with the protruding elements. These elements could be re-interpreted as openings, adding to the lightweight appearance of the structure, allowing this new replacement to act as a memory of the former steeple.

This option would be consciously different to the former, acknowledging its status as a replacement, through the contrasting material choice and lightweight-ness of the structure, which may be considered from a conservation perspective as the most appropriate approach.

The lightweight nature of this proposal may be the most feasible in terms of adding new weight to existing base of the steeple. No new addition should be added to the detriment of the existing building.

6.8 Approach 03

1. Image of design approach
2. Image of model
3. Image of model



This design approach proposes a contemporary re-interpretation of the former steeple, simplifying the massing, however remaining faithful to the geometry and proportions of the previous design. This includes replicating the octagonal stage with any protrusions omitted, with an embossed design referencing the decorative motif applied to the original stage. The spire, similarly, follows the same proportions of the former, with any protrusions removed and with a modern weather vane atop.

The proposed materiality is masonry to reference the former, with a number of options to explore. Stone, with the colour chosen to either match the tones of the Freeman's Hall or to be a lighter so the new steeple can be read as new element, could be considered, or pre-cast concrete, with a number of pigment options available to either match, compliment or contrast against the existing stone, would be a contemporary alternative.

This option reflects the permanence of both the former steeple and the Freeman's Hall, through the masonry construction giving the structure weight and solidity, however distinctly modern in its design.

The weight and structural feasibility of any proposals must be considered, with an assessment of the viability of introducing a new masonry steeple required. No new addition should be added to the detriment of the existing building.

6.9 Heritage Workshop

1. Photos from event held on 17th November 2023



A workshop was held to discuss the design approaches to the reinstatement of the steeple on 17th November 2023 in Prestwick, with architectural conservation students from the University of Strathclyde and Dr Cristina Gonzalez Longo (MSc Conservation and Built Heritage). Attendees included members of South Ayrshire Council, South Ayrshire Councillors, members of Prestwick Civic Pride Partnership, representatives from O'DonnellBrown and McColm Civil & Structural Engineers, Advanced Accredited Conservation Architect Fiona Sinclair and Nick Walker, Director of Built Heritage at ICENI.

The following observations for appropriate approaches to design were as:

- Community consultation and engagement is key to achieve local aspirations
- The new element can act as a place-marker on this main arterial route through Prestwick, improving the streetscape and fulfilling the role of a landmark, aiding with wayfinding through the town. With the exception of the church, there are no other civic buildings on this approach
- A lightweight structure may be the best approach to preserve the base below and not compromise building
- The design should be authentically legible, with the new element clearly different to the existing building, expressed through material choice
- The stones of the former steeple should be returned to the site and incorporated into an element of the design if unable to be reused at the steeple
- The new weather vane could be a pupil or community designed

6.10 Next Steps

1. Model of steeple design option



Following the conclusion of stage 2 / feasibility design outlining the three approaches to the steeple design, the next steps to progress the proposal would be as:

- Develop the three approaches further with input from other consultants
- Arrange further community consultation, where options are presented to the community
- One chosen to take forward and develop through RIBA stage 3, producing developed and coordinated information
- Submit proposals to Planning and for Listed Building Consent (Statutory Approvals)



Do not scale this drawing. All dimensions to be checked on site by the contractor and as such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

NOTES
 Drawings prepared based on information prepared by others. All dimensions to be verified.
 Site Boundary

P01	22/11/2023	First Issue	ICB
Rev	Date	Description	Int

STAGE 2

O'DonnellBrown

project title
Freeman's Hall, Prestwick

drawing title
Location Plan

scale	project number	drawn by	checked by	revision date
1:1000 @ A1	23.001	ICB	MD	22/11/2023
drawing no				revision

FHP - ODB - EX - EX - DR - A - EX001 P01

client
Prestwick Civic Pride Partnership

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- NOTES
- Drawings prepared based on information prepared by others. All dimensions to be verified.
- 01_ Existing Freeman's Hall
 - 02_ Cottage
 - 03_ External Area - Public Space to Front
 - 04_ External Area - Yard / Car Parking Space to Rear



Rev	Date	Description	ICB
P01	22/11/2023	First Issue	ICB

STAGE 2

O'DonnellBrown

project title
Freeman's Hall, Prestwick

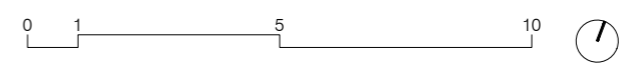
drawing title
Existing Level 00 Plan

scale	project number	drawn by	checked by	revision date
1:150 @ A3	23.001	ICB	MD	22/11/2023
drawing no				revision

FHP - ODB-EX - 00 - DR - A - EX100 **P01**

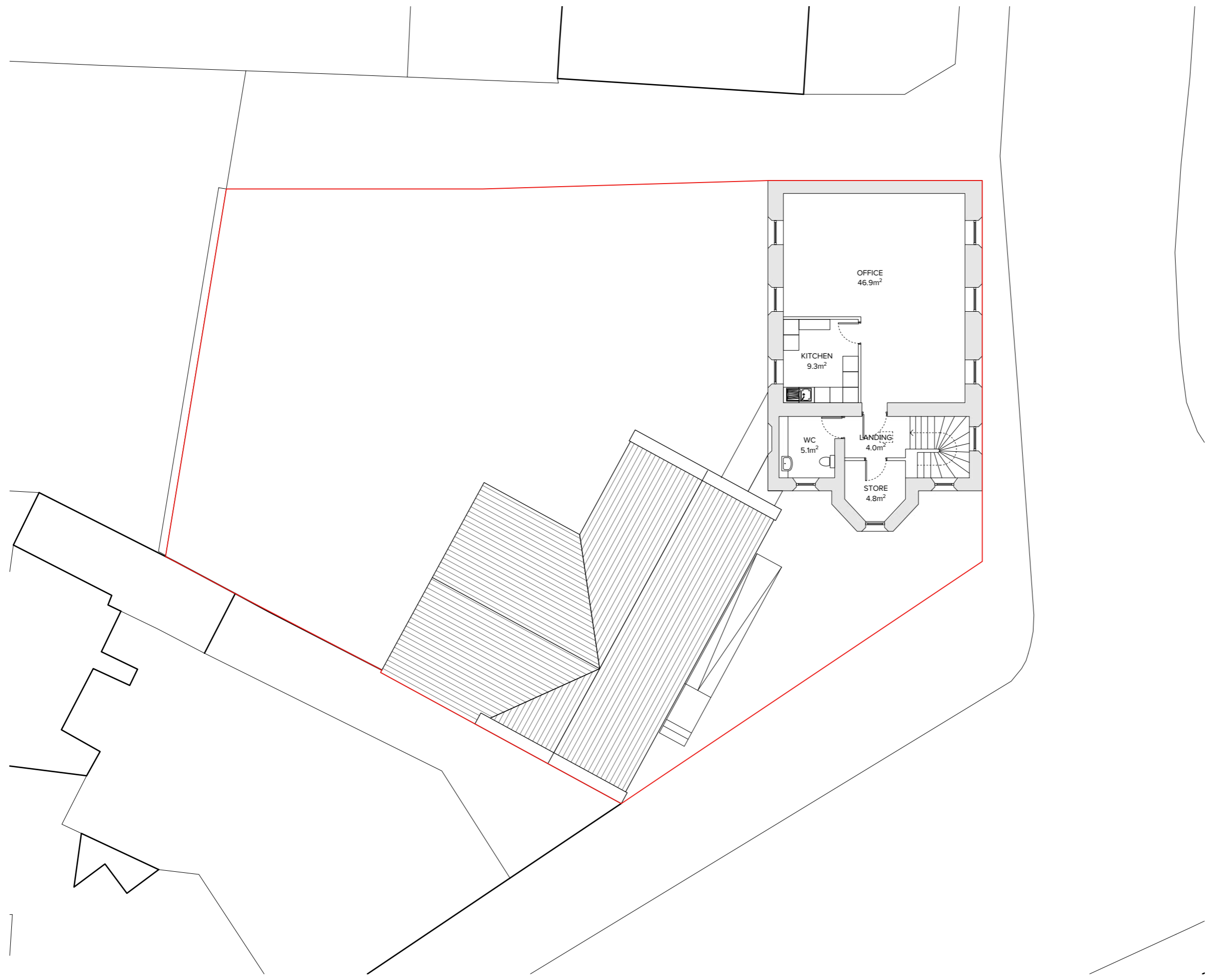
client
Prestwick Civic Pride Partnership

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NOTES
 Drawings prepared based on information prepared by others. All dimensions to be verified



Rev	Date	Description	ICB	Int
P01	22/11/2023	First Issue		

STAGE 2

O'DonnellBrown

project title
Freeman's Hall, Prestwick

drawing title
Existing Level 01 Plan

scale	project number	drawn by	checked by	revision date
1:150 @ A3	23.001	ICB	MD	22/11/2023

drawing no
FHP - ODB - EX - 01 - DR - A - EX101 P01

client
Prestwick Civic Pride Partnership

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NOTES_Option 01

Drawings prepared based on information prepared by others. All dimensions to be verified.

01_ Existing Freeman's Hall

Allowance for repair of building fabric, including repointing of stonework and roof repairs. Replacement of windows with suitable heritage alternative. General upgrade of internals, including removal of suspended grid ceiling and replacement with plasterboard.

Reinstatement of historic spire. Proposals in development

02_ Cottage

Allowance for repair of building fabric, including re-rendering of external walls and roof repairs. Replacement of windows with suitable heritage alternative. Internals to be re-modelled as layout, allowance for timber stud walls, hardwood doors, plasterboard ceiling and new finishes throughout.

03_ External Works - Front

New external landscaping to public space to front of site, to include new steps and ramp to cottage, planters with integrated seating, and new block paving.

04_ External Works - Rear

New external landscaping to rear yard space, with a mix of hard and soft landscaping as layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. Proposals include 5 no. raised planters.



PO2	08/01/2024	Clarification of parking and bin provision	ICB
PO1	22/11/2023	First Issue	ICB
Rev	Date	Description	Int.

STAGE 2

O'DonnellBrown

project title
Freeman's Hall, Prestwick

drawing title
Option 01_Proposed Level 00 Plan

scale	project number	drawn by	checked by	revision date
1:150 @ A3	23.001	ICB	MD	08/01/2024
drawing no				revision

FHP - ODB - PR - 00 - DR - A - 00100 P02

client
Prestwick Civic Pride Partnership

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NOTES_Option 01
 Drawings prepared based on information prepared by others. All dimensions to be verified.

01_ Existing Freeman's Hall
 Allowance for repair of building fabric, including repointing of stonework and roof repairs. Replacement of windows with suitable heritage alternative. General upgrade of internals, including removal of suspended grid ceiling and replacement with plasterboard.
 Reinstatement of historic spire. Proposals in development

02_ Cottage
 Allowance for repair of building fabric, including re-rendering of external walls and roof repairs. Replacement of windows with suitable heritage alternative. Internals to be re-modelled as layout, allowance for timber stud walls, hardwood doors, plasterboard ceiling and new finishes throughout.

03_ External Works - Front
 New external landscaping to public space to front of site, to include new steps and ramp to cottage, planters with integrated seating, and new block paving.

04_ External Works - Rear
 New external landscaping to rear yard space, with a mix of hard and soft landscaping as layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. Proposals include 5 no. raised planters.



P02	08/01/2024	Clarification of parking and bin provision	ICB
P01	22/11/2023	First Issue	ICB
Rev	Date	Description	Int

STAGE 2

O'DonnellBrown

project title				
Freeman's Hall, Prestwick				
drawing title				
Option 01_Proposed Level 01 Plan				
scale	project number	drawn by	checked by	revision date
1:150 @ A3	23.001	ICB	MD	08/01/2024
drawing no				revision
FHP - ODB - PR - 01 - DR - A - 00101				P02
client				
Prestwick Civic Pride Partnership				
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NOTES_Option 02

Drawings prepared based on information prepared by others. All dimensions to be verified.

- 01. Existing Freeman's Hall
 - Allowance for repair of building fabric, including repointing of stonework and roof repairs. Replacement of windows with suitable heritage alternative. General upgrade of internals, including removal of suspended grid ceiling and replacement with plasterboard.
 - Reinstatement of historic spire. Proposals in development
- 02. Cottage - Existing
 - Allowance for repair of building fabric, including re-rendering of external walls, to be finished in mid-grey colour, and roof repairs. Replacement of windows to front elevation with suitable heritage alternative, new window arrangement proposed to rear (refer to layouts) with new components to be aluminium / timber composite, PPC finish externally in black - areas of dunting noted in red. Internals to be re-modelled as layout, allowance for timber stud walls, hardwood doors, plasterboard ceiling and new finishes throughout.
 - Large opening formed in existing east external wall to form connection with new extension - duntings indicated in red.
- 03. Cottage - Extension
 - New extension to cottage, with external walls to be timber kit (TBC by SE), finished in light grey brick to main extension and black zinc cladding to new Freeman's Hall rear entrance. External components to be aluminium / timber composite, PPC finish externally in black. Concrete slab.
 - New pitched roof, timber truss structure (design TBC by SE), extends beyond building line to form canopy wrapping extension, rear of existing cottage and to new Freeman's Hall rear entrance, to be finished in black zinc, with black zinc to soffit. 100mm RHS columns PPC in black as layout. Eaves fitted with integrated gutter with downpipes integrated into RHS columns to feed planters.
 - Internally to main extension, walls to be plasterboard lined, acoustic felt panels to ceiling following pitch of roof and hardwood timber flooring.
 - New PPC black metal signage to new Freeman's Hall rear entrance, with internal walls and ceiling to be plasterboard lined and floor to be hardwood timber flooring with entrance barrier matting to external door.
 - All new build elements to meet section 6 of non-domestic building regulations.

- 04. External Works - Front
 - New external landscaping to public space to front of site, to include new steps and ramp to cottage, planters with integrated seating, and new block paving.
 - 05. External Works - Rear
 - New external landscaping to rear yard space as layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. Black metal planters with integrated bench seating as layout.
- Extent of planters / integrated seating indicated by dashed lines on elevations for clarity



PO2	08/01/2024	Clarification of parking and bin provision	DC
PO1	22/11/2023	First Issue	ICB
Rev	Date	Description	Int

STAGE 2

O'DonnellBrown

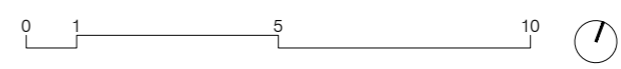
project title
 Freeman's Hall, Prestwick
 drawing title
 Option 02_Proposed Level 00 Plan

scale	project number	drawn by	checked by	revision date
1:150 @ A3	23.001	ICB	MD	08/01/2024
drawing no				revision

FHP - ODB - PR - 00 - DR - A - 00110 P02

client
 Prestwick Civic Pride Partnership

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NOTES_Option 02

Drawings prepared based on information prepared by others. All dimensions to be verified.

01_ Existing Freeman's Hall

Allowance for repair of building fabric, including repointing of stonework and roof repairs. Replacement of windows with suitable heritage alternative. General upgrade of internals, including removal of suspended grid ceiling and replacement with plasterboard.

Reinstatement of historic spire. Proposals in development

02_ Cottage - Existing

Allowance for repair of building fabric, including re-rendering of external walls, to be finished in mid-grey colour, and roof repairs. Replacement of windows to front elevation with suitable heritage alternative, new window arrangement proposed to rear (refer to layouts) with new components to be aluminium / timber composite, PPC finish externally in black - areas of dunting noted in red. Internals to be re-modelled as layout, allowance for timber stud walls, hardwood doors, plasterboard ceiling and new finishes throughout. Large opening formed in existing east external wall to form connection with new extension - duntings indicated in red.

03_ Cottage - Extension

New extension to cottage, with external walls to be timber kit (TBC by SE), finished in light grey brick to main extension and black zinc cladding to new Freeman's Hall rear entrance. External components to be aluminium / timber composite, PPC finish externally in black. Concrete slab.

New pitched roof, timber truss structure (design TBC by SE), extends beyond building line to form canopy wrapping extension, rear of existing cottage and to new Freeman's Hall rear entrance, to be finished in black zinc, with black zinc to soffit. 100mm RHS columns PPC in black as layout. Eaves fitted with integrated gutter with downpipes integrated into RHS columns to feed planters.

Internally to main extension, walls to be plasterboard lined, acoustic felt panels to ceiling following pitch of roof and hardwood timber flooring.

New PPC black metal signage to new Freeman's Hall rear entrance, with internal walls and ceiling to be plasterboard lined and floor to be hardwood timber flooring with entrance barrier matting to external door.

All new build elements to meet section 6 of non-domestic building regulations.

04_ External Works - Front

New external landscaping to public space to front of site, to include new steps and ramp to cottage, planters with integrated seating, and new block paving.

05_ External Works - Rear

New external landscaping to rear yard space as layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. Black metal planters with integrated bench seating as layout.

Extent of planters / integrated seating indicated by dashed lines on elevations for clarity



P02	08/01/2024	Clarification of parking and bin provision	ICB
P01	22/11/2023	First Issue	ICB
Rev	Date	Description	Int

STAGE 2

O'DonnellBrown

project title
Freeman's Hall, Prestwick

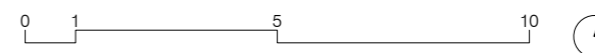
drawing title
Option 02_Proposed Level 01 Plan

scale	project number	drawn by	checked by	revision date
1:150 @ A3	23.001	ICB	MD	08/01/2023
drawing no				revision

FHP - ODB - PR - 00 - DR - A - 00111 P02

client
Prestwick Civic Pride Partnership

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NOTES_ Option 02

Drawings prepared based on information prepared by others. All dimensions to be verified.

01_ Existing Freeman's Hall

Allowance for repair of building fabric, including repointing of stonework and roof repairs. Replacement of windows with suitable heritage alternative. General upgrade of internals, including removal of suspended grid ceiling and replacement with plasterboard.

Reinstatement of historic spire. Proposals in development

02_ Cottage - Existing

Allowance for repair of building fabric, including re-rendering of external walls, to be finished in mid-grey colour, and roof repairs. Replacement of windows to front elevation with suitable heritage alternative, new window arrangement proposed to rear (refer to layouts) with new components to be aluminium / timber composite, PPC finish externally in black - areas of dunting noted in red. Internals to be re-modelled as layout, allowance for timber stud walls, hardwood doors, plasterboard ceiling and new finishes throughout.

Large opening formed in existing east external wall to form connection with new extension - duntings indicated in red.

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All new build elements to meet section 6 of non-domestic building regulations.

04_ External Works - Front

New external landscaping to public space to front of site, to include new steps and ramp to cottage, planters with integrated seating, and new block paving.

05_ External Works - Rear

New external landscaping to rear yard space as layout, with block paving to areas of hard standing suitable for vehicle traffic to allow for parking. Black metal planters with integrated bench seating as layout.

Extent of planters / integrated seating indicated by dashed lines on elevations for clarity



Proposed North Elevation



Proposed West Elevation

P01	22/11/2023	First Issue		ICB
Rev	Date	Description		Int
STAGE 2				
O'DonnellBrown				
project title				
Freeman's Hall, Prestwick				
drawing title				
Option 02_Proposed Elevations				
scale	project number	drawn by	checked by	revision date
1:150 @ A3	23.001	ICB	MD	22/11/2023
drawing no				revision
FHP - ODB - PR - XX - DR - A - 00310				P01
client				
Prestwick Civic Pride Partnership				
Copyright O'Donnell Brown Architects				

DO NOT SCALE
Use figured dimensions only. If in doubt - Ask the Engineer

GENERAL NOTES

This drawing to be read in conjunction with all other relevant drawings, notes and specifications issued by the Engineer and Architect.
All dimensions to be checked on site and the Engineer & Architect notified of any discrepancies prior to commencement of work. All dimension are in millimeters (U.N.O.) Do not scale from this drawing or the computer digital data. Only figured dimensions are to be used.

NOTES TO CONTRACTOR

In case of reproduction errors, it is advised not to scale from the drawing. This drawing has been produced for the primary purpose of obtaining local authority approvals. If being used for costing purposes, it must be regarded as a guide only, as it may not show or specify all the works, materials, fittings, or finishes required or expected to be incorporated.
It is the contractor's responsibility to check on site all measurements and existing information shown on these drawings.

DEMOLITION / DOWNTAKINGS

The Contractor shall carry out the works in accordance with BS6187:2011 Code of practice for full and partial demolition. The responsibility for temporary supports, maintenance of existing services where appropriate, safety and complying with the requirements of various authorities (HSE & Local Authority) shall remain with the Contractor.

A current and appropriate demolition/refurbishment Asbestos survey report should be carried out for the property. This must be issued to the Contractor prior to any works commencing.

****IMPORTANT** EXISTING FOUNDATION INSPECTION**

Well in advance of the construction phase site start and prior to ordering any materials the existing building foundations must be inspected. Trial holes should be excavated at the existing and proposed building interfaces to fully expose the existing building foundations.

Outwith the extension footprint a trial pit should be excavated to a depth of min. 3m to check for the presence of peat. Findings of these investigations should be reported to Engineer including dimensions of foundations present, depth of foundations below ground level and supporting photographs.

Should poor ground conditions, very deep, piled or raft foundations be observed the engineer should be advised immediately. Depending on findings, formal ground investigation boreholes together with re-design of the current foundation and ground floor proposals may be required. In due course an amendment to warrant and an updated SER Certificate may also be required. Accordingly sufficient time should be allowed for any re-design of the foundation and sub-structure proposals.

STRIP & PAD FOUNDATIONS

- GENERAL**
a. This drawing to be read in conjunction with the National Structural Concrete Specification 4th Edition (NSCS) and all other relevant drawings & specifications issued by the Architect & Engineer.
b. All levels and dimensions to be checked on site and verified against the Architect's drawings. Any discrepancies should be reported to the Engineer.
c. For details of insulation, DPM's, DPC's, setting out, etc. refer to the Architect's drawings.
d. For location & details of gullies, pop-ups, incoming services, etc. refer to the Architect's and M&E drawings.
- SETTING OUT**
a. All columns to be centered on pad foundations unless noted otherwise. All strip foundations to be centered on overall wall width unless noted otherwise.
b. Minimum depth to top of foundation below final ground level to be 450mm, unless noted otherwise.
- MATERIALS**
a. Pad & strip foundations concrete to be designated mix RC35 (C28/35) to BS EN 206.
b. Trenchfill concrete if required to be designated mix GEN3 (C16/20) to BS EN 206.
c. Blinding concrete to be designated mix GEN3 (C16/20) to BS EN 206, 50mm thick below all reinforced foundations.
d. For buried concrete the Design sulphate class is DS-1 and the Aggressive Environment for Concrete is AC-1.
e. Reinforcement denoted 'h' to be high yield grade 500 to BS4449:2005. All mesh to be high yield to BS4843. Lap lengths to mesh reinforcement to be 450mm minimum.
- FOUNDATION DESIGN DATA**
a. Foundations have been designed based on limited information obtained on the BS6187:2011. Further advance trial pits must be carried out. Refer to the boxed foundation inspection notes.
- FOUNDATION FORMATIONS**
a. Foundations have been designed based on an allowable bearing capacity of 75kN/m². Formation for foundations to be on/n/ the natural firm SANDY CLAY. Provide trench fill concrete below the strip foundations down to this strata if required.
b. Any soft spots or hard spots encountered to be excavated out and infilled with GEN3 (C16/20) mass concrete.
- INSPECTION REQUIREMENTS**
a. All formations shall be inspected by the Engineer prior to pouring any concrete. Allow 72 hrs notice.
- FINISHES**
a. Formed (shuttered) finishes: Basic foundation sides.
b. Unformed finishes: Trowelled foundation top surface.

GROUND BEARING CONCRETE FLOOR SLAB

- GENERAL**
a. This drawing to be read in conjunction with the National Structural Concrete Specification 4th Edition (NSCS) and all other relevant drawings & specifications issued by the Architect & Engineer.
b. All levels and dimensions to be checked on site and verified against the Architect's drawings. Any discrepancies should be reported to the Engineer.
c. For details of floor finishes, insulation, DPM's, DPC's, setting out, etc. refer to the Architect's drawings.
d. For location & details of gullies, pop-ups, incoming services, etc. refer to the Architect's and M&E drawings.
- MATERIALS**
a. Concrete to be designated mix RC35 (C28/35) to BS EN 206.
b. Reinforcement denoted 'h' to be high yield grade 500 to BS4449:2005. All mesh to be high yield to BS4843. Lap lengths to mesh reinforcement to be 450mm minimum.
c. Slab sub-base to be Type 1. Clause 803 to the Specification for Highway Works.
- FINISHES**
a. Slab finish requirements to be agreed in advance with client, Architect & Engineer. As a minimum trowelled finishes are required where a screed or timber battens/slipboard overlay is being placed and power floated finishes are required where the concrete slab is left exposed.
b. Surface tolerance to be in accordance with the NSCS, standard specification, section 10. All points on the slab within +/-10mm of each datum. Maximum deviation between two points 6m apart 15mm. Deviation under a 3m straight edge to be less than 10mm.
c. Minimum 150mm slab thickness to be achieved.
- PERFORMANCE SPECIFICATION**
a. The Contractor may propose and take full design responsibility for an alternative floor joint and slab reinforcement design. This should be submitted to the Engineer for approval 4 weeks prior to construction.

WALL TIES

Wall ties shall be stainless steel and shall conform to BS EN 845-1. Wall ties to be shot blasted to Swedish standard SA2.5 BS EN ISO 8501-1: 2001 after fabrication.
Show applied corrosion protection of steelwork to be Sherwin-Williams (eigh's Points) or equal approved.

MASONRY CAVITY WALL

Ancon Staffix wall ties RT2 (Type 2) O.E.A. at 900mm horizontal and 450mm vertical centres in a staggered pattern (not less than 2.5 ties per square metre and 3-4 ties per metre at unbanded edges). Ties should be evenly distributed over the wall area, except around openings. At vertical edges of an opening and unreturned or unbanded edges additional ties should be provided at a rate of one per 225/300mm height, located not more than 225mm from the edge.

210 THICK BLOCKWORK - COLLAR JOINTED (100+100)

Ancon wall ties type SPS CJ O.E.A. at 900mm horizontal and 450mm vertical centres in a staggered pattern (not less than 2.5 ties per square metre). Ties should be evenly distributed over the wall area.

TIMBER FRAME CAVITY WALL (ABOVE SOLE PLATE)

Ancon Staffix wall ties ST16 (Type 6) O.E.A. Ties provided at 800mm horizontal and 225mm vertical centres in a staggered pattern (not less than 4.4 ties per square metre and 3-4 ties per metre at unbanded edges). Ties should be evenly distributed over the wall area, except around openings. At vertical edges of an opening and unreturned or unbanded edges additional ties should be provided at a rate of one per 225/300mm height, located not more than 225mm from the edge.

MOVEMENT JOINTS - EXTERNAL LEAF MASONRY

Ancon wall ties type PPS (225mm) with debonding sleeves O.E.A. at 450mm vertical centres in the wall plane. Provide cavity wall ties, 225mm horizontal centres each side of the joint at 450mm vertical centres. Joints filled with Hydrocel by Fosroc O.E.A. and sealed with mastic. As a minimum movement joints in brickwork walls should be at max. 12m centres and max. 1.5m (preferably less) from corners with a 12mm joint width. As a minimum movement joints in blockwork walls should be at max. 6m centres and max. 1.5m (preferably less) from corners with a 10mm joint width. Movement joints must also be provided:

- At junctions of dissimilar materials.
- At changes in wall panel height or thickness.
- At changes in vertical loading.
- At return angles in L, T and U shaped masonry panels.
- At chases, recesses or openings.
- To coincide with movement joints in other parts of the construction.

Refer to Architect's drawings for final locations. Final positions to be agreed with the Architect, the Engineer and reviewed against the brickwork & blockwork manufacturer's recommendations for movement joint locations/control.

U/S SER CERTIFICATION - IMPORTANT NOTE RE: POST WARRANT APPLICATION DESIGN CHANGE 11

The SER Certificate prepared for this project is based on the design/drawings submitted by the Architect, or others, with the original Building Warrant application. Any subsequent changes to the submitted design/drawings on which the SER certificate is based are not covered by the Certificate and may require an amendment to Warrant and a new SER Certificate. Accordingly those responsible for issuing any revised warrant drawings or Construction issue drawings must ensure the Engineer is informed of any changes to the design/drawings. Reliance on the Building Warrant Officer in determining when an amendment to warrant or new SER Certificate is required is not acceptable.

Refer to Architect's drawings for final locations. Final positions to be agreed with the Architect, the Engineer and reviewed against the brickwork & blockwork manufacturer's recommendations for movement joint locations/control.

BELOW DPC BLOCKWORK & MORTAR

All blockwork below DPC level to be solid block with no voids to BS EN 771-3. Minimum compressive strength of 7.3N/mm². Minimum density 1700kg/m³. All mortar below DPC level to be designation (1), 1:3 masonry cement-sand. No additives will be permitted without the prior approval of the Engineer. All loadbearing masonry to be constructed in accordance with BS 6328-3: Code of practice for the use of masonry - Materials and components, design and workmanship.

STRUCTURAL STEELWORK

- GENERAL**
a. All steelwork to comply with the National Structural Steelwork Specification for building construction 6th Edition published by BCSA/SCS.
b. This drawing to be read in conjunction with all other relevant drawings, notes and specifications issued by the Engineer, Architect, and Services Engineer.
- ERECTION**
a. The steelwork Contractor is responsible for design, fabrication, erection and removal of all necessary temporary bracing and support required to provide stability to the steel frame or any part of the frame during construction. Lifting points, and temporary handrail supports are to be provided as necessary to steel members to suit erection and safe working practice procedures.
- CE MARKING**
a. ALL STEELWORK TO BE CE MARKED AND THE FABRICATION CERTIFICATE MUST BE SUBMITTED TO BUILDING STANDARDS.
b. Consequence Class - CC2
c. Service Category - SC1
d. Production Category - PC1 & PC2
e. Execution Class - EX2
- SITE SURVEY & FABRICATION DRAWINGS**
a. All steel size to be site checked prior to fabrication.
b. Steelwork contractor is to submit fabrication (shop) drawings, two weeks prior to commencing fabrication, for review and comment by the engineer and architect
- MATERIALS**
a. All steelwork for plates, flats, UB & UC steel to be grade S355JR Internal and S355SD External to BS EN 10025.
b. All steelwork for hollow sections to be grade S355J2H Internal and external to BS EN 10210.
c. All bolted connections to be formed with grade 8.8 bolts to BS EN ISO 898. All connection bolts to be hot spun galvanized. All washers to BS4330.
- FINISHES (CORROSION PROTECTION)**
a. All steelwork to be shot blasted to Swedish standard SA2.5 BS EN ISO 8501-1: 2001 after fabrication.
b. Show applied corrosion protection of steelwork to be Sherwin-Williams (eigh's Points) or equal approved.

Type 1: Internal dry environment (C1 cover to BS EN ISO 12944) Primer/Buldoct: EPiPRi C400V3 Zinc Phosphate @ 75 microns d.f.t.
Type 2: Damp environment, steelwork in cavity wall & garage (C2 to BS EN ISO 12944) Primer/Buldoct: EPiPRi C400V3 Zinc Phosphate @ 125 microns d.f.t.
Type 4: Externally exposed (RHs & btm. plate) Hot dip galvanised in accordance with BS EN ISO 1461 to a nominal thickness of 140 micron. Prior to painting, galvanized surfaces to be passivated with a special etch primer.

Final point specification to be submitted to the Engineer/Architect for approval. Compatible undercoat and finish coats to Architect's specification.

- STEELWORK ENCASED IN MASONRY** - Apply d.f.t. 175 microns coat of bitumen paint to steelwork.
- All steelwork, baseplate and holding down bolts below ground floor slab level to be encased in designated mix RC35 reinforced concrete with D49 wrapping mesh. Minimum 150mm cover to steelwork.
- Areas of pointwork damaged in transit and during erection to be cleaned, prepared and made good after erection.
- FIRE PROTECTION**
a. Refer to the Architect for details. Intumescent paint should be compatible with the corrosion protection paintwork.
- STEELWORK CONNECTIONS**
a. All steelwork connections to be designed in accordance with BS 5950:Pt1:2000 by the steelwork contractor, where not specified/detailed by the Engineer.
b. Steel member end reactions shown on drawings are ultimate and in kN and kNm.
c. Steelwork contractor is to submit design calculations, shop drawings, and welding procedures two weeks prior to commencing fabrication.
d. Gusset/End plate minimum thickness 10mm.
e. Minimum bolt diameter is 20mm for connections
f. Minimum 2 - bolt connection for bracing. Minimum 4 - bolt connection for beams.
g. All welding to be in accordance with BS EN 1011. Minimum weld size to be 6mm.
h. All return angles in L, T and U shaped masonry panels. All connections designed to resist a shear load shall also resist an equivalent tension load acting on its own. Where member loads/end reactions are not specified and connections are to be designed for a shear or tension load of 75kN.

- STEELWORK CONNECTIONS**
a. All steelwork connections to be designed in accordance with BS 5950:Pt1:2000 by the steelwork contractor, where not specified/detailed by the Engineer.
b. Steel member end reactions shown on drawings are ultimate and in kN and kNm.
c. Steelwork contractor is to submit design calculations, shop drawings, and welding procedures two weeks prior to commencing fabrication.
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g. All welding to be in accordance with BS EN 1011. Minimum weld size to be 6mm.
h. All return angles in L, T and U shaped masonry panels. All connections designed to resist a shear load shall also resist an equivalent tension load acting on its own. Where member loads/end reactions are not specified and connections are to be designed for a shear or tension load of 75kN.

Refer to Architect's drawings for final locations. Final positions to be agreed with the Architect, the Engineer and reviewed against the brickwork & blockwork manufacturer's recommendations for movement joint locations/control.

U/S SER CERTIFICATION - IMPORTANT NOTE RE: POST WARRANT APPLICATION DESIGN CHANGE 11

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Rev	Description	Date

Status: **BUILDING WARRANT**

Client: **Prestwick Civic Pride Partnership**

Project: **Freeman's Hall Prestwick**

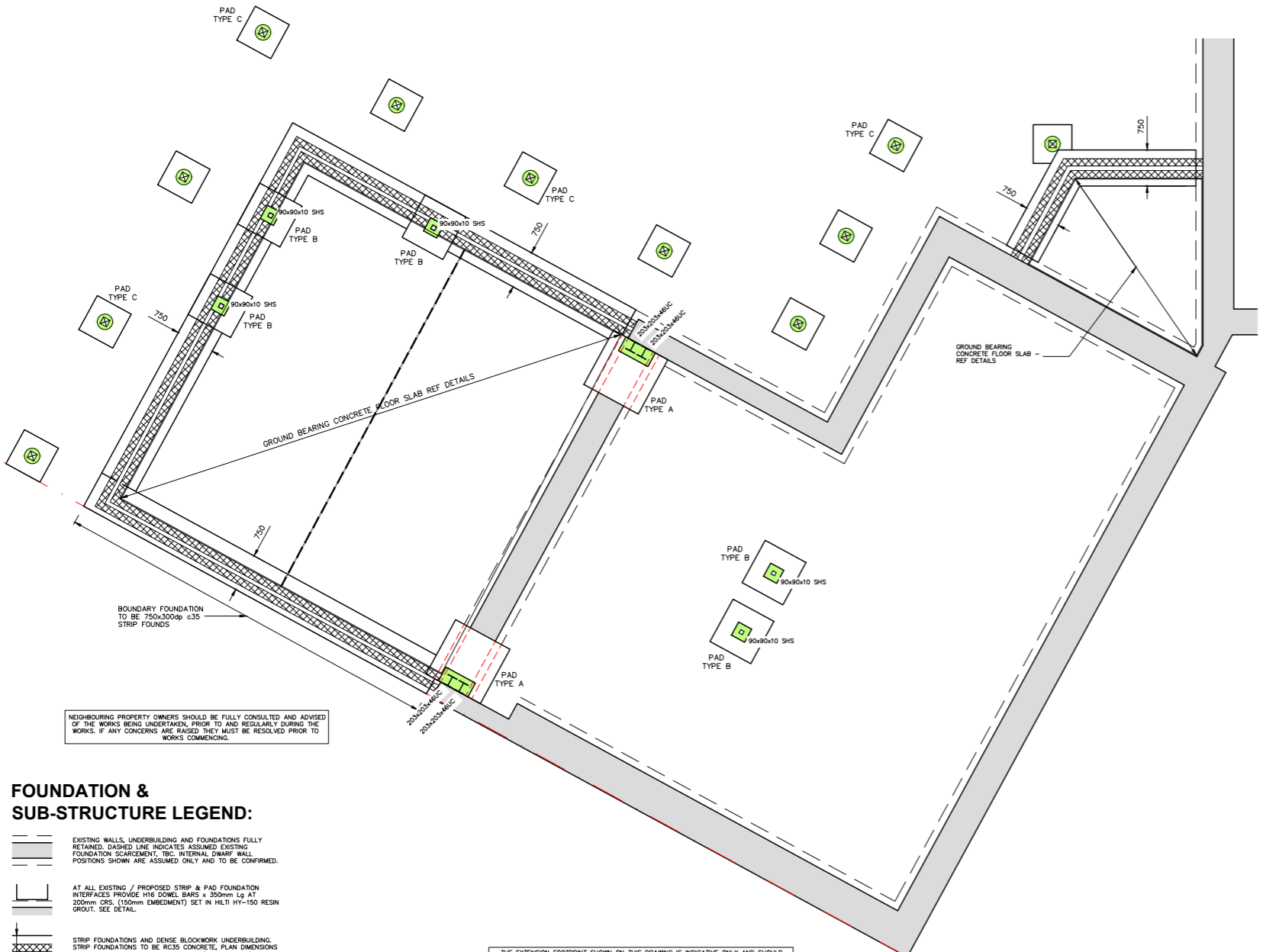
Drawing Title: **Structural Works Sheet 1 of 5**

Date	Scale	Size	Drawn	Checked
Nov 23	As shown	A1	BL	N.M.CC

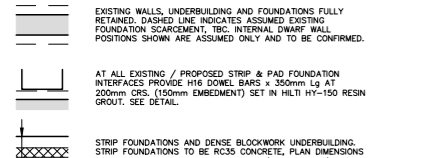


Mission Hall, 2A Waterloo Road, Prestwick Ayrshire, KA9 2AA
01292 737224
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www.mccolm-design.com

Drawing No: **5772.ODB 001**



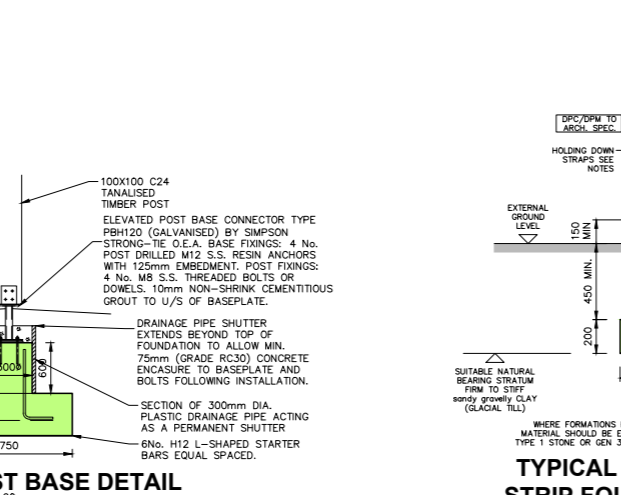
FOUNDATION & SUB-STRUCTURE LEGEND:



- EXISTING WALLS, UNDERBUILDING AND FOUNDATIONS FULLY RETAINED.** DASHED LINE INDICATES ASSUMED EXISTING FOUNDATION SCARPMENT. TBC. INTERNAL DWARF WALL POSITIONS SHOWN ARE ASSUMED ONLY AND TO BE CONFIRMED.
- AT ALL EXISTING / PROPOSED STRIP & PAD FOUNDATION INTERFACES PROVIDE H16 DOWEL BARS x 350mm Lg AT 250mm C/S. (150mm EMBEDMENT) SET IN H/LTY H15-150 RESIN GROUT. SEE DETAIL.**
- STRIP FOUNDATIONS AND DENSE BLOCKWORK UNDERBUILDING** STRIP FOUNDATIONS TO BE RC35 CONCRETE. PLAN DIMENSIONS x 200mm DEEP WITH A252 MESH BTM. (40mm COVER). REFER TO NOTES AND DETAILS.
- PAD TYPE A**
1200 x 1200 x 450mm DEEP RC35 CONCRETE PAD FOUNDATION WITH 2 LAYERS A393 MESH BOTTOM & 1 LAYER A393 MESH TOP (40mm COVER). PAD OVERSIZED AS REQUIRED TO LINE THROUGH WITH THE IN-STRIP FOUNDATIONS. STRIP FOUNDATION MESH SHOULD LAP INTO THE PAD FOUNDATION.
- PAD TYPE B**
900 x 900 x 350mm DEEP RC35 CONCRETE PAD FOUNDATION WITH 2 LAYERS A393 MESH BOTTOM & 1 LAYER A393 MESH TOP (40mm COVER). PAD OVERSIZED AS REQUIRED TO LINE THROUGH WITH THE IN-STRIP FOUNDATIONS. STRIP FOUNDATION MESH SHOULD LAP INTO THE PAD FOUNDATION.
- PAD TYPE C**
TIMBER POST PAD FOUNDATION TO BE 750mm MIN. SQ. x 250mm DEEP RC35 CONCRETE PAD FOUNDATION WITH A393 MESH TOP & BOTTOM.
- CIRCULAR SHAPED GREEN SHADED HATCH ON PLAN DENOTES CIRCULAR CONCRETE UPSTAND FOR FIXING ELEVATED TIMBER POST BASE BRACKETS DOWN INTO ABOVE GROUND LEVEL. (TO PREVENT POST END ROT). REFER TO DETAILS.**
- DENOTES 145x145mm C24 TANALISED (USE CLASS 4) TIMBER POSTS.**
- DENOTES SAWN RESTRAINED SLAB MOVEMENT JOINT POSITIONS IN THE CONC. FLOOR SLAB. REFER TO CONSTRUCTION DETAIL.**

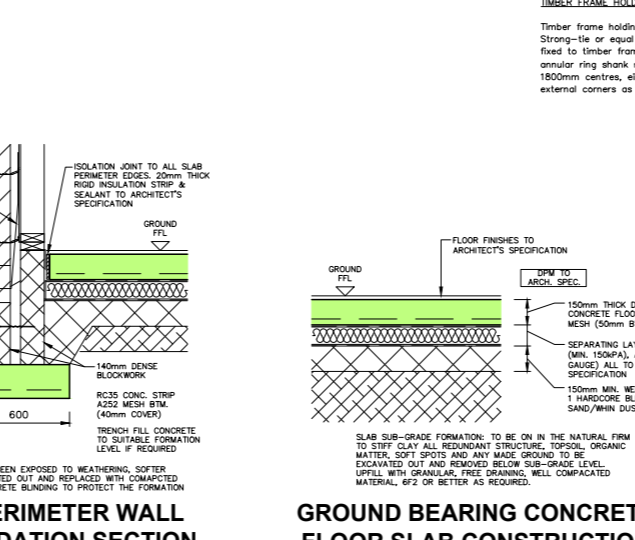
EXTENSION FOUNDATION & SUB-STRUCTURE PLAN

1:50



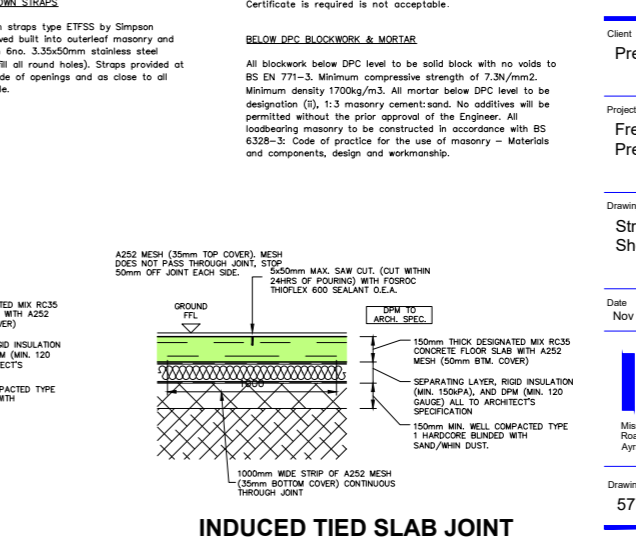
TIMBER POST BASE DETAIL 1:20

TYPICAL PERIMETER WALL STRIP FOUNDATION SECTION



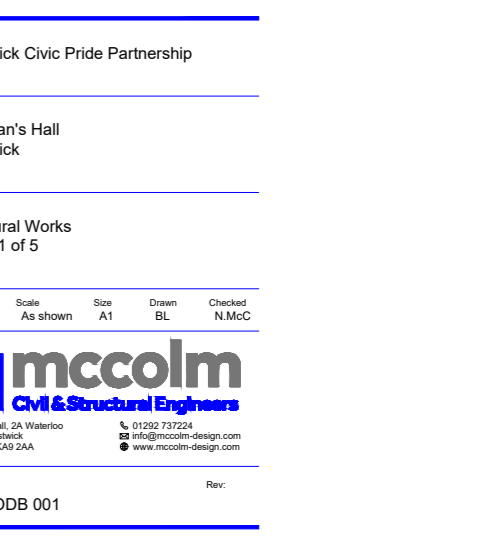
TYPICAL PERIMETER WALL STRIP FOUNDATION SECTION 1:20

GROUND BEARING CONCRETE FLOOR SLAB CONSTRUCTION

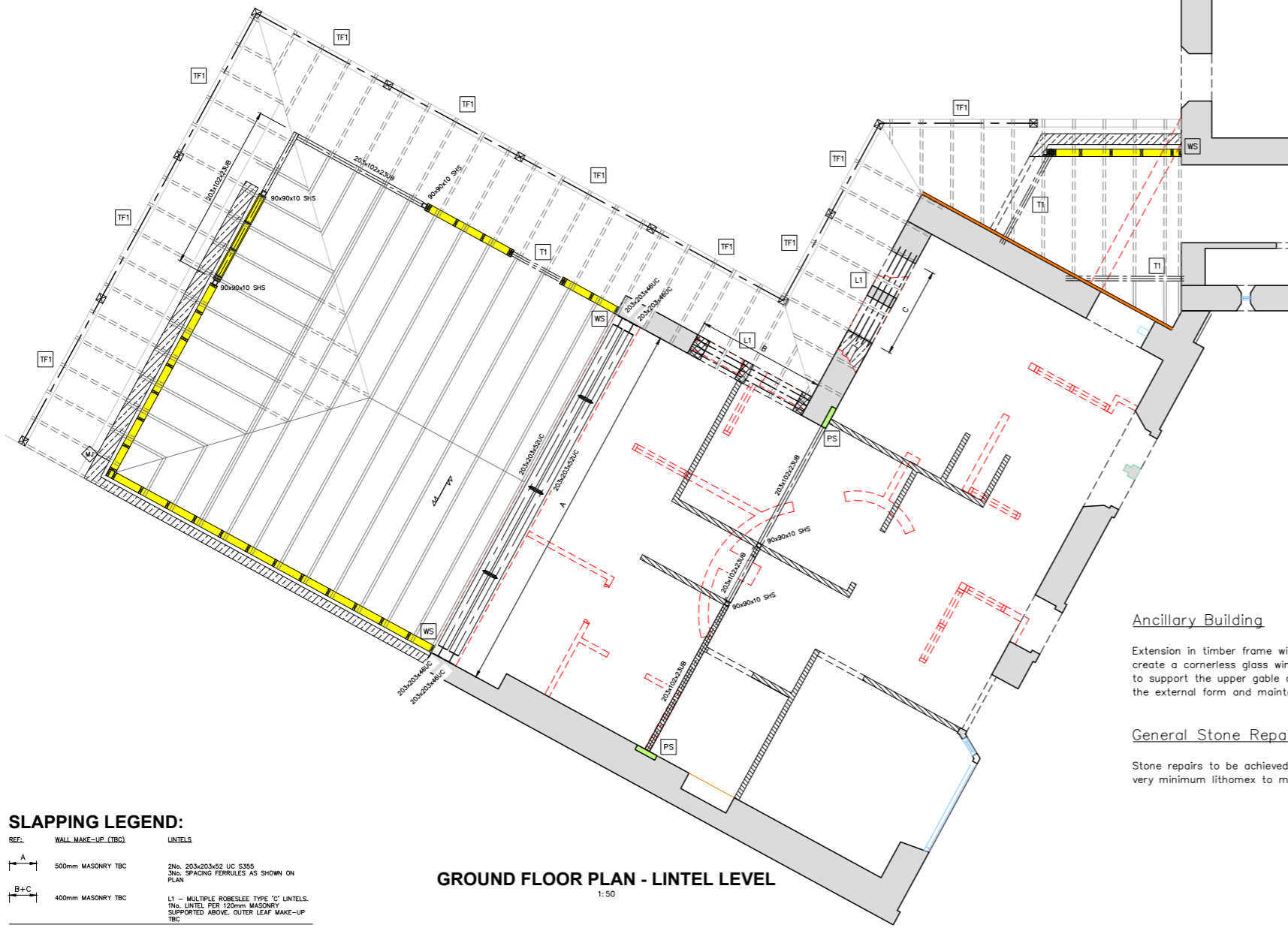


GROUND BEARING CONCRETE FLOOR SLAB CONSTRUCTION 1:20

INDUCED TIED SLAB JOINT



INDUCED TIED SLAB JOINT 1:20



GROUND FLOOR PLAN - LINTEL LEVEL
1:50

GROUND FLOOR LEGEND:

- DENOTES EXISTING WALLS TO BE RETAINED
- ▨ DENOTES EXTENSION OUTER-LEAF STONE REFER TO ARCHITECT'S DRAWINGS FOR DETAILS
- ▩ DENOTES TIMBER WALL TYPE 1, 140mm KIT (INNER-LEAF) - SEE TIMBER FRAME SPECIFICATION.
- ▩ DENOTES TIMBER PARTITIONS TO THE ARCHITECT'S SPECIFICATION. WHERE PARTITIONS RUN PARALLEL TO/BETWEEN ROOF TRUSS CEILING TIES & FIRST FLOOR JOISTS ABOVE/BELOW, PROVIDE FULL DEPTH DWANGS BETWEEN CEILING TIES & FIRST FLOOR JOISTS AT 600mm CENTRES. REFER TO TIMBER PARTITION HEAD DETAILS ALSO.
- - - DENOTES WALLS TO BE REMOVED
- ⊗ DENOTES 145x145mm C24 TANAULISED (USE CLASS 4) TIMBER POSTS.
- WS EXISTING / PROPOSED WALL INTERFACES:
- MASONRY TO MASONRY: ANCON 36/8 WALL STARTER CHANNEL SYSTEM WITH 90x90mm FLAT WALL TIES WITH DERONING SLEEVES AT 225mm VERTICAL CRS. ALL OR EQUAL APPROVED CHANNEL FIXED TO EXISTING WALL WITH PROVIDED FLUG & SCREW FINISHING.
- TIMBER FRAME TO MASONRY: FIXED WITH 10mm DI. MULTI HRD-U 14x140 PLASTIC ANCHORS @ 600mm VERTICAL CRS.
- DENOTES ROBSLEE TYPE 'C' PS PC CONG LINTEL WITH 150mm MINIMUM END BEARINGS EITHER SIDE.
- LI TIMBER FRAME LINTELS (145mm KIT) - 3/45x220 C24 (SPIKED TOGETHER) + 5mm OSB PACKER. SEE TIMBER FRAME SPEC.
- TI TIMBER FRAME FLITCH BEAM (145mm KIT) - 3/44x195 C24 WITH 2NO. 18x8 STEEL PLATE REFER TO DETAILS
- PS DENOTES CONCRETE PADSTONES TO BE INSTALLED WITHIN EXISTING MASONRY. PADSTONES TO BE SOLID CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 40N/mm². PS MIN. DIMENSIONS - 440 Tg x 150 x 215mm @.
- VERTICAL MOVEMENT JOINTS IN EXTERNAL LEAF MASONRY: REFER TO MOVEMENT JOINT DETAIL. POSITIONS SHOWN ARE INDICATIVE ONLY. FINAL POSITIONS TO BE AGREED WITH THE ARCHITECT
- DENOTES INDICATIVE LAYOUT AND SPAN OF NEW CONTRACTOR DESIGNED ATIC TRUSSES (STORAGE).
- DENOTES INDICATIVE LAYOUT AND SPAN OF 145x45 C24 BATTERS AT 600 CRS FIXED TO SIDE OF MAIN TRUSSES WITH 2NO. M12 8.8 BOLTS
- DENOTES MIN. 45x195 C24 TANAULISED TIMBER BEAMER FIXED TO EXISTING WALL TO SUPPORT NEW FLOOR JOISTS. BEAMER TO BE FIXED WITH M12 RESIN ANCHORS AT 450mm STAGGERED CRS (60mm MIN. PENETRATION INTO MASONRY).

