

21 August 2024

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

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, 27 August 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 18 June 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(a)/

4. Economic Development.
 - (a) South Ayrshire Council Parking Strategy 2020 - 2024 – Ayr Parking Consultation - Submit report by the Director of Housing, Operations and Development (copy herewith).
5. Buildings, Housing and Environment.
 - (a) Open Space Strategy 2024 – 2029 – Submit report by the Director of Housing, Operations and Development (copy herewith).
6. Buildings, Housing and Environment/ Tourism, Culture and Rural Affairs.
 - (a) Short Term Let Licensing Policy Amendment – Submit report by the Depute Chief Executive and Director of Education (copy herewith).
7. Buildings, Housing and Environment/ Economic Development.
 - (a) Ayrshire Growth Deal – Aerospace and Space Review – Submit report by the Director of Communities and Transformation (copy herewith).
8. Finance, HR and ICT.
 - (a) Budget Management – Revenue Budgetary Control 2024/25 – Position at 30 June 2024 – Submit report by the Chief Financial Officer (copy herewith).
 - (b) General Services Capital Programme 2024/25: Monitoring Report as at 30 June 2024 - Submit report by the Director of Housing, Operations and Development (copy herewith).
 - (c) Review of General Services Reserves – Submit report by the Chief Financial Officer (copy herewith).
9. Finance, HR and ICT/ Buildings, Housing and Environment.
 - (a) Housing Capital Programme 2024/25: Monitoring Report as at 30 June 2024 - Submit report by the Director of Housing, Operations and Development (copy herewith).
10. Economic Development.
 - (a) **Aerospace and Space Technology Application Centre (ASTAC) Project – Submit report by the Director of Communities and Transformation (Members only).**
11. Consideration of Disclosure of the above confidential report.

For more information on any of the items on this agenda, please telephone
Andrew Gibson on at 01292 612436, at Wellington Square, Ayr or
e-mail: andrew.gibson@south-ayrshire.gov.uk
www.south-ayrshire.gov.uk

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CABINET

Minutes of a hybrid webcast meeting on 18 June 2024 at 10.00 a.m.

Present
in County

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

Present

Remotely: Councillor Lee Lyons.

Apology: Councillor Bob Pollock.

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; J. Bradley, Director of Communities and Transformation; T. Baulk, Chief Financial Officer; C. Cox, Assistant Director – Planning, Development and Regulation; G. Hunter, Assistant Director – Communities; L. Reid, Assistant Director – Transformation; K. Dalrymple, Assistant Director – Housing and Operations; W. Wesson, Chief HR Officer; K. Briggs, Service Lead – Legal and Licensing; J. Corrie, Head of Ayrshire Roads Alliance; N. Gemmell, Service Lead – Revenues and Benefits; P. Bradley, Service Lead – Professional Design Services; S. McCardie, Co-ordinator – Performance and Community Planning; A. Gibson, Committee Services Officer; and E. Moore, Committee Services Assistant.

Also
Attending
In County

Hall: G. Laird and H. McGuire (in attendance for items 4 and 5).

Apologies: N. Fullard, I. Gall and D. Gemmell.

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 21 May 2024 ([issued](#)) were submitted and approved.

3. **Decision Log.**

The Cabinet

Decided:

- (1) to note there were no overdue actions;
- (2) to approve the actions listed with a revised due date ([issued](#)). It was further noted that, in relation to two entries and having heard various Members of the Cabinet in this regard, that the relevant officers would respond to them directly, following the meeting; and
- (3) to note the recently completed actions ([issued](#)).

Education.

4. **Inspection of Invergarven School: Education Scotland Report.**

There was submitted a report ([issued](#)) of 10 June 2024 by Depute Chief Executive and Director of Education to inform the Cabinet of the outcome of the Education Scotland Inspection of Invergarven School.

Having considered the contents of the report by Education Scotland, as contained in Appendix 1 of the report and having heard Julie McManus, Headteacher (in attendance for this item only) the Cabinet

Decided: to agree that the main points for action would be addressed by the Headteacher and Quality Improvement Manager.

5. **Inspection of Kingcase Primary School and Early Years Centre: Education Scotland Report.**

There was submitted a report ([issued](#)) of 10 June 2024 by Depute Chief Executive and Director of Education to inform the Cabinet of the outcome of the Education Scotland Inspection of Kingcase Primary School and Early Years Centre.

Having considered the contents of the report by Education Scotland, as contained in Appendix 1 of the report and having heard Ryan Delaney, Headteacher (in attendance for this item only) the Cabinet

Decided: to agree that the main points for action would be addressed by the Headteacher and Quality Improvement Manager.

The Educational representatives left the meeting at this point.

Economic Development.

6. Ayrshire Roads Alliance Service Plan 2024/25 and Performance Report 2023/24.

There was submitted a report ([issued](#)) of 10 June 2024 by the Director of Housing, Operations and Development presenting the Ayrshire Roads Alliance Service Plan for 2024/25 and the Performance Report for 2023/24.

Having heard various Members of the Cabinet, it was agreed that the Head of the Ayrshire Roads Alliance would provide these Members with information relating to the Strategic Transport Projects Review and the number of parking appeals being accepted.

The Cabinet

Decided:

- (1) to approve the Ayrshire Roads Alliance Service Plan for 2024/25 (Appendix 1);
- (2) to note that regular progress updates were provided to the Ayrshire Shared Services Joint Committee;
- (3) to note the performance scorecard for 2023/24 (Appendix 2) presented to the Service and Partnerships Performance Panel on 11 June 2024; and
- (4) to otherwise note the content of the report.

7. Maybole and Girvan Regeneration Projects.

There was submitted a report ([issued](#)) of 10 June 2024 by the Director of Communities and Transformation providing an update on the progress of the Maybole Regeneration Project (MRP) and of the Girvan Regeneration Project.

Following discussion regarding consultation and property owners' contributions, the Cabinet

Decided:

- (1) to note the progress of the Maybole Active Travel Phase 1 (MAT1) project and to approve transfer of the project management and delivery of the two-way MAT1 option to Ayrshire Roads Alliance;
- (2) to approve closure of the Small Grants Scheme funds;
- (3) to approve funding for the appointment of an external project manager to cover maternity leave period and to extend the Maybole Regeneration Project through to the end of December 2025;
- (4) to note the progress of the Girvan Regeneration Heritage and Place Project and approves funding required to deliver Development Stage activities and enable a Delivery Stage application; and

- (5) to otherwise note the contents of the report and support the approaches and activities set out in the report.

Economic Development/Tourism, Culture and Rural Affairs.

8. Girvan Conservation Area Appraisal.

There was submitted a report ([issued](#)) of 12 June 2024 by the Director of Housing, Operations and Development detailing the outcomes of public consultation on the Girvan Conservation Area Appraisal including proposed changes to the Girvan Conservation Area boundary and seeking approval to formally adopt the Girvan Conservation Area Appraisal, including the proposed amendments to the conservation area boundaries.

The Cabinet

Decided:

- (1) to agree to adopt the Girvan Conservation Area Appraisal, including the proposed amendments to the conservation area boundaries, as included in Appendix 2 and 3 of the report;
- (2) to note the outcomes of the consultation on the draft Girvan Conservation Area Appraisal and to agree the Council responses, as set out in Appendix 3 and 4 of the report;
- (3) to agree to the preparation of a draft Conservation Area Management Plan to support the implementation of priorities, as outlined in the Appraisal and the Girvan's Story funding application.

Buildings, Housing and Environment.

9. Strategic Housing Investment Plan: Interim Update.

There was submitted a report ([issued](#)) of 10 June 2024 by the Director of Housing, Operations and Development providing an update on progress against the Strategic Housing Investment Plan (SHIP) 2024/25 – 2028/29 and information relating to Resource Planning Assumption changes to the Affordable Housing Supply Programme.

Having heard various Members of the Cabinet in relation to the requirement for rural housing needs to be considered in future update reports, the Cabinet

Decided:

- (1) to acknowledge the reduction in Scottish Government grant funding in relation to the Affordable Housing Supply Programme;
- (2) to note progress against targets set within the SHIP and to approve the revised programme for 2024/25, as detailed in section 4 of the report; and
- (3) to note that a full refresh of the SHIP would be submitted to Cabinet in the Autumn.

Buildings, Housing and Environment/Finance, HR and ICT.**10. Housing Capital Programme 2023/24 - Monitoring Report as at 31 March 2024.**

There was submitted a report ([issued](#)) of 11 June 2024 by the Director of Housing, Operations and Development providing on the actual capital expenditure and income, together with progress made on the Housing Capital Programme projects as at 31 March 2024 (Period 12) and seeking agreement to the changes to budgets in 2023/24, 2024/25 and 2025/26.

The Cabinet

Decided:

- (1) to note the progress made on the delivery of the Housing Capital Programme to 31 March 2024, resulting in spend of £45,685,148 or 98.14%, as detailed in Appendix 1 of the report;
- (2) to approve the adjustments, as contained in Appendix 2 of the report; and
- (3) to approve the revised budget for 2023/24 at £45,685,148, 2024/25 at £72,959,952 and 2025/26 at £25,406,740, as highlighted in Appendix 2 of the report.

Corporate and Strategic.**11. Council Plan Actions: 2024/25.**

There was submitted a report ([issued](#)) of 10 June 2024 by the Depute Chief Executive and Director of Education seeking approval of the Council Plan Actions (2024/2025) for year two of the Council Plan 2023-2028.

Having noted how footfall in the various towns in South Ayrshire was monitored, the Cabinet

Decided:

- (1) to approve the Council Plan actions for 2024/2025, as detailed in Appendix 1 of the report;
- (2) to note that the actions for the second year of the Council Plan would be reported to Service and Partnerships Performance Panel during 2024/2025, as agreed within the Performance Management Framework; and
- (3) to note that performance against the Council Plan would also be the subject of an annual report to Council.

Corporate and Strategic/Education.

12. Child Poverty Strategy 2024-2029.

There was submitted a report ([issued](#)) of 10 June 2024 by the Depute Chief Executive and Director of Education seeking endorsement of the new South Ayrshire Child Poverty Strategy 2024-29, as agreed by the Community Planning Board in April of this year.

The Cabinet

Decided:

- (1) to endorse the new Child Poverty Strategy, as detailed in Appendix 1 of the report; and
- (2) to note the new Integrated Impact Assessment (IIA) as detailed in Appendix 2 of the report.

Finance, HR and ICT.

13. Budget Management – Revenue Budgetary Control 2023/24 – Out-turn Statement at 31 March 2024.

There was submitted a report ([issued](#)) of 13 June 2024 by the Chief Financial Officer providing a financial overview of the General Services revenue account, Housing Revenue Account and Common Good Accounts for 2023/24 as at 31 March 2024.

Having discussed various concerns arising from the report and that the portfolio holder for Finance, HR and ICT would meet with the relevant officer to discuss the stated overspend, the Cabinet

Decided:

- (1) to note the out-turn position for each Directorate/ service for 2023/24, as detailed in Appendix 1 of the report;
- (2) to approve the revisions to previous earmarking and new earmarking of funds, to be carried forward for utilisation in 2024/25, as outlined in Appendix 2 and included in table 1 at paragraph 4.1.1 of the report;
- (3) to note the £5.289m HSCP 2023/24 in-year underspend and accumulated reserves position of £16.465m available to the Partnership for 2024/25, as outlined in paragraphs 4.1.5 to 4.1.7 of the report;
- (4) to note the overall General Services in-year underspend of £1.026m. as detailed at 4.1.1 of the report (before earmarking) and the accumulated uncommitted reserves position of £4.444m., as outlined in paragraph 4.1.9 of the report;
- (5) to note the Common Good Fund's financial position, as outlined in paragraph 4.3 of the report; and

- (6) to request that, given the General Fund uncommitted reserve balance had fallen below the desired 2% of expenditure, the Chief Financial Officer bring forward a report to Cabinet in August 2024 that considered whether funds held in Committed Reserves could be released to augment the Uncommitted Reserves position.

14. Write-offs: Council Tax, Non-Domestic Rates, Customer Invoicing and Housing Benefit Overpayments.

There was submitted a report ([issued](#)) of 10 June 2024 by the Chief Financial Officer seeking approval to write-off Council Tax, Non-Domestic Rates, Housing Benefit Overpayments and Customer Invoicing Accounts in accordance with Council policy.

Having heard a Member of the Cabinet and having noted that in future, more context would be provided in these reports, the Cabinet

Decided:

- (1) to approve the write-off of Council Tax amounting to £62,550.93;
- (2) to approve the write-off of Non-Domestic Rates amounting to £334,223.08;
- (3) to note the write-off of Housing Benefit Overpayments amounting to £446,934.00 previously approved by the Chief Financial Officer in accordance with Section 7 (FIP10) of the Council's Scheme of Delegation; and
- (4) to note the write-off of Customer Invoicing amounting to £81,280.74 previously approved by the Chief Financial Officer in accordance with Section 7 (FIP10) of the Council's Scheme of Delegation.

Adjournment.

The time being 11.15 am, the Cabinet agreed to adjourn for five minutes. The Cabinet reconvened at 11.20 a.m.

15. Carers Policy.

There was submitted a report ([issued](#)) of 11 June 2024 by the Chief Executive seeking approval for the implementation of a new Carers Leave policy to support employees who had caring responsibilities.

The Cabinet

Decided:

- (1) to note the work that has been undertaken in the development of the policy;
- (2) to approve the implementation of the new policy; and
- (3) to request officers to apply to upgrade the Council's Carer Positive accreditation.

16. General Services Capital Programme 2023/24 - Monitoring Report as at 31 March 2024.

There was submitted a report ([issued](#)) of 13 June 2024 by the Director of Housing, Operations and Development providing an update on the actual capital expenditure and income, together with progress made on the General Services Capital Programme projects as at 31 March 2024 (Period 12) and seeking agreement to the changes to budgets in 2023/24, 2024/25 and 2025/26.

Having heard Cabinet Members and having noted that the Service Lead – Professional Design Services would respond to a Member regarding a query relating to the Community Bus Fund, the Cabinet

Decided:

- (1) to note the progress made on the delivery of the General Services Capital Programme to 31 March, resulting in spend of £53,676,785 or 87.04%, as detailed in Appendix 1 of the report;
- (2) to approve the adjustments, as contained in Appendix 2 of the report; and
- (3) to approve the revised budget for 2023/24 at £53,676,785, 2024/25 at £102,569,487 and 2025/26 at £94,223,551, as highlighted in Appendix 2 of the report.

17. 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 remaining item of business on the grounds that it involved the likely disclosure of exempt information in terms of paragraph 9 of Part 1 of Schedule 7A of the Act.

Economic Development/Finance, HR and ICT.

18. Regeneration Build Project B.

There was submitted a joint report (Members only) of 12 June 2024 by the Director of Housing, Operations and Development and Director of Communities and Transformation providing an update on the Regeneration Build Project B and seeking approval for next steps.

The Cabinet

Decided:

- (1) to note the outcome of the refreshed Economic Impact Assessment for Project B noted at paragraph 3.5 of the report and; that further financial diligence would be undertaken on Company B prior to legal commitment;
- (2) to note that the Council were currently in negotiations to enter into a long-term lease of land for Facility B at Prestwick Aerospace Park from Scottish Enterprise and that officers would report back to Cabinet in due course on the outcome of these negotiations;

- (3) to approve the proposal to proceed with procurement of a design team and contractor for delivery of Project B, through an appropriate framework and in compliance with the Council's Standing Orders relating to Contracts; and
- (4) to request that the Director of Housing, Operations and Development submitted a further report to Cabinet seeking approval in advance of financial close for the project.

19. Consideration of Disclosure of the above confidential report.

Decided: to agree that under Standing Order 32.4, the undernoted report remain exempt as the terms of the contract were still being negotiated.

- Regeneration Build Project B.

The meeting ended at 11.45.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	21/06/2024	Affordable Housing Proposals, Riverside Place, Ayr	["H, O and D"]	Dalrymple, Kenneth	Report to a future Council confirming the outcome of the negotiations with the telecommunications company	No	19/08/2024	04/10/2024	Officers are still waiting on legal confirmation of an agreement from the telecommunication companies solicitors therefore the due date has been deferred until 04 October 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	21/05/2024	Sale of Former St Cuthberts Primary School, Maybole	["H, O and D"]	Burns, Tom	Missives to be concluded by Legal Services - please advise when report can be released	No	03/02/2025	03/02/2025	At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 01/02/2025 be amended to 03/02/2025. 14.8.24 - Formal offer to purchase received, is conditional on Purchaser obtaining planning permission for change of use. Qualified acceptance of offer drafted by Legal, and ready to be sent out to progress the missives. However we have been instructed to hold off pending confirmation from Education to Estates that a short licence to occupy can be granted to the Purchaser for access to the property with their architect, to allow them to then draw up the planning application and accompanying plans.	Kilbride, Martin
CAB	21/05/2024	Regeneration Build Programme	["H, O and D"]	Burns, Tom	Conclude Heads of Terms for Lease for Facility B	No	14/06/2024	21/10/2024	HoT's to be agreed with Scottish Enterprise. Negotiations are ongoing.	Pollock, Bob; Davis, Ian
SPPP	23/04/2024	UK Shared Prosperity Funding (UKSPF) 2022 - 2025	["C and T"]	Hunter, George	Year2 Progress Report to Service and Partnership Performance Panel	No	30/06/2024	01/10/2024	Paper due Sep SPPP	Pollock, Bob

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	23/04/2024	Review of Governance Arrangements Regarding Ward Capital/ Place Plans/ Promenade and Shorefront Projects/ Regeneration Projects and Proposed Arrangement to Develop Regeneration Projects	["H, O and D"]	Cox, Chris	report continued - report back to Panel in August 2024 - different to rec in report	No	21/08/2024	25/09/2024	At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 21/05/2024 be amended to 21/08/2024. Continued to 25/9/24 to ensure consistent with Asset Management Plan intended for the same Council meeting	Pollock, Bob;Dowey, Martin;Davis, Ian
CAB	12/03/2024	Financial Inclusion Projects 2024/25 and 2025/26	["SC and C"]	Hunter, George	Annual progress report presented to Service and Partnerships Performance Panel	No	31/10/2024	31/10/2024	Projects identified by Cabinet and under progression. Any update requires a period of time for projects to progress. Suggest October update in line with expected progress. At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 31/05/2024 be amended to 31/10/2024.	Davis, Ian

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	12/03/2024	Revised Fleet, Travel and Transport Policy 2024	["H, O and D"]	Ross, Fiona	Each Service will have identified their Fleet Liaison Officer	No	11/06/2024	30/11/2024	Fleet is about to write to all Service Leads confirming the approvals of Cabinet and the need for them to identify a member of staff to act as their Fleet Liaison Officer Reminder emails have been issued to all Service Leads and equivalent asking for the name and details of their nominated Fleet Liaison Officer by 21st June	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	12/03/2024	Revised Fleet, Travel and Transport Policy 2024	["H, O and D"]	Ross, Fiona	Fleet will commence meetings with FLO's	No	30/06/2024	30/11/2024	Initial email seeking Services nominations of their Fleet Liaison Offices was issued in May, Due to the poor response a reminder was issued end of June. . Services will now be called individually. Of the 96 identified Service or school only 27 have responded. Schools are on summer break so these will not be able to be progressed till schools return Fleet are still having to chase services to provide details of their nominated FLO's. First meetings with small number of FLO's have been arranged	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
SAC	06/03/2024	Affordable Housing Proposals, Riverside Place, Ayr	["CEO"]	Caves, Catriona	Conclude termination agreement and new lease	No	31/07/2024	10/10/2024	10.5.24 - The draft lease which was previously agreed is with EE's new solicitors for comment, but we have had 2 meetings with EE senior staff and their legal team cancelled at short notice in the past month, and further progress is awaited. K Dalrymple is taking a report to Council in June with update position. In All outstanding legal issues appear to be resolved but we are awaiting comments from EE's solicitors on the draft missives, and chasing for this. Update 14/08/2024 - terms of draft offer and deeds agreed with EE's solicitor on 02/08/2024 and the formal offer from EE is now awaited. This is being chased by our external solicitors. Suggested amendment to due date to 10/10/2024.	Davis, Ian; 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	14/02/2024	Ayrshire Growth Deal Programme Review	["SC and C"]	Hunter, George	Develop proposals for utilising any re-prioritised AGD funds	No	28/06/2024	31/10/2024	Proposals are being taken forward through the Councils AGD Steering Group and in discussion with the AGD PMO, UK and Scottish Governments and Scottish Enterprise. An updated outline programme will be brought forward to Cabinet in due course, including revised management and funding arrangements. Update on the AGD is being provided to Cabinet on 27th August including a change in management arrangements - actions should be transferred to Council's Economy & Regeneration Service/ Assistant Director - Communities.	Pollock, Bob;Dowey, Martin
CAB	14/02/2024	Ayrshire Growth Deal Programme Review	["SC and C"]	Hunter, George	AGD change proposals presented to the Ayrshire Economic Joint Committee	No	28/06/2024	31/10/2024	AEPB papers due on August 23.	Pollock, Bob;Dowey, Martin
CAB	14/02/2024	Galloway Nomination For New National Park Status	["SC and C"]	Hunter, George	Further Cabinet paper detailing any statutory, regulatory and financial implications.	No	30/06/2024	01/11/2024		Clark, Alec

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	14/02/2024	Potential Purchase of X	["H, O and D"]	Cox, Chris	Prepare a draft Masterplan and report for Property X to be presented to Council	No	20/08/2024	31/12/2024	At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 29/06/2024 be amended to 20/08/2024. This action is ongoing pending consideration of novel types of delivery models	Kilbride, Martin
CAB	16/01/2024	Local Heat and Energy Efficiency Strategy and Delivery Plan and Consultation	["H, O and D"]	Burns, Tom	LHEES and Delivery plan laid before South Ayrshire Council and recommendations regarding the format of the Member/ Officer Working Group	No	27/06/2024	27/08/2024	Draft LHEES approved by Cabinet, Its now out for consultation with a report to go back to Cabinet on the 27th August 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
SAC	07/12/2023	Commencement of Local Development Plan 3 Preparation and Development Plan Scheme 2023	["H, O and D"]	Cox, Chris	Report to Council on proposed member/officer governance arrangements and update on engagement strategy	No	20/08/2024	25/09/2024	<p>Recommendations delayed pending review of governance arrangement for LDP preparations elsewhere in Scotland.</p> <p>At the Cabinet meeting on the 12 March 2024, it was agreed that the current due date of 29/02/2024 be amended to 27/06/2024.</p> <p>At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 27/06/2024 be amended to 20/08/2024.</p> <p>Recommended governance arrangements were presented to Council on 19/8/24. Council agreed to continue the item to Council on 25/9/24</p>	Pollock, Bob

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	28/11/2023	Ayrshire Growth Deal – Roads Enabling Progress Report	["H, O and D"]	Corrie, Jane	STAG Progress and approval	No	18/06/2024	27/08/2024	paper lodged and being presented to cabinet 23/04/24 At the Cabinet meeting on the 21 May 2024, it was agreed that the current due date of 23/04/2024 be amended to 18/06/2024. Update - Report going to Cabinet now on 27/8/24	Pollock, Bob
CAB	28/11/2023	Communications Strategy 2023-28 and Communications Team Staffing Proposals	["SC and C"]	Farrell, Gillian	officers conduct a Review of the activities undertaken by the Communication Team and the evaluation of them, engage with Members and report back to Cabinet with the results of this Review within six months - addit to rec in report	No	27/08/2024	27/08/2024	Review is complete and paper prepared for May Cabinet. At PFH request this has been delayed. Decision was taken to defer this paper to August due to pre- election period. At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 31/05/2024 be amended to 27/08/2024.	

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
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	20/08/2024	20/08/2024	<p>Officers have been discussing progress with members at the Ward Capital meetings for each individual Ward. An update on all green status projects will be included in the report to Cabinet in June 2024 with regards to the future Ward Capital programme.</p> <p>At the Cabinet meeting on the 23 April 2024, it was agreed that the current due date of 31/03/2024 be amended to 14/06/2024.</p> <p>At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 14/06/2024 be amended to 20/08/2024.</p> <p>Item deferred to Council meeting on 25/9/24 following a briefing on Capital planning</p>	Dowey, Martin; Davis, Ian; 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	Submission of full programme of Capital improvement projects for Cabinet approval	No	20/08/2024	25/09/2024	<p>Officers have met with Ward Members to discuss current and future Ward Capital projects and are currently in the process of concluding these meetings to prepare a report for June Cabinet.</p> <p>At the Cabinet meeting on the 23 April 2024, it was agreed that the current due date of 31/03/2024 be amended to 14/06/2024.</p> <p>At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 14/06/2024 be amended to 20/08/2024.</p>	Dowey, Martin; Davis, Ian; 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	20/06/2023	Budget Management – Revenue Budgetary Control 2022/23 – Out-turn Statement at 31 March 2023	["H, O and D"]	Cox, Chris	Complete the review of Common Good Funds to address the deteriorating financial position.	No	20/08/2024	25/09/2024	<p>Item deferred to November</p> <p>At the Cabinet meeting on the 16th January 2024, it was agreed that the current due date of 28/11/2023 be amended to 14/02/2024.</p> <p>At the Cabinet meeting on the 12 March 2024, it was agreed that the current due date of 14/02/2024 be amended to 23/04/2024.</p> <p>At the Cabinet meeting on the 21 May 2024, it was agreed that the current due date of 23/04/2024 be amended to 28/06/2024.</p> <p>At the Cabinet meeting on the 18th June 2024, it was agreed that the current due date of 28/06/2024 be amended to 20/08/2024.</p>	Davis, Ian
CAB	23/05/2023	Aerospace and Space Technology Application Centre (ASTAC) Project	["SC and C"]	Hunter, George	ASTAC update report to Cabinet	No	30/06/2024	23/08/2024	ASTAC going Aug Cabinet	Pollock, Bob

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	01/03/2023	LDP2 Supplementary Guidance Site Design Brief: South East Ayr	["H, O and D"]	Iles, Craig	<p>Consultation on the draft document will be held from March 2023. The results of this and a finalised version of the Design Brief Supplementary Guidance will be taken back to Council in June 2023</p>	No	28/06/2024	12/12/2024	<p>As a result of the LDP2 A77 Transport Appraisal not being completed Transport Scotland have indicated in their consultation that adoption of the Supplementary Guidance(SG) at this point would be premature. Therefore to avoid the risk of legal challenge we are required to delay the consideration of the SG document until the Transport Appraisal is concluded. ARA are pursuing the Consultant and Transport Scotland to conclude the Transport Appraisal as soon as possible.</p> <p>Cabinet on 29/09/23 - agreed new due date of 20/12/23 (previously 29/09/23).</p> <p>At the Cabinet meeting on the 16th January 2024, it was agreed that the current due date of 20/12/2023 be amended to 28/06/2024.</p>	Pollock, Bob

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	23/11/2021	Ayrshire Energy Masterplan	["PLA"]	Burns, Tom	In December 2023 the AEM programme was revised from a project completion date of December 2023 to 7th March 2024. Work Package 1 Data Collection & Modelling is now complete and remaining Work Packages 2,3,4 are in progress. There has been a 5 week project delay due to data collection delays earlier in the project. Work on the draft report is to commence in February 2024. An early draft report has been issued to the Council's Senior Energy Officer and shared with the Officer working group. The report will likely to be finalised by end of May.	No	28/06/2024	31/10/2024	The draft report was sent back to the consultant as the stakeholders raised a number of concerns regarding the draft. It has been agreed with the stakeholders that the report should be returned in September and approved by 31st October 2024.	

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	21/06/2024	Schedule of Meetings	["CEO"]	Carlaw, Wynne	Publish the meeting timetable	Yes	05/07/2024			Dowey, Martin
SAC	21/06/2024	Financial Regulations Review	["CEO"]	Baulk, Tim	Financial Regulations to be published and notified to employees	Yes	05/07/2024			Dowey, Martin; Davis, Ian
CAB	18/06/2024	Maybole and Girvan Regeneration Projects	["C and T"]	Hunter, George	Implement the recommendation in this report in regard to Girvan	Yes	30/06/2024			Pollock, Bob
CAB	18/06/2024	Girvan Conservation Area Appraisal	["H, O and D"]	Iles, Craig	Notify Historic Environment Scotland (HES) and Scottish Ministers of any decision to amend the conservation area boundaries	Yes	31/05/2025			Pollock, Bob; Clark, Alec
CAB	18/06/2024	Girvan Conservation Area Appraisal	["H, O and D"]	Iles, Craig	Commence work on the preparation of the Girvan Conservation Area Management Plan	Yes	30/06/2024			Pollock, Bob; Clark, Alec

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	18/06/2024	Housing Capital Programme 2023/24: Monitoring Report as at 31 March 2024	["H, O and D"]	Bradley, Pauline	Process adjustments to the Housing Capital Programme	Yes	02/07/2024			Davis, Ian; Kilbride, Martin
CAB	18/06/2024	Budget Management – Revenue Budgetary Control 2023/24 – Out-turn Statement at 31 March 2024	["CEO"]	Baulk, Tim	Incorporate financial information in the unaudited 2023/24 Annual Accounts to be submitted to external audit	Yes	30/06/2024			Davis, Ian

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	18/06/2024	Write-offs: Council Tax, Non-Domestic Rates, Customer Invoicing and Housing Benefit Overpayments	["CEO"]	Gemmell, Nicola	Debt will be written off and systems updated	Yes	30/06/2024			Davis, Ian
CAB	18/06/2024	Carers Policy	["CEO"]	Wesson, Wendy	Upload the policy to the Core	Yes	30/06/2024			Davis, Ian
CAB	18/06/2024	Carers Policy	["CEO"]	Wesson, Wendy	The policy is communicated to managers and employees via appropriate communications channels	Yes	30/06/2024			Davis, Ian
CAB	18/06/2024	General Services Capital Programme 2023/24: Monitoring Report as at 31 March 2024	["H, O and D"]	Bradley, Pauline	Process adjustments to the General Services Capital Programme	Yes	02/07/2024			Davis, Ian

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	18/06/2024	Regeneration Build Project B	["C and T"]	Hunter, George	Review of Company B updated annual accounts	Yes	31/07/2024			Pollock, Bob; Davis, Ian
CAB	23/04/2024	Proposed Temporary Relocation of The Quay Zone Gym to Girvan Community Centre	["H, O and D"]	Burns, Tom	It was approved by Cabinet on the 23rd April to conclude a licence to occupy with South Carrick Community Leisure SCIO to relocate the Quay Zone Gym to Girvan Community Centre	Yes	30/06/2024		Complete	Kilbride, Martin; Clark, Alec; Connolly, Brian
CAB	23/04/2024	Former Toilets/ Shelter, Esplanade, Ayr - Common Good Consultation	["CEO"]	Caves, Catriona	Petition Lodged with Sheriff Court	Yes	31/08/2024		Common good petition lodged by Litigation at Ayr Sheriff Court on 09/08/2024. Action complete.	Kilbride, Martin
CAB	23/04/2024	Strategic Transport Projects Review (STPR2) Publication	["H, O and D"]	Braidwood, Kevin	Briefing in 6 months time re STAG - addit to rec in report	Yes	15/11/2024			

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	12/03/2024	Girvan Draft Conservation Area Appraisal	["H, O and D"]	Iles, Craig	Report consultation findings and seek Cabinet approval to adopt the finalised and potentially modified Girvan Conservation Area Appraisal, and to make the recommended amendments to the conservation area boundary	Yes	30/06/2024			Pollock, Bob;Clark, Alec
CAB	12/03/2024	Girvan Draft Conservation Area Appraisal	["H, O and D"]	Iles, Craig	Notify Historic Environment Scotland (HES) and Scottish Ministers of any decision to amend the conservation area boundaries	Yes	30/06/2024			Pollock, Bob;Clark, Alec

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	06/03/2024	Affordable Housing Proposals, Riverside Place, Ayr	["H, O and D"]	Dalrymple, Kenneth	Report to a future Council confirming the outcome of the negotiations with the telecommunications company, the timescales associated with the removal of the mast, and any subsequent tender process	Yes	30/06/2024			Kilbride, Martin; Davis, Ian
SAC	06/03/2024	Shaping Our Future Council	["CEO"]	Caves, Catriona	Update Scheme of Delegation to reflect changes	Yes	27/06/2024		Report submitted to Special Council on 19 August 2024	Dowey, Martin
SAC	06/03/2024	Shaping Our Future Council	["CEO"]	Baulk, Tim	Update Financial Regulations to reflect changes to funds	Yes	30/06/2024			Dowey, Martin
CAB	14/02/2024	Ayrshire Growth Deal - Programme Review	["SC and C"]	Reid, Louise	Further update to Cabinet on AGD projects	Yes	30/08/2024			Pollock, Bob; Dowey, Martin
CAB	14/02/2024	Sale of the Former Belleisle Hotel and Lodge House, Ayr	["H, O and D"]	Burns, Tom	Remarket the former Belleisle Hotel	Yes	14/06/2024		The property is being re-marketed by Shepherds and particulars are available on their website.	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	07/12/2023	Accounts Commission's Findings on Best Value in South Ayrshire	["DEP CH EXEC"]	Anderson, Kevin	Continue implementation of the Council's Best Value Action Plan 2023	Yes	20/07/2024		BV action plan has been updated to reflect most recent thematic review. Quarterly updates scrutinized by Audit and Governance Panel.	Dowey, Martin
CAB	28/11/2023	Lease of Kiosk and Part of Public Conveniences at South Beach/ St Meddams Street, Troon	["H, O and D"]	Burns, Tom	Report approved by Cabinet in November 2023 and passed to Legal to conclude	Yes	31/07/2024		26/3/24 - Legal await an approved schedule of works (incl proposals for affected public toilet provision) which is being obtained from the tenant's architect, and to be approved with design finish by project team. Thereafter the lease can be finalised. Due date amended as a result and approved by PFH. At the Cabinet meeting on the 23 April 2024, it was agreed that the current due date of 01/04/2024 be amended to 31/07/2024. Lease concluded August 2024.	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
LP	14/08/2023	South Ayrshire's Parenting Promise	["HSCP"]	Inglis, Mark	Implementation of the actions within the Parenting Promise action plan	Yes	14/08/2024		13/10/2022 -Good progress is being made in terms of delivering on the Parenting Promise. The Corporate Parenting Executive supports the delivery on the actions which align with the implementation of the Promise whi 24-30. One action has been superseded by a new action and two actions require an extension to the due date to accurately measure their impact. Of the forty-seven measurable improvements (benefits) identified Twenty-two benefits have been realised a further twenty-two benefits are progressing (amber), and three benefits are red. All amber and red benefits will be carried forward to improvement actions 24-30.	Lyons, Lee

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	25/04/2023	Review of the Byelaws Prohibiting the Consumption of Alcohol in Designated Public Places	["SC and C"]	Briggs, Karen	Report to Council on result of statutory review and seeking authority as appropriate	Yes	28/06/2024			Dowey, Martin; Davis, Ian
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	Yes	29/06/2024		24/07/2024 This is now a 'Transformational Change' project. The review of communities centres and halls is being taken forward by the 'Transformational Change Team'. Officers from Thriving Communities will continue to assist the project.	Kilbride, Martin; Clark, Alec

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	17/01/2023	Troon Water Sports Club Community Asset Transfer Under Part 5 of the Community Empowerment (Scotland) Act 2015	["H, O and D"]	Burns, Tom	Conclude the lease in the event of an offer being received and in accordance with the recommendations of the report	Yes	28/07/2024	16/08/2024	7.12.23 - Legal sent draft Offer to proposed tenant's solicitor on 16.11.23. Tenants have until 25.1.24 to submit a formal offer to take on the lease. 25.1.24 - offer submitted to Legal today by the tenant's solicitor. 29.2.24 - drafts being adjusted with solicitors for Troon WS Club. 26.4.24 - drafts are currently with TWSC's solicitors. 10.5.24 - draft lease being adjusted between the parties. 6.6.24 - draft lease still being adjusted. 14.8.24 - slight delay in completion due to holiday period, however it is hoped that this will complete by 16.8.24. Confirmation - completed on 16.8.24.	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Directorate	Managed by	Implementation	Complete	Current Due Date	Requested Revised Due	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
LP	25/05/2021	Neighbourhood Services Structure Progress Report	["DEP CH EXEC"]	Anderson, Kevin	Resource review of Sustainable Development and Climate Change Structure	Yes	31/07/2024		At the Cabinet meeting on the 23 April 2024, it was agreed that the current due date of 29/03/2024 be amended to 31/07/2024. Structure agreed by ELT and posts advertised with interviews set for August.	Kilbride, Martin

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 27 August 2024**

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

1. Purpose

- 1.1 The purpose of this report is to present the Outcome Report for the 2023 Ayr Parking Consultation which sets out the feedback received in relation to proposals for residents and designated parking, along with the resultant officer recommendations. The report also contains observations relating to off street car parks and the 2 hours free parking initiative.

2. Recommendations

2.1 It is recommended that the Cabinet

- 2.1.1 notes the contents of the Ayr Parking Consultation Outcome Report contained within Appendix 1;**
- 2.1.2 notes the statutory process to promote Traffic Regulation Orders associated with new parking restrictions;**
- 2.1.3 instructs the Head of Roads to prepare draft TROs based on the Outcome Report recommendations and commence said consultation process,**
- 2.1.4 agrees to consider future recommendations made by the Regulatory Panel arising from the consultation process; and**
- 2.1.5 notes the Head of Roads' commitment to further consider and report back on matters relating to off street parking provision and the 2 hours free parking initiative.**

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 designated parking (pay & display) designed to

address long standing issues concerning visitor and tradesperson parking and the aspiration to rationalise existing designated 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 within the Ayr Parking Consultation 2023 Outcome Report attached as Appendix 1.
- 3.4 Members are invited to review the Outcome Report where a full breakdown of the questions posed along with all responses and recommendations 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 2023 consultation and the further feedback has been carefully considered and used to shape the proposals within the Outcome Report.

4. Proposals

Residents and Designated Parking

- 4.1 Residents parking schemes operate within numerous towns and cities across the UK where the control of on-street parking is required to preserve the characteristics of residential streets located within the catchment areas of town centres.
- 4.2 Without control measures, residential streets can be subject to non-residential shopper, worker or commuter parking to the detriment of residents and their visitors particularly those households without access to off-street parking.
- 4.3 Whilst residents parking schemes by their nature aim to serve the needs of residents, there are additional benefits in terms of a reduction in CO2 emissions through encouraging travel behaviour change and a reduction in non-residential traffic.
- 4.4 Permit charges should be set at levels which ensure schemes are self-financing with any surplus revenues re-invested into roads related projects such as maintenance programmes or traffic calming schemes.
- 4.5 Designated parking (or pay & display parking) is a proven effective means of controlling limited and in demand on-street parking bays and the proposals detailed within the Outcome Report are designed to further enhance the existing town centre offer.
- 4.6 The 2023 consultation generated 751 responses and a summary of the feedback is also contained within the Outcome Report. The resultant recommendations have been shaped by this feedback and Members are asked to note the Head of Roads intention to proceed on this basis and to also note the next stages in the process outlined in the following paragraphs.

TRO Statutory Consultation Process

- 4.7 Both previous consultations were conducted via on-line questionnaires aimed at gauging public opinion. The feedback received has been carefully reviewed and it is noted that the amount of households which were reached, and the level of detail

provided does not allow for the presentation of recommendations which can confidently be considered as having majority public support.

- 4.8 The mechanism which does allow for such is the statutory consultation process required for the promotion of the underpinning Traffic Regulation Orders. 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 shall be concluded after 21 days.
- 4.9 Thereafter, the proposals would be subject to a wider public consultation where each individual household would be notified and informed of the proposals and the right to object during the 21 day consultation period (this can be extended as required). After an engagement process any maintained objections shall be subject to a further report presented to the Regulatory Panel for further consideration and subsequently presented to Cabinet for noting.
- 4.10 In summary, at this stage in the process officers seek approval, in principle, to proceed with the TRO statutory consultation process for the implementation of the parking schemes based on the Outcome Report recommendations. Thereafter, further recommendations shall be presented based on the results on the statutory consultation.

Off Street Car Parks

- 4.11 The Cabinet Members decided at its meeting on [17 January 2023](#) to note the contents of the Outcome Report for the first Ayr parking consultation in 2021 and approve its recommendations, one of which was the removal of proposals to extend parking charges within the Council's free off-street car parks.
- 4.12 At that time it was considered that there was insufficient support for the proposal, however, Members are asked to note the further proposal to revisit this subject through a fresh review of the use and availability of facilities in order to establish whether these assets can be better utilised to help support the Council's wider parking strategy.

2 Hours Free Parking

- 4.13 The 2 hours free parking initiative was fully implemented in January 2024 and, following an initial bedding in period, the system has now been fully integrated. Officers are now in a position to commence an appraisal process involving engagement with the business community to establish the effectiveness of the initiative and Members are asked to note the Head of Roads' commitment to report back to Cabinet by December 2024.

5. Legal and Procurement Implications

- 5.1 In terms of the Council's Scheme of Delegation any proposals arising from the Traffic Regulation Order statutory consultation process shall be referred to the Regulatory Panel within whose remit matters relating to Road Traffic Regulation Legislation rests. Thereafter, any decisions would be reported to Cabinet for noting.
- 5.2 Timescales for the preparation and implementation of new TROs are entirely dependent upon the scope of the proposals. If and when approval is granted, the TRO preparation work shall commence and may take up to 6 months to complete which shall then allow for the statutory consultation process to commence.

5.3 The consultation process typically takes 2 months to complete with a period of engagement with any objectors commencing thereafter. Therefore, it is anticipated that officers shall be in a position to report back to the Regulatory Panel on the outcome of the statutory TRO consultation process within 12 months. Full implementation of any agreed proposals would then occur within a further 6 months.

5.4 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 It is not possible to determine at this stage how many permits are likely to be purchased it is envisaged that this will be built up over a period of time. The income generated from this strategy will cover the installation and operational costs. Any surplus revenue incurred will be re-invested into roads related projects thereby incurring a saving as part of the future budget setting process.

6.4 The effects of the 2 hours free parking initiative continue to be monitored and current projections indicate a potential loss in parking income for the 2024/25 year of £700,000 compared to budget target of £1.02m.

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>
Prepare draft TROs and commence statutory consultation process	1 February 2025	Head of Roads, Ayrshire Roads Alliance
Prepare and submit Regulatory Panel report	30 June 2025	Head of Roads, Ayrshire Roads Alliance

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Prepare and submit Cabinet report	31 July 2025	Head of Roads, Ayrshire Roads Alliance
Implement new parking restrictions	31 January 2026	Head of Roads, Ayrshire Roads Alliance

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

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Date **15 August 2024**



SOUTH AYRSHIRE COUNCIL PARKING
STRATEGY 2020 - 2024
Ayr Parking Consultation 2023

Outcome Report

Contents

Introduction	2
Ayr Parking Consultation 2023.....	3
Consultation Proposals	4
Consultation Summary of Feedback and Conclusions.....	7
Recommendations	11
Consultation Responses	14
Consultation Question 1	14
Consultation Question 2.....	14
Consultation Question 3.....	14
Consultation Question 4.....	15
Consultation Question 5.....	15
Consultation Question 6.....	16
Consultation Question 7.....	17
Consultation Question 4 “Other” recorded comments.....	18
Consultation Question 5 “Other” recorded comments.....	20
Consultation Question 8.....	26
Consultation Question 9.....	59

Introduction

1. 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.
2. In order to alleviate this problem, local authorities have implemented residents' parking permit schemes, which allow residents to park on their street whilst placing certain restrictions on non-permit holders.
3. The [South Ayrshire Council Parking Strategy 2020 - 2024](#) details the Council's aims and aspirations for parking within the Council area and the first Ayr Parking Consultation took place between Monday 5 July 2021 and Monday 16 August 2021.
4. The findings of the consultation survey, published in the [Consultation Outcome Report](#), was presented to the [South Ayrshire Cabinet on 17 January 2023](#).
5. 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 that 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

Ayr Parking Consultation 2023

6. 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 were 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.
7. The results of this consultation were intended to help shape scheme development and it was stated that 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.
8. 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.

Consultation Proposals

9. The proposals set out within the consultation were as follows:

Residents parking proposal

10. 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 and apply to residents who live within designated pay & display zones.
- Type B permits, which cost £0.50 (50 pence) and apply 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:

- Residents 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).

Designated (pay & display) parking proposal

11. There are currently two different charging periods applicable within certain streets within the South Ayrshire paid for parking 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

12. 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.

13. 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.

14. 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.

15. 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).

Consultation Summary of Feedback and Conclusions

Question 1 – 5

16. 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.

Question 6 – Designated (Pay & Display) Parking

17. There were three statements posed to gauge opinion on the proposals to amend designated parking arrangements where consultees were asked confirm their level of agreement or disagreement.

18. 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.

19. It is difficult to determine why the proposals to extend charges to the west of Wellington Square and Charlotte Street were opposed. It may be that the many respondents were workers who currently use this area to park for free. Further consideration needs to be given as to how best to meet their needs whilst still encouraging the desired turn over of spaces.

Question 7 – Residents Parking

20. 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.

21. 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.

22. 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.

23. 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, 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.

24. 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.

25. Residents were particularly concerned about the proposed levels of charging with many seeing this as a parking levy or “tax”. The proposed charges were based on existing charges applied within Permit Zone A which have not been reviewed since implementation in 2012. However, it is recognised that to increase charges within Permit Zone B from £0.50 for the lifetime of occupancy to £60.00 per annum, or, to impose a new charge of £60.00 per annum in areas not currently subject to any charges, is perhaps far too great an increase.

26. Therefore, a benchmarking exercise has been undertaken to establish comparable permit costs in other the towns and cities to determine if there is a more appropriate level of charging which should be considered within Zone B. The results of the benchmarking exercise are presented in the following table:

Location	1 st Resident’s Permit (closest equivalent)	Additional Permits	Visitor Permits
Glasgow (peripheral)	£98.00	£98.00	£25.00 for 5
Edinburgh (peripheral)	£36.50	£43.80	£36.00 for 10
Dundee (Broughty Ferry)	£90.00	£90.00	N/A
Aberdeen (peripheral)	£100.00	£150.00	£80.00 for 15
Perth & Kinross (outer zone P&D)	£144.00	£144.00	N/A
Inverness	£61.00	£61.00	£61.00
Nairn	£42.00	£42.00	£42.00
Stirling	£95.00	£95.00	N/A
Cupar	£50.00	£50.00	N/A
Dunfermline	£100.00	£100.00	N/A

27. As aforementioned, Zone A permit costs have not been revised since their implementation in 2012 despite the application of several pay and display price rises. A distinction between this zone and residential zones should be maintained which reflects the value of permits which allow all day parking within the premium on-street pay for parking zones.
28. Consultation feedback also indicated that there is little need to draw any distinction between a tradesperson permit and a business permit and the higher rates associated with Zone A permits should be reflected by the areas in which they may be permitted for use.
29. As for designated or paid for parking, 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, 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 is still merited despite feedback to the contrary.
30. 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).
31. 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.
32. 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 as there is a clear business need for extended parking stays within this area.

Recommendations

33. The recommendations for residents and business permit parking are set out below with revisions from the original proposals set out in the consultation underlined for ease of reference.

Residents and Business Permit Proposals

Type A Permits within Pay for Parking Zones

Recommendation 1

Increase existing residents permit prices from £50.00 per annum or £16.00 per quarter to £60.00 and £19.00 respectfully.

Recommendation 2

Introduce a new Type A residents' visitor option priced at £5.00 per permit per day as originally proposed.

Recommendation 3

Introduce a new Type A residents' carer option free of charge and as originally proposed.

Recommendation 4

Introduce a new optional Type A business permit priced at £400 per annum or £120 per quarter and optional business' visitor permit option priced at £5.00 per day as originally proposed and remove the distinction between a business permit and a tradesperson permit.

Recommendation 5

Allow Type A business permits to be used in all zones.

Type B Permits within Residential Parking Zones

Recommendation 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.

Recommendation 7

Introduce a new Type B resident's permit of £45.00 per annum or £15.00 per quarter.

