County Buildings
Wellington Square
AYR KA7 1DR
Tel. No. 01292 612169

4 December 2025

Dear Councillor

SOUTH AYRSHIRE COUNCIL

You are requested to participate in a meeting of South Ayrshire Council to be held **on Thursday 11 December 2025 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. Provost.

2. Sederunt and Declarations of Interest.

3. Minutes of meetings of the Council and Panels.

   (a) Minutes of previous meetings.

   Submit for approval as a correct record and authorise to be signed: -

   (i) 6 November 2025 (copy herewith).

   (b) Minutes of Panels.

   The minutes (copies previously issued) of the undernoted meetings are for noting:-

   (i) Appeals Panel of 10 September 2025
   (ii) Audit and Governance Panel of 24 September 2025 (Special) and 1 October 2025 and 5 November 2025.
   (iii) Cabinet of 28 October 2025.
   (iv) Regulatory Panel – Licensing of 30 October 2025.
   (v) Regulatory Panel – Planning of 9 October 2025.
   (vi) Service and Partnerships Performance Panel of 1 October 2025 (Special) and 21 October 2025.

4. South Ayrshire Council Annual Performance Report 2024/2025 – Submit report by the Chief Executive (copy herewith).

5. South Ayrshire Council Sustainable Development and Climate Change Strategy (2025 to 2030) – Submit report by the Chief Executive (copy herewith).

6. 2026/27 Budget - Fees and Charges Uplift Proposals – Submit report by the Chief Financial Officer (copy herewith).

7. Community Councils – Scheme for Establishment of Community Councils– Submit report by the Director of Communities and Transformations (copy herewith).

8. Asset Management Plan Update – Submit report by the Depute Chief Executive and Director of Housing, Operations and Development (copy herewith).

9. Ayr Parking Strategy (2025) – Submit report by the Depute Chief Executive and Director of Housing, Operations and Development (copy herewith).

10. Review of Capital Estimates: General Services Capital Investment Programme 2025/26 to 2036/37 – Submit report by the Depute Chief Executive and Director of Housing, Operations and Development (copy herewith).

11. Formal Questions

For more information on any of the items on this agenda, please telephone Janice McClure, Committee Services on at 01292 612169, at Wellington Square, Ayr or e-mail: janice.mcclure@south-ayrshire.gov.uk www.south-ayrshire.gov.uk

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Agenda Item No. 3(a)(i)

SOUTH AYRSHIRE COUNCIL.

Minutes of a hybrid webcast meeting
on 6 November 2025 at 10.00 a.m.

Present in County Buildings:	Councillors Iain Campbell (Provost), Laura Brennan-Whitefield, Ian Cavana, Alec Clark, Chris Cullen, Ian Davis, Brian Connolly, Julie Dettbarn; Martin Dowey, Stephen Ferry, William Grant, Wullie Hogg, Martin Kilbride, Mary Kilpatrick, Alan Lamont, Craig Mackay, Brian McGinley, Cameron Ramsay, Philip Saxton, Gavin Scott, Bob Shields, Duncan Townson and George Weir.
Present Remotely:	Councillors Ian Cochrane, Hugh Hunter and Lee Lyons.
Apologies:	Councillors Kenneth Bell and Bob Pollock.
Attending in County Buildings:	C. Sneddon, Chief Executive; K. Braidwood, Depute Chief Executive and Director of Housing, Operations and Development; J. Bradley, Director of Communities and Transformation; T. Eltringham. Director of Health and Social Care; C. Caves, Chief Governance Officer; C. Cox, Assistant Director – Planning, Development and Regulation G. Hunter, Assistant Director – Communities; T. Simpson, Service Lead – Corporate Accounting; J. McClure, Committee Services Lead Officer; J. Chapman, Committee Services Officer; E. Moore, Clerical Assistant; and C. McCallum, Clerical Assistant.
Present Remotely:	C. McGhee, Chief Internal Auditor.

1. Provost.

The Provost

(1) welcomed everyone to the meeting, outlined the procedures for conducting this meeting and advised that this meeting would be broadcast live;

(2) intimated that no apologies had been received; and

(3) congratulated Councillor Wullie Hogg on his recent election and welcomed him to his first meeting of South Ayrshire Council.

2. Sederunt and Declarations of Interest.

The Chief Executive then called the roll and confirmed that that there were no declarations of interest by Members of the Council in terms of Council Standing Order No. 17 and the Councillors' Code of Conduct.

3. Presentation

The Provost referred to the imminent retiral of Tim Eltringham, Director of Health and Social Care; outlined his significant contribution over the past eleven years since joining South Ayrshire in 2014 and during his long, successful career; noted that he would be sorely missed and presented Tim with a token of the Council's appreciation.

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4. Minutes of previous meetings

(1) Minutes of Previous Meeting of the Council.

Provost Iain Campbell, seconded by Councillor Mary Kilpatrick, moved the Minutes of South Ayrshire Council of 23 September 2025 as a correct record.

The Council

Decided: to approve the Minutes of 23 September 2025 and authorise these minutes to be signed as a correct record.

(2) Minutes of previous meetings of Panels.