GENERAL NOTES

This drawing to be read in conjunction with all other relevant drawings, notes and specifications issued by the Engineer and Architect.

All dimensions to be checked on site and the Engineer & Architect notified of any discrepancies prior to commencement of work. All dimension are in millimeters (U.N.O.) Do not scale from this drawing or the computer digital data. Only figured dimensions are to be used.

NOTES TO CONTRACTOR

In case of reproduction errors, it is advised not to scale from the drawing. This drawing has been produced for the primary purpose of obtaining local authority approvals. If being used for costing purposes, it must be regarded as a guide only, as it may not show or specify all the works, materials, fittings, or finishes required or expected to be incorporated.

It is the contractor's responsibility to check on site all measurements and existing information shown on these drawings.

DEMOLITION / DOWN TAKINGS

The Contractor shall carry out the works in accordance with BS6187:2011 Code of practice for full and partial demolition. The responsibility for temporary supports, maintenance of existing services where appropriate, safety and complying with the requirements of various authorities (HSE & Local Authority) shall remain with the Contractor.

A current and appropriate demolition/refurbishment Asbestos survey report should be carried out for this property. This must be issued to the Contractor prior to any works commencing.

ABOVE DPC BRICKWORK & MORTAR

All clay brickwork above DPC level must be durable and frost-resistant F2,S2 to BS EN 771-1. Minimum compressive strength of 15N/mm². Minimum density of 1500kg/m³. All mortar above DPC level to be designation (1). Consideration of the use of mortar designation (2) to be discussed with mortar & brick supplier. Review of similar sites nearby should be carried out to assess the pros/cons of a stronger mortar providing better resistance to water penetration, but less resistance to differential movement. No additives will be permitted without the prior approval of the Engineer. All loadbearing masonry to be constructed in accordance with BS 6328-3. Code of practice for the use of masonry - Materials and components, design and workmanship.

TIMBER

All new timber U.N.O. to be Grade C16 U.N.O. to BS EN 338 / BS5268: Part 2 and all other relevant British Standards. Service moisture content not to exceed 18%. All timber to be FSC/PEFC accredited. All timber to be treated with an organic solvent preservative to BS268: Part 5 by double vacuum or pressure process. All cut ends to have two brush coats applied.

CONNECTORS FOR TIMBER

To be in accordance with BS EN 845-1: Specification for ancillary components for masons. Connections to be by SIMPSON Strong-Tie or equal approved. All connectors should be installed in strict accordance with the manufacturer's instructions using all specified fixings to achieve the maximum loading capacity.

WINDOWS STRUCTURAL DESIGN - GLAZING OVER 2.0m²

- a. All windows (incl. fixings) greater than 2.0m² shall be designed by an approved specialist/sub-contractor and shall meet the requirements of BS 6375-1: 2015 Performance of windows and doors, minimum Class A3, P3.
- b. All windows, patio doors, bi-fold doors and fixings (including all transoms & Mullions) greater than 2.0m² shall be designed by an approved specialist /sub-contractor and shall meet the requirements of BS5516: Parts 1 & 2: 2004 - Patent Glazing and Slipping Glazing for Buildings.
- c. All doors and windows are to be designed to the following wind load data, taken from BS.6399-Part 2: Basic wind speed Vb=24.5m/s, Sa=1.0, Sd=1.0, Se=1.0, Sp=1.0
- d. All window and door frames shall be tied to the structure using fully screwed galvanised 27.5 x 2.5mm thick mild steel straps set at 600mm maximum vertical & horizontal centres (150mm crs from corner) on all sides of the structural opening. No less than 3 No. straps shall be used on each side of the windows. Straps shall be screwed to the window frame and structure using 2 No. 35 x 3.5mm screws, drilled and plugged into masonry.

DO NOT SCALE
Use figured dimensions only. If in doubt - Ask the Engineer

STRUCTURAL STEELWORK

1. GENERAL
 - a. All steelwork to comply with the National Structural Steelwork Specification for building construction 8th Edition published by BCSA/SCI.
 - b. This drawing to be read in conjunction with all other relevant drawings, notes and specifications issued by the Engineer, Architect, and Services Engineer.
 2. ERECTION
 - a. The Steelwork Contractor is responsible for design, fabrication, erection and removal of all necessary temporary bracing and support required to provide stability to the steel frame or any part of the frame during construction. Lifting points, and temporary handrail supports are to be provided as necessary to steel members to suit erection and safe working practice procedures.
 3. CE MARKING
 - a. ALL STEELWORK TO BE CE MARKED AND THE FABRICATION CERTIFICATE MUST BE SUBMITTED TO BUILDING STANDARDS.
 - b. Consequence Class - CC2
 - c. Service Category - SC1
 - d. Production Category - PC1 & PC2
 - e. Execution Class - EX2
 4. SITE SURVEY & FABRICATION DRAWINGS
 - a. All steel size to be site checked prior to fabrication.
 - b. Steelwork contractor is to submit fabrication (shop) drawings, two weeks prior to commencing fabrication, for review and comment by the engineer and architect
 5. MATERIALS
 - a. Steelwork for plates, flats, UB & UC steel to be grade S355JR Internal and S355J0 External to BS EN 10025.
 - b. All steelwork for hollow sections to be grade S355J2H Internal and external to BS EN 10210.
 - c. All bolted connections to be formed with grade 8.8 bolts to BS EN ISO 898. All connection bolts to be hot spun galvanised. All washers to BS4320.
 6. FINISHES (CORROSION PROTECTION)
 - a. All steelwork to be shot blasted to Swedish standard SA2.5 BS EN ISO 8501-1: 2001 after fabrication.
 - b. Shop applied corrosion protection of steelwork to be Sherwin-Williams (Ighite's Points) or equal approved.
 - TYPE 1: Internal dry environment (C1 very low to BS EN ISO 12944) Primer/Buldoat: EPiGRIP C400V3 Zinc Phosphate @ 75 microns d.f.t.
 - TYPE 2: Damp environment, steelwork in cavity wall & garage (C2 low to BS EN ISO 12944) Primer/Buldoat: EPiGRIP C400V3 Zinc Phosphate @ 125 microns d.f.t.
 - TYPE 4: Externally exposed (RH & btm. plate) Hot dip galvanised in accordance with BS EN ISO 1461 to a nominal thickness of 140 microns. Prior to painting, galvanised surfaces to be passivated with a special etch primer.
- Final panel specification to be submitted to the Engineer/Architect for approval. Compatible undercoat and finish coats to Architect's specification.
- c. Steelwork encased in masonry - Apply d.f.t. 175 microns coat of black bitumen paint to steelwork.
 - d. All steelwork, baseplate and holding down bolts below ground floor slab level to be formed in designated mix RC25 reinforced concrete with D49 wrapping mesh. Minimum 100mm cover to steelwork.
 - e. Site painting - All areas of paintwork damaged in transit and during erection to be cleaned, prepared and made good after erection.
 7. FIRE PROTECTION
 - a. Refer to the Architect for details. Intumescent paint should be compatible with the corrosion protection paintwork.
 8. STEELWORK CONNECTIONS
 - a. All steelwork connections to be designed in accordance with BS 5950/P1:2000 by the steelwork contractor, where not specified/detailed by the Engineer.
 - b. Steel member and reactions shown on drawings are ultimate and in kN and kNm.
 - c. Steelwork contractor is to submit design calculations, shop drawings, and welding procedures two weeks prior to commencing fabrication.
 - d. Gusset/and plate minimum thickness 10mm.
 - e. Minimum bolts diameter a 20mm for connections 4 - bolt connection for beams.
 - f. All welding to be in accordance with BS EN 1011. Minimum weld size to be 6mm.
 - h. All connections designed to resist a shear load shall also resist an equivalent tensile load acting on its own.
 - i. Where member loads/end reactions are not specified and connections are to be designed for a shear or tension load of 75kN.

SLAPPING LEGEND:

REF.	WALL MAKE-UP (TBC)	LINTELS
A	500mm MASONRY TBC	2No. 20x30x262 UC S355 3No. SPACING FERRULES AS SHOWN ON PLAN
B=C	400mm MASONRY TBC	L1 - MULTIPLE ROBESLEE TYPE 'C' LINTELS. No. LINTEL PER 120mm MASONRY SUPPORTED ABOVE, OUTER LEAF MAKE-UP TBC

EXISTING WALL MAKE-UPS SHOULD BE VERIFIED ON SITE BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS. ALL SLAPPING BEAMS OR LINTELS TO HAVE MINIMUM 150mm END BEARING IN PLANE AND 100mm PERPENDICULAR WHERE NOT SUPPORTED ON A STEEL COLUMN OR POST.

SLAPPING LINTEL BEARINGS
REPLACE & RE-POINT EXISTING MASONRY AT LINTEL END BEARINGS IF REQUIRED. CONTACT THE ENGINEER FOR ADDITIONAL SPECIFICATIONS AND ADVICE IF NEEDED.

TEMPORARY WORKS / SLAPPING SEQUENCE

ALL TEMPORARY WORKS ARE THE CONTRACTOR'S RESPONSIBILITY. SUGGESTED SLAPPING SEQUENCE:
A - INSTALL DEAD SHORES / PROP. FLOOR, WALL & ROOF
B - CAREFULLY CUT WALL AND FIT NEW LINTELS
C - PACK GAP BETWEEN TOP OF LINTELS AND 1/2 WALL WITH SLATE WEDGES AND DRY PACK MORTAR WELL RAMMED IN.
D - MAKE GOOD WALL AND PROP UNTIL CURED.
E - REMOVE PROPS MAKING GOOD AS REQUIRED.

CONTRACTOR DESIGNED TEMPORARY WORKS

ALLOWANCE TO BE MADE FOR A MIN. OF 150x150x30 UC NEEDLE BEAMS AT MAX. 600mm CRS SUPPORTED ON SLAB SHORES OR PROPS LOAD RATED FOR 35kN. CONTRACTOR TO ENSURE FULL LOAD TRANSFER AND SUFFICIENT PACKING BELOW FEEDINGS PRIOR TO REMOVAL OF TEMPORARY WORKS.

ALL PROPS TO BE SUPPORTED ON TEMPORARY CONG. PAD FOOTINGS OR SPREADER BEAMS ON THE EXISTING GROUND FLOOR SOIL TO THE SATISFACTION OF THE TEMPORARY WORKS ENGINEER. ALL PROPS TO BE BRACED IN CROSS SECTION AND LONGITUDINALLY. CONTRACTOR TO TAKE NOTE OF THE WEIGHT OF THE PROPOSED LINTELS AND ALLOW FOR SUFFICIENT LIFTING CAPACITY.

NOTE: PRE & POST WORKS RECORD PHOTOGRAPHS SHOULD BE RECORDED. THE POTENTIAL FOR NON-STRUCTURAL HAZARDOUS CRACKING TO OCCUR ON THE SLAPPING MASONRY CANNOT BE FULLY ELIMINATED. EVERY EFFORT SHOULD BE MADE TO AVOID THIS. PRE-LOADING OF THE SUPPORT VIA SLATE WEDGES AND DRY PACK MORTAR SHOULD BE CARRIED OUT ON AN INCREMENTAL BASIS WHEN APPLYING THE LOAD AND RELIEFING THE PROPPING.

RE-BUILD / REPLACE LOOSE AND DETERIORATED SECTIONS OF EXISTING WALL

ANY LOOSE OR DETERIORATED SECTIONS OF MASONRY SHOULD BE CAREFULLY RAKED OUT TO A DEPTH EQUIVALENT TO AT LEAST TWICE THE WIDTH OF THE JOINT. RAKE OUT AND RE-POINT IN AREAS NO MORE THAN SIX COURSES HIGH BY SIX STRETCHES LONG AT A TIME. BRUSH, VACUUM AND WASH RAKED JOINTS TO REMOVE DUST & DEBRIS. ENSURE THAT THE RAKED JOINTS ARE MOSTLY BEFORE RE-POINTING MORTAR IS APPLIED. ENSURE A GOOD MORTAR COMPACTION IS ACHIEVED ON RE-POINTED JOINTS. JOINTS POINTED FINISH TO MATCH EXISTING (WEATHERED). PROTECT NEWLY APPLIED MORTAR AS NECESSARY UNTIL HARDENED. RE-POINTING SHOULD BE CARRIED OUT USING MORTAR TO MATCH EXISTING WHICH ACHIEVES A DURABILITY DESIGNATION OF (II) TO BS 5628.

RE-POINT EXISTING WALLS

ALL JOINTS IN THE MASONRY SHOULD BE CHECKED BY THE CONTRACTOR. ANY LOOSE MORTAR IDENTIFIED BY THE CONTRACTOR SHOULD BE CAREFULLY RAKED OUT TO A DEPTH EQUIVALENT TO AT LEAST TWICE THE WIDTH OF THE JOINT. RAKE OUT AND RE-POINT IN AREAS NO MORE THAN SIX COURSES HIGH BY SIX STRETCHES LONG AT A TIME. BRUSH, VACUUM AND WASH RAKED JOINTS TO REMOVE DUST & DEBRIS. ENSURE THAT THE RAKED JOINTS ARE MOSTLY BEFORE RE-POINTING MORTAR IS APPLIED. ENSURE A GOOD MORTAR COMPACTION IS ACHIEVED ON RE-POINTED JOINTS. JOINTS POINTED FINISH TO MATCH EXISTING (WEATHERED). PROTECT NEWLY APPLIED MORTAR AS NECESSARY UNTIL HARDENED. RE-POINTING SHOULD BE CARRIED OUT USING MORTAR TO MATCH EXISTING WHICH ACHIEVES A DURABILITY DESIGNATION OF (II) TO BS 5628.

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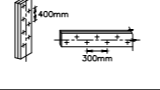
TIMBER FRAME SPECIFICATION:

TYPE	WALL TYPE 1
AS DRAWN:	▩
DESCRIPTION:	Perimeter cavity wall internal leaf
VERTICAL STUDS:	45x140 C16 @ 600mm crs
SOLE PLATE / BTM. RAIL:	45x140 C16
SOLE PLATE FIXINGS:	10mm dia. HLT HRD-SGT 10x120 @ 600mm crs
TOP RAIL / HEAD BRIDER / WALL PLATE:	45x140 C16
LINTELS:	See G.A. plan legends
CORPSE STUDS (EACH SIDE):	Opening < 1200mm - 1No. corpse stud Opening > 1200mm - 2No. corpse studs Opening > 2400mm - 3No. corpse studs Also see G.A. plan legends
SHEATHING:	1 layer 9.5mm exterior grade OSB (Type F2) - External face
SHEATHING FIXINGS:	31. dia. x 50mm galv'd wire nails at 150mm crs on perimeter, 300mm crs to internal studs and 150mm crs around openings.

NOTES: The Contractor / Specialist Frame Manufacturer shall allow for all necessary connections, fittings and ancillary items associated with the timber frame construction.
The Contractor / Specialist Frame Manufacturer shall refer to the Architect for design co-ordination requirements including, but not limited to, plan setting out, vertical levels, services co-ordination, clear window and door openings, sound and thermal insulation, moisture and water resistance, ect.

NAILING SCHEDULE MINIMUM REQUIREMENTS

ITEM	RECOMMENDED FIXING
WALL PANELS / ROOF FRAMING	
Top rail of panels to head bidders	Top of individual wall panel members linked by member continuous across panel joints secured with 4.0 x 90mm galvanised wire nails, 2 nails between stud centres.
Sole plate to ring beam/joist	4.0 x 90mm galvanised wire nails, 2 nails between stud crs.
Bottom rail to sole plate	4.0 x 90mm galvanised wire nails, 2 nails between stud crs.
Wall panel stud to wall panel stud	4.0 x 90mm galvanised wire nails at 600mm crs each side staggered.
Header plate to intermediate floor	4.0mm x 90mm galvanised wire nails at 300mm centres. Nails skewed externally through ribboard into headbinder and internally skewed through the headbinder into the joists.
Sheathing to perimeter studs	3.1mm x 50/65mm galv'd wire nails at 150mm crs.
Intermediate studs to sheathing	3.1mm x 50/65mm galv'd wire nails at twice perimeter crs.
Top and bottom rails to studs	2 no. 4.0mm x 90mm nails fixed.
Multi-cripple studs should be secured to each other with 3.1mm x 90mm galvanised ring/nails at 400mm centres, staggered mid distance between edge and centreline, with no nail closer than 60mm to end of studs.	
Lintels / doubled up members should be secured to each other with 3.1mm x 75mm galvanised screws or 3.1mm x 75mm galvanised ring shank nails at 300mm centres, staggered mid distance between edge and centreline, with no screw closer than 60mm to end of lintel / doubled up member.	
Full depth deangs	3no. 4.0mm x 90mm galv'd wire nails, face screw nailed, each end.
Proprietary metal joint hangers, connectors, clips, straps, etc.	Fully nailed to achieve maximum capacity in accordance with the manufacturer's guidance. Use square twist nails where required.



Ancillary Building

Extension in timber frame with localised elements of steel to create a cornerless glass window. A large long span gable post to support the upper gable and existing skew stones to retain the external form and maintain the character of the building.

General Stone Repairs

Stone repairs to be achieved by indent, replacement and at a very minimum lithomex to match the existing sandstone.

Rev	Description	Date
-	-	-

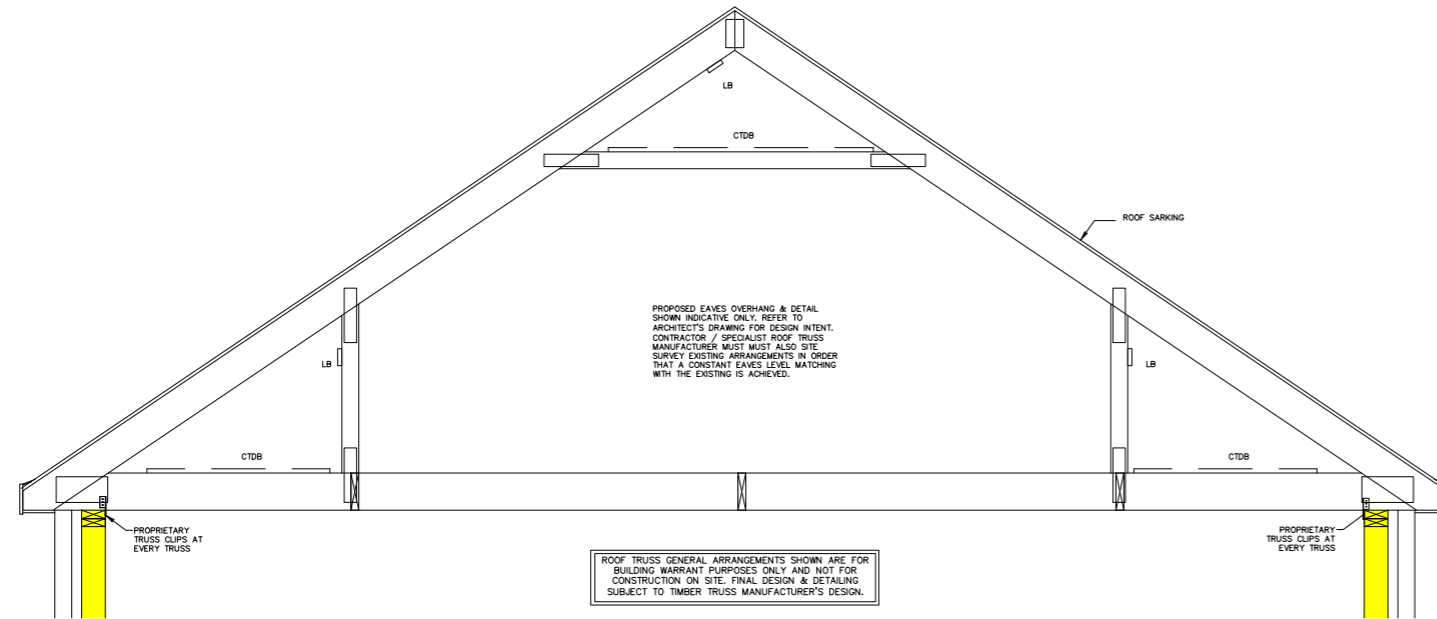
BUILDING WARRANT

Status	Client	Project	Drawing Title	
Rev	Prestwick Civic Pride Partnership	Freeman's Hall Prestwick	Structural Works Sheet 2 of 5 Ancillary Building	
Date	Scale	Size	Drawn	Checked
Nov 23	As shown	A1	BL	N.M.CC

Mission Hall, 2A Westwood Road, Prestwick, Ayrshire KA9 2AA

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Drawing No: 5772.0DB.002



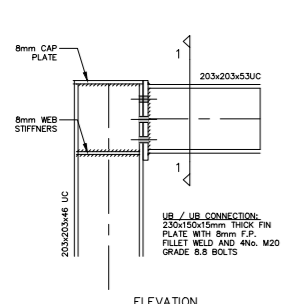
ROOF BRACING LEGEND / REQUIREMENTS:

- LB - LONGITUDINAL BRACING
- WCB - INT. CHORD WEB CHEVRON BRACING
- CTDB - CEILING TIE DIAGONAL BRACING

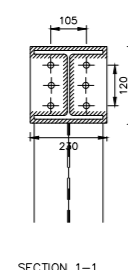
BRACING MEMBERS TO BE 25x100 C16 FIXED TO EACH TRUSS WITH 2No. 3.25dia x 75mm LONG GALVANISED WIRE NAILS. BRACING MEMBERS TO BE LAPPED OVER TWO TRUSSES WHERE SINGLE LENGTH MEMBERS ARE IMPRACTICAL.

BRACING SHOULD GENERALLY BE PROVIDED IN ACCORDANCE WITH BS5268-3 I.E. REPEATING 'X' BRACE CONFIGURATIONS THROUGHOUT. ADDITIONAL BRACING WILL BE REQUIRED BY THE SPECIALIST ROOF TRUSS SUPPLIER DURING THE ERECTION PROCESS.

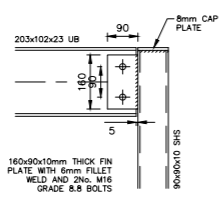
TYPICAL TRUSS ELEVATION
1:50



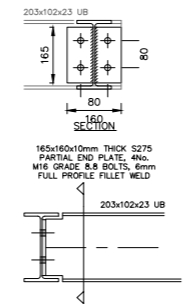
EXTENSION GOAL POST FRAME 203 UC's
1:10



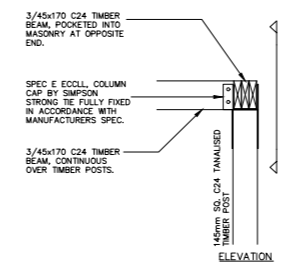
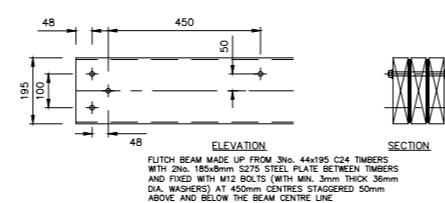
203 UB TO 90 SHS
1:10



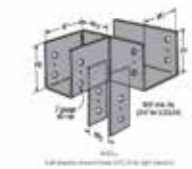
203x102 UB TO 203x102 UB CONNECTION
1:10



TF1 FLITCH BEAM
1:10



END EXTERNAL TIMBER POST TO LINTELS CONNECTION
1:20



SIMPSONS STRONG TIE COLUMN CAP ECCLL
N.T.S

Rev	Description	Date

BUILDING WARRANT

Client
Prestwick Civic Pride Partnership

Project
Freeman's Hall
Prestwick

Drawing Title
Structural Works
Sheet 3 of 5

Date	Scale	Size	Drawn	Checked
Nov 23	As shown	A1	BL	N.McC

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Civil & Structural Engineers

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Drawing No:
5772.ODB 003

DO NOT SCALE
Use figured dimensions only. If in doubt - Ask the Engineer

STRUCTURAL STEELWORK

- GENERAL
 - All steelwork to comply with the National Structural Steelwork Specification for building construction 6th Edition published by BCSA/SCI.
 - This drawing to be read in conjunction with all other relevant drawings, notes and specifications issued by the Engineer, Architect, and Services Engineer.
- ERECTION
 - The steelwork Contractor is responsible for design, fabrication, erection and removal of all necessary temporary bracing and support required to provide stability to the steel frame or any part of the frame during construction. Lifting points, and temporary handrail supports are to be provided as necessary to steel members to suit erection and safe working practice procedures.
- CE MARKING
 - ALL STEELWORK TO BE CE MARKED AND THE FABRICATION CERTIFICATE MUST BE SUBMITTED TO BUILDING STANDARDS.
 - Consequence Class - CC2
 - Service Category - SC1
 - Production Category - PC1 & PC2
 - Execution Class - EX2
- SITE SURVEY & FABRICATION DRAWINGS
 - All steel size to be site checked prior to fabrication.
 - Steelwork contractor is to submit fabrication (shop) drawings, two weeks prior to commencing fabrication, for review and comment by the engineer and architect.
- MATERIALS
 - All steelwork for plates, flats, UB & UC steel to be grade S355JR Internal and S355J0 External to BS EN 10025.
 - All steelwork for hollow sections to be grade S355J2H Internal and external to BS EN 10210.
 - All bolted connections to be formed with grade 8.8 bolts to BS EN ISO 898. All connection bolts to be hot spun galvanised. All washers to BS4320.
- FINISHES (CORROSION PROTECTION)
 - All steelwork to be shot blasted to Swedish standard SA2.5 BS EN ISO 8501-1; 2001 after fabrication.
 - Shop applied corrosion protection of steelwork to be Sherwin-Williams (Leigh's Points) or equal approved.

Type 1: Internal dry environment (C1 very low to BS EN ISO 12944) Primer/Buldocoat: EPIGRIP C400V3 Zinc Phosphate @ 75 microns d.f.t.

Type 2: Damp environment, steelwork in cavity wall & garage (C2 low to BS EN ISO 12944) Primer/Buldocoat: EPIGRIP C400V3 Zinc Phosphate @ 125 microns d.f.t.

Type 4: Externally exposed (RH5 & btm. plate) Hot dip galvanised in accordance with BS EN ISO 1461 to a nominal thickness of 140 micron. Prior to painting, galvanised surfaces to be passivated with a special etch primer.

Final paint specification to be submitted to the Engineer/Architect for approval. Compatible undercoat and finish coats to Architect's specification.

ABOVE DPC CAST STONE & MORTAR

All cast stone above DPC level to be dense solid block with no voids to BS EN 771-5 and BS 1217. Minimum compressive strength of 20.0N/mm². Minimum density 2000kg/m³. Fire resistance A1. All mortar above DPC level to be designation (III), 1:5 masonry cement:sand. No additives will be permitted without the prior approval of the Engineer. All loadbearing masonry to be constructed in accordance with BS 6320-3. Code of practice for the use of masonry - Materials and components, design and workmanship.

Rev	Description	Date
-	-	-

BUILDING WARRANT

Client
Prestwick Civic Pride Partnership

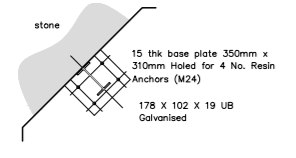
Project
**Freeman's Hall
Prestwick**

Drawing Title
**Structural Works
Sheet 4 of 5
Option 1 & 3**

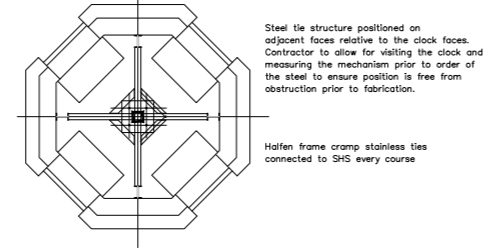
Date	Scale	Size	Drawn	Checked
Nov 23	As shown	A1	BL	N.MCC

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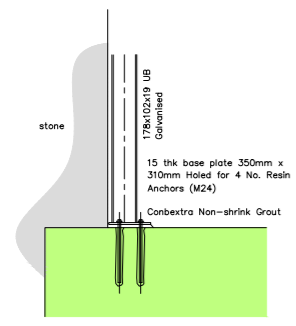
Drawing No: **5772.ODB 004**



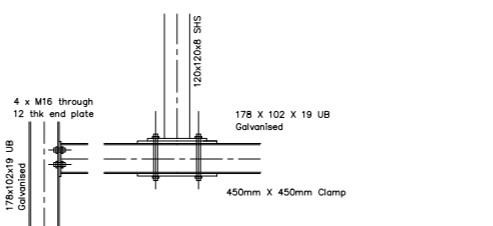
PLAN ON BASEPLATE
1:20



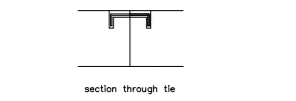
PLAN OVER CLOCK FACE



SECTION THROUGH BASEPLATE
1:20



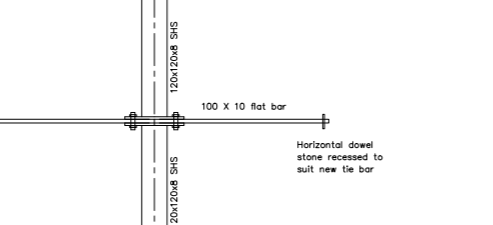
DETAIL A



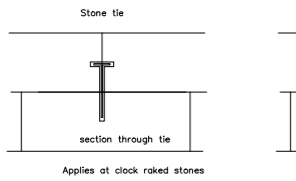
HORIZONTAL TIE DETAIL
1:10

Horizontal ties utilised at all feature stones extending from the building line including replacement of existing ties.

All existing steel ties to be removed and replicated with new stainless steel with resin embedment



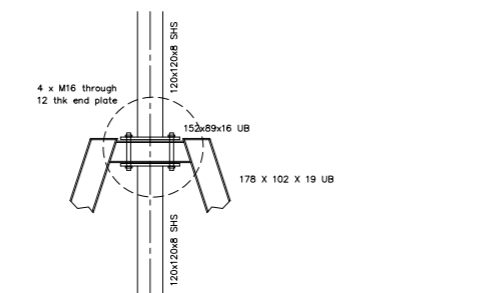
DETAIL C



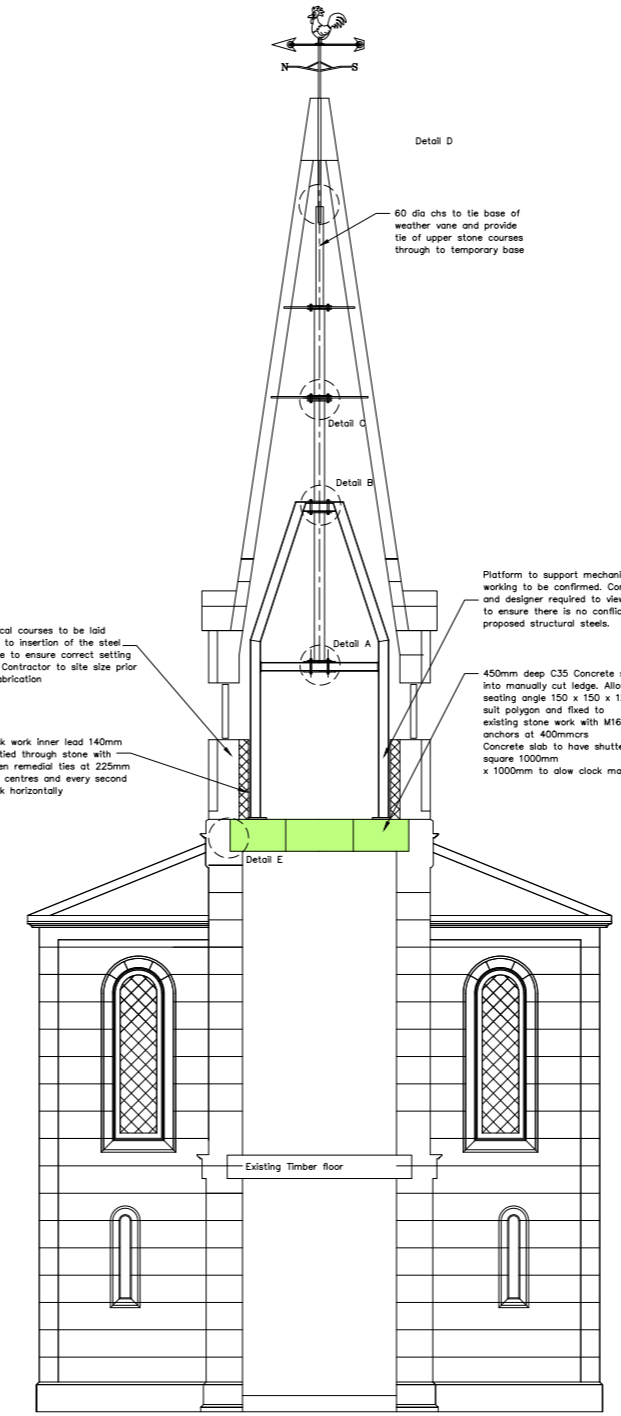
VERTICAL TIE DETAIL
1:10

Vertical ties utilised at all main stones (one on top of the other)

Stainless steel ties 140 M6 bespoke by HALFEN or equal and approved. The specification to be approved by structural engineer. Tie bedded into stone with fasroc resin or equal and approved.



DETAIL B



SECTION THROUGH STEEPLE

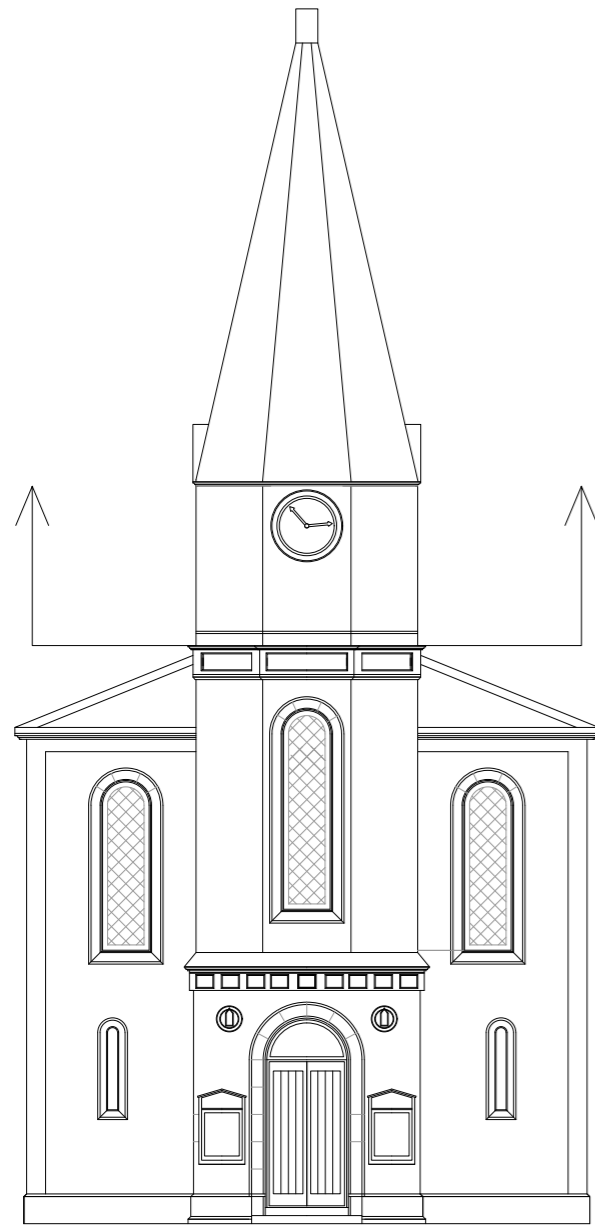
Option 1 & 3: Rebuild

The steeple to be reinstated in stone with internal steel anchor frame tied down to a concrete base. The utilisation of steel support allows the stone to take a thinner construction and ensures stability in the wind indefinitely. Any future stone repairs can be carried out without affecting the overall integrity of the structure.

General Stone Repairs

Stone repairs to be achieved by indent, replacement and at a very minimum lithomex to match the existing sandstone.

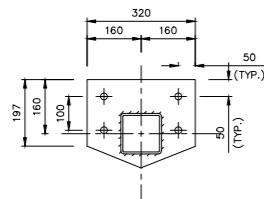
DO NOT SCALE
Use figured dimensions only. If in doubt - Ask the Engineer



FRONT ELEVATION
1:50

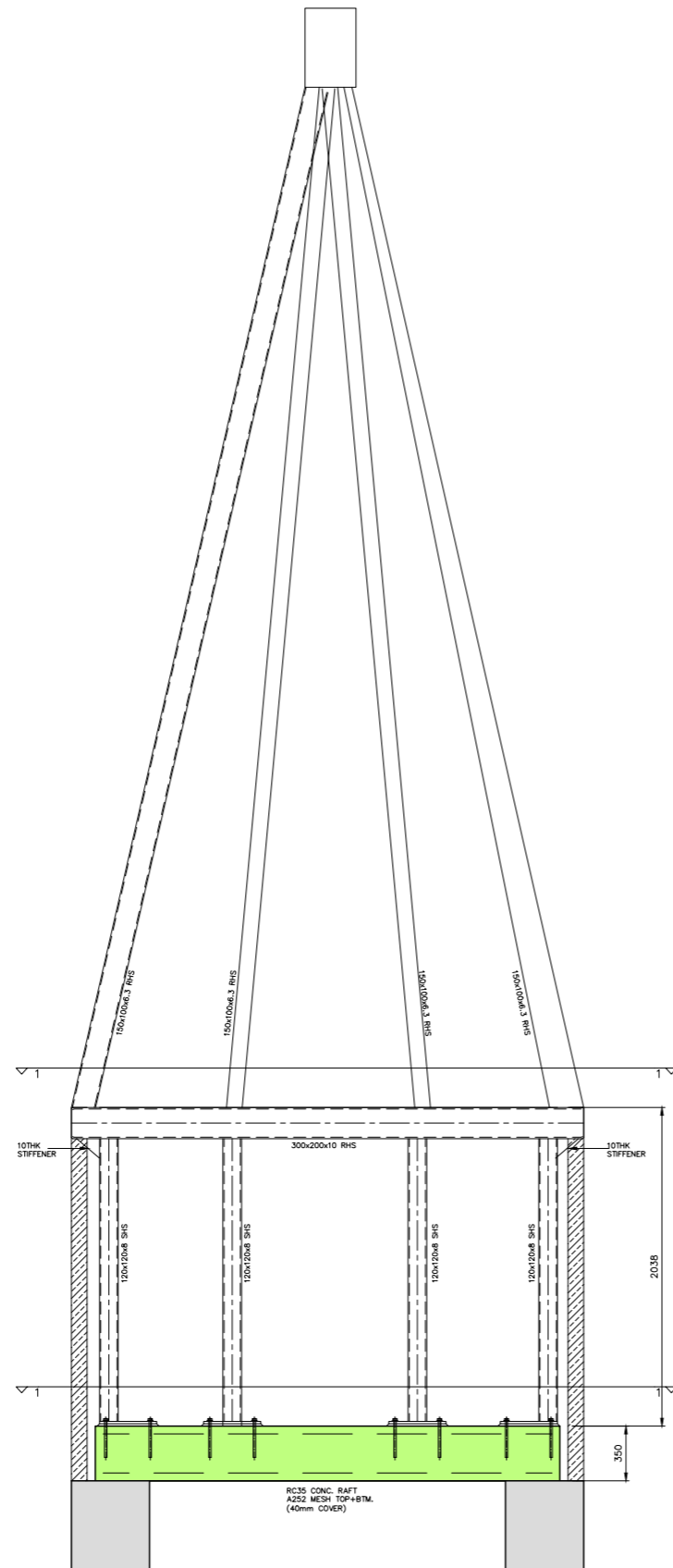
STAINLESS STEEL TIES 140 X 70 M6
BESPOKE BY HALFEN OR EQUAL AND
APPROVED. THE SPECIFICATION TO BE
APPROVED BY STRUCTURAL
ENGINEER.
TIE BEDDED INTO STONE WITH
CONCRETE
OR EQUAL AND APPROVED.