Recommendation 8

Introduce a new residents' visitor permit option priced at £2.00 per permit per day. There would be an option to purchase "books" of permits.

Recommendation 9

Introduce a new residents' carer permit option free of charge and as originally proposed.

Recommendation 10

Introduce a new optional Type B business permit priced at £100 per annum or £30 per quarter and optional business' visitor permit option priced at £2.50 per day as originally proposed and remove the distinction between a business permit and a tradesperson permit.

Pay for Parking Proposals

Recommendation 11

Rationalise the charging periods to apply charges from 8.00am to 6.00pm Monday to Saturday across the whole designated parking zone as originally proposed.

Recommendation 12

Extend the designated parking zone as originally proposed to the west of Wellington Square and Charlotte Street to cover the following streets:

- Charlotte Street (West)
- Bath Place
- Pavilion Road
- Cassilis Street
- Place de St Germain En-Laye

Recommendation 13

Apply charges based on a new tariff which enables all day parking within the above streets based on the following tariff:

- First 2 hours – Free

Thereafter,

- 30 mins - £0.50
- 1 hour - £1.00
- 1 hour 30 mins - £1.50
- 2 hours - £2.00
- 2 hours 30 mins - £2.50
- 3 hours - £3.00
- Over 3 hours - £4.00

Consultation Responses

Consultation Question 1

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

Consultation Question 2

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

Consultation Question 3

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

Consultation Question 4

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

* to view "Other" responses please see below.

Consultation Question 5

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

* to view "Other" responses please see below.

Consultation Question 6

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

Consultation Question 7

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
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

Consultation Question 4 "Other" recorded comments.

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 Dumfriesshire 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 Dumfriesshire 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 truck insurances and vehicles along with public liability is already extremely difficult to keep competitive rates again 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 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.	12/01/2024 10:23 AM
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	17/01/2024 22:23 PM

	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.	
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	[REDACTED] 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	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 carers 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

Consultation Question 5 "Other" recorded comments.

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 go 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 carers 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 house hold. 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

Consultation Question 8

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 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	18/12/2023 19:35 PM

	<p>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 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</p>	23/12/2023 16:05 PM

	Ayr but until the disabled parking is increased and adequately policed I will not face another 90 minute return journey by car for nothing.	
9	Please prioritise the custom and practice of your residents	26/12/2023 13:57 PM
10	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	27/12/2023 18:47 PM
11	Residents should not have to pay to park in front of their homes. Full stop!	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. 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 looming 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.	08/01/2024 17:38 PM

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/arked 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 McCalls 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, 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	08/01/2024 23:37 PM
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	09/01/2024 00:50 AM

	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.	
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 have free parking I would rather travel than pay parking charges for less shopping choices.	09/01/2024 08:19 AM
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	09/01/2024 09:42 AM

	visit, in fact in effect more than doubling my current membership fees... That is outrageous.	
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	09/01/2024 14:38 PM

	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!	
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 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.	09/01/2024 15:02 PM
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	09/01/2024 16:28 PM

	that it is indeed long overdue for a change! Many thanks and please consider the Miller Road issue!!! Ann Lightfoot	
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 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.	09/01/2024 18:21 PM
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. [REDACTED]	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	10/01/2024 01:41 AM

	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 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 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	10/01/2024 13:32 PM

	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	11/01/2024 23:45 PM

	practice How would visitor permits work? Would they be transferable? How would the scheme be "policed"?	
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 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.	12/01/2024 12:24 PM
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	12/01/2024 13:50 PM

	<p>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.</p>	
114	<p>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.</p>	12/01/2024 17:16 PM
115	<p>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 allow the drains to be properly cleared. How is ARA proposing to manage this?</p>	12/01/2024 21:25 PM
116	<p>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.</p>	12/01/2024 21:42 PM
117	<p>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!</p>	12/01/2024 21:58 PM
118	<p>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.</p>	13/01/2024 10:42 AM
119	<p>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.</p>	13/01/2024 13:00 PM
120	<p>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.</p>	13/01/2024 13:00 PM
121	<p>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</p>	14/01/2024 03:23 AM

	them to legally park without risking fines and to encourage people to park responsibly. (8.45 -9 and 1505 - 1520)	
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 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!	15/01/2024 12:54 PM
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	16/01/2024 15:56 PM

	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.	
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 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.	16/01/2024 19:41 PM
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 where 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 [REDACTED]	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	18/01/2024 10:03 AM

	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	
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 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.	18/01/2024 15:18 PM

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. Cobble 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. Cobble 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 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	19/01/2024 12:12 PM

	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 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.	19/01/2024 18:24 PM
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	20/01/2024 14:08 PM

	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?	
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 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 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	20/01/2024 21:24 PM
175	Loading bays outside closed shops that are no longer in use should be automatically converted into disabled bays. Disable people have just the right to access Ayr High Street and other areas as delivery drivers do	21/01/2024 09:15 AM
176	In resident only parking areas marked bays for nominated disabled parking will be required should the parking status be altered.	21/01/2024 11:38 AM
177	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	21/01/2024 12:10 PM

	<p>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>	
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 adults 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 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>	21/01/2024 13:19 PM
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</p>	21/01/2024 14:59 PM

	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?	
182	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!	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	21/01/2024 23:36 PM

	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 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 Whittlets 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 Whittlets 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 reusable 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. 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	23/01/2024 10:47 AM

	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!)	
201	Consideration should be given to town centre residents who are not specifically included in these zones.	23/01/2024 12:00 PM
202	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	23/01/2024 12:35 PM
203	You should consider not asking leading questions in your consultations to get the answers you want. It's generally considered bad practice.	23/01/2024 14:25 PM
204	If this does have to come into effect residents and business owners should be exempt from paying any fees	23/01/2024 17:23 PM
205	You are literally making council employees on minimum wage have to park further away from a workplace that they have to leave at 11pm	23/01/2024 21:44 PM
206	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.	23/01/2024 22:10 PM
207	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.	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	24/01/2024 19:41 PM

	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 being 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.	
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. [REDACTED]	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, 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.	25/01/2024 16:13 PM
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	27/01/2024 19:49 PM

	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.	
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 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!	28/01/2024 09:05 AM
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 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?	28/01/2024 19:47 PM
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	29/01/2024 11:43 AM

	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!	
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 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	29/01/2024 13:59 PM

	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 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 on 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!!	29/01/2024 20:26 PM
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	29/01/2024 20:32 PM

	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.	
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 Empty, Miller Road - Half Empty, Charlotte Street - Almost Empty, Cromwell Road - Half Empty,	30/01/2024 09:09 AM
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 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.	30/01/2024 23:46 PM
289	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	31/01/2024 00:29 AM

	<p>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 severally 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 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</p>	31/01/2024 09:28 AM

	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.	
291	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 communication of these changes. The proposal about virtual permits seems farcical and unworkable and costly.	31/01/2024 11:45 AM
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 AMIUNT 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	31/01/2024 20:47 PM

	<p>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 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

Consultation Question 9

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. [REDACTED]	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, 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	12/12/2023 17:16 PM
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.	12/12/2023 23:49 PM

	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?	
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 inexcusable and a cynical, yet understandable view could be that this is contrived to ensure that public objections are never voiced.	18/12/2023 19:35 PM
14	Areas such as Park Circus and Belview Crescent can be a nightmare for residents currently due to limited spaces. If what limited spaces were 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 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
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 underhand way this consultation has been conducted, tucked away on the Ayr Roads Alliance website, with next to no	08/01/2024 15:35 PM

	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	08/01/2024 18:56 PM

	cause me concern as this could result in paying £60 per annum and still being unable to park in the street.	
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 revenue go? It's certainly not on repairing or resurfacing the roads in and around Ayr?	08/01/2024 20:37 PM
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	08/01/2024 21:14 PM

	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.	
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	08/01/2024 23:24 PM

	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	
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	09/01/2024 09:42 AM

	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 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 I
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 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.	09/01/2024 12:23 PM
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	09/01/2024 12:46 PM

	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!	
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 [REDACTED]	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 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	09/01/2024 14:58 PM
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,	09/01/2024 15:02 PM

	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.	
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 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.	09/01/2024 16:35 PM
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	09/01/2024 18:27 PM

	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!	
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 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.	09/01/2024 19:18 PM
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. [REDACTED]	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	09/01/2024 19:47 PM

	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.	
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 struggling to attract consumers and retailers, extending parking charges will only damage what little custom the local shops and businesses get.	09/01/2024 20:01 PM
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	10/01/2024 01:41 AM

	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.	
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	10/01/2024 15:56 PM

	<p>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 nousey 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.</p>	
157	<p>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.</p>	10/01/2024 16:05 PM
158	<p>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.</p>	10/01/2024 17:11 PM
159	<p>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.</p>	10/01/2024 17:36 PM
160	<p>Stop Charging people to park where they live it's that simple, corrupt council killing the town.</p>	10/01/2024 17:44 PM
161	<p>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 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!!!</p>	10/01/2024 18:07 PM
162	<p>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</p>	10/01/2024 18:56 PM

	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?	
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	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.	12/01/2024 08:03 AM
172	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?	12/01/2024 10:00 AM
173	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!!!!	12/01/2024 10:03 AM

174	See previous answer	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 garages leave cars there and put MOT on them to avoid them being removed.</p>	12/01/2024 12:24 PM
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	<p>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.</p>	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	<p>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</p>	12/01/2024 21:25 PM

	<p>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 in 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 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?</p>	
181	<p>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.</p>	12/01/2024 21:42 PM
182	<p>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!</p>	12/01/2024 21:58 PM
183	<p>I shouldn't have to pay to park outside my property in McCalls Avenue</p>	12/01/2024 22:55 PM
184	<p>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</p>	13/01/2024 00:13 AM
185	<p>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.</p>	13/01/2024 07:28 AM
186	<p>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</p>	13/01/2024 10:13 AM

	<p>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.</p>	
187	<p>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 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>	13/01/2024 10:41 AM
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</p>	13/01/2024 13:00 PM

	<p>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>	
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 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.</p>	14/01/2024 03:23 AM

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 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!	15/01/2024 12:54 PM

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 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.	16/01/2024 16:53 PM
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 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	17/01/2024 11:11 AM

	and travelling to Glasgow. The proposed parking for these streets don't include my area [REDACTED]. 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 [REDACTED]	
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]	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 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?	18/01/2024 10:19 AM
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	18/01/2024 11:26 AM

	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 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	18/01/2024 16:25 PM

	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.	
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	18/01/2024 21:46 PM

	street on my return. I have a Blue Badge as I'm unable to walk any distance - 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	19/01/2024 12:15 PM

	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	
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. 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!	19/01/2024 14:43 PM
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	19/01/2024 15:43 PM

	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.	
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 shouldn't also be free. Some of the streets Union Ave, McCalls Ave, etc.? included have no bearing on the town centre whatsoever.	19/01/2024 19:31 PM
267	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	20/01/2024 09:23 AM

	and businesses is not an issue. Bringing these restrictions into place will not gain anything but more strain on the home owners and community.	
268	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.	20/01/2024 10:58 AM
269	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.	20/01/2024 12:14 PM
270	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.	20/01/2024 13:18 PM
271	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.	20/01/2024 13:48 PM
272	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.	20/01/2024 13:49 PM
273	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	20/01/2024 13:51 PM

	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.	
274	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?	20/01/2024 14:08 PM
275	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 park FREE for up to 3 hours which will not be EFFECTIVELY MONITORED OR SANCTIONED!	20/01/2024 14:24 PM
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	20/01/2024 21:24 PM

	<p>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 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 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>	
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	<p>Transport hub Regeneration of town centre Compulsory purchase of redundant buildings, offices and homes Cohesive strategic plan for the future not a quick fix</p>	21/01/2024 12:10 PM
289	<p>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</p>	21/01/2024 12:57 PM

	all local services if this proposal goes through and take my car to Silverburn/Heathfield for shopping & recreation.	
290	<p>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.</p>	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 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.	21/01/2024 13:53 PM
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	21/01/2024 15:27 PM

	<p>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.</p>	
296	<p>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.</p>	21/01/2024 15:41 PM
297	<p>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 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.</p>	21/01/2024 16:18 PM
298	<p>Your proposals are ill thought out and do not consider the needs of vulnerable residents who have visitors for health and care needs.</p>	21/01/2024 17:15 PM
299	<p>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.</p>	21/01/2024 17:43 PM
300	<p>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.</p>	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 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	21/01/2024 23:36 PM

	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!	
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) 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>	22/01/2024 09:55 AM
308	Don't agree with payment of up to £140 pa with no guarantee of parking outside my home in [REDACTED].	22/01/2024 10:16 AM
309	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?	22/01/2024 10:41 AM
310	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.	22/01/2024 11:42 AM
311	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.	22/01/2024 12:11 PM
312	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	22/01/2024 14:36 PM

	<p>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>	
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 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>	22/01/2024 15:16 PM
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</p>	22/01/2024 17:13 PM

	<p>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 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	Again another way of sac, robbing the working man. Idiots	22/01/2024 19:56 PM
318	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.	22/01/2024 20:16 PM
319	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.	22/01/2024 20:17 PM
320	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.	23/01/2024 11:41 AM
321	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.	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	<p>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.</p>	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 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.</p>	23/01/2024 14:20 PM
325	<p>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</p>	23/01/2024 14:20 PM

	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	
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 consultation process. I fully intend to vehemently object to my Councillors and would be quite prepared to go to Law in opposing this.	23/01/2024 19:02 PM
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	24/01/2024 21:31 PM

	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.	
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 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. [REDACTED]	25/01/2024 16:13 PM
347	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.	25/01/2024 16:21 PM
348	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
349	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	26/01/2024 09:24 AM

	<p>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>	
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 work in residents property is a disgrace, the Residents should strongly think about collectively paying for a lawyer to challenge these NUTCASES>	27/01/2024 08:58 AM ID: 236448754
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	27/01/2024 20:14 PM

	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.	
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 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.	28/01/2024 12:08 PM
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	28/01/2024 14:00 PM

	needed cash from the station hotel situation. - I understand this. However I don't feel this is the way to generate that	
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 pay 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 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 fare when we are getting less for more money.	28/01/2024 19:47 PM
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	28/01/2024 20:48 PM

	<p>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.</p>	
375	<p>Standardise the hours as 8-6 Monday- Friday and 8-1 Saturday. Stop trying to sneak Saturday parking payment up</p>	28/01/2024 20:56 PM
376	<p>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.</p>	28/01/2024 21:28 PM
377	<p>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 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</p>	28/01/2024 21:43 PM
378	<p>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.</p>	28/01/2024 22:14 PM
379	<p>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</p>	28/01/2024 22:15 PM
380	<p>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.</p>	28/01/2024 22:21 PM
381	<p>No residential area should require a permit.</p>	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 outside their own homes. This is a disgusting cash grab by the council during a cost of living crisis.	29/01/2024 10:26 AM
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	29/01/2024 11:16 AM

	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.	
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. Simples. 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	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 [REDACTED]	29/01/2024 14:09 PM
397	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	29/01/2024 14:11 PM

	<p>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 [REDACTED]</p>	
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	<p>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...</p>	29/01/2024 14:35 PM
400	<p>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 the week to encourage shopping in the town and to stop the town centre from dying altogether.</p>	29/01/2024 15:49 PM

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 [REDACTED] 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 [REDACTED]	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	29/01/2024 20:15 PM

	<p>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.</p>	
412	<p>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.</p>	29/01/2024 20:20 PM
413	<p>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.</p>	29/01/2024 21:10 PM
414	<p>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.</p>	29/01/2024 21:38 PM
415	<p>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.</p>	29/01/2024 21:50 PM
416	<p>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</p>	29/01/2024 22:01 PM

	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.	
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 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.	29/01/2024 23:22 PM
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	29/01/2024 23:24 PM

	<p>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??</p>	
426	<p>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</p>	29/01/2024 23:41 PM
427	<p>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.</p>	30/01/2024 04:20 AM
428	<p>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.</p>	30/01/2024 07:45 AM
429	<p>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.</p>	30/01/2024 07:47 AM
430	<p>FREE parking all around Ayr</p>	30/01/2024 07:47 AM
431	<p>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</p>	30/01/2024 08:14 AM

	vehicle, would we require permits for deliveries , would we require permits for our vans, etc.	
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 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.	30/01/2024 09:05 AM
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	30/01/2024 12:12 PM

	Zone B residents have to pay more than a token amount for parking? And what would ARA do with the funds raised?	
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	30/01/2024 18:39 PM

	<p>for the raising of revenue. If parking charges are ever adopted as sources of revenue, there will be inevitable and 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, [REDACTED]</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 should be the priority and the street should be made less accessible rather than allowing random parking in addition.	30/01/2024 20:26 PM
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 [REDACTED] 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 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.	30/01/2024 23:46 PM
459	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	30/01/2024 23:59 PM

	<p>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>	
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 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.</p>	31/01/2024 09:28 AM
462	<p>Parking should be free in Ayr to encourage footfall in the area</p>	31/01/2024 10:24 AM
463	<p>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</p>	31/01/2024 11:05 AM

	<p>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.</p>	
464	<p>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.</p>	31/01/2024 11:31 AM
465	<p>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.</p>	31/01/2024 11:45 AM
466	<p>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.</p>	31/01/2024 11:50 AM
467	<p>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.</p>	31/01/2024 12:49 PM
468	<p>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.</p>	31/01/2024 14:02 PM
469	<p>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</p>	31/01/2024 14:06 PM

	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.	
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 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.	31/01/2024 14:39 PM
473	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.	31/01/2024 14:42 PM
474	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.	31/01/2024 15:44 PM
475	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	31/01/2024 16:26 PM

	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 prohibitive 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.	
476	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
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	31/01/2024 20:21 PM

	<p>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 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 additional fees, on top of residential permit fees, under this proposal which is discriminative.</p>	31/01/2024 21:28 PM
485	<p>Come on the town and businesses are on their knees. Let's make Ayr a nice tourist town that the visitors enjoy coming to</p>	31/01/2024 21:37 PM
486	<p>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</p>	31/01/2024 21:49 PM

	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!	
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 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 23:44 PM
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	31/01/2024 23:45 PM

	vote is taken to approve these parking changes, or modification thereof , or not at all	
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END OF REPORT



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: Jane Corrie Head of Roads</p> <p>Date: 19 July 2024</p>	

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 27 August 2024**

Subject: Open Space Strategy 2024 – 2029

1. Purpose

- 1.1 The purpose of this report is to seek approval of the finalised Open Space Strategy for 2024-2029.

2. Recommendation

- 2.1 It is recommended that the Cabinet considers and approves the Open Space Strategy 2024-29 for South Ayrshire Council.**

3. Background

- 3.1 Scottish Government Planning (Scotland) Act 2019 requires each Authority to create and publish an Open Space Strategy which outlines our vision for the provision, maintenance and use of green infrastructure including open space and green networks within South Ayrshire.

- 3.2 The Strategy has been built on, and developed from, the 2012 Open Space Strategy and Audit. In 2012, 1100 sites of over 500m² were individually inspected and assessed, the Audit looked at the quality and distribution of public open space in South Ayrshire. For the 2024 - 29 Strategy a sampling exercise was undertaken of the current South Ayrshire Council owned sites. 133 sites were surveyed across South Ayrshire, this equates to just over 10% of the original 1100 sites of over 500m².

- 3.3 Since 2012 South Ayrshire Council has continued to work to develop and maintain meaningful public open space for residents of and visitors to South Ayrshire.

- 3.4 While research evidenced the importance of good quality public open space to peoples physical and mental health, the Covid pandemic showcased the vital role that open space plays in people's lives, on their health and the social value of providing space for people to participate in passive and active recreation.

- 3.5 Additionally open space plays a vital role in protecting and enhancing biodiversity, providing food and habitat to a wide range of species. Our woodland and public areas are also key in assisting with mitigations and adaptations relating to climate change.

3.6 In 2015 we gained our first Green Flag Award from Keep Scotland Beautiful; this is an internationally recognised award which reviews a range of elements from horticultural standards and cleanliness to community involvement. We currently have 6 Green Flags:

- Belleisle Estate, Ayr;
- Newton Park, Ayr;
- Fullarton Estate, Troon;
- Orchard Gardens, Girvan;
- Knockcushan Gardens, Girvan; and
- Ayr Cemetery.

3.7 South Ayrshire Council has in recent years invested £1.995million improving a range of elements within its open space including play areas, football pitches, bowling greens, golf facilities and walking trails. This work and investment is continuing with the assistance of Scottish Government funding for play areas and biodiversity, together with the Councils financial commitment to each ward providing funds for a range of projects which will continue to see the development and improvement of open space within South Ayrshire.

4. Proposals

4.1 This Strategy works to deliver on three strategic outcomes:

- To assist in creating attractive, safe and sustainable environments;
- To support outdoor leisure and recreation; and
- To generate a positive image for South Ayrshire's towns and villages.

4.2 The Open Space strategy 2024-29 links to several key Council documents including the Local Development Plan, Climate Change Strategy, Physical Activity & Sports Strategy. Additionally, the Strategy links directly to the delivery of the Sports Pitch Strategy, the Local Biodiversity Action Plan, the Food Growing Strategy and to the forthcoming Play Strategy.

4.3 It should be noted that as in the 2012 audit, 42% of Council's current open space is delivered by golf courses and the school estate, both of which have restricted access. When you remove these two elements three wards fall below the Fields in Trust standard of 6.55ha per 1000 people, those being Kyle, Prestwick and North Ayr. In these three Wards it is recommended that open space sites should be protected from development and any planned residential developments must provide meaningful open space within the red line site.

4.4 Appendix 1 of the Strategy provides, on a Ward basis, a breakdown of open space in hectares and of type, together with a table of suggested initiatives that could be delivered within each Ward to continue to improve our public open space.

5. Legal and Procurement Implication

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

6. Financial Implications

6.1 Any proposed initiatives will only progress where budget has been identified.

7. Human Resources Implications

7.1 There are no human resource implications related to the content of this paper.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 There are no risks from adopting the recommendations.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 That the Council is not compliant with the Planning (Scotland) Act 2019

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 equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is shown in 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 1 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

13. Results of Consultation

13.1 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.

Background Papers **Report to Leadership Panel of 4 September 2012 – [Finalised South Ayrshire Open Space Strategy](#)**

Person to Contact **Fiona Ross – Service Lead Neighbourhood Services
Operations Centre, Walker Road Ayr
Phone 01292 612241
E-mail Fiona.ross@south-ayrshire.gov.uk**

Date: 21 August 2024

South Ayrshire Open Space Strategy

2024 - 2034



Foreword

I am pleased to present to you, South Ayrshire Council's second Open Space Strategy. As the Portfolio holder for Buildings, Housing and Environment I recognise the importance of good quality public open space to residents and visitors to South Ayrshire.

The value of having access to meaningful open space was made clear to us all during the period of lockdown in 2020. Our open spaces not only providing space to socialise and exercise but also, benefiting our mental health and wellbeing. During this period, we saw people engaging and appreciating our open space and this has carried on as we see people out walking, cycling, running, -meeting up with friends and taking part in outdoor events.

As such, it is important for us as an Authority to have a Strategy to build on past achievements, to consider how people use open space in all its formats, to commit to the protection, enhancement, and positive management of all our public open space – greenspaces, estates and parks, woodlands and sports areas to name a few.

Within this Strategy, South Ayrshire Council not only sets out, a vision for continuing to improve our open spaces but also sets out strategic objectives, provides information on the quality and distribution of open space in South Ayrshire and detailed information relating to each ward. Each ward has an action plan with recommendations of how we can enhance areas and continue to provide good quality, multi- functional and accessible open space to our residents and visitors.

Open space should never be undervalued, it plays a key role in our lives both physically, mentally and encouraging healthier lifestyles. High quality environments also assist our local economy attracting tourists and businesses to South Ayrshire. Our open spaces also provide opportunities for sport and learning and are a vital component for our biodiversity, providing a range of habitats for species to thrive.

The Open Space Strategy is a key strategic document linking into and assisting to deliver many other strategies, plans and policies such as Local Development Plan, Sustainability & Climate Change, Active Travel, Outdoor Learning.

We have a rich diversity of public open space and there has been significant investment in past years. Our challenge now is to continue to develop and improve our spaces, so that they continue to be valued and cherished by all.

Councillor Martin Kilbride
Portfolio Holder for Buildings, Housing and Environment
August 2024

CONTENTS

1.0	Introduction	1
1.1	Purpose of the Strategy	1
1.2	South Ayrshire's Open Space	1
1.3	Improvements in Open Space Since 2012	3
1.4	The Benefits of Open Space	3
1.5	Strategic Context	4
2.0	Our Strategy	5
2.1	The Future	5
2.2	The Vision for Open Space	5
2.3	Strategic Outcomes	6
2.4	Strategic Objectives	7
3.0	Current Open Space Provision	9
3.1	Open Space Strategy	9
3.2	Open Space Types	9
3.3	Open Space Standards	11
3.4	Quantity and Distribution of Open Space	12
3.5	Quality of Open Space	13
3.6	Accessibility of Open Space	15
4.0	Open Space Recommendations	17
4.1	Area Based Strategies	17
4.2	Delivery of the Action Plan	17
4.3	Working with Communities	17
4.4	Monitoring and Reporting	17
	Appendix 1 Area Based Strategies	19
	Ward 1 – Troon	20
	Ward 2 – Prestwick	22
	Ward 3 – Ayr North	24
	Ward 4 – Ayr East	26
	Ward 5 – Ayr West	28
	Ward 6 – Kyle	30
	Ward 7 – Maybole, N.Carrick & Coylton	32
	Ward 8 – Girvan & South Carrick	34

1.0 INTRODUCTION

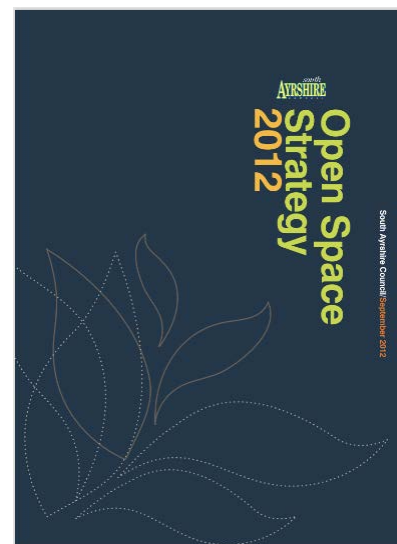
1.1 Purpose of the Strategy

The Open Space Strategy sets out a coordinated approach to meeting South Ayrshire's open space needs, whilst protecting and developing the urban networks of open spaces. An Open Space Strategy is the formally approved policy document defining a Local Authority's approach, commitment and management to protect, enhance and manage open space assets. It fulfils the Scottish Government requirement, set out in the Planning (Scotland) Act 2019, to prepare and publish an Open Space Strategy. The Strategy sets out a vision, for the provision, management and maintenance of open spaces in South Ayrshire.

The study represents an important opportunity to identify the potential opportunities for South Ayrshire's open spaces and green networks. It also demonstrates how the strategic goals of the Central Scotland Green Network can be met, whilst complementing and supporting strategic and area based regeneration and the delivery of the Local Development Plan.

South Ayrshire Council (SAC) delivered its first Open Space Strategy and Audit in 2012. The audit assessed areas of open space greater than 500m² in size. In 2020, SAC appointed Ironside Farrar to assist the Council to refresh the 2012 document. [

The Strategy aims to raise the profile of open space within the Council, wider community and external agencies. It provides a working document for the Council's Open Space Managers to better define Open Space requirements, facilitate cross-departmental working and provides a clear strategic direction to its open space investment and asset management. It will act as a base for accessing both internal and external funding through guidance on the actions required to maximise the open space resource of the council and guide future spend decisions.



1.2 South Ayrshire's Open Space

South Ayrshire contains a wealth of parks, gardens, outdoor sports facilities and beaches along its scenic coastline. There are also numerous playgrounds spread across the council area, providing children with the opportunities to learn and play in a safe environment. The benefits of open space to tourism and recreation are recognised, as the community and visitors to the area enjoy a range of events and activities based in the popular seaside esplanades, Estate Parks and Destination Play spaces.

Award Winning Parks

SAC is now seeking awards for its parks and has been awarded Green Flags for some of its parks by Keep Scotland Beautiful, through the Green Flag Award scheme. The Green Flag Award is an internationally recognised certification for environmental quality management for parks and open spaces. Parks and open spaces wishing to achieve Green Flag status must have a site management plan in place and be



able to demonstrate they comply with a range of strict criteria including horticultural standards, cleanliness, environmental management, biodiversity, community involvement and safety standards.

SAC have been awarded Green Flags for Rozelle Park, Belleisle Park, Newton Park, Fullarton Estate, Ayr Cemetery, Knockcushan Gardens and Orchard Gardens. In addition to the Green Flag award, Belleisle Park became one of the two first parks in Scotland to receive the Green Heritage award. This annual award is given in recognition of achieving the required high standard in the management and interpretation of a site with local or national historic importance. This award was first given in 2019 and remains to this day.



The impact of the 2020 / 2023 coronavirus pandemic has affected our relationship with the outdoors. The national lockdown has disrupted our relationship with nature, from propelling us to find new appreciation for our natural surroundings to highlighting societal inequalities that exist in access to green space. Shifts in personal behaviour and corporate attitudes could mean that the UK, post-lockdown, will value and interact with nature on a much greater scale than before the pandemic.

The Office for National Statistics (ONS) has gathered data on the impact of the coronavirus pandemic:

“The coronavirus (COVID-19) pandemic has forced people to interact with familiar surroundings in new ways. While bedrooms have become offices, gardens – and the areas within walking distance of home – have become wildlife-watching spots and gyms. Nature has been a source of solace for many, as lockdown rules have heightened our appreciation for local parks and green spaces.”

The ONS research established that numbers of people using parks and public green spaces was up on previous years during summer 2020, according to the Google mobility (UK, 2020) data¹

The ONS states that in South Ayrshire, during July and August 2020, the percentage of visits to and time spent in parks increased by 39%, compared to pre-pandemic levels (baseline recorded 3rd January to 6th February 2020).

¹ https://www.ons.gov.uk/economy/environmentalaccounts/articles/howhaslockdownchangedourrelationshipwithnature/2021-04-26?utm_source=Green+Infrastructure+Partnership&utm_campaign=2baa981b59-EMAIL_CAMPAIGN_2017_08_31_COPY_01&utm_medium=email&utm_term=0_f4eb0dc7a3-2baa981b59-204180266

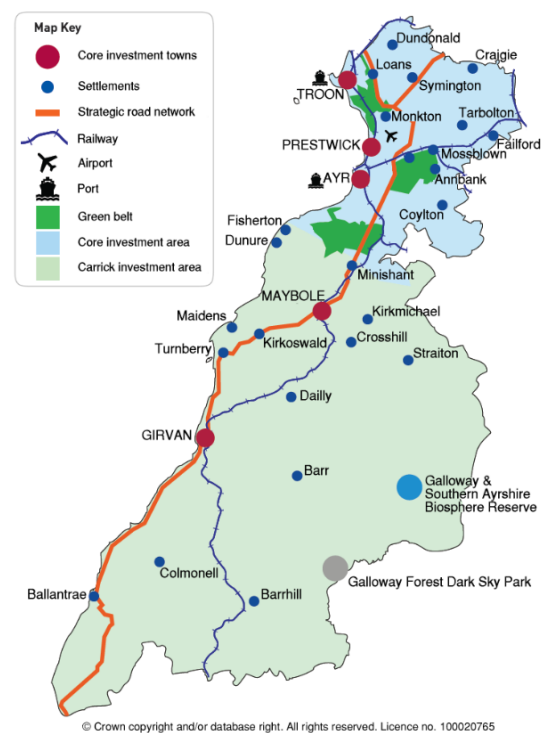
1.3 Improvements in Open Space Since 2012



Since the preparation of the 2012 Open Space Strategy, the Council has invested in the parks and open spaces, guided by its Open Space Strategy. Significant investment has been made in the parks and open space resource by the Council and its partners, focussing on:

- HLF Parks for People project to restore Belleisle Park
- New facilities in parks and open spaces, including new play equipment, beach improvements, outdoor gym equipment etc.
- We have seen a steady increase in customer satisfaction in public open space, as reported in the Local Government benchmarking

Although the quantity of open space across the Council area has remained broadly the same since 2012, the quality of open space across the Council area has significantly improved in some open spaces as improvements to facilities in a number of locations and restoration of some of South Ayrshire’s destination / estate parks.



1.4 The Benefits of Open Space

Good quality open spaces play a major role in enhancing the quality of life for local communities in South Ayrshire. It is widely recognised that open spaces, sport and outdoor recreation are essential to encouraging healthier lifestyles and for the protection of the natural environment. Evidence suggests that networks of well designed, high quality open spaces are vital in creating healthy and liveable cities, towns and villages. A shared, strategic approach to open space maximises its potential to contribute to a more inclusive and sustainable future.

Open spaces contribute to a range of national and local commitments and policies, such as sustainable development, climate change adaptation, carbon management, outdoor learning, healthy living, sustainable transport, biodiversity and social equity policies. The range of benefits associated with open space are dependent upon the way the resource is planned, designed and managed to secure spaces that are 'fit for purpose' and address the needs of communities and stakeholders.

South Ayrshire Council open spaces provide the following benefits for the community and the natural environment: also linked to the 3 overarching priorities - Spaces and Places; Live Work and Learn; Civic and Community Pride

- Places to enjoy participating in sport and recreation;
- Opportunities to meet friends to play, in both natural and formal settings;
- The benefits for both physical health and mental wellbeing, by alleviating stress, anxiety and depression and dementia;
- Providing places for learning and environmental education;
- Enhancing biodiversity and green networks, linked to active travel routes;
- Climate change, both through mitigation and adaptation;
- Strengthening social capital and community cohesion;
- Its importance to tourism and the local economy; and
- Places for food production.

1.5 Strategic Context

The Open Space Strategy fulfils the Scottish Government requirement, set out in the Planning (Scotland) Act 2019, to prepare and publish an Open Space Strategy. Councils are required to set out a strategic framework of the planning authority’s policies and proposals as to the development, maintenance and use of green infrastructure in their district, including open spaces and green networks.

The Open Space Strategy supports the Local Development Plan (LDP) and other associated Council strategies, as set out in the chart to the side.



2.0 OUR STRATEGY

2.1 The Future

The 2023 Open Space Strategy seeks to build on the achievements of the past 8 – 10 years and continue to improve the quality of neighbourhood and community open spaces. Vital to this, will be ensuring that the changes in patterns of sustainable active travel choices to take short local journeys and the increase in visits to open spaces during the pandemic is not lost.

The coronavirus pandemic has brought the concept of the 20 minute neighbourhood to the forefront of public policy and planning. Cities around the world are adopting variations on 20 minute neighbourhood concept. It is about living more locally by giving people the ability to meet most of their daily needs within a 20 minute walk from home, with safe cycling and local transport options. A simple concept that brings together a number of policies and investments that are already Scottish Government priorities: place; wellbeing economy; empowering communities; sustainable transport; and town centres.



2.2 The Vision for Open Space

South Ayrshire is an area of high environmental quality which makes a significant contribution to the economic, environmental and cultural life of the area, providing an attractive setting for existing communities and new investment.



It is widely recognised that open spaces, sport and outdoor recreation are essential to encouraging healthier life styles and for the protection of the natural environment in Scotland. The provision of networks of well designed, good quality multi-functional and accessible open spaces can help deliver part of the wider Central Scotland Green Network and improving connectivity of blue and green networks.

The vision for open spaces in South Ayrshire:

“Good quality open spaces play a major role in enhancing the quality of life for local communities in South Ayrshire. They improve the appearance of towns and villages, and provide for informal recreation, sport and play, so contributing to people’s physical and mental health. They provide spaces for learning, socialising and events of many types.” (SAC Open Space Strategy 2012)

In June 2019 the Council approved its first **Sustainable Development and Climate Change Strategy** which will drive delivery of the Council’s climate change duties . The Strategy is underpinned with a cross departmental action plan to deliver mitigation and adaptation measures across the Authority area, putting South Ayrshire Council in the forefront of Scotland’s push towards a more sustainable future.

An outcome of the Climate Change Strategy was for the Council to develop the **South Ayrshire Food Growing Strategy**, which covers food-growing as well as wider issues about food sustainability. The purpose of the Food-Growing Strategy is to: identify land that may be used as allotment sites; identify other areas of land that could be used for community food-growing; and to describe how the authority intends to increase provision, particularly in areas which experience socio-economic disadvantage. A main aim of the Sustainable Development and Climate Change Strategy is to **“Build adaptation into the delivery of key open space strategy actions with regard to outdoor assets and maintenance regimes, and woodland management plans.”** All open space improvement activity and the ongoing maintenance of the Council owned and managed sites will seek to maximise environmental benefits and meet these commitments.

2.3 Strategic Outcomes

The Strategy has 3 overarching outcomes which link to South Ayrshire Council’s Single Outcome Agreement. The vision for Open Space is built upon these outcomes:

1. To assist in **creating attractive, safe and sustainable environments** through enhancing the local landscape character and distinctiveness, which in turn provides attractive settings; protecting and enhancing the local biodiversity; and assisting in the management of pollution, noise and flooding.
2. To **support outdoor leisure and recreation**, which make a significant contribution to the quality of life in South Ayrshire by contributing to the health of the community by offering opportunity for sport and play; promoting mental wellbeing and relaxation; building community links through the development and use of communal spaces; and providing opportunities for environmental education.
3. To **generate a positive image for South Ayrshire’s towns and villages** by enhancing the visual quality of the built environment, supporting employment, and generating economic activity through assisting in attracting inward investment and tourism.

2.4 Strategic Objectives

To ensure that South Ayrshire's parks and open spaces are fit for the future, the following objectives for the next ten years (2024 - 2034) have been agreed to deliver the Open Space Strategy Vision:

1. Creating Attractive, Safe and Sustainable Environments

- Provide high quality, attractive and accessible open spaces which are functional and meet the current and future needs of the community.
- Build adaptation into the delivery of key open space strategy actions with regard to outdoor assets and maintenance regimes, and woodland management plans
- Conserve, manage and enhance opportunities for biodiversity and wildlife.
- Create quality landscape design and botanically interesting plantings in amenity areas.
- Promote opportunities for sustainable travel through development of Active Travel Networks to improve health and well-being support by reducing the need to travel by private car.
- Ensure that the aims, objectives and actions of the Open Space Strategy contribute to the vision and goals of key Plans Programmes and Policies (PPP) including the Central Scotland Green Network and the Ayrshire & Arran Woodland Strategy.
- Ensure that all development masterplans include the creation of new open space / enhancement of existing open space, and access improvements to inform Section 75 developer contribution agreements.
- Explore the role of open spaces in achieving the aspiration of "20 minute neighbourhoods".

2. Supporting Outdoor Leisure and Recreation

- Encourage and facilitate healthy lifestyles and wellbeing for all.
- Improve the accessibility of open spaces which support walking, cycling and wheeling as a means of getting around, through the provision of networks of high quality paths and infrastructure (e.g. path surface, lighting, signage and street furniture).
- Support the sustainable development and management of new and existing allotment and community gardens.
- Promote the use of open spaces through the provision of walking and cycling maps, connections to open spaces and blue / green networks
- Provide and encourage the use of facilities and open space for educational and cultural purposes.
- Encourage and facilitate greater community engagement & participation in all aspects of open space management.
- Ensure that there is sufficient play provision in a suitable geographical distribution to meet the needs of the residents and visitors of South Ayrshire, through both fixed play facilities and natural play opportunities.

3. Generate a Positive Image for South Ayrshire's Towns and Villages

- Contribute to the economic prosperity of South Ayrshire by assisting in attracting tourism and inward investment.
- Continue to provide and facilitate a range of community events and activities in our open spaces.
- Provide a framework for Best Value and improvement in the quality and delivery of South Ayrshire's public open space.
- Inform the preparation of the proposed and future Local Development Plan(s) & assist in the determination of planning applications.
- Develop and implement design & maintenance regimes that meet both the communities' aspirations and the financial constraints affecting the Council.



3.0 CURRENT OPEN SPACE PROVISION

3.1 Open Space Strategy

The Strategy is based on the original Council Parks & Open Spaces Strategy of 2001 and findings of the Open Space Audit of 2012, and the strategy refresh undertaken in 2023. The 2012 Open Space Audit database contains 1100 sites over 500m².

South Ayrshire Council appointed Ironside Farrar to assist the Council to refresh the 2012 document. This Open Space Audit involved the site visits and review 133No. of the original open space sites priority open space sites of over 0.5 hectares in size. The audit included parks, large areas of amenity open space, community woodlands / woodlands on the edges of towns, river walks, beaches close to settlements, play areas etc. Each of the 133No. sites were visited and re-audited using the 2012 Open Space Audit criteria and methodology. Particular emphasis was placed on delivering high quality open space on council maintained and owned land.

2012 Open Space Audit Scores (amalgamated)		Accessibility	Attractiveness	Biodiversity	Health	Community	Total
2012 Open Space Audit Scores (amalgamated)		3	3	3	3	3	3.0
2020 Open Space Audit Scores		3	2.5	2.5	3	3	2.8
PAN 65 Classification		Neighbourhood Park +				Priority for action	HIGH
QUALITY ASSESSMENT							VALUE
Site Condition							LOW
Benefits for the local community							MEDIUM / LOW
Benefits for the natural environment							LOW
Connections / Accessibility							LOW / MEDIUM
Play value (if applicable)							LOW
POTENTIAL IMPROVEMENTS							
There is scope for improving diversity and expansion of the play area, as a multi-use facility, relocated within the wider open space. This would provide opportunity for the play facility to be situated closer to the active transport routes and pedestrian movement. Improved and widened access path throughout the site, to the school and neighbouring residential streets will encourage active travel to school. Amenity tree and shrub planting will provide an improved frontage to the school. Create a gathering point / entrance area with features for natural play besides the entrance to encourage parents and children to gather. Incorporate more of the outdoor spaces of the school grounds with the adjacent open space to make better uses of the open space resource.							

3.2 Open Space Types

Open spaces can serve a range of functions and it is helpful to classify them to understand the different functions they perform and distinguish between spaces of strategic, local and neighbourhood importance.

The Planning (Scotland) Act 2019 defines open space as “the space within and on the edge of settlements comprising green infrastructure or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function.”

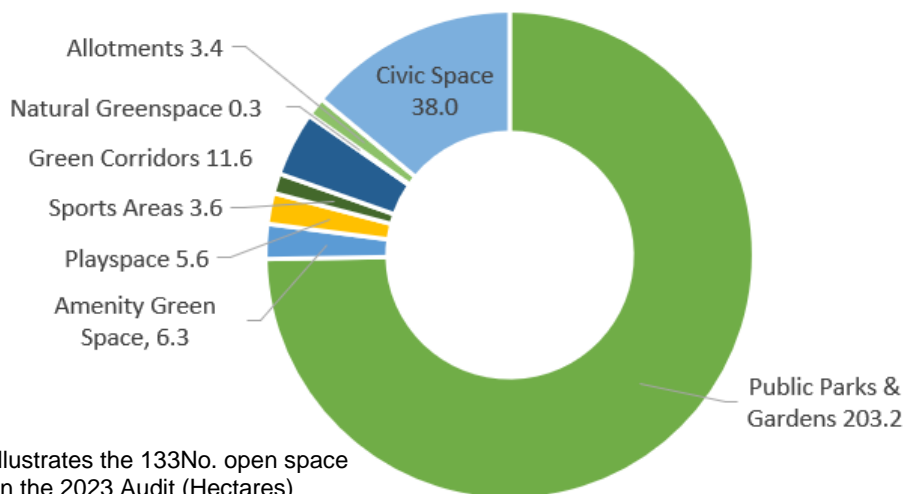


Chart 1: Illustrates the 133No. open space included in the 2023 Audit (Hectares)

The classification or typology of open space, based on Planning Policy: Open Space and Physical Activity (PAN65), is set out below to represent South Ayrshire’s wide range of open spaces.

Estate Park / Destination Parks



Parks which are often of significant size, of distinctive character, offering a combination of facilities and heritage features at the sub-regional level. South Ayrshire has a legacy of estates (gifted to the Council historically), which provide extensive areas of parkland landscape, woodlands and other visitor attractions. The estates and destination parks attract visitors from surrounding areas, are accessible by public transport, well connected to path networks and contain a number of high quality facilities (e.g. destination play facility, formal walled gardens, café, glass houses and historic buildings). They are popular family attractions, hosting a variety of events and offering an exceptional day out experience.

Civic Gardens



Extensive areas of high amenity civic spaces, associated with civic buildings (e.g. town hall) or a seafront promenade. They provide informal recreation space and access to the seafront. On occasions throughout the year, they provide a venue for the region’s civic / community events (e.g. Armed Forces Day, Ayr Flower Show, circus shows), which attract many visitors to the town.

Community or Rural Park Hub



Large to medium sized urban parks, usually in a central location close to a number of community facilities and designed and managed as a public park. They can provide some or all of the following: opportunities for active and passive recreation / social / community uses, such as sports activities, walking, cycling, children’s play, jogging, outdoor exercise equipment and limited events.

Neighbourhood Park



These parks are often small areas of open space, providing opportunities for children’s play, seating or informal sport. They are often well used parks with a distinct local catchment, within walking distance of the immediate residential population. Ideally, they will be located close to community facilities and well connected to the local path network.

Amenity Green Space



Landscaped areas providing visual amenity or separating different buildings or land uses for environmental, visual or safety reasons and used for a variety of informal or social activities such as sunbathing, picnics or kickabouts.

Playspace for Children & Teenagers



Areas providing safe and accessible opportunities for children’s play, usually linked to housing areas.

Sports Areas



Large and generally flat areas of grassland or specially designed surfaces, used primarily for designated sports (including playing fields, golf courses, tennis courts and bowling greens) and which are generally bookable.

Green Corridors



Green networks including canals, river corridors and old railway lines, linking different areas within a town or city as part of a designated and managed green network and used for walking, cycling or horse riding, or linking towns and cities to their surrounding countryside or country parks. These may link green spaces together.

Natural / Semi Natural Greenspace



Areas of undeveloped or previously developed land with residual natural habitats or which have been planted or colonised by vegetation and wildlife. Sites might include woodland strips (naturally regenerated / commercially planted), wetland and coastline main beaches. They may provide informal public access / active travel opportunities and valuable habitat / green network connections.

Allotments & Community Growing Spaces



Areas of land for growing fruit, vegetables and other plants, either in individual allotments or as a community activity.

3.3 Open Space Standards

SAC established open space standards in 2012, which have been tested through the 2023 audit process. Setting standards allows a better understanding of the current status of open space assets across a local authority area. Open space standards will inform the Local Development Plan process.

Best practice guidance suggests that standards should contain three elements:

- **Quantity** – an amount of space per house unit or head of population
- **Quality** – a benchmark against which quality can be measured
- **Accessibility** – an amount of particular types of open space within a specified distance, i.e. a distance threshold

The mapping and open space standards stages of the project included the consideration of the wider open space network, to ensure that an accurate picture of the open space resource is established.