(i) Appeals Panel of 23 October 2024.
(ii) Audit and Governance Panel of 3 September 2025
(iii) Cabinet of 26 August 2025 and 23 September 2025.
(iv) Chief Officers Appointments/Appraisal Panel of 23 June 2025.
(v) Regulatory Panel – Licensing of 28 August 2025 and 25 September 2025.
(vi) Regulatory Panel – Planning of 11 September 2025.
(vii) Service and Partnerships Performance Panel of 20 August 2025 and 16 September 2025

5. Results of Local Government By-Election 2025 – Ward 3: Ayr North

There was submitted a report (issued) of 21 October 2025 by the Chief Executive advising of the outcome of the recent By-Election in Ward 3 - Ayr North.

The Chief Executive introduced the report.

The Council

Decided: to note the outcome of the By-Election for Ward 3 – Ayr North and the election of Wullie Hogg as Councillor for this electoral ward.

6. Appointment of Chief Officers

There was submitted a report (issued) of 21 October 2025 by the Chief Executive updating Members in relation to the recent recruitment exercise for Chief Officer vacancies

The Chief Executive introduced the report and advised that the new Chief Executive, Stephen Penman, would commence employment on 17 November 2025; that he would leave his employment on 30 November 2025 following a short handover; and that the Chief Officers' Appointments/Appraisal Panel had agreed that, for future Chief Officer appointments, the Society of Local Authority Chief Executives (SOLACE) should be utilised to deliver the assessment centre component of the selection process.

The Council

Decided: to note the contents of the report.

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7. Political Composition and Appointments to Panel.

There was submitted a report (issued) of 30 October 2025 by the Chief Governance Officer advising of changes to the political composition of the Council notified to officers; and seeking approval to make alterations to the composition of Panels and representatives thereon.

The Chief Governance Officer introduced the report and advised that the report outlined the resignations from Panels at paragraph 4.1 and provided detail of the changes to the Council's political composition following movements between parties; and that following recent discussions between the Leader and the various Group Leaders and Independent Members, a Motion (tabled) had been submitted as follows, moved by Councillor Brian Connolly and seconded by Councillor Alec Clark:

"that the Council

(1) note the resignation of Councillors Alan Lamont and Mary Kilpatrick from the Audit and Governance Panel;

(2) note the changes to the political composition of the Council notified to officers as of 22 October 2025 as set out in the report;

(3) having taken account of the current membership of Panels and the 22 October 2025 composition based on proportionality (outlined in Appendix 1 to the report), approve the following changes to the membership of Panels:-

(a) Audit and Governance – appoint Councillor Hogg as the Independent member and note the Conservative Party were to confirm their nomination for the Conservative member for noting at the next Council meeting;

(b) Regulatory Panel – note that Councillor Lyons, as the third Conservative member be removed from the Regulatory Panel and in his stead appoint Councillor Hogg as the Independent member and appoints Councillor Weir as an SNP member to the vacant position;

(c) Local Review Body – note that Councillor Lyons as the third Conservative member be removed from the Body and in his stead appoint Councillor Hogg as the Independent member and appoint Councillor Weir as an SNP member to the vacant position;

(d) Licensing Board – notes there was no change to the existing Board membership;

(e) Service and Partnerships Performance Panel – notes there was no change to the existing Panel membership;

(f) Appeals Panel – note the removal of Councillor Scott as the Independent member and the appointment of Councillor Dowey as the Conservative member to the Panel; and

(g) Ayrshire Shared Services Joint Committee - notes there was no change to the existing panel membership;

(4) notes the substitution of Councillor Dowey for Councillor Bell on the Chief Officers Appointments/Appraisal Panel and delegate to the Chief Executive to seek nominations for the appointment of substitute members of the Chief Officers' Appointments/Appraisal Panel for each party and one from the Independents; and

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(5) request that officers make the required amendments to the composition of Panels to reflect these changes.

By way of Amendment, Councillor Brian McGinley, seconded by Councillor Philip Saxton moved that this matter be continued to the next meeting of South Ayrshire Council to allow further discussions to take place.

Questions were raised and comments made by Members in relation to:

(i) there being a fundamental flaw in the logic of the report as the Independent Members were not a political group, therefore the proportionality argument did not follow; and that sufficient information had not been provided to allow a decision to be made on this report;

(ii) concerns regarding proportionality as the Independent Members were eleven individuals and not a Group; and that more work was required on this matter before a decision could be made;

(iii) that Members were elected as individuals or as a Member of a political party and that, despite various moves within parties, the Council was still largely representative of those who had voted, however, the report referred to a Member who had applied to join a political party which may not sit comfortably with many of the voting public; was it appropriate to declare this when he had not been accepted to the party when the report had been written; and was he now a member of that party; and the Chief Governance Officer advised that the report advised of his intention to join the Party, therefore it was competent to provide this information to Members; that it had been expected that a decision would be known, however, the Member remained an Independent at this time; and that he currently remained within the proportionality numbers as a Group was only established when it met the numbers required;

(iv) that this matter had been addressed in a pragmatic and fair manner with many discussions taking place, therefore, consideration of this matter should proceed; and

(v) the Conservative Member on the Audit and Governance Panel; and Councillor Dowey advised that currently Councillor Bell was a member of this Panel.