STONE TIE DETAIL
1:10

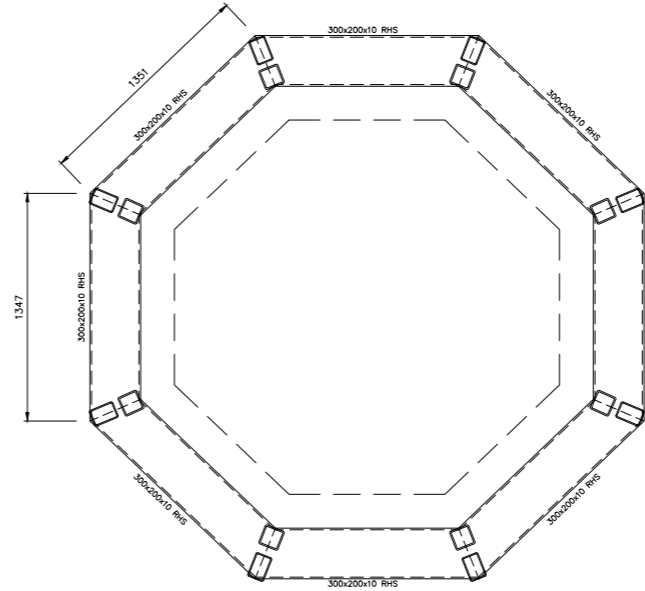


197x320x15mm THICK BASEPLATE.
6mm FULL PROFILE FILED WELD.
4No. M6 HELI HIT HY150/HAS
POST DRILLED RESIN ANCHORS
(200mm EMBEDMENT).
25mm NON-SHRINK GRANULATED
GROUT TO U/S OF BASEPLATE

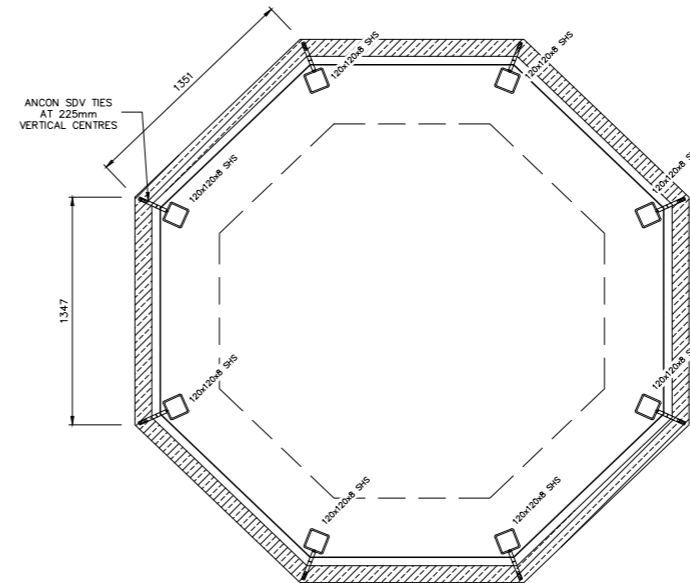
120SHS BASEPLATE
1:10



SECTION THROUGH CONCRETE BASE
1:20



PLAN - SECTION 1-1
1:20



PLAN - SECTION 2-2
1:20

Option 2: Modern light weight steel form.

We have modelled one light weight steel form as an example of how this could be achieved. A base frame providing stability to lower stone courses and as an anchor for light weight rectangular hollow sections of clear span without restraint. This could take a number of forms to suit the architectural design

General Stone Repairs

Stone repairs to be achieved by indent, replacement and at a very minimum lithomex to match the existing sandstone.

- STRUCTURAL STEELWORK**
- GENERAL**
 - All steelwork to comply with the National Structural Steelwork Specification for building construction 4th Edition published by BCSA/SCI.
 - This drawing to be read in conjunction with all other relevant drawings, notes and specifications issued by the Engineer, Architect, and Services Engineer.
 - ERECTION**
 - The steelwork Contractor is responsible for design, fabrication, erection and removal of all necessary temporary bracing and support required to provide stability to the steel frame or any part of the frame during construction. Lifting points, and temporary hoist supports are to be provided as necessary to steel members to suit erection and safe working practice procedures.
 - CE MARKING**
 - ALL STEELWORK TO BE CE MARKED AND THE FABRICATION CERTIFICATE MUST BE SUBMITTED TO BUILDING STANDARDS.
 - Consequence Class - C2.
 - Service Category - S1
 - Production Category - PC1 & PC2
 - Execution Class - EX2
 - SITE SURVEY & FABRICATION DRAWINGS**
 - All steel size to be site checked prior to fabrication.
 - Steelwork contractor is to submit fabrication (shop) drawings, two weeks prior to commencing fabrication, for review and comment by the engineer and architect
 - MATERIALS**
 - All steelwork for plates, flats, UB & UC steel to be grade S355JR Internal and S355JO External to BS EN 10025.
 - All steelwork for hollow sections to be grade S355J2H Internal and external to BS EN 10210.
 - All bolted connections to be formed with grade 8.8 bolts to BS EN ISO 898. All connection bolts to be hot spun galvanised. All washers to BS4320.
 - FINISHES (CORROSION PROTECTION)**
 - All steelwork to be shot blasted to Swedish standard SA2.5 BS EN ISO 8501-1: 2001 after fabrication.
 - Shop applied corrosion protection of steelwork to be Sherwin-Williams (Igh's Points) or equal approved.
- Type 1: Internal dry environment (C1 very low to BS EN ISO 12944) Primer/Buldoat: EPIGRIP C400V3 Zinc Phosphate @ 75 microns d.f.t.
- Type 2: Damp environment, steelwork in cavity wall & garage (C2 low to BS EN ISO 12944) Primer/Buldoat: EPIGRIP C400V3 Zinc Phosphate @ 125 microns d.f.t.
- Type 4: Externally exposed (RHS & btm. plate)
Hot dip galvanised in accordance with BS EN ISO 1461 to a nominal thickness of 140 micron. Prior to painting, galvanised surfaces to be passivated with a special etch primer.

- Find paint specification to be submitted to the Engineer/Architect for approval. Compatible undercoat and finish coats to Architect's specification.
- Steelwork encased in masonry: - Apply d.f.t. 175 microns coat of black bitumen paint to steelwork.
 - All steelwork, baseplate and holding down bolts below ground floor slab level to be encased in designated mix RC35 reinforced concrete with D49 wrapping mesh. Minimum 100mm cover to steelwork.
 - Site painting: - All areas of paintwork damaged in transit and during erection to be cleaned, prepared and made good after erection.
- FIRE PROTECTION**
 - Refer to the Architect for details. Intumescent paint should be compatible with the corrosion protection paintwork.
 - STEELWORK CONNECTIONS**
 - All steelwork connections to be designed in accordance with BS 5950-P1:2000 by the steelwork contractor, where not specified/detailed by the Engineer.
 - Steel member end reactions shown on drawings are ultimate and in kN and kNm.
 - Steelwork contractor is to submit design calculations, shop drawings, and welding procedures two weeks prior to commencing fabrication.
 - Gusset/end plate minimum thickness 10mm.
 - Minimum bolts diameter is 20mm for connections
 - Minimum 2 - bolt connection for bracing. Minimum 4 - bolt connection for beams.
 - All welding to be in accordance with BS EN 1011. Minimum weld size to be 6mm.
 - All connections designed to resist a shear load shall also resist an equivalent tension load acting on its own.
 - Where member loads/end reactions are not specified end connections are to be designed for a shear or tension load of 75kN.

ABOVE DPC CAST STONE & MORTAR

All cast stone above DPC level to be dense solid block with no voids to BS EN 771-5 and BS 1217. Minimum compressive strength of 20.0N/mm². Minimum density 2000kg/m³. Fire resistance A1. All mortar above DPC level to be designation (iii), 1:5 masonry cement:sand. No additives will be permitted without the prior approval of the Engineer. All loadbearing masonry to be constructed in accordance with BS 6320-2. Code of practice for the use of masonry - Materials and components, design and workmanship.

Rev	Description	Date
-	-	-

BUILDING WARRANT

Client
Prestwick Civic Pride Partnership

Project
**Freeman's Hall
Prestwick**

Drawing Title
**Structural Works
Sheet 4 of 5
Option 2**

Date	Scale	Size	Drawn	Checked
Nov 23	As shown	A1	BL	N.McC

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Drawing No: **5772.ODB 005**



FABRIC REPAIRS AND REPURPOSING (OPTION 01)

OF

FREEMAN'S HALL AND COTTAGE, PRESTWICK

FOR

PRESTWICK CIVIC PRIDE PARTNERSHIP



STAGE 1 ELEMENTAL BUDGET COST

NOVEMBER 2023

Appendix 03 Elemental Budget Cost: Option 01

The following pages comprise the 'Stage 1 Elemental Budget Costs' as prepared by Brown + Wallace, representing a summary of the estimated order of costs for carrying out proposed Option 01 works to Freeman's Hall, Cottage and External Works to front and rear. Works are inclusive of rebuilding 2011 demolished steeple on Category B listed former Burgh Halls.

1.00 INTRODUCTION

PRESTWICK CIVIC PRIDE PARTNERSHIP

FABRIC REPAIRS AND REPURPOSING (OPTION 01)

FREEMAN'S HALL AND COTTAGE, PRESTWICK

INTRODUCTION



NOVEMBER 2023

The following represents a summary of the estimated order of costs for carrying out proposed Option 01 works to Freeman's Hall, Cottage and External Works to front and rear as detailed in O'Donnell Brown Stage 2 Report dated November 2023

Works are inclusive of rebuilding 2011 demolished steeple on Category B listed former Burgh Halls

Costs are high level RIBA Stage 1 based on November 2023 pricing levels and market conditions



Reported:

Craig Macdonald

For
Brown + Wallace
22 James Morrison Street
Glasgow G1 5PE

Dated: 28 November 2023

2.00 ELEMENTAL COST NOTES AND ASSUMPTIONS

PRESTWICK CIVIC PRIDE PARTNERSHIP

FABRIC REPAIRS AND REPURPOSING (OPTION 01)

FREEMAN'S HALL AND COTTAGE, PRESTWICK

ELEMENTAL COST NOTES AND ASSUMPTIONS



NOVEMBER 2023

This estimate is based on the following drawings and information:-

1.01 O'Donnell brown stage 2 Report dated November 2023

No allowance has been included within this estimate for the following items:-

- 2.01 Tender price Inflation beyond current base date of 4Q 2023
- 2.02 Finance Costs
- 2.03 Pre tender surveys
- 2.04 Interest charges
- 2.05 Out of Hours Working
- 2.06 Contract Guarantee Bond
- 2.07 Enhancements to public footpaths
- 2.08 Statutory services diversions
- 2.09 Client loose fixtures and fittings

This cost estimate is based on the following assumptions:-

- 3.01 Tenders will be competitively procured as a single phase contract with suitably selected main contractors
- 3.02 No works to Freeman's Hall internally as recently fitted out
- 3.03 Contract period typical for this type of work
- 3.04 Agreements will be reached with any adjoining owners for setting down, access and erection of scaffolding and any oversailing rights
- 3.05 Mains utilities have sufficient capacity to serve the proposed useage
- 3.06 The ground and sub-soils are free from contamination
- 3.07 No allowance for any underpinning works
- 3.08 No allowance for sprinkler installations
- 3.09 Bin storage provision within immediate curtilage
- 3.10 No allowance for smoke ventilation within staircase and corridor areas
- 3.11 No provision for EV charging
- 3.12 Access maintained through Kirk Lane subject to scaffolding restrictions

3.00 SUMMARY OF TOTAL ESTIMATED PROJECT COST

PRESTWICK CIVIC PRIDE PARTNERSHIP

FABRIC REPAIRS AND REPURPOSING (OPTION 01)

FREEMAN'S HALL AND COTTAGE, PRESTWICK



NOVEMBER 2023

SUMMARY OF TOTAL ESTIMATED PROJECT COST

1	CONSTRUCTION COST ESTIMATE		
1.1	Rebuild spire	£	387,100
1.2	Cottage works	£	411,300
1.3	Freeman's Hall works	£	173,000
1.4	External works	£	107,300
1	TOTAL CONSTRUCTION COST ESTIMATE	£	<u>1,078,700</u>
2	VAT ON WORKS	20.00% £	215,700
3	PROFESSIONAL FEES	17.00% £	183,400
4	VAT ON FEES	20.00% £	36,700
	TOTAL COST ESTIMATE	£	<u>1,514,500</u>
5	OTHER DEVELOPEMENT COSTS		
	Surveys	£	
	Statutory approvals	£	
	Archaeology	£	16,200
	Other	£	
	TOTAL ESTIMATED PROJECT COST	£	<u><u>1,530,700</u></u>

4.00 ELEMENTAL CONSTRUCTION COST SUMMARY

PRESTWICK CIVIC PRIDE PARTNERSHIP

FABRIC REPAIRS AND REPURPOSING (OPTION 01)

FREEMAN'S HALL AND COTTAGE, PRESTWICK



ELEMENTAL CONSTRUCTION COST SUMMARY

NOVEMBER 2023

Cost Centre	GROUP ELEMENT / ELEMENT	Total Cost of Element	Cost per m2 GFA	Element %
0	FACILITATING WORKS	3,600	14.47	0%
1	SUBSTRUCTURE	-	-	0%
2	SUPERSTRUCTURE	481,900	1,937.59	45%
3	INTERNAL FINISHES	40,800	164.05	4%
4	FITTINGS AND FURNISHINGS	40,300	162.04	4%
5	SERVICES	65,400	262.96	6%
6	COMPLETE BUILDINGS AND BUILDING UNITS	-	-	0%
7	WORKS TO EXISTING BUILDINGS	92,200	370.71	9%
8	EXTERNAL WORKS	90,800	365.08	8%
9	MAIN CONTRACTOR'S PRELIMINARIES	£ 97,500	392.02	9%
10	MAIN CONTRACTOR'S OVERHEADS AND PROFIT	£ 68,400	275.02	6%
11	PROJECT / DESIGN TEAM FEES	£ -	-	0%
12	OTHER DEVELOPMENT / PROJECT COSTS	-	-	0%
13	CONTINGENCIES	97,800	393.23	9%
TOTAL BUILDING WORKS ESTIMATE		1,078,700	4,337.17	100%

SUMMARY OF AREAS

GIFA Summary		
Ground floor	171 m2	69%
First floor	78 m2	31%
Total M2 GFA	249 m2	100%

Designation of GIFA		
Freeman's Hall	157 m2	63%
Cottage	91 m2	37%
Total M2 GIFA	249 m2	100%

FABRIC REPAIRS, REPURPOSING AND EXTENSION (OPTION 02)

AT

FREEMAN'S HALL AND COTTAGE, PRESTWICK

FOR

PRESTWICK CIVIC PRIDE PARTNERSHIP



STAGE 1 ELEMENTAL BUDGET COST

NOVEMBER 2023

Appendix 04 Elemental Budget Cost: Option 02

The following pages comprise the 'Stage 1 Elemental Budget Costs' as prepared by Brown + Wallace, representing a summary of the estimated order of costs for carrying out proposed Option 02 works to Freeman's Hall, Cottage and External Works to front and rear. Works are inclusive of rebuilding 2011 demolished steeple on Category B listed former Burgh Halls.

1.00 INTRODUCTION

PRESTWICK CIVIC PRIDE PARTNERSHIP

FABRIC REPAIRS, REPURPOSING AND EXTENSION (OPTION 02)

FREEMAN'S HALL AND COTTAGE, PRESTWICK

INTRODUCTION



NOVEMBER 2023

The following represents a summary of the estimated order of costs for carrying out proposed Option 02 works to Freeman's Hall, Cottage with Activity room extension and External Works to front and rear as detailed in O'Donnell Brown Stage 2 Report dated November 2023

Works are inclusive of rebuilding 2011 demolished steeple on Category B listed former Burgh Halls

Costs are high level RIBA Stage 1 based on November 2023 pricing levels and market conditions



Reported:

Craig Macdonald

For
Brown + Wallace
22 James Morrison Street
Glasgow G1 5PE

Dated: 30 November 2023

2.00 ELEMENTAL COST NOTES AND ASSUMPTIONS

PRESTWICK CIVIC PRIDE PARTNERSHIP

FABRIC REPAIRS, REPURPOSING AND EXTENSION (OPTION 02)

FREEMAN'S HALL AND COTTAGE, PRESTWICK

ELEMENTAL COST NOTES AND ASSUMPTIONS



NOVEMBER 2023

This estimate is based on the following drawings and information:-

1.01 O'Donnell brown stage 2 Report dated November 2023

No allowance has been included within this estimate for the following items:-

- 2.01 Tender price Inflation beyond current base date of 4Q 2023
- 2.02 Finance Costs
- 2.03 Pre tender surveys
- 2.04 Interest charges
- 2.05 Out of Hours Working
- 2.06 Contract Guarantee Bond
- 2.07 Enhancements to public footpaths
- 2.08 Statutory services diversions
- 2.09 Client loose fixtures and fittings

This cost estimate is based on the following assumptions:-

- 3.01 Tenders will be competitively procured as a single phase contract with suitably selected main contractors
- 3.02 No works to Freeman's Hall internally as recently fitted out
- 3.03 Contract period typical for this type of work
- 3.04 Agreements will be reached with any adjoining owners for setting down, access and erection of scaffolding and any oversailing rights
- 3.05 Mains utilities have sufficient capacity to serve the proposed useage
- 3.06 The ground and sub-soils are free from contamination
- 3.07 No allowance for any underpinning works
- 3.08 No allowance for sprinkler installations
- 3.09 Bin storage provision within immediate curtilage
- 3.10 No allowance for smoke ventilation within staircase and corridor areas
- 3.11 No provision for EV charging
- 3.12 Access maintained through Kirk Lane subject to scaffolding restrictions

3.00 SUMMARY OF TOTAL ESTIMATED PROJECT COST

PRESTWICK CIVIC PRIDE PARTNERSHIP

FABRIC REPAIRS, REPURPOSING AND EXTENSION (OPTION 02)

FREEMAN'S HALL AND COTTAGE, PRESTWICK



NOVEMBER 2023

SUMMARY OF TOTAL ESTIMATED PROJECT COST

1	CONSTRUCTION COST ESTIMATE		
1.1	Rebuild spire	£	387,100
1.2	Cottage works	£	404,600
1.3	Freeman's Hall works	£	173,000
1.4	Activity room extension	£	278,500
1.5	External works	£	95,800
1	TOTAL CONSTRUCTION COST ESTIMATE	£	<u>1,339,000</u>
2	VAT ON WORKS	20.00% £	267,800
3	PROFESSIONAL FEES	17.00% £	227,600
4	VAT ON FEES	20.00% £	45,500
	TOTAL COST ESTIMATE	£	<u>1,879,900</u>
5	OTHER DEVELOPEMENT COSTS		
	Surveys	£	
	Statutory approvals	£	
	Archaeology	£	28,100
	Other	£	
	TOTAL ESTIMATED PROJECT COST	£	<u><u>1,908,000</u></u>

4.00 ELEMENTAL CONSTRUCTION COST SUMMARY

PRESTWICK CIVIC PRIDE PARTNERSHIP

FABRIC REPAIRS, REPURPOSING AND EXTENSION (OPTION 02)

FREEMAN'S HALL AND COTTAGE, PRESTWICK



ELEMENTAL CONSTRUCTION COST SUMMARY

NOVEMBER 2023

Cost Centre	GROUP ELEMENT / ELEMENT	Total Cost of Element	Cost per m2 GFA	Element %
0	FACILITATING WORKS	3,600	11.43	0%
1	SUBSTRUCTURE	19,700	62.56	1%
2	SUPERSTRUCTURE	595,000	1,889.51	44%
3	INTERNAL FINISHES	60,900	193.40	5%
4	FITTINGS AND FURNISHINGS	44,400	141.00	3%
5	SERVICES	88,600	281.36	7%
6	COMPLETE BUILDINGS AND BUILDING UNITS	-	-	0%
7	WORKS TO EXISTING BUILDINGS	118,500	376.31	9%
8	EXTERNAL WORKS	81,000	257.23	6%
9	MAIN CONTRACTOR'S PRELIMINARIES	£ 121,000	384.25	9%
10	MAIN CONTRACTOR'S OVERHEADS AND PROFIT	£ 84,900	269.61	6%
11	PROJECT / DESIGN TEAM FEES	£ -	-	0%
12	OTHER DEVELOPMENT / PROJECT COSTS	-	-	0%
13	CONTINGENCIES	121,400	385.52	9%
TOTAL BUILDING WORKS ESTIMATE		1,339,000	4,252.20	100%

SUMMARY OF AREAS

GIFA Summary		
Ground floor	237 m2	75%
First floor	78 m2	25%
Total M2 GIFA	315 m2	100%

Designation of GIFA		
Freeman's Hall	157 m2	50%
Cottage	91 m2	29%
Activity Extension	66 m2	21%
Total M2 GIFA	315 m2	100%

Appendix 05 Steeple Works Cost Plan

REBUILDING OF STEEPLE

AT

PRESTWICK FREEMANS' HALLS, KIRK STREET, PRESTWICK

FOR

PRESTWICK CIVIC PRIDE PARTNERSHIP



STAGE 0 BUDGET COST

AUGUST 2023

The following pages comprise the costings for the steeple works as prepared by Brown + Wallace in August 2023.

The following represents a summary of the estimated order of costs for carrying out rebuilding of previously demolished stone steeple structure to Category B listed former Burgh Halls using original salvaged stone as a template for new works

All works to existing remaining hall are excluded unless directly related to rebuilding works

Assumption that no significant deterioration of the remaining building fabric has occurred since 2014 steeple demolition

Costs are high level RIBA Stage 0 based on August 2023 pricing levels and market conditions



Reported:



Craig Macdonald

For
Brown + Wallace
22 James Morrison Street
Glasgow G1 5PE

Dated: 23 August 2023

1.0 ROOF AND ROOF STRUCTURE		
1.1 Remove existing roof capping	£	3,000
1.2 Replace weather vane and finial	£	16,000
1.3 Lightning protection system	£	6,000
1.4 Leadwork	£	20,000
2.0 RAINWATER DISPOSAL		
2.1 Cast iron rainwater goods	£	4,000
2.2 Drainage connection	£	5,000
3.0 MASONRY		
3.1 Preparatory works	£	10,000
3.2 Structural works at base	£	25,000
3.3 Rebuild steeple in natural stone to match existing profiles	£	150,000
3.4 S/S cross beam and centre rod	£	11,000
3.5 Cleaning and pointing to lower section of steeple	£	20,000
4.0 JOINERY AND WINDOWS		
4.1 Overhaul clocks and install	£	28,000
4.2 Internal steeple access ladders and platform	£	4,500
5.0 INTERIOR		
5.1 Rot repairs	£	10,000
5.2 Reinstatement and decoration	£	15,000
Sub-total	£	327,500
6.0 CONTRACT PRELIMINARIES AND CONTINGENCIES		
6.1 Contractor's general cost items	£	42,000
6.2 Security requirements (cameras)	£	0
6.3 Access scaffolding	£	40,000
6.4 Contractor overheads and profit (5%)	£	20,500
Sub-total	£	102,500
6.5 Contract Contingencies (10%)	£	43,000
Sub-total	£	145,500
6.6 Inflationary allowance to site start	£	0
TOTAL ESTIMATED WORKS COST	£	473,000
7.0 STATUTORY CONSENTS AND OTHER DEVELOPMENT COSTS		
7.1 Planning	£	0
7.2 Listed Building or Conservation Consent	£	0
7.3 Building Warrant	£	6,000
7.4 Stone samples	£	2,000
	£	8,000
8.0 PROFESSIONAL FEES AND VAT		
8.1 Professional fees (13%)	£	71,000
8.2 VAT on Works (20%)	£	94,600
8.3 VAT on Fees (20%)	£	14,200
Sub-total	£	179,800
TOTAL ESTIMATED PROJECT COST	£	660,800

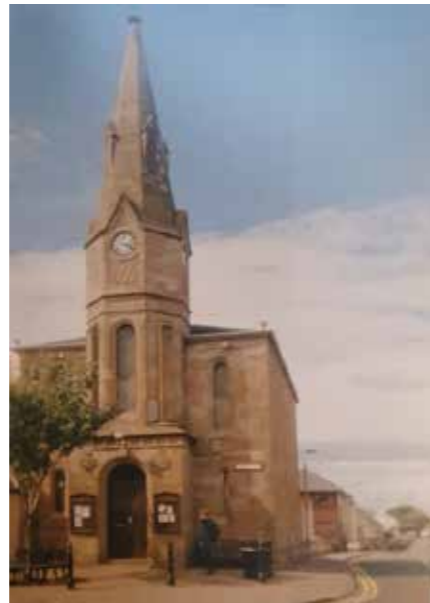
Notes

- a No works to existing hall
b Assumed procurement by competitive tendering as single phase contract (16 weeks contract period)

Prestwick Civic Pride

PRESTWICK FREEMAN'S HALL

2023



Appendix 06 Business Case

The following pages comprise the business case as prepared by strategy & research consultant Community Links Scotland. The document outlines the project aim, which is:

to redevelop the existing Prestwick Freeman's Hall building and adjacent cottages and land to create a new flexible space that can be used for a variety of purposes. The aim of the project is to improve and secure the quality of life of the local residents of Prestwick, through provision of a new community space to offer a place to meet, socialise, and access services, activities and facilities. The hall will focus on meeting the needs of the existing local population by bringing together South Ayrshire Health & Social Care Partnership alongside a wide range of other partners.

Objectives

- *The objectives of the redeveloped Prestwick Freeman's Hall are:*
- *To reinstate a spire on the listed building*
- *To provide local residents with a community facility that will be the new location of the HSCP*
- *To provide a flexible, community facility for local residents*
- *To encourage a range of locally-delivered service provision in response to local need*
- *To reduce barriers to participation for residents of Prestwick*

SUMMARY

Aim

The intention is to redevelop the existing Prestwick Freeman's Hall building and adjacent cottages and land to create a new flexible space that can be used for a variety of purposes. The aim of the project is to improve and secure the quality of life of the local residents of Prestwick, through provision of a new community space to offer a place to meet, socialise, and access services, activities and facilities. The hall will focus on meeting the needs of the existing local population by bringing together South Ayrshire Health & Social Care Partnership alongside a wide range of other partners.

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- To reinstate a spire on the listed building
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- To provide a flexible, community facility for local residents
- To encourage a range of locally-delivered service provision in response to local need
- To reduce barriers to participation for residents of Prestwick

Heritage Enterprise Outcomes

A wider range of people will be involved in heritage

A spire will be reinstated on the hall

Heritage will be in better condition

Heritage will be identified and better explained

People will have developed skills

People will have learnt about heritage, leading to change in ideas and actions

People will have greater wellbeing

The local area will be a better place to live, work or visit

The local economy will be boosted

CONTENTS

1.0 Background and Project Development

2.0 Strategic Context

3.0 Needs Analysis

4.0 Demand Analysis

5.0 Building Design

6.0 Project Management

7.0 Project Finance

8.0 Risk Analysis

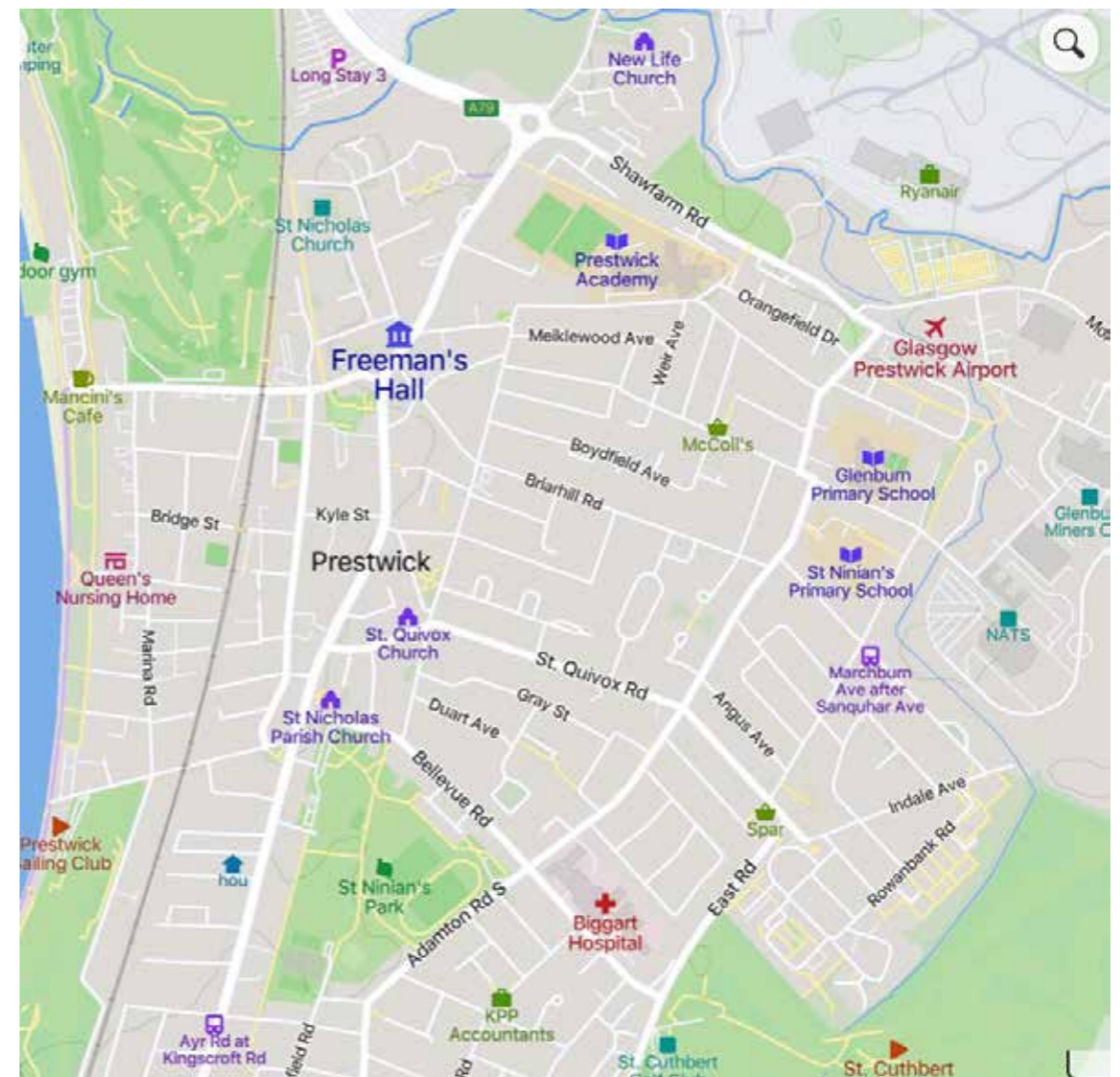
1.0 BACKGROUND & PROJECT DESCRIPTION

1.1 Location of Prestwick Freeman's Hall

Prestwick Freeman's Hall, also known as Prestwick Burgh Hall is a municipal building in Kirk Street Prestwick. The pictures below show the front of the Prestwick Freeman's Hall, part of a busy and commercial Prestwick Cross looking north, with the spire and Market Cross both still in place.



The site has altered greatly with the cross being re located in 1963 and the spire being removed in 2011. The former cottages are now South Ayrshire offices and the original garage has been greatly expanded on the opposite corner of Kirk Street.



1.2 Background to Prestwick Freeman's Hall

The first municipal building in Prestwick was an early 18th century tollbooth. The tollbooth was used as the offices and meeting place of the chancellor and the two bailies who administered the town: they were elected annually by the 36 freemen of the burgh who owned 1,000 acres (400 ha) of land in and around the town. The current building was commissioned by the freemen of Prestwick for use as the local burgh school. It was designed in the Gothic Revival style, built in ashlar stone and was completed in 1837.

The design involved a symmetrical main frontage with three bays facing onto the corner of The Cross and Kirk Street; the central bay, which projected forward, featured a porch with an arched doorway and an octagonal tower above. The tower was fenestrated with a lancet window on the first floor and featured a clock face in the stage above which was surmounted by a spire. There were lancet windows in the outer bays. The ground floor was initially used as a prison and the first floor was used by the burgh school which accommodated some 60 children.

By the late 19th century the burgh council had assumed most of the functions of the freemen and the building had become the burgh hall. It continued in that use until the burgh council established the municipal buildings in Links Road in the late 1930s. The former burgh hall was then acquired by Ayrshire County Council and became their local district offices. After the spire was found to be structurally unsound, it was removed in 2011.

1.3 Timeline

1600	James VI confirmation of free burgh of barony
1837	Current Prestwick Freeman's Hall built with jail on ground floor and school above
1845	Railway connected to Prestwick
1856	60 children attend the school with the schoolmaster's salary £5 a year
1860	First Open Golf Championship held on Prestwick Old Course
1901	Trams installed in Prestwick
1963	Market Cross removed from front of Hall
1971	Hall awarded B listed status
2011	Original spire removed
2015	Talk Prestwick Town Centre Charrette carried out
2016	Prestwick Civic Pride established
2023	Prestwick Development Group established

1.4 Prestwick Civic Pride Partnership

Prestwick Civic Pride Partnership (PCPP) will be the lead organization, liaising with South Ayrshire Council, South Ayrshire HSCP and the Design Team. PCPP was established as a

Scottish Charitable Incorporated Organisation (SCIO) on 3rd August 2016 as a Scottish Charity reg. no. SCO46765.

SCIO Aim

The advancement of citizenship and/or community development

Objects

- 1.1 Promoting civic responsibility for the benefit of residents and visitors to Prestwick, by encouraging and co-ordinating the efforts of private, public and voluntary sectors to work together;
- 1.2 Running community events with the aim of reducing social isolation, increasing community cohesion and increasing the involvement of individuals in community activity through volunteerism;
- 1.3 Facilitating urban regeneration and pride in the town of Prestwick by preserving, enhancing and promoting the town, with the aim of improving the quality of life for the whole community.

All three objects are important and cut across each other as the group seek to work with the local community to enhance and improve the existing environment with and for the benefit of the local Prestwick community. The retention and improvement of our historic built environment is pivotal to PCPP's sense of place and contributes to making Prestwick a beautiful and vibrant place to live, work and visit. PCPP aims to deliver high-quality, sustainable conservation projects which contribute to the regeneration of Prestwick's built environment.

Environmental Aims

- To rescue, repair and restore buildings of architectural and historic merit in Prestwick
- To participate in the wider regeneration of the town
- To encourage the use of traditional building skills and materials
- To provide exemplars of best practice in building conservation and design
- To work in partnership with Prestwick communities and key stakeholders
- To increase awareness and participation in Prestwick's built environment

Prestwick Civic Pride Partnership Benefits

PCPP can lease, acquire, repair and find appropriate new uses for buildings which no-one else is willing or able to take on. PCPP can access charitable and public funding unavailable to South Ayrshire Council and commercial developers in order to deliver projects which drive social and economic regeneration. In particular PCPP can offer;

- Expertise in assembling increasingly complex funding packages
- Experience of developing strong partnerships and community involvement

- The pursuit of high standards of best-practice conservation combined with high-quality contemporary design
- Professional and dedicated Design Team and experienced Board of Directors

1.5 Prestwick Development Group

Prestwick Development Group were established to look at a new design for the spire, along with other regeneration projects within the town. South Ayrshire's new administration provided a £50,000 fund backing the 'Prestwick Development Group' in its work to source a replacement steeple. The idea of town councillor, Hugh Hunter, the cross-party group has Professor Ian Welsh OBE, who will act as independent chair.

Prominent town residents and community council figures are also on board. Part of the group's remit is to plan potential investment of £1 million into Prestwick, which will be unlocked from the expected windfall of Ayr's new leisure Centre being closed. The Group's aim is not only to replace

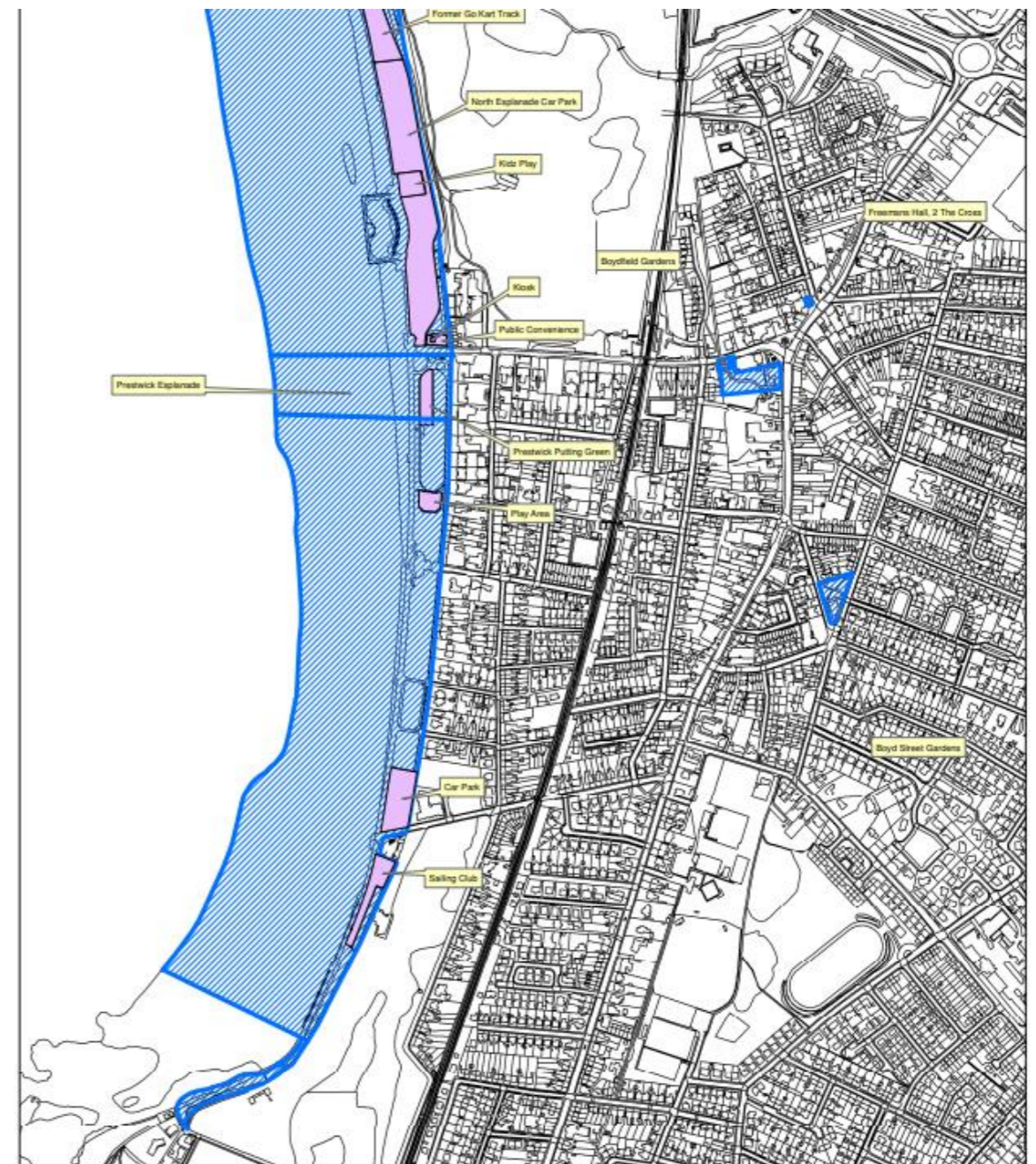


the spire, but also to find an end use for both the hall and the adjacent cottages.

1.6 Freeman's Hall Ownership

As highlighted in the map below, The Freeman's Hall, together with several other areas of open space in Prestwick are held for community use in the common good. The term 'Common Good' is used to denote property of the former Burghs which is reserved for purposes which promote the general good of the local residents. In 2021 there was £14m worth of asset, usable reserves of £397,000 in revenue and £939,000 of capital reserves in South Ayrshire's common good accounts.

The adjacent cottages are owned by South Ayrshire Council in addition to the car park to the rear of the hall.



Map Title

Scale 1:4000



- Prestwick Common Good
- Land and Property Assets



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2.0 STRATEGIC CONTEXT

This section outlines the strategic context for the development of Prestwick Freeman's Hall, linking the proposed provision to key national and local policy documents and outlining how the project can contribute to the achievement of outcomes contained within these policies.

2.1 National Policies

2.1.1 Scottish Government Purpose, Strategic Objectives and National Outcomes

The Scottish Government has an overriding purpose to which all of its work and the work of its partners is geared: 'To focus the Government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.' The Government has put together five Strategic Objectives which aim to meet the Purpose as follows:

Wealthier and Fairer – enable businesses to increase their wealth and more people to share fairly in that wealth;

Safer and Stronger – help local communities to flourish, becoming stronger, safer places to live, offering improved opportunities and a better quality of life;

Healthier – help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health care;

Smarter – expand opportunities for Scots to succeed from nurture through to lifelong learning ensuring higher and more widely shared achievements;

Greener – improve Scotland's natural and built environment and the sustainable use and enjoyment of it.

The development of a community/health facility and the resulting activities and services to be delivered therein can contribute to the achievement of all five Strategic Objectives. Under the Wealthier and Fairer objective, the project will create opportunities for residents within their own community, in terms of training and employment in addition to accessing services such as the housing association. The project will contribute to the Safer and Stronger objective by creating space for social interaction amongst different groups within the community and by providing services aimed at improving quality of life and helping the local community to flourish. In terms of the Healthier objective, the new building will contain facilities which will allow for low cost activities for local residents and young people.

The Government has developed 15 specific National Outcomes under these Strategic Objectives. The development of Prestwick Freeman's Hall would contribute to a number of these outcomes:

2.1.2 Government Economic Strategy

The Economic Strategy sets out how the Scottish Government will work with businesses and individuals to achieve the purpose shown below. Five Strategic Priorities have been set out to achieve the aim of economic growth and a strong, successful Scotland:

- Learning, Skills and Wellbeing
- Supportive Business Environment
- Infrastructure Development and Place
- Effective Government
- Equity

By providing quality facilities that are available to the local community, a new community facility can contribute to one of the Strategic Priorities, and their related key approaches. The Learning, Skills and Wellbeing Priority can be met by the provision of training and adult education courses.

2.1.3 Scottish Government Regeneration Strategy: Achieving A Sustainable Future

This strategy is the Scottish Government's 'vision of a Scotland where our most disadvantaged communities are supported and where all places are sustainable and promote well-being'. The Strategy follows on from other documents, primarily the Government Economic Strategy. The Strategy acknowledges that many regeneration efforts in the past have concentrated on depressed and marginalised areas, however new investment should redress the balance by also focussing investment on stronger areas too in order to create sustainable economic growth.

The Strategy emphasises community-led regeneration with the 'Focusing our Interventions' section recognising that 'local partners and communities themselves are best placed to identify local assets and needs'. Communities should have more responsibility for determining their own needs and acting upon these, taking responsibility for the delivery of regeneration projects. The public sector is not willing or not capable of addressing this issue, particularly in the current economic climate and as such it is left to local regeneration agents such as, Prestwick Civic Pride and the wider local community to act to address local needs and demands.

In line with the recommendations of the Scottish Government Regeneration Strategy, this development will be community-led and is focused on the identified needs and demands of local people. The wider community has been regularly involved in identifying the services and activities that will be available therein. This new provision will bring together key local organisations in a hub including Prestwick Civic Pride, HSCP, SAC and the local Prestwick community.

2.1.4 Community Learning and Development Strategy

Community Learning and Development (CLD) is seen as a key tool in delivering the Scottish Government's commitment to social justice. This Strategy establishes that CLD capacity should be targeted towards activities aimed at closing the opportunity gap, achieving social justice and encouraging community regeneration. The Strategy outlines three priorities for Community Learning and Development which are Achievement through learning for adults, Achievement through learning for young people and Achievement through building community capacity.

The development of a new community facility can contribute to all three priorities, the community capacity building priority through both the planning and building of the facility and the services and activities to be run thereafter and the other two priorities through service delivery focused on training, adult education and the environmental social enterprise project.

2.1.5 All our Futures: Planning for Scotland with an ageing population

It is important to consider this strategy which aims to ensure that the needs of an ageing population within Scotland are met. This Strategy has three basic premises to achieve this aim:

- Older people are contributors to life in Scotland;
- There are barriers which need to be broken down between generations;
- Services should be in place to ensure that people can live life to the full as they grow older.

The Partners in this project have worked with its members, wider community and project design team to ensure the new facility is multi-purpose and capable of meeting the needs of different sections of the community at the same time. The inter-generational aim will allow for older residents to interact with younger residents and will provide opportunities for age-specific services and activities to run simultaneously.

2.2.6 Getting it right for every child

In conjunction with the Early Years Framework, Getting It Right for Every Child (also known as "Getting it right" or GIRFEC) is a national approach to supporting working with all children and young people in Scotland and informs all current early years' policy. It affects all services for children and also adult services where children are involved and is designed to ensure all parents, carers and professionals work effectively together to give children and young people the best possible start and improve their life opportunities.

The Vision for all children in Scotland is that they are:

- Successful learners
- Confident individuals

- Effective contributors
- Responsible citizens

2.2 Local Policies

2.2.1 South Ayrshire Health and Social Care Partnership, Strategic Plan 2021 -23

Strategic objectives drive the services provided and commissioned by the HSCP and are based on the engagement and conversations with partners and the community as well as reflecting existing commitments across the Council, the NHS and the broader Community Planning Partnership.



2.2.2 Asset Management Plan

South Ayrshire Council is committed to managing its land and building assets efficiently and effectively. The Council's land and building assets can be broken down into the following asset categories:

- Operational Assets which are required to directly support Council services;
- Non-Operational Assets which are commercial premises which assist in economic development and generate a revenue income stream for the Council – for example, shops, industrial units; and
- Common Good Assets which are generally historic properties/land held and managed by the Council for the people of South Ayrshire. The use of Common Good assets can fall within any of the above two asset type categories.

The Council's strategic objectives for 2016-18 are that we will work in partnership to maximise the potential of:

- our local economy;
- our young people;
- our adults and older people;
- our communities;
- our environment; and
- Improve the way we work as a Council.

2.2.3 South Ayrshire Planning Partnership – Local outcomes Improvement Plan

The Community Planning Partnership's work continues to support our older residents and the individuals and communities who need our support most. We are committed to making sure South Ayrshire is a great place for people to live, work, grow up in and grow old in. Reducing inequalities and improving outcomes for people in South Ayrshire is a key focus of South Ayrshire Community Planning Partnership (CPP). The Community Empowerment (Scotland) Act 2015 has given CPPs a statutory purpose regarding public service reform at a local level.

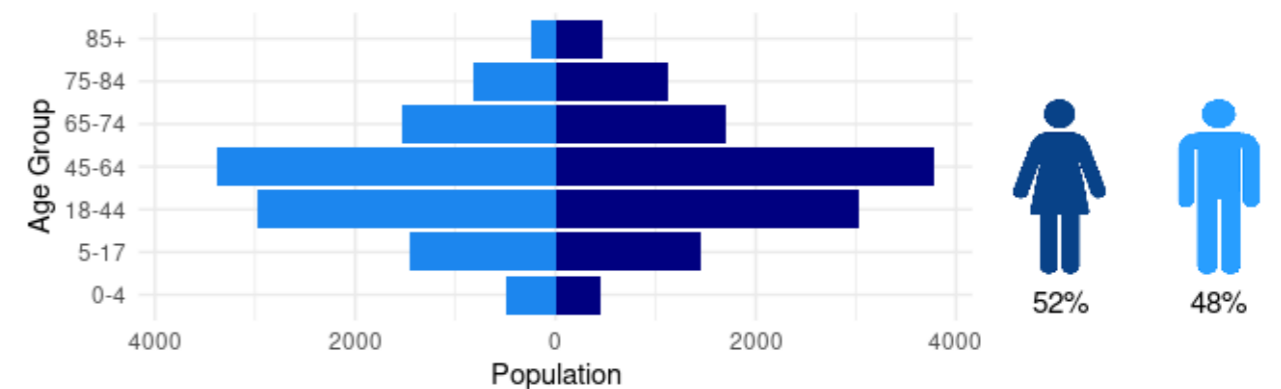
3.0 NEEDS ANALYSIS

3.1 Prestwick Population

The tables below highlight how Prestwick compares with other south Ayrshire localities, the local authority and Scotland as a whole. The population in 2020 was estimated at 22,891 this includes a larger area including Symington to the north of the town. The population of the town for this period was around 15,000 but the data prepared by Public health Scotland for the Prestwick locality is very comprehensive and has been used to give a general background to the needs of the local community and how this may determine what is being offered in the Hall.