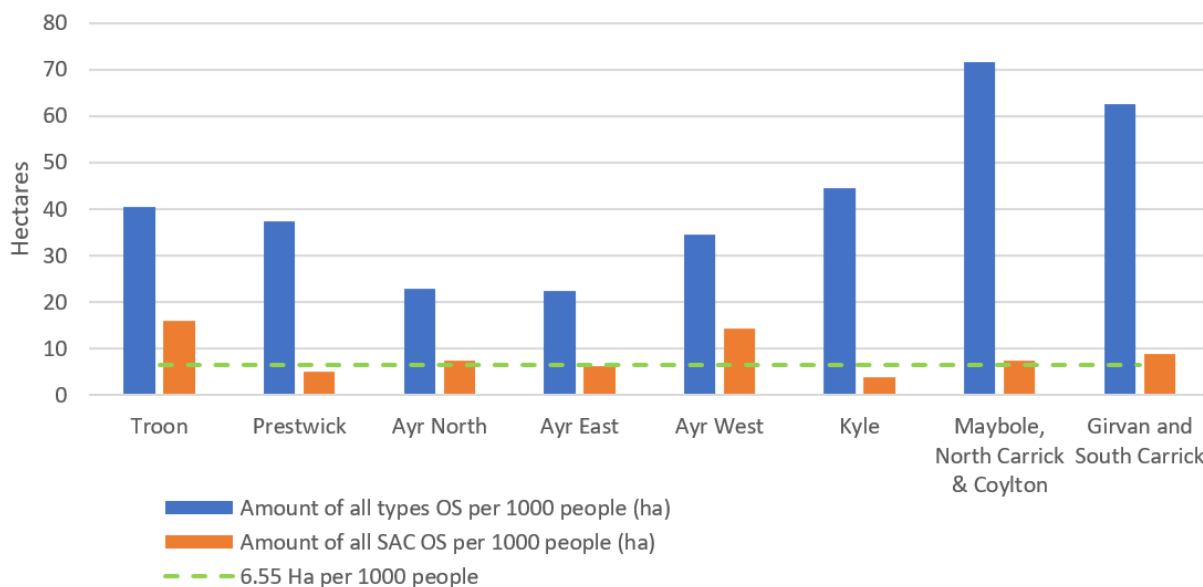
3.4 Quantity and Distribution of Open Space

The 2012 Open Space Audit identified that South Ayrshire has 4,563 ha. of open space (private and public). Approximately 1,000 ha of this land belongs to the Council. There has not been any significant change in the open space database since the 2012 audit, which includes all areas of open space in the South Ayrshire settlements. The 2012 database was used to apply the Fields in Trust (FiT) recommended benchmark guidelines and provide a comprehensive overview of open space provision across the South Ayrshire settlements.

Quantity Standard: Fields in Trust recommends that each community should have access to open space at a rate equivalent to **6.55 ha per 1,000 people**.

The chart below demonstrates that when compared with the FiT standard of 6.55ha per 1,000 people, the total open space in all wards meet and exceed the standard. When the open space owned and managed by SAC is considered, most wards meet the standard, apart from Prestwick and Kyle.

Chart 2: Total Open Space Provision Measured against FiT Standards



However, **42% of Council ‘open spaces’ are golf courses or school estates**, which are not always easily usable by the public. While there would appear to be large expanses of open space many large sites have restricted access e.g. golf courses, educational grounds and industrial areas. The following chart provides an assessment of the open space resource as compared to the FiT standard, with the omission of the following SAC owned golf courses:

- Dalmilling Golf Course
- Belleisle and Seafield Golf Course
- Maybole Golf Course
- Girvan Golf Course
- Troon, Lochgreen and Darley



When the open space owned and managed by SAC is considered (minus the golf courses), most wards meet the standard, apart from Prestwick, Ayr North and Kyle. (Ayr East and Girvan & South Carrick fall just below the standard, but not significantly.) **In the wards that don't meet the quantity standard, all open space sites should be protected from development and any planned residential developments should provide open space on-site.** The wider open space resource has been considered in the overall assessment, for example access to the coastline and beaches. However, beaches have **NOT** formed part of the quantity assessment. Appendix 1 sets out the open space assessment for each ward in more detail.

Chart 3: Total Open Space Provision Measured against FiT Standards (minus golf courses)



3.5 Quality of Open Space

It is not only important to know how much and where open space is in South Ayrshire, but to also know the quality of that open space. Quality is a key component of open space. Open spaces need to be “fit for purpose” and serve local communities by providing a level of service and functional provision to meet informal leisure and recreational needs.



A quality assessment based on criteria outlined in “Greenspace Quality – a guide to assessment, planning and strategic development” (Greenspace Scotland and the Glasgow & Clyde Valley Green Network Partnership) using the following 5 criteria: Accessibility and Connectivity; Attractiveness and Appeal; Biodiversity – supporting ecological networks; Active, supporting health and well-being; and Community supported.

Of the resurveyed 133No. open spaces included in the open space audit, the 2012 quality scores have been reassessed and a new score given for each site. The chart below illustrates that the majority of the assessed sites are in “good condition”, with only 12 in a “fair condition” and 5 in a “poor condition”.

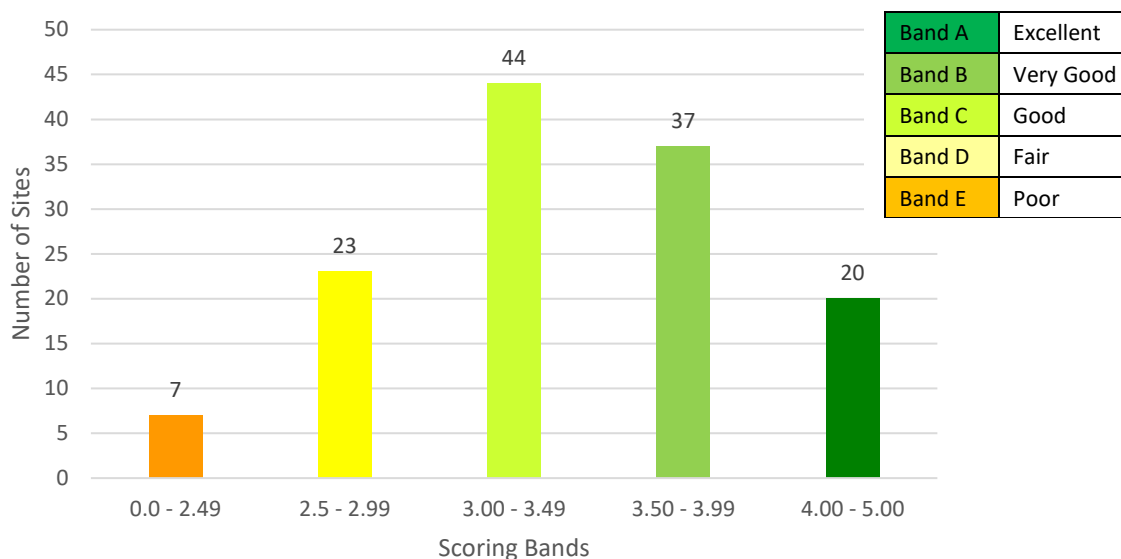


Chart 4: Quality Scores in the Bands




Ayr, Dundonald, Symington and Maybole contain some of the worst scoring open space sites. Girvan, Ayr and Troon contain some of the highest scoring sites. The bottom 32 lowest quality sites (below 3.0 quality score) were identified and considered for upgrading in the recommendations. This represents ONLY the 133No. sites included in the Open Space Audit. However, there are still a number of sites requiring work to upgrade them to a good quality standard.

Improvements have been made through the recommendations of the Open Space Strategy in many of our open spaces. Funding streams have included vat recovery monies, ward spend and promenade funding. Improvements include -

- o Tree, wildflower and bulb planting
- o new play park, sports facilities and a multiuse games arena
- o creation of green space and green corridors have been established.
- o installation of park furniture including seating and recycling bins.
- o Partnership working with Nectar Network and community groups has enhanced biodiversity within our open spaces

Table 1: Summary of the open space quality assessment

Ward	2012 Average Quality Score	2023 Average Quality Score	Increase or decrease in quality of the 133No. sites
Ward 1 Troon	3.35	3.40	↑
Ward 2 Prestwick	3.16	3.21	↑
Ward 3 Ayr North	3.25	*3.10	↓
Ward 4 Ayr East	3.12	3.14	↑
Ward 5 Ayr West	3.46	3.54	↑

Ward 6 Kyle	3.24	*3.17	
Ward 7 Maybole, N.Carrick & Coylton	3.34	*3.26	
Ward 8 Girvan & S. Carrick	3.74	3.78	

Of the 133No. sites included in this audit, there has been an overall increase of quality across the open spaces in the Council area. The quality of 5 out of 8 wards has increased since 2012. Only 17 sites were considered “not fit for purpose”. **The council aims to increase the quality of public open space to create meaningful multi-functional public open space.**

3.6 Accessibility of Open Space

South Ayrshire is fortunate to have within its boundaries various types of estates & parks, which encourage and facilitate healthy lifestyles by promoting opportunities for outdoor leisure, social interaction and recreation. These open spaces are not only important for the provision of a rich and varied landscape to our urban settlements such as, woodlands & parkland, watercourses & ponds and formal plantings, but also for the history and identity that they bring to an area – such as Belleisle Estate in Ayr or Knockcushan Gardens in Girvan.

The provision of easily accessible open spaces close to where we live is vital to encouraging healthier lifestyles and mental wellbeing. Open spaces offer a wide range of opportunities for sport and recreation (walking, running, cycling, active play etc.). The benefits of open spaces are also recognised to bring benefits in terms of mental health, wellbeing and happiness.

The 133No. open spaces included in the Audit were mapped and the following accessibility standards applied. More detailed information is held in the accompanying Open Space Audit Technical Report.

Open Space Type	Accessibility Standard
Estate / Destination Park	1.6km walking catchment (approx. 20min walk)
Civic Gardens	1.2km walking catchment (approx. 15min walk)
Community Hub Park / Rural Hub Park	1000m walking catchment (approx. 12min walk)
Neighbourhood Park	600m walking catchment (approx. 7.5min walk)

Table 2: Open Space Accessibility Standards



Figure 1: Open Space Accessibility Mapping

The Estate / Destination Parks, Civic Gardens, Community Hub Parks / Rural Hub Parks and Neighbourhood Parks were mapped and the accessibility standards applied, with the catchments drawn to illustrate the accessibility of the communities to the various types of open space. The assessment concluded the following:

Ward	Accessibility Assessment	Meets the Standard
Ward 1 Troon	Troon and Barassie have a number of Neighbourhood parks and a Community Park Hub, which provides access to the majority of the residential areas. There is an area to the south east of Troon that is more than 600m from a Neighbourhood Park. However, the Ward benefits from access to a large expanse of beach and Fullerton Estate is on the outskirts.	Yes
Ward 2 Prestwick	Prestwick is well provided for with regards to access to a range of parks (Neighbourhood parks and Community Park Hubs) and benefits from access to the beach and associated recreation / play facilities to the west. Oval Park is the centrally located, largest park facility in the town. While the town meets the accessibility standard overall, the residential area to the east contains only few small neighbourhood open spaces located on the outer extents of the town.	Yes
Ward 3 Ayr North	Heathfield is well provided for, with regards to access to Newton Park Community Park Hub, which is of excellent quality. However, the residential areas of Newton, Whitletts, Dalmilling and Craigie have access to a number of Neighbourhood Parks, some of which are of low quality with few recreational opportunities. Craigie Park and the River Ayr walkway are close by, but the residential area lacks a centrally located Community Park Hub and high quality Neighbourhood Parks. Work is ongoing within these areas with improvements made to, for example, stream gardens and Craigie Park.	No Apart from Heathfield
Ward 4 Ayr East	Ayr East is well provided for with regards to access to a range of parks (Neighbourhood Parks and Community Park Hubs), with Glencairn Park which is excellent quality. The area benefits from access to extensive areas of open space at Castlehill Estate and Kincaidston Recreation Area.	Yes
Ward 5 Ayr West	Ayr West is well provided for with regards to park provision, with Bellisle and Rozelle Estates providing an extensive area of parkland with a wide range of facilities for local people and visitors. The area also benefits from access to the beach and associated recreation / play facilities. There is also a good distribution of Neighbourhood Parks and Community Park Hubs. However, the new residential areas at Doonfoot do not have good access to local facilities e.g. Neighbourhood Parks.	Yes Apart from Doonfoot
Ward 6 Kyle	The smaller settlements of Dundonald, Loans, Monkton, Mossblown, Symington and Tarbolton have good access to Rural Park Hubs.	Yes
Ward 7 Maybole, N. Carrick & Coylton	Annbank, Coylton, Crosshill, Straiton, Kirkmichael and Dunure have good access to Rural Park Hubs. Maybole has a Community Park Hub and a few Neighbourhood Parks, so has good access to parks. However, the overall quality of these parks is poor. Minishant is a small village and contains a play space.	Yes
Ward 8 Girvan & S. Carrick	Ballantrae, Barr, Barrhill, Colmonell and Dailly have good access to Rural Park Hubs. Kirkoswald is a small village and contains a play space. Girvan contains a wide range of parks, including Victory Park, Stair Park, Knockcushan Community Garden and good access to the beach and Shorefront Play Area.	Yes

Table 3: Accessibility Assessment

4.0 OPEN SPACE RECOMMENDATIONS

4.1 Area Based Strategies

The tables in Appendix 1 contain recommendations that have been identified from the Open Space Audit Mapping and Assessment and from the consultation with stakeholders / online consultation. Area based Action Plans have been prepared for each of the major settlements, identifying key priorities and projects.

4.2 Delivery of the Action Plan

The Open Space Audit has been used to inform the Action Plan recommendations and will inform area-based working, prioritisation and planning.

The Action Plan will be reviewed on a two yearly cycle, identifying the tasks required for implementation of the Strategy, in conjunction with Service Plans and the Community Plan.

4.3 Working with Communities

The Strategy will aim to achieve effective community involvement through engagement, encouraging a sense of public 'ownership' and stewardship, through involvement in the design and management of major open space developments, ongoing improvements and specific open space issues. The Council will encourage and support the formation of local volunteer groups, such as "friends of" groups to support the enhancement of open spaces.

The Council will continue to support the use of open spaces by local groups and organisations for holding appropriate local events and activities. Evidence suggests that well designed, high quality open spaces are vital in creating healthy and liveable cities, towns and villages. The provision of easily accessible open spaces close to where we live is vital to encouraging healthier lifestyles and mental wellbeing. SAC will continue to promote within wider community education initiatives the awareness of the value and benefits of open spaces to help tackle anti-social behaviour and vandalism and reinforce community responsibility and empowerment through engagement.

4.4 Monitoring and Reporting

The Open Space Strategy will be delivered alongside our partners and stakeholders, with the council playing a key leadership and co-ordination role. The Action Plan will be monitored to review the implementation of the Strategy tasks and targets to inform a future review of the Open Space Strategy.

Effective monitoring of the progress of the aims and objectives and reporting these findings is a key aspect of this Strategy – it is how we can gauge how well the Strategy is being delivered. To see what has been successful and what has not; to identify obstacles and where necessary take action and make changes to ensure that the Open Space Strategy delivers on its goals.

1. It is planned that actions will be added to relevant Service Plans and monitor their delivery via this process.
2. The Geographical Information Systems (GIS) database will be updated as required recoding changes in open space quality and size. Any new open spaces will be added to the database.

3. "Undertake annual review of service plans to assess maintenance quality and site requirements".

Appendix 1

Area Based Strategies

Ward 1 – Troon

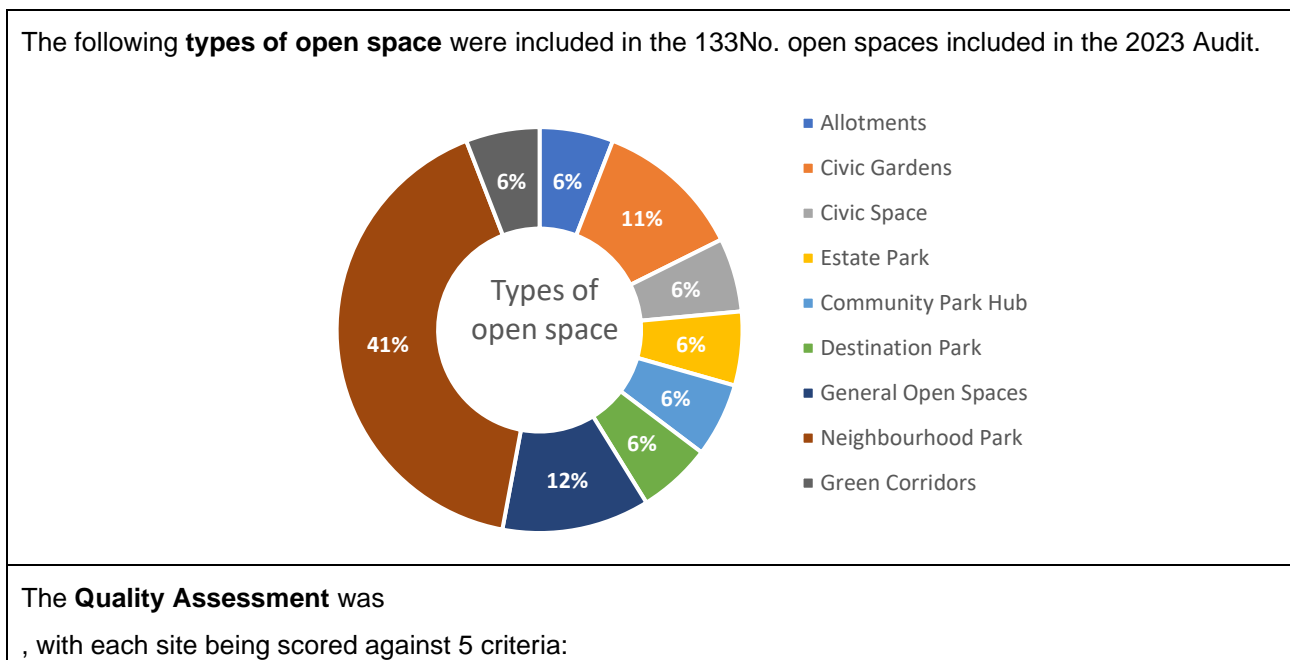
Troon is the northern of South Ayrshire's seaside towns. Its soft, sandy beaches overlook the Isle of Arran. Troon is synonymous with golf. Its 6 quality golf courses include three excellent public golf courses. The championship links course of Royal Troon hosted The Open in 2016.

Ward Information

Ward Area	1,422ha
Total Area Open Space (based on 2012 data)	597.6ha
Council Held Open Space (based on 2012 data)	236.56ha
Total Population in 2019 (estimate)	14,740
Amount of Open Space reviewed in 2023	12.45ha (17 sites)
In terms of Quantity of Open Space , when compared with the Fields in Trust standard of 6.55ha per 1,000 people, Ward 1 contains 6.89 hectares of open space per 1000 people (not including golf courses).	

2023 Audit Refresh of Selected Sites

In 2023, 17 parks and open spaces in Ward 1 were selected to be reaudited following the 2012 methodology. The sites identified were those that have undergone upgrades in the past 10 years, the largest sites or those with a cluster of recreation facilities. Focusing resources on these sites was considered to highlight any changes to the SAC open space resource.



- Accessibility and connectivity
- Attractiveness and appeal
- Biodiverse supporting ecological networks
- Active, supporting health & well-being
- Community supported

The 17 selected open spaces in Ward 1 were given an average quality score of 3.40 (out of a maximum score of 5.0), with the average across the Council area being 3.40. There has been an overall increase in the quality of open space since 2012, when the average quality score was 3.35. The quality of most sites has been upheld and the quality of 2 sites has improved considerably (Fullarton Estate and Troon Esplanade).

With regards to **Accessibility of Open Space**, maps have been produced illustrating a range of buffer zones of around each open space. From these plans we can clearly see which households are located further than this distance from open space, and so could be considered to have poorer access to open space. Refer to the Audit Technical Report for more information.

Troon and Barassie have a number of Neighbourhood parks and a Community Park Hub, which provide access to the majority of the residential areas. There is an area to the south east of Troon that is more than 600m from a Neighbourhood Park. However, the Ward benefits from access to a large expanse of beachfront and the Fullerton Estate offers a range of recreation opportunities on the edge of Troon.

Open Space Summary

The **quantity** of open space in Ward 1 meets the Fields in Trust standard (6.55ha per 1,000 people). Access to the coastline and beach along the Troon and Barassie seafront has not been included in this calculation, so the town is well provided for with regards to quantity of open space.

Quality of the open spaces should be improved as part of the Council's ongoing management programme, as set out in the action plan.

The residents of Troon and Barassie have good **access** to a wide range of different types of good quality open space.

Action Plan for Delivering the Strategy

The following table contain potential improvements that have been identified from the Open Space Audit Mapping & Assessment and from the consultation with SAC Officers:

Ref.	Site Name	Recommendation	Timeframe (S/M/L)	Priority (H/M/L)
TRO01	Burn's Road Play Area	<ul style="list-style-type: none"> • Expansion of play area as a multi-use facility • Entrance area with features for natural play • Improve the overall landscape quality • Active travel connections / facilities 	Short term 1 - 2 years	High
TRO05	Hosiery Park	<ul style="list-style-type: none"> • Diversify the play / recreation offer of the site • Improve the overall landscape quality • Improve the connections to and around the site 	Medium term 3 - 5 years	High
TRO07	Struthers Primary School Play Area	<ul style="list-style-type: none"> • Diversify the play / recreation offer of the site • Improve the overall landscape quality • Improve the connections to and around the site 	Short term 1 - 2 years	High
TRO10	Troon Esplanade Play Area	<ul style="list-style-type: none"> • Active travel upgrades and facilities • Trail of sculptural play / seating along seafront 	Medium term 3 - 5 years	Medium
TRO11	Troon Shorefront / Esplanade	<ul style="list-style-type: none"> • High quality public realm features and furniture • Active travel upgrades and facilities • Trail of sculptural play / seating along seafront 	Long term 5 - 10 years	Medium
BARA04	Walker Avenue Play Area	<ul style="list-style-type: none"> • Improve the quality of the site • Provide a high quality and diverse play offer • Improve the connections to and around the site • Creation of a community garden 	Long term 5 - 10 years	Medium

Note: The table summarises the actions, for full details read the audit sheet for each site and settlement.

Ward 2 - Prestwick

The coastal town of Prestwick, is Scotland's oldest baronial burgh, dating back over a thousand years. The Scottish King, Robert the Bruce, is said to have drunk water here, and Bruce's Well can still be seen today. Prestwick's name comes from the Old English for, priest's farm: preost meaning "priest" and wic meaning "farm". The town was originally an outlying farm of a religious house.

Ward Information

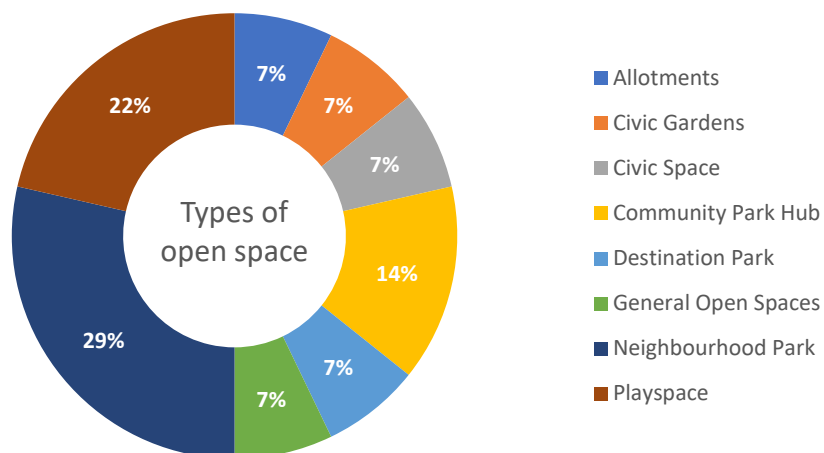
Ward Area	1,222ha
Total Area Open Space (based on 2012 data)	566.39ha
Council Held Open Space (based on 2012 data)	77.9ha
Total Population in 2019 (estimate)	15,170
Amount of Open Space reviewed in 2023	22.43ha (14 sites)
In terms of Quantity of Open Space , when compared with the Fields in Trust standard of 6.55ha per 1,000 people, Ward 2 contains 5.14 hectares of open space per 1000 people (not including golf courses).	

It should also be noted that, while not included in the classification of open space, the western fringes of this ward are coastline and beach and are well used for recreation and have high amenity value.

2023 Audit Refresh of Selected Sites

In 2023, 14 parks and open spaces in Ward 2 were selected to be reaudited following the 2012 methodology. The sites identified were those that have undergone upgrades in the past 8 years, the largest sites or those with a cluster of recreation facilities. Focusing resources on these sites was considered to highlight any changes to the SAC open space resource.

The following **types of open space** were included in the 133No. open spaces included in the 2023 Audit.



The **Quality Assessment** was undertaken, with each site being scored against 5 criteria:

- Accessibility and connectivity
- Attractiveness and appeal
- Biodiverse supporting ecological networks
- Active, supporting health & well-being
- Community supported

The 14 selected open spaces in Ward 2 were given an average quality score of 3.21 (out of a maximum score of 5.0), with the average across the Council area being 3.40. There has been an overall increase in the quality of open space since 2012, when the average quality score was 3.16. The quality of most sites has been upheld and the quality of 1 site has improved considerably (Outdale Avenue Allotments).

With regards to **Accessibility of Open Space**, maps have been produced illustrating a range of buffer zones of around each open space. From these plans we can clearly see which households are located further than this distance from open space, and so could be considered to have poorer access to open space. Refer to the Audit Technical Report for more information.

Preswick is well provided for with regards to access to a range of parks (Neighbourhood parks and Community Park Hubs) and benefits from access to the beach and associated recreation / play facilities. Oval Park is the centrally located, largest park facility in the town, which is currently in very good condition. While the town meets the accessibility standard overall, the residential area to the east contains only few small neighbourhood open spaces located on the outer extents of the town.

Open Space Summary

The **quantity** of open space in Ward 2 does not meet the Fields in Trust standard (6.55ha per 1,000 people), so all open space sites should be protected from development. However, access to the coastline and beach along the Prestwick seafront has not been included in this calculation. The sea front promenade should be improved through regeneration works to increase the amenity and recreation value. Any planned residential developments should provide open space on-site.

Quality of the open spaces should be improved, where possible, as set out in the action plan.

The residents of Prestwick have good **access** to a wide range of different types of open space.

Action Plan for Delivering the Strategy

The following table contain potential improvements that have been identified from the Open Space Audit Mapping & Assessment and from the consultation with SAC Officers:

Ref.	Site Name	Recommendation	Timeframe (S/M/L)	Priority (H/M/L)
PRE02	Arran Park Play Area	<ul style="list-style-type: none"> Improve the overall landscape quality and seating 	Medium term 3 - 5 years	Low
PRE05	Mossbank Open Space	<ul style="list-style-type: none"> Develop as a community hub Broaden the play opportunities on the site Better path connections to and around the site Community garden or food growing spaces 	Short term 1 - 2 years	Medium
PRE07	Orangefield Drive Play Area	<ul style="list-style-type: none"> Broaden the play opportunities on the site Improve the overall landscape quality 	Medium term 3 - 5 years	Medium
PRE09	Oval Park	<ul style="list-style-type: none"> Develop as a community hub Diversify the play / recreation offer of the site Improve the landscape quality / biodiversity Improve the connections to and around the site Additional gym facilities 	Medium term 3 - 5 years	Medium
PRE10	Prestwick Foreshore / Esplanade	<ul style="list-style-type: none"> Active travel upgrades and facilities Trail of sculptural play / seating along seafront 	Short term 1 - 2 years	Medium
PRE11	Old Pool Play Area	<ul style="list-style-type: none"> Explore alternative community uses for the site Review existing play equipment 	Medium term 3 - 5 years	Low

Note: The table summarises the actions, for full details read the audit sheet for each site and settlement.

Ward 3 – Ayr North

Ayr is a town and former Royal Burgh and is the administrative centre for South Ayrshire Council. Historically, Ayr was the county town of Ayrshire until 1975. Ayr is currently the most populated settlement in Ayrshire and the South of Scotland. It is the 13th most populous locality in Scotland.

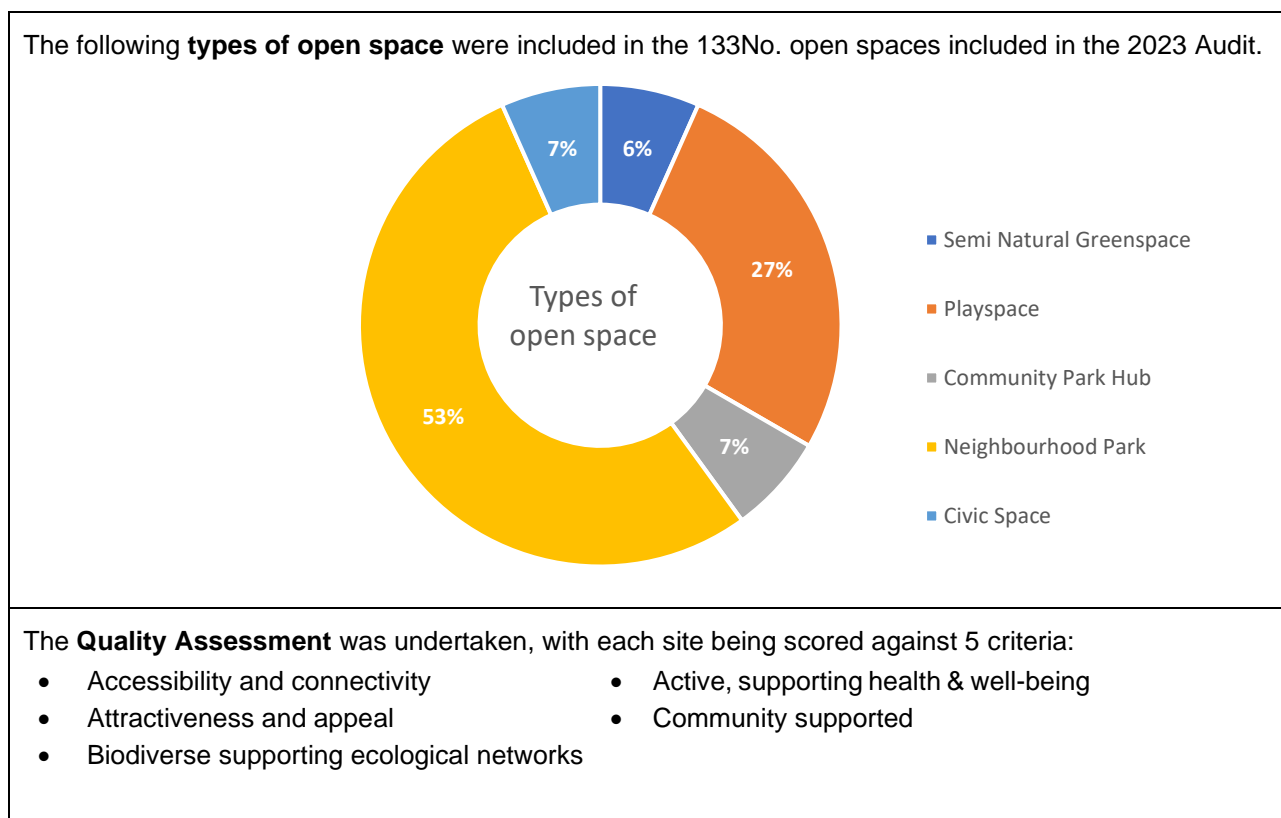
Ward Information

Ward Area	674ha
Total Area Open Space (based on 2012 data)	382.4ha
Council Held Open Space (based on 2012 data)	125.57ha
Total Population in 2019 (estimate)	16,790
Amount of Open Space reviewed in 2023	18.03ha (15 sites)
In terms of Quantity of Open Space , when compared with the Fields in Trust standard of 6.55ha per 1,000 people, Ward 3 contains 5.15 hectares of open space per 1000 people (not including golf courses).	

It should also be noted that, while not included in the classification of open space, the western fringes of this ward are coastline and beach and are well used for recreation and have high amenity value.

2023 Audit Refresh of Selected Sites

In 2023, 15 parks and open spaces in Ward 3 were selected to be reaudited following the 2012 methodology. The sites identified were those that have undergone upgrades in the past 10 years, the largest sites or those with a cluster of recreation facilities. Focusing resources on these sites was considered to highlight any changes to the SAC open space resource.



The 15 selected open spaces in Ward 3 were given an average quality score of 3.10 (out of a maximum score of 5.0), with the average across the Council area being 3.40. There has been an overall decrease in the quality of open space since 2012, when the average quality score was 3.25. The quality of most sites has been broadly upheld. However, the quality of a number of sites has decreased slightly (James Brown Avenue, Westwood Avenue, Murray Street Play Area, Mossie Road Play Area, Oswald Road Play Area and Walker Road 75/77 Play Area).

With regards to **Accessibility of Open Space**, maps have been produced illustrating a range of buffer zones of around each open space. From these plans we can clearly see which households are located further than this distance from open space, and so could be considered to have poorer access to open space. Refer to the Audit Technical Report for more information.

Heathfield is well provided for, with regards to access to Newton Park Community Park Hub, which is of excellent quality. However, the residential areas of Newton, Whitlets, Dalmling and Craigie have access to a number of Neighbourhood Parks, most of which are of low quality and with few recreational opportunities. Craigie Park and the River Ayr walkway are close by, but the residential area lacks a centrally located Community Park Hub and high quality Neighbourhood Parks.

Open Space Summary

The **quantity** of open space in Ward 3 does not meet the Fields in Trust standard (6.55ha per 1,000 people), so all open space sites should be protected from development. However, access to the coastline and beach along the Ayr seafront has not been included in this calculation. The sea front promenade should be improved through regeneration works to increase the amenity and recreation value.

Quality of the open spaces should be improved as a priority, where possible, as set out in the action plan.

The residents of the majority of Ayr North do not currently have good **access** to open space. Projects should be prioritised to increase the quality of existing open spaces and new open space opportunities identified, where possible. Any planned residential developments should provide open space on-site.

Action Plan for Delivering the Strategy

The following table contain potential improvements that have been identified from the Open Space Audit Mapping & Assessment and from the consultation with SAC Officers:

Ref.	Site Name	Recommendation	Timeframe (S/M/L)	Priority (H/M/L)
AYR04	The Stream Garden	<ul style="list-style-type: none"> Further improvements of the landscape quality / biodiversity Active travel connections / path upgrades 	Short term 1 - 2 years	Medium
AYR35	Walker Road 42 /48 Play Area	<ul style="list-style-type: none"> Improve the quality and accessibility of the site Broaden the play opportunities on the site Improve the entrances / appearance / safety 	Medium term 3 - 5 years	Medium
		<ul style="list-style-type: none"> 		
AYR44	Russell Drive Play Area	<ul style="list-style-type: none"> Replace and upgrade the play equipment Improve the built / landscape quality of the site 	Short term 1 - 2 years	Medium

Note: The table summarises the actions, for full details read the audit sheet for each site and settlement.

Ward 4 – Ayr East

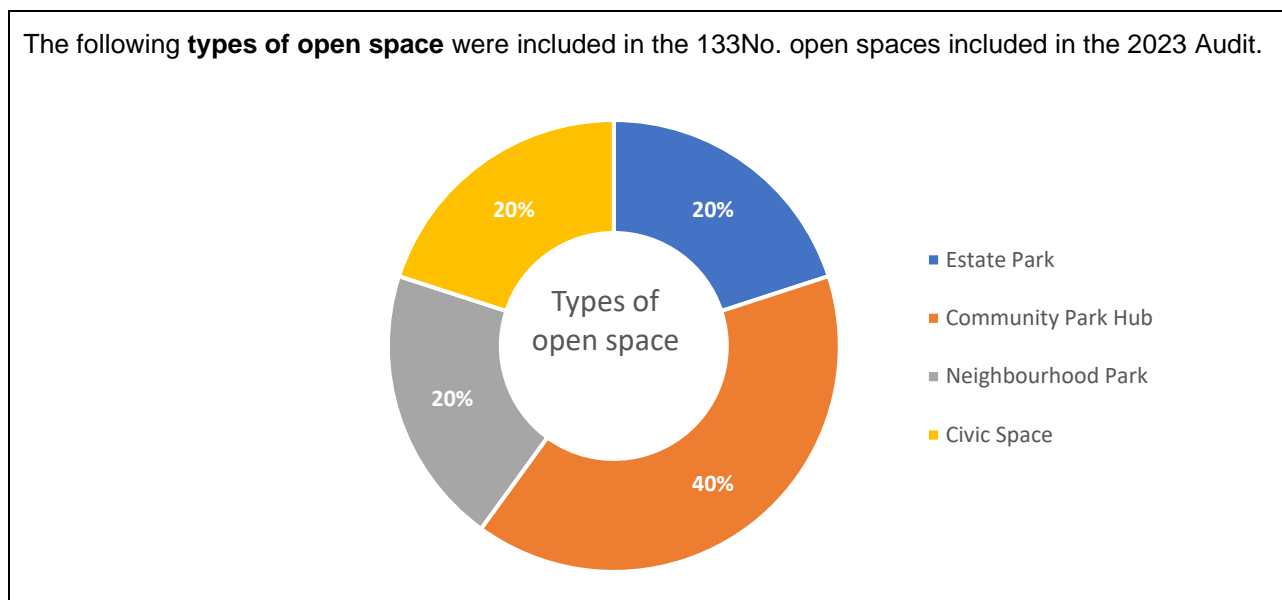
Ayr is a town and former Royal Burgh and is the administrative centre for South Ayrshire Council. Historically, Ayr was the county town of Ayrshire until 1975. Ayr is currently the most populated settlement in Ayrshire and the South of Scotland. It is the 13th most populous locality in Scotland.

Ward Information

Ward Area	424ha
Total Area Open Space (based on 2012 data)	276.9ha
Council Held Open Space (based on 2012 data)	78.8ha
Total Population in 2019 (estimate)	12,400
Amount of Open Space reviewed in 2023	28.57ha (5 sites) (River Ayr Walkway included).
In terms of Quantity of Open Space , when compared with the Fields in Trust standard of 6.55ha per 1,000 people, Ward 4 contains 6.35 hectares of open space per 1000 people (not including golf courses).	

2023 Audit Refresh of Selected Sites

In 2023, 5 parks and open spaces in Ward 4 were selected to be reaudited following the 2012 methodology. The sites identified were those that have undergone upgrades in the past 8 years, the largest sites or those with a cluster of recreation facilities. Focusing resources on these sites was considered to highlight any changes to the SAC open space resource.



The **Quality Assessment** was undertaken, with each site being scored against 5 criteria:

- Accessibility and connectivity
- Attractiveness and appeal
- Biodiverse supporting ecological networks
- Active, supporting health & well-being
- Community supported

The 5 selected open spaces in Ward 4 were given an average quality score of 3.14 (out of a maximum score of 5.0), with the average across the Council area being 3.40. There has been a slight increase in the quality of open space since 2012, when the average quality score was 3.12. The quality of most sites has been

upheld. However, the quality of one site has decreased slightly (The Mount Play Area).
<p>With regards to Accessibility of Open Space, maps have been produced illustrating a range of buffer zones of around each open space. From these plans we can clearly see which households are located further than this distance from open space, and so could be considered to have poorer access to open space. Refer to the Audit Technical Report for more information.</p> <p>Ayr East is well provided for with regards to access to a range of large areas of open space and parks (Neighbourhood Parks and Community Park Hubs), with Glencairn Park which is excellent quality. The area benefits from access to extensive areas of open space at Castlehill Estate and Kincaidston Recreation Area.</p>
<p>Open Space Summary</p> <p>The quantity of open space in Ward 4 does not quite meet the Fields in Trust standard (6.55ha per 1,000 people), so all open space sites should be protected from development. However, the open space resource includes 3 large areas of open space in the heart of the residential area and the River Ayr Walkway. Any planned residential developments should provide open space on-site.</p> <p>The overall Quality of the open spaces should be improved as a priority, as part of the ongoing Council Management programme, along with specific open space improvement projects as set out in the action plan.</p> <p>The residents of the majority of Ayr East have good access to a wide range of different types of open space. It should also be noted that the majority of the residential areas fall within the catchments of Corsehill Gardens, Rozelle and Belleisle Estate parks.</p>

Action Plan for Delivering the Strategy

The following table contain potential improvements that have been identified from the Open Space Audit Mapping & Assessment and from the consultation with SAC Officers:

Ref.	Site Name	Recommendation	Timeframe (S/M/L)	Priority (H/M/L)
AYR08	Castlehill Estate	<ul style="list-style-type: none"> Better path connections to and around the site Improve drainage Develop estate management to improve biodiversity 	Short term 1 - 2 years	Medium
AYR18	Kincaidston Recreation Area	<ul style="list-style-type: none"> Improve the landscape quality / biodiversity Better path connections to and around the site 	Short term 1 - 2 years	High
AYR39	Woodpark, The Mount Play Area	<ul style="list-style-type: none"> Upgraded recreation and play facilities Improve the landscape quality / biodiversity Improve the connections to and around the site 	Short term 1 - 2 years	High

Note: The table summarises the actions, for full details read the audit sheet for each site and settlement.

Ward 5 – Ayr West

Ayr is a town and former Royal Burgh and is the administrative centre for South Ayrshire Council. Historically, Ayr was the county town of Ayrshire until 1975. Ayr is currently the most populated settlement in Ayrshire and the South of Scotland. It is the 13th most populous locality in Scotland.

Ward Information

Ward Area	1,159ha
Total Area Open Space (based on 2012 data)	577.29ha
Council Held Open Space (based on 2012 data)	239.47ha
Total Population in 2019 (estimate)	16,750
Amount of Open Space reviewed in 2023	100.59ha (30 sites)
In terms of Quantity of Open Space , when compared with the Fields in Trust standard of 6.55ha per 1,000 people, Ward 5 contains 9.10 hectares of open space per 1000 people (not including golf courses).	

It should also be noted that, while not included in the classification of open space, the western fringes of this ward are coastline and beach and are well used for recreation and have high amenity value.

2023 Audit Refresh of Selected Sites

In 2023, 30 parks and open spaces in Ward 5 were selected to be reaudited following the 2012 methodology. The sites identified were those that have undergone upgrades in the past 8 years, the largest sites or those with a cluster of recreation facilities. Focusing resources on these sites was considered to highlight any changes to the SAC open space resource.

The following **types of open space** were included in the 133No. open spaces included in the 2023 Audit.

Type	Percentage
Estate Park	20%
Community Park Hub	40%
Neighbourhood Park	20%
Civic Space	20%

The **Quality Assessment** was undertaken, with each site being scored against 5 criteria:

- Accessibility and connectivity
- Attractiveness and appeal
- Biodiverse supporting ecological networks
- Active, supporting health & well-being
- Community supported

The 3 selected open spaces in Ward 5 were given an average quality score of 3.54 (out of a maximum score of 5.0), with the average across the Council area being 3.42. There has been an overall increase in the quality of open space since 2012, when the average quality score was 3.46. The quality of most sites has been upheld and the quality of a number of sites has improved considerably (Belleisle Estate, Corsehill Gardens, Cambusdoon Estate and Rozelle Estate).

With regards to **Accessibility of Open Space**, maps have been produced illustrating a range of buffer zones of around each open space. From these plans we can clearly see which households are located further than this distance from open space, and so could be considered to have poorer access to open space. Refer to the Audit Technical Report for more information.

Ayr West is well provided for with regards to park provision, with Belleisle and Rozelle Estates providing an extensive area of parkland with a wide range of facilities for local people and visitors. The area also benefits from access to the beach and associated recreation / play facilities. There is also a good distribution of Neighbourhood Parks and Community Park Hubs. However, the new residential areas at Doonfoot do not have good access to local facilities e.g. Neighbourhood Parks.

Open Space Summary

The **quantity** of open space in Ward 5 meets the Fields in Trust standard (6.55ha per 1,000 people).

Quality of the open spaces with low quality scores should be improved, as set out in the action plan. The quality of the other larger open spaces that serve the wider council area (including Ward 4 Ayr East) should be upheld.

The majority of residents of Ayr West have good **access** to a wide range of different types of open space. However, the new residential areas at Doonfoot do not have good access to local facilities e.g. Neighbourhood Parks.

Action Plan for Delivering the Strategy

The following table contain potential improvements that have been identified from the Open Space Audit Mapping & Assessment and from the consultation with SAC Officers:

Ref.	Site Name	Recommendation	Timeframe (S/M/L)	Priority (H/M/L)
AYR11	Craigie Park	<ul style="list-style-type: none"> Improve the landscape quality / biodiversity Active travel connections / path upgrades 	Short term 1 - 2 years	High
AYR22	Mill Street Play Area	<ul style="list-style-type: none"> Improve the built / landscape quality of the site Improve the path connections / accessibility 	Short term 1 - 2 years	High
AYR27	Rear of Gower Place	<ul style="list-style-type: none"> Explore use and management by the local community 	Long term 5 - 10 years	Low

Note: The table summarises the actions, for full details read the audit sheet for each site and settlement.

Ward 6 – Kyle

Kyle comprises the area to the east of the main settlements of Troon, Prestwick and Ayr and is predominantly rural in nature. It includes the historic settlement of Dundonald with its 14th Century castle and several former Ayrshire coalfield communities.

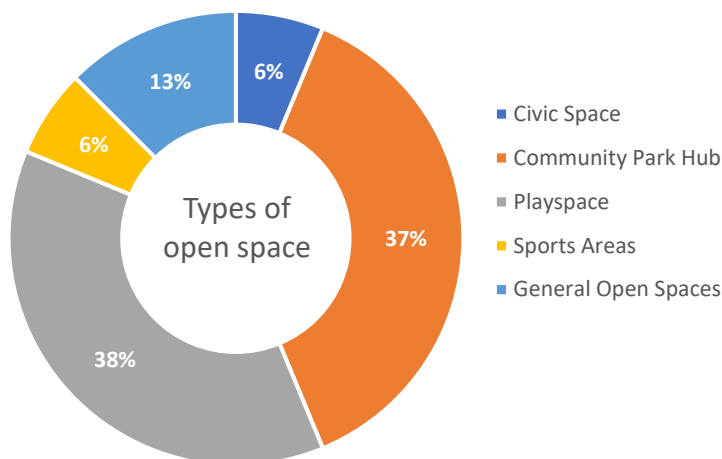
Ward Information

Ward Area	12,745ha
Total Area Open Space (based on 2012 data)	608.53ha
Council Held Open Space (based on 2012 data)	52.57ha
Total Population in 2019 (estimate)	13,700
Amount of Open Space reviewed in 2023	16.69ha (16 sites)
In terms of Quantity of Open Space , when compared with the Fields in Trust standard of 6.55ha per 1,000 people, Ward 6 contains 3.84 hectares of open space per 1000 people (not including golf courses).	

2023 Audit Refresh of Selected Sites

In 2023, 16 parks and open spaces in Ward 6 were selected to be reaudited following the 2012 methodology. The sites identified were those that have undergone upgrades in the past 8 years, the largest sites or those with a cluster of recreation facilities. Focusing resources on these sites was considered to highlight any changes to the SAC open space resource.

The following **types of open space** were included in the 133No. open spaces included in the 2023 Audit.



The **Quality Assessment** was undertaken, with each site being scored against 5 criteria:

- Accessibility and connectivity
- Attractiveness and appeal
- Biodiverse supporting ecological networks
- Active, supporting health & well-being
- Community supported

The 16 selected open spaces in Ward 6 were given an average quality score of 3.17 (out of a maximum score of 5.0), with the average across the Council area being 3.40. There has been a slight decrease in the quality of open space since 2012, when the average quality score was 3.24. The quality of most sites has been broadly upheld but quality of a few sites has decreased (Bruce Avenue Play Area and Mossblown Recreational Area).

With regards to **Accessibility of Open Space**, maps have been produced illustrating a range of buffer zones of around each open space. From these plans we can clearly see which households are located further than this distance from open space, and so could be considered to have poorer access to open space. Refer to the Audit Technical Report for more information.

The smaller settlements of Dundonald, Loans, Monkton, Mossblown, Symington and Tarbolton all have good access to Rural Park Hubs, located within the village boundaries and providing a central community open space resource.

Open Space Summary

The **quantity** of open space in Ward 6 does not meet the Fields in Trust standard (6.55ha per 1,000 people). However, each village contains a Community Park Hub, which provides a central community open space resource. The villages are set in the countryside, with access to the rural path network.

Quality of the open spaces with low quality scores should be improved, as set out in the action plan. A priority should be ensuring that each village has good access to a high quality Community Park Hub.

The residents of the villages of Kyle have good **access** to at least 1 centrally located community open space.