Following a question from Provost on whether he wished to proceed with his Motion, Councillor Connolly advised that he had had discussions with all political groups and the various Independent Members and that all Members had been in agreement with the proposals, therefore, he saw no reason to defer this matter.

Following comments made by Councillor Saxton, he apologised for any offence caused and Councillor Dowey accepted his apology

Eleven Members voted for the Amendment and fifteen for the Motion, which was accordingly declared carried and the Council

Decided: to approve the Motion as outlined at (1) to (5) above.

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8. Scheme of Delegation.

There was submitted a report (issued) of 29 October 2025 by the Chief Governance Officer seeking approval to amend the Scheme of Delegation following review.

The Chief Governance Officer introduced the report.

Councillor Brian Connolly, seconded by Councillor Alec Clark, moved the recommendations as outlined in the report.

Questions were raised and comments made by Members in relation to:

(1) the functions of the Ayrshire Shared Services Joint Committee (ASSJC) where it was stated that the Ayrshire and Arran Tourism Team "manage and oversee the delivery of tourism activities that are agreed by the three Ayrshire Councils (East, North and South) to be shared from time to time"; and the Chief Executive advised that the key phrase was "from time to time"; that the Terms of Reference had been drafted around eleven years ago and were now out-of-date; that tourism work was carried out by this Council without the arrangement of a shared service but this function was still in the Terms of Reference; that a recent report to Cabinet had outlined that colleagues at East Ayrshire Council who had drafted the original Terms of Reference were now undertaking a review of these to bring back to the ASSJC for approval so that they were broader in scope; that this would give future provision for proposals to go through the ASSJC and then to this Council for agreement before anything was enacted;

(2) 4.1.3 "powers delegated to the Director of Education, to accept and administer any new Trusts and small endowments for schools, to be amended to also include other bequests, up to a value of £25,000 (ED05 refers)", does the accepting of bequests by the Director of Education up to this level on behalf of the Council comply with Trust Law and the Chief Governance Officer advised that they could; and

(3) 4.1.3 and how did Members get appraised of the decisions made by the Director under this delegated power; and the Chief Governance Officer advised that the accepting of larger donations sat with members ; and that Members would be notified of any exercise of the delegated power by a report most likely for noting at Cabinet.

The Council

Decided: to approve the revised Scheme of Delegation (attached as Appendix 1 to the report) with effect from 7 November 2025.

9. 2026-27 Budget Strategy and Budget Update

There was submitted a report (issued) of 28 October 2025 by the Chief Financial Officer to agree a revised Budget Strategy for 2026-27 and update the indicative 2026-27 budget based on the latest available information and recent actions taken; and seeking approval of Resource Pressures for inclusion in the 2026-27 budget.

The Service Lead – Corporate Accounting introduced the report and advised of the three-stage budget strategy for 2026/27 as outlined in paragraph 4.1 of the report; advised of the updates on various factors that would impact on the revised 2026/27 indicative budget position, including explanations of various actions taken by officers in recent weeks in preparing for the forthcoming budget, as outlined in paragraph 4.3; referred to the budget briefing which had provided members with the background to changes and the subsequent actions taken; outlined that paragraph 4.4 of the report sought approval of various Resource Pressures uplifts for 2026/27 totalling £3.24m covering a range of contractual arrangements and also advised of the intention to present a report to Council in December 2025 seeking approval of uplifts to various fees and charges across a number of service areas; outlined that, based on the various changes to contributing factors outlined in paragraph 4.3 and the request for resource pressure uplifts in paragraph 4.4, the revised indicative budget sat at £15.399m (after removing the assumed Council Tax uplift of 8%) which was an improvement from the indicative budget position of February 2025 of £17.302m; advised that paragraph 4.7 contained a range of Council Tax uplift scenarios intended to highlight the potential scale of the remaining budget gap after applying each of those options, with the size of the gap dependent upon the level of Council Tax increase agreed which would be a matter for Members to determine at the Budget meeting of the Council; and that the revised budget gap was based on a reassessment of many contributing factors and that the risks associated with the underlying budget assumptions were outlined in paragraph 4.10.

Councillor Iain Davis, seconded by Councillor Brian Connolly, moved the recommendations as outlined in the report.

Questions were raised and comments made by Members in relation to:

(1) there having been a considerable amount of work carried out around the 2026/27 budget and thanking officers for assisting with this process; that most of this report updated on the current position, however there were two areas to be decided on, the budget strategy where the timeline being followed was partly dictated by when the budget settlements were received by the Council; and around resource pressures where most were contractual, however, the one that was not was the increase in cyber security resources and that, given recent events in the public and private sectors, this was a sensible measure to take;

(2) that the current financial environment was very unstable with the only constant being that the Council required to make savings; that the Council was in a very difficult position in terms of balancing the books and that there came a point when the amount of money available did not match what the Council was obliged to deliver and there required to be discussions with COSLA and the Scottish Government regarding the future of local government; that the Council was taking a pro-active approach but there were differences of opinion on where monies should be saved from; that previous savings were obviously not adequate; that there were lots of unknowns within the report that required to be dealt with as they occurred; and that Members required to work together to bring together a balanced budget; and

(3) that additional monies were required from the Scottish Government to allow local authorities to provide services and meet demands; and seeking clarification from Councillor Davis on pension contributions, as the Council's representative on the Strathclyde Pension Fund Board, who advised that there had been no change to date, therefore, the estimates were the base the Council required to use; that the pension fund was a triennial valuation which was due to be evaluated next year, therefore, it would be some time before the actual rate was known, however, he would continue to update all senior officers of any developments.