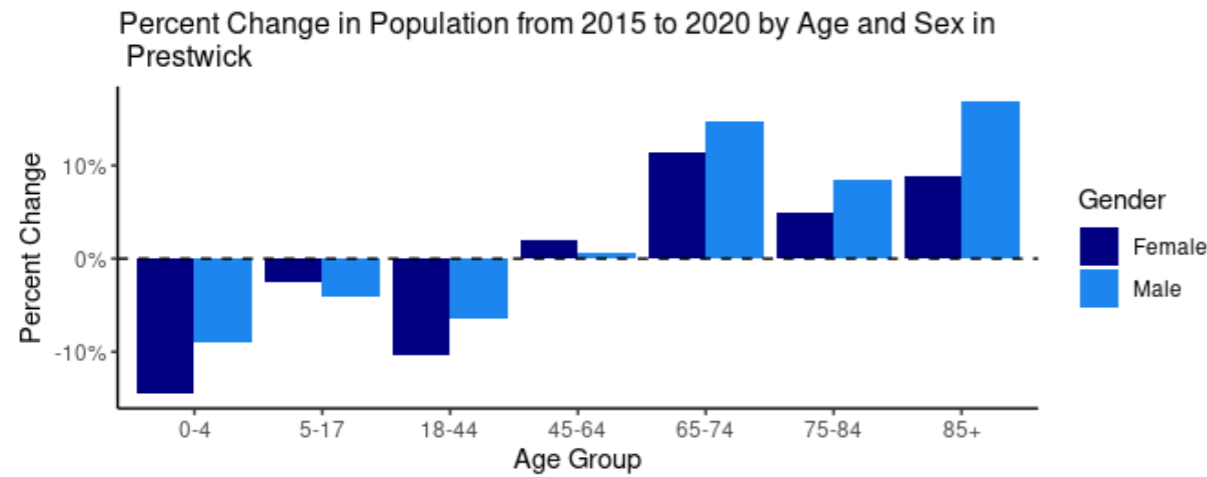
Indicators	Data Type	Time Period	Prestwick Locality	Ayr North and Former Coalfield Communities Locality	Ayr South and Coylton Locality	Girvan and South Carrick Villages Locality	Maybole and North Carrick Communities Locality	Troon Locality	South Ayrshire HSCP	Scotland
Demographics										
Total population	count	2020	22,891	20,054	31,058	9,252	10,034	18,851	112,140	5,466,000
Gender ratio male to female	ratio	2020	1:1.1	1:1.05	1:1.11	1:1.08	1:1.05	1:1.11	1:1.09	1:1.05
Population over 65	%	2020	26	19	29	27	24	28	26	19
Population in least deprived SIMD quintile	%	2020	19	0	33	0	0	39	20	20
Population in most deprived SIMD quintile	%	2020	2.7	59	6.3	23	6	11	17	20
Housing										
Total number of households	count	2020	11,124	10,417	15,011	4,965	4,905	9,368	55,790	2,653,521
Households with single occupant tax discount	%	2020	36	41	34	35	31	35	36	38
Households in Council Tax Band A-C	%	2020	40	84	34	73	56	45	52	59
Households in Council Tax Band F-H	%	2020	13	1.2	29	3.7	14	22	16	13
General Health										
Male average life expectancy in years	mean	2016-2020*	79	72.5	78.2	75.1	77.5	78.6	76.7	76.8
Female average life expectancy in years	mean	2016-2020*	82.1	77.1	82.1	82	81.5	82.3	81.1	81
Early mortality rate per 100,000	rate	2018-2020	114	284	98	127	134	141	149	116
Population with long-term condition	%	2019/20	27	28	28	28	26	27	27	19
Cancer registrations per 100,000	rate	2017-2019	598	635	617	635	634	565	607	644
Anxiety, depression & psychosis prescriptions	%	2019/20	21.59	28	21	25	20	19	22	20

Population breakdown in Prestwick.



Source: National Records Scotland

Change in population structure over the last five years.



Source: National Records Scotland

General Health

Summary:

For the most recent time periods available³, Prestwick Locality had:

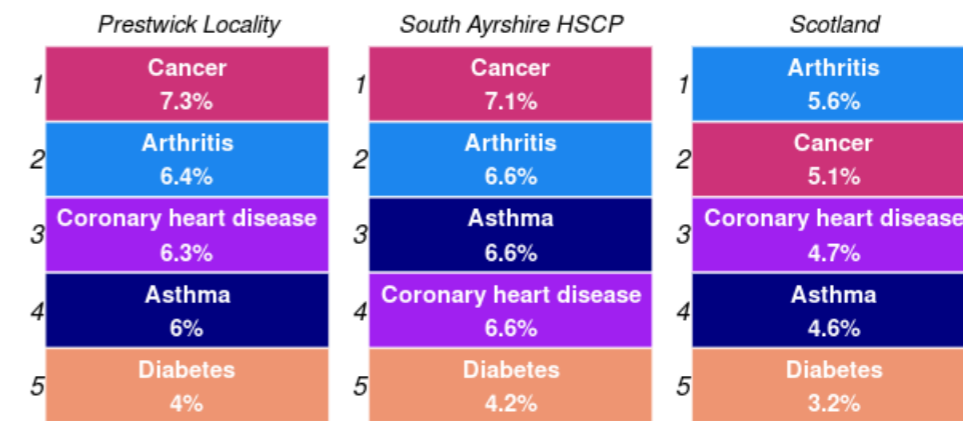
- An average life expectancy of 79 years for males and 82.1 years for females.
- A death rate for ages 15 to 44 of 114 deaths per 100,000 age-sex standardised population⁴
- 27% of the locality's population with at least one long-term physical health condition.
- A cancer registration rate of 598 registrations per 100,000 age-sex standardised population⁴
- 21.59% of the population being prescribed medication for anxiety, depression, or psychosis.

Average Life Expectancy



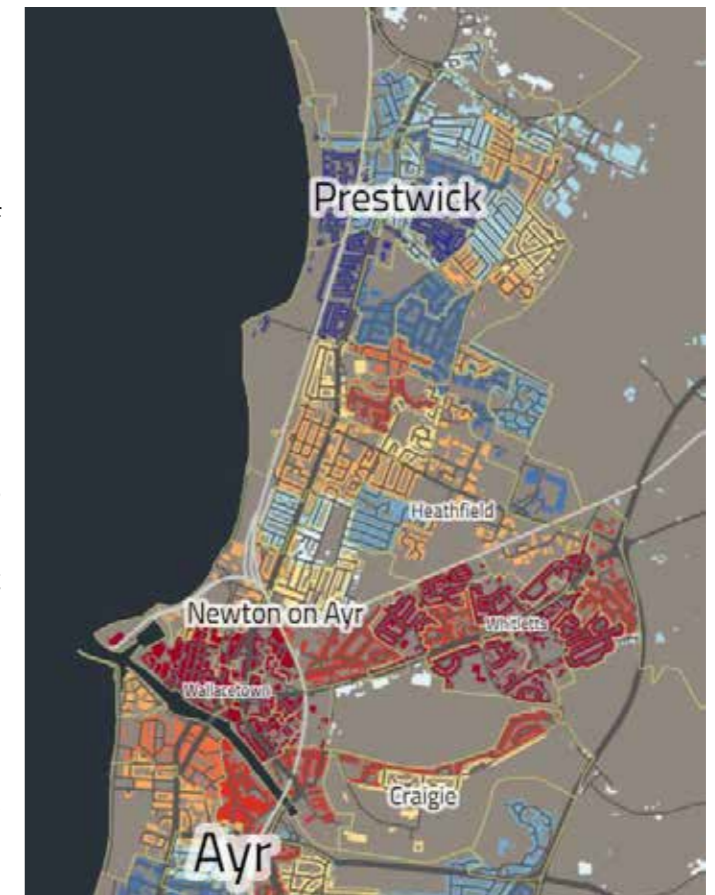
	Locality	Partnership	Health Board	Scotland
Female	82.1	81.1	80.3	81
Male	79	76.7	75.7	76.8

Top 5 Physical Long-Term Conditions



3.2 Scottish Index of Multiple Deprivation

The Scottish Index of Multiple Deprivation (SIMD) ranks all datazones in Scotland by a number of factors; Access, Crime, Education, Employment, Health, Housing and Income. Based on these ranks, each datazone is then given an overall deprivation rank, which is used to split datazones into Deprivation Quintiles (Quintile 1 being the most deprived, and Quintile 5 the least). The most recent SIMD ranking was carried out in 2020. This section mainly focuses on the SIMD 2020 classifications, however the 2016 classifications are used to assess how deprivation has changed in Prestwick when compared to the rest of Scotland.

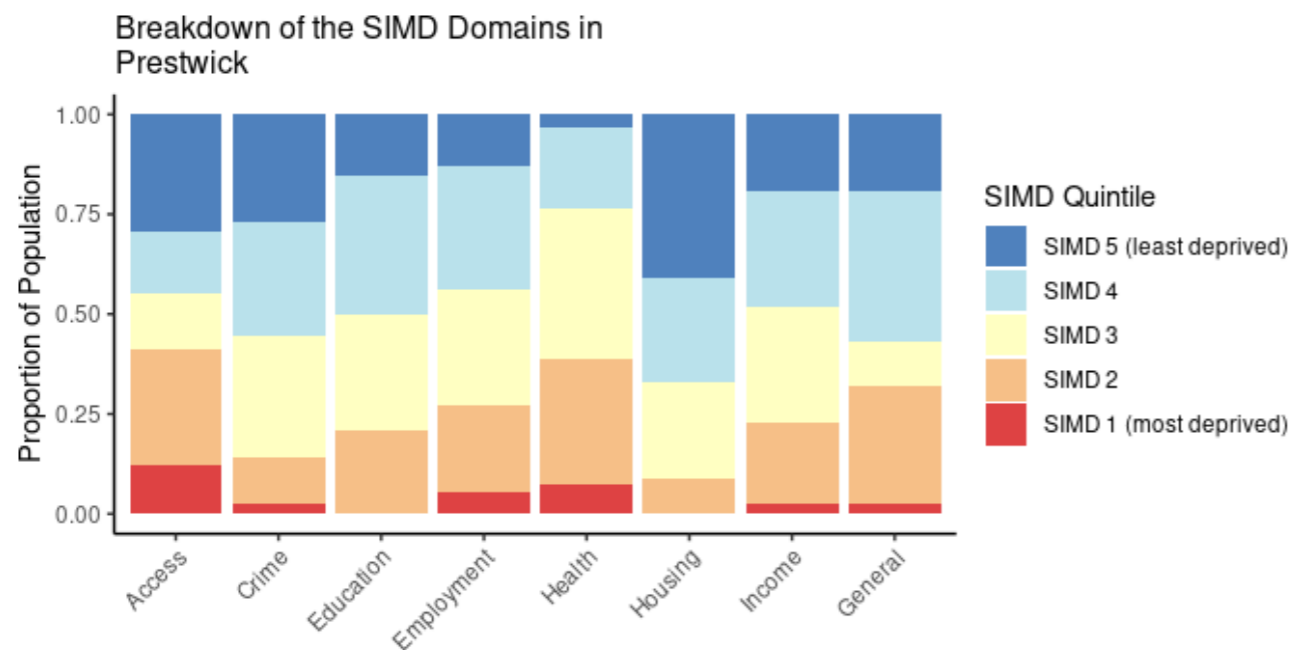


Of the 2020 population in Prestwick, 2.7% live in the most deprived SIMD Quintile, and 19% live in the least deprived SIMD Quintile. The following table details the percent of the population living in the 2016 SIMD Quintiles, the percent living in the 2020 SIMD Quintiles, and their difference for comparison.

3.2.1 Percentage population living in the 2016 and 2020 SIMD Datazone Quintiles

Quintile	Percent of Pop (2016)	Percent of Pop (2020)	Difference
SIMD 1	0.0%	2.7%	2.7%
SIMD 2	28.2%	29.2%	1.0%
SIMD 3	23.6%	11.2%	-12.4%
SIMD 4	34.7%	37.6%	2.9%
SIMD 5	13.4%	19.3%	5.9%

3.2.2 Proportion of the population that reside in each 2020 SIMD quintile by domain.



Source: Scottish Government, Public Health Scotland, National Records Scotland

4.0 DEMAND ANALYSIS

4.1 Previous Consultations 2015 Town Centre Charrette

In December 2015, South Ayrshire Council commissioned a team led by Willie Miller Urban Design to provide the expertise and organisation to facilitate and deliver the Talk Prestwick Town Centre Charrette.

4.1.1 Background

The purpose of the Prestwick Town Centre Charrette was to assist South Ayrshire Council in its contribution towards the creation of visions for the regeneration of Prestwick Town Centre whilst taking into account the cross public sector commitment to the Town Centre First principle proposed by the National Review of Town Centres and on the potential links between spatial planning and community planning.

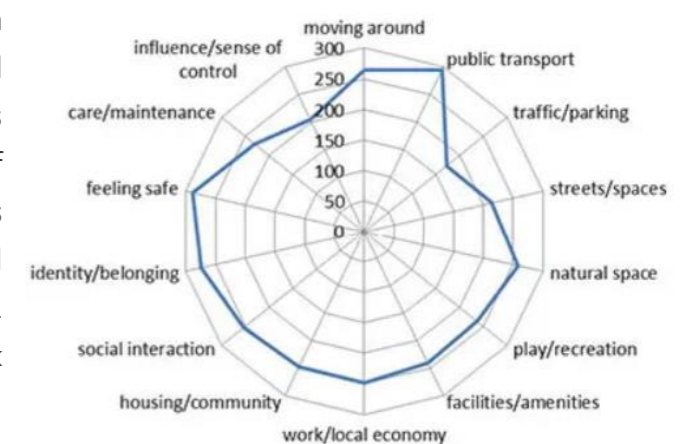
4.1.2 Talk Prestwick Charrette Session

Throughout February and March 2016 a series of Charrette animation activities, events, and workshops were carried out which aimed to not only promote the upcoming Talk Prestwick Charrette but also to identify the emerging themes, highlight potential projects, and gather an insight into the key locations requiring focus during the charrette. The Charrette was held in mid March 2016. The programme and themes of each session were:

1. What is happening in Prestwick?
2. Working in Prestwick – Enterprise and Youth
3. Working in Prestwick – Businesses
4. Living in Prestwick – Health and Social Care, Recreation and Leisure
5. Heritage and Building Vacancy – Land, Buildings and Civic Pride

4.1.3 The Scottish Government's Place Standard Tool

The Charrette used the Scottish Government's Place Standard Tool as means of recording impressions of the town as well as a means of starting broader conversations about the town than the usual subject areas. The results from 52 members of the Prestwick community are shown here.



4.1.4 Emerging Projects

From the outset, the Charrette was very project orientated. Initially, over 200 ideas were recorded representing policy changes, physical projects, ideas for better service delivery and thoughts about promoting the town through events and apps. These were eventually grouped into around 40 projects spanning 8 themes:

1. **Main Street and The Cross:** the former Broadway Cinema, a Conservation Area proposal, replacing the steeple on the Freeman's Hall and developing small civic spaces.
2. **The Seafront and Promenade:** beach huts, saving the beach, watersports, wiki-shelters, a cycle café, events programme, exercise machines and a maze.
3. **Parking Access and Movement:** a bus stop relocation, cycling plan, a low-speed environment and parking management.
4. **Arts and Culture:** events for civic spaces, festivals and events, a pop-up cinema and studio space.
5. **Health and Social Care:** a carer's café, community hub, inter-generational day care centre, skills academy in social care, walking routes, a community garden and a dementia-friendly town.
6. **Enterprise and Employment:** better career management, developing a civic economy, developing Scotland's Aerospace Capital and a Voice for Business.
7. **Marketing and Communications:** a community portal, golf tourism, Prestwick Pride and signage + wayfinding.
8. **Heritage:** a new Heritage Trail and a social history project.

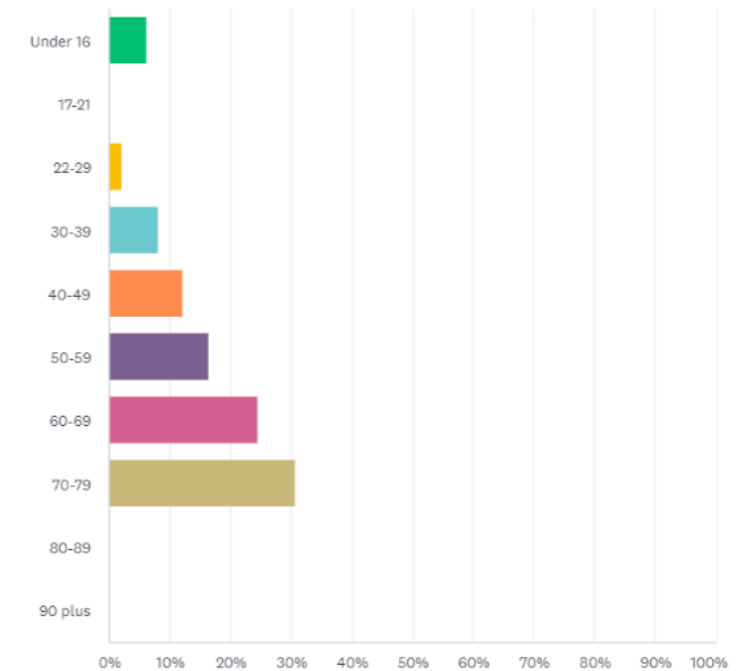
4.2 Freeman's Hall Survey Results from Doors Open Day Event



4.2.1 Sample

Almost 60 local residents and a few tourists attended the Doors Open day held on Sunday 10th September 2023 between 10.00am and 4.30pm, with 49 individuals completing the survey. 56% were female and 44% were male with 94% living in a KA9 postcode for Prestwick.

The demographic breakdown shows a range of ages which have the two most common groups in the older age brackets with 70-79 years being the most common. In Prestwick in 2021 23% of the population were above retirement age.

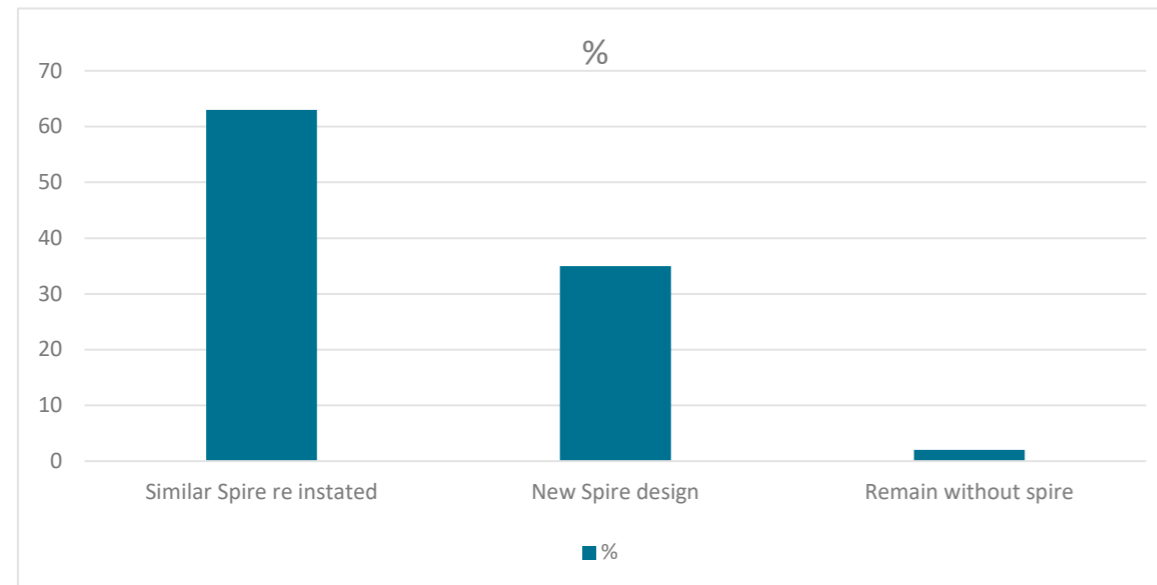


4.2.2 Spire Options



Of those completing the survey, 63% considered that a spire similar to that removed should be re instated with 35% favouring a new design of spire to reflect Prestwick on

2023, only 2% felt the building should remain as it is currently.



4.2.3 Spire Comments

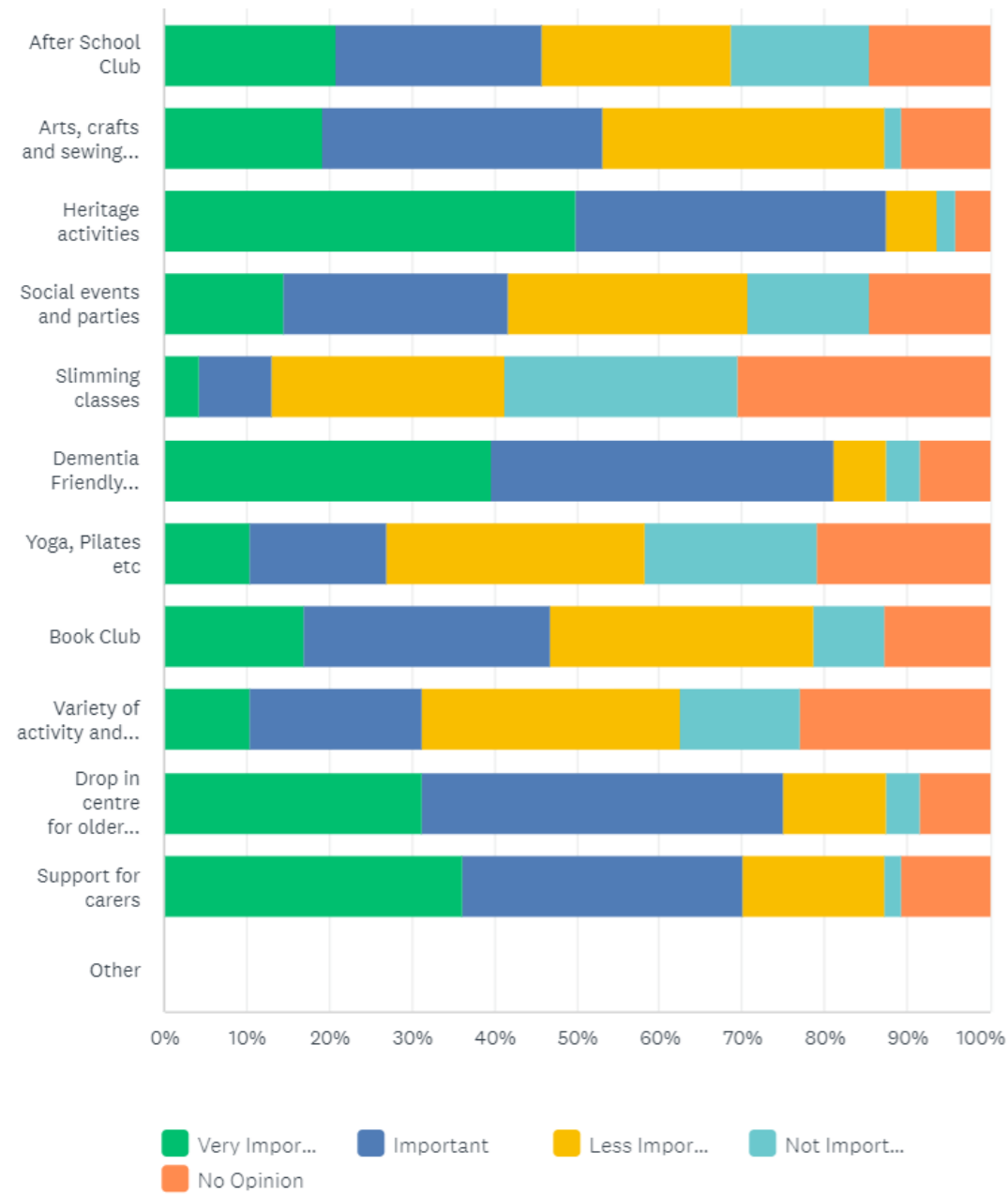
Participants provided a wide variety of suggestions, either in support of re introducing the old style spire, or for the introduction of a new design. Many expressed interest in being part of the process that considered future options.

- Restore steeple as it was
- Restore building integrity, as a new steeple is likely to be divisive
- A clock would be a great idea, old spire preferred, something that would crown the building
- Spire needed to complete the building
- As similar as possible
- It's important to return to as near as possible to original. An electric clock to replace the mechanical one.
- If they can use the original stone and clocks
- Ideally reinstate old spire, but should a new design be sympathetic and ecologically beneficial, then yes! Cost implications will be very important.
- Spire was fab as it was, the skyline of Prestwick is missing it.
- Definitely preserve the appearance of the original building as part of Prestwick heritage. Maybe the clocks could reflect a modern twist? But not the spire.
- Metal designed spire
- Go for something contemporary
- A new design would be better supported by the community
- Original would be best
- Bring back the old one!
- All buildings evolve
- About time steeple was replaced

- It should be exactly the same, what was there was perfect.
- Without a spire the building will be forever truncated. I am not bothered whether it is an old or new design but it needs something.
- The original intended design if possible, sympathetic to rest of the building. (subtle changes if necessary)
- Would be nice to have something that joins the old with the new
- 4 clock faces
- Spire in Metal
- 4 faced steeple with clock, heritage is everything
- Combine next door cottages in future plans
- The original intended design should be reinstated if possible
- A clock would be a great idea, old spire preferred, something that would crown the building
- Spire need to complete the building
- Something with a modern twist
- The building suffered from poor maintenance and appeared to not be properly looked after. The original steeple should be replaced as it was however it should not be paid for by the Common Good Fund
- A modern iron steeple would be appreciated by me, but I know I shall be very much in the minority with this view, my house was damaged by the removal of the steeple.

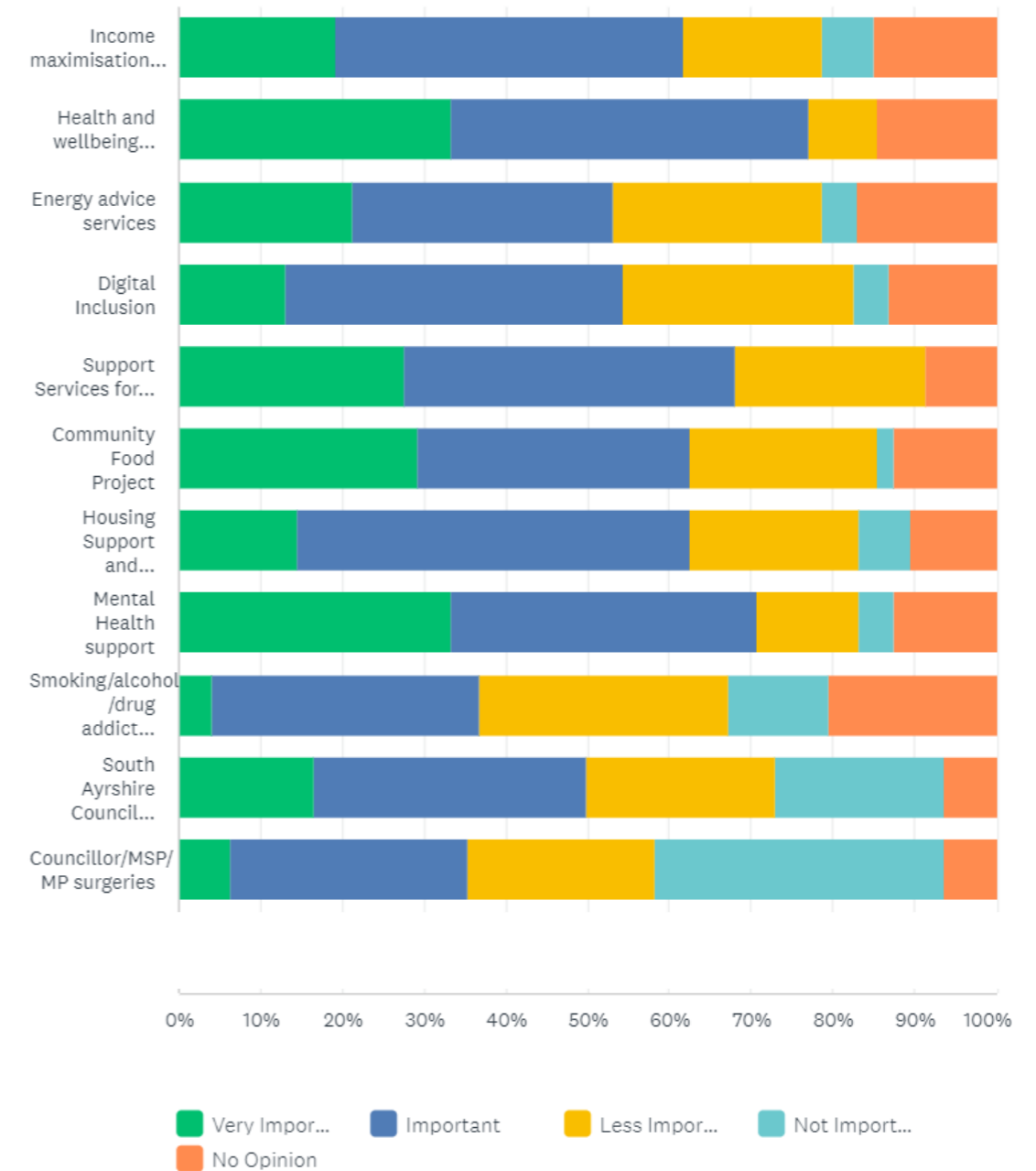
4.2.4 Potential Future Activities at the Freeman's Hall

The graphic below highlights what respondents considered most important activities that could take place in the Freeman's Hall in the future. Heritage activities were viewed as very important by almost 50% with 90% seeing this as very/important. The next three activities were all linked around health and care for older residents, something that reflects the respondents, but also reflects the older demographic population profile for the town. The second most popular activities were those related to Dementia, followed by support for carers and Drop in Centre for elderly residents. While plans are being organised for the hall itself, these are all activities which could take place in the adjacent cottages.



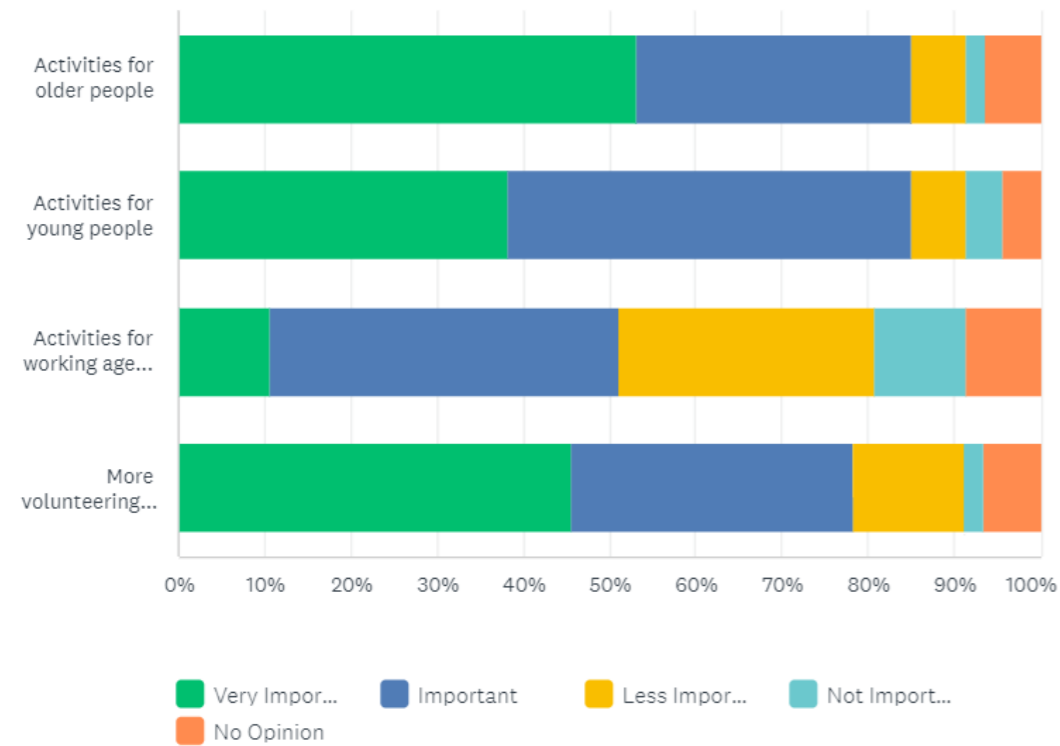
4.2.5 Potential Future services at Freman's Hall

Services which scored highest were again those themed around those linked to improving and supporting health. Health and Well Being Services scored highest in the first two categories followed by Mental Health Support, Support Services for Children and Families, Community Food Project and Housing Support and Advice . These services could be delivered both from the Hall and the adjacent cottages.



4.2.6 General Activities

Activities for older people were seen as most important, closely followed by activities for young people, much less significant were activities for the working age population. Respondents were also very keen on ensuring there were more volunteering opportunities with whatever was planned with 45% considering this to be very important.



4.2.7 Anything else you think is important for the future of the Freeman's Hall

Respondents we asked if there was anything else they thought important regarding the future of the hall which provide a wide variety of responses covering future use and the importance of the building for and within the town.

- Preferable to have a community use for the building if viable rather than have private/public offices.
- Tourism centre, heritage gateway including golf
- A meeting location for voluntary youth organisations eg scouts and guides
- Need a clear reflection of the buildings history and importance to Prestwick.
- Make sure the building is very accessible and welcoming
- Not much for teenagers to do in Prestwick, this could be a good space for them.
- As a local head teacher, I really feel that our local teenagers need a protected space
- The buildings of historical value and I would like to see a historical use of the building for the people of Prestwick and visitors to the area.
- As someone running a community organisation it seems to me there are plenty of spaces for such services to operate from. This hall is a landmark building

which should be used for landmark events such as performances, festivals and similar. Prestwick is very short of decent performance spaces of any size. This one has heritage on its side.

- Any purpose should be as multi generational as possible. Try to preserve any original interior fixtures that remain and maintain the exterior stonework to prevent further deterioration.
- Museum of Prestwick history, showplace for Prestwick artists work, unplugged music events
- Would just like to see optimum use of the premises
- Would be great to see it used as a small venue for performers
- Should be a museum
- A number of the activities are already available in other SAC locations in Prestwick, the community centre is also a space that can be used
- Whatever the decision is, please take parking into consideration and noise levels. Please consider the neighbours.

5.0 BUILDING DESIGN

5.1 Developing the Brief

The brief for development of the new Prestwick Freeman's Hall building was developed by Prestwick Civic Pride, South Ayrshire Council, local residents and South Ayrshire Health & Social Care Partnership. The brief reflects evidence of needs and demands and based on consultation with, potential stakeholders and the wider community. Various design options were considered to provide and appropriate facilities and address the requirements of SAHSCP, existing potential users from the local community and wider agencies.

5.2 Building Requirements

Odonnell Brown Architects facilitated discussion and research with SAHSCP, Prestwick Civic Pride and Prestwick residents, to identify the following requirements from the existing hall including the adjacent cottages and potentially car parking to the rear.

Specific elements of the facility	<ul style="list-style-type: none"> • A reception area, capable of being moved to increase flexibility of front space; • Meeting spaces that could be accessed separately if required for class/community use; • Small snack prep area; • Storage areas for chairs/tables etc • Storage areas for equipment • Private interview room • Outdoor activity/meeting space
Specific features	<ul style="list-style-type: none"> • Full accessibility; • Internet access; • An effective heating system; • Appropriate toilet facilities and disabled toilets; • Security entry and alarm systems;
Design features	<ul style="list-style-type: none"> • Plenty of natural light; • Good ventilation • A warm and welcoming ambience.

5.3 Design Objectives

These plans not only allow partners to maintain the range of services described previously but also do the following:

- Provide services in a healthier and more conducive environment.
- Extend the range of services (provide services to wider group of people).
- Increase the number of people who receive services.
- Provide a community facility that is a "hub" for the local community by bringing in a range of new service providers.
- Generate increased revenues from new activities

- Deliver an eco-friendly building that both keeps costs to a minimum and reduces any carbon footprint.

5.4 Outline Designs



6.0 PROJECT MANAGEMENT

6.1 Prestwick Freeman's Hall Management

Prestwick Freeman's Hall and cottage could be a good example of partnership working, bringing together the complementary strengths of South Ayrshire Council, and South Ayrshire Health & Social Care Partnership which have established systems in place for successful building led regeneration and commitment to address wider needs with Prestwick Civic Pride which has a track record in managing community projects and the delivery of grassroots community services.

6.2 Building Management

Throughout the development period, South Ayrshire Council will own the Prestwick Freeman's Hall cottages and will take full responsibility for property management in terms of inspection, maintenance and management of both internal and external fabric and building insurances. All services (electricity, gas, water, sewerage, control systems and associated contracts) will lie with the responsibility of SAC and the successful contractor. If major works take place in the future then it may be appropriate for SAC to enter into a long term lease arrangement with Prestwick Civic Pride in order that large scale funding can be attracted.

7.0 PROJECT FINANCE

7.1 Capital Costs and Funding

A capital cost estimate for the project will be drawn up by qualified and experienced Quantity Surveyors based on the final proposal developed by the Design Team. Potential funders for such designs may include:

Capital Funding Plan for Prestwick Freeman's Hall and Cottages

	2024/2025	2025/26	Total
South Ayrshire Council	100,000	100,000	200,000
Regeneration Capital Grant Fund Requested		800,000	800,000
Heritage Lottery		100,000	1000,000
HES	100,000		100,000
Donations		10,000	10,000
Landfill Tax fund		75,000	75,000
Clothworkers Fund		25,000	25,000
Levelling up fund		50,000	50,000
Total	200,000	1,160,000	1,360,000

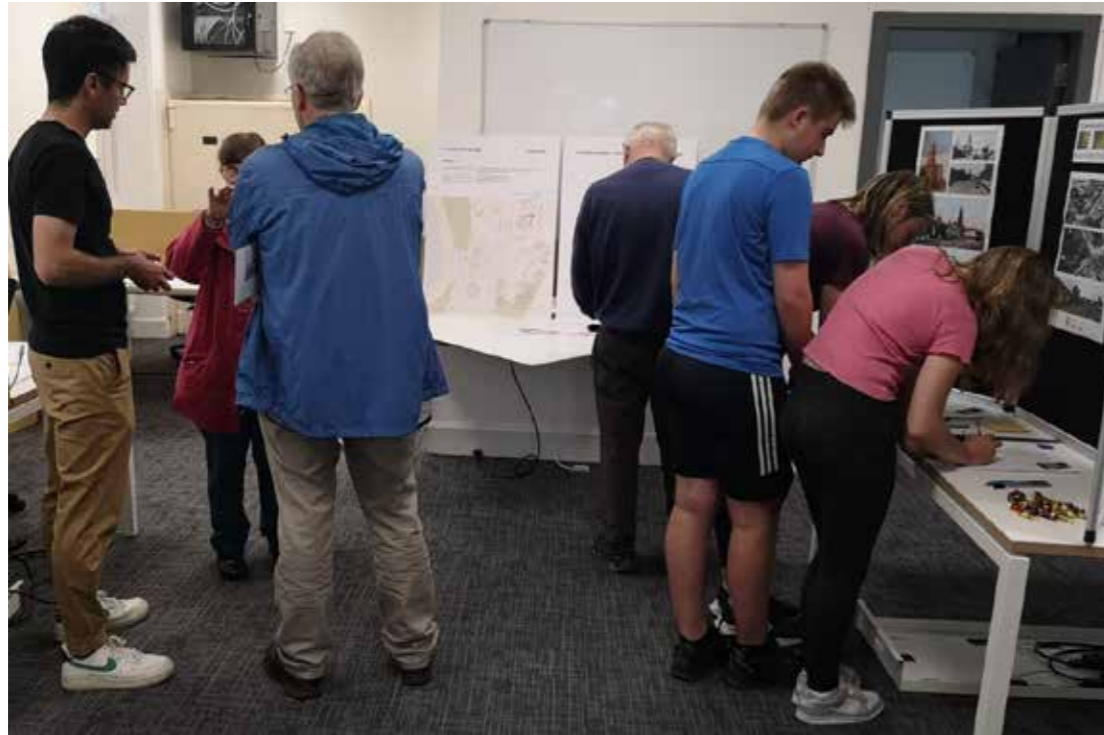
8.0 RISK ANALYSIS

As in any significant development of this nature there are a number of risks that need to be identified along with appropriate mitigating points and strategies. These key risks and mitigating strategies are tabulated below:

Risk	Mitigating Strategy
Ability to raise the considerable capital funding required	This is a central risk of this project but we believe that there are a number of factors in our favour including the demonstrable outcomes that we can show, the needs of the Prestwick community and the need for community facilities to form part of the planned regeneration in this area.
Access to the land in the context of the planned regeneration or delays in the regeneration of the area	Indications from South Ayrshire Council have been that the land requirements can be made available but this situation will continue to be monitored.
Prestwick Civic Pride's ability to project manage a development of this nature	Prestwick Civic Pride have considerable experience of operating a variety of projects and with a very good Management Board, are confident that they will be able to cope with the diverse issues associated with operating the former Prestwick Freeman's Hall and associated cottages.
Achievement of usage that we are projecting	Our research shows the potential demand for services amongst the wider community if suitable capacity was available. The new community facility nature of what we are proposing will place us at the center of the community and encourage enhanced footfall.
Prestwick Civic Pride's ability to manage a building of this nature on an ongoing basis	Prestwick Civic Pride recognise the challenges of this and have reflected on the need for potential staffing resources.

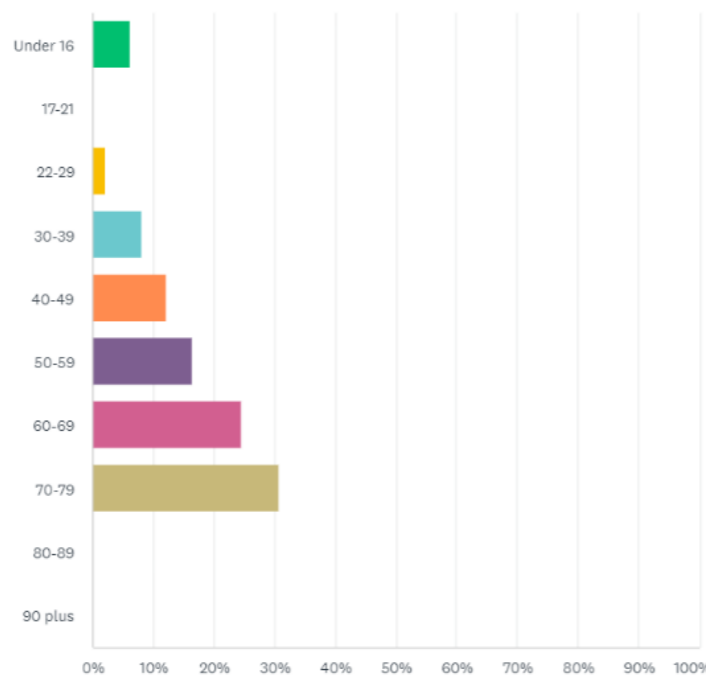
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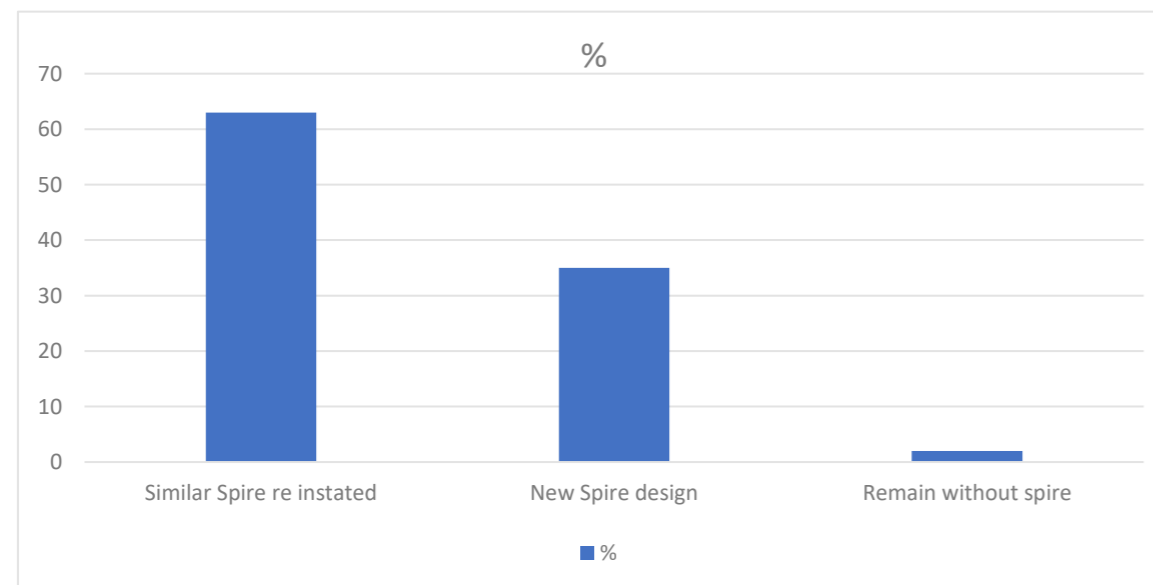
Appendix 07 Community Consultation Survey Results

The following pages comprise the 'Freeman's Hall Survey Results from Doors Open Day Event', as prepared by Community Links Scotland, describes the findings from the Public Consultation held on Sunday 10th September 2023.