Action Plan for Delivering the Strategy

The following table contain potential improvements that have been identified from the Open Space Audit Mapping & Assessment and from the consultation with SAC Officers:

Ref.	Site Name	Recommendation	Timeframe (S/M/L)	Priority (H/M/L)
DUN01	Dundonald Playing Fields	<ul style="list-style-type: none"> Masterplanned approach to make the site more cohesive / signage and paths / connections to Dundonald Castle Extend and enhance the facilities on the site to make it a destination hub 	Medium term 3 - 5 years	Medium
DUN02	Bruce Avenue Play Area, Dundonald	<ul style="list-style-type: none"> Improve the quality of the site Relocate play facility / replace with more appropriate natural play facility 	Short term 1 - 2 years	High
LOA01	Loans Park	<ul style="list-style-type: none"> Extend the play opportunity and diversity Improve the connections to and around the site Active travel connections to wider path network Improve the landscape quality / biodiversity Drainage issues 	Medium term 3 - 5 years	High
MON02	Main Street Rec Ground, Monkton	<ul style="list-style-type: none"> Improve the connection with the Monkton Primary Play Area and wider active travel paths Improve the landscape quality / biodiversity 	Medium term 3 - 5 years	Medium
MOS01	Station Road, Mossblown	<ul style="list-style-type: none"> Improve the quality and accessibility of the site Develop natural play Improve the overall landscape quality Seating area in this central location 	Short term 1 - 2 years	High
SYM02	Shaw Park, Symington	<ul style="list-style-type: none"> Improve the connections to and around the site Upgrade the play area to widen diversity of offer Improve the landscape quality 	Medium term 3 - 5 years	Medium
SYM03	Brewlands Crescent	<ul style="list-style-type: none"> Remove the play area and relocate Explore alternative community uses for the site 	Medium term 3 - 5 years	Medium
TAR02	Tarbolton Recreation Ground	<ul style="list-style-type: none"> Improve the overall landscape quality Active travel connections to wider path network Diversify the play / recreation offer of the site Extend the biodiversity and green network value 	Medium term 3 - 5 years	Medium

Note: The table summarises the actions, for full details read the audit sheet for each site and settlement.

Ward 7 – Maybole, North Carrick & Coylton

Maybole, a small market town situated 9 miles south of Ayr, is the ancient capital of Carrick. Its long history is evidenced from the many fine buildings on view. High Street is especially striking, running from the imposing town hall, built in 1887, to the equally impressive and much more unexpected Maybole Castle, believed to be the towns oldest inhabited house. North Carrick is the area to the south of Ayr and the River Doon and is characterised by small rural communities and rolling farm land.

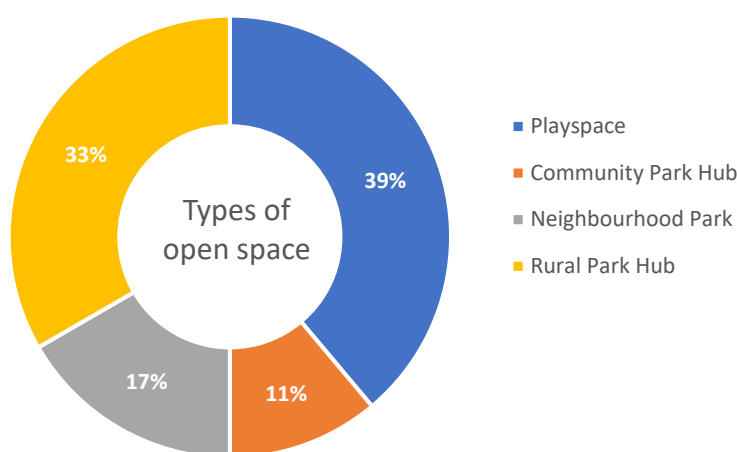
Ward Information

Ward Area	39,384ha
Total Area Open Space (based on 2012 data)	882.28ha
Council Held Open Space (based on 2012 data)	90.83ha
Total Population in 2019 (estimate)	12,320
Amount of Open Space reviewed in 2023	21.28ha (18 sites)
In terms of Quantity of Open Space , when compared with the Fields in Trust standard of 6.55ha per 1,000 people, Ward 7 contains 6.10 hectares of open space per 1000 people (not including golf courses).	

2023 Audit Refresh of Selected Sites

In 2023, 18 parks and open spaces in Ward 7 were selected to be reaudited following the 2012 methodology. The sites identified were those that have undergone upgrades in the past 8 years, the largest sites or those with a cluster of recreation facilities. Focusing resources on these sites was considered to highlight any changes to the SAC open space resource.

The following **types of open space** were included in the 133No. open spaces included in the 2023 Audit.



The **Quality Assessment** was undertaken, with each site being scored against 5 criteria:

- Accessibility and connectivity
- Attractiveness and appeal
- Biodiverse supporting ecological networks
- Active, supporting health & well-being
- Community supported

The 18 selected open spaces in Ward 7 were given an average quality score of 3.34 (out of a maximum score of 5.0), with the average across the Council area being 3.40. There has been an overall decrease in

the quality of open space since 2012, when the average quality score was 3.26. The quality of the sites in all settlements, apart from Maybole, has been upheld. The overall quality of open space in Maybole has decreased (notably Dailly Road Play Area, Glenalla Road and Miller Park Play Area).

With regards to **Accessibility of Open Space**, maps have been produced illustrating a range of buffer zones of around each open space. From these plans we can clearly see which households are located further than this distance from open space, and so could be considered to have poorer access to open space. Refer to the Audit Technical Report for more information.

Annbank, Coylton, Crosshill, Straiton, Kirkmichael and Dunure have good access to Rural Park Hubs. Maybole has a Community Park Hub and a few Neighbourhood Parks, so has good access to parks. However, the overall quality of these parks is poor. Minishant is a small village and contains a play space.

Open Space Summary

The **quantity** of open space in Ward 7 does not quite meet the Fields in Trust standard (6.55ha per 1,000 people). However, each of the larger villages contains either a Rural or Community Park Hub, which provides a central community open space resource. The villages are set in the countryside, with access to the rural path network.

Quality of the open spaces with low quality scores should be improved, as set out in the action plan. The quality of Maybole's open spaces should be addressed as a priority. Furthermore, each village should have good access to a high quality Community Park Hub.

The residents of the villages of Ward 7 have good **access** to at least 1 centrally located community open space.

Action Plan for Delivering the Strategy

The following table contain potential improvements that have been identified from the Open Space Audit Mapping & Assessment and from the consultation with SAC Officers:

Ref.	Site Name	Recommendation	Timeframe (S/M/L)	Priority (H/M/L)
ANN01	Annbank Park	<ul style="list-style-type: none"> Upgraded sports and recreation facilities Improve the landscape quality / biodiversity Better path connections to the River Ayr Way Woodland Improvements 	Short term 1 - 2 years	High
COY03	Hillhead Play Area, Coylton	<ul style="list-style-type: none"> Upgrade play facilities, including natural play Provide a community garden or pocket park, with natural sculptural play elements Improve the landscape and amenity of the site 	Medium term 3 - 5 years	High
MAY01	Miller Park Play Area, Maybole	<ul style="list-style-type: none"> Restore the landscape and built elements Improve the connections to and around the site 	Short term 1 - 2 years	High
MAY04	Memorial Park, Maybole	<ul style="list-style-type: none"> Restore the landscape and built elements Improve the active travel opportunities Wider path connections around the golf course Landscape and infrastructure improvements 	Medium term 3 - 5 years	High
MAY07	Dailly Road Play Area, Maybole	<ul style="list-style-type: none"> Improve the landscape / built quality Design / facilities to tackle anti-social behaviour 	Short term 1 - 2 years	High

Note: The table summarises the actions, for full details read the audit sheet for each site and settlement.

Ward 8 – Girvan & South Carrick

The traditional holiday resort of Girvan dates back to 1668 when it became a municipal burgh incorporated by Charter. Girvan's harbour is a centre of attraction for visitors and offers convenient mooring facilities for visiting yachts. From here you can set off for a day's sea angling or a pleasure trip around Ailsa Craig, the plug of an extinct volcano and now a bird sanctuary. South Carrick is a sparsely populated upland area containing several small rural communities. It is dominated by farmland and upland/moorland landscapes.

Ward Information

Ward Area	29.59ha
Total Area Open Space (based on 2012 data)	672.07ha
Council Held Open Space (based on 2012 data)	95.37ha
Total Population in 2019 (estimate)	10,750
Amount of Open Space reviewed in 2023	ha (19 sites)
In terms of Quantity of Open Space , when compared with the Fields in Trust standard of 6.55ha per 1,000 people, Ward 8 contains 6.43 hectares of open space per 1000 people (not including golf courses).	

2023 Audit Refresh of Selected Sites

In 2023, 19 parks and open spaces in Ward 8 were selected to be reaudited following the 2012 methodology. The sites identified were those that have undergone upgrades in the past 8 years, the largest sites or those with a cluster of recreation facilities. Focusing resources on these sites was considered to highlight any changes to the SAC open space resource.

The following **types of open space** were included in the 133No. open spaces included in the 2023 Audit.

Type	Percentage
General Open Spaces	5%
Civic Space	5%
Green Corridors	11%
Playspace	16%
Civic Gardens	10%
Community / Rural Park Hub	32%
Destination Park	16%
Neighbourhood Park	5%

The **Quality Assessment** was undertaken, with each site being scored against 5 criteria:

- Accessibility and connectivity
- Attractiveness and appeal
- Biodiverse supporting ecological networks
- Active, supporting health & well-being
- Community supported

The 19 selected open spaces in Ward 8 were given an average quality score of 3.74 (out of a maximum score of 5.0), with the average across the Council area being 3.40. There has been an overall increase in

the quality of open space since 2012, when the average quality score was 3.78. The quality of most sites has been upheld and the quality of 1 site has improved considerably (Barrhill Recreation Ground).

With regards to **Accessibility of Open Space**, maps have been produced illustrating a range of buffer zones of around each open space. From these plans we can clearly see which households are located further than this distance from open space, and so could be considered to have poorer access to open space. Refer to the Audit Technical Report for more information.

Ballantrae, Barr, Barrhill, Colmonell and Dailly have good access to Rural Park Hubs. Kirkoswald is a small village and contains a play space. Girvan contains a wide range of parks, including Victory Park, Stair Park, Knockcushan Community Garden and good access to the beach and Shorefront Play Area.

Open Space Summary

The **quantity** of open space in Ward 8 does not quite meet the Fields in Trust standard (6.55ha per 1,000 people). However, each of the villages contains either a Rural or Community Park Hub, which provides a central community open space resource. The villages are set in the countryside, with access to the rural path network. Girvan and Maidens have access to the coastline and beaches, which has not been included in this calculation.

Quality of the open spaces is good overall. Those sites with low quality scores should be improved, as set out in the action plan.

The residents of the villages of Ward 8 have good **access** to at least 1 centrally located community open space.

Action Plan for Delivering the Strategy

The following table contain potential improvements that have been identified from the Open Space Audit Mapping & Assessment and from the consultation with SAC Officers:

Ref.	Site Name	Recommendation	Timeframe (S/M/L)	Priority (H/M/L)
BAL02	Ballantrae tennis courts	<ul style="list-style-type: none"> Resurface tennis courts 	Short term 1 - 2 years	Low
COL01	Colmonell Recreation Ground	<ul style="list-style-type: none"> Improve the landscape and amenity of the site Improve the connections to and around the site 	Short term 1 - 2 years	Low
GIR01	Girvan Foreshore / Esplanade	<ul style="list-style-type: none"> High quality public realm features and furniture Active travel upgrades and facilities Trail of sculptural play / seating along seafront 	Medium term 3 - 5 years	High
GIR04	Linden Avenue Open Space, Girvan	<ul style="list-style-type: none"> Improve the overall landscape quality Active travel connections to wider path network Extend the biodiversity and green network value 	Short term 1 - 2 years	High
MAI01	Maidens Foreshore	<ul style="list-style-type: none"> Heritage interpretation and visitor facilities Active travel connections / upgrades / facilities Trail of sculptural play / seating along seafront 	Long term 5 - 10 years	Medium

Note: The table summarises the actions, for full details read the audit sheet for each site and settlement.



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. 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	Open Space Strategy
Lead Officer (Name/Position/Email)	Fiona Ross – Service Lead Neighbourhood Services

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

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	-	x

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	-	x
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	-	x
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	-	x
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	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	Medium
Improve the health and wellbeing of particular communities or groups	Medium
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)	NO
Rationale for decision: The overarching impact is Low. There are 2 areas where it is believed there will be a medium impact and that is in participation and health and wellbeing.	
Signed : Fiona Ross – Service Lead Neighbourhood Services Date: 23 rd July 2026	

South Ayrshire Council

**Report by Depute Chief Executive and Director of Education
to Cabinet
of 27 August 2024**

Subject: Short Term Let Licensing Policy Amendment

1. Purpose

- 1.1 The purpose of this report is to seek Cabinet approval to amend the Short Term Let Licensing Policy previously agreed by members on 30 August 2022.

2. Recommendation

- 2.1 **It is recommended that the Cabinet approves the amendments to sections 5.1 and 7.1 of the policy as outlined in Appendix 1 to this report.**

3. Background

- 3.1 In October 2022, the Scottish Government introduced new legislation governing the licensing of Short Term Lets (STLs) across Scotland. Through the introduction of the Civic Government (Scotland) Act 1982 (Licensing of Short Term Lets) Order 2022, local authorities were required to incorporate a scheme to regulate the operation of STLs within the area.
- 3.2 The Cabinet of 30 August 2022 approved the approach to licensing in South Ayrshire. Since then, and in line with several key dates, the Council has received 917 STL licence applications so far, broken down as follows:

<i>Type</i>	<i>Number of Applications</i>
Home Let	37
Home Let/Share	27
Home Share	38
Secondary Let	421
Temporary Application	394*

**Majority of Temporary Applications relate to the hosting of the 152nd Open Golf Championship.*

- 3.3 Whilst the service has been able to process most applications, a number remain outstanding and cannot be determined due to being submitted without the full evidence being provided. Officers have 9 months to determine new hosts entering the sector and 12 months for those operators who have been operating prior to the legislation coming into force. However, to make these determinations officers require fully completed applications and a full submission of supporting evidence.

4. Proposals

- 4.1 Members are being asked to approve the revisions to the Short Term Let Licensing Policy document and sections 5.1 and 7.1 specifically. This would see the addition of clause 5.1.1, 5.1.2 and 7.1.3 and these additions are highlighted on the draft revised policy attached as Appendix 1.
- 4.2 The aim of these revisions is to clarify the position that applications submitted to the service can be rejected if submitted without full supporting evidence and after attempts by officers to contact hosts.
- 4.3 Officers also intend to return to Cabinet in due course to provide an update on how the new scheme has bedded in and to recommend any changes to our policy position. This will be in line with Scottish Government guidance that schemes be reviewed within a 3-year period of being incorporated.

5. Legal and Procurement Implications

- 5.1 Legal and Licensing have been consulted as part of this report and their feedback is incorporated within.
- 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 is a risk that on adoption of the recommendations, some operators whose applications are rejected may continue to operate without an appropriate licence. Officers will pursue these operators through our enforcement powers contained within the legislation.

8.2 Risk Implications of Rejecting the Recommendations

- 8.2.1 There are risks that if the recommendations are rejected, some STL applications could be automatically approved (a 'deemed grant' under the legislation) for a 1-year period, if we are unable to determine or reject the application within a 9-month period for new operators or 12-month period for existing operators.

9. Equalities

- 9.1 A full Equalities Impact Assessment was conducted as part of the policy introduction and submitted as part of the Cabinet report of 30 August 2022. This can be referenced as part of the background papers and is still relevant.

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 2 of the Council Plan: Live, Work and Learn.

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 Martin Kilbride, Portfolio Holder for Buildings, Housing and Environment and Councillor Alec Clark, Portfolio Holder for Tourism, Culture and Rural Affairs, 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:

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Revised policy implemented	30 September 2024	Coordinator, Housing Policy and Strategy

Background Papers **Report to Cabinet of 30 August 2022 - [Short Term Let Licensing Scheme](#)**

Person to Contact **Chris Carroll – Coordinator – Housing Policy and Strategy**
County Buildings, Wellington Square, Ayr
Phone 01292 272020
E-mail chris.carroll@south-ayrshire.gov.uk

Date: 15 August 2024

South Ayrshire Council Short Term Let Licensing Scheme.

Policy 2nd version September 2024.

DRAFT

Contents

1. Introduction	4
2. Important Timescales	4
3. Definitions.....	5
3.1 Legal definition.....	5
3.2 Excluded Accommodation	5
3.3 Excluded Tenancies.....	6
3.4 Licence Types	7
4. Planning Considerations Prior to Application for STL	7
4.1 Planning Permission.....	7
4.2 Short-Term Let Control Areas	8
5. Handling Applications and Notifications.....	8
6. Objections and Representation	10
7. Determining a STL Application.....	11
7.1 Determining where no Objection or Representation.....	11
7.2 Determining where delegated approval cannot be made.....	11
8. Right of Appeal.....	12
9. Licence Duration and Renewal	13
9.1 Licence Duration	13
9.2 Licence Renewal.....	13
10. Mandatory and Additional Licence Conditions.....	13
11. Temporary Licences	13
12. Temporary Exemptions.....	14
13. Enforcement and Continued Compliance.....	14
13.1 Complaints about Licensed Short Term Lets	14
13.2 Enforcement of Licensed Short Term Let	15
13.3 Unlicensed Short Term Let.....	15
13.4 Other Compliance Considerations	16
14. Suspension or Revocation of Licence.....	16
15. Variation of Licence.....	17
16. Equality	17
17. Fees	17
Appendix 1 – Mandatory Conditions.....	19
Appendix 2 – Additional Conditions.....	23

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1. Introduction

- 1.1 In July 2018, the Scottish Government produced its report in response to the Scottish Expert Advisory Panel on a Collaborative Economy, which recommended that solutions be introduced to mitigate challenges associated with the increase of Short-Term Lets and their prominence in cities such as Edinburgh and other locations within Scotland. The report highlighted the benefits of these types of accommodation has on Local Economies and Tourism, but measures should be put in place to ensure safeguards and protections to surrounding issues associated with, such as anti-social behaviour, noise nuisance and the loss of sense of community as an example.
- 1.2 This formed the basis of a wide consultation process involving stakeholders, professionals, Local Authorities and interested parties across many sectors with an interest in Short-Term Lets resulting in legislation coming into force in March 2022 through the Civic Government (Scotland) Act 1982, (Licensing of Short-term Lets) Order 2022. This Order places an obligation on Hosts of properties that are let for short periods of time to be licensed by their Local Authority in order to operate. Local Authorities are required to oversee and administer a licensing scheme in their area as well as proper enforcement of said scheme. A public data base of all Short-Term Lets within their area should also be managed by the Local Authority.

2. Important Timescales

- 2.1 From the 1st of October 2022, any new host or operator must have a licence in place prior to operating a Short-Term Let. This means that if you were not using your property as a Short-Term prior to this date, you will not be able to accept visitors until a licence has been approved.
- 2.2 An existing host that has been utilising a property prior to the 1st of October 2022, will still be allowed to operate, however must submit a licence application by the 1st of April 2023. This means for this period, existing hosts will still be allowed to operate without a licence, unless they have had a licence application submitted and refused.
- 2.3 The final deadline date for all hosts and properties to be licensed is the 1st of January 2025.

3. Definitions

3.1 Legal definition

3.1.1 A short term let is defined in the Act as the use of residential accommodation provided by a host in the course of business to a guest, where all the following criteria are met-

- (a) The guest does not use the accommodation as their only or principal home
- (b) The short term let is entered into for commercial consideration
- (c) The guest is not
 - a. An immediate family member of the host
 - b. Sharing the accommodation with the host for the principal purpose of advancing the guest's education as part of an arrangement made or approved by a school, college, or further or higher educational institution, or
 - c. An owner or part owner of the accommodation
- (d) The accommodation is not provided for the principal purpose of facilitating the provision of work or services by the guest to the host or to another member of the host's household
- (e) The accommodation is not excluded accommodation
- (f) The short term let does not constitute an excluded tenancy

3.2 Excluded Accommodation

3.2.1 This relates to accommodation which is, or is part of:

- an aparthotel
- premises in respect of which a premises licence within the meaning of section 17 of the Licensing (Scotland) Act 2005 has effect and where the provision of accommodation is an activity listed in the operating plan as defined in section 20(4) of the 2005 Act
- a hotel which has planning permission granted for use as a hotel
- a hostel
- residential accommodation where personal care is provided to residents
- a hospital or nursing home
- a residential school, college, or training centre
- secure residential accommodation (including a prison, young offenders' institution, detention centre, secure training centre, custody centre, short-term holding centre, secure hospital, secure local authority accommodation, or accommodation used as military barracks)
- a refuge
- student accommodation,

- accommodation which otherwise requires a licence for use for hire for overnight stays
- accommodation, which is provided by the guest,
- accommodation, which is capable, without modification, of transporting guests to another location
- a bothy
- accommodation owned by an employer and provided to an employee in terms of a contract of employment or for the better performance of the employee's duties

3.3 Excluded Tenancies

3.3.1 Any of the following tenancy types will not fall into the scope of Short-Term let Licensing:

- protected tenancy (within the meaning of section 1 of the Rent (Scotland) Act 1984)
- an assured tenancy (within the meaning of section 12 of the Housing (Scotland) 1988 Act)
- a short, assured tenancy (within the meaning of section 32 of the Housing (Scotland) Act 1988)
- a tenancy of a croft (within the meaning of section 3 the Crofters (Scotland Act 1993)
- a tenancy of a holding situated out with the crofting counties (within the meaning of section 61 of the Crofters (Scotland Act 1993) to which any provisions of the Small Landholders (Scotland) Acts 1886 to 1931(8)) applies
- a Scottish secure tenancy (within the meaning of section 11 of the Housing (Scotland) Act 2001)
- a short Scottish secure tenancy (within the meaning of section 34 of the Housing (Scotland) Act 2001)
- a 1991 Act tenancy (within the meaning of section 1(4) of the Agricultural Holdings (Scotland) Act 2003)
- a limited duration tenancy (within the meaning of section 93 of the Agricultural Holdings (Scotland) Act 2003)
- a modern limited duration tenancy (within the meaning of section 5A of Agricultural Holdings (Scotland) Act 2003)
- a short, limited duration tenancy (within the meaning of section 4 of the Agricultural Holdings (Scotland) Act 2003)
- a tenancy under a lease under which agricultural land is let for the purpose of its being used only for grazing or mowing during some specified period of the year (as described in section 3 of the Agricultural Holdings (Scotland) Act 2003)
- a private residential tenancy (within the meaning of section 1 of the Private Housing (Tenancies) (Scotland) Act 2016)
- a student residential tenancy

3.4 Licence Types

- 3.4.1 As part of the licensing scheme, there are 4 types of licence which can be applied for. The licence granted must relate to the following:
- (a) Secondary Letting
 - (b) Home Letting
 - (c) Home Sharing; or
 - (d) Home Letting and Home Sharing
- 3.4.2 Home sharing and home letting concern the use of the host or operator's only or principal home whereas secondary letting makes use of a separate premises
- 3.4.3 A separate licence is required for each **premises**. However, a single licence may be issued in respect of unconventional accommodation (not a **dwelling house**) where there is more than one separately bookable property on the site and would be considered on a case-by-case basis.
- 3.4.4 A dwelling house is defined as an independent dwelling (with its own front door, kitchen, bathroom, living facilities) such as a flat, house, cottage etc.
- 3.4.5 Separate licences will not be required for separate rooms let within the same dwelling house. For example, if two separate rooms are let out within the same house, only one licence is required.
- 3.4.6 It should be noted that if a property is licensed as a House of Multiple Occupancy (HMO), if the rooms within are being used as a Short-Term Let then a Licence for this purpose will also be required.
- 3.4.7 Unconventional accommodation relates to accommodation being used for residential purposes, not defined as a dwelling house, for example Glamping Pods.

4. Planning Considerations Prior to Application for STL

4.1 Planning Permission

- 4.1.1 Under provisions within the Licensing Order, a preliminary ground for refusing to consider an application for a Short Term Let is that the use of the proposed premises would constitute a breach of planning controls set out under the Town and Country Planning (Scotland) Act 1997 by virtue of section 123 (1) (a) or (b) of that Act
- 4.1.2 Hosts and operators are, therefore, encouraged to engage with the Council's planning department prior to submitting a licence application to confirm whether they require planning permission or a certificate of lawful use of development.

4.2 Short-Term Let Control Areas

- 4.2.1 Under The Town and Country Planning (Short-term Let Control Areas) (Scotland) Regulations 2021 the Planning Authority can introduce Short-term Let Control Zones which would require any change of use for a premises within the designated zone to obtain planning permission. In addition, Short-term Let Control Areas would require all STL licence applications, for any of the previously mentioned types of licences to have planning permission (where required) before applying for a licence. An application would be refused at the preliminary stage if consent had either not been granted. At present there are no Short-term Let Control Areas in place in South Ayrshire.
- 4.2.2 Should a Short-Term Let Control Area be introduced in the future, there would be a requirement at that point for any existing host where planning permission was not previously required, to take steps to ensure continued compliance. This would mean, that if a Control Area were to come into force during the lifespan of an existing Licence, that host would then be required to apply to the local planning authority for consent. It would become a mandatory condition of the licence to do so, and should a host not take those steps, they would be in breach of the regulations and enforcement action would be taken.
- 4.2.3 Whilst the current position is that South Ayrshire has no Short-Term Let Control Areas, this will remain under constant review, and may change as the regulations take hold. Whilst it should be noted that powers to introduce a Short-Term Let Control Area falls under powers within the Planning Authority and Planning Legislation, a collaborative approach would be undertaken to assess any area which was felt to merit further scrutiny as to whether a STL control area is required and to work together to consult and then submit evidence to Scottish Ministers in line with the Guidance.

5. Handling Applications and Notifications

- 5.1 Applications will require to be submitted online through the Councils website at [Short-Term Let Licencing Scheme South Ayrshire - South Ayrshire Council \(south-ayrshire.gov.uk\)](https://south-ayrshire.gov.uk).

Payment of the application will also require to be made online and will only be accepted once all supporting information and fully completed application have been submitted. A checklist will be provided to any Host on what information is required as part of that process.

- 5.1.1 An application will be rejected where all required evidential documentation in the checklist has not been submitted along with the application. Where additional documentation is required to be submitted after an application is deemed to be fully submitted and accepted under 5.2 below, the Authority will advise the applicant of this directly. Failure to submit the required document within the timescale notified by the Council will result in the application being rejected and returned.

5.1.2 In both cases under 5.1.1, the payment made for application will not be refunded.

- 5.2 An application will be deemed to be fully submitted when all the required evidential documentation is provided for along with a fully completed application form. Supporting submissions from third party accreditation sources will be accepted as part of this process, such as bodies the host may be part of, for example, Quality in Tourism or Visit Scotland.
- 5.3 Under the terms within the Order, any host applying must display a notice for a period of 21 days beginning with the date on which the application was submitted to the Authority at or near the premises so that it can be conveniently read by the public.
- 5.4 The notice shall state that an application has been made for a licence, the main facts of the application, that objections and representations in relation to the application may be made and how to make those objections or representations. To assist with this, a template of the Notice will be made available to the applicant when an application is submitted.
- 5.5 As part of the application process, Hosts are also required to certify compliance that they have displayed the site notice as soon as possible after the 21 days has expired. To assist with this, a template will be provided to the applicant once an application is submitted.
- 5.6 As part of the application process, we will be required to engage with key stakeholders and as such, any submitted application can be forwarded to be considered by any of the following:
- Police Scotland
 - Scottish Fire and Rescue Service
 - Planning Service
 - Environmental Health
 - Building Standards
 - Waste Management
 - Anti-Social Behaviour Team
- 5.7 An intelligence risk-based approach will be used when considering the level of scrutiny on an application. For example, as part of application process, digital submission of supporting evidence will be encouraged, such as photos, videos as well as documentation. The authority will have the right to visit any location and may choose to mandate that visits be carried out where a higher number of Short Term Let are present, or that intelligence received would encourage further scrutiny on the suitability of the property.
- 5.8 When considering the suitability of a property, we want to ensure that the property is safe, of good quality and has sufficient access to facilities for the occupants staying. The following will be taken into account when considering:
- The location, the type and the character of the accommodation

- The condition of the accommodation, with at minimum meeting the Repairing Standard
- Available facilities within the accommodation
- Proposed occupancy levels
- The safety and security of people likely to be staying
- The possibility of undue public nuisance, public order or public safety
- Where there is a risk of affecting the privacy and safety of neighbours

5.9 Occupancy levels will be based on how many bedrooms are available within a property and numbers will not include children under the age of 10. Hosts will need to ensure accurate occupancy of a let as part of their licence conditions. The following guide can be used; however applications can be discussed on a case by case basis:

Bedroom size	Number of guests
1 bedroom (single)	1
1 bedroom (double)	2
2 bedroom (1 single + 1 double)	3 (excluding children under 10)
2 bedroom (2 double)	4 (excluding children under 10)

6. Objections and Representation

6.1 Any member of the public, neighbour or surrounding resident will be able to submit an objection or representation to any proposed Short Term Let Licence application within an area.

6.2 For an objection or representation to be considered it must be submitted to the Authority in writing (email would be preferred), it must specify the grounds of the objection or state the nature of the representation. The name and address of the person making the submission must be given as well as being signed by them, or on their behalf. Finally, it must also be received by the Authority within 28 days from when the notice of application has been displayed. Further guidance will be made available on the Councils website along with information on how to submit an objection

6.3 Any anonymous objection or representation will not be considered

6.4 If an objection or representation is received late, and outside the 28-day period required, this would be considered on a case-by-case basis as whether the submission would be allowed, depending on the circumstances of the late submission.

6.5 Competent grounds for objection to a licensing application include:

- Concerns that an application is inaccurate or misleading
- Concerns about the safety of guests, neighbours, or others
- Concerns about noise or nuisance; and

- Concerns that the application runs contrary to other legal or contractual requirements

6.6 Having poor relations with a host, or not liking Short Term Lets in general would-be examples of invalid grounds for objections, and where an objection does not meet the grounds of 6.5, they can be disregarded.

7. Determining a STL Application

For the avoidance of doubt, determination of a STL application includes the refusal to consider an application (see clause 4.1 above); or the grant of an application; or the refusal of an application.

7.1 Determining where no Objection or Representation

7.1.1 All named parties (Hosts/Managing Agents/Board) will be subject to a Fit and Proper person check carried out by Police Scotland who will carry out background checks and advise. Further statutory checks will also be carried out on the premises as is necessary.

7.1.2 Should there be no adverse comments, or any comments do not bring into question the ongoing fit and properness of the applicants, the application will be determined under delegated authority of the authorised officer.

7.1.3 Where an application is deemed incomplete under clause 5.1.1 above, the application will be rejected and returned under delegated authority of the authorised officer.

7.1.4 Under the 1982 Act, the authority will have 9 months to determine the Short Term Let licence application from the date it is received with all the required documentation. However, for applications received prior to 1 April 2023 where the Short Term Let was in existence before 1 October 2022, the authority will have 12 months to determine the application. The authority will, where possible, attempt to prioritise new applications where hosts are not able to let until they are determined however this will be resource and demand dependent.

7.2 Determining where delegated approval cannot be made.

7.2.1 If the application receives adverse objections/representation or feedback which requires further scrutiny, the application will be referred to the Council's Regulatory Panel made up of Elected Members for determination.

7.2.2 Both the applicant and person or persons who have objected or made representation will be invited to this panel to state why their application should be approved, or why the objections or representation are valid. Both parties would be given at least 14 days' notice of the Regulatory Panel hearing. Further information will be provided on how a hearing will be conducted.

7.2.3 The Regulatory Panel will be able to ask questions of all parties as well as representatives from stakeholders and will come to a determination on the application. Grounds for refusing an application include:

- Anybody being named on the application being disqualified from holding a licence
- Anybody named on the application not being a fit and proper person.
- Some other persons would benefit from this activity who would be refused a licence if they had applied themselves
- The premises is not suitable or convenient having regard to: -
 - The location, character, or condition of the premises.
 - The nature and extent of the proposed activity
 - The kind of person likely to be in the premises
 - The possibility of undue public nuisance; or
 - Public order or public safety; or
- There is other good reason to refuse (cannot be applied in a blanket fashion and must be relevant to that case)
- Unable to demonstrate, or secure compliance of mandatory licence conditions
- Unable to secure compliance of any other conditions the authority would seek to apply on a particular licence.

7.2.4 Applications will be heard in public unless required to be taken privately on the grounds of disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973.

7.2.5 Should an application be refused, an applicant will not be able to reapply for a licence in the area within one year of that decision, unless there has been a material change in circumstances since the application was refused. Evidence of such, may be required as part of any fresh application.

8. Right of Appeal

8.1 An applicant can appeal a negative decision by summary application to the sheriff. This must be done within 28 days from the date of the authority's decision, unless good reason is given for being late. The sheriff would decide on whether to consider a late application.

8.2 The sheriff may uphold an appeal if they consider that the authority, in arriving at a decision has erred in law, or that the decision not to approve application is based on incorrect material fact, that the authority has acted contrary to natural justice or have exercised their discretion in an unreasonable manner.

8.3 Where the sheriff upholds an appeal, they may ask the authority to reconsider the decision made or change the decision as part of their determination.

8.4 Parties should consider their own independent legal advice in relation to an appeal.

9. Licence Duration and Renewal

9.1 Licence Duration

9.1.1 A licence duration will apply from the date on which the licence comes into force. This will be noted on the licence which will also note the expiry date.

9.1.2 A licence will be effective:

- For a period of 3 years from the date the licence comes into force, or
- For a shorter period, where the authority determines otherwise when granting a licence taking into account the provisions of this policy. The authority will set out their reasons for a shorter period when issuing the licence.

9.2 Licence Renewal

9.2.1 When an application to renew a licence is made prior to the expiry of the current one, the existing licence will continue until such time a decision is made on the renewal application.

9.2.2 Scottish Government guidance promotes that unless there are good reasons to, licences should be renewed for a period of 3 years. It would also not be anticipated that renewing licences would be renewed for a period of more than 3 years.

10. Mandatory and Additional Licence Conditions

10.1 The Licensing Order outlines several mandatory conditions which will apply to all Short Term Lets within Scotland and should be noted on the licence itself. Those conditions can be found at appendix 1.

10.2 In addition to the mandatory conditions which are required to be met by all Short Term Lets, authorities can impose additional conditions to a licence. These conditions will be relevant to that Short Term Let and be used to mitigate any local challenges or concerns that may be experienced. A list of additional conditions can be found at appendix 2. It is proposed that all additional conditions will be applied where appropriate to short term lets operating in South Ayrshire

11. Temporary Licences

- 11.1 The authority has the power to grant temporary licences, for a short period of time of no more than 6 weeks and would be applicable where a host only intends to utilise their property as a short term let for one of big events (such as the Open Championship) or wishes to trial a potential short term let before applying for a full licence.
- 11.2 Whilst a temporary licence cannot be renewed, should a host decide to then apply for a full short term let licence, any temporary licence that had been awarded will continue until a full determination is made. Costs would be applicable in that instance for both the temporary licence and the full licence.
- 11.3 Hosts and operators granted a temporary licence will be expected to adhere to all mandatory and additional conditions that apply to the short term let.

12. Temporary Exemptions

- 12.1 At this time, the authority will not embark on issuing temporary exemptions for short term lets. This will be reviewed after a period of 3 years.

13. Enforcement and Continued Compliance.

13.1 Complaints about Licensed Short Term Lets

- In the first instance, any guest or neighbour should try to resolve any complaint regarding a Short Term Let by approaching either the Host/Letting Agent or the platform used to advertise the let. Should there be no resolution forthcoming the authority would become involved. The Council accepts this may not always be possible and where a complainer has been unable to contact a host for good reason, we would not refuse to investigate the complaint.
- The authority will consider any complaint or information which may bring into question the fit and properness of the host or other, the suitability of the Short Term Let or any potential breach of licence condition. The Council will aim to respond to complaints within 5 working days and more complex complaints within 20 working days. Where required, complaints may be passed onto other services for input, such as Police Scotland, Scottish Fire and Rescue etc.
- Details of the complaint should be provided in writing to Shorttermlets@south-ayrshire.gov.uk or by post to:
 - Short Term Let Licencing, Riverside House, 21 River Terrace, Ayr, KA8 OAU
 - Examples where a complaint may be valid include:
 - The number of people staying in a property;
 - Noise, disturbance or instances of anti-social behaviour;

- Issues around maintenance, guests in common areas and accumulation of refuse; or
- Suspected unlicensed short term lets.
- Complaints re quality of guest stay or disputes re agreements between guest and the host, would not be applicable for consideration as this is outside the scope of the licensing scheme.
- Records will be kept of any complaints regarding a host/owner/ agent or property and could be used in any re-determination of the continued suitability of the host or the property as a short term let.

13.2 Enforcement of Licensed Short Term Let

- If a complaint cannot be resolved, the authority may have grounds to take further enforcement action against a licensed Short Term Let. This may involve the inclusion of additional conditions upon a licence and/or the issuing of an enforcement notice. The authority may also consider whether there are grounds to refer a licence to Regulatory Panel for consideration on suspending or revoking the licence.
- [If complaints are extremely serious, the authority may seek pursuing of a prosecution.]
- Should an enforcement notice be served, it must clearly set out the reasons a breach has occurred, what requires to be done to resolve this breach and by which date this matter must be resolved. A failure to provide a remedy may result in further enforcement action being taken, such as seeking to have the licence suspended or revoked.
- Where a visit is carried out to the let property following a complaint and where it results in a determination that there has been a breach of licence conditions, the licence holder may be charged a fee for the visit.

13.3 Unlicensed Short Term Let

- With the introduction of regulation, it will become a criminal offence to conduct short term let activity without having a licence or without having a reasonable excuse to be unlicensed.
- As referenced in section 2, the Scottish Government have provided information on important dates that authorities, hosts, and agents acting on behalf of should give due regard to. A summary explains that.
 - From 1st October 2022, New Hosts cannot accept bookings or operate a short term let until a licence application has been determined.
 - Existing hosts must apply for a licence by the 1st of April 2023 at the latest.

- Existing hosts operating before the 1st of October 2022 will be allowed to continue hosting whilst an application is being determined and it was submitted prior to 1st April 2023.
- By 1st July 2024 all short term let should be licensed, and hosts should not operate if not determined by this point.
- The authority will manage and maintain a public register of all short term lets licensed in its area. This register will be made available and will be reported to the Scottish Government on a quarterly basis.

13.4 Other Compliance Considerations

- All hosts will receive a unique licence number upon approval. They will be responsible for ensuring this is provided as part of any advert relating to their short term let.
- Hosts and those managing property on their behalf will be responsible for ensuring continued compliance with all mandatory and additional conditions within a licence. Any failure to comply may result in enforcement action and may constitute a criminal offence.
- The licence holder will be responsible for ensuring the details of the licence are kept up to date. It will be a breach of such and may constitute a criminal offence not to notify the authority of a material change in circumstances.
- The authority has the power to carry out site visits as part of the application process, or during a licence as well as ask for up to date relevant paperwork at any time to ensure continued compliance.

14. Suspension or Revocation of Licence

14.1 If upon receipt of a complaint, that has been found to be true, or a breach of licence condition or other, the authority can seek to suspend or revoke the licence.

14.2 The grounds for suspension or revocation may include but are not limited to the following:

- the licence holder is no longer a fit and proper person to hold the licence.
- the licence holder is managing the property on behalf of someone who would have been refused the grant or renewal of the licence.

- the short-term let is causing or is likely to cause undue public nuisance or a threat to public order or public safety; or
- a condition of the licence has been contravened.

14.3 Where the authority revokes a licence, no further application can be made by that host or operator in the area within one year of the date of revocation.

15. Variation of Licence

15.1 At any point through the duration of a short term let licence, the licence holder may make a request to the Council for a variation to the licence. There will be no requirement for this variation to be advertised, however the authority would consult with stakeholders as mentioned in 5.6. A charge will be applicable.

15.2 Examples of where a request to vary a licence would be applicable include:

- New owner/host or managing agent operating the let
- Requesting to amend the occupants within a licence
- Any changes to the structure of a property.

16. Equality

16.1 The 2010 Act introduced a new public sector equality duty which requires public authorities to try and eliminate discrimination; promote equality and good relations across a range of protected characteristics.

16.2 Prior to the Cabinet making the decision to on the short term let policy an equality impact assessment will be undertaken. This can be viewed [insert once finalised]

17. Fees

17.1 Authorities are required to charge fees in respect of processing and determining, the consideration of applications, the issue of duplicate licences and other matters. They must ensure that the fees are sufficient to cover their administrative expenses and are reviewed periodically

17.2 Fees will be non-refundable due to the costs incurred to the authority in the determination of the licence application

17.3 Fees for a short term let licence will vary dependant on the type of licence being applied for and the maximum occupancy.

17.4 Fees are proposed as.

New Licence	Max Occupancy (up to 4)	Max Occupancy (5 or more)
Secondary Let	£250.00	£400.00
Home sharing or Home Letting (or both)	£125.00	£250.00

Renewal Licence	Max Occupany (up to 4)	Max Occupany (5 or more)
Secondary Let	£200.00	£350.00
Home Sharing or Home Letting (or both)	£75.00	£200.00

Othe Applicable Fees	Cost
Temporary licence	£100.00
Variation	£75.00
Replacement/Duplicate licence	£50.00

Appendix 1 – Mandatory Conditions.

Agents

1. Only those named as a holder of the licence can carry out the day-to-day management of the short-term let of the premises.

Type of licence

2. The holder of the licence may only offer the type of short-term let for which the licence has been granted.

Fire safety

3. The holder of the licence must ensure the premises has satisfactory equipment installed for detecting, and for giving warning of—

- (a) fire or suspected fire, and
- (b) the presence of carbon monoxide in a concentration that is hazardous to health.

4. The holder of the licence must keep records showing that all upholstered furnishings and mattresses within the parts of the premises which are for guest use, or to which the guests are otherwise permitted to have access, comply with the Furniture and Furnishings (Fire Safety) Regulations 1988

Gas safety

5. Where the premises has a gas supply—

- (a) the holder of the licence must arrange for an annual gas safety inspection of all gas pipes, flues, and appliances in the premises,
- (b) if, after an annual inspection, any appliance does not meet the required safety standard, the holder of the licence must not allow a short-term let of the premises until the works necessary to bring the appliance to the required safety standard have been carried out.

Electrical safety

6. Where there are electrical fittings or items within the parts of the premises which are for guest use, or to which the guests are permitted to have access, the holder of the licence must—

- (a) ensure that any electrical fittings and items are in—

- (i) a reasonable state of repair, and
 - (ii) proper and safe working order,
- (b) arrange for an electrical safety inspection to be carried out by a competent person at least every five years or more frequently if directed by the competent person,
- (c) ensure that, following an electrical safety inspection, the competent person produces an Electrical Installation Condition Report on any fixed installations,
- (d) arrange for a competent person to—
- (i) produce a Portable Appliance Testing Report on moveable appliances to which a guest has access, and
 - (ii) date label and sign all moveable appliances which have been inspected.

7. In determining who is competent, the holder of the licence must have regard to guidance issued by the Scottish Ministers under section 19B (4) of the Housing (Scotland) Act 2006(2).

Water safety: private water supplies

8. Where the premises are served by a private water supply, the licence holder must comply with the requirements on the owners of private dwellings set out in the Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017

Water safety: legionella

9. The holder of the licence must assess the risk from exposure to legionella within the premises, whether the premises are served by a private water supply.

Safety & repair standards

10.(1) The holder of the licence must take all reasonable steps to ensure the premises are safe for residential use.

(2) Where the premises are subject to the requirements of Chapter 4 of Part 1 of the Housing (Scotland) Act 2006, the holder of the licence must ensure that the premises meet the repairing standard.

Maximum Occupancy

11. The licence holder must ensure that the number of guests residing on the premises does not exceed the number specified in the licence.

Information to be displayed

12. The holder of the licence must make the following information available within the premises in a place where it is accessible to all guests—

- (a) a certified copy of the licence and the licence conditions,
- (b) fire, gas, and electrical safety information,

- (c) details of how to summon the assistance of emergency services,
- (d) a copy of the gas safety report,
- (e) a copy of the Electrical Installation Condition Report, and
- (f) a copy of the Portable Appliance Testing Report.

Planning Permission

13. Where the premises is in a short-term let control area for the purposes of section 26B of the Town and Country Planning (Scotland) Act 1997 (“the 1997 Act”), the holder of the licence must, where the use of the premises for a short-term let requires planning permission under the 1997 Act, ensure that either—

- (a) an application has been made for planning permission under the 1997 Act and has not yet been determined, or
- (b) planning permission under the 1997 Act is in force.

Listings

14.(1) The holder of the licence must ensure that any listing or advert (whether electronic or otherwise) for the short-term let of the premises includes—

- (a) the licence number, and
- (b) a valid Energy Performance Certificate rating if an Energy Performance Certificate is required for the premises, in accordance with the Energy Performance of Buildings (Scotland) Regulations 2008

(2) The holder of the licence must ensure that any listing or advert (whether electronic or otherwise) for the short-term let of the premises is consistent with the terms of the short-term let licence.

Insurance

15. The holder of the licence must ensure that there is in place for the premises—

- (a) valid buildings insurance for the duration of the licence, and
- (b) valid public liability insurance for the duration of each short-term let agreement.

Payment of fees

16. The holder of the licence must pay any fees due to the licensing authority in respect of the licence on demand.

False or misleading information

17. The holder of the licence must not provide any false or misleading information to the licensing authority.

Interpretation

18. In this schedule—

“Electrical Installation Condition Report” means a report containing the following information—

- (a) the date on which the inspection was carried out,
- (b) the address of the premises inspected,
- (c) the name, address and relevant qualifications of the person who carried out the inspection,
- (d) a description, and the location, of each installation, fixture, fitting, and appliance inspected,
- (e) any defect identified,
- (f) any action taken to remedy a defect,

“Energy Performance Certificate” means a certificate which complies with regulation 6 of the Energy Performance of Buildings (Scotland) Regulations 2008,

“Gas safety report” means a report containing the following information—

- (a) the date on which the appliance or flue was checked,
- (b) the address of the premises at which the appliance or flue is installed,
- (c) a description of and the location of each appliance or flue checked,
- (d) any safety defect identified,
- (e) any remedial action taken,
- (f) confirmation that the check undertaken complies with the requirements of an examination of—
 - (i) the effectiveness of any flue,
 - (ii) the supply of combustion air,
 - (iii) subject to head
 - (iv), its operating pressure or heat input or, where necessary, both,
 - (iv) if it is not reasonably practicable to examine its operating pressure or heat input (or, where necessary, both), its combustion performance,
 - (v) its operation so as to ensure its safe functioning,
 - (g) the name and signature of the individual carrying out the check, and
 - (h) the registration number with which that individual, or that individual’s employer, is registered with a body approved by the Health and Safety Executive for the purposes of regulation 3(3) of the Gas Safety (Installation and Use) Regulations 1998,

Appendix 2 – Additional Conditions

Anti-Social Behaviour

1. The licence holder must take reasonable steps to manage the premises in such a way as to seek to prevent and deal effectively with any antisocial behaviour by guests to anyone else in the short-term let and in the locality of the short-term let.
2. The licence holder must take reasonable steps to:
 - ensure that no disturbance or nuisance arises within or from the premises, for example by explaining the house rules to the guests.
 - deal effectively with any disturbance or nuisance arising within or from the premises, as soon as reasonably practicable after the licence holder is made aware of it; and ensure any vehicles belonging to guests are parked lawfully, for example explaining where any designated parking spaces are to be found and highlighting any local rules.

Privacy and Security

1. The licence holder must manage the premises in such a way as to respect and protect the privacy and security of neighbours.
2. The licence holder must ensure:
 - guests know and understand any rules applying to shared areas and entrances.
 - guests understand that shared doors should be properly and securely closed after use; and the provision of access codes or keys to guests cannot be used by guests to gain access to shared areas after they have finally departed.
 - Guests are aware if private parking bays are in use and avoid using other spaces than those dedicated to the short term let.