The Council

Decided:

(a) to approve the revised Budget Strategy for 2026-27 as outlined in paragraph 4.1;

(b) to note the various updates to the 2026-27 contributing budget factors as outlined in paragraph 4.3;

(c) to approve the various Resource Pressure requests detailed in Appendix 2;

(d) to note that various proposed fees and charges uplifts would be submitted to Council in December 2025 for consideration and approval;

(e) to note the revised estimated budget gap for 2026-27 of £15.339m, prior to the application of any Council Tax uplift as stated in paragraph 4.6; and

(f) to note the high degree of risk and uncertainty that remained with many of the assumptions being made as outlined in paragraph 4.10.

10. Pride in Place (PiP) Funding.

There was submitted a report (issued) of 29 October 2025 by the Director of Transformation and Communities updating the Council on a recent announcement from the UK Government regarding the allocation of Pride in Place (PiP) funding and recommending the establishment of an independently chaired "Pride in Place" Neighbourhood Board once detailed guidance was received from the UK Government to oversee the new fund, with the Board's purpose being to direct investment from the £20 million Pride in Place Fund, ensuring effective and transparent delivery of projects.

The Assistant Director - Communities introduced the report and advised that an announcement had been made in recent weeks by the Ministry of Housing, Communities and Local Government (MHCLG) that the funding be allocated to South Ayrshire and that senior officers had met to discuss where within a limited number of qualifying datazones the funding should be allocated to and had been responding at pace to draft Terms of Reference for the Board, to establish who would sit on the Board and drafting a document to be submitted to the UK Government by 14 November 2025 to consider where best to allocate the funding.

Councillor Brian Connolly, seconded by Councillor Bob Shields, moved the recommendations as outlined in the report.

Questions were raised and comments made by Members in relation to:

(1) whether officers could demonstrate that the Pride in Place funding was actively distributed across the wards of Ayr and associated economic groups and if the funded projects would show commercial and community benefits; and the Assistant Director – Communities advised that the Neighbourhood Board was currently being established along with the Terms of Reference and governance arrangements for this Board and that the guidance on Pride in Place outlined that it must relate back into Council strategies; that officers would advise where the key opportunities were; and that it would be for the Board to decide, once established, where the money was best utilised;

(2) whether any funding would be allocated to Troon and Prestwick; and the Chief Executive advised that, at this time, full guidance was still awaited; that there were six qualifying intermediate zone areas in South Ayrshire that were not part of Phase 1 programme and that it was those zones that triggered the £20m allocated, with the Council being asked to identify an area for interventions for a single contiguous area, although some of the benefits could come in town centre locations outwith these zones; that there were currently two qualifying intermediate zones which abut each other that relate to Ayr town centre, however, discussions were required with the UK Government on these zones; that the Council would also work closely with Elaine Stewart, the MP for this area regarding this; that all decisions of the Board must comply with the UK Government's criteria; and that, once more information was known, a further report would be submitted to Council;

(3) requesting that a Youth Board be established to work alongside the Town Board to seek the views of young people from Ayr; and the Chief Executive advised that a proposed representative on the Board was a Head Teacher who would be the conduit into the education sector;

(4) welcoming this funding; and outlining the importance of a wide consultation;

(5) seeking assurances that other South Ayrshire towns and villages had not been forgotten in terms of South Ayrshire allocation of funding; and asking who the decision body was; and the Chief Executive advised that the UK Government was the funding body who had set the criteria by use of a community needs index which, blended with the Scottish Indices of Multiple Deprivation (SIMD) funding, produced priority data zones; that this was phase 2 of a longer term programme and was replacement funding for what was previously European Structural funds; and that, whilst this funding was welcomed, had it been granted without criteria, there would have been more flexibility to direct it to where it was most required;

(6) as the £2m per year seemed very rigid and there would be a variation over the course of the ten years in terms of both capital and revenue spend, did the guidance cover this or would the Council be in a position to negotiate with the UK Government to have flexibility on utilising the funding; and the Assistant Director – Communities advised that the guidance was that this was a relatively flat allocation; that this was part of a range of funding which would form a rolling programme; and that this funding must fit with the Council's existing strategies and policies which would be a guide to the Board as to ascertaining where best to allocate the monies;

(7) paragraph 2.1 (vii) of the report and if the update report would be submitted to Council; and the Chief Executive advised that, as matters were moving so quickly a number of reports would require to be considered and that ideally, something of this importance should be submitted to Council, however, due to the pace of this issue, many items within the report would be reported retrospectively; and that this matter could be delegated to Cabinet or to Audit and Governance Panel for scrutiny, however, presently due to there being no guidance, this was being pieced together using information from other Local Authorities who had been part of Phase 1 of the process;

(8) if non-political Board members would be asked to commit for the full ten year life of the Board as it was important to have consistency; and the Chief Executive advised that the members of the Board would be those whose business life or community life was in the area and a local Head Teacher had been asked to represent education on the Board, however, it was not realistic to ask people to commit for a ten year period;