Spire Options



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Spire Comments

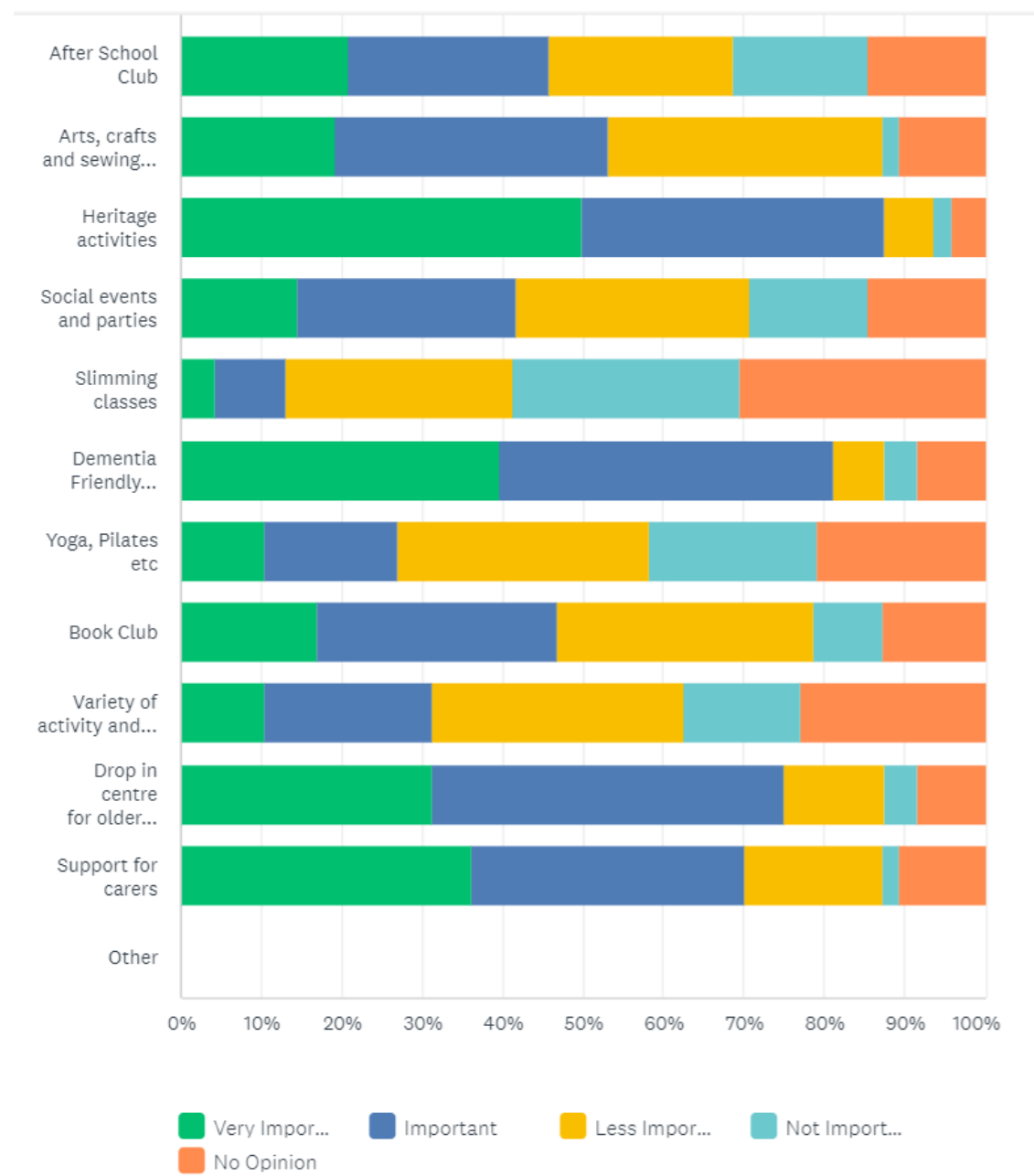
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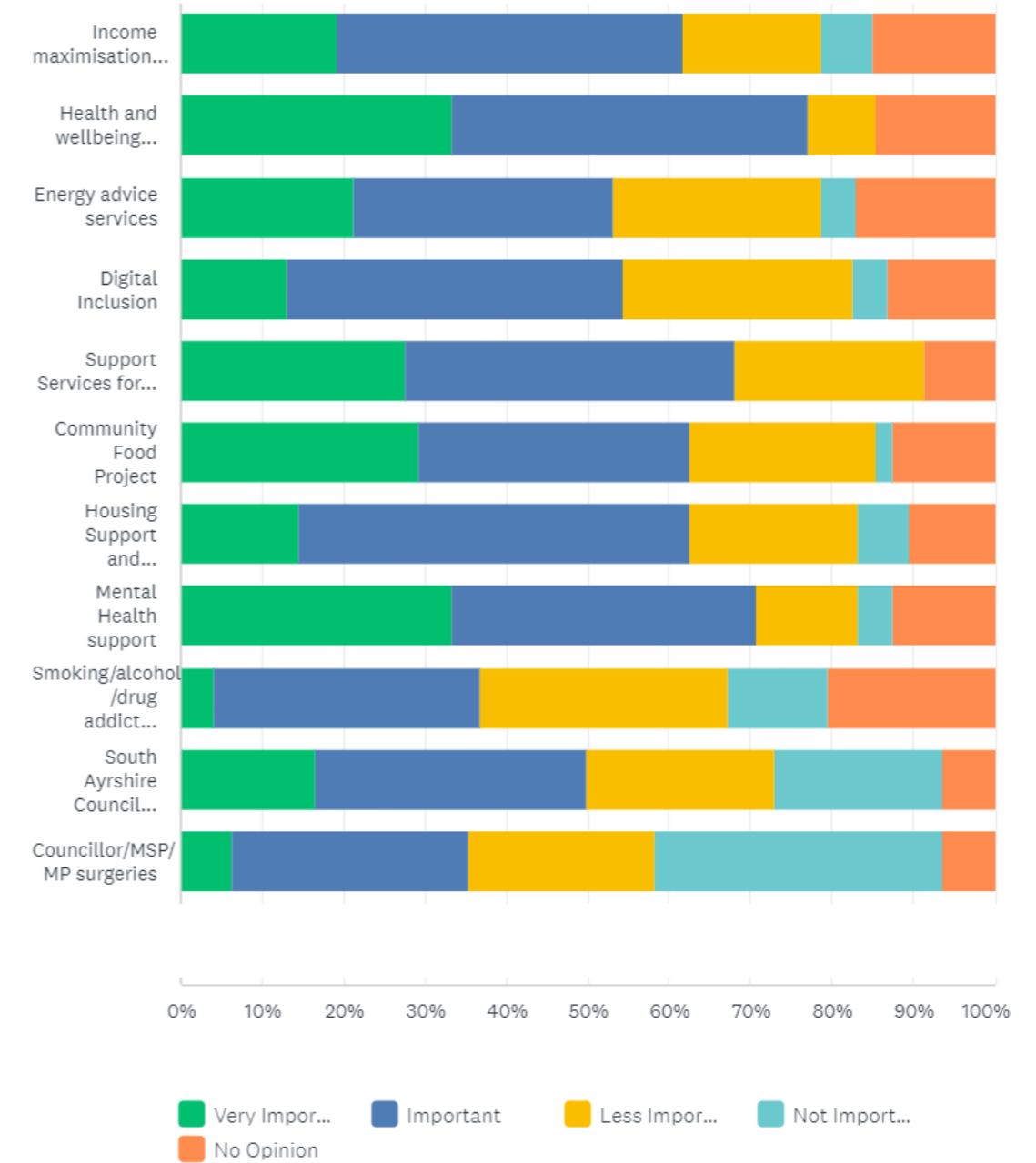
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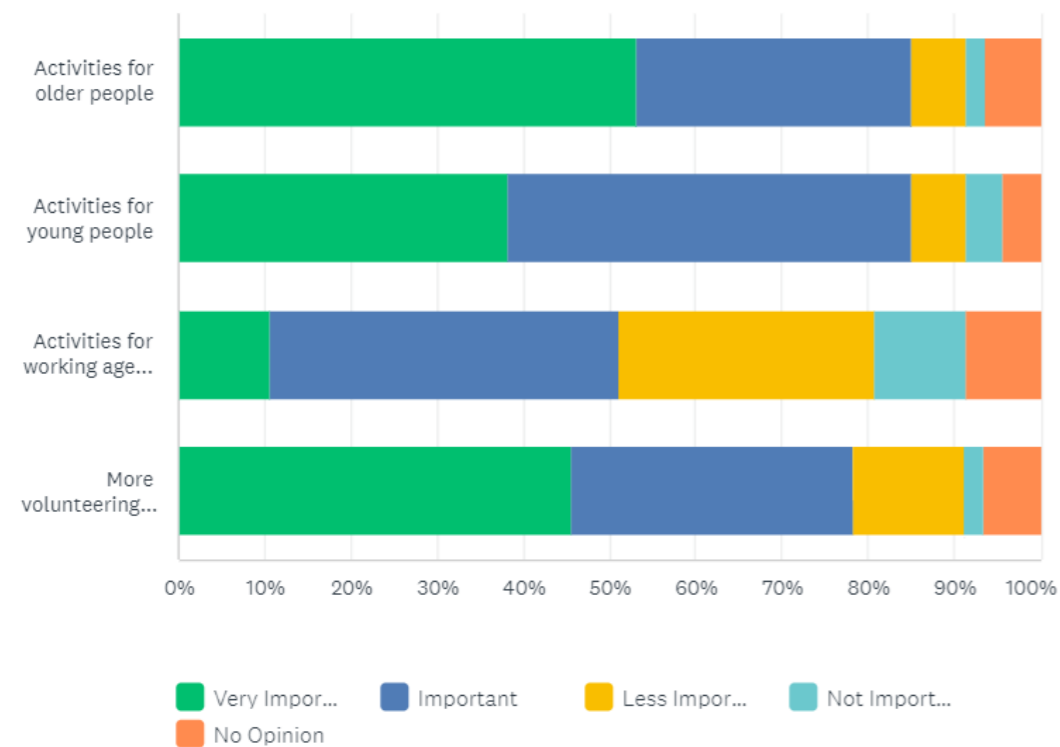
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South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 23 April 2024**

**Subject: Redevelopment of the Former Hourstons Building and
Former Arran Mall, Ayr**

1. Purpose

1.1 The purpose of this report is to provide an update on further work that has been undertaken and to confirm the development option to progress for the redevelopment of the former Hourstons building, Ayr.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 authorise officers to progress detailed designs involving the demolition of the former Hourstons Building with a façade retention, subject to statutory planning consents, to accommodate 2,600m² of new build floorspace, as indicated on Appendix 1, to be occupied by the South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran;

2.1.2 notes the Conservation Appraisal, as set out in Appendix 2, supporting the heritage case for a façade retention of the Listed Building of the former Hourstons building; and

2.1.3 notes the ongoing work with the South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran to define operating cost arrangements, including potential lease arrangements where appropriate. Any revenue impacts arising from the new facility will require consideration and approval by Council prior to contracts being issued to commence development.

3. Background

3.1 On 20 June 2023, the Cabinet approved feasibility work concluding that the former Arran Mall site and Hourstons site and buildings are potentially suitable to be developed as a mixed-use care centred community development.

3.2 In November 2023, the Cabinet approved the commencement of outline proposals for Hourstons to be prepared to accommodate the South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran. At that time the preferred development option for the Hourstons building comprised a conversion of the listed

building part of the buildings and one of the extensions, and the remaining extension to be demolished as outlined in Appendix 1 as Blocks A and B.

- 3.3 On 28 February 2024, the Council, as part of the 2024/25 budget setting, approved a capital budget allocation of £20m to redevelop the Hourstons building.
- 3.4 Officers have continued to engage with the South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran to confirm user requirements and to progress further design and engineering work to provide improved clarity on costs of redevelopment to accommodate these user needs.
- 3.5 Conservation and heritage considerations, as set out in Appendix 2, have determined that the key feature and element that makes the Hourstons building recognisable would be retained with a facade retention of the front and the main gable. As the former Hourstons building is a Grade B Listed Building, demolition and façade retention will require Listed Building Consent.
- 3.6 Further design and engineering work has concluded that the most efficient redevelopment option involves a façade retention. This is due to the large floor plates involved with the buildings. However, retaining the overall building would mean committing to refurbish and upgrade over 5800m², which would provide for a development significantly above budget.
- 3.7 The outcome of stage 2 outline design proposals is that the cost of redevelopment to meet all of the user needs, requested by the South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran, substantially exceeds the capital budget of £20m. However the Partnership have identified priority office and clinical user needs that can be accommodated within 2,600m² of new floorspace. Based on outline design work, it is estimated that this level of floorspace can be provided within current budget provision and would involve a façade retention, demolition of the buildings to the rear, and with a new building being developed supporting the Listed Building facade.
- 3.8 Development of 2,600m² of office and clinical floorspace provides a significant improvement of the South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran operating estate requirements. This development is also capable of accommodating future phases of development, as an extension to the new modular style building, should further budget be identified in the future.
- 3.9 The Council completed its acquisition of the former Arran Mall in January 2024. Access to the redeveloped Hourstons building will require to be taken through the site of the former Arran Mall. The property and land forming the former Arran Mall is progressing towards demolition following the conclusion of a demolition survey, which will also advise on a methodology for demolition of the former Hourstons building and a methodology for retention of the façade. Demolition of all buildings on the former Arran Mall and Hourstons site will require demolition of the 1960s concrete building fronting on to Alloway Street. Alloway Street is within the Conservation Area and Conservation Area Consent will be required to enable the demolition of that building.
- 3.10 Options are currently being explored for the former Arran Mall site to provide a housing-based living well village that would complement the office and clinical provisions within the new building of the former Hourstons building. A funding package has not yet been identified for the redevelopment of the former Arran Mall.

4. Proposals

- 4.1 It is recommended that work continue towards detailed design of a redevelopment of the former Hourstons site to involve façade retention and new build floorspace of 2,600m² to be occupied by the South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran. NHS Ayrshire and Arran have confirmed that they are not able to make a capital contribution to the project and the capital cost of the project will require to be wholly funded by South Ayrshire Council. This development should be viewed as Phase 1 of a development package that could include extensions to the new build facility in the future and development of the wider area for a mix of supported and amenity housing.
- 4.2 The next stage of detailed design work is expected to be complete by the end of 2024. This will provide a basis upon which contractors can be procured to undertake construction work.
- 4.3 The next stage of design work will provide for accurate costings, particularly around the servicing and infrastructure costs through the former Arran Mall site, which are costs that are currently only estimated. Provided that this work concludes that development outlined within this report will be complete within budget, and the statutory consents required to enable this development are secured, then it is intended that there will be no further reports to Cabinet seeking further approvals of design options with respect to the former Hourstons building.
- 4.4 Work will continue with the South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran to detail their internal user requirements and other servicing requirements. Work will progress on the basis of parking requirements meeting minimum requirements for a town centre site, but on the basis of providing car parking for Phase 1 plus sufficient car spaces for potential extended floorspace in subsequent phases. Confirmation on this is required to establish more accurate costs for infrastructure and servicing of the Hourstons development.
- 4.5 Work with the Partnership will also continue to confirm details regarding arrangements for operating costs of the facility and to assist the Partnership with their business case in order to secure their ongoing commitment to occupying the new property (within the former Hourstons building) from the Council. The details of appropriate lease agreements and arrangements for operating costs will require to be assessed in terms of impacts on Council revenue costs before the Council can proceed to issue contracts for development work. Once these arrangements are defined and agreed with the Partnership then this will be the subject of a business case and a report to Council. The business case will examine current and future operating costs for the Council in providing Partnership services, including savings arising from any closure of existing premises and potential capital receipts.
- 4.6 Demolition will commence following the conclusion of the demolition methodology, the securing of Listed Building Consent for façade retention and Conservation Area consent for demolition of the building fronting onto Alloway Street. The recommendations within this report, if approved, confirm the physical scope of the demolition work and enable these planning consents to be submitted for determination.

5. Legal and Procurement Implications

- 5.1 Works to undertake demolition will require appropriate statutory approvals prior to proceeding. Any disposal of surplus property will require to follow Council policy for Acquisition and Disposal of Land and Buildings and be in accordance with relevant statutory requirements and guidance
- 5.2 Procurement will be managed through Professional Design Services under South Ayrshire procurement processes.

6. Financial Implications

- 6.1 Demolition costs of £2m have been committed in the 2024/25 budget. Capital costs of £20m for the former Hourstons redevelopment is accommodated within the 2024/25 budget with £2.5m allocated in 2024/25, £5m 2025/26, £10.5m 2026/27 and £4m 2027/28.
- 6.2 A business case will be required to understand new revenue costs arising from provision of the new facility and any closure of existing premises.

7. Human Resources Implications

- 7.1 Progressing demolition and options for redevelopment will involve officers from a range of Council services, including Building Standards, Planning, Professional Design Services, Asset Management, Finance, Legal, Housing and H&SCP. Specialised and non-specialised legal services will continue to be externally procured in progressing the recommendations forming this report and on subsequent redevelopment and construction contract work.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

- 8.1.1 There is a risk that statutory consents may not be secured to enable the demolition and the development proposals. There is a risk of third-party consent being required, and there is a possibility that these may not be obtained.
- 8.1.2 There is a risk that costs arising, once detailed design work is complete, particularly those related to servicing and infrastructure, could exceed capital budget provisions.
- 8.1.3 There is a risk that work progresses, including necessary cost of demolition and design related costs, and the business case arising from confirmed operating arrangements with the South Ayrshire Health and Social Partnership and NHS Ayrshire and Arran, provides for a revenue cost to the Council that is not approved by the Council. This would mean that the development could not progress.
- 8.1.4 There is the risk that, if buildings are declared surplus and disposed of, the Council could encounter difficulty in disposing of any buildings which are declared surplus and of securing best value for those properties.

8.2 **Risk Implications of Rejecting the Recommendations**

8.2.1 The Council has acquired the former Hourstons building and Arran Mall. These buildings/ site lie vacant and without redevelopment they form a planning and financial blight. Rates are charged after a period of ownership. However, it is not known if there will be higher rates charged on a cleared site or site with the buildings in place.

8.2.2 There may also be security/ vandalism risks with empty buildings/ property. The cost of protecting both those properties – for example, hiring security guards and erecting sufficient fencing, would have to be borne by the Council. There would in addition be insurance costs.

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)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy

11. **Options Appraisal**

11.1 An options appraisal has not been carried out on the recommended development option because the development option is the only option that can be provided within current allocated capital budget.

12. **Link to Council Plan**

12.1 Spaces and Places

13. **Results of Consultation**

13.1 No consultation has been undertaken on this report. Subsequent proposals for redevelopment will be the subject of consultation through the planning application process.

13.2 Consultation has taken place with Councillor Martin Kilbride, Portfolio Holder for Buildings, Housing and Environment, 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 Director of Housing, Operations and Development 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:

Implementation	Due date	Managed by
Preparation of a Business Case to provide net costing to the Council arising from provision of a new facility within the former Hourstons building	31 December 2024	Assistant Director Planning, Development and Regulation

Background Papers **Report to Cabinet of 20 June 2023 – [Redevelopment of Former Hourstons Building and Arran Mall, Ayr](#)**




Report to Cabinet of 28 November 2023 – [Redevelopment of Former Hourstons Building, and Arran Mall Ayr](#)

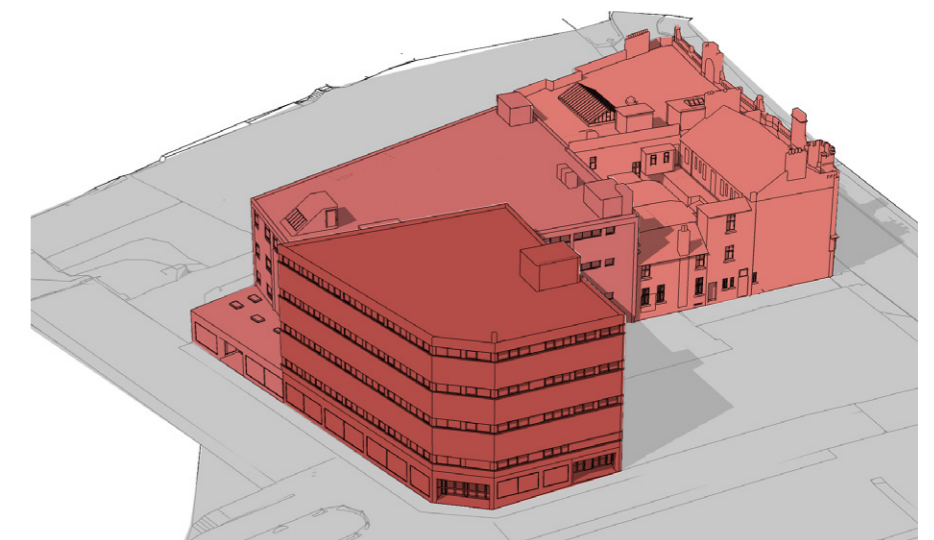
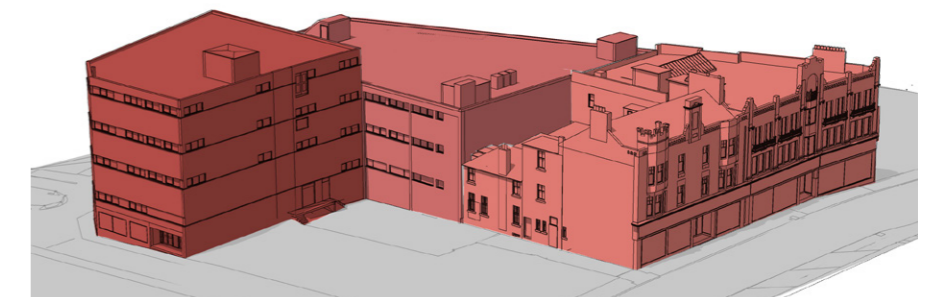
Person to Contact **Chris Cox, Assistant Director Planning, Development and Regulation**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 612981
E-mail chris.cox@south-ayrshire.gov.uk

Date: 16 April 2024

HOURSTONS BUILDING ANALYSIS



-  Block A - early 1900s - C-listed
approx 2500sqm
-  Block B - 3 storey 60s extension
approx 4000sqm
-  Block C - 4 storey 60s extension
approx 2900sqm

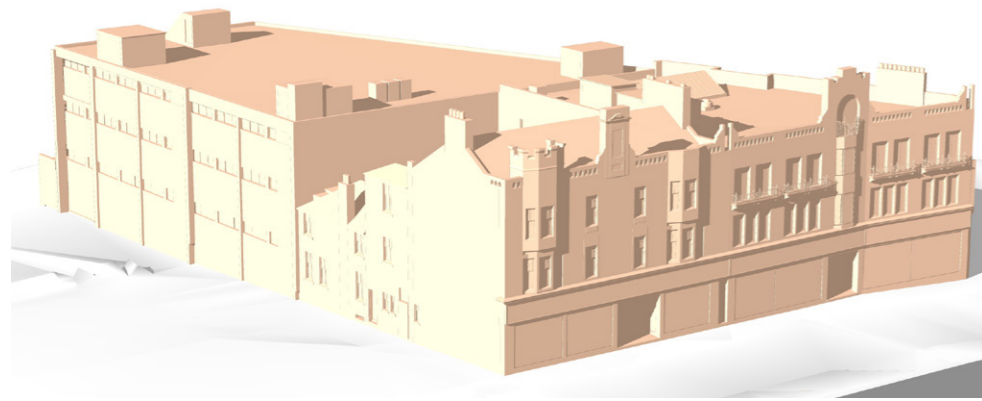




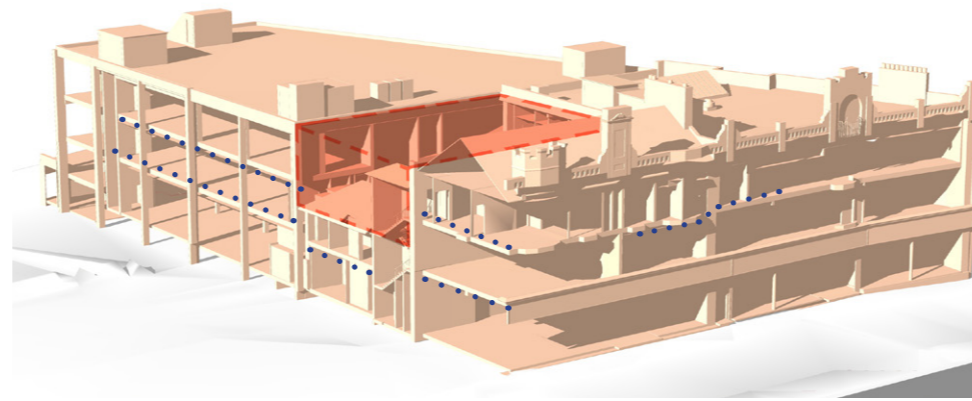
HOURSTONS AND ARRAN MALL REDEVELOPMENT

HOURSTONS FACADE RETENTION EXPLORATION





Overall form of Hourstons building - with removed Block C



Form showing internal mis-alignment, interruptions and voids

ANALYSIS OF EXISTING BUILDING

The existing building, once 'block C' were removed to free up site area for the broader masterplan, consists of inefficient floor plates and circulation built up over time, voids and level differences to work around, and deteriorating fabric.

In terms of visual impact and streetscape contribution, only the front elevation and the return gable are generally visible from the main public domain. The smaller additions to the gable are only visible from the narrow access lane. The opposite side is completely concealed by adjacent buildings against it, and the rear elevation, would be new to close off what was the 60s extension. In terms of conservation, the key feature and element that makes the building recognisable would be retained with a facade retention of the front and the main gable.

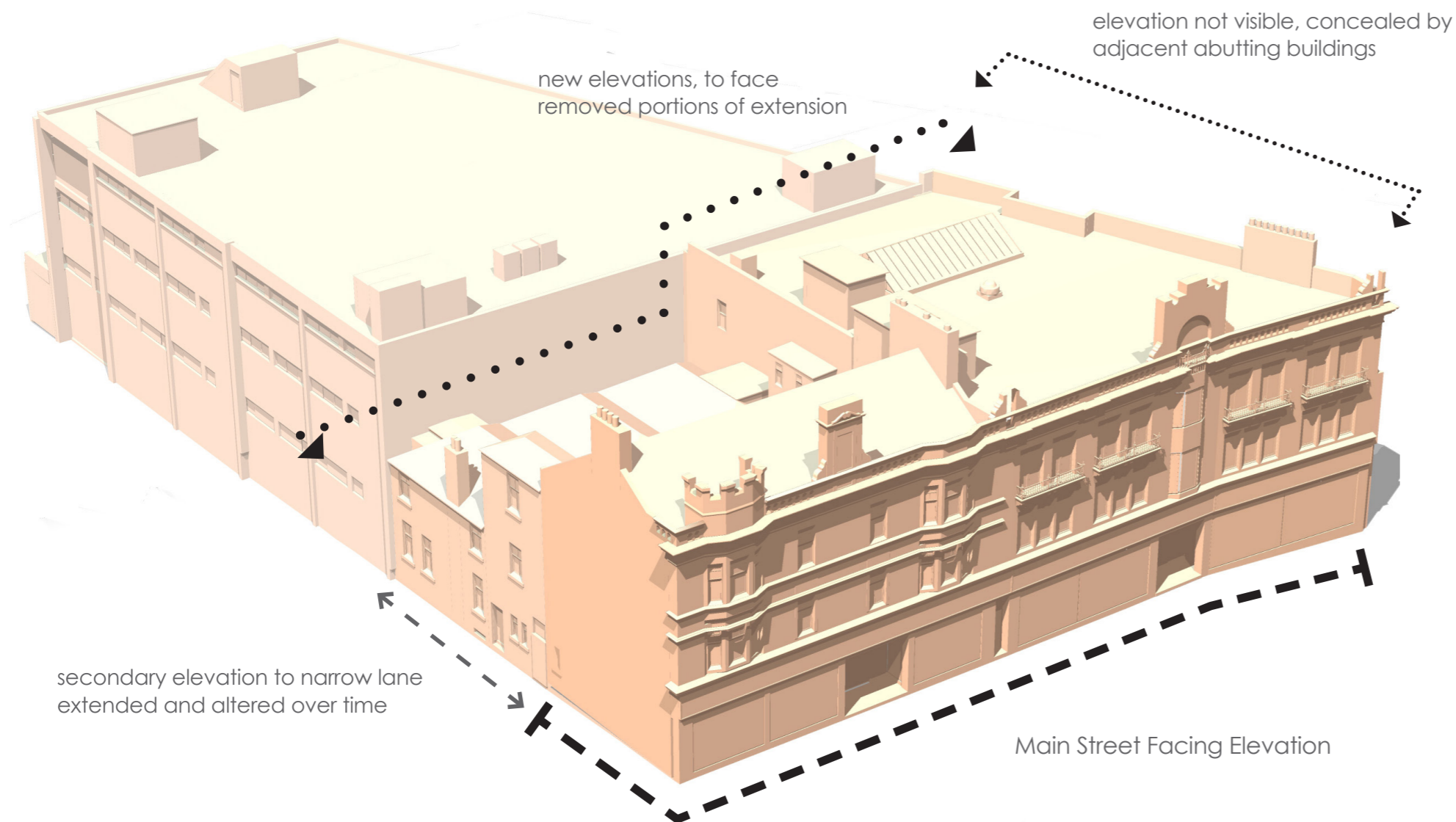


Diagram of significance of elevations



Diagram showing extent of refurbishment required - were the building to be retained

- Approximately 5820 m2 of floor space to be refurbished
- Floor plates inefficient and not easy to group by use or user team
- Existing constraints and legacy issues to consider
- Likely to require significant upgrades to structure and fabric, due to deterioration

ANALYSIS OF BRIEF VOLUMES AND EXISTING BUILDING AREAS

The current brief looks for a phased approach, delivering initially only 2650m2 of area, and growing to potentially 4730m2 over time for the HSCP.

Retaining the overall building would mean committing to refurbish and upgrade over 5800m2 of works to existing structure and fabric, to only occupy a portion of this.

Along with working around inefficiency and level changes etc, this would also not lend itself well to future expansion or phasing.

A facade retention approach allows for much more flexible planning of the spaces to suit the user needs, with a view to future additions if required.

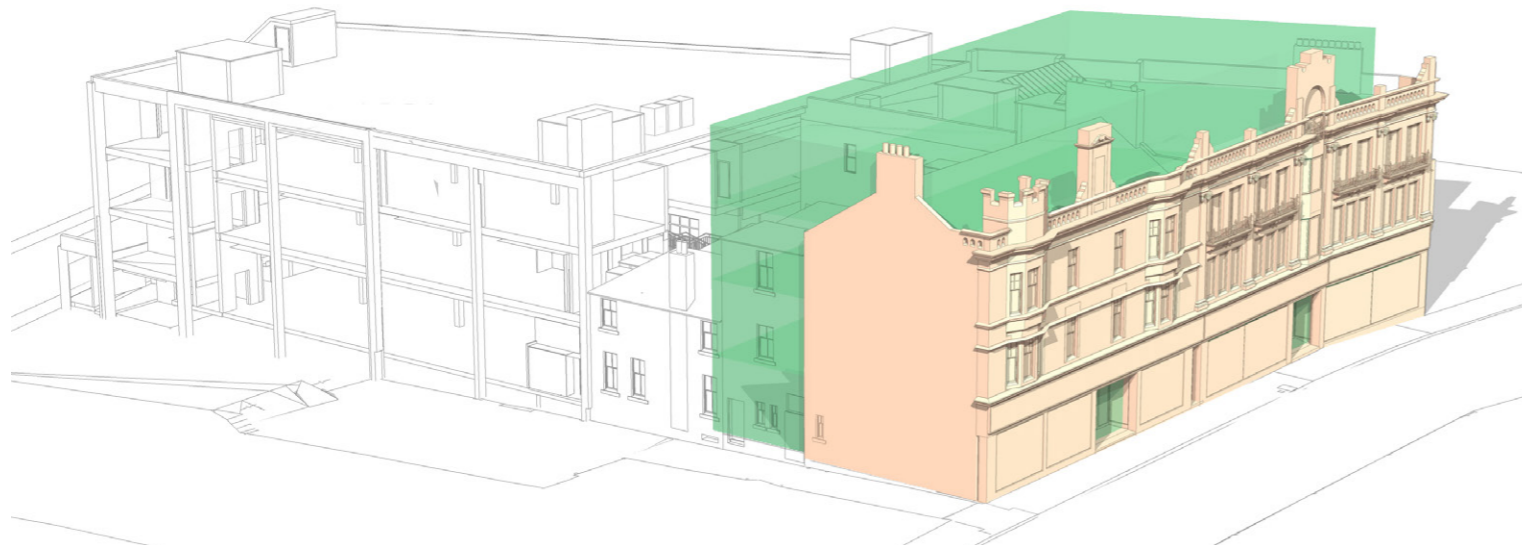


Diagram showing extent of P1 required volume, to suit the brief areas

- Allows for efficiency and bespoke layout for brief
- Allows only the extent of build required for initial phase to be undertaken
- Retains key street-facing elevations and aesthetic
- New fabric suitable to use

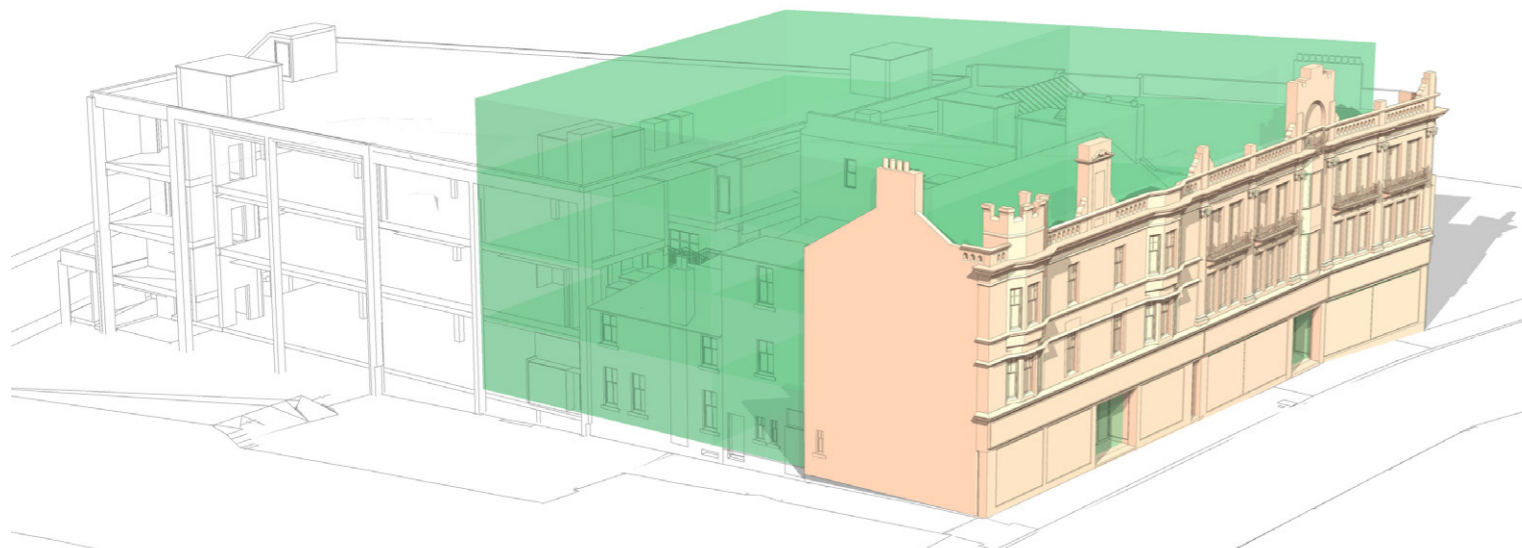


Diagram showing extent of P1-P3 required volume, to suit the brief areas with phased extension

- Allows for future phased extension to suit brief requirements
- Allows for additional building to be added



EXAMPLES OF FACADE RETENTION



South Ayrshire Council
Equality Impact Assessment including Fairer Scotland Duty

Section One: Policy Details*

Name of Policy	Redevelopment of Former Arran Mall and Hourstons
Lead Officer (Name/Position)	Chris Cox Assistant Director – Planning and Development Chris.cox@south-ayrshire.gov.uk
Support Team (Names/Positions) including Critical Friend	

*The term Policy is used throughout the assessment to embrace the full range of policies, procedures, strategies, projects, applications for funding or financial decisions.

What are the main aims of the policy? <u>What are the intended outcomes of the policy?</u>	The purpose is to provide an update on further work that has been undertaken and to confirm the development option to progress for the redevelopment of the former Hourstons building, Ayr.
	Authorise Officers to progress detailed designs involving the demolition of the former Hourstons building with a facade retention.

Section Two: What are the Likely Impacts of the Policy?

Will the policy impact upon the whole population of South Ayrshire and/or particular groups within the population? (please specify)	The decision will potentially impact on people with health, social or affordable housing needs.
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Considering the following Protected Characteristics and themes, what likely impacts or issues does the policy have for the group or community?

List any likely positive and/or negative impacts.

Protected Characteristics	Positive and/or Negative Impacts
Age: Issues relating to different age groups e.g. older people or children and young people	Positive: Potential new accommodation will meet increasing age related needs of the population
Disability: Issues relating to disabled people	Positive: Potential new accommodation will improve disability facilities.
Gender Reassignment – Trans/Transgender: Issues relating to people who have proposed, started or completed a process to change his or her sex	Positive: New arrangements would be inclusive to all irrespective of a person's gender.

Marriage and Civil Partnership:
Issues relating to people who are married or are in a civil partnership

Positive: New arrangements would be inclusive to all irrespective of a person's marital/civil partnership status.

Pregnancy and Maternity: Issues relating to woman who are pregnant and/or on maternity leave	Positive: New arrangements would be fully inclusive to this group.
Race: Issues relating to people from different racial groups, (BME) ethnic minorities, including Gypsy/Travellers	Positive: New arrangements would apply equally to Individuals of all racial groups
Religion or Belief: Issues relating to a person's religion or belief (including non-belief)	Positive: New arrangements would be fully inclusive to all religions and beliefs (including non-belief).
Sex: Issues specific to women and men/or girls and boys	Positive: new arrangements would have a positive impact on both men and women.
Sexual Orientation: Issues relating to a person's sexual orientation i.e. LGBT+, heterosexual/straight	Positive: New arrangements would be fully inclusive to all irrespective of a person's sexual orientation.

Equality and Diversity Themes Relevant to South Ayrshire Council	Positive and/or Negative Impacts
Health Issues and impacts affecting people's health	Positive: Potential new accommodation will improve health service provision
Human Rights: Issues and impacts affecting people's human rights such as being treated with dignity and respect, the right to education, the right to respect for private and family life, and the right to free elections.	Positive: Any potential new accommodation will require planning permission with opportunity to comment, staff affected by any relocation will be consulted.

Socio-Economic Disadvantage	Positive and/or Negative Impacts
Low Income/Income Poverty: Issues: cannot afford to maintain regular payments such as bills, food and clothing.	Positive: Potential new accommodation will directly assist persons in poverty needing services. Negative: Potential relocation of services may result in service users requiring to travel further for services.
Low and/or no wealth: Issues: 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	Positive: Potential new accommodation will directly assist persons of low income needing services. Negative: Potential relocation of services may result in service users requiring to travel further for services.
Material Deprivation: Issues: being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	Positive: Potential new accommodation will directly assist persons experiencing material deprivation needing services. Negative: Potential relocation of services may result in service users requiring to travel further for services.

Area Deprivation: Issues: where you live (rural areas), where you work (accessibility of transport)	Positive: Potential new accommodation may assist persons in area deprivation needing services by providing improved services in a location accessible by a variety of public transport. Negative: Potential relocation of services may result in service users requiring to travel further for services.
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Section Three: Evidence Used in Developing the Policy

Involvement and Consultation In assessing the impact(s) set out above what evidence has been collected from involvement, engagement or consultation? Who did you involve, when and how ?	Consultation has involved South Ayrshire H&SCP 2023. None externally for the purposes of this recommendation. Any forthcoming recommendation involving service relocation will involve consultation with staff and service users.
Data and Research In assessing the impact set out above what evidence has been collected from research or other data. Please specify what research was carried out or data collected, when and how this was done.	Site visit to similar facility in Blantyre in May 2023.
Partners data and research In assessing the impact(s) set out in Section 2 what evidence has been provided by partners? Please specify partners	South Ayrshire H&SCP – no direct consultation in section 2 but this will be forthcoming in an EQIA for any recommendation recommending development for H&SCP
Gaps and Uncertainties Have you identified any gaps or uncertainties in your understanding of the issues or impacts that need to be explored further?	Not for the purpose of this report

Section Four: Detailed Action Plan to address identified gaps in:

- a) evidence and
- b) to mitigate negative impacts

No.	Action	Responsible Officer(s)	Timescale
1			

Note: Please add more rows as required.

Section Five - Performance monitoring and reporting

Considering the policy as a whole, including its equality and diversity implications:

When is the policy intended to come into effect?	Report to Cabinet with a Business Case to provide net costings to the Council in December 2024.
When will the policy be reviewed?	

Which Panel will have oversight of the policy?	Cabinet
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Section 6

South Ayrshire Council

Summary Equality Impact Assessment Implications & Mitigating Actions

Name of Policy: Redevelopment of Former Arran Mall and Hourstons

This policy will assist or inhibit the Council's ability to eliminate discrimination; advance equality of opportunity; and foster good relations as follows:

<p>Eliminate discrimination Neither assist nor inhibit.</p>
<p>Advance equality of opportunity Potential redevelopment will enhance equality of opportunity</p>
<p>Foster good relations This will continue to foster good relations by developing meaningful communication and engagement with local communities to identify their needs and views.</p>
<p>Consider Socio-Economic Disadvantage (Fairer Scotland Duty) This will be undertaken in any decision to proceed with redevelopment</p>

Summary of Key Action to Mitigate Negative Impacts	
Actions	Timescale
None	N/A

Signed: Chris Cox

Date: 11 April 2024

South Ayrshire Council

**Report by Director of Communities and Transformation
to Cabinet
of 23 April 2024**

**Subject: Proposed Temporary Relocation of The Quay Zone
Gym to Girvan Community Centre**

1. Purpose

- 1.1 The purpose of this report is to seek approval to progress with the recommendation to temporarily relocate the Quay Zone Gym to Girvan Community Centre.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 authorises officers to progress with the relocation of the Quay Zone Gym to Girvan Community Centre on a temporary basis and delegates authority to officers to grant to South Carrick Community Leisure SCIO a temporary licence to occupy part of the Girvan Community Centre, subject to appropriate terms and conditions;

2.1.2 notes the agreement for the temporary relocation from the Girvan community centre of existing users as set out in Appendix 2 and that any increase in the cost of the temporary let to Council premises will be met by the Council and reasonable relocation costs agreed with the Council in advance will be met by the South Carrick Community Leisure SCIO; and

2.1.3 agrees that officers continue to support groups who have failed to agree an alternative location and identify potential suitable accommodation for displaced groups.

3. Background

- 3.1 After recent storms which caused significant damage to the structure of the Quay Zone in Girvan, Thriving Communities were asked to consider the options available within Girvan to relocate The Quay Zone Gym on a temporary basis.

- 3.2 Thriving Communities Officers met with Quay Zone representatives on 1 February 2024 along with colleagues from Asset Management. At this meeting Quay Zone representatives detailed their requirements and Officers agreed to consider options available.

- 3.3 Asset Management provided details of operational properties in Girvan which could potentially be used for the temporary gym. These properties were reviewed, and a desktop analysis of these properties was carried out to identify their suitability and any potential challenges.
- 3.4 Properties included Girvan Academy, Knockcushan Street Offices, Girvan Community Centre, Carrick Opportunities Centre and Girvan Library. Appendix 1 provides information on these properties.
- 3.5 The Service Lead for Thriving Communities contacted the Chair of Girvan Community Centre Users Group (GCCUG) to discuss the possibility of utilising Girvan Community Centre.
- 3.6 The Service Lead for Thriving Communities has liaised directly with the Chair of GCCUG and has met all of the groups individually. Eight groups were identified as being potentially impacted by the relocation of The Quay Zone Gym to Girvan Community Centre. The displacement will also impact existing one-off let bookings at the centre.
- 3.7 On 13 February 2024 approximately 70 people attended a meeting, at the Community Centre, with the Service Lead for Thriving Communities to discuss the proposals and potential challenges. It was agreed that the Service Lead for Thriving Communities would liaise with the groups directly and identify options available.
- 3.8 Discussions with individual groups have taken place and groups have considered or visited various properties including Girvan Community Hospital, Carrick Opportunities Centre, Girvan Town House, Z1 and local Church Halls.
- 3.9 On 21 March 2024 a further public meeting took place in Girvan Community Centre with the Service Lead for Thriving Communities and GCCUR. Approximately 40 people attended the meeting and were provided with an update from Officers. Groups completed forms with their details and feedback.
- 3.10 The first floor of the Community Centre will not be used by South Carrick Community Leisure SCIO, therefore there will be no impact to the Play Group and Craft Group.
- 3.11 A draft plan of the proposed Gym floorplan has ruled out any shared space within the main hall at the Community Centre.
- 3.12 Details of the groups and alternative accommodation recommendations are noted within Appendix 2. Opportunities in Retirement (OIR) have not yet agreed to alternative accommodation. The group visited Carrick Opportunities Centre and Z1 Youth Centre and deemed these venues unsuitable. Other premises were also ruled out due to the location or availability at the specific times that the group currently meet. The OIR group have confirmed that they do not want to consider an alternative time or day for their session.

4. Proposals

4.1 Members are asked to:

- 4.1.1 agree that officers progress with the relocation of the Quay Zone Gym to Girvan Community Centre on a temporary basis and delegates authority to officers to grant to South Carrick Community Leisure SCIO a temporary

licence to occupy part of the Girvan Community Centre, subject to appropriate terms and conditions;

4.1.2 note the agreement for the temporary relocation of existing users set out in Appendix 2 and that any increase in the cost of the temporary let at Council premises will be met by the Council and reasonable relocation costs agreed in advance will be met by the Quayzone; and

4.1.3 note that officers will continue to identify potential alternative accommodation for any remaining displaced groups.

5. Legal and Procurement Implications

5.1 A temporary Licence to Occupy part of the Girvan Community Centre will require to be granted to South Carrick Community Leisure SCIO.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 Costs should be met by SAC in relation to any increase in let charges where discretion would be applied. The additional loss of revenue from the existing lets should be met by the South Carrick Community Leisure SCIO.

7. Human Resources Implications

7.1 Facilities Management staff may be impacted by changes to operational arrangements and discussions have taken place with the Service Lead - Facilities Management in relation to alternative options for any displaced staff.

8. Risk

8.1 Risk Implications of Adopting the Recommendations

8.1.1 There may be negativity expressed by some members of the community, particularly existing users of Girvan Community Centre.

8.2 Risk Implications of Rejecting the Recommendations

8.2.1 The Council may not be able to identify any other premises that could temporarily accommodate The Quay Zone Gym.

9. Equalities

9.1 The proposals within this report have been assessed through the EQIA scoping process and potentially it may have a negative impact to some users of the centre. However, all users, with the exception of one group have accepted the alternative accommodation that was identified. Work will continue to find a suitable alternative location for the last remaining group. A full equalities impact assessment has been carried out in Appendix 3.