Noise

1. The licence holder must ensure that the bedrooms, living room and hallway in the premises are carpeted. **(This condition may be imposed in instances of flatted accommodation with pre-existing laminate flooring where complaints received regarding noise)**
2. The licence holder must ensure that noise monitoring equipment [of type x] is maintained in full working order [in location y] and that the maximum reading does not exceed [a] decibels between 7 am and 11 pm, nor [b] decibels between 11 pm and 7 am. **(this condition may be imposed following**

investigation or through representation at application stage of issues of noise from a particular property)

3. The licence holder must take reasonable steps to ensure that guests do not first arrive or finally depart from the property between the hours of 11 pm to 7 am. The licence holder must advise guests of this as part of their booking terms and conditions.

(Note: “reasonable steps” allows for exceptions, such as significantly delayed transport.)

4. Where properties are located in blocks of accommodation, with shared access and communal areas, steps should be taken to install door closures to reduce noise from doors unduly causing a disturbance.

5. Licence holders must take steps to ensure guests to not play amplified music after the hours of 11pm within the property and any external garden areas if provided. (this condition may be imposed following investigations into noise complaints or at application stage of a particular property.)

4.

Littering and Waste Disposal

1. The licence holder must provide adequate information on, and facilities for, the storage, recycling, and disposal of waste.

2. The licence holder must advise guests of:

- their responsibilities.
- the use of the bins / sacks provided for the premises; and
- the location of the nearest recycling centre or recycling point.

3. The licence holder must:

- clearly label bins as belonging to the premises.
- ensure that guests manage their waste in compliance with (2), including when they depart; and maintain the bin storage area and the exterior of the premises in a clean and tidy condition.

Damage to Property

1. The licence holder must not affix a key box, or other device to facilitate guest entry to the property, to any public or jointly owned private infrastructure without prior written permission of the relevant authority or owner(s). The licence holder must be able to produce the permission to the licensing authority on request.

Maintenance of Property.

1. Where there is a solid fuel appliance within the premises (i.e., wood burning stove), the holder of the licence shall ensure:

- i. the chimney/flue associated with the appliance is inspected and cleaned annually by a suitably competent person.

- ii. a record of the annual inspection and cleaning of the flue can be produced, on request by the Council
2. Where there is a hot tub provided at the premises, the holder of the licence shall ensure:
- i. that it is suitably located and maintained to ensure it can be safely operated and used by guests.
 - ii. that suitable and sufficient cleaning and disinfection procedures are in place.
 - iii. that guests are provided with clear instructions on its safe use and any restrictions on its use.
 - iv. that it is kept securely covered when not in use.

DRAFT

South Ayrshire Council

**Joint Report by Director of Housing, Operations and Development
and Director of Communities and Transformation
to Cabinet
of 27 August 2024**

Subject: Ayrshire Growth Deal update

1. Purpose

1.1 The purpose of this report is to provide Cabinet with an update on the Ayrshire Growth Deal (AGD) Aerospace and Space programme and the revised management arrangements for the projects.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 notes the current status of projects within the Ayrshire Growth Deal Aerospace and Space programme as outlined in the monthly RAG report at Appendix 1;

2.1.2 notes the revised management and delivery arrangements for the Ayrshire Growth Deal and Regeneration Build programme, in line with recent changes to Chief Officer remits;

2.1.3 agree updates to the SAC AGD Steering Group Terms of Reference at Appendix 2;

2.1.4 notes the work undertaken by officers to review the Aerospace and Space programme and the ongoing communication with Scottish and UK Governments and;

2.1.5 agrees that the AGD Senior Responsible Officer continues discussions with Scottish and UK Governments - with activity limited so as to reduce financial risk to the Council - and brings back proposals to Cabinet as soon as practicable.

3. Background

3.1 On 19 November 2020, the Ayrshire Growth Deal (AGD) was signed by the Secretary of State for Scotland; Cabinet Secretary for Transport, Infrastructure and Connectivity and the Leaders of the three Ayrshire Councils. South Ayrshire Council is the Lead Authority for the AGD Space and Aerospace programme comprising Spaceport; Commercial Build; Prestwick Roads; and the Aerospace, Space and Technology Applications Centre (ASTAC) projects. South Ayrshire

Council is the Lead Authority for the regional digital capital projects. The most recent status summary update and RAG report is provided at Appendix 1.

- 3.2 In May 2021, the Council's Leadership Panel approved the Council's governance arrangements for the AGD and a Terms of Reference for the AGD Steering Group. The AGD Steering Group, chaired by the Chief Executive, is the senior officer group within the Council accountable for the AGD. The Steering Group Terms of Reference is presented at Appendix 2.
- 3.3 The Regeneration Build programme was established following approval of the AGD Commercial Build Full Business Case (FBC) by Scottish and UK Governments and aims to address market failure in terms of availability of commercial space around Prestwick Airport. Regular updates are provided to Cabinet with the most recent update provided on 18 June 2024. Governance arrangements are in place and the Regeneration Build Programme Board provides oversight and management at officer level for the programme. Two Regeneration Build projects are currently being progressed.
- 3.4 As a result of slippage and changes to the AGD, a regional review is ongoing led by the AGD Portfolio Management Office (PMO) and an updated AGD programme will be proposed to enable the funding investment to be drawn down and economic benefits realised. Significant changes to projects require to be approved by regional partners, including the Ayrshire Economic Joint Committee (AEJC), with final decision making from Scottish and UK Governments.
- 3.5 Cabinet agreed on 14 February 2024 that the Assistant Director – Strategic Change, work with the AGD Steering Group and stakeholders to review the South Ayrshire Council AGD to inform the regional review and propose an updated programme.
- 3.6 As a result of changes to the Council's senior management structure in March 2024, responsibilities for management and delivery of the AGD and Regeneration Build programmes have changed and the proposals are being progressed by the Council's Economy and Regeneration Service, overseen by the Assistant Director – Communities. The Director for Housing, Operations and Development is the Senior Responsible Officer for the Regeneration Build Programme and Chair of the Regeneration Build Programme Board.
- 3.7 New AGD proposals have been developed in conjunction with Scottish Enterprise and following engagement with industry partners: the Chamber of Commerce, Prestwick Aerospace Oversight Group (PAOG), the AGD PMO and local authority partners. The outline proposals were shared with Scottish and UK Governments with feedback received on 26 June 2024 from the Regional Economic Development Division and Growth Deal Office on behalf of Scottish and UK Governments.
- 3.8 Officers from the AGD Steering Group have raised concerns on the requirements set out by Governments that would require the Council to expend further Council funds at risk developing AGD proposals and business cases prior to any grant funds being released. The Assistant Director – Communities has written to the Growth Deal Office to highlight the financial risks for the Council associated with the proposed approach and to seek further engagement with governments, particularly on risk sharing, to date, there has been no response to sharing of the financial risk and it is reasonable to assume that any sharing of risk would set a precedent for other 'deals' across Scotland.

4. Proposals

- 4.1 The Cabinet is asked to note the current status of projects within the Ayrshire Growth Deal Aerospace and Space programme as outlined in the monthly RAG report at Appendix 1.
- 4.2 Cabinet are asked to note the revised management and delivery arrangements for the Ayrshire Growth Deal and Regeneration Build programme including changes to personnel – with the Assistant Director – Communities now senior responsible officer for the AGD and the Director of Housing, Operations and Development responsible officer for the Regeneration Build programme.
- 4.3 Cabinet are asked to approve the proposed changes to the SAC AGD Steering Group Terms of Reference as tracked in Appendix 2.
- 4.4 In developing revised AGD proposals, options appraisals were carried out with options short-listed including alternative regeneration and capital investment and infrastructure projects. Proposals were discounted where they were deemed not to meet the parameters and requirements of AGD funding conditions, or where they did not result in substantial net FTE creation, and/or, did not harness the opportunities presented by aerospace and space industries in and around Prestwick.
- 4.5 The proposals shared with Governments (presented as the ‘Prestwick Proposition’) focus on three distinct elements: Programme 1 – Providing advanced enabling infrastructure at the Prestwick International Aerospace Park (PIAP) which will provide South Ayrshire with a significant competitive advantage over competing locations in attracting new and secondary inward investment; Programme 2 - Site Wide Flexi-Space which sets out to create substantial and additional high quality industrial/commercial accommodation and; Programme 3 - ASTAC Skills/Innovation/Training, enabling the enhancement of a skilled workforce and a commitment to technological agility and innovation to stay competitive on a global scale.
- 4.6 Whilst Programme 2 can evidence a Full Business Case (FBC) approved for the AGD Commercial Build project by Scottish and UK governments, governments have confirmed that updated OBC/ FBC’s would require to be submitted for approval before AGD funds could be released, given the period of time that has passed and changes in the market. Programme 3 has an Outline Business Case (OBC) in development and Programme 1 is entirely exploratory at this stage and would require OBC and FBC development to be funded by the Council as Lead Authority.
- 4.7 Officers are of the view that in excess of £500,000 of Council funds would be required to fund business case development activity with no certainty that business cases would be approved and AGD funds released, as per the AGD grant terms and conditions. Where Cabinet are of the view that business cases should be progressed and this activity funded by the Council, the SAC AGD Steering group consider there is unacceptable financial risk to the Council in that funds could be expended with no guarantee of a return or deliverable AGD project/s. Cabinet are therefore asked to agree that the AGD Senior Responsible Officer continues discussions with Scottish and UK Governments, on the basis that development activity is limited so as to reduce financial risk to the Council, and; that the AGD SRO brings back proposals to Cabinet for consideration as soon as practicable.

5. Legal and Procurement Implications

5.1 There are no legal or procurement implications.

6. Financial Implications

6.1 A summary of AGD capital expenditure to 1 August 2024 is provided in the table below.

	AGD Project	AGD grant funds	SAC spend	Total spend
1.	Spaceport Infrastructure	NIL	£3,269,783	£3,269,783
2.	Commercial Build Project A	£2,553,779	£359,176	£2,912,955
3.	Prestwick Roads	NIL	£552,230	£552,230
4.	Aerospace and Space Technology Application Centre (ASTAC)	NIL	£903,182	£903,182
5.	Subsea Cable Infrastructure and Digital Infill projects	NIL	£133,790	£133,790
6.	Ayrshire Growth Deal General	NIL	£41,809	£41,809
	<i>Total</i>	<i>£2,553,779</i>	<i>£5,259,970</i>	<i>£7,813,749</i>

6.2 The AGD Grant offer letter sets out the grant conditions for deal Authorities. It clarifies *'Payments of Grant should only be claimed once both the Scottish and UK Governments have endorsed Project Business Cases and Implementation Plans or, where an exception is agreed, where they are satisfied with the basis for Project Business Cases and Implementation Plans'*. The Council is currently in discussions with the Ayrshire regional partners and Scottish and UK Governments over the treatment of funds incurred by the Council on projects that are unlikely to progress as initially scoped.

6.3 The Council provide funds to East Ayrshire Council as a contribution to the regional AGD Portfolio Management Office. At the start of Financial Year 2024/2025 £121,675 remained in the allocated reserves, with £73,800 committed this financial year. This leaves £47,875 remaining for future years.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

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

8.1.1 A Programme Risk register is in place for the Space and Aerospace programme and risks managed in accordance with the Risk Management Strategy for the Ayrshire Growth Deal.

8.1.2 Further spend on development work undertaken by SAC, or its contractors, is at risk until approval of the respective Full Business Case.

Where the FBC is not approved, any spend relating to that project is considered abortive and SAC will incur the full costs, unless confirmed otherwise by Government ministers.

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

- 8.2.1 Not proceeding to progress the AGD insofar as possible may impact on the reputation of the Council as a Lead Authority and partner under the AGD Heads of Terms.
- 8.2.2 If the Council is unable to present a revised programme and proposal for any AGD funds available for re-apportioning, funding will not be allocated to South Ayrshire/ Aerospace and Space projects.

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)*** - The proposals in this report do not represent a qualifying plan, programme, policy or strategy for consideration for SEA. There exists therefore no obligation to contact the Scottish Government Gateway and no further action is necessary. An SEA has not been undertaken.

11. **Options Appraisal**

- 11.1 Extensive desk-based research and analysis has been carried out and engagement with stakeholders to review options for a new Aerospace and Space programme. Options were reviewed by the Council's AGD Delivery Group and shortlisted by the AGD Steering Group.

12. **Link to Council Plan**

- 12.1 The matters referred to in this report contribute to Priority 2 of the Council Plan: Live/ Work/ Learn - Work and Economy – Everyone benefits from a local economy that provides opportunities for people and helps our businesses to flourish.

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 Martin Dowey, Portfolio Holder for Corporate and Strategic, and Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

14/

14. Next Steps for Decision Tracking

- 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
Continue discussions with Scottish and UK Governments and provide update on proposals to Cabinet	31 December 2024	Assistant Director Communities

- Background Papers** **Report to Cabinet of 30 August 2022 - [Ayrshire Growth Deal Aerospace and Space Programme - Update](#)**
- Report to Cabinet of 15 February 2023 – Ayrshire Growth Deal Update (Members only)**
- Report to Cabinet of 29 August 2023 – Ayrshire Growth Deal Update (Members only)**

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Date: 20 August 2024

Spaceport Infrastructure										June 2024			
Overall Risk Status			Red			AGD Theme			Aerospace & Space				
Delivery Status			Red			RES Theme:			Innovation				
Budget Status			Red			Lead Local Authority			South Ayrshire Council				
Project Summary Position			Change Management			Senior Responsible Officer Project Lead			N/A				
<p>South Ayrshire Council, the regional Partnerships Board and Ayrshire Economic Joint Committee agreed at the beginning of 2024 that the Spaceport project is not viable under the terms of the Deal, cannot progress and no further funds at risk will be expended on the project. A volume of information, including reports to the various Boards and legal advice obtained by the Council have been forwarded to governments as per the governance arrangements for the AGD. The Deal Office confirmed no decision has yet been taken by Ministers on the project. There is no activity for regional partners to take forward in relation to the aborted project.</p>													
Project: Next Steps													
Final decision making by Governments/ Ministers													
Targets													
Business Cases		Target date	Status	Business Cases		Target date	Status						
OBC		30/10/2021	Complete	FBC		N/A	N/A						
Milestones													
Milestone					Due date	Milestone status	Milestone			Due date	Milestone status		
Change management approved by Partners						Complete	Ministerial sign off on major change - this is for SG/ UK Gov to propose date			30/09/2024	Red		
Benefits Realisation - N/A													
FINANCIAL PROFILE £'000													
Source	Capital / Revenue Expenditure	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
UK Government (Capital)	18,000	0	0	0	0	0	0	0	0	0	0	0	18,000
Scottish Government (Capital)	5,000	0	0	0	0	0	0	0	0	0	0	0	5,000
Total	23,000	0	0	0	0	0	0	0	0	0	0	0	23,000
Risk		Impact	Likelihood	Score	AGD Status	SG Status	Mitigation Action				Target Closure Date (dd/mm/yyyy)		
Failure to recoup costs already expended by SAC on spaceport project		5	3	15	Red	Red	£3m in costs incurred to date on spaceport project by SAC. This can only be recouped once FBC approved.				31/05/2024		
Delay in decision making by Scottish and UK governments is creating uncertainty regarding the space and aerospace programme		5	4	20	Red	Red	Governments provide decisions on programme in a more timely manner				31/12/2024		
Lack of clear and concise information is having a negative impact on the council, AGD programme and partners reputations		5	4	20	Red	Red	Governments/PMO provide information on programme in a more timely manner				31/12/2024		

FINANCIAL SPEND PROFILE 24/25															
Source	Total Allocation £'000	Total for Previous Years	Apr-24 Actual	May-24 Actual	Jun-24 Projected	Jul-24 Projected	Aug-24 Projected	Sep-24 Projected	Oct-24 Projected	Nov-24 Projected	Dec-24 Projected	Jan-25 Projected	Feb-25 Projected	Mar-25 Projected	Total 24/25 £'000
UK Government	4,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scottish Government	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Ayrshire Council	6,000	903	0	0	9	9	9	9	9	9	9	9	9	9	89
Total	11,000	903	0	0	9	9	9	9	9	9	9	9	9	9	89
Risk	Impact	Likelihood	Score	AGD Status	SG Status	Mitigation Action								Target Closure Date (dd/mm/yyyy)	
Securing agreements and approvals requires additional time and programme delayed	4	5	20			<ul style="list-style-type: none"> Develop Programme with Steering Group. Align SAC and AC resources. Secure early SAC agreements and internal reporting. Stronger proposition if project links SAC/-AGD with AC/ GPA. Tripartite agreements required. Board Approvals. Increased dependencies and partner bespoke risks 								31/10/2024	
Site for the ASTAC Facility not secured within GPA Estate offering airside access/scale/offside access on acceptable terms	5	4	20			<ul style="list-style-type: none"> Secure early dialogue with Glasgow Prestwick Airport. Identify ASTAC spatial Needs. Review options. New option presented to GPA/AC on 20.12.23. Slide Presentation of conceptual Plan for ASTAC Campus 								31/10/2024	
GPA lease costs not affordable within AC business case.	5	4	20			<ul style="list-style-type: none"> Review with AC/Development of OBC and confirmation of costs/affordability 								31/10/2024	
Terms of lease do not satisfy the requirements of SAC/AC	4	4	16			<ul style="list-style-type: none"> Consult/Develop terms of lease to ensure conditions and terms are clearly understood. GPA HoT's received 09.11.2023. Revised proposals to GPA 20.12.23. Concern at commercial interest GPA. Potential that GPA seek terms unacceptable to SAC/ AC. 								31/10/2024	
Business Case and use of AGD Funding not supported by AGD based on capital/revenue arrangements	5	3	15			<ul style="list-style-type: none"> Meetings AGD / PMO and internal briefings. Discussion SAC Estates. ELT Briefings. 								31/10/2024	
A Viable and Sustainable Operational Funding (OPEX) model not achieved	3	4	12			<ul style="list-style-type: none"> Review existing models (UK- HIE/Perth College) Consultation Scottish Funding Council on academic funding support (OPEX) Consultation and developing model with Ayrshire College 								31/10/2024	
ASTAC capital costs (CAPEX) exceed ASTAC approved budgets and other funding not available	4	3	12			<ul style="list-style-type: none"> Complete early assessment of CAPEX Costs and Prestwick build costs. Ensure adequate OB Provision. Make allowances for fees/legal's inflation. Seek access for initial inspection. Seek Drwgs GPA and Building Condition Reports. Advised additional funding from Digital Project. 								31/10/2024	
Economic and social benefits and a positive BCR not delivered	4	3	12			<ul style="list-style-type: none"> OBC to include full EIA to Green Book/PMO template. Develop the Monitoring and Evaluation Framework. Complete in the OBC the Benefits Realisation Plan 								31/10/2024	

Risk	Impact	Likelihood	Score	AGD Status	SG Status	Mitigation Action	Target Closure Date (dd/mm/yyyy)
Failure of Mangata to resource additional funding	5	5	25			Closing Series B continues to prove challenging for Mangata, with timing now forecast for 31st March 2024 (previously end-December 23). A letter of intent had been signed with a lead investor but this investor has now pulled out. Mangata are funding the business through Convertible Loan Notes until Series B close. This requires them to continue to raise cash as current funding forecast lasted until October 23 and included the R&D Grant payment noted above.	30/12/2024
There is a risk if Mangata project does not go ahead then the projects B-J within the FBC cannot proceed.	5	5	25			This is due to the financing model for the programme, where income from Project A is being used to reinvest to develop projects B-J	30/03/2024
Increase in costs	4	5	20			SE have confirmed that this eventuality was contracted for in their Deal documents, and any difference remains the liability of Mangata. SE continue to work with Mangata, Morgan Sindall, G&T and their sub-contractors on both the potential to reduce costs, and to mitigate risk by ensuring appropriate financial guarantees are in place. Latest reporting from SE indicates project costs are now at £120 million which is approx £53 million over budget.	30/12/2024
SAC are unable to recoup any costs expended if project does not proceed	4	4	16			SAC seeking clarification from SE/PMO and SG on SAC's ability to recoup costs should project not proceed. SE PMO have confirmed that any expenditure incurred after FBC will be able to be reclaimed if the project does not proceed. Also been confirmed that any expenditure before FBC cannot be claimed. This is approx £300,000	30/03/2024
Failure of Cabinet/AEPB/AEIC to approve changes to costs, programme	5	2	10			Report drafted for submission to cabinet 14th Feb 2024 to highlight the changes within the project for members to note. A further report will be taken to cabinet May 2024 once the outcome of series B funding exercise is known.	30/05/2024
Failure to procure and install the specialised manufacturing equipment on time.	3	3	9			Equipment orders are dependent on the successful conclusion of MGTA funding. Once this has been established, the overall programme to procure and install can be secured and aligned to the build programme. SE/G+T working with Mangata to mitigate. On current plan, only 2 items (the seismic block and the EMC chamber) are now to be installed by Mangata's sub-contractors during the Morgan Sindall contract. All other Mangata equipment would be installed by Mangata after the Morgan Sindall practical completion / Mangata lease commencement. Mangata have confirmed they will provide an updated equipment procurement plan (required by SE prior to entering Build Contract)	31/12/2024

Prestwick Roads										June 2024	
Overall Risk Status			Amber			AGD Theme				Aerospace & Space	
Delivery Status			Amber			RES Theme:				Stronger places and communities	
Budget Status			Amber			Lead Local Authority				South Ayrshire Council	
Project Summary Position			Define OBC			Senior Responsible Officer Project Lead				Louise Reid Kevin Braidwood	
<p>A Scottish Transport Analysis Guide (STAG) has been completed and this STAG has identified a number of roads mitigation measures required to build capacity into both the Trunk Road and Local Road network to facilitate growth in and around Glasgow Prestwick Airport, this phase is essential for obtaining approvals necessary for the project's progression. The project initially faced challenges that have required a reassessment of its original proposals, the challenges stem from a combination of insufficient budget and the absence of necessary evidence to support the implementation of one or more project phases. Ongoing changes to the development schedule for commercial build have also resulted in changes to the proposals, challenges further faced include - Reliance on LDP2 being approved (transport modelling) & Requirements to undertake a full transport assessment of the proposal to provide a justifiable case for delivery. These challenges create the difficult situation where the project is unable to adhere to the initial scope, prompting a need for a revised approach. The project is connected to other initiatives within the broader Space and Aerospace programme such as the Spaceport and Commercial Build (currently being delivered outside AGD), each with their own challenges in planning and execution. Coordination and alignment with these interconnected efforts add a layer of complexity to the project's overall landscape, emphasising the need for strategic collaboration and cohesive planning across the programme. As the project develops, its success is influenced by the broader objectives and developments and the team is working hard to ensure the connectedness.</p>											
Project: Next Steps											
Project Targets below reflect the previous proposals which will no longer be progressed as approved by South Ayrshire Council in August 2023, a STAG has been completed which identifies mitigation measures which will build capacity into both the Trunk Road and Local Road networks. These improvements have not yet been approved by SAC, PMO or Scottish Government											
Project Targets											
Business Cases	Target date	Status	Business Cases	Target date	Status	Business Cases	Target date	Status	Business Cases	Target date	Status
OBC Cabinet	TBC	Green	OBC AEIC	31/10/2024	Green	FBC phase 1 AEPB	TBC	Green	FBC phase 2 Gov	TBC	Green
OBC PMO	TBC	Green	FBC phase 1 Cabinet	TBC	Green	FBC phase 1 AEIC	30/06/2025	Green	FBC phase 2 AEPB	TBC	Green
OBC Gov	TBC	Green	FBC phase 1 PMO	TBC	Green	FBC phase 2 Cabinet	TBC	Green	FBC phase 2 AEIC	30/06/2025	Green
OBC AEPB	TBC	Green	FBC phase 1 Gov	TBC	Green	FBC phase 2 PMO	30/11/2025	Green	FBC phase 3 AEIC	30/11/2025	Green
Milestones											
Milestone	Due date	Milestone status	Milestone	Due date	Milestone status						
Roads Enabling STAG Appraisal	31/05/2024	Complete	Procurement of contractor and commencement of works – Public Transport Improvements	30/06/2026	Green						
Roads Enabling OBC - TS & Council Approval	31/10/2024	Amber	Completion of works – Public Transport Improvements	31/03/2027	Green						
Roads Enabling FBC - TS & Council Approval	31/03/2025	Amber	Procurement of contractor and commencement of works – Active Travel	31/03/2027	Green						
Detailed design, land assembly, site preparation, contract documentation - Active Travel	31/03/2026	Green	Completion of works – Active Travel	31/03/2028	Green						
Detailed design, land assembly, site preparation, contract documentation - Public Transport Improvements	31/03/2025	Green	Completion of works – Public Transport Improvements	31/03/2029	Green						
Detailed design, land assembly, site preparation, contract documentation - Roads Improvements	31/03/2026	Green	Final financial drawdown	31/10/2029	Green						
Procurement of contractor and commencement of works – Active Travel	30/06/2025	Green									
Benefits Realisation Plan											

OUTPUTS			Target	Target Date	Actual (to date)	Community Benefits						Target	Target Date	Actual (to date)	
AGD/O/7 - New or upgraded roads/junctions (km)			3	31/03/2027		TBC									
AGD/O/7 - New or upgraded roundabout			5	31/03/2027											
AGD/O/7 - New or upgraded footpath/cycleway (km)			16	31/03/2027											
AGD/O/11 - Public Transport %age increase of commuters			10	31/03/2027											
FINANCIAL SPEND PROFILE 2024/25															
Source	Total Allocation £'000	Total for Previous Years	Apr-24 Actual	May-24 Actual	Jun-24 Projected	Jul-24 Projected	Aug-24 Projected	Sep-24 Projected	Oct-24 Projected	Nov-24 Projected	Dec-24 Projected	Jan-25 Projected	Feb-25 Projected	Mar-25 Projected	Total 24/25 £'000
UK Government	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scottish Government	12,000	0	0	0	196	196	196	196	196	196	197	197	197	197	1,964
South Ayrshire Council	5,000	49680	(100)	100	10	10	10	10	10	10	10	10	10	10	103
Total	17,000	49,680	(100)	100	206	206	206	206	206	206	207	207	207	207	2,067
Risk			Impact	Likelihood	Score	AGD Status	SG Status	Mitigation Action						Target Closure Date (dd/mm/yyyy)	
Delays in release of enabling infrastructure funding from Scottish Government via Transport Scotland			4	4	16	Red	Red	Meeting held with TS to discuss format of submission given the current development schedule and likely mitigation required on existing network as opposed to requirements for new build infrastructure						STAG May 2024 OBC late 2024 FBC July 2025	
Roads enabling Intervention - fails to meet demands from current occupiers in relation to future productivity. Fails to support the development of available land.			4	4	16	Red	Red	STAG process being followed to ensure a suitable solution if established • Final roads enabling solution(s) will be designed in detail by competent designer • On-going discussions with the current operators at Prestwick in respect of future plans						30/09/2024	
Interdependencies with Spaceport project Risk that the construction of new access to serve spaceport does not meet agreements with funders and Heads of Terms requirements			4	2	8	Yellow	Green	Spaceport development has reduced and is now being led by SE - liaison ongoing and requirement still existing to ensure interdependency impacts						30/09/2024	
Requirement for the traffic data within the AGD STAG and LDP2 to align and provide the same mitigation solution to Transport Scotland to gain approval on both			4	2	8	Yellow	Green	Continued liaison between the ARA AGD and ARA LDP team • Agreement on traffic levels and any updates needed to ensure synergy and alignment						31/03/2023	
Planning Approval - Delays in planning due to capacity constraints, Objections to proposed route, Planning programme and interrelation between overall Spaceport development and enabling roads infrastructure			3	2	6	Yellow	Green	Programme recognised by Planning Department as a major project and given priority • Prestwick Campus Masterplan incorporated in development of LDP2 via main issues report and subsequent consultation with residents and other parties • On-going community consultation						31/12/2024	
Delays to procurement processes • Challenges to the process • Availability of contractors			2	2	4	Yellow	Green	Ayrshire Roads Alliance will adhere to the procurement policies set out within the AGD and East Ayrshire Council • Timescales have been set to ensure that there is a sufficient pool of suppliers to undertake the activities and are interested in providing a competitive tender						31/12/2025	

Building Digital Capital										June 2024																																																									
Overall Risk Status			Red			AGD Theme			Digital																																																										
Delivery Status			Red			RES Theme:			Support for Enterprise Stronger places and communities Innovation																																																										
Budget Status			Red			Lead Local Authority			N/A																																																										
Project Summary Position			Determine Beneficiaries			Senior Responsible Officer Project Lead			N/A																																																										
<p>In response to subsea cable project not being feasible, a project has been devised to similarly meet the needs of the increasing demand for digital infrastructure development, underpinned by a comprehensive review of options detailed in the technical papers. After careful consideration, which included rigorous engagement with key stakeholders and the consideration of a total of seven re-scope options, it was agreed by the Ayrshire Economic Joint Committee to consolidate two digital projects and merge their funding, leading to the proposal of a 'Building Digital Capital' project. This project is designed to leverage selected AGD sites to effectively deliver digital infrastructure that aligns with the overarching objectives of the Deal.</p>																																																																			
<p>Project: Next Steps</p> <p>PMO are developing proposals for re-apportioning combined funds to recipient in train projects. Agreed by AEIC work is underway for re-profiling of funds from FY24/25 onwards.</p>																																																																			
<p>Targets</p> <table border="1"> <thead> <tr> <th>Business Cases</th> <th>Target date</th> <th>Status</th> <th>Business Cases</th> <th>Target date</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>OBC</td> <td>N/A</td> <td>N/A</td> <td>FBC</td> <td>N/A</td> <td>N/A</td> </tr> </tbody> </table>												Business Cases	Target date	Status	Business Cases	Target date	Status	OBC	N/A	N/A	FBC	N/A	N/A																																												
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Risk		Impact	Likelihood	Score	AGD Status	SG Status	Mitigation Action					Target Closure Date (dd/mm/yyyy)																																																							
Risks will be identified by recipient project lead officers for each					0	0																																																													

Appendix 2

The Ayrshire Growth Deal Steering Group (AGD Steering Group) approves the strategic direction of the Ayrshire Growth Deal Aerospace and Space portfolio of projects and at Officer level is overall accountable for the financial and risk management of the projects.

Significant decisions impacting on the wider regional Ayrshire Growth Deal programme are subject to regional governance arrangements.

The AGD Steering Group is responsible for the following areas:

- Establishing portfolio tolerances in relation to time, quality, cost, risk and benefits
- Approving escalation arrangements from AGD Project Boards to AGD Delivery Group to AGD Steering Group (and then to the Council's Leadership Group)
- Establishing a change management process and managing any change requests for projects escalated from the AGD Delivery Group
- Establishing a risk management strategy and managing risks and issues escalated from the AGD Delivery Group
- Ensuring projects have a benefits-led approach and that benefits are fully realised

The AGD Steering Group will escalate any decisions required that are out with the Steering Group's Delegated Authority to the Council's Leadership Group.

The AGD Steering Group will inform the AGD PMO on:

- Tolerance levels for projects in relation to time, quality, cost, risk and benefits
- The portfolio's change management approach
- Any changes to the portfolio or projects
- Risks that score out with accepted levels, even with mitigation in place
- Approaches to benefits management and benefits realisation
- Issues that cannot be resolved through the portfolio
- Periodic portfolio-level reviews and regular portfolio reporting

The AGD Steering Group will provide quarterly updates to the Council's Cabinet and Service, Partnerships and Performance Panel on progress as well as escalating for decision making any issues or change requests that are out with levels of delegated authority.

Membership of the AGD Steering Group

<p>Officers</p>	<ul style="list-style-type: none"> • Chair: Chief Executive of the Council • Vice Chair: Director of Communities and Transformation • Director of Housing, Operations and Development • Assistant Director – Communities (AGD SRO) • Assistant Director – Planning, Development and Regulation • Chief Financial Officer • Chief Governance Officer <p>Attendees as required:</p> <ul style="list-style-type: none"> • AGD Project Leads • AGD Finance Lead • AGD project officers • Service Leads
<p>Responsibilities</p>	<ul style="list-style-type: none"> • Responsible at Chief Officer level for escalated decision making across the portfolio of AGD projects. • Provide assurance that the AGD portfolio and project objectives are delivered. • Operate within agreed schemes of delegation and manage requests/ issue resolution from the AGD Delivery Group and projects • Ensure leadership is underpinned by the values of the South Ayrshire Way • Ensure the portfolio is operating within tolerances and the agreed change management approach with escalation managed appropriately. • Ensure alignment of AGD and Council priorities • Provide assurance that the AGD portfolio is appropriately linked with other strategic initiatives in respect of South Ayrshire and at a regional and national level • Lead the development and communication of the overall vision for the AGD across the organisation, acting as a figure head body • Responsible for achieving the benefits realisation of the AGD portfolio (Financial, Outcome and Performance)

Ayrshire Growth Deal Steering Group - Terms of Reference

	<ul style="list-style-type: none">• Provide clear sponsorship, leadership and direction throughout the portfolio and project lifecycle• Secure investment/ resources for the AGD to meet its objectives through the creation of an overall portfolio budget.• Escalation and reporting to the Councils Cabinet/ Council as appropriate
Operating arrangements	<ul style="list-style-type: none">• Meets quarterly or as required• Minuted meeting• Papers to be sent out 3 working days in advance• Forward plan in place to inform future agendas• Decision making will be by consensus

Specific roles within the Ayrshire Growth Deal Steering Group

Chair of the AGD Steering Group

- Articulates, sustains and exemplifies the purpose of the AGD with senior stakeholders
- Ensures that the requirements of members and key responsibilities of the AGD Steering Group are fulfilled.
- Acts as the link person between the AGD Steering Group and the Councils leadership

Senior Responsible Officer for the AGD

- Provides quarterly updates from the AGD Delivery Group
- Escalates change requests and issues for decision making from the AGD Delivery Group
- Day to day responsibilities for managing the AGD programme

Updated 8th May 2024

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	Ayrshire Growth Deal update
Lead Officer (Name/Position/Email)	Louise Reid – Assistant Director - Transformation

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
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)	NO
Rationale for decision: The proposal does not have significant positive or negative impact with regards to equality therefore an EQIA is not required	
Signed : Louise Reid – Assistant Director - Transformation	
Date: 17 July 2024	

South Ayrshire Council

**Report by Chief Financial Officer
to Cabinet
of 27 August 2024**

**Subject: Budget Management – Revenue Budgetary Control
2024/25 – Position at 30 June 2024**

1. Purpose

1.1 The purpose of this report is to present Members with a financial overview of the General Services revenue account, Housing Revenue Account and Common Good Accounts for 2024/25 as at 30 June 2024.

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 notes the revised Directorate budgets following the budget movements outlined in 3.3 below;

2.1.2 approves the budget transfers as outlined in the Directorate financial performance reports at Appendix 1 and summarised in 4.1.6 below;

2.1.3 approves the requested earmarking of resources to be carried forward to 2025/26 as summarised in 4.1.7;

2.1.4 notes the projected in year over-spend of £2.319m after earmarking; and

2.1.5 requires Directors/ Assistant Directors and Heads of Service to take steps to ensure that Directorate/ Services are not overspent against budget by 31 March 2025 as per section 5.3 of the Financial Regulations.

3. Background

3.1 The budget management report contains overview information including the impact of Covid-19 for the following:

3.1.1 General Services Revenue - Appendix 1a to f (*pages 1 to 17*);

3.1.2 Housing Revenue Account - Appendix 1g (*page 18*); and

3.1.3 Common Good Funds - Appendix 1h (*page 20*).

- 3.2 Members approved the Council's revenue budget for 2024/25 on 29 February 2024, with total planned expenditure of £353.221m. The approved 2024/25 budget included Aggregate External Finance (AEF) due from Scottish Government of £281.842m net Council tax income of £67.379m and £4.000m use of reserves resulting in total planned income of £353.221m.
- 3.3 Directorate planned spending has been adjusted to incorporate several adjustments which required to be actioned following budget approval in March 2024:
- 3.3.1 allocation of a £5.339m payroll management target held within the Miscellaneous Services Account approved as part of the 2024/25 budget in March 2024;
 - 3.3.2 the impact of the Council restructure approved by Council on 6 March 2024;
 - 3.3.3 earmarking of £2.626m (brought forward from 2023/24 approved by Cabinet on 18 June 2024);
 - 3.3.4 additional notifications of funding from the Scottish Government (not included in the March 2024 budget) for:
 - (i) £0.019m for Discretionary Housing Payments;
 - (ii) £0.339m for the impact of the increased 2024/25 Children's Social Care pay uplift on commissioned services;
 - (iii) £0.940m for Criminal Justice Social Work Specific grant top up;
 - (iv) £0.068m for No One Left Behind - approach to employability; and
 - (v) £0.448m for the reimbursement of council reserves utilised in 2023/24 to meet the increased cost of the final agreed 2023/24 pay offer.
 - 3.3.5 Specific grant income of £5.300m has been re-allocated to offset directorate expenditure (inclusive of the additional £0.940m for Criminal Justice Specific grant top up); and
 - 3.3.6 other budget transfers between Directorates actioned in line with Financial Regulations rules on budget transfers.
- 3.4 Table 1 below summarises the revised 2024/25 General Services budget at 30 June 2024 inclusive of the budget adjustments outlined in 3.3 above.

Table 1 – Budget movement

<i>Directorate/ Account</i>	<i>Original Budget</i>	<i>Budget adjustment (per 3.3)</i>	<i>Revised</i>
	£m	£m	£m
CEX	21.755	(4.572)	17.183
Education	145.305	(2.008)	143.217
Housing, Operations and Development	46.228	(0.779)	45.499
Communities and Transformation	18.695	3.345	22.040
HSC	100.454	(1.408)	99.046
Misc Services Account	20.734	5.510	26.244
Total Expenditure	353.221	0.008	353.299
General Revenue Grant	(231.407)	(0.904)	(232.311)
NDRI	(46.075)	-	(46.074)
Specific Grant	(4.360)	4.360	-
Council Tax	(67.379)	(0.209)	(67.558)
Use of reserves b/fwd	(4.000)	(3.255)	(7.255)
Total Income	(353.221)	(0.008)	(353.229)
Net Expenditure	-	-	-

- 3.5 In relation to the Health and Social Care Partnership (HSCP). Table 1 above shows the adjusted 2024/25 budget delegated from the Council to be overseen by the Integration Joint Board (IJB). In addition to this £99.046m a further £8.300m has been allocated via the NHS to the South Ayrshire HSCP from the Scottish Government for Council specific services and is included within Resource Transfer income in Appendix 1b. Appendix 1b provides an overview statement of the current financial budget and projected out-turn position for the Council element for 2024/25.
- 3.6 As outlined in the draft Annual Accounts 2023/24, the unaudited General Services surplus at 31 March 2024 was £28.591m and of this, £24.147m was set aside or earmarked for specific purposes, leaving an uncommitted balance of £4.444m. Excluding HSCP, which now holds its own reserves. This equates to 1.76% of future planned expenditure.
- 3.7 Members approved the Housing Revenue Account budget for 2024/25 on 17 January 2024, with total planned expenditure of £33.635m being met from rents and other income. Since the approval of the 2024/25 budget various budget transfers have been actioned in accordance with Financial Regulations resulting a revised total planned spend of £33.761m. The unaudited Housing Revenue Account surplus at 31 March 2024 was £2.520m.
- 3.8 Members approved the Common Good revenue and capital budgets for 2024/25 on 29 February 2024. The combined unaudited Common Good revenue surplus as at 31 March 2024 for all Common Good Funds was £0.553m.

3.9 At this stage it is assumed that payroll budgets will be on-line at the year end with any increased cost resulting from any improved pay offer being met by additional funding provided by the Scottish Government.

4. Proposals

4.1 **Overview of Directorate/ Accounts' position as at 30 June 2024**

4.1.1 Appendix 1a to e to this report provides financial performance information in the form of a report for each Directorate/ account for the period to 30 June 2024. The Council's overall General Services revenue position at Period 4, excluding HSCP, is projected to be an in year over-spend of £2.228m prior to earmarking (£2.319m over-spend after earmarking).

4.1.2 Table 2 below provides a summarised position on a Directorate/ account basis and provides the overall projected position before and after requested earmarking.

Table 2 – Projected under/(over) spend

<i>Directorate/ Account</i>	<i>Projected under/ (over) spend £m (i)</i>	<i>Earmarking approved/ requested £m</i>	<i>Revised under/ (over) spend £m (iv)</i>
Chief Executive	-	-	-
Education	(0.100)	-	(0.100)
Housing, Operations and /Development	(1.899)	-	(1.899)
Communities and Transformation	0.482	(0.091)	0.391
Miscellaneous Services Account	(0.711)	-	(0.711)
Total Net expenditure	(2.228)	-	(2.319)
Council Tax income (see 4.1.4 below)	-	-	-
Net in year projected surplus	(2.228)	(0.091)	(2.319)

4.1.3 Table 2, above, indicates an overall over-spend for the year (excluding HSCP) of £2.228m prior to requested earmarking of £0.091m. All Directors, Assistant Directors and Heads of Service have been contacted to confirm their duty in terms of Section 5.3 of the Councils Financial Regulations which states, per the extract below:

'It is the responsibility of the Chief Executive, Directors, Heads of Service and Assistant Directors concerned to ensure that items of expenditure in the revenue estimates of his/ her 4/ services are not overspent, and that the income and expenditure of his/ her Directorate/ services conform to the requirements of these regulations.'

It is expected that Service managers will now limit spend wherever possible in order to bring the projections back on-line with budget. Service proposals to address the overspend position in each directorate will be brought forward as part of the next Budget Management report due to be considered at Cabinet in November 2024.

- 4.1.4 **Council Tax Income** – A review of the current collection rates indicates they are on target to meet income expectations at this stage.
- 4.1.5 **Health and Social Care Partnership** – details of the projected out-turn information can be found within the Financial Monitoring report that will be presented to the Integration Joint Board (IJB) meeting in September. Appendix 1b indicates a projected in year overspend of £0.937m for 2024/25.
- 4.1.6 **Budget Transfers** - Members are asked to consider and approve the budget transfer requests for each Directorate as outlined in Appendix 1a to 1f summarised in total in table 3 below (by Directorate).

Table 3 – Budget Transfers

<i>Directorate/ Account</i>	<i>Dr £m</i>	<i>Cr £m</i>	<i>Appendix ref:</i>
Education	0.311	-	1d –page11
HOD	4.639	4.639	1d –page11
Communities & Transformation	0.154	0.465	1e –page14
Total	5.104	5.104	

- 4.1.7 **Earmarking** – Members are asked to consider and approve the new earmarking request to be carried forward to 2025/26 for each Directorate as outlined in Appendix 1a to 1e summarised in total in the table below (by Directorate).

Table 4 – New Period 4 Earmarking

<i>Directorate/ Account</i>	<i>£m</i>	<i>Appendix ref:</i>
Communities and Transformation	0.091	1e – page 14
Total	0.091	

4.2 **General Services – Summary of Current Financial Revenue Position**

- 4.2.1 The unaudited 2023/24 Annual Accounts showed an accumulated surplus at 31 March 2024 of £258.591m and of this, £24.147m was set aside or earmarked for specific purposes leaving an uncommitted balance of £4.444m for General Services. Appendix 2 provides detail of the amounts set aside from the accumulated sum together with the impact of the current year directorate net year-end over-spend projections of £2.319m (after earmarking) outlined in Table 2 at 4.1.2 above
- 4.2.2 Table 5 below indicates that a year-end £2.125m uncommitted general services surplus is currently projected at 31 March 2025. This equates to 0.84 per cent of estimated planned spend (excluding HSCP). This is

below the lower end of the 2 to 4 per cent required by Council policy for uncommitted general reserves.

Table 5 – General Services accumulated surplus

	£m
Unaudited opening surplus	28.591
Commitments (per Appendix 2)	(24.147)
Uncommitted surplus brought forward	4.444
Directorate 2024/25 projections (per table 2 above)	(2.319)
Projected accumulated surplus	2.125

4.2.3 In addition to Service managers now limiting spend wherever possible, as per the required action outlined in 4.1.3, a review of the Councils committed reserves has been undertaken to identify what committed reserves could be released to increase the level of uncommitted reserves. The outcome of this review is reported elsewhere on this Cabinets agenda and if approved will go some way to addressing the fall in uncommitted reserves.

4.3 ***Housing Revenue Account Balance***

4.3.1 **Summary of Current Financial Position** – as outlined in Appendix 1e the current projected ‘in year’ underspend as at 31 March 2025 is £2.599m. When the in-year overspend is added to the current uncommitted surplus, identified in Table 4 of Appendix 1g, this results in an overall revised projected uncommitted surplus of £2.906m for the HRA.

4.4 ***Common Good Funds***

4.4.1 **Summary of Current Financial Position** – the current projected accumulated revenue surplus for each individual fund is outlined in Appendix 1h. Overall, at 31 March 2025, a combined projected accumulated revenue surplus of £0.451m is anticipated together with a projected combined capital reserve of £0.298m.

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 An accumulated uncommitted surplus of £2.125m is currently projected for General Services, excluding HSCP.

6.2 A £2.906m accumulated uncommitted surplus is projected for the Housing Revenue Account and a combined £0.451m accumulated surplus is currently projected for the Common Good Funds.

7. Human Resources Implications

- 7.1 There are no specific human resource implications arising directly from this report. Any indirect implications are being managed on an operational basis by the Service Directorates.

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 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 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 Priority1 of the Council Plan: Efficient and effective enabling services.

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 Ian Davis, Portfolio Holder for Finance, Human Resources and ICT, 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 Financial 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
Action the budget transfers in the financial ledger as outlined in the Directorate financial performance reports at Appendix 1 and summarised in 4.1.6	14 October 2024	Chief Financial Officer

Background Papers **Report to South Ayrshire Council (Special) of 17 January 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 \(2024/25 – 2028/29\)](#)**

Report to South Ayrshire Council of 29 February 2024 - [Revenue Estimates 2024/25, Capital Estimates 2024/25 to 2035/36 and Carbon Budget 2024/25](#)

[Scottish Government Finance Circular 2/2024](#)

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Budget Management Report to 30 June 2024 (Period 3)

Appendix 1

Ref.	Directorate/ Account	Pages
1a	Chief Executive's Strategic Office	1 to 3
1b	Health & Social Care	4
1c	Education	5 to 7
1d	Housing, Operations and Development	8 to 12
1e	Communities and Transformation	13 to 15
1f	Miscellaneous Services Account	16 to 17
1g	Housing Revenue Account	18 to 19
1h	Common Good Funds	20 to 21

This appendix outlines the **key financial issues** for each directorate or account (Tables 1 to 3), together with **other financial information** (Tables 4 to 8).