(9) whilst welcoming this good initiative, was there a commitment that the funding would continue for the ten year period; and the Assistant Director – Communities advised that all correspondence from the UK Government was around the ten year timeline and that commitment would be legally ratified, however, going forward there could be changes to the political arrangements;

(10) whether there was leeway to carry monies over from the first year; and the Assistant Director – Communities advised that there was a recognition that, although the Council would want to commit funds in-year, this initiative was moving at pace and he had liaised with colleagues around the commitment of these projects and the ability to carry them forward and they could be carried forward, nothwithstanding any agreement on paper; and

(11) thanking officers for their work on this exciting project; noting that the Board was non-political with members who had a lot of talent and enthusiasm for Ayr North and the Town Centre.

The Council

Decided:

(a) to note the contents of the UK Government's Pride in Place funding and in particular, the allocation of £20 million for Ayr over ten years;

(b) to delegate to the Chief Executive to make such necessary arrangements via engagement with the Council Leader and the local MP to secure the appointment of the Town Board independent Chair as a matter of urgency;

(c) to delegate to the Chief Executive in consultation with the Council Leader to make such arrangements as necessary to arrange nominations for membership for the inaugural meeting of the Town Board including two elected members and two further elected members as substitutes;

(d) to delegate to the Chief Executive in consultation with the Council Leader to support the Town Board to prepare a Regeneration Plan for submission to the UK Government by midday on 14 November for ratification by 28 November 2025;

(e) to note that the Council would provide support to the Town Board and act as Secretariat and that the Council be designated as the Accountable Body for the administration of these funds; and

(f) to note that a further update Report would be provided outlining the progress of the creation of the Town Board and subsequent information submitted to UK Government.

Adjournment

The time being 11.10 a.m., the Council adjourned.

Resumption of Meeting

The Council resumed at 11.25 a.m.

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11. Redevelopment of the Former Hourstons Building and Former Arran Mall, Ayr

There was submitted a joint report (issued) of 24 October 2025 by the Depute Chief Executive and Director of Housing, Operations and Development and Director of Health and Social Care Partnership seeking approval to discontinue the proposed Care Village project and to develop alternative proposals for residential development on the former Hourstons and Arran Mall sites.

The Assistant Director – Planning, Development and Regulation introduced the report and advised that, following a decision taken at Cabinet, discussions had taken place with South Ayrshire Health and Social Care Partnership and NHS Ayrshire and Arran (NHSAA); provided an update on progress since that decision had been made; outlined the recommendations; and advised that a further report would be submitted to Council in March 2026.

Councillor Martin Kilbride, seconded by Councillor Bob Shields, moved the recommendations as outlined in the report.

Questions were raised and comments made by Members in relation to:

(1) the commitment of NHSAA; and the Assistant Director – Planning, Development and Regulation advised that NHSAA had been involved in discussions and were committed in principle to examining the proposed development and were supportive of it, caveated with the costs involved being acceptable;

(2) the demolition costs; and the Assistant Director – Planning, Development and Regulation advised that this was a recent costing and was as reliable as could be presented;

(3) discussions taking place with officers from the NHSAA when they had stated that they had no available resources to contribute to this project; and that the proposals were not affordable;

(4) the costs to the public to get to this point; and the Assistant Director – Planning, Development and Regulation advised that there were a number of costs involved, with the majority of these costs being acquisition costs; and that to date the costs involved were mostly acquisition costs and the other costs made up of asbestos removal, survey costs and demolition costs. The Chief Executive further advised that there had been a recent request regarding specific design works related to this proposal; that the figure had been calculated by Technical Services and he would obtain this figure and circulate it to Members; but that the costs incurred were in the main required for the further development of the site and needed for its development for residential housing..;

(5) that this project had not been a viable option as the Health Board did not have the funds; and that, in terms of due diligence and best value, it was important that the Council was open and transparent with the public the Member advised that he wanted officers to ensure that the options appraisal for the residential housing development was carried out in its entirety;

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(6) seeking assurances the sites were secure as there had been reports of intrusions; and the Assistant Director – Planning, Development and Regulation advised that, following reports of intrusions, the sites had been immediately inspected by the Council's Team and that, in most instances, there had been no evidence of intrusions; and that she was satisfied that the team had done everything possible to ensure the security of Arran Mall and the Hourstons development;

(7) the specific redevelopment options on the table; the deadline for the options appraisal; how quickly demolition and construction could begin; and if any potential development partners had expressed an interest; and the Assistant Director – Planning, Development and Regulation advised that there were a whole range of options open to the Council; that a substantial amount of work had been carried out which had enabled the statutory consents to be in place to allow demolition to proceed which was expected to be in Spring 2026; that there was a great deal of work involved in reaching the point of being able to demolish a building; and that engagement with potential housing associations was an option that would be examined between now and March 2026 before officers make recommendations to Council;

(8) that this project had been discontinued for good reason; that Arran Mall was still in situ because the Council could not get clear title of this building when proposing to build the leisure centre; that, had the leisure centre gone ahead it would have bankrupted the Council; and that erecting housing in this site was the best option;