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document

otherwise described which could be considered to constitute a plan, programme, policy or strategy.

11. Options Appraisal

11.1 Officers have considered options to accommodate The Quay Zone in various SAC premises, the Community Centre is the preferred option at this stage.

12. Link to Council Plan

12.1 This report contributes to priority two Live, Work, Learn of the SAC plan 2023-2028

13. Results of Consultation

13.1 No formal consultation has taken place, however engagement with members from The Quay Zone and GCCUR has taken place.

13.2 Consultation has taken place with Councillor Brian Connolly, Portfolio Holder for Sport and Leisure, Councillor Alec Clark, Portfolio Holder Rural Affairs and Councillor Martin Kilbride, Portfolio Holder for Buildings, Housing and Environment, 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 Director of Communities and Transformation 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:

Implementation	Due date	Managed by
Conclude a licence to occupy with South Carrick Community Leisure SCIO to relocate the Quay Zone Gym to Girvan Community Centre	June 2024	Service Lead – Asset Management and Community Asset Transfer

Background Papers **None**

Person to Contact **George Hunter Assistant Director – Communities**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone: 01292 612994
Email: George.hunter@south-ayrshire.gov.uk

Date: 12 April 2024

Appendix 1

Analysis of properties carried out February 2024 by Estates/Asset Management

Description	Number	Street	Identifiable Spaces	Additional Notes
Girvan Academy	62	The Avenue	Fitness Area 145sqm and Gymnasium 203sq m with changing facilities - shown bounded red on marked up plan	<ul style="list-style-type: none"> * Potentially only available outwith school hours, separate access may need to be looked at and area secured. * Accessibility Access would require to be checked. * Car parking should be adequate. * Changing facilities should be adequate, secure locker facilities may need to be provided if not there already.
Girvan Community Centre	80	Dalrymple Street	GF - Main Hall extends to 162 sqm, FF - Main space is 94sqm with two additional general purpose areas of 31 and 35 sqm	<ul style="list-style-type: none"> * Accessibility would be an issue as the building does not have a lift. * Car parking - limited spaces to the rear of the community centre. * Dedicated changing facilities would require to be installed. * Floor loading should be assessed at in relation to gym equipment. * Potential displacement of current community centre activities relating to fixed gym equipment areas. * Change of use may be required.
Carrick Opportunities Centre	20F	Henrietta Street	Potential space on first floor. Two general purpose rooms of 45 & 48sqm and Art Room of 60sqm – shown bounded red on marked up plan	<ul style="list-style-type: none"> * Building has a lift but accessibility route would require to be checked. * Limited car parking spaces available around building. * Floor loading should be assessed in relation to gym equipment. * Dedicated changing facilities would require to be installed. * Potential displacement of current activities relating to fixed gym equipment areas.
Girvan Library		Troweir Road	Potential use of whole building with a Gross Internal Area of 470sqm once currently library provision has been relocated	<ul style="list-style-type: none"> * Potential refurbishment of building once library has been relocated to provide re-purposed spaces. * Car parking is very limited around building. * Floor loading should be assessed in relation to gym equipment. * Accessibility Access would require to be checked. * Change of use may be required.

Appendix 1

Appendix 2

Alternative Options for relocating groups

Group Name	Details of Group	Days / Times / Months	Alternative Accommodation	
Living with leisure	Constituted group who provide opportunities for older people to socialise and participate in issue based sessions. Approximately 60 members with a weekly attendance of 45-55 people.	Mondays 1pm – 4pm 1 st Monday October – last Monday in March. *The group does not require space April – September	Carrick Opportunities Centre, Girvan The Conference Room has been identified as a suitable space for the group.	The group visited The Carrick Opportunities Centre and have agreed to relocate to the Centre. Thriving Communities officers will provide assistance when the group restarts in October 2024.
Girvan District Flower Club	The group organise floral art demonstrations and practical floral art sessions. Approximately 24 people attend weekly.	2 nd Wednesdays of month 7-9pm 4 th Wednesday of month 6-10pm September – June (No December meeting)	Carrick Opportunities Centre, Girvan The Conference Room has been identified as a suitable space for the group.	The group visited The Carrick Opportunities Centre and have agreed to relocate to the Centre. Storage has been agreed for the group.
Parent and Toddlers Group	Small parent and toddlers group approximately 6 people attend weekly.	Wednesdays 9.30am – 11.30am Friday 9.30am -11.30am Term time	Carrick Opportunities Centre, Girvan The Conference Room has been identified as a suitable space for the group. The sensory room could be accessed also.	The group visited The Carrick Opportunities Centre and have agreed to relocate to the Centre.
Craft Group	Self help and social group. Card making and crafts.	Tuesdays 1.30pm – 4.30pm	The group will remain in Girvan Community Centre	The group will remain upstairs in Girvan Community Centre

Appendix 2

Group Name	Details of Group	Days / Times / Months	Alternative Accommodation	
Girvan Friendship Group	Constituted social group that provide opportunities for adults to improve mental health and wellbeing.	Tuesday 2pm – 4pm Tuesday 6pm - 9pm Friday 12pm – 2pm January - December	Carrick Opportunities Centre, Girvan The Conference Room has been identified as a suitable space for the group. Z1 Youth Centre is also suitable however its is not available on Tuesday evenings.	The group visited The Carrick Opportunities Centre and have agreed to relocate to the Centre. Thriving Communities officers will provide assistance with relocating and storing equipment.
Alcoholics Anonymous	Self-help addiction support service.	Monday 7pm -10pm Thursday 10am – 12pm January - December	Carrick Opportunities Centre, Girvan The Conference Room and Macadam Room have been identified as a suitable space for the group.	The group visited The Carrick Opportunities Centre and have agreed to relocate to the Centre.
Opportunities In Retirement	Line Dancing group for older adults.	Wednesday 1-3.30pm September – June	Carrick Opportunities was identified as a suitable space, however the group did not feel this was suitable. The group visited Z1 and this was not suitable.	The group have considered various venues however we have not been able to agree suitable premises. Carrick Opportunities having a carpet was deemed not suitable. Z1 would need to start in the morning or consider alternative days/times. The Church Hall is not available on Wednesday and the group would not consider other days.

Appendix 2

			<p>Sacred Hearts of Girvan Church Hall could not accommodate Wednesdays.</p> <p>Dance Studio</p>	<p>The Dance studio could not provide facilities for teas and coffees.</p>
<p>Opportunities In Retirement</p>	<p>Keep fit group for older adults.</p>	<p>Thursday 1.30 - 3.30pm</p> <p>September - June</p>	<p>Carrick Opportunities Centre, Girvan</p> <p>The Conference Room was deemed suitable however the group want to the same venue as the other OIR group.</p> <p>The group also visited Z1 Youth Group.</p>	<p>The group want to be located in the same place as the OIR line dancing groups to the vulnerability of users.</p>

It has been agreed there will be no displacement to the play group located on the first floor however it should be noted that the group have been supportive and open to being relocated in a school if required.

**South Ayrshire Council
Equality Impact Assessment including Fairer Scotland Duty**

Section One: Policy Details*

Name of Policy	Relocation of Quay Zone Gym to Girvan Community Centre on a temporary basis.
Lead Officer (Name/Position)	Jamie Tait
Support Team (Names/Positions) including Critical Friend	Ali Mutch – Acting Service Lead Destination South Ayrshire

*The term Policy is used throughout the assessment to embrace the full range of policies, procedures, strategies, projects, applications for funding or financial decisions.

What are the main aims of the policy?	The main aim of this decision/policy is to consider the options available for the relocation of The Quay Zone Gym to Girvan Community Centre.
What are the intended outcomes of the policy?	The intended outcome is to agree the recommendation to relocate the Quay Zone Gym to Girvan Community Centre on a temporary basis.

Section Two: What are the Likely Impacts of the Policy?

<p>Will the policy impact upon the whole population of South Ayrshire and/or particular groups within the population? (please specify)</p>	<p>This decision would mainly impact residents in South Carrick and surrounding towns and villages who either access Girvan Community Centre or The Quay Zone Leisure Centre.</p> <p>It is likely that a range of groups could be positively or negatively impacted by this decision.</p> <p>The Quay Zone report they have 872 members with approximately 550 accessing the gym. The closure of The Quay Zone is therefore having a significant impact on the South Carrick Community.</p> <p>Girvan Community Centre is currently accessed by a range of groups including children and young people and older adults in retirement. Displacement may impact the following groups:</p> <ul style="list-style-type: none"> • Wellbeing Group • Opportunities In Retirement • Playgroup • Alcohol Addiction Group • Social groups <p>Group could be accommodated elsewhere and options appraisal for relocation of groups would be carried out.</p>
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Considering the following Protected Characteristics and themes, what likely impacts or issues does the policy have for the group or community?

List any likely positive and/or negative impacts.

Protected Characteristics	Positive and/or Negative Impacts
<p>Age: Issues relating to different age groups e.g. older people or children and young people</p>	<ul style="list-style-type: none"> • Quay Zone members would benefit, this would include young people and adults.

	<ul style="list-style-type: none"> Girvan Community Centre users could be negatively impacted if they are having to be relocated or if suitable accommodation could not be found.
Disability: Issues relating to disabled people	<ul style="list-style-type: none"> Quay Zone members with disabilities would benefit if the gym was reopened at an alternative temporary location. Girvan Community Centre users could be negatively impacted by the disruption and relocation, however suitable alternative accommodation would be sought to accommodate the groups.
Gender Reassignment – Trans/Transgender: Issues relating to people who have proposed, started or completed a process to change his or her sex	<ul style="list-style-type: none"> Quay Zone members who are trans/transgender would benefit if the gym was reopened at an alternative temporary location. Girvan Community Centre users could be negatively impacted by the disruption and relocation, however suitable alternative accommodation would be sought to accommodate the groups.
Marriage and Civil Partnership: Issues relating to people who are married or are in a civil partnership	<ul style="list-style-type: none"> Quay Zone members who are married or in a civil partnership would benefit if the gym was reopened at an alternative temporary location Girvan Community Centre users could be negatively impacted by the disruption and relocation, however suitable alternative accommodation would be sought to accommodate the groups.
Pregnancy and Maternity: Issues relating to woman who are pregnant and/or on maternity leave	<ul style="list-style-type: none"> Quay Zone members who are pregnant or on maternity leave would benefit if the gym was reopened at an alternative temporary location Girvan Community Centre users could be negatively impacted by the disruption and relocation, however suitable alternative accommodation would be sought to accommodate the groups.
Race: Issues relating to people from different racial groups,(BME) ethnic minorities, including Gypsy/Travellers	<ul style="list-style-type: none"> Quay Zone members from different groups would benefit if the gym was reopened at an alternative temporary location. Girvan Community Centre users could be negatively impacted by the disruption and relocation, however suitable alternative accommodation would be sought to accommodate the groups.

<p>Religion or Belief: Issues relating to a person's religion or belief (including non-belief)</p>	<ul style="list-style-type: none"> • Quay Zone members with religious beliefs would benefit if the gym was reopened at an alternative temporary location. • Girvan Community Centre users could be negatively impacted by the disruption and relocation, however suitable alternative accommodation would be sought to accommodate the groups.
<p>Sex: Issues specific to women and men/or girls and boys</p>	<ul style="list-style-type: none"> • Quay Zone members would benefit if the gym was reopened at an alternative temporary location • Girvan Community Centre users could be negatively impacted by the disruption and relocation, however suitable alternative accommodation would be sought to accommodate the groups.
<p>Sexual Orientation: Issues relating to a person's sexual orientation i.e. LGBT+, heterosexual/straight</p>	<ul style="list-style-type: none"> • Quay Zone members would benefit if the gym was reopened at an alternative temporary location • Girvan Community Centre users could be negatively impacted by the disruption and relocation, however suitable alternative accommodation would be sought to accommodate the groups.

<p>Equality and Diversity Themes Relevant to South Ayrshire Council</p>	<p>Positive and/or Negative Impacts</p>
<p>Health Issues and impacts affecting people's health</p>	<p>The closure of The Quay Zone will ultimately have an impact on people's health and wellbeing as they will not be able to access gym and fitness provision in Girvan.</p> <p>The Quay Zone have reported the gym has around 550 members that are impacted by the closure.</p> <p>The facility is well used and is a key driver to improving health and wellbeing in Girvan.</p> <p>Girvan Community Centre accommodates a range of groups that include wellbeing groups, social groups, playgroups and groups for older people in retirement.</p>
<p>Human Rights: Issues and impacts affecting people's human rights such as being treated with dignity and respect, the right to education, the right to respect for private and family life, and the right to free elections.</p>	<p>This should not impact the human rights of any individual or group.</p>

<p>Socio-Economic Disadvantage</p>	<p>Positive and/or Negative Impacts</p>
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<p>Low Income/Income Poverty: Issues: cannot afford to maintain regular payments such as bills, food and clothing.</p>	<p>Members of The Quay Zone may not be able to access any other gym/fitness provision due to costs and fuel poverty to travel elsewhere.</p> <p>Groups accessing Girvan Community Centre may be impacted by the costs of hiring alternative premises, if they are displaced.</p>
<p>Low and/or no wealth: Issues: 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</p>	<p>Members of The Quay Zone may not be able to access any other gym/fitness provision due to costs and fuel poverty to travel elsewhere.</p> <p>Group accessing Girvan Community Centre may be impacted by the costs of hire alternative premises, if they are displaced.</p>
<p>Material Deprivation: Issues: being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies</p>	<p>Members of the Quay Zone may not be able to access any other gym/fitness provision due to costs and fuel poverty to travel elsewhere.</p> <p>Group accessing Girvan Community Centre may be impacted by the costs of hire alternative premises, if they are displaced.</p>
<p>Area Deprivation: Issues: where you live (rural areas), where you work (accessibility of transport)</p>	<p>Members of the Quay Zone may not be able to access any other gym/fitness provision due to costs and fuel poverty to travel elsewhere.</p> <p>Group accessing Girvan Community Centre may be impacted by the costs of hire alternative premises, if they are displaced.</p>

Section Three: Evidence Used in Developing the Policy

<p>Involvement and Consultation In assessing the impact(s) set out above what evidence has been collected from involvement, engagement or consultation? Who did you involve, when and how?</p>	<p>Officers were asked to consider options for the relocation of The Quay Zone to premises owned by SAC. Officers consider properties including Girvan Library, Girvan Academy, SAC Offices - Knockcushan Street and Carrick Opportunities Centre.</p> <p>Estates Officers carried out a scoping exercise of these properties and Girvan Community Centre was deemed the most suitable.</p> <p>Officers from Thriving Communities have engaged with individual groups, the users group committee and there have been two public sessions for users to attend.</p>
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	<p>The public sessions were attended by approx. 70 people on 13th February 2024 and approximately 40 people on 21st March 2024.</p> <p>Site visits have also been arranged for groups to view alternative accommodation.</p> <p>Each group was also asked to complete a group information form detailing their requirements and to confirm that they have been consulted.</p>
<p>Data and Research In assessing the impact set out above what evidence has been collected from research or other data. Please specify what research was carried out or data collected, when and how this was done.</p>	<p>Data and research has been gathered from The Quay Zone and the groups direct. This includes the number of users per group, group details and details regarding the sessions.</p>
<p>Partners data and research In assessing the impact(s) set out in Section 2 what evidence has been provided by partners? Please specify partners</p>	<p>The Quay Zone provided details on memberships and the individual groups provided details on their group requirements.</p>
<p>Gaps and Uncertainties Have you identified any gaps or uncertainties in your understanding of the issues or impacts that need to be explored further?</p>	<p>The main gap or uncertainty is a suitable site or accommodation not being identified for Opportunities for Retirement (OIR) group.</p> <p>This will need to be explored further to consider other options. The group have been offered space however they have deemed it unsuitable.</p>

Section Four: Detailed Action Plan to address identified gaps in:

- a) evidence and
- b) to mitigate negative impacts

No.	Action	Responsible Officer(s)	Timescale
1	Officers will continue to consider options to accommodate the groups in other premises.	Jamie Tait	Ongoing
2	If the decision to relocate is recommended, officers would support the relocation to support the individual groups needs.	Jamie Tait	Ongoing

3	Discretion will also be applied to ensure any group who is being displaced is not negatively impacted financially.		
4			

Note: Please add more rows as required.

Section Five - Performance monitoring and reporting

Considering the policy as a whole, including its equality and diversity implications:

When is the policy intended to come into effect?	<p>If the decision is made to relocate The Quay Zone Gym to Girvan Community Centre, it is recommended that Officers work alongside GCCUR and The Quay Zone to support the relocation of groups impacted by this decision.</p> <p>It is recommended that this decision would come into effect May 2024, however an exact date would be discussed and agreed with GCCUR and The Quay Zone.</p>
When will the policy be reviewed?	This is a temporary arrangement. Officers will continue to liaise with GCCUR during the relocation of The Quay Zone to ensure they are fully informed.
Which Panel will have oversight of the policy?	Cabinet will have oversight of this decision.

Section 6

South Ayrshire Council

Appendix

Summary Equality Impact Assessment Implications & Mitigating Actions

Name of Policy: Relocation of The Quay Zone Gym to Girvan Community Centre on a temporary basis.

This policy will assist or inhibit the Council's ability to eliminate discrimination; advance equality of opportunity; and foster good relations as follows:

<p>Eliminate discrimination</p> <ul style="list-style-type: none"> • The policy may result in a less favourable outcome for particular groups, however based on the number of users at The Quay Zone and the number of users groups at Girvan Community Centre it is likely the decision will positively impact more than less people. • Groups have been offered alternative accommodation at no cost. One organisation, who have two sessions per week at Girvan Community Centre, have deemed the alternative accommodation unsuitable.
<p>Advance equality of opportunity</p> <ul style="list-style-type: none"> • The decision would support Quay Zone members; however it may impact user from Girvan Community Centre.
<p>Foster good relations</p> <p>If the decision to accommodate The Quay Zone in Girvan Community Centre is agreed this is likely to have a positive impact on the community.</p> <p>Members should be aware this may also have a negative impact on a certain group if suitable accommodation cannot be secured for them.</p>
<p>Consider Socio-Economic Disadvantage (Fairer Scotland Duty)</p> <p>The decision could have both a positive and negative impact on low income families and members of the community.</p>

Summary of Key Action to Mitigate Negative Impacts	
Actions	Timescale
The decision will impact groups; however groups will be supported to relocate.	April – October 24
Suitable accommodation may not be available for the OIR groups; however Officers will continue to consider options for the group.	April – October 24

Signed:Jamie Tait Service Lead

Date: ..21/03/2024.....

South Ayrshire Council

**Report by Director of Communities and Transformation
to Cabinet
of 23 April 2024**

Subject: Ayrshire Shared British Sign Language (BSL) Local Plan 2024-2030

1. Purpose

1.1 The purpose of this report is to provide details on the new Ayrshire Shared BSL Local Plan 2024-2030 and seek approval to publish the plan.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 notes the requirements to publish a BSL Local Plan every six years showing how they promote and support BSL;

2.1.2 approves the Ayrshire BSL Local Plan 2024-2030 attached as Appendix 1; and

2.1.3 agrees that the co-produced operational action plan is submitted to Service and Partnerships Performance Panel in Autumn 2024.

3. Background

3.1 The Scottish Government wants to make Scotland the best place in the world for BSL users* to live, work and visit. This means that people whose first or preferred language is BSL will be fully involved in daily and public life in Scotland, as active, healthy citizens, and will be able to make informed choices about every aspect of their lives.

** Wherever we refer to 'BSL users*' we mean D/deaf and/or Deafblind people (those who receive the language in a tactile form due to sight loss) whose first or preferred language is British Sign Language.*

3.2 The BSL (Scotland) Act 2015 requires public bodies in Scotland to publish plans every six years, showing how they will promote, and facilitate the promotion of the use and understanding BSL in Scotland. These plans will take account of local circumstances and consider how best to respond to BSL users' needs within local communities, organisations or services.

3.3 The first [Ayrshire Shared BSL Plan \(2018-2024\)](#) was approved by Leadership Panel on [18 September 2018](#). A shared plan was agreed to ensure consistency across Ayrshire.

4. Proposals

- 4.1 It is proposed that Cabinet now approves the second Ayrshire Shared BSL Local Plan (2024-2030) which is attached as Appendix 1.
- 4.2 This has been developed in partnership with Ayrshire College; East, North and South Ayrshire Councils; East, North and South Ayrshire Health and Social Care Partnerships and NHS Ayrshire and Arran. In addition, the new plan has been developed with our local BSL users throughout Ayrshire as highlighted within the plan.
- 4.3 The second Ayrshire Shared BSL Plan is reflective of the priorities contained within the Scottish Government's [National BSL Plan 2023-2029](#), which was published on 6 November 2023.
- 4.4 Consideration has been given to the national BSL plan and policy context to ensure that the robust and effective aims are set for the next six years within the Ayrshire Plan. To ensure successful delivery of these strategic aims, partners have committed to the development of a co-produced operation plan with representation from our local BSL community – it is anticipated that this will be published in Autumn 2024.

5. Legal and Procurement Implications

- 5.1 The recommendations in this report are consistent with legal requirements BSL (Scotland) Act 2015.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 Not applicable.

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 The risks associated with rejecting the recommendations are a failure to meet the statutory obligations BSL (Scotland) Act 2015.

9. Equalities

- 9.1 An Equalities Impact Assessment (EQIA), **(including the Fairer Scotland Duty in respect of any Strategic decision)**, has been carried out on the proposals contained in this report, which identifies potential positive and negative equality impacts and any required mitigating actions. The EQIA is attached as Appendix 2.

10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 contributes to all three priorities of the Council Plan (Spaces and Places; Live, Work and Learn; and Civic and Community Pride).

13. Results of Consultation

- 13.1 There has been public consultation as part of the development process as set out in the extract below section 4 of the Ayrshire Shared BSL Local Plan 2024-2030:

'From the outset, representatives from the various partner organisations have taken steps to directly involve BSL users from across Ayrshire in the development of this plan. We have engaged with representatives from the Ayrshire Society for the Deaf, BSL students from Ayrshire College, the Ayrshire Deaf Education Service and representatives from Elderbank Primary School, Grange Academy and Greenwood Academy. Key themes were identified that we have reflected in this plan's aims. This engagement with the BSL community was undertaken with appropriate BSL language interpreters to ensure clear two-way dialogue to assist us in capturing their views in a culturally and linguistically appropriate way.'

- 13.2 Consultation has taken place with Councillor Lee Lyons, Portfolio Holder for Health and Social Care, 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 Director of Communities and Transformation 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:

Implementation	Due date	Managed by
Present joint BSL action plan to Service and Partnerships Performance Panel	October 2024	Service Lead – Policy, Performance and Community Planning

Background Papers [Ayrshire Shared BSL Plan \(2018-2024\)](#)

Report to Leadership Panel of 18 September 2018 [Ayrshire Shared British Sign Language \(BSL\) Local Plan](#)

Person to Contact Kevin Anderson, Service Lead – Policy, Performance and Community Planning
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Date: 11 April 2024

Ayrshire Shared BSL Local Plan 2024 - 2030

This shared local plan has been created with input from the following partners -



Contents:

1. Introduction
2. The Ayrshire Shared BSL Local Plan
3. Rationale for Shared BSL Local Plan
4. Engagement and Consultation
5. Finalising our BSL Local Plan
6. Appendices

Appendix A: Partnership Approach to Shared BSL Local Plan

1. Introduction

The Scottish Government wants to make Scotland the best place in the world for BSL users* to live, work and visit. This means that people whose first or preferred language is BSL will be fully involved in daily and public life in Scotland, as active, healthy citizens, and will be able to make informed choices about every aspect of their lives.

The BSL (Scotland) Act 2015 requires public bodies in Scotland to publish plans every six years, showing how they will promote, and facilitate the promotion of the use and understanding BSL in Scotland. These plans will take account of local circumstances and consider how best to respond to BSL users' needs within local communities, organisations or services.

This is our second Ayrshire Shared BSL Local Plan developed in partnership with Ayrshire College; East, North and South Ayrshire Councils; East, North and South Ayrshire Health and Social Care Partnerships and NHS Ayrshire & Arran.

This BSL Local Plan sets out the priorities identified through consultation with BSL users living, working and studying in Ayrshire. The priorities included within this Plan cover:

- Delivering actions to support the implementation of the BSL National Plan
- BSL Accessibility
- Children, Young People and their Families
- Access to Employment
- Health and Wellbeing
- Celebrating BSL Culture
- BSL Data
- Democratic Participation

It describes the strategic aims the partners will take between 2024 and 2030 to enable BSL users to be involved in daily and public life in Scotland, as active, healthy citizens, and will be able to make informed choices about every aspect of their lives. The partners will develop a co-produced operational plan (Aim 2) to deliver on the strategic aims.

* Wherever we refer to 'BSL users*' we mean D/deaf and/or Deafblind people (those who receive the language in a tactile form due to sight loss) whose first or preferred language is British Sign Language.

2. Ayrshire Shared BSL Local Plan

This second Ayrshire Shared BSL Local Plan is reflective of the priorities contained within the Scottish Government's [National BSL Plan 2023-2029](#), which was published on 6 November 2023, but importantly the priorities for our local BSL users. We have carried forward a few of the actions from our previous plan as they were delayed due to the pandemic and remain priorities for our local BSL users.

The Ayrshire Shared BSL Local Plan has been developed in partnership with our local BSL users throughout Ayrshire. This ensures that their concerns and issues have been listened to and are reflected in the aims we propose to take forward in the Plan.

The Ayrshire Shared BSL Local Plan has been designed by the partners (Appendix A) to have flexibility in the way that it is implemented, so that the Plan is able to adapt to

changes in priorities and address any new issues that may arise in the six year period. Taking this approach also allows the partners to build on the policies and practices already in place for the BSL community in our local area.

We will publish a progress report in 2027 as well as engage with our local BSL users to incorporate any additional aims identified through this process with a goal of delivering by 2030.

This partnership approach reduces consultation fatigue with our local BSL users and supports work that is cross cutting and will impact on all partners to ensure consistency and cohesiveness.

This partnership approach also provides the opportunity for shared understanding of the priorities of our local BSL users.

3. Rationale for Shared BSL Local Plan

In Ayrshire, there is already a strong partnership approach to working between the three Councils, Health and Social Care Partnerships, Ayrshire College and NHS Ayrshire & Arran. Therefore, it makes sense to build upon this strong partnership working to develop and deliver the aims to improve the lives of BSL users through a shared BSL Local Plan.

We acknowledge it is crucial to maintain ongoing collaboration with the BSL community in Ayrshire to understand the impact of our aims and to amend and update those aims ensuring it aligns with the needs of the BSL community.

A BSL Action Plan working group was established in September 2017 consisting of partner representatives and BSL service users. The group met a number of times to discuss the work to be taken forward. However, the work of this group was impacted by the Covid pandemic, and some of the members have changed roles and one of the BSL members moved out with the Ayrshire area.

Through the engagement and consultation work to develop this second plan, agreement has been reached that a new BSL Local Plan Implementation Advisory Group will be established (Aim 1). Although the working group was disbanded, it should be noted that regular engagement with the local BSL community has continued through attendance at meetings, text messaging and emails.

The new BSL Local Plan Implementation Advisory Group will have representation from the three Councils, three Health and Social Care Partnerships, Ayrshire College, NHS Ayrshire & Arran and representatives from our local BSL community. Having representation from our local BSL community is essential to drive forward the priorities outlined in this plan.

4. Engagement and Consultation

From the outset, representatives from the various partner organisations have taken steps to directly involve BSL users from across Ayrshire in the development of this plan. We have engaged with representatives from the Ayrshire Society for the Deaf, BSL students from Ayrshire College, the Ayrshire Deaf Education Service and representatives from Elderbank Primary School, Grange Academy and Greenwood Academy. Key themes were identified that we have reflected in this plan's aims.

This engagement with the BSL community was undertaken with appropriate BSL language interpreters to ensure clear two-way dialogue to assist us in capturing their views in a culturally and linguistically appropriate way. However, given the tight timescales this engagement was limited to ensure delivery by 6 May 2024 but we will continue to work with BSL users and keep them up to date as the delivery of the plan progresses.

Ayrshire is unusual in that there are no voluntary sector organisations of and for, BSL users in the area, however, representation from the British Deaf Association (BDA) in Glasgow has been integral to taking this work forward.

Representatives from the various partner organisations also attended an event in Glasgow in November 2023 where the national plan and associated actions were discussed.

5. Finalising Our BSL Local Plan

The feedback from the aforementioned engagement and consultation works informed the final aims contained within our Plan. The aims proposed within this second BSL Local plan contain our continued commitment to support equal access, opportunity, representation, and inclusion for all BSL users.

We have taken consideration of the national BSL Plan and national policy context in the development of our Ayrshire Shared BSL Local Plan to ensure robust and effective aims are set for the next six years. To ensure the successful delivery of these strategic aims, the partners committed to the development of a co-produced operational plan (Aim 2) with representation from our local BSL community which will be published in Autumn 2024.

Delivering actions to support the implementation of the BSL National Plan.

We will deliver local actions to support the ambition of the BSL national plan. Our BSL Local Plan Implementation Advisory Group will provide feedback on our plan, ensuring the voices of those with lived experience are included.

Aim 1

Establish a BSL Local Plan Implementation Advisory Group with representation from the local BSL community.

Aim 2

By autumn 2024, develop an operational plan through the BSL Local Plan Implementation Advisory Group to deliver the strategic aims.

Aim 3

Follow guidance on inclusive communication from Scottish Government, when available, in line with the PSED review to ensure BSL users are considered in communications.

Aim 4

Based on the Scottish Government guidance on BSL access for public engagement, adopt inclusive public engagement guidance.

Aim 5

Publish a progress report on the actions in 2027, the midway point for this plan. As a living plan, this will enable us to reflect on what further actions are required to help us meet our longer-term goals and overall vision for BSL in Ayrshire.

BSL Accessibility

We will strive to remove accessibility as a barrier for BSL users, recognising the importance of having accessible information in the right format at the right time, utilising technology and increasing people's awareness of communication tools.

Aim 6

Develop a specific page on our public websites with information in BSL or signposting to relevant information available in BSL.

Aim 7

Continue to engage with BSL users and promote Contact Scotland BSL.

Aim 8

Promote and utilise the Scottish Government Signpost Portal for BSL/English interpreters.

Children, Young People and their Families

We will work to ensure deaf or deafblind children and their family are offered the right information and support at the right time to engage with BSL. We will strengthen partnerships between relevant organisations to overcome barriers for BSL users and deaf / deafblind children to ensure they have the support they need at all stages of their learning, so that they can reach their full potential.

Aim 9

Facilitate BSL users, deaf and deafblind children and their families to access support.

Aim 10

Continue to promote BSL service provision to ensure staff understand the importance of BSL provision.

Aim 11

Support NHS teams and BSL providers to develop robust referral pathways which will result in BSL users, deaf and deafblind children accessing both the healthcare and language learning support they require.

Aim 12

Promote access to the Scottish Government opportunities for targeted workers to learn BSL up to an appropriate SCQF Level.

Aim 13

Signpost BSL users and their families to access the Scottish Government opportunities to learn about the heritage and culture of BSL, as well as hold local events.

Access to Employment

We will work towards ensuring BSL users receive the correct support and information to develop their skills, consider what route to employment is right for them and enter into the workforce so that they can fulfil their potential.

Aim 14

Promote and support implementation of the nationally identified solutions to specific barriers for BSL users to support an easy transition from school to a positive destination.

Aim 15

Through No One Left Behind, deliver place-based employability services that support individuals to overcome structural barriers to entering and sustaining employment. We will work with the Implementation Advisory Group for this plan to identify solutions to specific barriers for BSL users accessing devolved employability support.

Health and Wellbeing

We are committed to ensuring BSL users have access to the information and services they need to live active, healthy lives, and to make informed choices at every stage of their lives.

Aim 16

Promote opportunities for engagement and embed actions related to BSL users, based on the work set out within the social isolation and loneliness strategy.

Aim 17

Promote access to support services during the cancer journey.

Aim 18

Support BSL users to understand the use of the remote video BSL interpreting service.

Celebrating BSL Culture

We are committed to assisting BSL users to have access to cultural activities in Ayrshire, and equal opportunities to enjoy and contribute to sharing the importance of BSL and D/deaf culture with the people of Ayrshire.

Aim 19

Work to help embed BSL further within culture and the arts including increasing availability of signed events and performances.

BSL Data

We will work to better understand our local BSL community in Ayrshire to help inform decision making in our policies and practices.

Aim 20

Utilise the data from the Census and any other sources to better understand our local BSL population, as well as explore issues such as accessibility and access to services.

Democratic Participation

We will strive to support BSL users to be fully involved in democratic and public life in Ayrshire, as active and informed citizens, and as voters in local and general elections.

Aim 21

Publicise resources from the Electoral Commission, once available, to provide ongoing support for BSL users' participation in democratic life.

Aim 22

Ensure relevant electoral staff are aware of the need to provide appropriate information on voting processes to BSL users.

Partnership Approach to Shared BSL Local Plan

Below is some information on the partners involved in the shared BSL local plan.

Ayrshire College

Ayrshire College is a large regional college which operates from three main campuses in Ayr, Kilmarnock and Kilwinning. The College provides education, skills development, and training for learners across Ayrshire and beyond and has approximately 11,000 learners enrolling in college programmes every year.

The College delivers programmes at Scottish Credit and Qualifications Framework (SCQF) levels 1 to 8, including a range of Foundation and Modern Apprenticeships and bespoke delivery for businesses.

Ayrshire College currently provides extended learning support (ELS) for students with additional support needs, including students who are BSL users. This includes arranging BSL support to enable students to fully participate in all aspects of their College experience.

The College has a number of Communication Support Workers who provide BSL support and a number of permanent staff members who are proficient signers.

East Ayrshire Council

East Ayrshire Council serves just over 122,000 people living in diverse communities in both urban and rural settings. The majority of people live in mainly rural settings across some 30 small communities set against a background of some of Scotland's most spectacular scenery.

Internal and External support to BSL users is provided to access Council services, attending meetings, forums, and events as required. Internal support is provided via our Sensory Impairment Team, and we are one of a few local authorities who employ a BSL interpreter who provides support, guidance, BSL and Deaf Awareness Training to staff.

Grange Academy has three Teachers of the Deaf, one of whom is a Principal Teacher who line manages the deaf base. There are currently five pupils who are supported.

East Ayrshire Health and Social Care Partnership

East Ayrshire Health and Social Care Partnership combined the services of NHS Ayrshire & Arran and East Ayrshire Council to develop and deliver services that are more personalised and meet the needs and aspirations of our residents. Specifically, our focus is on ensuring that children and young people get the best start in life, that people live healthier, longer lives and are supported to be independent and included and have choice and control - no matter who they are or where they live.

East Ayrshire Council Sensory Impairment Team provide services for people with a visual, hearing or dual sensory impairment and includes British Sign Language (BSL) interpretation. They provide information, telephone support, assessment and equipment provision.

NHS Ayrshire & Arran

NHS Ayrshire & Arran want the best for our local people and our staff. We pride ourselves on improving health and providing a comprehensive range of high quality, safe, effective and person-centred health services. Our strategic direction is based on continuous improvement and services that are centred on the patient or service user. Our purpose is 'Working together to achieve the healthiest life possible for everyone in Ayrshire and Arran'.

NHS Ayrshire & Arran provides BSL interpretation to anyone who requires this support when accessing health care. This support is available 24 hours per day, seven days per week when accessing our hospitals, community based services, family doctor (GP), dentist and opticians. Due to the need to be pre-booked we are aware that pharmacy is more challenging and we will look to ways to improve this in the future.

North Ayrshire Council

North Ayrshire Council serves a population of 134,220 residents, the council area includes the mainland, Isle of Arran and Isles of Cumbrae. Our Council's vision is 'A North Ayrshire that is fair for all' and our mission is 'Working together to improve the lives of our people in North Ayrshire'.

External interpretation services are used to support BSL users in their interaction with Council services during formal meetings and proceedings. Sensory Awareness training (including BSL awareness) is available for employees, alongside a Deaf awareness e-learning programme. Support is provided to Council services from the Health and Social Care Partnership (HSCP), who provide advice and guidance to employees. Council and HSCP employees can make direct referrals for communication support via the duty system, a dedicated email address or CareFirst.

Elderbank Primary School contains the Pan Ayrshire Hearing Impairment Service for primary aged pupils.

North Ayrshire Health and Social Care Partnership

North Ayrshire Health and Social Care Partnership was established to manage and monitor the joining together of community health and social care services. Through partnership working our vision is that: 'All people who live in North Ayrshire are able to have a safe, healthy and active life'.

All of our work fits within five strategic priorities. The aim of these priorities is to work together with local people to tackle the significant social and health inequalities that exist in North Ayrshire. We will meet our priorities by making changes to the Health and Care services we deliver. In doing this we will support local people to live safely at home, or in a homely setting, as close to family, friends and the local community as possible.

The Sensory Impairment Team has a dedicated 'smart phone' and clients contact the service to request assistance Monday to Friday. A duty system is in place on a Tuesday and Thursday every week where clients can come into the office without an appointment for help and communication support. There are two employees within the team who are very proficient signers. The team works across the local authority providing BSL support to clients who are accessing services and on occasion outside agencies.

South Ayrshire Council

South Ayrshire stands out in Scotland as an area of outstanding natural beauty, with its coastal and rural communities, and a long record of innovation and ambition. We are an area rich in heritage, with strong historical connections, fantastic community spirit, welcoming people, a thriving voluntary sector, beautiful scenery, and strong ambitions for an economic and sustainable future where people choose South Ayrshire as a place to live, visit and invest in.

We have a population of 112,450 and by 2043 is projected to increase considerably. Our purpose is to serve South Ayrshire, our vision is to make a difference every day and our values are to be respectful, positive, supportive, proud and ambitious. We have 3 priorities for 2023-2028:

- Space and Places
- Live, Work, Learn
- Civic and Community Pride.

Teachers of the Deaf provide Deaf awareness training and introductory BSL training for families and stakeholders. As part of our internal e-learning programme, BSL Awareness and Deaf Awareness modules are available, the courses can be accessed by staff members. Our Sensory Impairment team provide Sensory Loss awareness sessions on a regular basis to staff as well as on an ad hoc basis to internal and external organisations. External interpretation services are used to support BSL users and their interaction with Council services as required, including formal meetings and proceedings.

South Ayrshire Health and Social Care Partnership

South Ayrshire Health and Social Care Partnership brings together a wide range of health and social work services into a single operational delivery unit. The Partnership's Integration Joint Board is responsible for planning and overseeing the delivery of a full range of community health and social work/social care services, including those for older people, adults, children and families and people in the Criminal Justice system in South Ayrshire. It is also responsible for a number of Pan-Ayrshire health services relating to Allied Health Professionals, Continence, Joint Equipment and Technology Enabled Care.

South Ayrshire Council
Equality Impact Assessment including Fairer Scotland Duty

Section One: Policy Details*

Name of Policy	Ayrshire Shared BSL Action Plan 2024 – 2030
Lead Officer (Name/Position)	Elizabeth Dougall – Senior Policy Officer Community Planning & Equalities
Support Team (Names/Positions) including Critical Friend	Susan McCardie Co-ordinator, Performance and Community Planning Macy Biggar – Community Planning & Equalities Assistant (Critical Friend)

*The term Policy is used throughout the assessment to embrace the full range of policies, procedures, strategies, projects, applications for funding or financial decisions.

What are the main aims of the policy?	The aim of the BSL plan is to facilitate the promotion of BSL and to meet the Council's statutory obligation to have a plan in place before 6 th May 2024.
What are the intended outcomes of the policy?	<p>This BSL Local Plan sets out the priorities identified through consultation with BSL users living, working and studying in Ayrshire. The priorities included within this Plan cover:</p> <ul style="list-style-type: none"> • Delivering actions to support the implementation of the BSL National Plan • BSL Accessibility • Children, Young People and their Families • Access to Employment • Health and Wellbeing • Celebrating BSL Culture • BSL Data • Democratic Participation <p>It describes the high level actions the partners will take between 2024 and 2030 to enable BSL users to be involved in daily and public life in Scotland, as active, healthy citizens, and will be able to make informed choices about every aspect of their lives.</p> <p>* Wherever we refer to 'BSL users*' we mean D/deaf and/or Deafblind people (those who receive the language in a tactile form due to sight loss) whose first or preferred language is British Sign Language.</p>

Section Two: What are the Likely Impacts of the Policy?

Will the policy impact upon the whole population of South Ayrshire and/or particular groups within the population? (please specify)	The proposed BSL Plan is designed to have a positive effect on BSL users; this means that people whose first or preferred language is BSL will be fully involved in daily and public life.
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Considering the following Protected Characteristics and themes, what likely impacts or issues does the policy have for the group or community?

List any likely positive and/or negative impacts.

Protected Characteristics	Positive and/or Negative Impacts
Age: Issues relating to different age groups e.g. older people or children and young people	Positive impact on children - to improve outcomes for deaf or deafblind children.
Disability: Issues relating to disabled people	Positive impact – The plan is intended to improve outcomes for deaf or deafblind people.
Gender Reassignment – Trans/Transgender: Issues relating to people who have proposed, started or completed a process to change his or her sex	Neither a direct positive nor negative impact
Marriage and Civil Partnership: Issues relating to people who are married or are in a civil partnership	Neither a direct positive nor negative impact
Pregnancy and Maternity: Issues relating to woman who are pregnant and/or on maternity leave	Neither a direct positive nor negative impact
Race: Issues relating to people from different racial groups, (BME) ethnic minorities, including Gypsy/Travellers	Neither a direct positive nor negative impact
Religion or Belief: Issues relating to a person’s religion or belief (including non-belief)	Neither a direct positive nor negative impact
Sex: Issues specific to women and men/or girls and boys	Neither a direct positive nor negative impact
Sexual Orientation: Issues relating to a person’s sexual orientation i.e., LGBT+, heterosexual/straight	Neither a direct positive nor negative impact

Equality and Diversity Themes Relevant to South Ayrshire Council	Positive and/or Negative Impacts
Health Issues and impacts affecting people’s health	Positive impact – consideration has been given to the impact on the health of BSL users and improved access to health care and mental health services is a goal set out in this plan.

	In addition, improved access to education will increase opportunities for young people to become more involved and gain employment.
Human Rights: Issues and impacts affecting people’s human rights such as being treated with dignity and respect, the right to education, the right to respect for private and family life, and the right to free elections.	Positive impact- the Plan aims to ensure parents are fully involved in their child’s education and improving access to a wide range of information and public services in BSL.

Socio-Economic Disadvantage	Positive and/or Negative Impacts
Low Income/Income Poverty: Issues: cannot afford to maintain regular payments such as bills, food and clothing.	The plan has no positive or negative impact.
Low and/or no wealth: Issues: 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	The plan has no positive or negative impact.
Material Deprivation: Issues: being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	The plan has no positive or negative impact.
Area Deprivation: Issues: where you live (rural areas), where you work (accessibility of transport)	The plan has no positive or negative impact.

Section Three: Evidence Used in Developing the Policy

<p>Involvement and Consultation In assessing the impact(s) set out above what evidence has been collected from involvement, engagement or consultation? Who did you involve, when and how?</p>	<p>From the outset, representatives from the various partner organisations have taken steps to directly involve Deaf people from across Ayrshire in the development of this plan. This engagement with the BSL community was undertaken with appropriate BSL language interpreters to ensure clear two-way dialogue to assist us in capturing their views in a culturally and linguistically appropriate way. However, given the tight timescales this engagement was limited to ensure delivery by 6 May 2024 but we will continue to work with Deaf people and keep them up to date as the delivery of the plan progresses.</p> <p>Ayrshire is unusual in that there are no voluntary sector organisations of and for, Deaf people in the area, however, representation from the British Deaf Association (BDA) in Glasgow has been integral to taking this work forward.</p> <p>We have engaged with representatives from the Ayrshire Society for the Deaf, Deaf Students from</p>
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	<p>Ayrshire College, the Ayrshire Deaf Education Service and representatives from Elderbank Primary School , Grange Academy and Greenwood Academy. Key themes were identified that we have reflected in this plan's actions.</p> <p>Representatives from the various partner organisations also attended an event in Glasgow in November 2023 where the national plan and associated actions were discussed.</p>
<p>Data and Research In assessing the impact set out above what evidence has been collected from research or other data. Please specify what research was carried out or data collected, when and how this was done.</p>	<p>Led by Ayrshire Equality Partnership further research will be carried out as part of the development of the operational plan.</p>
<p>Partners data and research In assessing the impact(s) set out in Section 2 what evidence has been provided by partners? Please specify partners</p>	<p>Ayrshire Equality Partnership</p>
<p>Gaps and Uncertainties Have you identified any gaps or uncertainties in your understanding of the issues or impacts that need to be explored further?</p>	<p>No</p>

Section Four: Detailed Action Plan to address identified gaps in:

- a) evidence and
- b) to mitigate negative impacts

No.	Action	Responsible Officer(s)	Timescale
1	n/a		

Section Five - Performance monitoring and reporting

Considering the policy as a whole, including its equality and diversity implications:

When is the policy intended to come into effect?	6 th May 2024
When will the policy be reviewed?	An annual update will be provided.
Which Panel will have oversight of the policy?	Cabinet.

Section 6


Summary Equality Impact Assessment Implications & Mitigating Actions

Name of Policy: Ayrshire Shared BSL Action Plan 2024 – 2030

This policy will assist or inhibit the Council’s ability to eliminate discrimination; advance equality of opportunity; and foster good relations as follows:

<p>Eliminate discrimination</p> <p>The plan is designed to provide appropriate support for deaf and deafblind people.</p>
<p>Advance equality of opportunity</p> <p>The plan is fully in line with the National BSL Plan.</p>
<p>Foster good relations</p> <p>Improving and increasing the range and availability of communication methods across partners.</p>
<p>Consider Socio-Economic Disadvantage (Fairer Scotland Duty)</p> <p>No positive or negative impact.</p>

Summary of Key Action to Mitigate Negative Impacts	
Actions	Timescale
n/a	
n/a	

 <p>Signed:</p> <p>Date: 7/3/24</p>	<p>Service Lead: Kevin Anderson</p>
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South Ayrshire Council

**Report by Head of Community Health and Care Services
to Cabinet
of 23 April 2024**

**Subject: Current Risks and Mitigations in Community
Assessment and Support**

1. Purpose

- 1.1 The purpose of this report is to provide an update on the management of risk for those people who are in the community and in hospital awaiting a Social Work assessment or Social Care support.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 considers the risks facing community services (identified in paras 1.2 to 2.5 of [Appendix 1](#));**
- 2.1.2 acknowledges the improvement activity and resultant improvement to date (identified in paras 1.1 to 3.2 of [Appendix 1](#)); and**
- 2.1.3 endorses the improvement activity being taken to mitigate the risks for those awaiting community services referred to in recommendation 2.1.2.**

3. Background

- 3.1 There continues to be considerable focus nationally and locally on reducing the number of people waiting in hospital to transfer home or closer to home, otherwise known as delayed transfers of care.
- 3.2 Although data is collected nationally and locally on unmet need in the community, the focus remains on those in hospital. This presents a risk to individuals in the community whose needs have not yet been assessed.
- 3.3 Where care is required but not provided, this may lead to needs not being met and result in people tipping into crisis and subsequent emergency presentations for either health or social care.
- 3.4 This paper provides in [Appendix 1](#) an update on both delayed transfers of care and unmet need in the community and the improvement actions being taken to improve support and the resultant improved outcomes for people who need our services.