Chief Executive's Office

Table 1 - Objective Analysis

Actual Expenditure to 30 June £'000	Service	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March £'000	Projected FY Variance Favourable /(Adverse) £'000
118	Chief Executive & Support	415	415	0
	Finance and Procurement Services:			
26	Head of Finance & ICT Services	(93)	(93)	0
410	Corporate Finance and Accounting	2,208	2,208	0
2,058	Revenues and Benefits	5,633	5,633	0
142	Strategic Procurement	746	746	0
2,638	Total Finance and Procurement Services	8,494	8,494	0
	Regulatory Services:			
26	Head of Regulatory Services	(6)	(6)	0
33	Civil Contingencies & Business Continuity	59	59	0
130	Democratic Governance Services	2,424	2,424	0
98	Insurance, Risk & Safety Management	597	597	0
205	Legal & Licensing Services	900	900	0
404	Trading Standards & Environmental Health	1,743	1,743	0
895	Total Regulatory Services	5,717	5,717	0
454	Human Resources	2,231	2,231	0
65	Performance Appraisal & Audit	326	326	0
4,170	Total Chief Executive's Office	17,183	17,183	0

Table 2 - Subjective Analysis

Actual Expenditure to 30 June £'000	Account	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March £'000	Projected FY Variance Favourable /(Adverse) £'000
2,893	Employee costs	14,924	14,884	40
20	Property costs	179	179	0
406	Supplies and services costs	580	620	(40)
17	Transport costs	89	89	0
150	Administrative costs	440	440	0
83	Third party payments	1,224	1,224	0
7,001	Transfer payments	25,906	25,906	0
11	Financing costs	12	12	0
10,581	Gross expenditure	43,353	43,353	0
(6,412)	Gross income	(26,170)	(26,170)	0
4,170	Net expenditure	17,183	17,183	0

Table 3 - Analysis of Significant Variances

Projected FY Variance favourable /(adverse) £'000	Chief Executive & Support
0	Chief Executive & Support: A full-year projected overspend of £0.040m for legal fees is expected to be fully offset by an over-achievement of the Directorate's payroll turnover target.
0	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Finance, ICT and Procurement Services
0	Corporate Finance: No material full-year variances identified at present.
0	Revenue & Benefits: No material full-year variances identified at present.
0	Strategic Procurement: No material full-year variances identified at present.
0	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Regulatory Services
0	Civil Contingencies: No material full-year variances identified at present.
0	Democratic Governance Services: Based on prior year trend analysis and current year-to-date income received, the budgeted income target for Registration marriage fees is unlikely to be met. This position will be continue to be monitored over the coming weeks and if required, compensatory underspends or income over-recoveries will be identified.
0	Risk & Safety Management: No material full-year variances identified at present.
0	Legal Services: No material full-year variances identified at present.
0	Trading Standards & Environmental Health Services: No material full-year variances identified at present.
0	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Human Resources
0	Human Resources: No material full-year variances identified at present.
0	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Performance Appraisal & Audit
0	Performance Appraisal & Audit: No material projected variances identified at present.
0	Total projected variance

Table 4 - Budget Transfer Requests

Budget Transfer Requests:		DR £'000	CR £'000
N/A			
Total		0	0

Table 5 - Earmarking Requests

Earmarking requests:	Objective/ Subjective	Amount £'000
<u>New requests:</u>		
N/A		
Total		0

Table 6 - Efficiency Savings

	Target	Anticipated
Council Tax premium on second homes	209	0
Revised NDR empty property relief scheme	950	0
Expand employee benefits framework scheme	80	0
Remove Registration & Archives security/ grounds budgets	2	0
Reduce Internal Audit hire car costs	1	0
Reduce various Legal & Licensing supplies/ admin budgets	2	0
Additional Scottish Government DHP admin grant income	53	0
Total	1,297	0
Comments:		

Table 7 - Payroll Management

Payroll Management:	Target £'000	Achieved at period 3 £'000
Payroll Management - Corporate Target	(406)	(84)
Total	(406)	(84)
Comments:		
<p>The payroll management target is currently projected to be over-achieved by £0.040m at the end of the financial year. This is despite a small shortfall in the employers superannuation contributions budget, which was calculated based on the advised full year rate of 6.5%. In practice, the contribution rate did not reduce from 19.3% until the start of May. The maximum shortfall in budget would be £0.067m if all services were fully staffed, however the true shortfall is likely to be approximately £0.050m, which is projected to be covered by a compensating over-recovery in payroll turnover. The Council will benefit from this two week lag in the change of rate when it increases to 17% at the start of financial year 2026/27.</p>		

Table 8 - Grant Income

New Grants Received:		
Amount £'000		
0		
Comments:		
No new grant income identified at present.		

Social Care

Table 1 - Objective Analysis

Actual Expenditure to 30 June £'000	Service	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
	Community Care Services :			
15,244	Older People	56,091	58,314	(2,222)
975	Physical Disabilities	4,338	3,936	401
16,219	Total Community Care Services	60,429	62,250	(1,821)
4,407	Children's Services	22,660	21,820	840
67	Justice Services	(4)	(4)	0
4,474	Total Children and Justice Services	22,656	21,816	840
4,541	Learning Disabilities	26,538	26,581	(43)
1,022	Mental Health	4,408	4,805	(397)
156	Addiction	1,858	1,859	(1)
5,719	Total Mental Health Services	32,803	33,244	(440)
1,096	Directorate Services	7,366	6,883	484
0	Other Services	3	3	0
0	Vacancy management	(1,081)	(1,081)	0
1,097	Total Support Services	6,289	5,805	484
148	Integrated Care Fund/Delayed Discharges	469	469	0
(3,773)	Interagency payments with Health	(19,082)	(19,082)	0
23,883	HSCP Sub-total	103,565	104,502	(937)
179	Aids and Adaptations etc	809	809	0
24,062	Final HSCP total	104,374	105,311	(937)
Earmarking requests				0

Health & Social Care Partnership - the above table provides an overview statement of the financial budget and projected out-turn position for the Council element of the Integration Joint Board (IJB) for 2024/25 as at 30 June (Period 3).

The table above includes £4.490m transferred from reserves, leaving a balance of £11.974m, of which £5.139m is committed and yet to be transferred. The balance of £2.598m Improvement and Innovation Fund still to be allocated and £4.237 General Reserves that remains uncommitted. The purpose being to set aside a specific sum from current uncommitted reserves to be used to improve services and ensure future financial stability.

Education Directorate

Table 1 - Objective Analysis

Actual Expenditure to 30 June £'000	Service	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
58	Directorate	(2,962)	(2,962)	0
170	Corporate Policy, Strategy & Performance	3,002	3,002	0
4,398	Education - Early Years	19,453	19,453	0
21,822	Education - Learning and Teaching Schools	85,334	85,334	0
3,557	Education - Learning and Teaching Additional Support	17,227	17,327	(100)
7,407	Education Support Services	21,163	21,163	0
37,412	Total Education Directorate	143,217	143,317	(100)

Table 2 - Subjective Analysis

Actual Expenditure to 30 June £'000	Account	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
26,807	Employee costs	111,725	111,525	200
6,819	Property costs	26,598	26,598	0
612	Supplies and services costs	2,187	2,187	0
1,230	Transport costs	4,787	5,087	(300)
878	Administrative costs	1,070	1,070	0
2,628	Third party payments	8,447	8,447	0
5	Transfer payments	405	405	0
38,979	Gross expenditure	155,219	155,319	(100)
(1,567)	Gross income	(12,002)	(12,002)	0
37,412	Net expenditure	143,217	143,317	(100)

Table 3 - Analysis of Significant Variances

Projected FY Variance favourable /(adverse) £'000	Directorate
0	Payroll Management Target - currently projected to be online, however this will be dependant on September census/teacher numbers, long-term teachers cover and 2024/25 final pay awards. Current projections also take into account two weeks of employers superannuation at 19.3%, rather than the budgeted reduced rate of 6.5%. This is estimated at approximately £0.133m and is due to the the new reduced rate being applied from the first full pay period in each new tax year (May payrun), as the April payrun includes 16th March - 15th April 2024.
0	Total projected variance
Projected FY Variance favourable /(adverse) £'000	Corporate Policy, Strategy & Performance
0	Currently projected to be online.
0	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Education
(100)	<p>Pupil Equity Funding - currently projected to be online. PEF is provided on a financial year basis but used across an academic year by schools (August 2024 - August 2025) and has permissible carry forward. SG reviewed 2023/24 funding in order to utilise £0.900m of the carry forward funding to manage pay pressures in 2023/24 and have committed that there will be an additional payment in 26/27 when the programme ends (in theory). This should ensure that funding continues to be available at currently planned levels going forward with no detriment to schools.</p> <p>Teaching Costs - currently projected to be online. However this will be dependant on maintaining teacher numbers as at September 2023 census data, less mitigating exceptions and the number of probationers allocated from SG (particularly fully funded SG probationers).</p> <p>Pupil Transport - projected overspend of £0.300m, primarily within ASN framework contracts.</p> <p>Whole Family Wellbeing Fund (WFWF) - projected underspend of £0.200m in relation to WFWF to support the development of holistic whole family support services. This is primarily due to a delay in filling posts.</p> <p>PPP - currently projected to be online, depending on the utilities reconciliation for 23/24 still to be received.</p>
0	Total projected variance

Table 4 - Budget Transfer Requests

Budget Transfer Requests:	DR £'000	CR £'000
N/A		
Total	0	0

Table 5 - Earmarking Requests

	Amount
N/A	
Total	0
Comments: Detail included above.	

Table 6 - Efficiency Savings

Efficiency savings:	Target £'000	Anticipated shortfall £'000
Review Early Learning Team	125	0
Review all current Education external contract arrangements	50	0
Introduce Teacher Turnover Target	500	0
Increase income and fees targets by 20% for Short Term Let Licences	2	0
Realign PSL Bulk Leasing Scheme income budget based on current recovery rates	20	0
Reduced Private Sector Housing Grant budget based on low uptake	15	0
Total	712	0
Comments: No anticipated shortfalls.		

Table 7 - Payroll Management

Payroll Management:	Target £'000	Achieved at period 3 £'000	Remaining to be achieved £'000
Payroll Management - Corporate target	3,748	1,035	2,713
Total	3,748	1,035	2,713
Comments: Currently projected to be online, however will be updated throughout the financial year to take into consideration the September school census, SG probationer allocations received from SG, long-term sick cover and the implications of 2024 pay award offers.			

Table 8 - Grant Income

New Grants Received:		
Amount £'000	Grant name/ body	Grant purpose
142	Scottish Government	Mental Health & Wellbeing
9	Scottish Government	Gaelic
587	Scottish Government	HEEPS 23-24
4	Erra Foundation	Clarke Prize
41	Ayrshire Chamber of Commerce	Developing Young Workforce
130	CORRA Foundation	Staff Wellbeing Project
913		
Comments: Additional amounts notified during the financial year, not included in original budget.		

Housing Operations & Development

Table 1 - Objective Analysis

Actual Expenditure to 30 June £'000	Service	Full Year Budget 2024/25 £'000	Projected Actual to 31 March £'000	Projected Variance favourable /(adverse) £'000
	Directorate	8,762	10,021	(1,259)
83	Directorate	564	718	(154)
1,108	Ayrshire Roads Alliance/SPT	8,198	9,303	(1,105)
	Planning & Development	5,912	6,206	(294)
1,310	Asset Management and Community Asset Transfer	5,395	5,535	(140)
1,429	Planning and Building Standards	1,062	1,216	(154)
186	Professional Design Services	(545)	(545)	0
648	Special Property Projects	0	0	0
	Housing & Operations	30,825	31,171	(346)
2,543	Facilities Management	11,310	11,602	(292)
649	Housing Services	1,009	865	144
5,286	Neighbourhood Services	18,467	18,665	(198)
2,354	Property Maintenance	39	39	0
15,596	Total Housing Operations & Development	45,499	47,398	(1,899)

Table 2 - Subjective Analysis

Actual Expenditure to 30 June £'000	Account	Full Year Budget 2024/25 £'000	Projected Actual to 31 March £'000	Projected Variance favourable /(adverse) £'000
7,460	Employee costs	36,082	35,561	521
1,667	Property costs	5,981	6,491	(510)
6,210	Supplies and services costs	11,354	15,194	(3,840)
2,052	Transport costs	5,201	5,951	(750)
119	Administrative costs	393	433	(40)
3,592	Third party payments	16,488	17,726	(1,238)
0	Transfer payments	0	0	0
0	Financing costs	90	0	90
21,100	Gross expenditure	75,589	81,356	(5,767)
(5,504)	Gross income	(30,090)	(33,958)	3,868
15,596	Net expenditure	45,499	47,398	(1,899)

Table 3 - Analysis of Significant Variances

Projected Variance favourable /(adverse) £'000	Directorate
(154)	Directorate - projected overspend of £0.154m as a result of the 2 weeks timing difference of the employers superannuation rate reduction from 19.3% to 6.5% to the Strathclyde Pension Fund.
(154)	Total projected variance
Projected Variance favourable /(adverse) £'000	Ayrshire Roads Alliance/SPT
(1,105)	Ayrshire Roads Alliance/SPT - overspend of £1.105m mainly as a result of increased electricity costs for street lighting and electric vehicles (£0.346m), increased sub-contractors costs (£0.273m) and under-recovery of car parking income (£0.700m) as a result of the extension of 2 hour free parking partially offset by an underspend in employee costs (0.214m) as a result of current vacancies.
(1,105)	Total projected variance

Projected Variance favourable /(adverse) £'000	Asset Management & Community Asset Transfer
(140)	<p>Asset Management - projected overspend of £0.140m ;</p> <p>Employee Costs - projected underspend of £0.050m due to current vacancies.</p> <p>Property costs - projected overspend of £0.114m mainly as a result of the delay in delivering the proposed office rationalisation. Members approved a saving of £0.200m for 2024/25 and if the proposals are approved and delivered in September there will be a shortfall of £0.130m. There is also an overspend of £0.014m on general repair costs. These overspends are offset with an underspend of £0.030m in Health & Social Care occupied buildings repair and maintenance costs.</p> <p>Income - projected under-recovery in rental income of £0.076m based on current income received.</p>
(140)	Total projected variance

Projected Variance favourable /(adverse) £'000	Planning & Building Standards
(154)	<p>Planning & Building Standards - projected overspend of £0.154m ;</p> <p>Employee costs - projected underspend of £0.029m as a result of current vacancies</p> <p>Supplies & Services costs - projected overspend of £0.100m in consultancy costs. This relates to legal and specialist experts costs to act on the Council's behalf at a Planning Public Enquiry regarding three wind farms in a co-joined process received in 2022</p> <p>Income - projected under-recovery of £0.083m due the decrease in the current number of applications compounded by lower value applications. It is anticipated however that this position will improve slightly as the economy recovers later in the year</p>
(154)	

Projected Variance favourable /(adverse) £'000	Professional Design Services
0	No material variance to report
0	Total projected variance

Projected Variance favourable /(adverse) £'000	Special Property Projects
0	No material variance to report.
0	Total projected variance

Projected Variance favourable /(adverse) £'000	Facilities Management
(292)	<p>Facilities Management - projected overspend of £0.292m as a result of;</p> <p>Employee costs - projected overspend of £0.262m as a result of current high levels of absence which due to the nature of the service requires to be covered by additional staffing</p> <p>Transport costs - projected overspend of £0.030m as a result of the increased cost of lease vehicles and fuel</p> <p>Management are currently reviewing overspends with a view to considering how service delivery can be amended to deliver cost reductions in the current year. Further updates will be submitted to Members as part of the BMR at Period 6.</p>
(292)	Total projected variance

Projected Variance favourable /(adverse) £'000	Housing Services
144	<p>Housing Services - projected underspend of £0.144m as a result of;</p> <p>Employee Costs - projected underspend of £0.080m due to current vacancies.</p> <p>Property Costs - projected overspend of £0.302m. This relates to increased responsive repairs costs (£0.270m), cleaning and domestic supplies (£0.022m) and unlets (£0.010m), all as a result of the increased demand for temporary homeless accommodation.</p> <p>Supplies & Services Costs - projected overspend of £0.350m. This relates to increased furniture costs (£0.210m) and removal and storage costs (£0.140m) as a result of the increased demand for temporary homeless accommodation.</p> <p>Administrative Costs - projected overspend of £0.040m which relates to the expected level of bad debts as a result of the increased demand for temporary homeless accommodation.</p> <p>Third Party Payments - projected overspend of £0.006m, which relates to increased charges from other council services.</p> <p>Income - projected over recovery of £0.762m. This relates to an increased number of temporary accommodation units being utilised from the HRA stock which has been necessary to meet increased demand for homeless accommodation.</p> <p>Members are requested to approve a Budget Transfer Request (see Table 4 below) to transfer the income over-recovery to property costs, supplies & services costs, administrative costs and third party payments to meet the related costs for the provision of temporary homeless accommodation</p>
144	Total projected variance

Projected Variance favourable /(adverse) £'000	Neighbourhood Services
(198)	<p>Neighbourhood Services - projected overspend of £0.198m as a result of;</p> <p>Employee costs - projected underspend of £0.102m as a result of current vacancies</p> <p>Property costs - projected overspend of £0.090m in relation to gas usage and repair costs.</p> <p>Transport costs - projected overspend of £0.500m as a result of increased lease costs, repairs and maintenance costs and fuel price increases</p> <p>Financing costs - projected underspend of £0.090m as a result of the cremators being fully depreciated.</p> <p>Income - projected over-recovery of £0.200m as a result of the higher than anticipated brown bin permit uptake (0.300m) partly offset by bereavement income under-recovery (£0.100m) which is at similar levels to previous financial years</p> <p>Management are currently reviewing overspends with a view to considering how service delivery can be amended to deliver cost reductions in the current year. Further updates will be submitted to Members as part of the BMR at Period 6.</p> <p>Members are requested to approve a budget transfer request (Table 4 below) to use the over-recovery in income to address the increased transport repair and maintenance costs</p>
(198)	Total projected variance

Projected Variance favourable /(adverse) £'000	Property Maintenance
0	<p>Property Maintenance Service - projected online as a result of;</p> <p>Employee Costs - projected underspend of £0.676m. This is due to a high level of current vacancies within the service.</p> <p>Property Costs - projected overspend of £0.004m due to work required at McCalls Avenue.</p> <p>Supplies & Services - projected overspend of £3.390m. This is due to increased cost of materials and use of sub contractors, which is mainly related to the high level of current vacancies and the current level of jobs</p> <p>Transport Costs - projected overspend of £0.220m, due the increased cost of replacing the fleet of vehicles.</p> <p>Third Party Payments - projected overspend of £0.127m due to increased spend on Agency payments, which is related to the high level of current vacancies.</p> <p>Income - projected over-recovery of £3.065m based on the current level of jobs being carried out mainly for Housing tenants</p> <p>Members are requested to approve a Budget Transfer Request (Table 4 below) to use the underspend in employee costs and the over-recovery of income to fund the related increased property costs, supplies and services, transport costs and third party payments noted above.</p>
0	Total projected variance

Table 4 - Budget Transfer Requests

Budget Transfer Requests:		DR £'000	CR £'000
1	Neighbourhood Services - Transport costs	200	
	Neighbourhood Services - Income		200
	<i>Being the utilisation of the over-recovery of income from the brown bin</i>		
2	Housing Services - Property Costs	302	
	Housing Services - Supplies & Services	350	
	Housing Services - Administrative Costs	40	
	Housing Services - Third Party Payments	6	
	Housing Services - Income		698
	<i>Being realignment of base budget to reflect increased homeless</i>		
3	Property Maintenance Service - Employee Costs		676
	Property Maintenance Service - Property Costs	4	
	Property Maintenance Service - Supplies & Services	3,390	
	Property Maintenance Service - Transport Costs	220	
	Property Maintenance Service - Third Party Payments	127	
	Property Maintenance Service - Income		3,065
	<i>Being realignment of base budget to reflect current repair activity</i>		
Total		4,639	4,639

Table 6 - Efficiency Savings

Efficiency savings:		Targeted £'000	Anticipated shortfall £'000
ARA	Introduction of EV charging tariff for public use.	52	0
	Remove 5.5fte vacant strategic posts (Split EAC/SAC – 50/50%)	104	0
	Increase fees and permit charges to developers, utilities and public by 5%	30	0
	Increase harbour dues by 5%	6	0
	Introduce £50 charge for Garden Waste Collections (based on servicing 1	559	0
	Increase Bereavement prices by 10%	180	0
	Introduce £30 charge to householders for lost, stolen, damaged	30	0
	Increasing commercialisation (Heathfield Waste recycling centre)	100	0
	Reduction in Neighbourhood Services overtime	10	0
Facilities Management	Increase cost of public toilets from £0.30 to £0.50 per use	21	0
Asset Management	Transforming the Estate Review - rationalise council assets and remove various property costs	200	130
Property Maintenance	Review internal charging approach to reduce and remove administration costs	50	0
Planning	Realign Planning fees income budget based on current recovery rates	30	0
Total		1,372	130
Comments:			

Table 7 - Payroll Management

Payroll Management:	Targeted £'000	Achieved at period 3 £'000	Remaining to be achieved £'000
Payroll Management - Corporate target	1,020	211	809
Payroll Management - Directorate target	63	15	48
Total	1,083	226	857
It is anticipated that payroll turnover will be under-recovered by £0.125m mainly as a result of the employers superannuation cost noted under Directorate (Table 3 above)			

Table 8 - Grant Income

New Grants Received:	
£'000	
0	
Comments:	
The above grants which have been received during the financial year were not part of the approved Directorate budget.	

Communities & Transformation Directorate

Table 1 - Objective Analysis

Actual Expenditure to 30 June £'000	Service	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
75	Directorate	(187)	(287)	100
	Communities			
(2,124)	Thriving Communities	4,965	4,965	0
(872)	Economy and Regeneration	1,491	1,180	311
590	Destination South Ayrshire	7,734	7,554	180
(2,406)	Total Communities	14,190	13,699	491
	Transformation			
1,216	ICT Strategy & Delivery	4,951	4,951	0
488	Organisational Development, Customer Services &	3,065	2,974	91
66	Transformation	21	221	(200)
1,770	Total Transformation	8,037	8,146	(109)
(561)	Total Strategic Change & Communities Directorate	22,040	21,558	482

Table 2 - Subjective Analysis

Actual Expenditure to 30 June £'000	Account	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
4,623	Employee costs	21,746	21,555	191
431	Property costs	2,733	2,733	0
1,845	Supplies and services costs	2,450	2,450	0
107	Transport costs	618	618	0
122	Administrative costs	465	465	0
495	Third party payments	2,664	2,553	111
0	Transfer payments	10	10	0
0	Financing costs	0	0	0
7,623	Gross expenditure	30,686	30,384	302
(8,184)	Gross income	(8,646)	(8,826)	180
(561)	Net expenditure	22,040	21,558	482

Table 3 - Analysis of Significant Variances

Projected FY Variance favourable /(adverse) £'000	Directorate
100	Service - projected over-recovery in payroll management target of £0.100m, primarily due delays in filling vacancies. Current projections also take into account two weeks of employers superannuation at 19.3%, rather than the budgeted reduced rate of 6.5%. This is estimated at approximately £0.093m and is due to the the new reduced rate being applied from the first full pay period in each new tax year (May payrun), as the April payrun includes 16th March - 15th April 2024.
100	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Communities
491	<p>Thriving Communities - currently projected to be online.</p> <p>Economy & Regeneration - currently projected to be underspent by £0.311m within LACER - Training and Skills Fund. Directorate are seeking Members approval to transfer this underspend to Education Directorate / Corporate Policy establishing public service reform through development of The Liberated Method and working with Mutual Ventures Trust to develop a pilot programme within North Ayr (refer to Table 4 below).</p> <p>Destination South Ayrshire (Golf) - projected £0.180m over-recovery in income, primarily within golf memberships and single rounds.</p> <p>Destination South Ayrshire (Sport & Leisure) - currently projected to be online.</p> <p>International Ayr Show - Festival of Flight 2024 - sponsorship income confirmed to date of £0.154m. Members are asked to approve the temporary budget transfer to create income & corresponding expenditure budgets to reflect sponsorship (refer to Table 4 below).</p>
491	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Transformation
(109)	<p>ICT Strategy & Delivery - currently projected to be online. A review of ICT contracts will be undertaken and updated projections provided at Period 6 budget monitoring report.</p> <p>Organisational Development, Customer Services & Public Affairs - IAAH (COVID Recovery Project) - projected underspend of £0.091m. ELT have previously approved to utilise this underspend to extend 1fte temp level 8 Senior Advisor Post for 23 months from March 2024 and 1fte 23 month level 5 advisor post with immediate effect. Therefore, Members are requested to earmark this underspend to extend contracts until 2025/26 (refer to Table 5 below).</p> <p>Transformation - projected overspend of £0.200m due to short term unachievable savings target from 2023/24.</p>
(109)	Total projected variance

Table 4 - Budget Transfer Requests

Budget Transfer Requests:		DR £'000	CR £'000
1	International Ayr Show/Sponsorship Income		154
	International Ayr Show/Payments to Agencies	154	
	<i>Sponsorship income confirmed to date for the International Ayr</i>		
2	LACER - Training & Skills Fund / Agencies		311
	Corporate Policy (Education Directorate) / Agencies	311	
	<i>Utilise underspend to work with Mutual Ventures Trust to develop a</i>		
Total		465	465

Table 5 - Earmarking Requests

Earmarking requests:	Objective/ Subjective	Amount £'000
Organisational Development Posts per Cabinet 28/11/23	OD/Employee Costs	91
Total		91
Comments: Details included above.		

Table 6 - Efficiency Savings

Efficiency savings:	Target £'000	Anticipated shortfall £'000
Maybole Golf - delete vacant post	34	0
Increase monthly Learn2 membership from £23 to £25 per month	50	0
Increase various golf green and membership fees by £5 per annum	40	0
Realign Riverside Sports Arena income budget based on current recovery rates	15	0
Total	139	0
Comments: Anticipated shortfalls in approved efficiencies have been included in the projections above.		

Table 7 - Payroll Management

Payroll Management:	Target £'000	Achieved at period 3 £'000	Remaining to be achieved £'000
Payroll Management - Corporate target	633	179	454
Total	633	179	454
Comments: Currently projected to be £0.100m over-recovered.			

Table 8 - Grant Income

New Grants Received:		
Amount £'000	Grant name/ body	Grant purpose
103	Scottish Government	Homes for Ukraine
507	Scottish Government	NOLB
337	National Heritage Lottery Fund	Maybole Town Centre Regeneration
4	ADP Contribution	Targeted Activities for Young People
9	Paths for All	Walking Devt
4	Macmillan Cancer Support	Cancer Support
21	Scottish Enterprise	Modern Apprentice Grant
985		
Comments: Additional amounts notified during the financial year, not included in original budget.		

Miscellaneous Services

Table 1 - Objective Analysis

Actual Expenditure to 30 June £'000	Service	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March 2025 £'000	Projected FY Variance Favourable /(Adverse) £'000
3,804	Miscellaneous Services	26,244	26,955	(711)
3,804	Total Miscellaneous Services	26,244	26,955	(711)

Table 2 - Subjective Analysis

Actual Expenditure to 30 June £'000	Account	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March 2025 £'000	Projected FY Variance Favourable /(Adverse) £'000
0	Debt management charges	17,610	18,819	(1,209)
0	Investment income	(2,130)	(2,184)	54
0	Recharges to other services	(1,793)	(1,793)	0
215	Requisitions and other initiatives	859	859	0
0	Contributions to/ from Funds	0	0	0
390	Employee provision	710	461	249
(121)	Fees and subscriptions	479	482	(3)
3,301	Other payments	8,054	7,817	237
23	Covid-19 Costs	0	35	(35)
0	PPP flexibility adjustment	(2,026)	(2,026)	0
0	Contribution to Reserves	4,501	4,501	0
3,809	Gross expenditure	26,265	26,971	(706)
(4)	Gross income	(21)	(17)	(4)
3,804	Net expenditure	26,244	26,955	(711)

Table 3 - Analysis of Significant Variances

Projected	Miscellaneous Services
(1,209)	Debt management charges - this budget comprises £6.457m for loan principal, £10.979m for interest costs and £0.174m for loans fund expenses, all based on the level of planned capital expenditure during the financial year. A full year overspend of £1.209m is currently projected due to interest rates remaining higher than anticipated, along with a subsequent reprofiling of external borrowing. This projected overspend will be monitored as the year progresses and borrowing will only be taken if required.
54	Investment income - an over-recovery of £0.054m is currently projected, again due to a higher than anticipated level of interest rates. The budget was based on an assumed interest rate return of 5.50%.
249	Employee provision - a full year projection of £0.249m, mainly comprising favourable budget variances for the employee benefit (salary sacrifice) schemes of £0.175m for car leasing and £0.105m for home and electronics; partly offset by a projected £0.036m overspend on apprenticeship levy.
237	Other payments: the net underspend comprised the following significant elements: - £0.266m for General Services energy costs across all Council services but reported corporately within Miscellaneous Services, based on estimated forecasts in what remains a fluctuating energy price market; and - £0.220m in relation to insurance costs net of third party claims. These underspends were partly reduced by the following overspends: - £0.215m in relation to unachievable efficiency targets reported in Miscellaneous but allocated to service budgets where appropriate - refer to Table 6 (Efficiency Savings) below; and - £0.034m across a number of smaller budget lines.
(35)	Covid-19 costs: the projected overspend relates to ongoing costs associated with the lease of a hangar at Prestwick Airport.

0	Contribution to reserves - The 2024/25 budget includes a £4.053m contribution to the newly established Transformation Fund. In addition the Scottish Government has provided an additional grant of £0.448m to compensate Councils for using reserves to meet the 2023/24 pay uplift. This additional funding received is being allocated back to uncommitted reserves.
(703)	Total Full Year Variance

Table 4 - Budget Transfer Requests

Description	DR £'000	CR £'000
N/a		
Total	0	0

Table 5 - Earmarking Requests

Description	Objective/ Subjective	Amount £'000
N/a		
Total		0
Comments: No earmarking requests identified for Miscellaneous Services.		

Table 6 - Efficiency Savings

Description	Targeted £'000	Shortfall £'000
Procurement (prior year saving)	177	100
Purchase of additional leave: target to be allocated across services	200	0
Additional AVCs: on-cost savings	48	0
Future Operating Model: target to be allocated across services	175	115
Total	600	215
Comments: Work remains ongoing to identify relevant permanent procurement efficiencies. Fewer employees now purchase additional leave due to greater flexibility regarding home-working arrangements. Continuing pressures on service budgets has made it challenging to allocate Future Operating Model savings across directorates, as underspends arising from new ways of working have been utilised to offset overspends due to inflationary pressures and contractual increases. Existing savings targets will be considered as part of the wider Transformation work across the Council, in order to identify opportunities to permanently allocate these targets.		

Table 7 - Payroll Management

	£'000	£'000
	0	0
Total	0	0
Comments: No payroll management target allocated to Miscellaneous Services.		

Table 8 - Grant Income

New Grants Received:		
Amount £'000	Grant Name/ Body	Grant Purpose
0		
Comments: No new grant income received within Miscellaneous Services.		
New Grants Received:		
Amount £'000	Grant name/ body	Grant purpose
0		
Comments: Additional amounts notified during the financial year, not included in original budget.		

Housing Revenue Account

Table 1 - Objective Analysis

Actual Expenditure to 30 June £'000	Service	Full Year Budget 2024/25 £'000	Projected Actual to 31 March £'000	Projected Variance favourable /(adverse) £'000
(6,836)	Housing Revenue Account	0	(2,599)	2,599
(6,836)		0	(2,599)	2,599

Table 2 - Subjective Analysis

Actual Expenditure to 30 June £'000	Service	Full Year Budget 2024/25 £'000	Projected Actual to 31 March £'000	Projected Variance favourable /(adverse) £'000
927	Employee costs	5,595	5,295	300
1,956	Property costs	15,418	15,984	(566)
146	Supplies and services costs	334	334	0
8	Transport costs	72	72	0
75	Administrative costs	1,523	1,450	73
48	Support services costs	1,837	1,837	0
3	Third party payments	30	30	0
28	Transfer payments	117	117	0
0	Financing costs	7,038	6,936	102
1,798	CFCR	1,797	1,797	0
4,989	Gross expenditure	33,761	33,852	(91)
(11,825)	Income	(33,761)	(36,451)	2,690
(6,836)	Net expenditure	0	(2,599)	2,599

Table 3 - Financial Variance Analysis

Projected Variance favourable /(adverse) £'000	Housing Revenue Account
300	Employee costs - projected underspend of £0.300m due to current vacancies.
(566)	Property Costs - projected overspend of £0.566m. This is mainly due to: An increase in Unlets projected to overspend by £0.400m. There is a projected overspend in Gas Contracts of £0.041m due to price increases. Other overspends include costs for electricity, security screens and property condition surveys totalling £0.125m. Joint management action by Housing & Property Maintenance is taking place to prioritise empty properties for relet and to minimise the impact of void rent loss.
0	Supplies & Services - projected online.
0	Transport Costs - projected online.
73	Administrative costs - projected underspend of £0.073m. There are less Feasibility & Design Costs for capital projects being charged to revenue (£0.093m). There is also a projected underspend of £0.150m in bad debts based on the current level of arrears of council house rental income. These underspends are partly offset by overspends in Insurance costs (£0.150m) and contract printing costs (£0.020m).
0	Support service costs - projected online.
0	Third Party Payments and Transfer Payments - projected online.
102	Financing costs - projected net underspend of £0.102m comprising: - Principal, Interest payments and expenses - projected overspend of £0.008m on principal, interest and expenses, which relates to the timing of loan payments and interest rates of temporary loan debt. - Interest income on revenue balances - £0.110m over recovery as a result of the Loans Fund exceeding the originally estimated rate of interest on investments.
0	CFCR - projected online

2,690	Income - over recovery of £2.690m in rental income. A review of the HRA Business Plan rental units and capital programme new build profiling has been carried out and the average weekly rent calculation has been refreshed. This has highlighted that the budget requires to be realigned and a corresponding increase made to CFCR. This will in turn reduce borrowings which will lead to a reduction in financing costs in the current and future financial years.
2,599	Total projected variance
Comments:	

Table 4 - Accumulated Surplus

Accumulated Surplus	Amount £'000	Amount £'000
HRA accumulated surplus as at 1 April 2024	2,520	
Current year projected surplus	2,599	
Minimum working balance	(2,000)	
Projected surplus for the year ended 31 March 2025		3,119
Current commitments:		
Revenue:		
Transformation within Housing - support costs		(44)
Costs associated with Home Loss Payments at Riverside High Flats and provision for Disturbance Allowance approved by Leadership Panel 26 November 2019		(169)
Projected uncommitted surplus as at 31 March 2025		2,906
Comments:		

Table 5 - Rent Arrears

Rent Arrears	As at 30 June 2023	As at 30 June 2024	Movement
Current Tenants – Mainstream	1,203	1,280	6%
Former Tenants – Mainstream	677	674	0%
Total	1,880	1,954	4%
Comments:			
Historically, the Council has performed well in the areas of rent arrears management and the collection of rental income. From the 2022/23 benchmarking information, the Council was the best performing local authority in terms of overall arrears at 4.32% of the rent due for the 2022/23 reporting year. Rent arrears is an area of focused activity with a dedicated team managing rent accounts and progressing necessary recovery actions, while supporting tenants in arrears. Officers are continuing to make contact and engage with tenants to provide ongoing advice and support to those households who are experiencing hardship. As an alternative to using legal action for recovery, every effort is being made to secure repayment arrangements and actively apply for Alternative Payment Arrangements (APA's) for housing costs to be paid direct to the Council from the Department of Works and Pensions for households in receipt of Universal Credit. The current increase in rent arrears has been factored into the Bad Debt Provision out-turn figure noted above in Table 3.			

Table 6 - Budget Transfer Requests

		DR £'000	CR £'000
1	Description		
	HRA - Financing Costs	2,600	
	HRA - Income		2,600
	Use over recovery of income to fund increased CFCR		
Total		2,600	2,600

Common Good Funds

Table 1 - Objective Analysis

Actual Net Expenditure/ (Income) to 30 June £'000	Common Good Fund	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March £'000	Projected FY Variance Favourable /(Adverse) £'000
57	Ayr Common Good Fund	0	106	(106)
(4)	Prestwick Common Good Fund	0	(3)	3
0	Troon Common Good Fund	0	0	0
0	Maybole Common Good Fund	0	0	0
1	Girvan Common Good Fund	0	0	0
54		0	103	(103)

Table 3 - Financial Variance Analysis

Projected FY Variance Favourable /(Adverse) £'000	Common Good Fund
(106)	<p><u>Ayr Common Good Fund:</u> The full year budget for repairs and maintenance is almost fully exhausted at period 3, meaning that difficult decisions require to be taken in order to control expenditure in this area between now and the year-end. Accordingly, a full-year overspend of £0.115m is currently projected, comprising overspends on property repairs and maintenance and utility costs, partly offset by a £0.009m projected over-recovery of interest income. All budgets will continue to be closely monitored during the remainder of the financial year.</p>
3	<p><u>Prestwick Common Good Fund:</u> A favourable variance of £0.003m at the year-end is currently projected, due to a combination of additional interest income as a result of interest rate increases.</p>
(103)	Total projected variance

Table 4 - Accumulated Revenue Reserves

Common Good Fund	Reserves as at 31 March 2024 £'000	Reserves as at 30 June 2024 £'000	Projected Reserves as at 31 March 2025 £'000
Ayr Common Good Fund	260	203	154
Prestwick Common Good Fund	245	249	248
Troon Common Good Fund	38	38	38
Maybole Common Good Fund	2	2	2
Girvan Common Good Fund	9	9	9
Total	554	501	451
Comments: Recent significant increases in the cost of property repairs and maintenance, coupled with relatively static rental and other income continues to put pressure on Ayr Common Good Fund budgets and reserves. A review of Common Good properties and an assessment of income generation opportunities is underway and a report will be brought before Members in due course outlining options.			

Table 5 - Accumulated Capital Reserves

Common Good Fund	Reserves as at 31 March 2024 £'000	Reserves as at 30 June 2024 £'000	Projected Reserves as at 31 March 2025 £'000
Ayr Common Good Fund	711	753	263
Prestwick Common Good Fund	35	35	35
Total	746	788	298
Comments: The increase in Ayr's capital reserves is due to a capital receipt in respect of the sale of Belleisle Lodge House. A contribution of approximately £0.500m towards the restoration cost of fire-damaged properties at Ayr High Street is anticipated during 2024/25.			

**Summary of Current General Services Financial Position
as at 30 June 2024**

	<i>£m</i>	<i>£m</i>
1) Accumulated surplus brought forward from 2023/24		28.591
Funds set aside for specific purposes		
2024/25 budget contribution	4.000	
Affordable homes	1.854	
Workforce change fund	5.515	
Transformation Fund	1.163	
Invest in South Ayrshire	0.200	
Community Halls Fund	0.573	
Ayrshire Growth Deal	0.121	
Civil Contingency (3 Ayrshire reserve commitment)	0.124	
Employability	0.100	
Corporate Support Capacity issues	0.226	
Levelling Up - additional capacity funding to be drawn only if required	0.125	
Golf Strategy - to address initial priority and health and safety issues	0.157	
Station Hotel – encapsulation costs	0.306	
Ash Tree Die back	0.312	
PPP Reserve commitment to 2025/26 to 2026/27 budgets	5.000	
Inflation reserve	0.041	
Council Covid-19 earmarking	1.714	
General Service earmarking	2.616	24.147
Uncommitted Council surplus brought forward as at 31 March 2024		4.444

	<i>£m</i>	<i>£m</i>
2) Movement in 2024/25		
i) Directorate budget projections:		
Service projections (per Appendix 1)	(2.228)	
Period 3 earmarking requests (subject to LP approval)	(0.091)	(2.319)
Projected uncommitted reserves at 31 March 2025		2.215

**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	Budget Management – Revenue Budgetary Control 2024/25 – Position at 30 June 2024
Lead Officer (Name/Position/Email)	Tim Baulk, Chief Financial Officer – tim.baulk@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	-	-
Disability	-	-
Gender Reassignment (Trans/Transgender Identity)	-	-
Marriage or Civil Partnership	-	-
Pregnancy and Maternity	-	-
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	-	-
Religion or Belief (including lack of belief)	-	-
Sex – (issues specific to women & men or girls & boys)	-	-

Community or Groups of People	Negative Impacts	Positive impacts
Sexual Orientation – person’s sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	-	-
Thematic Groups: Health, Human Rights & Children’s Rights	-	-

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	-	-
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	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: This report presents Members with a financial overview of the General Services revenue account, Housing Revenue Account and Common Good Accounts for 2024/25 as at 30 June 2024. Their decision on this has no specific equality implications	
Signed: Tim Baulk Date: 20 August 2024	Chief Financial Officer

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 27 August 2024**

**Subject: General Services Capital Programme 2024/25:
Monitoring Report as at 30 June 2024**

1. Purpose

- 1.1 The purpose of this report is to update Cabinet on the actual capital expenditure and income, together with progress made on the General Services Capital Programme projects as at 30 June 2024 (Period 3), and to agree the changes to budgets in 2024/25, 2025/26 and 2026/27.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 **notes the progress made on the delivery of the General Services Capital Programme to 30 June, resulting in spend of £7,381,113 or 6.46%, as detailed in Appendix 1 attached;**
- 2.1.2 **approves the adjustments contained in Appendix 2 attached; and**
- 2.1.3 **approves the revised budget for 2024/25 at £68,619,832, 2025/26 at £105,297,821 and 2026/27 at £93,976,626 as highlighted in Appendix 2.**

3. Background

- 3.1 The General Services Capital Programme for 2024/25 to 2035/36 was approved by South Ayrshire Council of 29 February 2024 through the paper 'Revenue Estimates 2024/25, Capital Estimates 2024/25 to 2035/36 and Carbon Budgets 2024/25'.
- 3.2 Adjustments were approved by Cabinet of 18 June 2024 and incorporated into the Programme.
- 3.3 The current approved budget for 2024/25 is £114,285,887.

4. Proposals

4.1 *Works Completed*

- 4.1.1 Since the last update report to Cabinet in June, a number of projects have completed on site, including Dalmilling Primary - Removal of Temporary Classrooms, Gardenrose PS – Demolition, Ayr Esplanade: Removal of

the Watchful, Girvan All Weather Pitch, Demolition of former Bridge St Welfare Cabins Girvan, Ayr Cemetery - Extension to Cremated Remains Section and Taylor St Multi Use Games Area (MUGA).

4.2 **Works Ongoing**

4.2.1 There are a number of new and continuing programmes of works that are on site in 2024/25, including those for Ayrshire Roads Alliance, Improvement and Universal Free School Meals Kitchen Upgrades – Various, School Refurbishment - Various, Property Refurbishment and ICT.

4.2.2 Works previously noted as being at tender acceptance stage have now commenced on site at Annbank PS - Internal Alterations; Dailly PS – Additional Car Parking; Demolition of Former Cherry Tree Nursery; Doonfoot PS - Car Park Extension; Heathfield PS – Internal Alterations; Dailly PS – External Canopy; and Wallacetown EYC – Playground Upgrade.

4.2.3 Further works are on site at Kirkmichael PS - Changing Room Conversion; Fire Damage Reinstatement - 17 to 21 High Street, Ayr; Stumpy Tower Corner – Public Realm Upgrade, Girvan Library Relocation, The Quay Zone; Troon Library Relocation and the Upgrade of Ainslie Park Public Conveniences.

4.2.4 Design works are continuing on a number of major projects, including the new build Girvan Primary School, Troon Early Years Centre and Citadel Refurbishment. Design works are also being progressed for a range of other projects including Prestwick Pool Upgrade, Hosiery Park – Upgrade of Changing Pavilion and 89 Dalrymple Street, Girvan - Community Space (former bingo hall site).

4.3 The project information contained in Appendix 1 has been broken down over the Council wards and a document showing this has been made available to Members in the Members' area (Hub) on Re-Wired (see background papers).

4.4 Appendix 2 details budget adjustments being put forward for approval by Cabinet as part of the Period 3 report. These adjustments include (i) recognition of new funding awards made; (ii) carry forward of budgets from 2024/25 to 2025/26 to reflect current profiled spend for projects; (iii) advance of budgets from future years of the programme to 2024/25 to reflect current profiled spend for projects; and (iv) internal re-allocations of budgets between projects in 2024/25.

4.5 As noted in 2.1.3 above, the programme is being reprofiled and Panel are being asked to approved adjustments to carry forward budget from 2024/25 to 2025/26 and future years. Appendix 2 identifies the net carry forward as £47,421,325. This includes a number of projects such as Girvan Primary School (£10,000,000), Green Waste / Household Recycling and Waste Transfer Station (£5,000,000) which reflects current profiling projections. £27,222,989 is in relation to Ayrshire Growth Deal where expenditure has been reprofiled to future years to better reflect projected spend and corresponding grant income and also aligns with the Bi - annual return submitted to Scottish Government.

4.6 Although actual spend to the end of P3 appears relatively low, there are a number of larger projects which are due to start on site in the near future, such as Citadel Refurbishment and Prestwick Pool Upgrade.

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 Per Table 1 of Appendix 1, at the end of P3, actual expenditure stood at £7,381,113. Income for this period stood at £7,381,113. Based on the budget of £114,285,887, actual expenditure of £7,381,113 equates to an overall spend of 6.46% at the end of Period 3.

6.2 Proposals contained in this report, if approved, would lead to a revised 2024/25 programme of £68,619,832, 2025/26 programme of £105,297,821 and 2026/27 programme of £93,976,626.

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 risk associated with rejecting the recommendations are that insufficient funds would exist in financial years 2024/25, 2025/26 and 2026/27 in relevant budget lines to complete planned General Services capital projects.

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 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.

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 Ian Davis, Portfolio Holder for Finance, Human Resources and ICT 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
Process adjustments to the General Services Capital Programme	10 September 2024	Corporate Accounting - Treasury / Capital Function

Background Papers Report to Cabinet of 18 June 2024 – [General Services Capital Programme 2023/24: Monitoring Report as at 31 March 2024](#).

[General Services Capital Programme 2024/25 – Period 3 – Ward Analysis \(Members Only\)](#)

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Date: 15 August 2024

**GENERAL SERVICES CAPITAL MONITORING REPORT
PERIOD 3 2024/25**

Key Strategic Objective	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Section	2025/26 Approved Budget £	2026/27 Approved Budget £
Education Investment	24,301,859	13,929,359	2,331,634	See Section on 'Education Investment'	9,676,226	12,096,226
Health & Social Care Investment	4,387,215	2,341,684	189,959	See Section on 'Health and Social Care Investment'	5,950,000	11,100,000
Communities Investment	40,908,176	34,998,162	3,250,012	See Section on 'Communities Investment'	22,524,129	28,616,400
Other Investment	44,688,637	17,350,627	1,609,508	See Section on 'Other Investment'	56,073,196	29,545,732
TOTAL PROGRAMME EXPENDITURE	114,285,887	68,619,832	7,381,113		94,223,551	81,358,358
General / Specific Capital Grant	8,359,239	8,931,239	2,061,000	See Section on 'General / Specific Capital Grant'	7,787,000	7,787,000
Additional Funding Identified	35,026,035	3,530,140	9,152,674	See Section on 'Additional Funding Identified'	34,984,366	7,376,338
Borrowing	70,900,613	56,158,453	(3,832,561)	See Section on 'Borrowing'	51,452,185	66,195,020
TOTAL PROGRAMME INCOME	114,285,887	68,619,832	7,381,113		94,223,551	81,358,358
NET EXPENDITURE	0	0	(0)		0	0

Children and Families	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Project Budgets Approved 2024/25: - - Updated Per Cabinet of 18th June, 2024							
Maybole Community Campus	2,478,365	2,438,814	1,589,185	On Site	<p>The date of occupation for the new building was 28 August 2023 (excluding the swimming pool) and overall completion of the project is due in summer 2024.</p> <p>The Leisure Suite has now been handed over to the school along-with the second 3G rugby pitch.</p> <p>Demolition of the former Carrick Academy is complete and the external works to form car parking and landscaped areas are underway. Overall completion programmed for August 2024.</p> <p>Request to transfer part of budget to cover additional spend on the Carrick Campus/Maybole Leisure Centre - Equipment project made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.</p>	0	0
<i>Early Learning and Childcare - Multi Year Capital Allocations</i>	2,054,981	1,554,981	39,847	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	0	0
Dailly Primary School Surplus Plot - Car Park	326,000	326,000	11,764	On Site	<p>Additional parking to be formed to the rear of the School. Statutory approvals are now in place. Savings identified and Tender Addendum documents issued 16/04/24. Contractor appointed 01/05/24. Pre-start held 15/05/24. SPEN quote has been renewed. Works commenced on 24/06/24 and will take 12 weeks to complete.</p>	0	0

Children and Families	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Girvan All Weather Pitch	96,310	623,810	353,847	Complete	This project is now complete on site, with final account to be agreed and final payments made thereafter. Request to transfer additional budget (a) as approved by Council on the 29th February; and (b) Equalities contribution, made through the P3 Capital Monitoring Report to Cabinet of the 27th August, 2024.	0	0
Girvan Primary School	15,744,178	5,744,178	52,058	Design and Tender	Design proposals have been developed to RIBA Stage 2. Consultants have been appointed direct as project will not be delivered through HubSW. Target completion is 2026. Design proposals are at RIA Stage 3, tender preparation is well underway. Full budget will not be spent in 2024/25 and request to carry part of this forward to 2025/26 made through P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	6,440,000	9,860,000
ICT Replacement in Schools	596	598	598	On Site	Final spend on project carried over from 2023/24. Request to allocate additional budget from elsewhere in the programme made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
<i>School Refurbishment Programme - Various Projects</i>	2,369,739	2,009,288	79,166	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	2,086,226	2,086,226
Shared Campus Project (Glenburn and St Ninian's Primary Schools)	259,478	259,478	15,912	Complete	Project is complete on site. Final account is in the process of being agreed and once this is done, final payments will be made.	0	0
<i>Window and Roof Replacement - Various Projects</i>	351,184	351,184	189,240	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	150,000	150,000

Children and Families	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Phased Expansion of Free School Meals to Primary School Children 2024/25	614,560	614,560	0	On Site	Programme of works has been prepared and works will be undertaken at St Johns Primary, Troon Primary, Kincaidston Primary, Maidens Primary, Muirhead Primary, Braehead Primary, Tarbolton Primary and Kyle Academy. Works planned to take place between July and September, 2024.	1,000,000	0
Inspiring School Age Children Spaces Programme (ISACS) 2023/24	6,468	6,468	17	On Site	Remainder of grant awarded in 2023/24. Works are being considered to utilise balance of grant.	0	0
Investment in the Education Estate - New Build Projects	0	0	0	Concept	Budget for future years (2027/28 & 2029/30 to 2031/2032) approved through 12 Year Capital Plan which was approved by South Ayrshire Council on the 29th February 2024.	0	0
TOTALS	24,301,859	13,929,359	2,331,634			9,676,226	12,096,226

Our Adults and Older People	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Project Budgets Approved 2024/25: - - Updated Per Cabinet of 18th June, 2024							
Scheme of Assistance *1	636,075	636,075	113,663	Legally Committed	A number of grants have been awarded / paid during 2024/25. Over time, there is a continuing and increasing demand for private sector disabled adaptation grants and this will lead to an increased pressure on budgets which will continue to be monitored going forward.	600,000	600,000
Community Store - Dukes Road Upgrade	200,000	200,000	0	Concept	Works are currently being planned with an expectation that works will start on site in September.	0	0
Hourstons Development	2,749,208	703,677	76,296	Legally Committed	Feasibility proposals being prepared for the creation of office accommodation for HSCP along with a day centre and intermediate care unit. The full budget allocated in 2024/25 is unlikely to be spent and a request to carry part of this forward to 2025/26 has been made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	5,000,000	10,500,000
Replacement of Carefirst System	801,932	801,932	0	Concept	PMO PM has been appointed and an evaluation panel agreed. Procurement setting meetings have been arranged with suppliers. Initial specification has been created.	350,000	0
	4,387,215	2,341,684	189,959			5,950,000	11,100,000

*1 The Scheme of Assistance Grants are awarded to residents in all wards throughout South Ayrshire.