(9) that, had the plans for the leisure centre progressed, it would have been affordable and would not have bankrupted the Council;

(10) whether the previous statements about the delay being caused due to the difficulties getting clear title was correct; and the Chief Governance Officer advised that she would confirm the position in writing to Members following this meeting;

(11) the frustration that the site was still sitting empty; that it was unfortunate that the plans could not go ahead; and that it was hoped that the plans coming to Council in March 2026 could be delivered quickly;

(12) that a resolution was required soon, and it was hoped if the housing development progressed that there was a substantial amount of social housing included; and

(13) that it was disappointing to note that NHSAA were not progressing with this as it would have been a fantastic project for the people of South Ayrshire; commending officers for the work carried out to date; and outlining that this now provided the Council with an opportunity to provide something meaningful in the Town Centre.

The Council

Decided:

(a) to note that NHS Ayrshire and Arran (NHSAA) had advised that they were unable to provide any significant funding for the Care Village project and that they could not commit to any involvement in the project for the foreseeable future;

(b) to agree that the Council discontinue the Care Village project and that officers explore options for a mixed tenure residential development on the Hourstons and Arran Mall sites;

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(c) to request that officers present a report to Council by March 2026, with an options appraisal detailing the different forms and tenure of residential development for the Hourstons and Arran Mall sites, the option of disposal of the sites on the open market and/or the engaging with a development partner;

(d) to agree that officers proceed with procurement of a contract for works to include the demolition of the Hourstons building and retention of key façades, with capital allocation for the works from the remaining Hourstons budget; and

(e) to request the Depute Chief Executive and Director of Housing, Operations and Development to arrange the procurement of an advanced works contract for removal of potential bat roosting sites prior to the start of the roosting season and thereafter the execution of the necessary contract documentation for the works described in recommendation 2.1.4, subject to approval of a Demolition Warrant.

12. Notice of Motion

In accordance with Council Standing Order No. 18, a Notice of Motion was submitted by Councillor Bob Shields and seconded by Councillor George Weir, as follows:

"As Members will be aware, in recent years, as a Ward Councillor, have received a considerable number of complaints from residents of the flats in the Ayr Harbour area who live in single entry flatted dwellings about the impact of Short Term Lets on their community. These complaints reference noise, litter, parking issues, and anti-social behaviour

Consequently, I am requesting that Council supports this Motion that the Chief Executive requests relevant officers in the Planning Service and Short Term Lets Licensing Team to bring forward a joint report to Council within 6 months of today's date that provides details of any options for policies which could be considered by Council to address the issues raised by these residents. The report would include and address the option for the development of any appropriate planning guidance, and/or the steps that would require to be taken by planning officers for the creation of designated short term control area(s)."

On moving his Motion, Councillor Shields advised that he wished to add the words "and other South Ayrshire " in the second paragraph of the Motion, following the words "raised by these".

A full debate took place regarding the terms of the Motion and questions were raised which were responded to by the Assistant Director – Planning, Regulation and Development and the Chief Governance Officer.

The Council

Decided: to agree the Notice of Motion as outlined on the agenda with the addition of the words "and other South Ayrshire".

13. Formal Questions.

In terms of Council Standing Order No. 26.2, there was submitted a **Formal Question** from Councillor Craig Mackay.

Councillor Mackay raised a supplementary question as follows: "do we have a remit in raising awareness of a heritage location, as opposed to the purely planning based response?"; and the Depute Chief Executive and Director of Housing, Operations and Development advised that the Council had a responsibility to raise awareness of matters that provide a heritage element to society and that appropriate advice would be provided in terms of Planning, Building Standards and listed building in a conservation area.

Provost

Provost thanked everyone in attendance for their contribution.

The meeting ended at 12.20 p.m.

DRAFT

Agenda Item No. 4

South Ayrshire Council

Report by Chief Executive to South Ayrshire Council of 11th December 2025

Subject: South Ayrshire Council Annual Performance Report 2024/2025

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1. Purpose

1.1 The purpose of this report is to provide Elected Members with South Ayrshire Council's Annual Performance Report 2024/2025.

2. Recommendation

2.1 It is recommended that Council approves the content of the Annual Performance Report 2024/2025 attached as Appendix 1.

3. Background

3.1 Our new Council Plan (2023-2028) was agreed in March 2023 and the priorities and outcomes within the plan place an emphasis on the connection between our places and the wellbeing of our communities and environment. The priorities provide a common framework, aimed at promoting a shared understanding that encourages services and partners to work collaboratively to achieve improved outcomes and wellbeing for our communities.

3.2 Delivery of these priorities is supported by a new Performance Management Framework 2023-2028 which was agreed by Cabinet in June 2023.

4. Detail

4.1 The Annual Performance Report (2024/2025) sets out the performance of the Council as follows:

- Final year two update on the progress of actions against the Council Plan (for the period 2024/2025);
- Local Government Benchmarking Framework (LGBF) overview for the period 2023/2024 (this information is always reported one year behind our reporting period); and
- An assessment of progress in terms of achieving Best Value with a particular focus on continuous improvement, self-evaluation, delivering good governance and financial management.