3.5 Further detailed background information is provided in [Appendix 1](#).

4. Proposals

4.1 It is recommended that the Cabinet acknowledges the improvement activity and resultant improvement and continues to endorse the ongoing improvement actions.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 Not applicable.

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 There are no risks associated with rejecting the recommendations.

9. Equalities

9.1 There are no implications to equalities within this report.

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 4 of the Council Plan: Efficient and effective enabling services.

13/

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 Lee Lyons, Portfolio Holder for Health and Social Care, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking Purposes

- 14. If the recommendations above are approved by Members, the Head of Community Health and Care Services 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:

Implementation	Due date	Managed by
None	Not applicable	Not applicable

Background Papers **None**

Person to Contact **Billy McClean, Head of Community Health and Care Services
Elgin House Ailsa Hospital AYR KA6 6AB
Phone 01292 612465
E-mail billy.mcclean@aapct.scot.nhs.uk**

Date: **12 April 2024**

1. ***People Awaiting Social Work Assessment and Review***

1.1 The most recent data for 28 February 2024:

- 14 people awaiting assessment in hospital (up from 12 in January).
- 191 people (down from 235 in January) awaiting assessment in the community.
- 118 people (up from 97 in January) who require a service review. 16 of these are outstanding 3months beyond the 12month review target.

1.2 The main challenges remain with a reduction in capacity due to absence and vacancies within the Social Work teams although a number of vacancies have now been filled and it is expected that these will make a positive difference over the next quarter:

- 3 vacancies (down from 9).
- 3 long term sick.
- 2 maternity leave.

Work continues to fill the remaining 3 vacancies and minimise sickness absence across the teams.

1.3 There continue to be a range of activities that all teams undertake to manage risks associated with unallocated cases:

- Waiting list reviewed at least weekly by the Team Leader and allocations are prioritised as required to effectively manage risk.
- Team Leader uses duty resource to visit individuals as required to review their situation.
- Duty workers triage and make contact with Service Users to ascertain if their situation has changed and inform team leader in order that allocations are prioritised in regard to risk and need.
- Screening visits are also taking place where there are concerns being raised. Service Managers review statistics weekly and discuss risk management with Team Leaders.
- Service Managers work together to redeploy workers if necessary to address areas of high risk (The Prestwick team supports the Troon team for instance).
- The community waiting list forms part of the daily reporting within South HSCP and is reviewed weekly at the Delayed Transfers of Care and Community Services Oversight Groups.
- Everyone who is either awaiting an assessment or is awaiting a service have been offered support by VASA who can provide telephone befriending, wellbeing checks, support with meals or drop off medication.
- Agency staff are being used within the Ayr South Team.
- A discharge to assess process is being used with work being allocated across the locality teams to take pressure off a stretched hospital team.

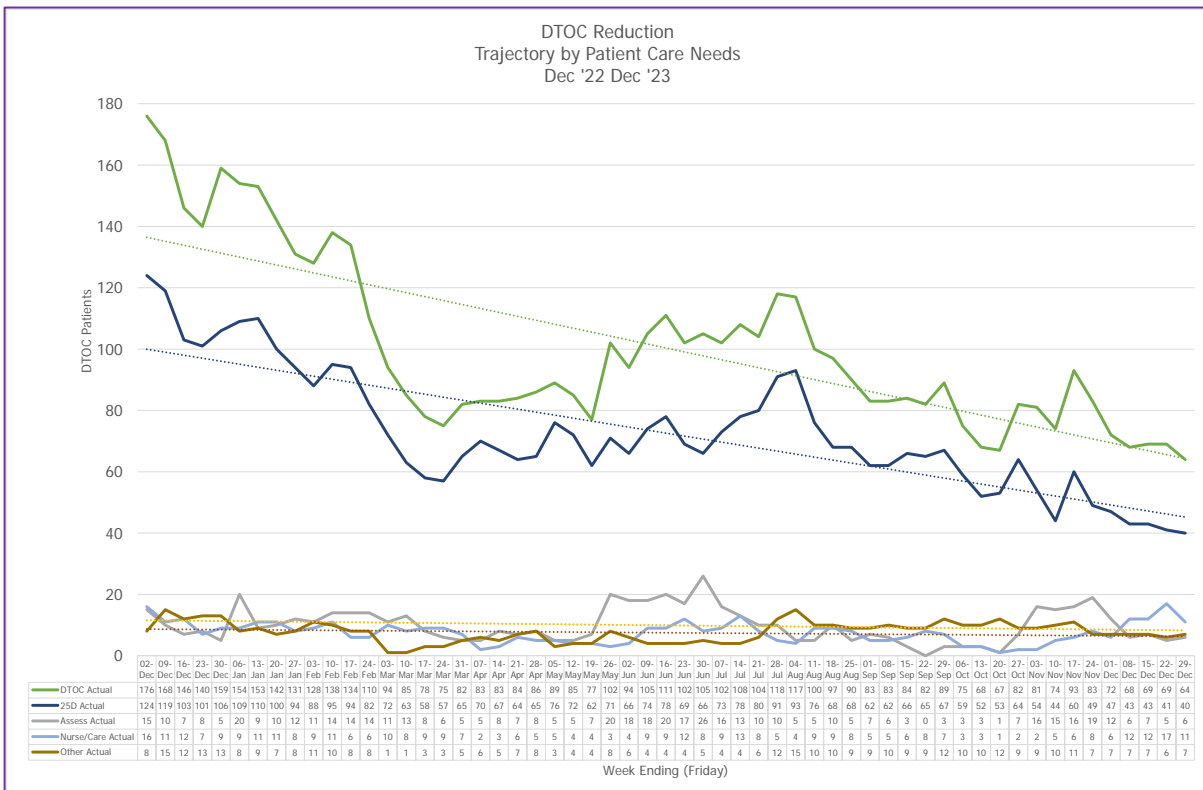
2. People Awaiting Care in Hospital and the Community

2.1 On 28 January 2024 there were:

- 70 people in hospital experiencing a delayed transfers of care (down from 83 in January). 59 of these were “standard” delays with 11 being related to guardianship.
- 85 people assessed and awaiting care in the community (up from 70 in January).

The number of standard delays has reduced significantly between 2 December 2022 where delays peaked at 176, and 1 December 2023 where standard delays had reduced to 72 (Fig 1). This is a reduction of 104 beds and equivalent to three and a half wards.

Figure 1. Delayed Transfers of Care December 2022 to December 2023



2.2 Demand

Demand for care has stabilised over the last 6months (Table 1) with a 3% reduction in demand for Care at home and a 1% increase in demand for care home places.

Table 1/

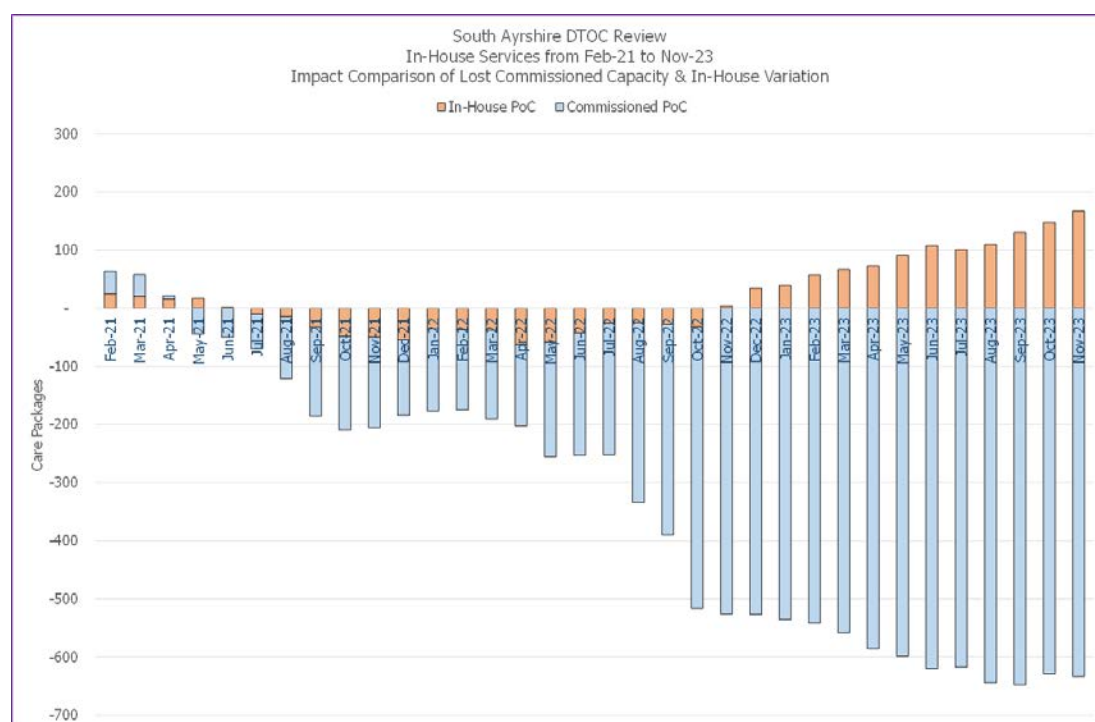
Table 1. Demand for Care (Number of people receiving and waiting for care)

Care Type	May 2023	January 2024
Care Home	887	898
Reablement	91	91
Private Care at Home	738	676
In House Care at Home	411	433
Care at Home Waiting	147	149
Total CAH demand	1387	1349

2.3 Capacity - In House Services

An additional 110 in house care at home posts were recruited to during 2023 providing capacity for an additional 220 service users. This additional capacity is beginning to have a positive impact with a net gain of almost 200 places but is not sufficient to make up for the loss of capacity in the private sector (Fig 2).

Figure 2. Private and In House Care at Home Capacity 2021-2023



2.4 Capacity - Commissioned Care

Private providers are also struggling to recruit and retain staff, and many are either struggling to provide the quality or the quantity of care required. There has been a further 30% reduction in available capacity since September 2022, a 50% reduction overall since April 2022 within commissioned services (Fig 2) (5,800 commissioned hours per week now being delivered, compared to 12,000 hours per week in April 2022 and 6,600 in June 2023). This is a loss equivalent to well over 600 care packages.

Even taking account of the recent in-house recruitment there has been a net loss of approximately 540 care at home placements. However, recent data shows that the sector seems to be stabilising.

2.5 Activity

In house services deliver an average package of 7.3 hours (Up from 6.8 in May 2023) per week and external providers deliver an average package of 8.3 hours (down from 8.5 hours in May 2023). Work to review care packages has resulted in the average number of hours being delivered by the private sector reducing by 15% over the last 12months but remaining 13% above that delivered by in house services. Work continues to improve the efficiency of both in-house and private care activity.

2.6 Queue

The result of improved recruitment into Care at Home, stabilisation of the private sector and the success of initiatives to reduce demand has resulted in a reduction in the backlog for Reablement (Fig 3) and Care at Home (Fig 4) with the combined queue reducing from 331 in January 2023 to 149 in January 2024.

Figure 3: Queue for Reablement

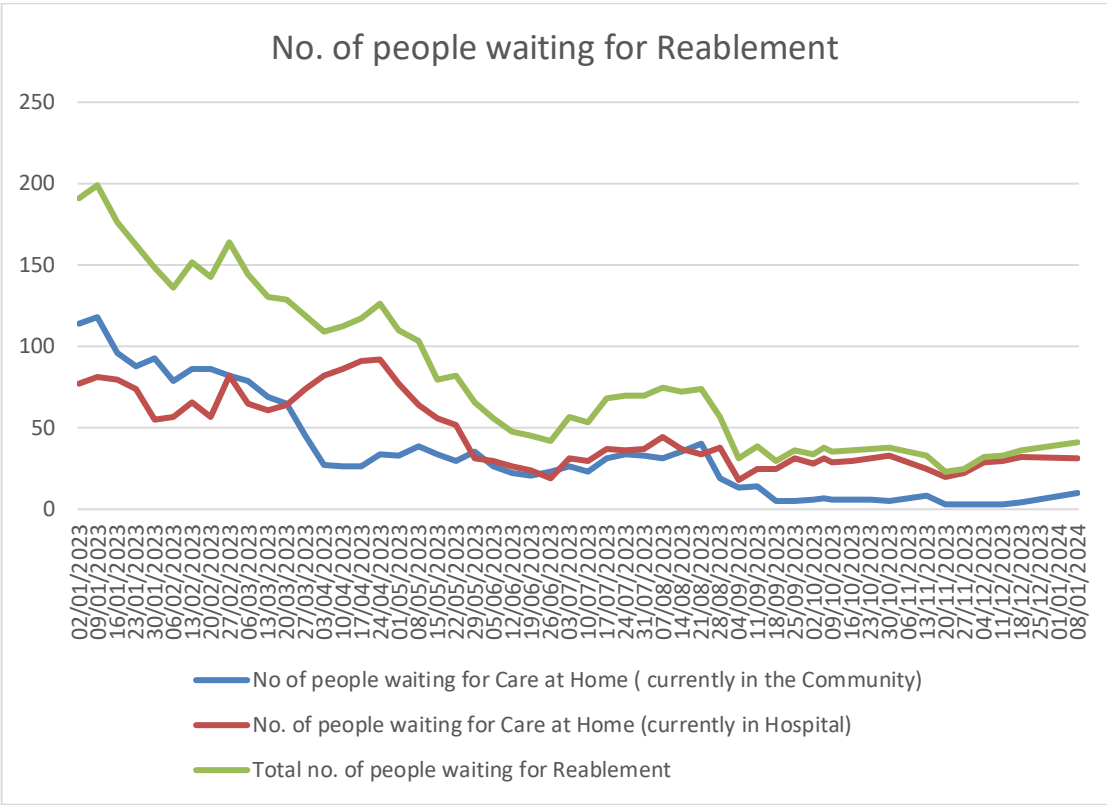
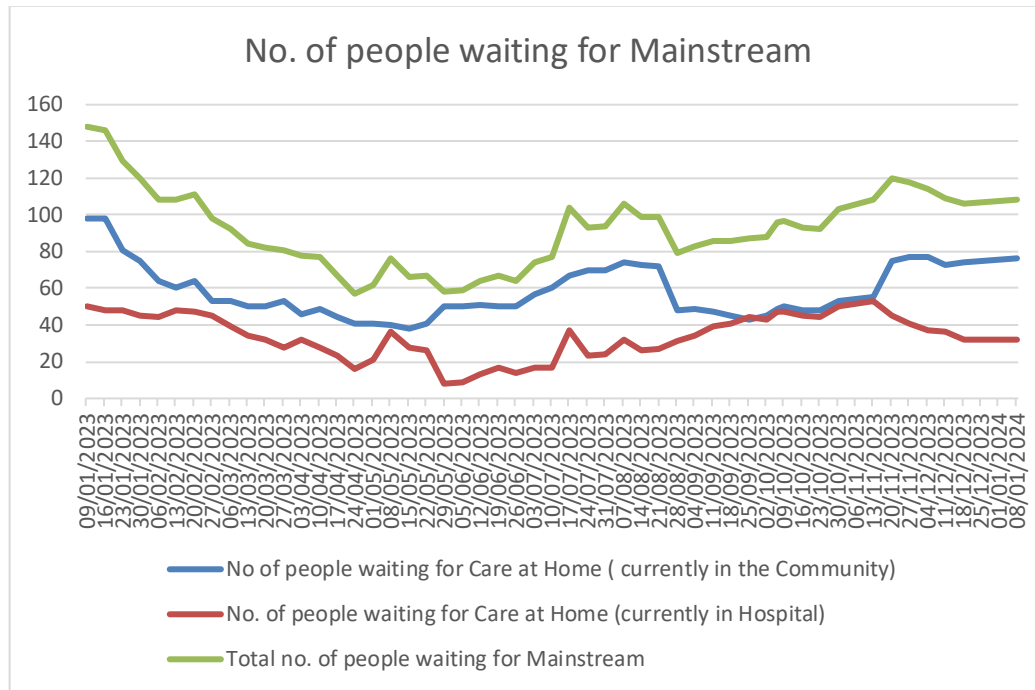


Figure 4/

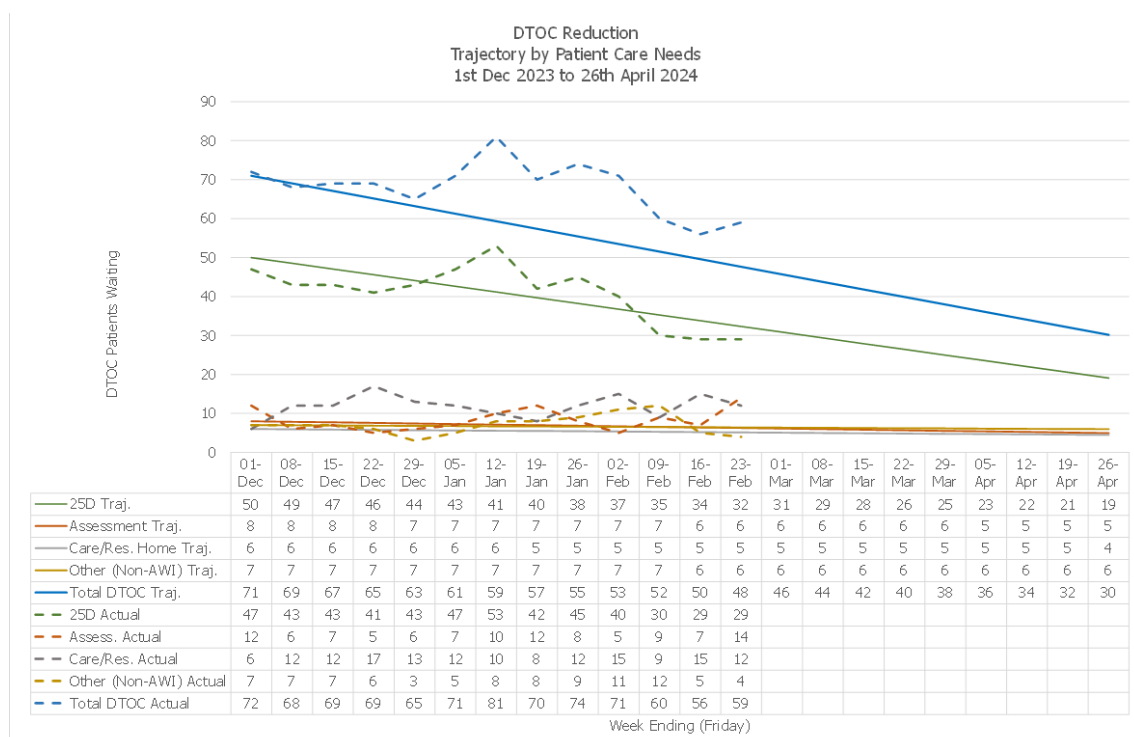
Figure 4. Queue for Care at Home



3. Ongoing Monitoring of Trajectory and Improvement Actions

3.1 Having missed our improvement trajectories during 2023, a new improvement trajectory has been set for winter 2023-24 with the aim of reducing standard delays to 30 by the end of April 2024 (Fig 5). This improvement trajectory is based on the rate of improvement seen during 2023 and takes account of that all anticipated improvements set out in the 2023-24 Winter Plan have been completed. Currently improvements in care at home delays are meeting our trajectory but overall delays remain above trajectory primarily because of higher than anticipated delays related to Social Work assessment and care home places.

Figure 5: Delayed Transfers of Care Trajectory and Progress



3.2 **Benchmarking**

South Ayrshire have demonstrated the greatest reduction in delays this month compared to the rest of Scotland and we now have the fourth greatest number of standard delays (a significant improvement having had the highest rate of standard delays for almost 2yrs).

4. ***Summary and Recommendation***

- 4.1 Over the recent period since June 2023 there has been a relative stabilisation of the private sector, strong recruitment and retention in the in-house care at home service and further improvement work such as Discharge to Assess. This has resulted in an improvement in the number of delays in both the Community and Hospitals. Despite challenges within the Social Work Teams there have also been improvements in performance although more recent data shows a slight deterioration in both.
- 4.2 The situation remains precarious with continued challenges within the private sector, two care homes under investigation and further improvements heavily reliant on improving efficiency within Care at Home and Social Work teams.
- 4.3 Short term mitigations remain in place to ensure that people are not left without support and are reviewed and reprioritised as necessary on a regular basis.
- 4.4 Recent benchmarking data demonstrates that South Ayrshire are improving more quickly than other partnerships across Scotland and are no longer have the greatest number of standard delays. The team were recently awarded a Certificate of Excellence in the UK Public Sector Improvement Awards as a result of the focussed improvement approach to the work.

South Ayrshire Council

Report by Chief Governance Officer to Cabinet of 23 April 2024

Subject: Strategic Risk Management

1. Purpose

- 1.1 The purpose of this report is to update Members on the reviewed Strategic Risk Register (Appendix 1) in line with the agreed reporting framework.

2. Recommendation

2.1 It is recommended that Cabinet:

2.1.1 considers the reviewed Strategic Risk Register (Appendix 1) updated by Chief Officers; and

2.1.2 notes the 14 key risks and endorses the work currently being undertaken or proposed by risk owners to mitigate these risks.

3. Background

- 3.1 The Strategic Risk Register is reported in accordance with the framework within the Corporate Risk Management Strategy.

- 3.2 The Strategic Risk Register was reported to the Audit and Governance Panel of 20 March 2024 for scrutiny. Panel members approved the recommendations on the report and requested future additional briefings on risk management.

- 3.3 Risk Management is also undertaken at Directorate level, within the Health and Social Care Partnership and by leads undertaking complex projects.

4. Proposals

- 4.1 The Strategic Risk Register has been reviewed by Chief Officers / Risk Owners and updates provided on progress against implementation of proposed risk mitigations. Risks are referenced against the themes of Governance, Protection and Resources. 14 Strategic Risks are being managed and these are listed as follows:

	<i>Risk</i>	<i>Risk Rating</i>	<i>Theme</i>
1.	Decision Making and Governance	8	Governance
2.	External Factors including Contingency Planning	10	Governance

	Risk	Risk Rating	Theme
3.	Strategic Planning	8	Governance
4.	Integrity	8	Governance
5.	Internal Audit Actions	6	Governance
6.	Child and Adult Protection	10	Protection
7.	Public/ Employee Protection	10	Protection
8.	Sustainable Development and Climate Change	12	Protection
9.	Financial Inclusion	12	Protection
10.	Ash Tree Die Back	10	Protection
11.	Financial Constraints	16	Resources
12.	Employee Absence	9	Resources
13.	ICT – Digital Resilience, Protection and Capability	8	Resources
14.	Management of Assets	6	Resources

- 4.2 Full detail of strategic risk management arrangements is provided within the register (Appendix 1). Ownership is assigned to ensure there is clear accountability and responsibility in terms of risk management. The cause, potential effect, risk score and current mitigations are also recorded.
- 4.3 Unless considered ‘ongoing’ throughout the life of the risk register, proposed risk mitigations have a target completion date, and their progress is outlined by use of a percentage completion bar in the report. A status icon is also included which indicates whether or not the specific initiative is on target.
- 4.4 Members are requested to note that the Health and Social Care Partnership (HSCP) provide information on the risk management of Child and Adult Protection within the Council’s Strategic Risk Register. HSCP also develop and report on wider Partnership risk issues within their own bespoke Strategic Risk Register which is presented to the HSCP Performance and Audit Panel on a 6 monthly basis for scrutiny. A link to the most recent HSCP risk register and related reports is provided on page 8 of Appendix 1.
- 4.5 It has also been considered appropriate in risk management terms to make reference to the Ayrshire Growth Deal (AGD). It is currently undergoing a scheduled mid-Programme Review exercise which is being taken forward by the regional Programme Management Office (PMO) and Lead Authority partners, in consultation with UK and Scottish Government grant funders. This is subject to AGD governance processes set out in the AGD Grant Offer agreement and AGD Governance document. The review is expected to conclude by summer 2024.
- 4.6 There are financial, legal and reputational risks to the Council in progressing development and delivery of AGD projects which are carefully monitored through regular review and monthly reporting via internal Council governance arrangements and those agreed by the regional AGD partners. As a result of commercial sensitivities relative to the Space and Aerospace projects information cannot be shared publicly.

- 4.7 There has been a risk rating increase for Sustainability and Climate Change. Previously 4 (critical) x 2 (possible) = 8 (medium). It has been felt appropriate to increase this to 4 (critical) x 3 (likely) = 12 (high). Slippage has occurred in terms of progress to achieve proposed mitigations. The development and implementation of a refreshed strategy has been hampered by both a rapidly changing national picture and staffing vacancies within the service with the responsibility for progressing this work.
- 4.8 Ongoing significant challenges around funding arrangements and budgeting have also resulted in a risk rating increase on the risk relating to Financial Constraints, previously 4 (critical) x 3 (likely) = 12 (high) but now 4 (critical) x 4 (very likely) = 16 (high). This is acknowledged to be caused by UK and Scottish Government reductions in funding over a number of years and the impact of inflation on the Council cost base. This is the highest rated risk on the current Strategic Risk Register and is being carefully monitored at Chief Officer level.
- 4.9 Members are also requested to note that Chief Officers regularly consider new or emerging risks and there is a process whereby significant operational risks, managed at directorate level, can be elevated to strategic level as required.
- 4.10 It is anticipated that Members will consider the strategic risk management arrangements outlined within this report and be assured that there is a robust system in place for identifying and managing those threats which could have a significant impact on the successful delivery of the Council's objectives.

5. Legal and Procurement Implications

- 5.1 The recommendations in this report are consistent with legal requirements.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 There are no cost implications associated with the recommendations in this report.

7. Human Resources Implications

- 7.1 There are no human resource implications associated with the recommendations in this report.

8. Risk

8.1 Risk Implications of Adopting the Recommendations

- 8.1.1 Risks have been identified and assessed in line with the Council's Risk Management process. This report seeks to confirm that risk mitigation at Strategic level is ongoing and that risks are being managed in line with an agreed approach and methodology.

8.2 Risk Implications of Rejecting the Recommendations

- 8.2.1 Rejecting the recommendations may give rise to external criticism, breach of statute or legal challenge.

9. Equalities

- 9.1 The proposals in this report allow scrutiny of performance. The report does not involve proposals for policies, strategies, procedures, processes, financial decisions and activities (including service delivery), both new and at review, that affect the Council's communities and employees, therefore an equality impact assessment is not required.

10. Sustainable Development Implications

- 10.1 **Considering Strategic Environmental Assessment (SEA)** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

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 the delivery of all Council strategic objectives.

13. Results of Consultation

- 13.1 Consultation has taken place with Councillor Martin Dowey, Portfolio Holder for Corporate and Strategic, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking

- 14.1 If the recommendations above are approved by Members, the Chief Governance Officer 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:

Implementation	Due date	Managed by
Adopt recommended approach to Strategic Risk Management	30 April 2024	Service Lead – Risk and Safety















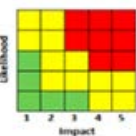
Background Papers **Report to Audit and Governance Panel of 20 March 2024**
[Strategic Risk Management](#)

Person to Contact **Carol Boyd – Service Lead – Risk and Safety**
River Terrace
Phone 01292 613090
E-mail carol.boyd@south-ayrshire.gov.uk

Date: 11 April 2024

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The following risks of strategic significance have been identified by Chief Officers in line with the themes of Governance, Protection and Resources.

Governance	Protection	Resources																												
1. Decision Making and Governance $4 \times 2 = 8$ 	6. Adult and Child Protection $5 \times 2 = 10$ 	11. Financial Constraints $4 \times 4 = 16$ 																												
2. External Factors including Contingency Planning $5 \times 2 = 10$ 	7. Public and Employee Protection $5 \times 2 = 10$ 	12. Employee Absence $3 \times 3 = 9$ 																												
3. Strategic Planning $4 \times 2 = 8$ 	8. Sustainable Development and Climate Change $4 \times 3 = 12$ 	13. ICT – Digital Resilience, Protection & Capability $4 \times 2 = 8$ 																												
4. Integrity $4 \times 2 = 8$ 	9. Financial Inclusion $4 \times 3 = 12$ 	14. Management of Assets $3 \times 2 = 6$ 																												
5. Internal Audit Actions $3 \times 2 = 6$ 	10. Grounds Maintenance - Ash Tree Die Back $5 \times 2 = 10$ 	<table border="1" style="font-size: small;"> <thead> <tr> <th colspan="2">Risk Rating</th> <th colspan="2">Impact v Likelihood</th> </tr> <tr> <th>Impact</th> <th>Likelihood</th> <th>Impact</th> <th>Likelihood</th> </tr> </thead> <tbody> <tr> <td>1 Minor</td> <td>1 Unlikely</td> <td>1</td> <td>1</td> </tr> <tr> <td>2 Moderate</td> <td>2 Possible</td> <td>2</td> <td>2</td> </tr> <tr> <td>3 Major</td> <td>3 Likely</td> <td>3</td> <td>3</td> </tr> <tr> <td>4 Critical</td> <td>4 Very Likely</td> <td>4</td> <td>4</td> </tr> <tr> <td>5 Catastrophic</td> <td>5 Almost Certain</td> <td>5</td> <td>5</td> </tr> </tbody> </table> 	Risk Rating		Impact v Likelihood		Impact	Likelihood	Impact	Likelihood	1 Minor	1 Unlikely	1	1	2 Moderate	2 Possible	2	2	3 Major	3 Likely	3	3	4 Critical	4 Very Likely	4	4	5 Catastrophic	5 Almost Certain	5	5
Risk Rating		Impact v Likelihood																												
Impact	Likelihood	Impact	Likelihood																											
1 Minor	1 Unlikely	1	1																											
2 Moderate	2 Possible	2	2																											
3 Major	3 Likely	3	3																											
4 Critical	4 Very Likely	4	4																											
5 Catastrophic	5 Almost Certain	5	5																											

Input is provided by Risk Owners identified at Strategic level to ensure clear responsibility in terms of their management. Detail is provided on risk mitigations – both current and proposed. Target dates are recorded in respect of the achievement of the proposed mitigations, unless agreed as ‘ongoing’. The successful mitigation of these risks will support the delivery of the Council Plan.

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Risk 1	Risk Title – Decision Making and Governance				Risk Theme - Governance	
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owner – Head of Legal and Regulatory Services	1. There is a risk that key decisions are taken on behalf of the Council which may contradict agreed Council Plan objectives or increase risk exposure to the organisation.	Updates to Government legislation and advice. Changes to political structure. Levels of scrutiny on information made available or provided.	Lack of compliance. Failure to meet statutory requirements. Poor best value audit. Financial Impact Reputational damage.	<p>4 x 2 = 8</p>	1. Members are supported by a range of training programmes to ensure effective Panel participation and good decision making. 2. Service Leads ensure there is full consultation with PFH's on Panel reports. 3. Webcasting/live broadcasting allows both hybrid meetings and public access. External public website has an area dedicated to this where meetings are live streamed, the future meeting schedule is visible and recordings of the meeting archive can be viewed. 4. Reports outline key headings on legal, procurement, financial, HR, risk, equalities and sustainable development implications of decision making. 5. The new Council Plan is complete and approved, as are the associated Service Plans across all Directorates. (Cross reference - Risk 3 - Strategic Planning).	
Proposed Mitigations (with dates)					Status	Progress Bar
1. Members are supported to deliver good decision making through training and briefings. Officers in conjunction with Members felt that Members would benefit from further training on scrutiny and two training sessions were delivered on scrutiny of business cases by the Improvement Service. Both new and more experienced Members of the Service and Performance and Audit and Governance Panels felt this improved their understanding of scrutiny. A & G Panel also undertook a self-assessment and officers are implementing the recommendations identified by the Panel. Specific recommendations were previously made for one-to-one meetings with Members to assess training needs and produce an individualised plan. These take place by request from Members utilising the Improvement Service's Political Skills Self- Assessment tool and this allows Members to consider particular areas that they would benefit from training on. Further steps are being taken by the leads of Democratic Governance and Organisational Development to analyse this process and to fine tune the personal development process for Members. Members' briefings are available online and group officers encourage Members to access these, as well as maintaining records on uptake for future audit purposes. (June 2024)						

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Risk 2 **Risk Title – External Factors including Contingency Planning** **Risk Theme - Governance**

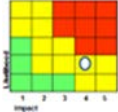

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible - CLT Risk Owner – Head of Legal and Regulatory Services	There is a risk that a range of external factors out with the Council’s control such as pandemic, Brexit, Ukraine, cost of living crisis, inflation, industrial action, disruptive weather or other, may adversely impact on ability to fulfil Council objectives and deliver critical services.	Adverse incidents or Civil Emergencies. Factors imposed upon the Council such as legislative change, Government policy change, cost-of-living crisis, implications of Brexit, Ukraine, political change nationally or locally. Unanticipated updates to Government legislation and advice.	Requirement to re-allocate resources, failure to deliver services to an acceptable level or drive desired improvements. Restrictions on budget, reputational damage.	<p>5 x 2 = 10</p>	<ol style="list-style-type: none"> 1. Continued Horizon scanning to anticipate and respond to risks – four main civil contingencies risks identified for Ayrshire. 2. Watching brief and continual discussion on funding requirements for any unanticipated emergencies. 3. Dissemination of information to Officers and Members around CoSLA and Chartered Institute of Public Finance and Accounting (CIPFA) briefings. 4. The Ayrshire Civil Contingencies Team (ACCT) supports the Ayrshire Local Resilience Partnership (ALRP). Chief Executive attends Strategic ALRP. 5. The level of interaction between Health / Councils and partners has increased and allows for more efficient collaboration in emergency planning. The HSCP Risk and Resilience Forum is well established. 6. 24/7 on call service in place via Civil Contingencies for response and assistance in coordinating the Council emergency input to major incidents. 7. Staffing and resourcing arrangements are in place to support those individuals and families arriving in South Ayrshire from Ukraine. 8. <i>Cross reference to mitigations at Risk 9 – Financial Inclusion.</i>

Proposed Mitigations (with dates)	Status	Progress Bar
1. Practitioner Ayrshire Local Resilience Partnership (ALRP) and Strategic Ayrshire Local Resilience Partnership meet with required frequency to co-ordinate individual responses from all agencies to major incidents or adverse events. Ayrshire wide Tactical Groups are established where circumstances dictate. Additionally, the Ayrshire ALRP identifies and manages 4 concurrent civil contingencies risks to support an Ayrshire response. These are 1. Pandemic or Emerging Infectious Diseases, 2. Marauding Terrorist Attack, 3. Disruptive Weather and 4. National Electricity Transmission System (NETS) Failure (Power Resilience/Black Start) (ongoing)		<i>Ongoing</i>
2. Risk and Safety Team and the Ayrshire Civil Contingencies Team continue to support SAC civil contingency and business continuity arrangements. SAC Civil Contingencies Response Plan is reviewed annually and Council Incident Officer training has been rolled out to key Chief Officers, operational Service Leads and Coordinators. Council Managers undertake a rolling review of Service Business Continuity Plans on a 6 monthly basis. Civil Contingencies exercises to test plans continue to be developed and rolled out (ongoing).		<i>Ongoing</i>
3. The Council is anticipating new legislation (Martyn’s Law) governing public safety at events. A business case has been prepared outlining the preliminary indicative resourcing required to demonstrate compliance. Future work in this regard will also allow for the establishment of a bespoke South Ayrshire Council Safety Advisory Group. (target date TBC)		<input style="width: 50px;" type="text" value="0%"/>

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Risk 3		Risk Title – Strategic Planning			Risk Theme - Governance	
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owner – Service Lead – Policy and Performance	1. There is a risk that the Council fails to fulfil agreed strategic objectives in light of the cost-of-living crisis, staffing, budgetary or external pressures and therefore current service, financial and resource planning is not aligned. 2. There is an associated risk that corporate and service targets and performance measures may be adversely impacted.	Recent pressures may have contributed to delays in Corporate and Directorate Planning processes.	Failure to deliver on Corporate and Directorate Plans or achieve priority outcomes. Failure to meet expectations of the public, partners, service users, local businesses. Reputational damage	 4 x 2 = 8	1. Existing Council Plan with clearly defined priorities is in place, as are the individual Service Plans. Governance is included and underpinned by the enhanced requirement for performance measures and targets. 2. Plans have been developed by each Council Service Lead to take account of future operational delivery models. These include workforce planning considerations. 3. Delivering Good Governance framework and reporting in place. 4. Robust financial governance, linked to the Council Plan and priorities, is in place. 5. The Future Operating Model has been implemented and the Council is now operating its new ways of working.	
Proposed Mitigations (with dates)					Status	Progress Bar
1. Council Plan actions are reported to the Service and Partnerships Panel over 2023/24 as part of the Council Plan 23-28 Performance Management Framework. Performance against the Council Plan is also subject to an annual report to Council. (next due June 2024)						<i>Ongoing</i>
2. Quarterly budget monitoring continues and is reported by Financial Services in order to measure impact. (ongoing)						<i>Ongoing</i>
3. Service Planning session taking place with service leads in Feb 24 and new service planning guidance will be made available to support planning and improvement. (March 2024)						 <i>New</i>

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Risk 4

Risk Title – Integrity

Risk Theme - Governance

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owner – Head of Legal and Regulatory Services	1. There is a risk that the integrity of the Council is breached through a range of failures such as Information / Asset Security, Cyber Crime, non-compliance with the General Data Protection Regulations (GDPR), CCTV Governance, Procurement Fraud, Contractual Failures, Vetting or Financial Irregularities. 2. There is a risk of failure to maintain sources of assurance and levels of scrutiny.	Existing Council Policy or systems may be ineffective or inconsistently implemented. Lack of ownership, training or communication. Difficulty to respond timeously to FOI and GDPR requests. Additional levels of Cybercrime and Fraud because of external global events.	Reputational damage, financial loss, fines, prosecution, civil liability.	<p>4 x 2 = 8</p>	1. Current policies / encryption / firewalls, specifically mandatory online Data Protection training, robust processes for reporting and dealing with data breaches. 2. Adherence to the Records Management Plan that has been agreed with the Keeper and is being implemented. 3. Standing Orders relating to Contracts and to Meetings, Scheme of Delegation, Financial Regulations, Council Procurement Policy. 4. SAC Code of Conduct, range of HR, H&S, Fleet policies, employee vetting processes. 5. Fraud Officers, Fidelity Guarantee Insurance Policy and National Fraud Initiative. 6. Internal Audit activity. 7. Establishment of Integrity Group / management of Integrity Group Risks. 8. Additional Communications with Staff and Public with advice re Cyber Crime and Fraud. 9. CCTV governance is set out in established policy. Duty Holders in relevant premises are responsible for compliance with GDPR as it relates to CCTV.	
Proposed Mitigations (with dates)					Status	Progress Bar
1. The actions referred to above are progressed by an Integrity Group, which monitors existing risks and identifies any new and emerging risks for SAC. The Group monitors and develops appropriate mitigations. The Chief Executive chairs the group and officers responsible for each key heading report on the risks. Various Service Leads attend and report on their operational areas as they relate to integrity. (ongoing).						<i>Ongoing</i>
2. The reporting process of the risks from Integrity Group to Members has been reviewed. Reporting mechanisms include regular briefings from relevant Chief Officers or Service Leads on pertinent integrity matters to assist in Member awareness and further support good decision making. This is considered to be an ongoing mitigation through the life of the integrity group. (ongoing)						<i>Ongoing</i>

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Risk 5		Risk Title – Internal Audit Actions			Risk Theme - Governance	
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owner – Chief Internal Auditor and Service Leads	There is a risk that actions identified by Internal Audit are not progressed within agreed timeframes and improvements to the control environment not achieved. The position at 22/02/24 was as follows; a/ 5 overdue actions. b/. 13 actions due for completion in next 6 months – (cross ref IA Progress Report). c/. Extension to due date requested for 3 actions, all agreed by IA, no 3 rd extensions requested.	Staffing resources Delays in implementation of corporate systems eg. oracle fusion	Service Governance arrangements are compromised. Depending on the significance of the outstanding action the Council may be exposed to risks relating to statutory compliance, public or employee safety, financial loss, reputational damage, legal challenge.	<p style="text-align: center;">3 x 2 = 6</p>	1 The Audit Plan is formulated on an annual basis. There is also a mid-year review and approval is sought from Audit and Governance Panel for any changes. 2. Follow up Audits are undertaken for all 'red' reports as well as a sample of 'amber' reports, where resources permit. These include testing to confirm the service has evidence to support the completion of internal audit actions. 3. The Chief Internal Auditor is able to grant 2 extensions to 'due dates' for actions. 4. Progress against actions is included in Internal Audit update reports the Audit and Governance Panel.	
Proposed Mitigations (with dates)					Status	Progress Bar
1. Service Leads are required to attend Audit and Governance Panel to explain any 'red' reports, any overdue or outstanding actions from these and further explanation of requests for more than 2 extensions to due dates. They may be required to bring a formal report to Panel if deemed appropriate. (Ongoing)						<i>Ongoing</i>
2. Through the dissemination of Audit reports, Service Leads are reminded to ensure relevant risk registers are updated to reflect risks highlighted in the Audit reports where required. Managers are required to record progress against implementation of all actions in Ideagen (Pentana) and this is the information that is included within the Internal Audit update reports to the AGP. (Ongoing)						<i>Ongoing</i>

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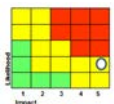
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Risk 6




Risk Title - Adult and Child Protection

Risk Theme – Protection

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
<p>Accountable – ELT</p> <p>Responsible - CLT</p> <p>Risk Owner – Director of Health and Social Care and Chief Social Work Officer (CSWO).</p>	<p>1. There are increased levels of hidden harm in our community as a result of a range of external factors leading to more complex family and adult needs.</p> <p>2. There is a risk of failure to provide adequate protection and the necessary level of support to vulnerable adults and children.</p> <p>3. There are additional risks facing the HSCP and these are being managed, monitored and reviewed via the HSCP Performance and Audit Panel. (link to latest reports – October 2023 – below).</p>	<p>Deprivation, cost of living crisis, changing demographic and challenges in the care sector.</p>	<p>Potential harm to clients and vulnerable service users.</p> <p>Potential for litigation, financial loss or reputational damage.</p>	 <p>5 x 2 = 10</p>	<p>1. There are quarterly Chief Officer Group (COG) meetings.</p> <p>2. There are quarterly Public Protection subgroups (Child Protection; Adult Protection; Violence Against Women/Criminal Justice and Alcohol and Drugs Partnership) reporting into COG that are monitoring the operational context and responding in a coordinated way to issues.</p> <p>3. HSCP Directorate Management Team meets regularly to provide leadership and oversight.</p> <p>4. Established governance in place via Clinical and Care Governance, Social Work Governance and Adult Governance Groups.</p> <p>5. APC and CPC meet regularly and review business plans</p> <p>6. Multi Agency Public Protection Arrangements (MAPPA) including Management Oversight Group and Strategic Oversight Group) are in place and report quarterly to COG.</p> <p>7. The Community Services Oversight Group supports in house and commissioned services and provides assurance on a range of issues to key local and national stakeholders.</p> <p>8. Initial Referral Data (IRD) activity is now audited to provide scrutiny and assurance in relation to this key activity. There are now annual Child Protection ‘Trend Analysis’ produced for the CPC and COG to reflect on the changing culture in South Ayrshire towards Child Protection and to invite scrutiny of annual data.</p> <p>9. Adult Support Protection Lead Officer engages first line managers in developing our response to vulnerable adults.</p> <p>10. CSWO engages with operational staff in relation to complex cases in both adult and children’s services where there are complex risk factors.</p> <p>11. Care First implemented across all children and adult social work teams.</p> <p>12. CPC/APC subgroup structure is now established and the Policy and Performance Subgroup is leading this review work and reports progress at each meeting</p> <p>13. Governance on new policy and procedure is via CPC/APC through to COG.</p> <p>14. Development of Practice Standards in Social Work is in progress to support the policy framework.</p> <p>15. The quality assurance framework is operational providing triangulated information to the Community Services Oversight Group from a range of sources in order to ensure minimum standards are met across all commissioned services.</p> <p>16. HSCP strategic and operational risk registers are complete and approved by HSCP Performance and Audit Committee.</p> <p>17. New Adult Services structure fully implemented.</p> <p>18. Learning reviews implemented in relation to ADP, Public Protection and Adult Social Work services.</p>

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Risk 6	Risk Title - Adult and Child Protection (Continued)	Risk Theme – Protection	
Proposed Mitigations (with dates)		Status	Progress Bar
			<div style="display: flex; align-items: center;"> <div style="width: 100px; height: 15px; background: linear-gradient(to right, #0070c0, #ccc); border: 1px solid #ccc; margin-right: 5px;"></div> <div style="margin-left: 5px;">90%</div> </div> <p style="color: red; font-size: small; margin-top: 2px;">No change</p>
1.The ADP Is developing a framework in relation to risk around drug related deaths. The Framework is being subsumed within the national drug death taskforce work implementing a residential rehabilitation pathway in South Ayrshire. (Gary Hoey) (31.03.2024)			
2.The implementation of the transformational work within Children and Families which has been supported by the Council. Belmont family support has commenced and the implementation of Signs of Safety is progressing in partnership with the National Signs of Safety organisation. (Gary Hoey) (June 2024).			<div style="display: flex; align-items: center;"> <div style="width: 100px; height: 15px; background: linear-gradient(to right, #0070c0, #ccc); border: 1px solid #ccc; margin-right: 5px;"></div> <div style="margin-left: 5px;">100%</div> </div> <p style="color: red; font-size: small; margin-top: 2px;">Increased from 85%</p>
3.The Adult Protection Self Evaluation Improvement Plan is reviewed regularly and a review of the impact of actions implemented in response to the Adult Support and Protection Inspection (Oct-Dec 2021) (Gary Hoey) (March 2024)			<div style="display: flex; align-items: center;"> <div style="width: 100px; height: 15px; background: linear-gradient(to right, #0070c0, #ccc); border: 1px solid #ccc; margin-right: 5px;"></div> <div style="margin-left: 5px;">100%</div> </div> <p style="color: red; font-size: small; margin-top: 2px;">Increased from 50%</p>
<p>Further explanation on progress to date in terms of implementation of the above mitigations can be found by cross-referencing to the Health and Social Care Strategic Risk Register Performance and Audit Committee - 3rd October 2023 - Health and Social Care Partnership (south-ayrshire.gov.uk) . Additional information is also provided within this document on a range of other risks being managed by the Partnership including; Climate Change & Sustainability, Communication and Reputation, External Factors including Contingency Planning, Financial Position, Good Governance, Strategic Planning and Business Resilience, ICT, Population, Premises, Provider Organisations,Service Quality, Workforce Protection and Workforce Capacity and Capability.</p>			

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Risk 7

Risk Title - Public and Employee Protection

Risk Theme – Protection

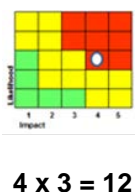
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owners - Service Lead – Risk and Safety and Service Lead – Asset Management	1. There is a risk of failure to provide the agreed standards of protection to the Public and Council Employees in line Health and Safety Executive and Scottish Fire and Rescue Service legislation and guidance. 2. There is a risk that health & safety risk assessments in some areas may not currently identify adequate mitigations to safeguard employees / service users from hazards such as Violence and Aggression. 3. There is a risk that proposals by Scottish Fire and Rescue Service to reduce response to fire alarms will impact people safety and property protection.	Staffing resourcing pressures. Budget constraints across Services. Ambiguity around responsibilities or inconsistent application of policy	Accident, incident, injury or ill health to employees /service users. Prosecution and Civil litigation. Damage to Council's reputation. Financial impact of claims, increased premiums or fines.	<p style="text-align: center;">5 x 2 = 10</p>	1. Existing H&S Policies and procedures. H&S Guidance prepared and issued. Range of resources, information, links and training on H&S CORE page and Learn Pro platform. Sample H&S Risk Assessments developed for Service use. 2. Central H&S team undertake H&S Audits and Fire Risk Assessments (FRAs) over a 1,2 and 3-year rolling programme. Risk Assessment self-evaluation process rolled out. 3. The PDR process allows for identification of key H&S training requirements for all Council employees. 4. Risk Assessment Training & Support, plus Council Standard and a range of courses on Management of Actual or Potential Aggression, Dealing with Difficult Behaviour, De-escalation etc. 5. V&A measures across services including a range of security systems, Campus Police Officers, '2 to attend' protocols, panic buttons in offices, modifications to office design. 6. Review of causes of 'Unwanted Fire Alarm Signals' (UFAS) complete – processes in place to tackle via FRA programme. 7. Revised guidance has been issued along with new online training modules to reflect the changes implemented by SFRS on 1 July 2023.	
Proposed Mitigations (with dates)						
1. Review and refresh a range of health and safety policies, guidance, sample risk assessments and work procedures. Development of new online health and safety training modules for managers / employees. (December 2024)						
2. Asset Management team continue to review and action, based on risk priority, compliance and/or property related issues raised through Fire Risk Assessments, Health and Safety Audits and Vacant Property Inspections. (ongoing).						
3. All duty holders / building managers monitoring and updating outstanding H&S actions via Pentana (ongoing)						
4. Continue to utilise self-evaluation method to ensure all Services have identified significant hazards and fully developed their H&S risk assessments – (Internal Audit Action). (Ongoing)						
5. In light of revised SFRS protocols Asset Management team is rolling out bespoke fire panel training to all Council Duty Holders. (June 2024)						
					Status	Progress Bar
						 Increased from 40%
						 Ongoing
						 Ongoing
						 Increased from 30%










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Risk 8 **Risk Title - Sustainable Development and Climate Change** **Risk Theme - Protection**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible - CLT Risk Owner/s; Service Leads – Policy and Performance, Asset Management (buildings) and Neighbourhood Services (for Fleet)	There is a risk of failure to meet climate change duties, reduce emissions and support the community to adapt and mitigate risks in relation to climate change. Risk of failure to ensure a just transition and a green recovery.	Services do not necessarily recognise the role they need to play, lack of input and accountability by services leaving key areas inadequately addressed. Decisions and infrastructure while meeting short term goals are currently not fit for the future. Actions in place are currently not fully coordinated across services.	Reduction in emissions not achieved to 1.5 degrees scenario therefore accelerating the pace of climate change. United Nations Sustainable Development Goals not adequately addressed. South Ayrshire may not be resilient. Effect may be further detriment to those already disadvantaged, increasing inequalities and exacerbating deprivation. Communities may be unprepared for a low carbon future.	 <p>4 x 3 = 12</p>	1. Council approved Sustainable Development and Climate Change Strategy 2. Baseline data on Sustainable Development and Climate Change now assembled to allow future progress to be measured. 3. Proposals endorsed by the MOWG agreed at Cabinet and assigned for implementation. 4. Carbon budgeting in place. 5. Green recovery communications plan and climate literacy training plan in place.