Our Communities

Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update
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2025/26 Approved Budget £	2026/27 Approved Budget £
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Project Budgets Approved 2024/25: - - Updated Per Cabinet of 18th June, 2024

Ayrshire Roads Alliance - Bridge Works (General)
Victoria Bridge Upgrade Works (including Joint Replacement, Bridge Deck Waterproofing, Corrosion Protection and Concrete Repair Work)
Ayrshire Roads Alliance - Girvan Harbour Jetty Repairs
Ayrshire Roads Alliance - Girvan South Pier Repairs
Ayrshire Roads Alliance - LED Replacement
Ayrshire Roads Alliance - Local Flood Risk Plan

463,521	463,521	0	Design and Tender	Early design stages for B743/90 Pinmore Bridge Strengthening and A79/40 John Street Railway Bridge Parapets.
565,254	565,254	0	Legally Committed	Contract has been awarded to W I & A Gilbert. Tender Value £593,087.80. Works are due to start on site in August 2024.
544,887	544,887	0	Design and Tender	Further to completion of a structural assessment including dive survey and sediment transfer model a preferred option has been selected. Marine Consultant Wallace Stone are carrying out detailed design and contract preparation.
138,862	138,862	0	Design and Tender	Further to completion of a structural assessment including dive survey a preferred option has been selected. Marine Consultant Wallace Stone are carrying out detailed design and contract preparation. Tender issue programmed for late August 2024.
81,742	81,742	0	On Site	No spend to date.
199,334	199,334	0	On Site	The Troon Coastal Flood Study is nearing completion with a final cost estimated at £152,000. Invoices passed for payment to the value of £47,629.74 in financial year 2024/25. Pow Burn Flood study currently being scoped which will be next.

200,000	0
0	0
0	0
0	0
0	0
64,000	64,000

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Ayrshire Roads Alliance - Road Reconstruction and Improvement	0	0	(4,586)	Complete	Systems generated credit in relation to previous years Programme currently being investigated.	2,500,000	2,500,000
Roads Reconstruction & Improvements	2,718,904	2,718,904	1,044,190	On Site	The surfacing programme has been reduced for 24/25 due to increased costs on projects with coal tar. Results of which we have just recently received.	0	0
Ayrshire Roads Alliance - Street Lighting	174,218	174,218	0	On Site	Some minor remedial works remaining. Expected completion by end of August. Additional replacement works due to undergrounding of services in Maybole by Scottish Power starting in August.	250,000	250,000
Ayrshire Roads Alliance - EV Charging Infrastructure	291,912	291,912	0	Design and Tender	Locations for new EV charging units requires to be provided to EAC to allow works to be planned. Identification process ongoing.	0	0
Ayrshire Roads Alliance - C12 Dunure Slope Stabilisation	90,079	90,079	0	Design and Tender	Detail design and contract preparation ongoing by consultants Fairhurst. Existing budget provision insufficient to procure these works. Planning to partly fund from U49 Littleton Farm project as Dunure is more of a priority.	0	0
Ayrshire Roads Alliance - U49 Littleton Farm Slope Stabilisation Work	61,054	61,054	0	Design and Tender	On hold until C12 Dunure Slope Stabilisation works completed.	820,000	0
Ayrshire Roads Alliance - Facilities to assist with tourist and visitor facilities	40,296	40,296	0	On Site	Works ongoing.	0	0
Ayrshire Roads Alliance - Vehicle Restraint Barriers	50,000	50,000	0	Legally Committed	Contract has been awarded to W I & A Gilbert. Tender Value £26,694.00. Design work ongoing for a 2nd location on the A713.	50,000	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Tier 1 - Active Travel Infrastructure Plan 2024-25	491,000	688,000	0	Design and Tender	New CWSR budget for 2024/25 has been notified by Scottish Government and added to Programme through the 12 Year Capital Plan approved by South Ayrshire Council on the 29th February, 2024. Request made through P3 Capital Monitoring Report to (a) increase the value to reflect the additional grant awarded; and (b) rename grant title.	0	0
Belleisle Park - Additional Works	674,079	674,079	5,167	Legally Committed	Supporting Neighbourhood Services, external design team appointed and tender preparation underway. The works are now scheduled to start on site in September 2024 (as agreed with Belleisle Conservatory Ltd). A contractor has been appointed to carry out urgent repair works to ensure the buildings structural integrity in advance of the main works being undertaken later in the year. WH Kirkwood have been appointed to carry out the main repair works with the works due to start on site in September 2024.	0	0
CCTV Public Space Infrastructure	0	0	(5,836)	Complete	Systems generated credit in relation to previous years Programme currently being investigated.	0	0
Cemetery Infrastructure Project	1,147,552	938,369	397,992	See Expanded Section	For detailed breakdown, see expanded tab below.	100,000	100,000
Craigie Additional Sporting Facility	153,713	153,713	11,170	Complete	Works are now complete on site, with final account to be agreed and final payments to be made thereafter.	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Follow On From Accessible Ayr (G21523)	0	778,780	0	On Site	SUSTRANS - Places for Everyone have notified South Ayrshire Council of the grant awarded for the Follow on From Accessible Ayr project for 2024/25. It is requested through the P3 Capital Monitoring Report to Cabinet of 17th August, 2024, that budget be added to reflect this.	0	0
Girvan Library Relocation	906,087	906,087	3,255	Complete	James Frew appointed 19/04/24 and pre-start meeting held on 08/05/24. Works commenced on 27/05/24 and will run for 16 weeks. External works package added to this project which includes the rear car park upgrade to a multipurpose parking and events space. Included as a provisional sum meantime until proposals are confirmed in detail. Works are progressing well.	0	0
Girvan Pitch	1,100,000	600,000	0	On Site	Additional budget added to Programme through the 12 Year Capital Plan approved by South Ayrshire Council on the 29th February, 2024. Request to transfer £500,000 to the Girvan All Weather Pitch budget, as identified in the 12 Year Capital Budget approved on the 29th February, 2024, made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Girvan Story Project	60,000	60,000	0	Design and Tender	The completion of the Girvan Conservation Area Appraisal has been a milestone for the project, the community were widely consulted on the proposed boundary amendments and the wider Girvan's Story project including proposed priority projects. A Management Plan for the Conservation Area will be developed over the coming months, with further community engagement and consultation planned as part of this process. A design team appointment for the development of priority projects is expected to be confirmed by late September. Business planning and options appraisal work has also begun for some of our priority projects including The McKechnie Institute. A public consultation on traditional skills launched in early August, with the aim of gathering information on the current skills base and any gaps that may exist. A consultant appointment has now been confirmed for the development of the traditional skills	0	0
Dolphin House	0	0	0	Design and Tender	Feasibility study being undertaken for additional bunkhouse accommodation and upgrade of Dolphin House. Planning permission received 7/03/24. PO raised for bespoke Hide House Outdoor classroom by client group. Slab to be installed prior to delivery.	0	0
<i>Girvan Regeneration Projects</i>	3,048,597	2,830,245	113,333	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Golf Strategy - Health and Safety Works	156,639	0	0	Complete	Works completed on site in 2023/24. Request made through P3 Capital Monitoring Report to Cabinet of 27th August, 2024 to re-allocate balance of budget to Lochgreen Welfare Facility projects detailed below.	0	0
Green Waste / Household Recycling and Waste Transfer Station	7,318,893	2,318,893	90,359	Design and Tender	Proposals to be progressed for the creation of a green waste facility. Land acquisition is being progressed by Asset Management. Design to be prepared to allow an application for planning permission to be lodged. Full budget allocated is unlikely to be spent in the current year and a request to carry part of this forward to 2025/26 is made through P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
New Weighbridge Office at Heathfield Waste Recycling Centre, Ayr KA8 9ST	105,000	105,000	42,555	Legally Committed	Installation of a new modular building comprising of a single room office accommodation to replace existing which is formed within a shipping container. The project is to be delivered as a complete turnkey package as D&B contract. Aroha Escapes appointed 29/04/24. Pre-start held 07/05/24. Construction will be off site with installation works carried out with a week to minimise disruption. Completion scheduled August 24.	0	0
Household Bins - Replacement Programme	130,000	130,000	0	Concept	Works to be considered and detailed brief prepared.	130,000	130,000

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Maybole Town Centre Regeneration - Town Hall	201,871	201,871	0	Complete	Works are complete on site. Anticipated overspend when retention becomes due. Additional improvement works are with PDS for design/costing - these should build on success of refurbishment to better cater for users needs - application could be made to potentially draw from Maybole Regeneration £2m Capital budget.	0	0
Maybole Town Centre Regeneration - Public Realm Improvements to the High Street	343,250	343,250	0	Design and Tender	Project will be managed by Ayrshire roads Alliance from July 2024 with the aim to submit an application to Transport Scotland's Active Travel Infrastructure Fund in January 2025. Anticipated additional costs associated tbc.	0	0
Maybole Regeneration Works	350,000	222,218	0	Legally Committed	Request to reallocate part of budget to Maybole Regeneration - Project Team per paper approved by Cabinet of 18th June made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	1,000,000	650,000
Maybole Regeneration – Project Team	7,699	135,481	8,247	Other	Maybole Regeneration Team posts contracts extended to Dec 2025 and Maternity Leave cover as per ELT Staffing Establishment - Ref: 607 - CT - Maybole Regeneration Posts (funded from Maybole Regeneration £2m Capital budget).	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Maybole Regeneration – Small Grants Scheme	181,000	181,000	0	Legally Committed	Key challenges in delivering the Small Grants Scheme are; low uptake, poor condition of existing buildings, buildings in multiple ownership, difficulties for grantees securing/working with a Professional Advisor, challenges in securing competitive tenders and significant construction cost increases in recent past. For these reasons, it is proposed to draw the scheme to a close. 2 homeowner grants and 1 shopfront grant remains approved / active, and it is now proposed to ringfence the SAC committed funds, plus an anticipated 15% uplift (total £75,246.41) from the scheme to support owners, retender etc and hopefully complete these works, then reallocate the remaining SAC funds to support e.g. Priority Projects request the same of other funders (HES, NHLF).	0	0
Nature Restoration Fund 2022/23	263,113	263,113	0	Design and Tender	Works are being progressed on a number of projects including (a) a wildflower meadow creation and management scheme; (b) Belleisle wetland project; (c) Wetland scrape creation project; (d) Invasive non-native species control measures; and (e) treeplanting at Hayhill, Ayr.	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Nature Restoration Fund - Edinburgh Process Strand 2023/24	139,984	139,984	50,546	Design and Tender	Works are progressing on a number of projects including (a) Development of a Pollinator Nature Network; (b) a small scale tree planting programme; (c) Tree planting at Dalmling Golf Course; (d) Biodiversity enhancements to the Barassie to Dundonald Active Travel Route; (e) Wildflower meadows; (f) Planting of marram grass at Girvan Golf Course; (g) Purchase of equipment; and (h) a Citizen Science and Green Health project.	0	0
Nature Restoration Fund - Edinburgh Process Strand - 2024/25	0	92,000	0	Concept	Request made through the P3 Capital Monitoring Report to Cabinet of 27th August to add recently awarded grant to the Programme. A number of projects are being considered including (a) Developing a Pollinator Nature Network; (b) a small scale tree planting programme; and (c) Invasive Non-Native Species Control scheme.	0	0
Place Plans	582,564	582,564	70,934	On Site	A number of Place Plan projects have been completed and considerations ongoing for further works to be undertaken.	0	0
<i>Place Planning and Community Led Projects</i>	2,647,209	2,505,561	422,116	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	1,499,000	1,750,000
<i>Place Planning and Ayr Ward West/Ayr Town Centre projects</i>	1,275,967	1,275,967	195,687	<i>See Expanded Section</i>	<i>Budgets allocated to projects in the current and future financial years (2024/25 to 2026/27) through the 12 Year Council Plan approved by South Ayrshire Council on the 29th February 2024.</i>	1,000,000	1,000,000

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Renewal of Play Parks 2023-24	189,000	189,000	0	Concept	An award of £189,000 was made by Scottish Government for the Renewal of Play Parks 2023-24 project. £100,000 is committed to works to the Victory Play Park area in Girvan. Works are ongoing to prepare proposals for further works to be undertake,	0	0
Renewal of Play Parks 2024-25	0	283,000	0	Concept	An award of £283,000 has been made by Scottish Government for the Renewal of Play Parks 2024-25 project. Request to add this budget into the Programme made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
Renewal of Play Parks 2025-26	0	0	0	Concept	An award of £472,000 has been made by Scottish Government for the Renewal of Play Parks 2025-26 project. Request to add this budget into the Programme made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
<i>Public Conveniences - Various Projects</i>	291,186	491,186	109,864	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	0	0
Rozelle House (Grant Funded Works)	24,982	18,616	0	Complete	Works are now complete on site and no further payments are anticipated. Request to reallocate budget to other projects within the Programme made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
<i>SPT/Transport Scotland Projects</i>	277,000	499,637	3,994	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Ayr Town Centre Projects	0	6,000	6,000	Complete	Works are now completed with final costs recharged. Request to allocate budget from underspends elsewhere in the Programme made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
Ayr Town Centre Regeneration Works	2,500,000	500,000	0	Concept	Budget allocated to future works for Ayr Town Centre.	4,500,000	15,000,000
Girvan Palace Park (Former Bingo Hall Site)	70,000	330,000	0	Design and Tender	Proposal prepared and preferred option selected by Client. Detailed design to commence for landscaped public event space. Meeting held on 31 July to discuss the proposals and plan to progress the works. Regeneration funding now confirmed with LDA Landscape Architects appointed to develop the design proposals.	0	0
Scottish Government - Place Based Investment Programme 2022/23	20,265	20,265	0	On Site	A number of Place Based projects have been completed and considerations ongoing for further works to be undertaken.	0	0
Scottish Government - Place Based Investment Programme 2023/24	202,000	202,000	105,522	On Site	A number of Place Based projects have been completed and considerations ongoing for further works to be undertaken.	0	0
Scottish Government - Place Based Investment Programme 2024/25	386,315	386,315	0	On Site	A number of Place Based projects have been completed and considerations ongoing for further works to be undertaken.	0	0
Newton Steeple - Re-rendering	143,113	143,113	395	Legally Committed	Contractor has been appointed and works are due to start on site on the 12th August, 2024. Completion due by the end of the year.	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
VAT Recovery Projects	267,713	267,713	0	See Expanded Section	For detailed breakdown, see expanded tab below.	0	0
Craigie Park Sport for All Facility Development	50,967	50,967	0	Complete	Works are now complete on site with financial completion to be agreed and final payments made thereafter.	0	0
Refurbishment & Extension to King George V Changing Facilities	0	366	366	Complete	Works are now completed with final costs recharged. Request to allocate budget from underspends elsewhere in the Programme made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
Promenade and Shorefront Improvement Scheme	1,102,779	1,081,193	0	On Site	A review of requirements for all promenades was discussed with the Portfolio Holder for Tourism and Rural Affairs. Further discussions to be held in order to develop a plan and programme of works to be taken forward.	500,000	500,000
- Prestwick Pool - AHU and Water Storage Project - Net Zero	1,215,000	1,215,000	1,000	Design and Tender	Design works have started for this project. Additional funding sources looking to be secured.	0	0
- Prestwick Regeneration/Heritage Works	1,000,000	500,000	0	On Site	Prestwick consultation process ongoing. The full budget is not likely to be spent in the current year and a request made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024 to carry part of this forward to 2025/26.	1,000,000	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
- Ayr Esplanade- Inner Harbour Improvements	25,000	37,786	37,786	On Site	Works ongoing. Request to reallocate additional budget to project made through P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
- International Workers Memorial	5,000	5,000	0	On Site	Works are progressing well.	0	0
- Ayr Esplanade Adventure Golf Course	100,000	100,000	0	Design and Tender	Theories Golf were appointed to prepare designs for 9 /12 and 18 adventure golf options. Proposals issued 24/04/24 showing alternative theming and walkthroughs. Further review required. Land forms part of the same title as Low Green which would mean it is part of Ayr Common Good.	0	0
- Ayr Esplanade - Artwork Trail Restoration	0	5,500	5,500	Design and Tender	Request to allocate budget made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
- Refurbishment of Bandstand at Place De Saint Germain	0	3,300	3,300	Design and Tender	Request to allocate budget made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
- Floating pontoons @ River Ayr	0	30,930	30,093	Complete	Installation of a Floating Pontoon, including walkways and fencing on the River Ayr, opposite UWS now complete. Request to allocate additional budget made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
- Girvan Esplanade - Adventure Golf Course	0	100,000	0	Design and Tender	Consultant has been appointed to progress design of new facility. Request to allocate budget made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
- Mixed Tenure Grant	200,000	200,000	0	Design and Tender	Investment to support provision of grants to owners in mixed tenure blocks to ensure the Council meets the Scottish Housing Quality Standard requirements and improves the living standards in neighbourhoods and communities. Various projects currently being considered.	0	0
- Wetland Creation and Pollinator Corridors Belleisle Golf Course	32,057	32,057	0	Complete	Works are complete on site. Awaiting final account to be agreed.	0	0
- Coastal Change Adaptations	169,965	169,965	0	On Site	Meeting with a Coastal Geomorphologist was held at the end of January to progress this project. Atkins Ltd have been appointed to undertake the Ballantrae Coastal Adaptation Consultancy study. The value of the Ballantrae Coastal Adaptation Consultancy Phase 1 contract is £62,919.97. Phase 1 is programmed to be completed by early February 2024. The outcome will inform the scope of phase 2 which will commence as soon as possible. To date invoices to the value of £48,951.94 have been passed for this project.	0	0
- Golf Courses - Enhancements	1,296,617	1,099,896	0	Design and Tender	Design proposals are being progressed for the upgrade of Darley & Belleisle golf courses. Request to re-allocate part of this budget to other golf projects made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	2,500,000	1,000,000
- Golf Course - Belleisle Enhanced Practice Facilities	250,000	250,000	36,725	Concept	Update paper being taken to Special Council meeting of the 19th August, 2024.	1,088,000	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
- Citadel Refurbishment	3,729,937	3,701,518	187,736	Design and Tender	Alliance Leisure have been appointed to progress designs to RIBA Stage 2. This will include surveys of the building to determine and fabric repairs and will also identify opportunities to improve and upgrade the facilities within the centre. Proposals have been prepared which will decisions to be made around prioritisation of the works. Phase one likely to include an upgrade of the dry side including re-purposing the games hall and a new entrance with a cafe. Cabinet briefing carried out on 20th February. Alliance Leisure now instructed to progress designs to RIBA Stage 4. The initial works to the roof are due to commence in September 2024.	2,500,000	3,500,000
Citadel- Urgent Roof Repairs	0	21,085	21,085	Complete	Request to add budget form the Citadel Refurbishment line above made through the P3 Capital Monitoring Report to Cabinet of the 27th August, 2024.	0	0
G20908-Ayr Leisure Facility	0	7,334	7,334	Complete	Request to add budget form the Citadel Refurbishment line above made through the P3 Capital Monitoring Report to Cabinet of the 27th August, 2024.	0	0
- ARA - Adapting To Climate Change - St Ninian's Park	50,000	50,000	0	Design and Tender	This is a partnership project between Scottish Water and South Ayrshire Council. However the funding element from Scottish Water is not finalised yet and therefore the project scope incomplete	220,000	150,000

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
- Troon Swimming Pool - Health & Fitness Extension	0	250,000	0	Concept	Request to advance funds from 2025/26 made through P3 Capital Monitoring Report to Cabinet of 27th August, 2024. Further request to allocate £200,000 to the Troon Boiler Replacement Project (Property Refurbishment) also made.	1,348,129	1,372,400
- Troon Hosiery Park - Changing Accommodation	255,000	255,000	0	Design and Tender	Option appraisal prepared to identify the best solution to upgrade the changing facilities including; refurbishment, extension and new build (modular). Portakabin appointed to develop proposals. Initial costs provided.	255,000	0
- Troon Regeneration Works	350,000	350,000	0	Concept	Budget for future years works approved by South Ayrshire Council of 29th February 2024.	1,000,000	650,000
- Lochgreen Golf Course Drainage	0	1,200	1,200	Complete	Request to allocate budget made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
- Lochgreen & Fullarton Greenkeeping Facility	0	350,000	0	Design and Tender	A new "Murray Steel Buildings" (or similar) Golf Maintenance Shed to store Plant & Equipment, with adjoining staff welfare facility. Sustainable / renewable technologies. Indicative Layout and Cost prepared. Further discussions with Client Team to be held. The proposals are not affordable. A further option for modular building to provide the welfare facilities and metals storage containers to be developed. Initial meeting held with Portakabin and feasibility scheme and cost awaited. Request to allocate budget form other areas of golf made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
- Green Waste Recycling Facility - Auchincruive	0	0	0	Concept	Design team have been appointed and proposals are being developed. and costed ahead of the next DTM on 19/06/24. Drainage proposals are key to informing the site layout and operation. Key dates have been confirmed to achieve a project delivery of March '25. Timescales are challenging as SAC must conclude the purchase of the site prior to making the planning application and planning approval needs to be in place prior to making the SEPA WML application. This site is no longer being considered with other site under consideration.	0	0

Our Communities	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
- The Quay Zone, Girvan - Storm Damage Rectification	0	246,982	246,982	Complete	Storm damage reinstatement works (roofing works) are now complete on site. It has been agreed that works will be funded via an insurance claim. Further works currently being designed which will also be funded from insurance. Request to recognise expenditure and income budgets made through P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
- Cycling Walker Safer Routes 2023-24	0	0	0	Complete	Works are now complete on site. Final checks being made to ensure all costs have been captured and grant claimed.	0	0
	40,908,176	34,998,162	3,250,012			22,524,129	28,616,400

Other Investment in Buildings, Information and Technology

Approved Budget 2024/25	Projected to 31st March, 2025	Actual at P3	Key Project Milestone	Project Update
£	£	£		

2025/26 Approved Budget	2026/27 Approved Budget
£	£

**Project Budgets Approved 2024/25: -
- Updated Per Cabinet of 18th June, 2024**

<u>Buildings</u>
<i>Developers' Contributions</i>
<i>Equalities Act Budget - Various Projects</i>
Office Accommodation and Riverside Project
Office and Welfare Facilities at Bridge Street, Girvan
Net Zero Carbon Retrofit
Boiler Room plant replacement programme (low carbon solutions/Net Zero) - Girvan Academy & Coynton Primary School

2,970,514	1,631,315	8,123	See Expanded Section	For detailed breakdown, see expanded tab below.
641,634	564,134	10,002	See Expanded Section	For detailed breakdown, see expanded tab below.
0	2,823	2,838	Complete	Works are complete on site, with final invoice being received and paid. Request to allocate additional budget to this line made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.
11,991	11,991		Complete	Works are complete on site with final account being agreed and final payment made thereafter.
0	76,539	76,539	Complete	Request made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024 to advance budget from 2025/26 to fund works in relation to the Sustainability Design Checklist.
448,603	448,603	3,860	On Site	Works are currently on site with estimated completion by the end of the school summer holiday period.

0	0
300,000	300,000
0	0
0	0
450,000	450,000
0	0

Other Investment in Buildings, Information and Technology	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Common Good Contribution - 17-21 High Street	800,000	0	0	On Site	Design have been developed for the reinstatement of this property following extensive fire damage. Bell Contracts appointed 07/03/24 and pre-start held 27/03/24. Site start date was 10/06/24 due to TMP and permissions required to relocate bus stop along high street. Certification from Red Pest Control has now been received confirming that the disinfectant works are now complete. Programme will run for 54 weeks. The works are progressing well.	0	0
Property Refurbishment - Various Projects	526,831	1,254,741	169,520	See Expanded Section	For detailed breakdown, see expanded tab below.	1,250,000	1,250,000
Rewiring Programme (Including Residual Decoration Work, Etc.) - Various Projects	219,847	219,847	7,286	See Expanded Section	For detailed breakdown, see expanded tab below.	200,000	200,000
Works to Facilitate Property Rationalisation - Various Projects	203,696	203,696	111,563	See Expanded Section	For detailed breakdown, see expanded tab below.	100,000	100,000
Fire Damage Reinstatement Works - 17-21 High Street, Ayr	0	800,000	0	On Site	Design have been developed for the reinstatement of this property following extensive fire damage. Bell Contracts appointed 07/03/24 and pre-start held 27/03/24. Site start date was 10/06/24 due to TMP and permissions required to relocate bus stop along high street. Certification from Red Pest Control has now been received confirming that the disinfectant works are now complete. Programme will run for 54 weeks. The works are progressing well.	0	0

Other Investment in Buildings, Information and Technology	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Shaw Park Pavilion Fire Reinstatement	0	1,313	1,313	Design and Tender	Works are currently out to tender, and will be funded through an insurance claim. Request to allocate additional budget to this line made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
CO2 Monitors - Council Properties - Scottish Government Funded 2021-22	8,000	8,000	0	Complete	Works are complete on site. Final invoice due to be submitted.	0	0
Information Technology							
<i>Business Systems</i>	494,185	859,185	261,428	See Expanded Section	For detailed breakdown, see expanded tab below.	1,000,000	1,050,000
<i>End User Computing</i>	6,323,880	6,323,880	420,856	See Expanded Section	For detailed breakdown, see expanded tab below.	1,594,000	1,534,000
<i>Information and Data</i>	508,580	608,580	331,039	See Expanded Section	For detailed breakdown, see expanded tab below.	450,000	420,000
<i>ICT Infrastructure</i>	1,134,333	1,134,333	23,585	See Expanded Section	For detailed breakdown, see expanded tab below.	130,000	880,000
Other							
Facilitate Introduction of Flexible Working	366,985	364,132	0	Concept	Projects to be considered to be undertaken from within this section of the programme. Request to allocate budget to projects within Property Refurbishment made through P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	100,000	100,000
Initial Work on Projects For Future Years	34,881	34,881	0	Design and Tender	Funding allocated to allow for the development of potential future years projects.	100,000	100,000

Other Investment in Buildings, Information and Technology	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actual at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Project Management Costs	0	4,696	4,696	Other	Request to allocate budget to this line made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2023.	0	0
<i>Repairs and Renewal (Works Funded by Contribution)</i>	487,870	514,100	57,911	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	0	0
Scottish Government Flood Grant 2021-22	39,000	39,000	0	Concept	Request to carry budget forward to 2024/25 approved through P12 Capital Monitoring Report to Cabinet of 18th June, 2024. Works to be progressed.	0	0
<u>Economic and Regeneration</u>							
<i>Ayrshire Growth Deal</i>	29,381,788	2,158,799	118,930	<i>See Expanded Section</i>	<i>For detailed breakdown, see expanded tab below.</i>	50,399,196	23,161,732
Hanger Space (GPA)	86,019	86,019	0	Concept	This project now sits with Economic Development.	0	0
<u>Projects Brought Forward from 2020/21</u>							
Sale of Land and Buildings	0	20	20	Other	Costs incurred in relation to sale of land and buildings. Request to add budget made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.	0	0
	44,688,637	17,350,627	1,609,508			56,073,196	29,545,732

Income

Approved Income Budget 2024/25	Projected to 31st March, 2025	Actual at P3	Key Project Milestone
£	£	£	

2025/26 Approved Budget	2026/27 Approved Budget
£	£

Project Budgets Approved 2024/25: - - Updated Per Cabinet of 18th June, 2024
Funding Type
General Capital Grant
Free School Meals
LG pay - transfer to revenue
Renewal of Playparks 23-24
Coastal Change Adaptation
Flooding Funds
Community Bus Fund
Nature Restoration Fund - Edinburgh Process Strand
Additional - Free School Meals
Renewal of Playparks 24-25
Renewal of Playparks 25-26
Estimated Capital Grant In Future Years
Coastal Change Adaptation
Cycling, Walking & Safer Streets 23-24
Tier 1 - Active Travel 24-25 (was CWSR)
Specific Grants
Cycling, Walking & Safer Streets
Cycling, Walking & Safer Streets 2020-21

7,787,000	7,787,000	2,061,000	Income
0	0	0	Income
0	0	0	Income
0	0	0	Income
81,239	81,239	0	Income
0	0	0	Income
0	0	0	Income
0	92,000	0	Income
0	0	0	Income
0	283,000	0	Income
0	0	0	Income
0	0	0	Income
0	0	0	Income
0	0	0	Income
491,000	688,000	0	Income
0	0	0	Income
0	0	0	Income

0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
7,787,000	7,787,000
0	0
0	0
0	0
0	0
0	0
0	0
0	0

Total Grant Funding
<i>Additional Funding Identified</i>
Capital Receipts
Ayrshire Growth Deal
Spaceport Infrastructure (plus further adjustments 2024/25 to 2025/26);
Aerospace and Space Innovation Centre (plus further adjustments 2024/25 to 2029/30);
Commercial Space - Prestwick - Industrial Units (plus further adjustments 2024/25 to 2029/30);
Prestwick Infrastructure - Roads (plus further adjustments 2024/25 to 2025/26);
Digital Subsea Cabling (plus further adjustments 2024/25).
Digital Infrastructure (plus further adjustments 2024/25); and
Digital Projects
Citadel Funding Brought Forward From Previous Years
Developers Contributions Unallocated - Greenan
Doonfoot Upper School - 2 Classroom Extension
Doonfoot Primary - Formation of New Entrance;
Struthers Primary - Upgrade and Extension
Developers Contributions Unallocated - North East Troon
Developers Contributions - North East Troon - MUGA Next to Struthers PS
Developers Contributions - North East Troon - Struthers Access and Community Facilities
Struthers Primary School - New Play Area (Developers Contributions)

8,359,239	8,931,239	2,061,000			7,787,000	7,787,000
250,000	250,000	0	Income		250,000	250,000
0	0	0	Income			0
4,855,662	0	0	Income		13,000,000	5,144,338
0	0	0	Income		3,835,000	1,165,000
18,074,200	0	0	Income		1,737,962	
1,964,000	0	0	Income		9,219,000	817,000
0	0	0	Income		0	0
0	0	0	Income		0	0
7,057,596	0	0	Income		6,942,404	0
0	0	19,860	Income		0	0
567,857	567,857	5,899,029	Income		0	0
118,956	118,956	0	Income		0	0
7,400	7,400	0	Income		0	0
0	0	0	Income		0	0
1,586,310	892,960	2,152,176			0	0
49,054	0	0	Income		0	0
0	0	0	Income		0	0
40,322	0	0	Income		0	0

Struthers Primary School - Nursery Conversion.
Struthers Primary School - Outdoor Adult Exercise Equipment Trail.
Barassie Public Transport Improvements(dc)
Developers Contributions - Troon Esplanade Wheeled-Sports Zone Facility
Developer Contributions - Symington - Transport
Developer Contributions - Symington - Education
Developer Contributions - Symington Main Street - Unallocated Education
Developers Contributions - Monkton Section 75 - Monkton Cross Traffic Signals and Other Improvements
Developers Contributions - Monkton - Educational Cont.
<i>Other Contributions - Grants / CFCR / CRA</i>
Total Additional Funding
Cash Funding Available
Total Borrowing
TOTAL FUNDING REQUIREMENT

28,044	28,044	0	Income		0	0
117,274	0	0	Income		0	0
0	0	0	Income		0	0
0	0	0	Income		0	0
0	0	0	Income		0	0
0	0	0	Income		0	0
105,297	16,098	16,098	Income		0	0
0	0	0	Income		0	0
0	0	1,005,634	Income		0	0
204,063	1,648,825	59,877	Various		0	0
35,026,035	3,530,140	9,152,674			34,984,366	7,376,338
43,385,274	12,461,379	11,213,674			42,771,366	15,163,338
70,900,613	56,158,453	(3,832,561)			51,452,185	66,195,020
114,285,887	68,619,832	7,381,113			94,223,551	81,358,358

Request For Budget Adjustments		Advanced/ (Carry Forward) from/to Future Years £	Release Back 2024-25 £	In Year Budget Amendments 2024-25 £	Additional Budget 2024-25 £	Proposed Revised 2024-25 Budget £	Proposed Revised 2025-26 Budget £	Proposed Revised 2026-27 Budget £
Capital Budget approved by Cabinet 18th June 2024						114,285,887	94,223,551	81,358,358
1	South Ayrshire Council on the 29th February, 2024, approved the paper 'Revenue Estimates 2024/25, Capital Estimates 2024/25 to 2035/36, and Carbon Budget 2024/25' which set the Capital Programme for the twelve years 2024/25 to 2035/36. Budget adjustments to the programme have been approved through: - - P12 Capital Monitoring report, approved by Cabinet of the 18th June, 2024. All adjustments approved have been incorporated into the P3 report.							
2	The 2024/25 Programme contains a budget of £491,000 for the Cycling, Walking and Safer Routes Programme. Transport Scotland have recently notified South Ayrshire Council that this award has been changed and will now be referred to as the 'Tier 1 - Active Travel Infrastructure Fund' and that the award for 2024/25 has increased to £688,000. Therefore, it is requested that this grant be renamed within the Programme and that the increase of £197,000 is reflected in both expenditure and income budgets as detailed below: - - Tier 1 - Active Travel Infrastructure Fund 2024/25 (G25505)				197,000	197,000	0	0
3	Scottish Government have recently notified that a grant of £92,000 has been awarded to South Ayrshire Council for the 'Nature Restoration Fund - Edinburgh Process Strand - 2024/25'. It is requested that income and expenditure budgets be created as detailed below: - - Nature Restoration Fund - Edinburgh Process Strand - 2024/25 (G25941)				92,000	92,000	0	0
4	Scottish Government have recently notified that a grant of £218,643 has been awarded to South Ayrshire Council for the 'Road Safety Improvement Fund 2024/25'. It is requested that income and expenditure budgets be created as detailed below: - - Road Safety Improvement Fund 2024-25 (G25506)				218,643	218,643	0	0
5	SUSTRANS - Places for Everyone have notified South Ayrshire Council of the grant awarded for 2024/25 for the project 'Follow on From Accessible Ayr', being £778,780. It is requested that income and expenditure budgets be created to reflect this as detailed below: - - Follow On From Accessible Ayr (G21523)				778,780	778,780	0	0
6	Scottish Government notified South Ayrshire Council of grant awarded for the Renewal of Playparks 2023-26 in a letter dated 31st August 2022. It is requested that expenditure and income budgets be created to reflect the grant award for financial years 2024/25 and 2025/26 as detailed below: - - Renewal of Play Parks 2024/25 - Renewal of Play Parks 2025/26				283,000	283,000 0	0 472,000	0 0

	- Golf Strategy - Health and Safety Works			(350,000)		(350,000)	0	0
	- Lochgreen & Fullarton Greenkeeping Facility			350,000		350,000	0	0
	- Hourstons Development			(45,531)		(45,531)	0	0
	- Floating pontoons @ River Ayr			30,930		30,930	0	0
	- Office Accommodation and Riverside Project			2,823		2,823	0	0
	- Shaw Park Pavillion Fire Reinstatement			1,313		1,313	0	0
	- Project Management Costs			4,696		4,696	0	0
	- Sale of Land and Buildings			20		20	0	0
	- Girvan Palace Park (Former Bingo Hall Site)			260,000		260,000	0	0
	- Girvan Regeneration Projects - Funding to be Allocated 2024/25 & Future Years			(260,000)		(260,000)	0	0
	- Golf Courses - Enhancements;			(3,360)		(3,360)	0	0
	- Lochgreen Golf Course Drainage;			1,200		1,200	0	0
	- Common Good Contribution - 17-21 High Street			(800,000)		(800,000)	0	0
	- Fire Damage Reinstatement Works - 17-21 High Street, Ayr			800,000		800,000	0	0
	- Facilitate Introduction of Flexible Working			(2,853)		(2,853)	0	0
13	A number of adjustments are required to the Early Years sections of the programme as detailed below.							
	- Space Place;			(1,856)		(1,856)	0	0
	- Struthers Early Years Centre;			3,645		3,645	0	0
	- Symington Early Years Centre;			(10,000)		(10,000)	0	0
	- Troon Early Years Centre; and	(500,000)				(500,000)	500,000	0
	- Wallacetown Early Years - Formation of a New Entrance 2021-22.			8,211		8,211	0	0
14	Adjustments are required to the School Refurbishment section of the programme as detailed below: -							
	- School Refurbishment Programme - Unallocated Funding 2024/25 & Future Years;			(151,469)		(151,469)	0	0
	- Girvan Primary School - Internal Alterations 2019-20;			132		132	0	0
	- Girvan Academy - Refurbishment of Classroom 4;			505		505	0	0
	- Heathfield Primary School - ASN Base	(400,000)				(400,000)	400,000	0
	- Kyle Academy - Refurbishment Works 2021/22 (Science Department Upgrade);			(29,053)		(29,053)	0	0
	- Southcraig Campus;			(24,321)		(24,321)	0	0
	- Straiton Primary - School House;			(30)		(30)	0	0
	- Girvan Academy - Business Studies Classroom Refurbishment;			4,500		4,500	0	0
	- Prestwick Academy - Door Fob Security Work;			24,000		24,000	0	0
	- ICT Capital Spend 2024/25 - ActivPanel Estate;			75,000		75,000	0	0
	- Coylton Primary School Playground Markings;			10,000		10,000	0	0
	- Dalmilling Primary School - Temporary Hut Removal;			24,000		24,000	0	0
	- Dalmilling Primary School - Internal Re-decoration / Painter Works (Summer 2024);			8,000		8,000	0	0
	- Queen Margaret Academy - New Fencing;			2,000		2,000	0	0
	- Sacred Heart Primary School - Further HVAC Improvements - Hall & Office Accommodation;			40,000		40,000	0	0
	- Portable Appliance Testing in Various Schools 2024/25;			16,850		16,850	0	0

	- Equalities Act Budget - Various Projects - Unallocated Budget 2024/25 & Future Years;			(50,000)		(50,000)	0	0
	- Ainsley Park Public Conveniences, Girvan;			266,977		266,977	0	0
	- St Meddan's, Troon; and			(36)		(36)	0	0
	- The Flushes Public Conveniences, Girvan.			(66,941)		(66,941)	0	0
18	A number of adjustments are required to the Ayrshire Roads Alliance managed projects section of the programme as detailed below. Additional grant has been received in relation to the below older project and it is requested that expenditure and income budgets are created to recognise this: - - SUSTRANS - Dundonald to Barassie Link 2019-20					0	0	0
					3,994	3,994	0	0
19	A number of adjustments are required to the VAT Recovery Fund section of the programme as detailed below:- - Development of Portland Park to Provide Enhanced Facilities for Community Use; - Feasibility Study for Walkways; - Bowling Green Improvements (Colmonell); - Develop Walking Trails (Dailly and Barr); - Replace / Upgrade Equipment (Russell Drive, Ayr); - Golf Academy; - Belleisle / Seafield Golf Course - Wayfinding / Signage Works; and - VAT Recovery - Supplementary Projects.			(12,315)		(12,315)	0	0
				(10,500)		(10,500)	0	0
				(10,500)		(10,500)	0	0
				(2,904)		(2,904)	0	0
				(3,079)		(3,079)	0	0
				(198,101)		(198,101)	0	0
				50,000		50,000	0	0
				187,399		187,399	0	0
20	A number of adjustments are required to the Place Planning and Community Led Projects section of the programme as detailed below: - Place Planning and Community Led Projects - Funding to be Allocated 2024/25 & Future Years; - Girvan and South Carrick - New Merchant Navy and Seafarers Memorial at Girvan Harbour; - Girvan and South Carrick - Installation of New Height Restriction Barrier to the South of the Harbour Master's Office ; - Girvan and South Carrick - Install a New Power Source in the Promenade Performance Area; - Girvan and South Carrick - Upgrade the Bird Aviary in the Knockcushan Street Community Gardens; - Girvan and South Carrick - Investment in Upgrade to the shelter and pathways at Girvan Rose Garden; - Girvan and South Carrick - New Deer Proof Fence at Bynehill Cemetery, Girvan; - Girvan and South Carrick - New Seating along the River Stinchar Walk; - Girvan and South Carrick - Create a New Footpath to Access Field at Pinwherry & Pinmore; - Ward Project - Installation of Bunting for Length of Girvan Promenade & around Stumpy Tower; - G24401-Girvan Promenade - Concrete Seating; - Ayr North - Upgrading of the Carriageway of Newton Shore Promenade; - Kyle - Investment in an Upgraded Location for the War Memorial in Mossblown; - Kyle - Road and Footpath Upgrades at Dundonald, Mossblown, Symington and Loans; and - Ward Project - Supply & Installation of Branding for Dunure Safety Boat.			(217,126)		(217,126)	0	0
				10,000		10,000	0	0
				10,000		10,000	0	0
				4,560		4,560	0	0
				(90,000)		(90,000)	0	0
				100,000		100,000	0	0
				(40,000)		(40,000)	0	0
				10,000		10,000	0	0
				30,000		30,000	0	0
				2,408		2,408	0	0
				4,680		4,680	0	0
				18,791		18,791	0	0
				55,000		55,000	0	0
				1,567		1,567	0	0
				120		120	0	0

	- Girvan Esplanade - Adventure Golf Course			100,000		100,000	0	0
21	A number of adjustments are required to the Place Planning and Ayr Ward West/Ayr Town Centre Projects section of the programme as detailed below: - Place Planning and Ayr Ward West / Ayr Town Centre Projects - Funding to be Allocated 2024/25 & Future Years Ward 5: Ayr West - Ayr West - Town Hall Gardens - Ward Project - Ayr West - Purchase of Stretch Tents - Ayr West - Road Upgrade Works to All Main Arterial Routes into Ayr			(206,271)		(206,271)	0	0
				62,747		62,747	0	0
				25,000		25,000	0	0
				118,524		118,524	0	0
22	A number of adjustments are required to the Promenade and Shorefront Improvement Scheme section of the programme as detailed below: - Promenade and Shorefront Improvement Scheme - Ayr Esplanade- Inner Harbour Improvements; - Ayr Esplanade - Artwork Trail Restoration; and - Refurbishment of Bandstand at Place De Saint Germain.			(21,586)		(21,586)	0	0
				12,786		12,786	0	0
				5,500		5,500	0	0
				3,300		3,300	0	0
23	A number of adjustments are required to the Developers Contributions section of the programme as detailed below: - Struthers Primary - Classroom Extension - Struthers Primary School - Outdoor Adult Exercise Equipment Trail; - New Play Space Games Area - Next to Struthers Primary School; - Struthers Primary School - New Play Area (Developers Contributions); - Developers Contributions Unallocated - North East Troon; and - Developers Contributions - Symington Main Street - Unallocated Education.	(750,000)		(117,274)		(750,000)	750,000	0
				(399,054)		(117,274)	0	0
				(40,322)		(399,054)	0	0
		(500,000)		556,650		(40,322)	0	0
			(89,199)			56,650	500,000	0
						(89,199)	0	0
24	A number of adjustments are required to the Equalities Act section of the programme as detailed below: - - Equalities Act Budget - Various Projects - Unallocated Budget 2024/25 & Future Years; - Overmills Day Care Centre - Formation of Accessible Toilets; - Cunningham Place Children's House - Accessibility Contribution 2022/23; - Invergarven - Groundworks to Make External Area Child Accessible; - Domain Youth Centre - Create Accessible Exit Ramps 23-24; - Fisherton Primary School - Easi Lift Changing Bench 23-24; - Forehill Primary - Toilet & Path Adaptations; - Southcraigs - Installation of Door Entry System for Easier User Access; - Doonfoot PS - Exterior Ramps 2024/25; - Chalmers Road - Internal Refurbishment 2024/25; - Overmills - Lime & Garden Room 2024/25; - Hillcrest - First Floor Refurbishment 2024/25; - Dundonald PS - Alterations to Playground; - Southcraig School - Classroom Adaptations & Refurbishment 2024/25; - Troon HWRC - Accessible Ramp Replacement; and - Crosshill Primary School - Various Accessibility Works. A contribution of £27,500 had previously been agreed towards the New Play Park, Victory Park, Girvan which formed part of the Girvan All Weather Pitch project as the play park was displaced by the pitch. it is requested that this be transferred over to the project as detailed below: -			(155,261)		(155,261)	0	0
				(5,915)		(5,915)	0	0
				(2,721)		(2,721)	0	0
				(2,783)		(2,783)	0	0
				(7,000)		(7,000)	0	0
				(1,024)		(1,024)	0	0
				(1,416)		(1,416)	0	0
				(8,000)		(8,000)	0	0
				50,000		50,000	0	0
				20,000		20,000	0	0
				30,000		30,000	0	0
				25,000		25,000	0	0
				8,120		8,120	0	0
				30,000		30,000	0	0
				6,000		6,000	0	0
				15,000		15,000	0	0