4.2 Key performance highlights from the report are as follows:

- For the second year of the Council Plan, there were a total of 55 actions – by the end of year two (2024/2025) 25 actions were completed, 15 actions were on track, and 15 actions required re-assessment of due dates.

- High level performance LGBF data for 2023/2024 shows that 50% of indicators have improved or are stable, 34% of indicators have declined, 7% of indicators have no data available and 9% of indicators have data which is not directly comparable.

- For the 2024/2025 Best Value Working Group Action Plan, 7 improvement actions were identified – 2 actions (28.5%) were complete, 7 actions (71.5%) were on target.

- As part of Delivering Good Governance 2024/2025 assessment, 6 improvement actions were identified for the period 2024/2025 – 3 actions (50%) were complete and 3 actions (50%) was on target.

4.3 The Council's Audited Annual Accounts for 2024/2025 were presented to Audit and Governance Panel in September 2025. The Annual Audit Report by Audit Scotland noted several key conclusions in relation to Best Value including:

- The council has made progress actioning improvements in its Best Value arrangements, but the pace of improvement remains slow in demonstrating how the council's services can be sustained in the future;
- The new Transformation Board provides the strategic integration and ownership of the council's transformation plans. The council now needs to take forward proposals and deliver on its transformation priorities, and cost savings included in its Medium-Term Financial Plan (MTFP); and
- The council complies with the requirements of the Statutory Performance Information Direction.

4.4 The final section of the report provides information on:

- Wider performance updates;
- An overview of partnership working;
- Awards and accolades received by the Council during 2024/2025; and
- An overview of external scrutiny of the Council held during 2024/2025.

4.5 Other highlights in the reporting year include:

- A range of strong school inspection reports from Education Scotland;
- Another record-breaking International Festival of Flight;
- The official opening of the new Maybole Community Campus; and
- 258 new affordable homes delivered with partners.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 Not applicable.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

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

8.1.1 There are no risks associated with adopting the recommendations.

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

8.2.1 Rejecting the recommendations may impact on the reputation of the Council.

9. Integrated Impact Assessment

9.1 The proposals in this report allow scrutiny of performance therefore an Integrated Impact Assessment is not required.

10. Sustainable Development Implications

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

11. Options Appraisal

11.1 An options appraisal has not been carried out in relation to the subject matter of this report as appendix one allows for scrutiny of performance.

12. Link to Council Plan

12.1 The matters referred to in this report contribute to all priorities of the Council Plan.

13. Link to Shaping Our Future Council Yes ☐ No X

14. Results of Consultation

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

14.2 Consultation has taken place with Councillor Connolly, Policy Lead for Economy and Strategy and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking Purposes

15.1 If the recommendations above are approved by Members, the Chief Executive 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 [note – must be Chief Officer or Service Lead]***
Publish the report on the Council's website.	11th December 2025	Service Lead – Performance, Community Planning and Sustainability

Background Papers Council Plan (2023-2028)

Performance Management Framework 2023-2028

Person to Contact

Kevin Anderson, Assistant Director (Corporate Policy, Strategy and Performance)
County Buildings, Wellington Square, Ayr KA7 1UT
E-mail kevin.anderson@south-ayrshire.gov.uk

Susan McCardie, Service Lead (Performance, Community Planning and Sustainability)
County Buildings, Wellington Square, Ayr KA7 1UT
Email susan.mccardie@south-ayrshire.gov.uk

Date: 19th November 2025

South Ayrshire Council
Annual Performance Report
2024/2025



south AYRSHIRE COUNCIL
Comhairle Siorrachd Àir a Deas
Making a Difference Every Day

south-ayrshire.gov.uk



Contents

Joint Foreword by the Leader of the Council and Chief Executive 3

South Ayrshire Overview.....4

Council Plan Priorities and Outcomes 2023-2028.....5

Part One: South Ayrshire Council Plan 2023-2028 (Year 1: 2024/2025).....6

Part 2: Local Government Benchmarking Framework 7

Part 3: Achieving Best Value in 2024/2025 8

Part 4: South Ayrshire Council Performs.....14

Part 5: Partnership Working 15

Part 6: Awards and Accolades 16

Joint Foreword by the Leader of the Council and Chief Executive

It is our pleasure to introduce the council's Annual Performance Report for 2024/25.

Our Council Plan is an ambitious one and is focused on key strategic priorities: Spaces and Places, Live Work Learn, and Civic and Community Pride.

We are pleased to report that really significant progress has been made towards these strategic priorities and the work of the council and its partners is improving a range of outcomes for people in all the communities of South Ayrshire.

This performance report comprises key information from a number of sources to show where we are performing well and also where we can improve further. Like all councils, we face challenges. But we remain hugely ambitious for the communities and people of South Ayrshire.

Some of the key highlights in the reporting year include:

- A range of strong school inspection reports from Education Scotland
- Improved school attendance in both primary and secondary schools and increased SQA attainment
- Another record-breaking International Festival of Flight
- The official opening of the new Maybole Community Campus
- 258 new affordable homes delivered with partners
- Continued positive work on Best Value and financial sustainability

None of this would be possible without the commitment, innovation and care shown by the council's staff. Recognition of their efforts came from a range of external bodies, including multiple Blue and Green Flag awards, the CIPFA Public Finance Awards, the Chartered Institute of Housing Awards and the Scottish Public Service Awards.