Proposed Mitigations (with dates)	Status	Progress Bar
1. Fully implement Climate Change Strategy (target date 2024, at which point strategy will be reviewed). Review to be pursued to ensure delivery of strategy outcomes in a changed landscape with increased national targets and new duties and supporting the new Local Outcome Improvement Plan (LOIP) being developed in 2024. (Revised to Dec 2024).		 <i>No change</i>
2. Review the means of 'cross cutting' the Strategy by embedding within Council policy making, as well as service planning. This is now going forward as part of the integrated impact assessment led by Performance, Policy and Community Planning with further climate literacy and service planning work required and likely to be included in the refreshed strategy. (Revised to Dec 2024).		 <i>Increased from 30%</i>
3. Investigation of scope 3 accounting methodologies for Council procurement emissions to develop existing carbon budgeting process. A final decision on this has been deferred pending the outcome of national research which may influence the course of action. Forward pathway now likely to be set out in refreshed strategy. (Revised to December 2024)		 <i>Increased from 10%</i>
4. A Net Zero Estate Strategy review was completed in November 2021. Following this a Net Zero Board group was established in 2022 to drive forward this agenda. The Board has 6 agreed workstreams (noted in Cabinet log) and progress is being against each of these in order that the Council can meet both its own and SG's commitment to 'net zero' in 2045 (ongoing to 2045)		<i>Ongoing</i>
5. Adopt fleet decarbonisation strategy in line with targets and duties alongside ULEV (Ultra Low Emission Vehicles) infrastructure for both fleet (SAC) and public charging (ARA). Current position on small SAC vehicles reflects a position where 60 of 80 are now electric. NS continue to implement charging points for staff access and are investigating a charging 'hub' at a location within the vicinity of County Buildings. Ongoing progress is captured as part of Service Plan Improvement Action for NS and forms part of Service Plan Performance Reports to Council.		 <i>Increased from 20%</i>

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Risk 9	Risk Title – Financial Inclusion				Risk Theme – Protection	
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owner - Assistant Director of Strategic Change and Communities	There is a significant risk that the cost-of-living crisis, rising inflation and the current economic climate is having a detrimental impact on the local community, both public and employees.	Rising energy and food costs. Economic uncertainty. War in Ukraine.	Specific low-income groups are hardest hit. Current crisis is bringing unaccustomed hardships to groups who have previously managed financially. Impact on lowest paid Council staff.	<div style="text-align: center;"> <p>4 x 3 = 12</p> </div>	<p>Measures in place at National level; Withdrawal of the National Insurance increase.</p> <p>Measures in place at Scottish Government level; Increasing the Scottish Child Payment to £25 per week from 14 November 2022 Winter Heating Payments. Rent Freeze Bill - 'Protecting Tenants during Cost-of-Living Crisis Bill' temporary powers to protect tenants and landlords. Bridging Payments. Best Start Grants. 'One stop shop' website to help those struggling financially. National media campaign. Funding for Scottish Welfare Fund (Crisis Grants & Community Care Grants) and Discretionary Housing Payments</p> <p>Measures in place at local level; The Community Planning Partnership has a Financial Inclusion Strategic Delivery Group (SDP) who provide direction, identify any gaps in support and direct resources to areas of most need and demand. They consider themes linked to food, energy, money and community wellbeing.</p> <p>A range of Council services provide support to people most affected by the cost of living crisis. These include Thriving Communities, Housing Services, the Information and Advice Hub and Revenues and Benefits. Cabinet approved a report on 23 May 2023 Financial Inclusion - Cost of Living Crisis which outlined trends identified and the provision of current help available across all Council Services to support residents. There was also a Cabinet paper in January Food Pantries and then again in May Food Pantries that provided information on the food pantries and projects that SAC has funded.</p> <p>A Member Officer Working Group for the Cost-of-Living Crisis has been established to consider the activities being undertaken by the Council to mitigate the impact of the cost-of-living crisis</p>	
Proposed Mitigations (with dates)					Status	Progress Bar
On 23 May 2023, Cabinet approved the development of a Strategy and Action Plan to address the agenda on Financial Inclusion - Cost of Living Crisis. This work is aligned to the Member / Officer Working Group and reports to Cabinet £1.055m was identified to support Financial Inclusion projects. Service Leads have been asked to complete requests for funding and a report will be presented at Cabinet in March 2024 once proposals have been considered by the Members / Officers working group. (March 2024)						<div style="text-align: center;"> <p>75%</p> <p style="color: red;">Increased from 50%</p> </div>

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SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (draft - updated February 2024) Appendix 1



Risk 10

Risk Title - Ash Tree Dieback

Risk Theme - Protection

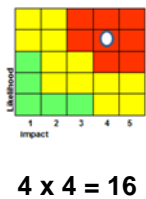
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owner – Assistant Director - Housing and Operations	There is a risk of injury / damage to SAC residents and infrastructure as a result of Ash Dieback – a disease proliferating through SAC woodland. Disease has been identified and is spreading.	Principle cause is the spread of Ash Dieback throughout South Ayrshire /Scotland. Neighbourhood Services is currently not resourced to manage the extent of Ash Die Back.	<p>Potential for fatality / injury to residents / employees. Potential for damage to property, listed structures, headstones, power / phone lines. Potential of falling Ash trees/limbs on roads/pavements/ footpaths within public open space and schools and associated obstruction to roads.</p> <p>Increased liability to Council in respect of above potential incidents.</p> <p>Financial pressure in terms of significant increased expenditure to mitigate risk including costs for replanting, cost of recruiting skilled operatives. Availability of skilled operatives likely to be restricted by market demand - this is a national problem.</p> <p>Potential for increased flooding risks for changes in waterways eg. banking failures due to tree failure. Loss of Ecosystems- air quality, biodiversity loss, increases in noise levels adjacent to roads, loss of visual screens.</p> <p>Increased liability and insurance premiums for residents due to property risks.</p> <p>Risk to European protected species (roosts/ food source). Loss of biodiversity of species dependant on Ash.</p>	<p>5 x 2 = 10</p>	<p>1.Survey of trees within lands managed by Neighbourhood Services has commenced.</p> <p>2.Communication with ARA has taken place and regular meetings have been set up.</p> <p>3.An Ash Dieback Plan has been developed and approved by Cabinet. This includes an inspection programme and cost projections for full implementation.</p> <p>4.Year 1 delivery of plan almost complete. Yearly target exceeded.</p>	
Proposed Mitigations (with dates)					Status	Progress Bar
1. SAC is collaborating with recognised arboricultural bodies on managing this disease. A communication plan is being developed to reflect the SAC Ash Dieback plan. Proposed text is with the Tree Council and the Forestry Commission for review and will form the basis of standard text to be used by a number of authorities. Awaiting feedback on this. Communications team involved. (May 2024).						<div style="border: 1px solid black; width: 50px; height: 15px; background-color: #4f81bd; margin: 0 auto;"></div> <p style="text-align: center; margin: 0;">60%</p> <p style="text-align: center; color: red; font-size: small;">Increased from 50%</p>
2.Funding for Year 2 of Ash Dieback Plan approved by Cabinet in January 2024, commences April 2024-March2025. A second survey to determine rate of progression will be undertaken this year and is due for completion in November 2024.						<div style="border: 1px solid black; width: 50px; height: 15px; background-color: #ccc; margin: 0 auto;"></div> <p style="text-align: center; margin: 0;">0%</p> <p style="text-align: center; color: red; font-size: small;">Not due to start</p>

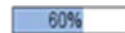
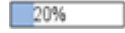

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Risk 11 **Risk Title – Financial Constraints** **Risk Theme – Resources**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible - CLT Risk Owner – Head of Finance, ICT and Procurement	1. There is a risk that current, planned or expected levels of service cannot be delivered.	UK and Scottish Government reductions in funding over a number of years. Impact of inflation on Council cost base.	Failure to deliver key services or meet change in service demands.	 <p style="text-align: center;">4 x 4 = 16</p>	1. Annual 2023/24 budget prepared and approved in March 2023. 2. Maintain pressure on Scottish Government to agree settlements which reflect Local Authority needs through participation in CoSLA groups. 3. Updated five year Medium Term Financial Plan approved by Cabinet in November 2023 4. Annual Treasury Management Strategy prepared and approved by Council March 2023. Details credit and counterparty risk. Next update due in March 2024. 5. Treasury Management Practices (TMP's) updated annually to reflect Treasury risk such as credit and counterparty risk management, liquidity risk management, interest rate risk management and exchange rate risk management. 6. £2.5m Inflation reserve established in February 2023 to mitigate inflationary impact during 2023-24

Proposed Mitigations (with dates)	Status	Progress Bar
1. Lobby Scottish Government through discussions via CoSLA, Directors of Finance and Solace to ensure required funding continues to be made available to Local Government (ongoing).		<i>Ongoing</i>
2. Rolling annual update of new five-year Medium Term Financial Plan to be implemented (next update due November 2024)		 <i>Increased from 50%</i>
3. Assess the impact/outcomes from the new deal between Local Government and the Scottish Government signed in June 2023 (Verity House Agreement) and the associated new Fiscal Framework is being developed. (March 2024).		 <i>Increased from 0%</i>
4. Seek Council agreement of a programme of future activity as part of the 2024-25 budget proposals to commence immediately following approval of the budget in order to address the significant budget gaps expected in the medium term (timescale TBC)		 <i>Not due to start</i>

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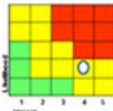
Risk 12		Risk Title – Employee Absence			Risk Theme - Resources	
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owner – Chief HR Adviser	<p>1. There is a risk that employee absence levels fall below the standards which can be sustained by the organisation.</p> <p>2. There is a risk that the cost of staff absence significantly increases the financial risk and budgetary constraints already impacting on the achievement of Council objectives. In 2020/21 – for LGE - the direct ‘cost of absence’ was £3,851,547 (50% more than 2019/20 when the cost of absence was £2,550,800. In 2021/22 – for Teachers - the direct ‘cost of absence’ was £1,224,774 (71% more than 2020/21 when absence cost was £714,310) In 2022/23 – overall absence levels decreased by 28% from 9.59 days in 21/22 to 7.25 days in 22/23. The overall cost of absence also decreased on the previous year by £492,964.</p> <p>3. There is a risk that the impact of employee absence creates an unsustainable burden and significant extra pressure on colleagues at all levels who are required to assume additional workloads as a result.</p> <p>4. There is a risk that employee absence has an adverse effect on workforce planning arrangements.</p>	<p>Key reasons reported for employee absence;</p> <p>Psychological Musculoskeletal Respiratory</p> <p>Impact of employee ‘culture’</p> <p>Further statistical information via report to S&P Employee Absence 22/23</p>	<p>Additional risk to Service Users, gaps in Service delivery, slippage on achievement of targets.</p> <p>Additional cost of temporary, agency, supply staff or other additional unbudgeted spend.</p> <p>Adverse impact on health of ‘attending’ employees.</p>	<p>3 x 3 = 9</p>	<ol style="list-style-type: none"> Maximising Attendance Framework Occupational Health Support Counselling Services including Cognitive Behavioural Therapies Physiotherapy Services Employee Self-Referral Options to ‘Access to Work’ – fully funded initiative for non-medical intervention, support & sign posting. Range of flexible working and family friendly HR policies. Access for managers and employees to Mentally Healthy Workplace training online. 	
Proposed Mitigations (with dates)					Status	Progress Bar
1. Review of maximising attendance framework and related policies in conjunction with Service leads and TU colleagues. Roll out mandatory training for managers in managing absence. This area of work has re-commenced as it had been put on hold due to the implementation of Oracle Fusion. The Framework is currently being reviewed based on the feedback provided from services and trade unions. (June 2024).					▶	<p><i>Increased from 20%</i></p>
2. Cross reference to work activity progressing via other services; Trauma Informed Officer rolling out Mental Health First Aid training and linked initiatives, re-introduction of Employee Lifestyle Screening via Risk and Safety, Workforce Planning Strategy with managers’ toolkit should support employee experience. (March 2024).					▶	<p><i>Increased from 20%</i></p>
3. HR, in conjunction with Trauma Informed Officer, is developing a Staff Wellbeing Strategy. Research is currently being undertaken in this area to benchmark wellbeing strategies (June 2024)					▶	<p><i>Increased from 15%</i></p>





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Risk 13 **Risk Title – ICT Digital Resilience, Protection and Capability** **Risk Theme - Resources**

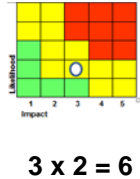

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible - CLT Risk Owner/s – Service Leads - ICT	There is a risk that major or widespread ICT failure will adversely affect delivery of Council services. ICT failure risks include non-compliance, failure of business systems, cyber-attack, and failure of ICT equipment.	Lack of corporate ICT planning in a robust and consistent manner. Cyber intrusion. Outdated / obsolete equipment and systems. The Business Continuity Plans of some Services may lack effective arrangements for ICT loss.	Inability to provide key services and recover quickly. Reputational damage, financial loss, litigation.	 4 x 2 = 8	1. Resilient infrastructure in place with dual data centres, duplicated network communication paths, internet links, and server hardware. 2. External contracts established with service providers for technical support and expertise across critical technologies. 3. SAC Data Centre's services will be migrated to cloud data centres, with the first phase completed in April 2023. 4. A bespoke ICT Risk Register in place, which is subject to review as part of standard operating practice. 5. The Integrity Group meets regularly to consider cyber security issues and develop further mitigations as required. 6. Compliance standards established as part of technology and process governance framework. 7. Service BC plans include some level of 'manual work around' for resilience in respect of ICT failure. Updates to all BC plans are requested on a 6 monthly basis. 8. ICT Asset Management function established to ensure currency of technology assets is maintained. Additional capacity created. Rolling replacement plans are now in place for technology towers.

Proposed Mitigations (with dates)	Status	Progress Bar
1. Live services being moved to McCall's Avenue Data Centre, which has enterprise facilities management services, with County Buildings being used for resilience purposes. Work is 99% complete in terms of live services being moved from County Buildings to McCall's Avenue, with low volume items remaining which have longer term timelines. (August 2024)		
2. Works are underway to migrate services to a Cloud Data Centre with phase 1 completed in April 2023. Planning works for phase 2 have commenced and migration is scheduled to be completed by December 2024.		
3. Reaccreditation process in progress for PSN. External health check complete and remedial actions being worked on prior to submission of application. Egress Defend and Protect fully operational. ICT will continue to work with a Cyber Security partner to assess and improve the overall security of the Council's ICT infrastructure as new threats and technologies emerge. (ongoing).		
4. In light of services migrating to a cloud data centre, work is required with all services to redefine the ICT element of their Business Continuity Plans. Engagement from ICT will take place to define priority applications which align to future plans for application rationalisation/replacement based on off-premises data centre provision. This engagement has not occurred and requires to form part of the workplan for 2024. (target date March 2025).		

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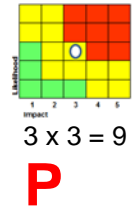
SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (draft - updated February 2024) Appendix 1



Risk 14	Risk Title – Management of Assets				Risk Theme – Resources	
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations	
Accountable – ELT Responsible - CLT Risk Owner – Service Leads – Asset Management and Professional Design Services	1. Delivery of the agenda linked to Transforming the Estate may be impacted by a range of factors which could delay any resulting financial gains. 2. There is a risk of delay to projects within the General Services capital programme due to inflation of construction costs which could impact on deliverability of the programme.	Decisions re asset rationalisation, delays on asset disposal, staff placing logistics. Inflation Cost of Living Crisis	Impact on efficient recovery of Council services. Failure to deliver Asset Management Plan. Project delay or additional costs. Adverse incidents and compliance failure. Damage to Council's reputation.	 3 x 2 = 6	1. The Transforming the Estate project is underway and has superseded the former Asset Management Plan. 2. Professional Design Services continue to monitor construction costs and contractor's ability to progress and deliver works.	
Proposed Mitigations (with dates)					Status	Progress Bar
1. The Asset Management Plan (AMP) has been superseded by the 'Transforming Our Estate' Project. The proposed approach to the rationalisation of Council assets was approved by Cabinet on 23 May 2023. It has been agreed to note the strategic recommendations following conclusion of an external consultant's review and undertake further work to review the proposals for each asset type and validate cashable benefits and costs for the Council. Progress is being made on the delivery of an outline work plan and a report outlining the achievements will be taken to Cabinet in June 2024.					▶	 <i>No change</i>
2. A new Capital Plan will be taken to Council on 29 February, 2024, covering the twelve financial years 2024/25 through to 2035/36. Quarterly Capital Monitoring Reports will be presented to Cabinet (August & October 2024, February & June 2025), and will include any issues required to be highlighted and any adjustments to be requested.					▶	<i>Ongoing</i>

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SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (draft - updated February 2024) Appendix 1 Guidance - Recording Risks

Risk No. x		Risk Title - xxxxx		Risk Theme – Resources / Protection / Governance	
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Who is accountable and responsible for managing the risk?	What could go wrong?	What may have caused this risk?	Possible outcomes or adverse effects?		What is already in place to manage the risk?
S				A	
M				L	
E					
Proposed Mitigations (with dates)				Status	Progress Bar
1. What is planned to mitigate the risk further? (and when it is due to be completed) <enter date>				▶	<div style="border: 1px solid black; padding: 2px;">33%</div> <i>Increased from...?</i>

A status icon (Figure 3) is displayed along with a calculation from Risk Owners on percentage completion of the mitigating actions. This information is closely scrutinised by Chief Officers via CLT and Elected Members through the Audit and Governance Panel and Cabinet and this assists in determining decisions on reducing or increasing risk ratings utilising the matrix at Figure 1.

New risk identification is considered against a broad range of risk types and these are represented at Figure 2. Risk types are cross-cutting and not considered in isolation.

Further explanation of SAC Council Risk Management Methodology is available within the Corporate Risk Management Strategy [RM Strategy](#)

Fig 1

Risk Themes			
Governance	Protection	Resources	
Risk Rating			
Impact	x	Likelihood	
1	Minor	1	Unlikely
2	Moderate	2	Possible
3	Major	3	Likely
4	Critical	4	Very Likely
5	Catastrophic	5	Almost Certain

Fig 2



Fig 3	Status
✔	Completed
▶	On Target
⚠	Not on target – some concerns
⚠	Not on target – major concerns
⚙	Not yet started

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 23 April 2024**

Subject: Review of Governance Arrangements Regarding Ward Capital/ Place Plans/ Promenade and Shorefront Projects/ Regeneration Projects and Proposed Arrangement to Develop Regeneration Projects

1. Purpose

- 1.1 The purpose of this report is to recommend revised governance arrangement for Ward Capital, Promenade/Seafront to provide for a more simplified and responsive set of arrangement to approve projects whilst ensuring that proper financial, legal and other regulatory diligence is maintained.
- 1.2 The report also proposes arrangements to develop regeneration projects for Maybole, Prestwick and Troon and governance arrangements for regeneration projects that also provide for simplified and responsive arrangements whilst ensuring the projects continue to meet their masterplan objectives.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 agrees the approval process and governance arrangements as set out in Appendix 1;**
- 2.1.2 agrees the proposed arrangement to develop Regeneration Projects and the governance arrangements in Appendix 2;**
- 2.1.3 approves the Business Case Bid Form for Ward Capital, Promenade/ Seafront and Regeneration Bids, as set out in Appendix 3, to now provide the basis for the consideration of Place based project bids submitted to the Capital Asset Management Group for consideration; and**
- 2.1.4 agrees the arrangements for scoping the basis for regeneration projects for Maybole, Prestwick and Troon as set out in paragraph 4.4 and 4.5.**

3. Background

- 3.1 The Council-approved Capital Investment Programme 2023-24 to 2034-35 includes funding for Place Plans; Place Planning and Community Led Projects; Place Planning and Ayr Ward West/ Ayr Town Centre Projects; Girvan Regeneration Projects; and Promenade and Shorefront Enhancement Schemes. This programme provided for a scheme of new capital projects, and in order to ensure that proper governance arrangements were in place for the identification and management of such projects, Cabinet on 25 April 2023 approved the following governance arrangements:
- i) Firstly, identification of potential projects from the most up-to-date Place Plans for each of our communities, to support the strategic objectives and outcomes of the Council, but without risk of any future revenue burdens;
 - ii) Ward meetings arranged with Elected Members to share with them the findings from the Place Plan review for their ward;
 - iii) The finalised project list for each Ward to be circulated to Community Councils to provide them with details of the proposals for their information; and
 - iv) Bids for all new capital projects to be submitted to the Capital Asset Management Group in accordance with the arrangements as set out in the approved Asset Management Plan 2021 (Land and Buildings) and thereafter submitted to Council to complete the approval process.
- 3.2 The identification of projects from Place Plans developed by local communities using the Place Standard tool has received positive feedback from Audit Scotland during the Council's Best Value discussions as an effective means of contributing meaningfully to Participatory Budgeting requirements.
- 3.3 Over 200 separate potential capital projects have been identified as a project under the categories mentioned in paragraph 3.1. This requires complex project development and management and is now exceeding resource capacities to develop. In addition, the nature of the potential projects, involving cross-service working on projects that are not usual for the Council to be involved in developing, means that a great deal of work is required to verify the feasibility of many of the projects. This means that the feasibility of each project is confirmed within varying timescales. Reflecting the dynamics of the programme, it is considered that current governance arrangements requiring Council approval of projects has been holding back the approval and commencement of some projects.
- 3.4 Whilst it is beneficial to have more responsive approval arrangements it remains essential to have appropriate governance and due diligence arrangements around the identification and assessment of proposed capital projects. Audit Scotland are concerned to ensure that Councils are carrying out functions in compliance with their duty of Best Value, and adhering to approval processes which support scrutiny and decision-making in the development of business cases. Audit Scotland have published a good practice guide for Councils to follow in identifying, approving and managing capital projects.
- 3.5 Based on the recommendations of the Audit Scotland good practice guide, the Council has approved a governance mechanism for identifying and approving capital projects. Capital projects must first be considered by the Capital Asset

Management Group (CAMG) following evaluation of new bids. The Director of Housing, Operations and Development then coordinates the capital programme before it is taken forward for Council approval. This role and set of approval arrangements are set out in the Council's Financial Regulations. The governance arrangements of the CAMG are set out in the Council's approved Asset Management Plan. Audit Scotland in previous Best Value audits have commended the CAMG processes as providing a robust basis for underpinning the Council's approval of its capital programme

- 3.6 The CAMG operates to ensure effective management of the capital programme and the evaluation of new bids submitted with business cases including option appraisal. The current Business Plan bid form is focussed upon property and asset consideration, these forming the main body of the capital programme. Whilst it remains essential for projects to go through the assessment involved in a bid form, the consideration of place-based projects do not sit easily with the property and asset focus of current bid forms.
- 3.7 The costs of construction have been particularly volatile since the pandemic. This means that there has been more variation in the cost of projects compared to their estimate. Financial regulations allow the CAMG to approve variance of capital project cost of up to £100,000. Given the public participation and community-based interest in place based projects it is considered that more significant project over-run costs on Ward or other individual placed based projects should be set out in briefing notes to Elected Members and Community Councils.
- 3.8 The Council on 29 February 2024 agreed a further £6m for Regeneration projects for, Maybole, Prestwick and Troon (£2m per town. Regeneration projects are usually progressed through the development of a masterplan for the relevant regeneration area. Masterplans provide a cohesive framework for projects ensuring that the objectives of regeneration are met. Masterplans also consider priorities and the phasing of development. The identification of projects within a masterplan also provides an efficient way for the due diligence of projects, including public consultation, to be carried out.
- 3.9 The Community Empowerment (Scotland) Act 2015 require Scottish public authorities to promote and facilitate the participation of members of the public in the decisions and activities of the authority, including in the allocation of its resources. The development of masterplans involving community consultation assist with fulfilling the duties of this Act.
- 3.10 Girvan has received £3m for regeneration projects in the Council budget setting 23-24. The Place Based Strategy 'Putting the Heart Back into Girvan' provides the framework for directing regeneration projects.
- 3.11 The existing Maybole regeneration scheme is nearing completion, however, there are a number of key projects that have not been completed within the existing budget. The additional £2m investment will allow for the completion of existing approved projects and potentially the development of some further new projects.
- 3.12 There are no masterplans in place to guide regeneration proposals for Prestwick and Troon.
- 3.13 The delivery of masterplans and governance of regeneration schemes are usually overseen by a steering group comprising local Ward members and some community/property owner representatives. A steering group is in place to guide

and governance of the Maybole Regeneration Scheme and the Girvan Regeneration Scheme but there are no steering groups in place for Prestwick and Troon.

4. Proposals

4.1 It is proposed that to provide for more responsive approval of potential projects, whilst maintaining proper diligence, that the following approval and governance arrangements are put in place for the following place based/regeneration capital projects, where there is sufficient capital budget provision:

4.1.1 With respect to Ward Capital projects, proposals are set out in Appendix 1. These proposals eliminate the need for Cabinet approval if all Ward Members agree on the project and where agreement is not reached then the Director of Housing, Operations and Development can determine the project if it is costed at less than £10,000. For projects not reaching agreement and exceeding £10,000 then Cabinet approval is required.

4.1.2 With respect to Shorefront and Promenade projects, proposals are set out in Appendix 2. These proposals follow the same principles as Ward Capital but also require the agreement of the Portfolio Holder for Tourism and Rural Affairs.

4.1.3 With respect to Regeneration projects, If the project delivers on proposals within an approved masterplan or development framework, then officers will have delegation to proceed with the project, having received prior 'in-principle' agreement of CAMG. Where projects are not set out in an approved masterplan then CAMG will first consider the impact of the proposals on the masterplan and will also require to approve the new project. The project will then require Cabinet approval and public consultation to proceed. Further consideration will also be given to aligning existing projects from current Place Plans and Community Action Plans with Regeneration funding. Any project identified through this process would be considered by CAMG.

4.1.4 In the event of a project exceeding its approval estimate, in all cases above except where there is established steering group in place, once a project has been approved then the Director of Housing, Operations and Development, as Chair of the CAMG, will have delegated authority to progress the project, including consultation with the Section 95 Officer, provided that it does not exceed £100,000 from its estimated cost. Project over-runs exceeding 20% of the original project value will be reported to Ward Members through Briefing Notes. Where there is an established steering group in place then approval will be required from the steering group for any expenditure over-runs exceeding £10,000.

4.2 The above changes in approvals will require to be reflected in changes to the Scheme of Delegation in due course.

4.3 It is proposed to have a different bid form for Place Based project from the bid form for property and asset capital. The bid form for placemaking related projects has been reviewed to remove consideration of property and assets and instead to focus upon placemaking objectives. A copy of the proposed Business Case for Place Based Projects is set out in Appendix 3.

- 4.4 The bid form for property and assets remains as currently approved, but it is also intended to be the subject of consideration when a report to Council is presented on 27 June 2024 on the review of the Asset Management Plan.
- 4.5 It is recommended that officers meet with the Ward Councillors for each of the regeneration areas of, Maybole, Prestwick and Troon to agree a scope for a masterplan for their area, including offering a view on whether projects should seek external grant funding opportunities or if they be developed solely utilising Council capital funding. The scope will also define the geographical area for the masterplan to cover and key objectives for the masterplan to achieve – for example, heritage conservation/ enhancing visitor attractions/ town centre vitality, etc.
- 4.6 Regarding Maybole projects a view will be sought on whether to focus upon completing the existing projects within the current regeneration scope. If that is confirmed then the development of a new masterplan, and further public consultation, will not be necessary. Instead a programme of potential projects from the existing scheme will be the subject of confirmation with the existing steering group.
- 4.7 With respect to Prestwick and Troon officers will then develop draft masterplans for public consultation for Cabinet/Council approval. The regeneration funds available for each of these areas are relatively modest for regeneration schemes that usually develop over a 5 to 10-year period. Masterplan development will be proportionate to the budget provision whilst also ensuring that due diligence is carried out.,
- 4.8 Potential projects will be screened by the CAMG as part of developing the draft masterplan. This means that projects that come forward that are consistent with the masterplan will not require further CAMG approval. As draft masterplans will be the subject of public consultation, Equalities Impact Assessment and Sustainable Development Assessment then any project consistent with a masterplan will require no further diligence or Council approval to proceed. The commencement of projects following masterplans should provide for more efficient and quicker timescales than those that do not have a masterplan.

5. Legal and Procurement Implications

- 5.1 The Business Case Bid Form for Ward Capital, Promenade/Seafront and Regeneration and Other Place Based Projects Bids provides sound governance arrangements to meet with the requirements of Audit Scotland/Best Value when considering capital projects.
- 5.2 There are no procurement implications immediately arising from this report, and approved projects will meet with the terms of procurement Standing Orders

6. Financial Implications

- 6.1 The Capital Investment Programme Expenditure 2024-2025 to 2026-3527 related to place projects as approved by Council is set out below:

	2024-25 £	2025-26 £	2026-27 £	Total £
Girvan Regeneration Projects	3,135,000	-	-	3,135,000

	2024-25 £	2025-26 £	2026-27 £	Total £
Maybole Regeneration Works	350,000	1,000,000	650,000	2,000,000
Place Planning and Community Led Projects	1,177,708	1,499,000	1,750,000	4,426,708
Place Planning and Ayr Ward West/Ayr Town Centre Projects	1,424,000	1,000,000	1,000,000	3,424,000
Promenade and Shorefront Enhancement Scheme	1,000,000	500,000	500,000	2,000,000
Prestwick Regeneration/Heritage Works	1,000,000	1,000,000	-	2,000,000
Troon Regeneration	350,000	1,000,000	650,000	2,000,000

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 agreeing to the above recommendations.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 There is a risk that if the above recommendations are rejected that there will be delay in delivering the capital programme related to Ward Capital, Promenade/Shorefront Improvement and Girvan, Maybole, Prestwick and Troon Regeneration

9. Equalities

9.1 The proposals in this report ensure that Equality Impact Assessment considerations are included within the consideration of potential projects.

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)***–The proposals in this report ensure that SEA considerations are included in the consideration of potential regeneration projects.

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 Spaces and Places

13. Results of Consultation

13.1 Consultation has taken place with Councillor Martin Dowe, Leader of the Council and Portfolio Holder for Corporate and Strategic, Councillor Ian Davis, Portfolio Holder for Finance, Human Resources and ICT, and Councillor Bob Pollock Portfolio Holder for Economic Development 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 Director of Housing, Operations and Development 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:

Implementation	Due date	Managed by
Scope of Regeneration Schemes for, for Maybole, Prestwick and Troon	31 May 2024	Assistant Director Planning, Development and Regulation
Draft Masterplans for Prestwick and Troon	31 December 2024	Assistant Director Planning, Development and Regulation
Present a programme of Ward Capital Projects to the Cabinet	18 June 2024	Assistant Director Planning, Development and Regulation and Assistant Director Housing and Operations

Background Papers [Audit Scotland Report – Major Capital Investment in Councils – Good Practice Guide – March 2013](#)

South-Ayrshire Council Asset Management Plan

Report to Cabinet of 25 April 2023 - [Approval Process and Governance Arrangements for Ward Capital Projects](#)

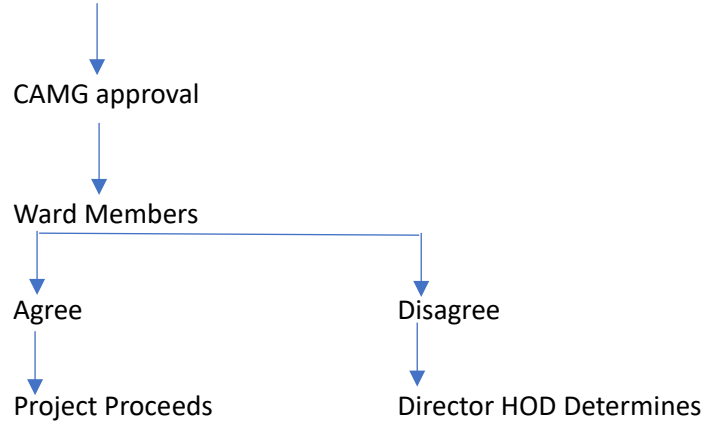
Person to Contact **Chris Cox, Assistant Director Planning, Development and Regulation**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 612981
E-mail chris.cox@south-ayrshire.gov.uk

Date: 12 April 2024

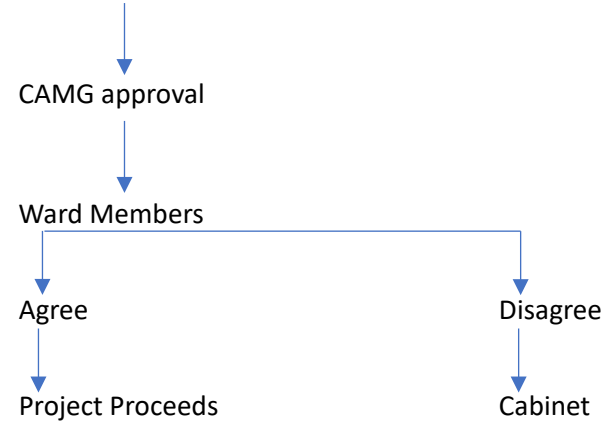
Appendix 1 – Proposed Governance Arrangements Flow Chart

Ward Capital

Less than £10,000

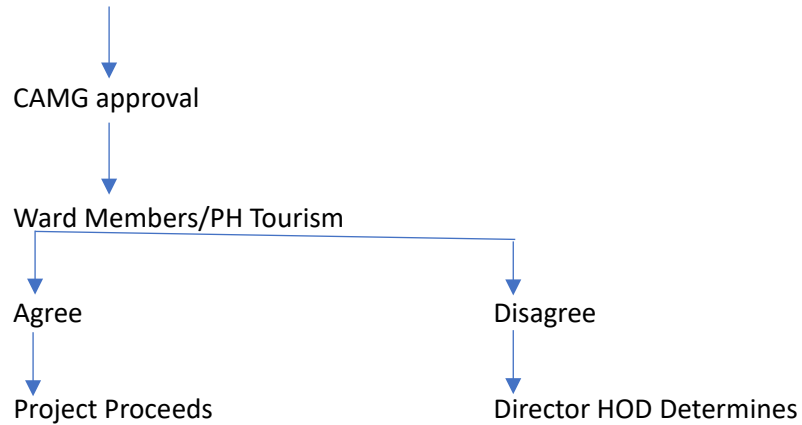


More than £10,000

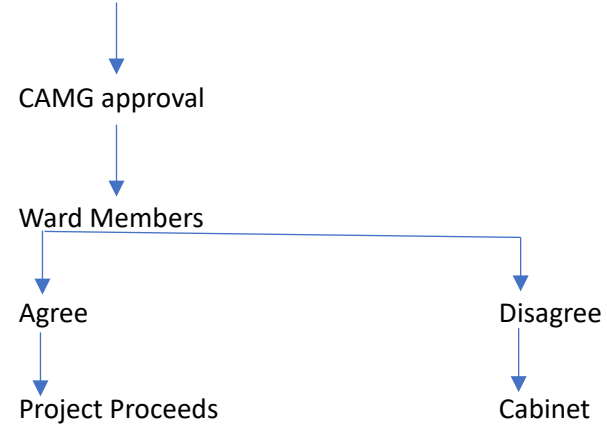


Seafront/Promenade Projects

Less than £10,000



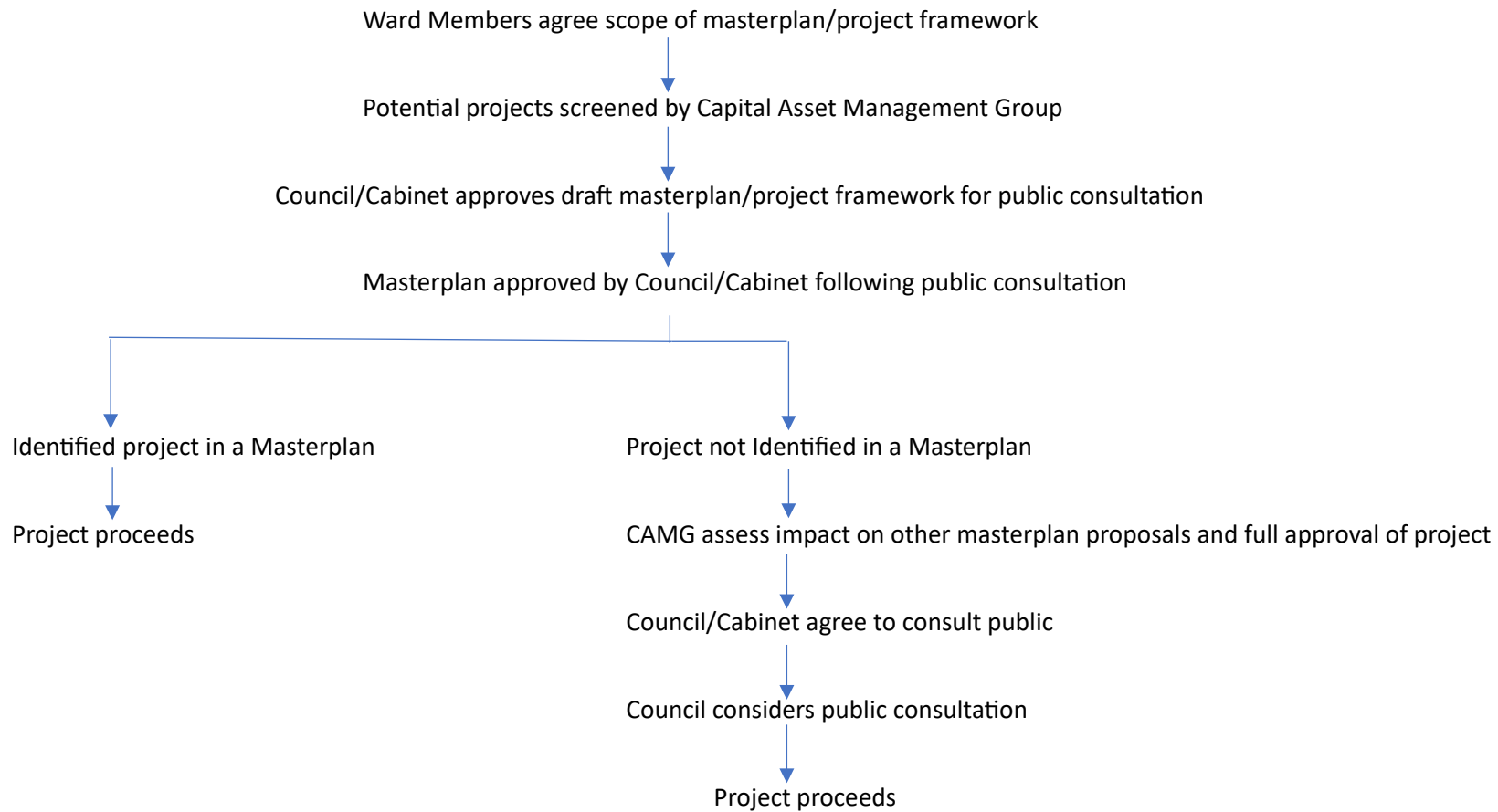
More than £10,000



Appendix 2

Regeneration Projects Arrangements for Defining Project Scope and Governance of Projects Flow Chart

Project Definition





Place Based Projects Funding Application

Project Title:

Place Planning Funding Application

Section 1: Project Details

1.1 Project Title:

1.2 Ward:

1.3 Ward Members:

1.4 Project Summary:

1.4 Sponsor / Source:

1.5 Service:

1.6 Service Lead Officer:





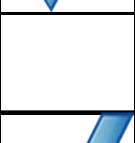


1.7 Impact if the Project is not Undertaken (Service Risks)

Only if appropriate

eg. to augment an existing approved project with budget shortfall

Section 2: Link to Council Plan Objectives and Asset Management Plan

2.1 Relationship with Council Plans:

Link to LOIP Areas		Link to Council Plan Objectives		Link to Current Plans & Strategies	
Integrated Children's Services		Spaces and Places		Support an LDP policy or plan	
Community Safety		Live, Work, Learn		Support a Council masterplan	
Health and Wellbeing		Civic and Community Pride		Grant or other External funding support	

Economy, Employability and Sustainability				Support Council Financial strategy	
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2.3 Assessment Criteria:

Please provide details of how the project fits in with the following assessment criteria:						
What is the current condition of the property?	Property Condition	Very poor				
	Suitability Rating	Not known, assumed to be low				
	Accessibility (Pass/Fail)	Fail				
	EPC Rating	Not known				
Will the project lead to increased visitor footfall/tourism benefit						
Will the project improve town centre vitality?						
Will the project improve pedestrian accessibility/health outcomes? Will the project restore a						
Will the project lead to increased efficiency and / or reduced revenue running costs and if so, please provide details?						
Will the project improve placemaking, visual quality and not conflict with heritage objectives (please confirm Planning engagement)	N/A					

Section 3: Project Financial Details and Delivery Schedule

Section for grant support - Source; New/Existing; Potential/confirmed/

3.1 Project Implementation Costs – Place Planning and Community Led Projects Expenditure (£000):

Financial Year	Fees	Build Costs	Equipment/Furniture	Other Costs	External Grant/Oth	Total
2023/24						0
2024/25						0
2025/26						0
2026/27						0
Total	0	0	0	0		0

3.2 Supporting Information:

e.g. plans / sketches

3.3 Impact on the Council Revenue Budget

Please provide details of the specific Department budget which will be impacted: -

3.4 Deliverability 1-5 rating

The project can be delivered with current resource capacity (rate plus comment)/the project raises limited legal considerations/the project does not exceed current service capabilities or involve acquiring new knowledge/skills to implement

Section 4: Options Appraisal

4.1 Options Appraisal:

a concise summary of the options considered should be detailed below. An example has been given to illustrate how this should be completed.

Number	Options Considered	Comments
1		
2		
3		
4		

5		
6		

Section 5: Evaluation Criteria / Scoring

5.1 Relationship with Council Plan/Masterplan or other plan:

Stipulate the outcome that the proposed scheme contributes to and score accordingly	Score
Very Low - No Real Impact	1
Low - Some Impact	2
Medium - A Noticeable Contribution	3
High - A Significant Contribution	4
Very High - A major Contribution	5

Objective	Score	Comments
Total Score to Summary =	0	

	Signature	Date
Coordinator Special Projects		
Assistant Director - Planning and Development		

Section 6: Project Review by CAMG

CAMG Comments:

CAMG Recommendation:

Approve

Council/Cabinet approval required?

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Reject	
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Chair of CAMG:	Signature:	Date:
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Head of Finance and ICT	Signature:	Date:
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