	- New Play Park, Victory Park, Girvan; and			(27,500)	(27,500)	0	0
	- Girvan All Weather Pitch.			27,500	27,500	0	0
25	A number of adjustments are required to the Property Refurbishment section of the programme as detailed below: -						
	- Property Refurbishment - Various Projects - Unallocated Budget 2024/25 and Future Years;	519,308		(1,044,919)	(525,611)	(519,308)	0
	- Lochside Community Centre - Replacement Boiler 2022/23;			6,988	6,988	0	0
	- Prestwick Community Centre - Slate Roof Replacement;			(13,000)	(13,000)	0	0
	- Marr College - Internal and External Upgrades;			(3,751)	(3,751)	0	0
	- Dundonald Primary School / Activity Centre - Carry Out Repairs / Replace Metal Roof;			675	675	0	0
	- Heathfield Primary School - Remove Current Air Circulation System and Install New Air System to Allow Air Circulation;			545	545	0	0
	- Minishant Primary - Replace Ceiling and Lighting Main Building and Dining Hall;			(19,757)	(19,757)	0	0
	- Various - External Tarmac, Boundary Walls, Railings, Line Markings;			(990)	(990)	0	0
	- Girvan Golf Starters Building - Refurbishment of Building Exterior Including Roof and Windows;			(19,550)	(19,550)	0	0
	- Coylton Primary - Ground Floor Corridor Refurbishment 23-24			16,770	16,770	0	0
	- Coylton Primary School - Playground Markings			3,097	3,097	0	0
	- Dundonald PS - Alterations to Playground			8,120	8,120	0	0
	- Struthers Primary School - Interior Ceiling & Lighting Upgrade 23-24;			(9,500)	(9,500)	0	0
	- Ivy Cottage, Troon - Roof Replacement;			48,363	48,363	0	0
	- Maidens Primary School - Replacement Fire Alarm;			14,876	14,876	0	0
	- McCalls Avenue - Replacement Heating			34,210	34,210	0	0
	- Marr College - Replacement Fire Alarm			6,948	6,948	0	0
	- Maybole Town Hall - Electrical Works			4,620	4,620	0	0
	- 65 Club, Prestwick - Replace Roof Covering with Insulated Material;			8,604	8,604	0	0
	- Dundonald Primary School - Replacement Water Cylinder;			19,761	19,761	0	0
	- McKechnie Institute - High Level Roof Works;			(15,694)	(15,694)	0	0
	- Ayr Town Hall - Alterations to Car Park Barriers;			5,647	5,647	0	0
	- County Buildings - Upgrade and Refurbish Basement Shower Room;			2,937	2,937	0	0
	- Hourstons - Roof Repairs;			5,749	5,749	0	0
	- IT Technology (Screens, Desk Equipment Etc for Meeting Rooms);			1,923	1,923	0	0
	- Office Moves and Furniture;			930	930	0	0
	- Various Projects - Tarmac & Boundary Walls 2024/25;			50,000	50,000	0	0
	- Various Projects - Fire & Intruder Alarm Upgrades 2024/25;			100,000	100,000	0	0
	- Symington Library - External Cladding 2024/25;			60,000	60,000	0	0
	- Kingcase PS - Replace Timber Doors with Aluminium 2024/25;			40,000	40,000	0	0
	- Struthers PS - Replace Timber Doors with Aluminium 2024/25;			20,000	20,000	0	0
	- Struthers PS - Upgrade Suspended Ceiling & Lighting 2024/25;			15,000	15,000	0	0
	- Ceric Building - Roof Repairs & Cladding of Tank Roomv 2024/25;			10,000	10,000	0	0
	- Heathfield PS - Corridor & Nursery Improvements 2024/25;			15,000	15,000	0	0
	- Walker Hall, Troon - Upgrade Suspended Ceiling & Lighting, & Decoration to Walls 2024/25;			15,000	15,000	0	0
	- Walker Hall, Troon - Upgrade Fire Doors 2024/25;			25,000	25,000	0	0
	- Montgomerie Hall - Replacement Windows & Decoration 2024/25;			10,000	10,000	0	0
	- Various Projects - High Level Works 2024/25;			150,000	150,000	0	0

	- Various Projects - Asbestos Removal 2024/25;			50,000		50,000	0	0
	- Southcraig School - Roof Replacement 2024/25;			50,000		50,000	0	0
	- Maybole Library - Stonework & External Repairs 2024/25;			50,000		50,000	0	0
	- Racecourse Road Pavilion - Refurbishment 2024/25;			50,000		50,000	0	0
	- Carnegie Library, Ayr - Windows 2024/25;			50,000		50,000	0	0
	- Colmonell PS - Upgrade Flooring 2024/25;			10,000		10,000	0	0
	- Colmonell PS - Investigate Roofing 2024/25;			20,000		20,000	0	0
	- Girvan Academy - Asbestos Removal & Flooring 2024/25;			30,000		30,000	0	0
	- Girvan Academy - Replacement Ceiling & Lights 2024/25;			25,000		25,000	0	0
	- Girvan Adademy - Additional Windows 2024/25;			35,000		35,000	0	0
	- Dolphin House - Replacement of Bunk House Roof 2024/25;			30,000		30,000	0	0
	- Braehead PS - Fascia & Roughcast Replacement; and			35,000		35,000	0	0
	- Troon Pool - Boiler Repacement 2024/25.			200,000		200,000	0	0
26	Adjustments are required to the Rewiring Programme (Including Residual Decoration Work, Etc) - Various Properties section of the programme as - Rewiring Programme (Including Residual Decoration Work, Etc.) - Various Projects - Unallocated Budget 2024/25 & Future Years; - County Buildings - Upgrade of Distribution Boards 2022/23; - Renewal of Distribution Board - Girvan Academy Dance Studio 2022/23; - Replacement Central Battery – Whitletts Social Work Office; - County Buildings - Replacement Distribution Boards 2023/24 - Kyle Academy - Replacement Fire Alarm; and - Upgrade of Switchgear & Distribution Board, County Buildings, Ayr 2024/25.			(45,917)		(45,917)	0	0
				(6,846)		(6,846)	0	0
				(550)		(550)	0	0
				(1,458)		(1,458)	0	0
				6,580		6,580	0	0
				(8,847)		(8,847)	0	0
				57,038		57,038	0	0
27	A number of adjustments are required to the Property Rationalisation section of the programme as detailed below: - - Works to Facilitate Property Rationalisation - Various Projects - Unallocated Budget 2024/25 & Future Years; - Bath Place - Interior Refurbishment; - Demolition - Annbank - Cabin (Brocklehill Ave); - Southcraig - Refurbishment of Large Teaching Area; - Southcraig- Replacement Ceiling Hoist; and - St Patricks Primary School - AV Rooms Converted to Changing Rooms.			12,731		12,731	0	0
				(5,954)		(5,954)	0	0
				(6,895)		(6,895)	0	0
				(22,750)		(22,750)	0	0
				7,868		7,868	0	0
				15,000		15,000	0	0
28	A number of adjustments are required to the Information Technology section of the programme as detailed below: - ICT Infrastructure - ICT Infrastructure Unallocated Budget 2024/25 & Future Years - Wide Area Network (WAN) 2024 Renewal Business Systems - Business Systems - Unallocated Funding 2024/25 & Future Years - Oracle eBusiness Suite Programme; - Customer Invoicing and Legal Debt Recovery Cloud Migration It is further requested that funding be brought forward from future years of the Programme to allow all the works planned for 2024/25 to be taken forward. - Business Systems - Unallocated Funding 2024/25 & Future Years (made up of £65,000 from 2027/28, £150,000 from 2028/29 and £150,000 from 2029/30).			(3,009)		(3,009)	0	0
				3,009		3,009	0	0
				(70,745)		(70,745)	0	0
				50,370		50,370	0	0
				20,375		20,375	0	0
		365,000				365,000	0	0
	Information and Data							

	- Information and Data - Unallocated 2024/25 and Future Years			(17,339)		(17,339)	0	0
	- Cloud Hosting and Data Centre Retirement			17,339		17,339	0	0
	It is further requested that funding be brought forward from future years of the Programme to allow all the works planned for 2024/25 to be taken forward.							
	- Information and Data - Unallocated 2024/25 & Future Years (made up of £50,000 from 2025/26, £20,000 from 2026/27, £20,000 from 2027/28 and £10,000 from 2028/29).	100,000				100,000	(50,000)	(20,000)
	End User Computing							
	- End User Computing Unallocated Funding - 2024/25 & Future Years			(30,299)		(30,299)	0	0
	- Public Network Accessible Council Owned Devices			24,162		24,162	0	0
	- Zscaler Private Service Edge-Fi Refresh			6,137		6,137	0	0
29	A number of adjustments are required to the Repairs and Renewals section of the programme as detailed below: - - Darley Golf Course Removal and Replacement Maintenance Building Roof; and - Replacement Railings at Blackfriars Walk.			2,160		2,160	0	0
					24,070	24,070	0	0
30	A number of adjustments are required to both expenditure and income budgets within the Ayrshire Growth Deal section of the programme as detailed below, reflecting the current project profiling: - - AGD - General Code - Spaceport Infrastructure; - Commercial Space - Prestwick - Industrial Units; - Prestwick Infrastructure - Roads; - Aerospace and Space Technology Applications Centre; and - Digital Projects.				0	0	26,500,000	21,000,000
		(1,500,000)				(1,500,000)	(13,000,000)	(5,144,338)
		(17,684,253)				(17,684,253)	(8,402,792)	0
		(1,116,736)				(1,116,736)	(8,165,870)	(3,217,394)
		(6,922,000)				0	0	0
						(6,922,000)	(6,942,404)	0
TOTAL ADJUSTMENTS		(47,421,325)	(89,199)	0	1,844,469	(45,666,055)	11,074,270	12,618,268
TOTAL REVISED BUDGET		(47,421,325)	(89,199)	0	1,844,469	68,619,832	105,297,821	93,976,626

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	Monitoring of General Services Capital Programme
Lead Officer (Name/Position/Email)	Pauline Bradley, Service Lead, Professional Design Service pauline.bradley@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

Community or Groups of People	Negative Impacts	Positive impacts
Sex – (issues specific to women & men or girls & boys)	No	No
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	No impact
Advance equality of opportunity between people who share a protected characteristic and those who do not	Low

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)
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 impact
Increase participation of particular communities or groups in public life	No impact
Improve the health and wellbeing of particular communities or groups	No impact
Promote the human rights of particular communities or groups	No impact
Tackle deprivation faced by particular communities or groups	No impact

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)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Rationale for decision: This is an update report with no implication in relation to equalities	
Signed : Pauline Bradley Date: 9 August 2024	Service Lead

South Ayrshire Council

**Report by Chief Financial Officer
to Cabinet
of 27 August 2024**

Subject: Review of General Services Reserves

1. Purpose

- 1.1 The purpose of this report is to undertake a review of the various committed balances currently held by the Council in General Services reserves and to recommend amounts for release back to uncommitted reserves.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 considers the review of the General Services committed reserves position and approves the recommended release of £0.439m of committed funds to uncommitted reserves; and**
- 2.1.2 notes the receipt of £0.448m of funding in relation to the 2023-24 pay award that has been added to uncommitted reserves; and**
- 2.1.3 notes a revised total uncommitted reserve of £5.331m, which equates to 2.11% of current planned net expenditure.**

3. Background

- 3.1 The Local Authority Accounting panel Bulletin 99 - Local Authority Reserves and Balances states that:

Within the existing statutory and regulatory framework, it is the responsibility of chief finance officers (proper officer in Scotland) to advise local authorities about the level of reserves that they should hold and to ensure that there are clear protocols for their establishment and use. Reserves should not be held without a clear purpose.

- 3.2 Local authorities are permitted to establish reserve funds as part of their responsibility for ensuring that sound financial management arrangements are in place. The purposes of reserve funds are as follows:

- 3.2.1 As a working balance to help cushion the impact of uneven cash flows and avoid unnecessary temporary borrowing;
- 3.2.2 As a contingency to mitigate against the impact of unexpected events or emergencies; and

3.2.3 As a means of building up funds to meet known or anticipated future commitments.

3.3 The Council's Reserves Policy as most recently stated in the Long term Financial Outlook approved in October 2021, states that the Council should aim to maintain uncommitted reserves at a minimum of 2% of General fund net expenditure to meet the potential cost of unforeseen liabilities.

3.4 The level of reserves held were last formally reviewed in November 2022.

3.5 The Budget Management Out-turn Report 2023/24 presented to Cabinet in June 2024 identified an uncommitted reserves balance of £4.444m at the end of the 2023-24 Financial Year, as identified in Table 1 below:

Table 1

General Reserve	£m
Uncommitted funds	4.444
Committed funds	24.147
Total Reserves and Funds	28.591

3.6 As at 31 March 2024 the level of **uncommitted** reserves held equated to approximately 1.76% of annual budgeted net expenditure.

4. Proposals

4.1 The Council has previously established four earmarked funds 'set aside' or committed within the accumulated general fund reserve, totalling £8.532m at 31 March 2024, as detailed below:

4.1.1 **Workforce Change fund** - This fund is used mainly to meet the severance and other employee-related costs arising from the Council's Efficiency and Improvement and savings measures undertaken. At 31 March 2024 a balance of **£5.516m** was held;

4.1.2 **Transformation Fund (formerly the Efficiency and Improvement fund)** - The transformation of the Council is a long-term commitment to ensure services continue to meet the needs of residents now and in the future. To enable the Council to deliver the vision for transformation, new activity will require to be implemented. It is recognised that the design, development and implementation of this activity may require upfront investment to enable the realisation of benefits. New activity will require to focus on one or more of our priority themes: Our workforce, our technology, our assets and our delivery model. The Council has established a Transformation Fund to provide enabling funding for transformation activity. At 31 March 2024 a balance of **£1.162m** was held;

4.1.3 **Local Election Fund** – this fund is used to support expenditure associated with local Council elections. The Scottish Government provides some financial support to Councils for local elections but does not fully provide for all associated costs of running the election. The Council therefore requires to set aside funds to supplement government

funding. On expending the sums during each local election cycle the balance is reinstated in the following years from unallocated reserves up to the date on the next local election. At 31 March 2024, a **Nil** balance was held; and

4.1.4 **Affordable Homes** - this fund receives a proportion of the Council tax raised from second homes and is ring-fenced for the purchase or building of new social housing, either by the Council itself or local housing associations. At 31 March 2024 a balance of **£1.854m** was held in this fund. Resources will continue to be allocated to this fund on an annual basis from Council tax receipts.

4.2 In addition to the £8.532m of committed funds relating to the four previously established funds held, outlined in 3.1 above, the Council holds a number of earmarked balances within the General Services reserves which have been 'set aside' or committed based on previous decisions taken by Cabinet or Council. The total held at 31 March 2024, across the various balances, was £15.615m, as listed in the table below:

Table 2

Commitment	As at 31 March 2024 £m
2023/24 earmarking of underspend	2.616
Ash Tree dieback	0.312
Ayrshire Growth Deal	0.122
Community Halls Fund	0.573
Corporate Support capacity funding	0.226
Covid-19 reserves	1.714
Employability reserve	0.100
Golf Strategy	0.157
Inflation Reserve	0.041
Invest in South Ayrshire	0.200
Joint Ayrshire Civil Contingency reserve	0.123
Levelling up submission – additional capacity	0.125
PPP concession reserve	9.000
Station Hotel	0.306
Total Commitments	15.615

4.3 The commitment of £15.615m shown in Table 2 above, when combined with the balances held in the four specific funds listed in 3.1, totals the overall **committed reserve balance of £24.147m** as at 31 March 2024 (as shown in [Table 1](#)).

4.4 In addition to the brought forward funds identified in 4.2 and 4.3, as highlighted in 3.6 above, a further £4.053m has been set aside during 2024/25 relating to the

newly established Transformation Fund agreed contribution, approved as part of the 2024/25 budget.

4.5 Further detail on each of the above committed amounts is provided in [Appendix 1](#). The annex provides detail of:

- the opening balance as at 31 March 2024;
- the draws that have been made to date from each set aside amount as at 31 July 2024;
- new commitments made during 2024/25;
- the anticipated future draws either in the current financial year or future years;
- the amounts no longer required to remain within the committed element of general reserves due to the fact that they are no longer required or necessary; and
- the balances recommended to remain within committed reserves.

4.6 Table 3 below summarises the information detailed in [Appendix 1](#):

Table 3

Opening balance April 2024 £m	Draws to date £m	New commitment 2024/25 £m	Draws anticipated £m	Release to uncommitted £m	Remain committed £m
24.147	(6.922)	4.053	(20.839)	0.439	20.839

4.7 It should be noted that the total of 'Draws anticipated' of £20.839m shown in Table 3 is not the amount anticipated to be drawn before the end of this financial year, 2024/25, but the total amount expected to be drawn at some point in the future from the various amounts previously set aside.

4.8 As outlined in Table 3 at 4.6 above, it is recommended that £0.439m of the committed reserves be released back to uncommitted reserves due to it no longer being required for the purpose originally intended.

4.9 In addition to the releasing of committed funds, additional funding of £0.448m has been received from the Scottish Government, following final reconciliations of 2023-24 Employability spend, being the final contribution to the nationally agreed 2023-24 pay uplift. The actual cost in 2023-24 was previously met from reserves therefore the newly notified funding will be returned to reserves in 2024-25.

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 Uncommitted reserves will increase by £0.439m if the recommendations for releasing committed reserves to uncommitted reserves are agreed. In additional

uncommitted reserves will increase by a further £0.448m following receipt of the additional Scottish Government funding contribution related to the 2023-24 pay uplift.

- 6.2 When these two items are added to the current uncommitted reserves of £4.444m, this results in a total uncommitted reserve of £5.331m. This equates to 2.11% of current planned net expenditure.

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 is a risk that by not adopting the recommendations resources will remain in committed reserve where they are no longer required and therefore cannot be used for other appropriate purposes.

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 1 of the Council Plan: Fair and Effective Leadership/ Leadership that promotes fairness.

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 Ian Davis, Portfolio Holder for Finance, Human Resources and ICT, 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 Chief Financial 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
Record for future reporting purposes the revised committed/ uncommitted resources position	31 August 2024	Chief Financial Officer

Background Papers **None**

Person to Contact **Tim Baulk, Chief Financial Officer**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 612620
E-mail tim.baulk@south-ayrshire.gov.uk

Date: **15 August 2024**

General Services Balances

1.1 The Council has a number of specifically earmarked reserves within the accumulated general fund reserve of £24.147m at 31 March 2024. The table below provides detail of each with a comment on the requirement for it to remain or not plus recommendations **(in bold)** for release if appropriate.

Commitment	Opening balance April 2024 £m	Drawn in 2024/25 £m	Newly committed 2024/25 £m	Draws anticipated £m	Comments	Recommend release to uncommitted £m	Recommend remains in committed £m
Workforce Change fund	5.516	-	-	(5.516)	Anticipated that the full remaining amount will be used to meet the severance and other employee-related costs arising from the Council's Transformation measures undertaken.	-	5.516
Transformation Fund (formerly the Efficiency and Improvement fun)	1.162	-	4.053	(5.215)	Anticipated that the full remaining amount will be used to meet current and future Council's Transformation programme measures undertaken.	-	5.215
Local Election fund	-	-	-	-	Funding will require to be committed to the fund prior to the local election in May 2026.	-	-
Affordable Homes fund	1.854	-	-	(1.854)	Council tax raised from second homes and ring-fenced for affordable homes.	-	1.854
2023/24 earmarking of underspend	2.616	(2.616)	-	-	Full amount drawn to support 2024/25 expenditure.	-	-

Commitment	Opening balance April 2024 £m	Drawn in 2024/25 £m	Newly committed 2024/25 £m	Draws anticipated £m	Comments	Recommend release to uncommitted £m	Recommend remains in committed £m
Ash tree dieback	0.312	-	-	(0.312)	Funding will be drawn once final expenditure confirmed.	-	0.312
Ayrshire Growth Deal	0.122	-	-	(0.122)	Funding set aside as SAC's contribution to the AGD Project Management Office. This commitment is continuing therefore the balance should remain committed. Will need augmented in future years.	-	0.122
Community Halls Fund	0.573		-	(0.500)	Since being established in June 2016 various requests have been brought forward approval. This remains a potential area of spend in future years to support Community asset Transfer projects. Partial release to uncommitted reserves.	0.073	0.500
Corporate Support capacity funding	0.226		-	(0.226)	Cabinet approved the creation of 11 temporary posts within the Corporate Support teams. Anticipating the funding will be utilised in full, although with increased timescales due to severe difficulties in recruiting staff due to market conditions.	-	0.226
Covid-19 reserves	1.714	-	-	(1.714)	Covid-19 funding allocated to directorates from reserves to mitigate ongoing cost and loss of income impact. Further draws anticipated.	-	1.714

Commitment	Opening balance April 2024 £m	Drawn in 2024/25 £m	Newly committed 2024/25 £m	Draws anticipated £m	Comments	Recommend release to uncommitted £m	Recommend remains in committed £m
Employability Reserve	0.100	-	-	(0.100)	This commitment has been superseded by the new national Local Prosperity Fund provided by the UK Government and therefore once the final drawdowns for the current scheme are actioned the remaining balance can be released to uncommitted reserves.	-	0.100
Golf Strategy	0.157	-	-	(0.157)	Funding set aside to address initial priority and health and safety issues within Golf. Plans still being progressed.	-	0.157
Inflation reserve	0.041	-	-	-	The majority of funding has been drawn already. Balance to be released to uncommitted.	0.041	-
Invest in South Ayrshire	0.200	-	-	-	No specific projects identified. Release to uncommitted.	0.200	-
Joint Ayrshire Civil Contingency reserve	0.123	-	-	(0.123)	Per 3 Ayrshire joint agreement amount set for future use re civil contingency purposes.	-	0.123
Levelling up submission – additional capacity	0.125	-	-	-	Funding set aside in 2021 to support the submission of bids to the newly established national Levelling up Fund. No draws anticipated	0.125	-

Commitment	Opening balance April 2024 £m	Drawn in 2024/25 £m	Newly committed 2024/25 £m	Draws anticipated £m	Comments	Recommend release to uncommitted £m	Recommend remains in committed £m
					therefore release to uncommitted reserves.		
PPP concession reserve	9.000	(4.000)	-	(5.000)	Agreed contributions towards budget in 2024-25 to 2026-27.	-	5.000
Station Hotel	0.306	(0.306)	-	-	Balance drawn down in 2024/25 through delegated powers	-	-
Total	24.147	(6.922)	4.053	(20.839)		0.439	20.839

- 1.2 It is anticipated that the amounts included within the 'Draws anticipated' column of £20.839m will not be fully drawn by the end of the 2024/25 financial year as many of the commitments will continue in to the future and cross multiple years. The exact amount will not be known until the final close down of the accounts which will be reported to Cabinet as part of the final year end Budget Management Report.

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	Reserves
Lead Officer (Name/Position/Email)	Tim Baulk, Chief Financial Officer – tim.baulk@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	-	-
Disability	-	-
Gender Reassignment (Trans/Transgender Identity)	-	-
Marriage or Civil Partnership	-	-
Pregnancy and Maternity	-	-
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	-	-
Religion or Belief (including lack of belief)	-	-
Sex – (issues specific to women & men or girls & boys)	-	-
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	-	-

Community or Groups of People	Negative Impacts	Positive impacts
Thematic Groups: Health, Human Rights & Children's Rights	-	-

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	-	-
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	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: This report undertakes a review of the various committed balances currently held by the Council in General Services reserves and recommends amounts for release back to uncommitted reserves. Members' decision on this has no specific equality implications	
Signed: Tim Baulk Date: 16 July 2024	Chief Financial Officer

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 27 August 2024**

**Subject: Housing Capital Programme 2024/25: Monitoring
Report as at 30 June 2024**

1. Purpose

- 1.1 The purpose of this report is to update Cabinet on the actual capital expenditure and income, together with progress made on the Housing Capital Programme projects as at 30 June 2024 (Period 3), and to agree the changes to budgets in 2024/25, 2025/26 and 2026/27.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 notes the progress made on the delivery of the Housing Capital Programme to 30 June 2024, resulting in spend of £9,747,508 or 10.44%, as detailed in Appendix 1 attached;**
- 2.1.2 approves the adjustments contained in Appendix 2 attached; and**
- 2.1.3 approves the revised budget for 2024/25 at £84,270,647, 2025/26 at £52,085,358 and 2026/27 at £26,740,621 as highlighted in Appendix 2.**

3. Background

- 3.1 The Housing Capital Programme for 2024/25 to 2028/29 was approved by South Ayrshire Council of 17 January 2024 through the paper 'Setting of Council House Rents and Other Rents and Charges (2024/25 – 2026/27) and Proposed Revenue Account (HRA) Revenue Budget 2024/25 and Capital Budget (2024/25 – 2028/29)'.
- 3.2 Adjustments were approved by Cabinet of 18th June 2024 and incorporated into the Programme.
- 3.3 The current approved budget for 2024/25 is £93,359,515.

4. Proposals

- 4.1 The contract to 328 Nr Kitchen and Boiler Replacements: Annbank, Ayr, Ballantrae, Barr, Barrhill, Colmonell, Crosshill, Dailly, Dundonald, Dunure, Kirkmichael,

Kirkoswald, Maidens, Maybole, Minishant, Mossblown, Prestwick & Troon (H24113) is on track to complete by the middle of August 2024.

- 4.2 A contract has been negotiated with the framework contractor for Full Internal Modernisation Works to 163 Properties in various locations (G24131). Works are due to commence on site on 19 August, with completion by the end of November 2024.
- 4.3 Further contracts will be negotiated for Full Internal Modernisation Works to 219 Properties within Ayr (G24130) and Partial Internal Modernisation Works to 195 Properties and Full Modernisation Works to 2 Properties Various Locations (G24133).
- 4.4 A number of 2024/25 annual programmes of work have started on site, including Addressing Dampness and Condensation, Central Heating Replacement and Replacement Double Glazed Units and Doors.
- 4.5 The contract for External Fabric Upgrades to 170 Properties - Maybole and Prestwick (H24114) continues to progress on site with completion still expected by the end of November 2024.
- 4.6 Further addresses have been passed to the Managing Agent for the contract External Fabric Upgrades to 237 Properties - Various Locations (inc. Ayr, Barr, Coylton, Girvan, Kirkmichael, Minishant, Monkton, Prestwick & Troon) and surveys are complete and tender documentation to be prepared.
- 4.7 The new programme for 2024/25 has been prepared for planned Window Replacement Works, with Batch 5 - 318 Addresses in Ayr, Coylton, Girvan, Monkton, Prestwick and Troon currently on site and Batch 6 - 415 Addresses in Ayr, Dundonald, Girvan, Loans, Maybole, Mossblown, Prestwick and Troon to be tendered.
- 4.8 A number of projects are being progressed under the Energy Efficiency / HEEPS ABS line.
- 4.9 There are a number of major new build programmes on site currently, including Mainholm in Ayr, the New Housing Development at St Ninians Primary School Site – Affordable Housing and the new build development at the Site of Former Riverside Flats, Ayr. All projects are progressing well on site.
- 4.10 A bid has been submitted to Scottish Government for funding under the Social Housing Net Zero Heat Fund scheme. An allowance has been made through the capital programme to allow match funding of any award given.
- 4.11 The project information contained in Appendix 1 has been broken down over the Council wards and a document showing this has been made available to Members in the Members' area (Hub) on The Core (see background papers).
- 4.12 Appendix 2 details budget adjustments being put forward for approval by Cabinet as part of the Period 3 report. These adjustments include (a) internal re-allocations of budgets between projects in 2024/25, 2025/26 and 2026/27; and (b) transfers of budgets from 2024/25 to 2025/26 to reflect current profiled spend for projects; and (c) a number of adjustments are required to the Programme to fully reflect the budgets contained within the report 'Setting of Council House Rents and Other Rents and Charges (2024/25 - 2025/27) and Proposed Housing Revenue Account

(HRA) Revenue Budget 2024/25 and Capital Budget (2024/25 - 2028/29)' approved by Council of the 17th January, 2024 and the P12 Capital Monitoring Report approved by Cabinet of the 18th June, 2024.

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 Per Table 1 of Appendix 1, at the end of P3, actual expenditure stood at £9,747,508 Income for this period stood at £9,747,508. Based on the budget of £93,359,515, actual expenditure of £9,747,508 equates to an overall spend of 10.44% at the end of Period 3.

6.2 Proposals contained in this report, if approved, would lead to a revised 2024/25 programme of £84,270,647, 2025/26 programme of £52,085,358 and 2026/27 programme of £26,740,621.

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 risk associated with rejecting the recommendations are that insufficient funds would exist in financial years 2024/25, 2025/26 and 2026/27 in relevant budget lines to complete planned Housing capital projects.

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 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 2 of the Council Plan: Live, Work, Learn.

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 Ian Davis, Portfolio Holder for Finance, Human Resources and ICT, 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 Depute Chief Executive and 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
Process adjustments to the Housing Capital Programme	10 September 2024	Corporate Accounting - Treasury / Capital Function

Background Papers **Report to Council (Special) of 17 January 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 \(2024/25 – 2028/29\)](#)**

Report to Cabinet of 18 June 2024 – [Housing Capital Programme 2023/24: Monitoring Report as at 31 March 2024](#)

[Housing Capital Programme 2024/25 – Period 3 – Ward Analysis \(Members Only\)](#)

Person to Contact **Pauline Bradley, Service Lead - Professional Design Services
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 612858
E-mail pauline.bradley@south-ayrshire.gov.uk**

Date: 15 August 2024

**HOUSING CAPITAL MONITORING REPORT
PERIOD 3 2024/25**

Key Strategic Objective	Approved Budget 2024/25	Projected to 31st March, 2025	Actuals at P3	Detailed Project Information	2025/26 Approved Budget	2026/27 Approved Budget
	£	£	£		£	£
Major Component Replacement	23,067,575	22,267,575	2,815,098	See Section on 'Major Component Replacement'	14,505,931	11,380,931
Contingencies	269,000	9,000	0	See Section on 'Contingencies'	269,000	269,000
Demolitions	1,081,171	1,081,171	1,642	See Section on 'Demolitions'	66,667	66,667
Structural and Environmental	12,447,352	10,447,352	429,857	See Section on 'Structural and Environmental'	9,578,721	6,453,721
Other Capital Expenditure	56,494,418	50,465,550	6,500,912	See Section on 'Other Capital Expenditure'	18,576,172	8,570,302
TOTAL PROGRAMME EXPENDITURE	93,359,515	84,270,647	9,747,508		42,996,490	26,740,621
CFCR	1,798,000	1,798,000	1,798,000	See Section on 'Income'	992,000	1,036,000
Draw on Accumulated Surplus	0	0	0	See Section on 'Income'	0	0
Borrowing	81,360,851	72,271,983	4,692,912	See Section on 'Income'	38,034,490	22,988,621
Reserves	0	0	0	See Section on 'Income'	0	0
Scottish Government Funding	8,834,696	8,834,696	2,776,566	See Section on 'Income'	3,970,000	2,716,000
2nd Homes Council Tax	1,182,281	1,182,281	295,209	See Section on 'Income'	0	0
Commuted Sums	183,687	183,687	183,687	See Section on 'Income'	0	0
Other Income	0	0	1,135	See Section on 'Income'	0	0
TOTAL PROGRAMME INCOME	93,359,515	84,270,647	9,747,508		42,996,490	26,740,621

NET EXPENDITURE	0	0	0
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0	0
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Major Components

Approved Budget 2024/25	Projected to 31st March, 2025	Actuals at P3	Key Project Milestone
£	£	£	

2025/26 Approved Budget	2026/27 Approved Budget
£	£

<u>Project Budgets Approved 2024/25: - Cabinet of 18th June, 2024</u>
<i>Major Component Replacements - Allocated</i>
<i>Major Component Replacements - Unallocated</i>
TOTALS

16,298,793	22,154,166	2,815,098	See Expanded Section
6,768,782	113,409	0	See Expanded Section
23,067,575	22,267,575	2,815,098	

7,190,048	3,880,931
7,315,883	7,500,000
14,505,931	11,380,931

Contingencies	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actuals at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Project Budgets Approved 2024/25: - Cabinet of 18th June, 2024							
Contingencies Unallocated 2024/25 & Future Years	269,000	9,000	0	N/A	Request has been made through the P3 Capital Monitoring Report to Cabinet of the 27th August, 2024 to reallocate part the contingencies budget in 2024/25 to 'Initial Work for Future Years Projects' in line with similar allocations made in previous years, and also to fund the purchase of a new Housing Asset Management System.	269,000	269,000
	269,000	9,000	0			269,000	269,000

Demolitions	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actuals at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Project Budgets Approved 2024/25: - Cabinet of 18th June, 2024							
Demolitions - Unallocated Funding 2024/25 & Future Years	66,667	66,667	0	Concept	Unallocated budget available in 2024/25 and future financial years.	66,667	66,667
Demolition of Lockups	214,703	214,703	0	Complete / Design & Tender	Demolition of Phase 1 priority lock-up sites at Central Avenue, Troon, Victoria Street, Ayr, Arcon Court, Mossblown, Cochrane Avenue and Stuart Place, Dundonald are fully complete. A phase 2 lock-up demolition plan is being developed by officers (taking cognisance of vacant site usage plans e.g. off street parking or affordable housing development) and will progress once confirmed.	0	0
1 - 20 Miller Terrace & 32 - 78 Dailly Road (Even Numbers) Maybole	46,190	46,190	0	Complete	Works are now complete on site. Final account to be agreed and payments to be made thereafter.	0	0
Demolition of Riverside Flats	753,611	753,611	1,642	Concept	Demolition of Blocks 2 and 3 now complete. Telecommunications mast still in place on Block 1, which has been made secure and handed back to SAC who are managing security including the metal doors and cameras. ERT hold the keys and relevant passcodes.	0	0
	1,081,171	1,081,171	1,642			66,667	66,667

Structural and Environmental

Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actuals at P3 £	Key Project Milestone	Project Update
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2025/26 Approved Budget £	2026/27 Approved Budget £
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Project Budgets Approved 2024/25: - Cabinet of 18th June, 2024

New Projects 2024/25

External Fabric Upgrades to 237 Properties - Various Locations (inc. Ayr, Barr, Coylton, Girvan, Kirkmichael, Minishant, Monkton, Prestwick & Troon)

0	3,000,000	0	Design and Tender	List of 237 addresses has been passed to the Managing Agent who have completed external surveys of all properties. On site structural inspections have also been completed and results returned. A request is made through the P3 Capital Monitoring Report to Cabinet of the 27th August, 2024, to allocate budget to this project.
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0	0
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Social Housing Net Zero Heat Fund 2024/25

0	2,700,000	0	Design and Tender	A bid has been submitted to Scottish Government on 14/2/24 for funding to undertake work to 81 hard to treat properties across South Ayrshire through the Net Zero Heat Fund. Positive feedback received on bid application, however, recent SG engagement (08/08/24) has requested SAC to consider options to rationalise overall number of homes on bid to those that can be completed within 2024/25 FY solely. Revised proposal being worked up. A request is made through the P3 Capital Monitoring Report to Cabinet of the 27th August, 2024, to allocate budget to this project.
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0	0
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Riverside Block - External Refurbishment	3,125,000	3,125,000	0	Design and Tender	Budget requires to be added in line with that agreed through the paper 'Setting of Council House Rents and Other Rents and Charges (2024/25 - 2025/27) and Proposed Housing Revenue Account (HRA) Revenue Budget 2024/25 and Capital Budget (2024/25 - 2028/29)'. A request is made through the P3 Capital Monitoring Report to Cabinet of the 27th August, 2024, to allocate budget to this project.	3,125,000	0
<u>Project Carried From 2023/24</u>							
External Fabric Upgrades to 170 Properties - Maybole and Prestwick	1,453,931	1,453,931	427,098	On Site	Works started on site on the 8th of January, 2024 and are progressing, It is anticipated that works will be complete in November, 2024.	0	0
<u>Projects Carried From Previous Years</u>							
External Fabric Upgrades to 167 Properties - Dailly, Prestwick, Troon, Symington & Ayr	800,987	75,000	0	Complete	Works are complete on site and the final account has been prepared by the Managing Agent. This has been passed to the contractor for agreement and final payment will be made thereafter. It is unlikely that the full budget will be required and a request is made through the P3 Capital Monitoring Report to Cabinet of the 27th August, 2024, to return part of this to the Unallocated Balance to be re-allocated to new works.	0	0
Stabilisation Works at Main Road, Ayr	74,493	74,493	0	Legally Committed	Structural engineer has considered proposals for this work and provided a design solution. Works have now been negotiated and costs provided to Housing to allow owner engagement to take place. A contractor has been appointed. Awaiting permissions from Scottish Water before the project is able to start on site.	0	0

Re-roofing and External Fabric Upgrade - 93 Properties in Dundonald & Tarbolton (H20101)
<u>Unallocated Balance - 2024/25, 2025/26 & 2026/27 - Structural and Environmental</u>
Unallocated Structural and Environmental Works 2024/25 & Future Years

0	2,760	2,760	Complete	Final invoice in relation to older project previously completed. Request to allocate budget made through the P3 Capital Monitoring Report to Cabinet of 27th August, 2024.
6,992,941	16,168	0	Other	Budgets available for allocation in 2024/25, 2025/26 and 2026/27. Request to allocate part of budget to projects detailed above made through the P12 Capital Monitoring Report to Cabinet of 27th August, 2024.
12,447,352	10,447,352	429,857		

0	0
6,453,721	6,453,721
9,578,721	6,453,721

Other Capital Expenditure	Approved Budget 2024/25 £	Projected to 31st March, 2025 £	Actuals at P3 £	Key Project Milestone	Project Update	2025/26 Approved Budget £	2026/27 Approved Budget £
Project Budgets Approved 2024/25: - Cabinet of 18th June, 2024							
<i>Sheltered Housing Common Areas</i>	245,681	245,681	0	See Expanded Section	<i>For detailed breakdown, see expanded tab below.</i>	0	0
<i>Footpaths</i>	70,000	70,000	0	See Expanded Section	<i>For detailed breakdown, see expanded tab below.</i>	50,000	50,000
<i>Buy Back Properties</i>	589,681	589,681	0	See Expanded Section	<i>For detailed breakdown, see expanded tab below.</i>	1,000,000	1,000,000
<i>Housing Asset Management System</i>	0	230,000	0	See Expanded Section	<i>For detailed breakdown, see expanded tab below.</i>	0	0
<i>Window Replacement Programme</i>	3,939,333	3,939,333	171,137	See Expanded Section	<i>For detailed breakdown, see expanded tab below.</i>	3,939,333	3,939,333
<i>Environmental Improvements</i>	1,506,032	1,506,032	5,672	See Expanded Section	<i>For detailed breakdown, see expanded tab below.</i>	706,839	360,969
<i>New Builds</i>	49,913,691	43,624,823	6,294,544	See Expanded Section	<i>For detailed breakdown, see expanded tab below.</i>	12,650,000	2,990,000
<i>Advance Works / Fees / ICT</i>	230,000	260,000	29,558	See Expanded Section	<i>For detailed breakdown, see expanded tab below.</i>	230,000	230,000
	56,494,418	50,465,550	6,500,912			18,576,172	8,570,302

Income

Approved Budget 2024/25	Projected to 31st March, 2025	Actuals at P3	Key Project Milestone
£	£	£	

2025/26 Approved Budget	2026/27 Approved Budget
£	£

<u>Project Budgets Approved 2024/25: - Cabinet of 18th June, 2024</u>
<i>Funding Type</i>
CFCR
<i>Draw on Accumulated Surplus</i>
<i>Borrowing</i>
<i>Reserves</i>
<i>Scottish Government Funding</i>
<i>2nd Homes Council Tax</i>
<i>Commuted Sums</i>
<i>Other Income</i>
TOTAL FUNDING

1,798,000	1,798,000	1,798,000	Income
0	0	0	Income
81,360,851	72,271,983	4,692,912	Income
0	0	0	Income
8,834,696	8,834,696	2,776,566	Income
1,182,281	1,182,281	295,209	Income
183,687	183,687	183,687	Income
0	0	1,135	Income
93,359,511	84,270,647	9,747,508	

992,000	1,036,000
0	0
38,034,490	22,988,621
0	0
3,970,000	2,716,000
0	0
0	0
0	0
42,996,490	26,740,621

Request For Budget Adjustments		Advanced/ (Carry Forward) from/to 2024-25 £	Release Back 2024-25 £	In Year Budget Amendments 2024-25 £	Additional Budget 2024-25 £	Projected 2024-25 Budget £	Proposed Revised 2025-26 Budget £	Proposed Revised 2026-27 Budget £
Revised Total Budgets as approved by Cabinet of 18th June 2024						93,359,515	42,996,490	26,740,621
1	The base budgets for 2024/25, 2025/26 and 2026/27 are as approved through the papers: - - 'Setting of Council House Rents and Other Rents and Charges (2024/25 - 2025/27) and Proposed Housing Revenue Account (HRA) Revenue Budget 2024/25 and Capital Budget (2024/25 - 2028/29)' approved by Council of the 17th January, 2024; - P9 Capital Monitoring Report approved by Cabinet of the 20th February, 2024; and - P12 Capital Monitoring Report approved by Cabinet of the 18th July, 2024.							
2	Discussions have taken place between Housing and Professional Design Services staff to consider the works that are required to be undertaken during the coming year and the budgets required for this. Based on the outcome of those discussions, a number of further adjustments are requested to the Programme as detailed below: - Kitchen and Boiler Replacement Works 2020/21 - 162 Nr Properties in Various Locations Throughout South Ayrshire (H20126) - Partial Internal Modernisation Works 2020/21 - 50 Nr Properties in Girvan (H20127); - 221 Nr Kitchen and Heating Replacements: Ayr, Crosshill, Dundonald, Mossblown, Prestwick, Symington & Troon; - 328 Nr Kitchen and Boiler Replacements: Annbank, Ayr, Ballantrae, Barr, Barrhill, Colmonell, Crosshill, Dailly, Dundonald, Dunure, Kirkmichael, Kirkoswald, Maidens, Maybole, Minishant, Mossblown, Prestwick & Troon; - Full Internal Refurbishment Works - 219 Properties Within Ayr - 2024/25 Programme; - Full Internal Refurbishment Works - 163 Properties Various Locations - 2024/25 Programme; - Internal Refurbishment Works 2024/25 - 195 Partial & 2 Full; - Addressing Dampness and Condensation Issues as Reported During the Course of the Year; - Capital Element of Works Undertaken In Void Properties (3089); - Central Heating Replacement - Emergency & Urgent Works; - Cyclical Replacement of Fire and Carbon Monoxide Detectors; - Energy Efficiency / HEEPS ABS Projects; - External Works Undertaken on Properties;							
				1,041		1,041	0	0
				(634,111)		(634,111)	634,511	0
				200,000		200,000	0	0
				(7,901)		(7,901)	0	0
				2,495,403		2,495,403	0	0
				357,309		357,309	0	0
				1,470,000		1,470,000	0	0
				1,500,000		1,500,000	0	0
				50,000		50,000	0	0
				950,000		950,000	0	0
				(100,000)		(100,000)	0	0
				500,000		500,000	0	0
				250,000		250,000	0	0

- Fire and Smoke Alarms - LD2 Compliance Work;		50,000	50,000	0	0
- Replacement Double Glazed Units and Doors;		387	387		
- Sprinkler, Lift and Fire Alarms - Surveys and Upgrades ;		20,000	20,000	0	0
- Replacement Screens in Flats;		148,706	148,706	0	0
- Targeted Energy Works In Properties to Achieve Compliance With Energy Efficiency Standard Social Housing (ESSH);		30,000	30,000	0	0
- Upgrading of Door Entry Systems;		(189,273)	(189,273)	0	0
- Upgrading of Lock Up Garages;		(175,825)	(175,825)	0	0
- Replacement PIV's Identified Through FET Programme;		(1,100,000)	(1,100,000)	0	0
- Major Component Replacements - Unallocated 2024/25 & Future Years;	200,000	(5,815,736)	(5,615,736)	(834,511)	0
- Contingencies Unallocated 2024/25 & Future Years;		(260,000)	(260,000)	0	0
- Housing Asset Management System;		30,000	30,000	0	0
- Initial Work for Future Years Projects;		230,000	230,000	0	0
- External Fabric Upgrades to 167 Properties - Dailly, Prestwick, Troon, Symington & Ayr (H22112);		(725,987)	(725,987)	0	0
- External Fabric Upgrade: 237 Properties in Various Locations Throughout South Ayrshire (H25112);		5,000,000	5,000,000	0	0
- Social Housing Net Zero Heat Fund 2023/24;		2,700,000	2,700,000	0	0
- Re-roofing and External Fabric Upgrade - 93 Properties in Dundonald & Tarbolton (H20101);		2,760	2,760	0	0
- Unallocated Structural and Environmental Works 2024/25 & Future Years;		(6,976,773)	(6,976,773)	0	0
- Unallocated Window Replacement Budget 2024/25 & Future Years;		(3,134,300)	(3,134,300)	0	0
- Window Replacement Programme 2024/25 - Batch 5 - 318 Addresses in Ayr, Coylton, Girvan, Monkton, Prestwick and Troon;		1,224,300	1,224,300	0	0
- Window Replacement Programme 2024/25 - Batch 6 - 415 Addresses in Ayr, Dundonald, Girvan, Loans, Maybole, Mossblown, Prestwick and Troon;		1,700,000	1,700,000	0	0
- Window Replacement Programme 2024/25 - Batch 5 - 318 Addresses in Ayr, Coylton, Girvan, Monkton, Prestwick and Troon;		10,000	10,000	0	0
- Window Replacement Programme 2022/23 - Batch 2 - 223 Addresses in Ayr and Prestwick;		100,000	100,000	0	0
- Window Replacement Programme 2022/23 - Batch 3 - 82 Addresses in Ayr and Girvan;		100,000	100,000	0	0
- Environmental Improvements - Uncommitted Funding 2024/25, 2025/26 & 2026/27;		(258,000)	(258,000)	0	0
- Alterations to Doune / Mill Burn, Girvan (G20111);		158,000	158,000	0	0
- North Park Court - Upgrade of External Ramps;		100,000	100,000	0	0
- New Builds - LDP2 Sites Unallocated 2024/25 and Future Years;		(5,845)	(5,845)	0	0
- New Build Housing - Feasibility Study Former Cairn PS Site, Maybole;		3,495	3,495	0	0
- North Park Court, Girvan - Accessibility Feasibility Study; and		1,500	1,500	0	0
- Feasibility Study - Affordable Housing Manse Road, Coylton.		850	850	0	0

3	<p>A number of adjustments to the Programme are requested to reflect the profiling of projects between 2024/25 and 2025/26, with carry forward of budget to 2025/26 being requested as detailed below: -</p> <ul style="list-style-type: none"> - Partial Internal Modernisation Works 2020/21 - 50 Nr Properties in Girvan (H20127); - Full Internal Refurbishment Works - 219 Properties Within Ayr - 2024/25 Programme; - Internal Refurbishment Works 2024/25 - 195 Partial & 2 Full; - External Fabric Upgrades to 237 Properties - Various Locations (inc. Ayr, Barr, Coylton, Girvan, Kirkmichael, Minishant, Monkton, Prestwick & Troon); - New Housing Development - Site of Former Riverside Flats, Ayr; and - New Builds - LDP2 Sites Unallocated 2024/25 and Future Years. 	<p>(500,000)</p> <p>(250,000)</p> <p>(250,000)</p> <p>(2,000,000)</p> <p>(2,288,868)</p> <p>(4,000,000)</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p>	<p>(500,000)</p> <p>(250,000)</p> <p>(250,000)</p> <p>(2,000,000)</p> <p>(2,288,868)</p> <p>(4,000,000)</p> <p>(9,088,868)</p>	<p>500,000</p> <p>250,000</p> <p>250,000</p> <p>2,000,000</p> <p>2,288,868</p> <p>4,000,000</p> <p>9,088,868</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p>
		(9,088,868)	0	0	0	(9,088,868)	9,088,868	0
TOTAL REVISED BUDGET						84,270,647	52,085,358	26,740,621

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	Monitoring of Housing Capital Programme
Lead Officer (Name/Position/Email)	Pauline Bradley, Service Lead, Professional Design Service pauline.bradley@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

Community or Groups of People	Negative Impacts	Positive impacts
Sex – (issues specific to women & men or girls & boys)	No	No
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

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)
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 impact
Increase participation of particular communities or groups in public life	No impact
Improve the health and wellbeing of particular communities or groups	No impact
Promote the human rights of particular communities or groups	No impact
Tackle deprivation faced by particular communities or groups	No impact

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)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Rationale for decision: This is an update report with no implication in relation to equalities	
Signed : Pauline Bradley Date: 9 July 2024	Service Lead