We are extremely grateful for the work of our staff and partners, and we join them in their commitment to making a difference every day for everyone in South Ayrshire.



Councillor Brian Connolly,
Leader of South Ayrshire Council



Stephen Penman,
Chief Executive, South Ayrshire Council

South Ayrshire Overview

Between 2021 and 2043 the population of South Ayshire is projected to decrease from 112,450 to 105,191. This is a decrease of 6.9% which compares to a projected increase of 1.7% for Scotland as a whole.

112,450 POPULATION → **105,191** POPULATION

15.3% under 16
(National average 16.6%)

58.6% of the population are working age (16-64) compared with **63.8%** Nationally

26.1% 65+
(National average 19.6%)

11.9% 75+
(National average 8.7%)

By 2043 it's estimated the number of people 75+ years will have increased by 35% from **13,664** people in 2021 to **21,040**

In 2021, South Ayrshire had the 4th highest dependency ratio in Scotland

South Ayrshire has 7 datazones in the top 5% most deprived vigintile

In 2022, there were 56,453 dwellings in South Ayrshire.
95.5% were occupied dwellings which is slightly less than national rate of **95.7%**

About The Council

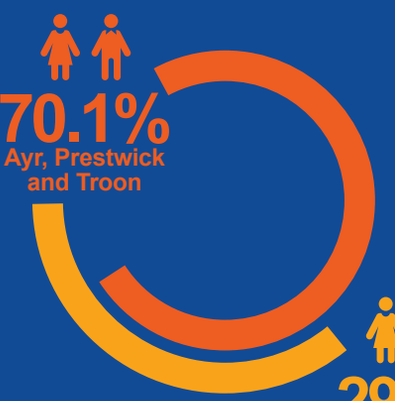
Elected Members

INDEPENDENT **12**
CONSERVATIVE **5**
SNP **5**
LABOUR **5**
ALBA **1**



Staff

4,971 full-time equivalent
(as at 31 March 2024)





(Source: National Records of Scotland, Small Area Population Estimates 2021)



Council Plan Priorities and Outcomes 2023-2028

Our new Council Plan (2023-2028) was agreed in March 2023 and the priorities and outcomes within the plan place an emphasis on the connection between our places and the wellbeing of our communities and environment. The priorities provide a common framework, aimed at promoting a shared understanding that encourages services and partners to work collaboratively to achieve improved outcomes and wellbeing for our communities.

We would not be able to achieve successful outcomes for our communities without the support of our enabling services. While rarely involved in frontline service delivery, it is critical that these services continue to run efficiently and effectively to allow our outcomes and priorities to be achieved. There is also a fourth priority area to reflect the progress of these services supporting our Council Plan.

Priority One
Spaces and Places



Priority Three
Civic and Community Pride



Priority Two
Live, Work, Learn



Efficient and Effective Enabling Services



Outline of performance information used

The following sections set out the performance of the Council as follows:

Part 1
Final Year two update on the progress of actions against the Council Plan (for the Period 2024/2025) (page 6)

Part 2
LGBF (Local Government Benchmarking Framework) Overview 2023/2024 (page 7)

Part 3
Assessment of progress in terms of achieving Best Value with a particular focus on continuous improvement; self-evaluation; delivering good governance; and financial management and sustainability. (page 8)

Part 4
South Ayrshire Council Performs (page 14)

Part 5
Partnership Working (page 15)

Part 6
Awards and Accolades
External Scrutiny (page 18)

Part One: South Ayrshire Council Plan 2023-2028 (Year 2: 2024/2025)

An updated Performance Management Framework (2023-2028) (PMF) to coincide with the new Council Plan was approved by Cabinet in June 2023. This framework supports the delivery of the Council Plan and its annual Council and Service Planning Cycles. The framework has been updated to reflect the recommendations made by Audit Scotland in the Council's Best Value Assurance Report 2021. The PMF sets out the reporting schedule for the Council Plan noting that performance will be reported to the Council Leadership Team on a quarterly basis with Service and Partnerships Performance Panel scrutinising performance on quarters two and four each year.

Detailed progress in the second year of the Council Plan (a total of 55 actions across our three priority areas and an additional fourth area to capture progress of our enabling services) can be found in the following reports which were scrutinised by Service and Partnerships Performance Panel:

TOTAL NUMBER OF ACTIONS in 2024/2025	**55**	• **15 on track** • **25 completed** • **15 re-assess due date**	**Overall Health**	✓

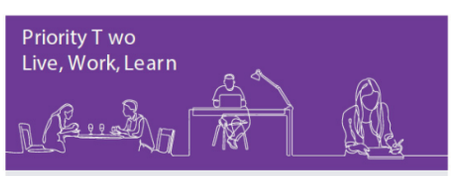


Actions
21

On Track/Completed
8 on track and 5 completed

Re-assess due date
8

Overall Health



Actions
16

On Track/Completed
2 on track - 10 completed

Re-assess due date
4

Overall Health



Actions
9

On Track/Completed
3 on track - 4 completed

Re-assess due date
2

Overall Health



Actions
9

On Track/Completed
2 on track 6 completed

Re-assess due date
1

Overall Health

Council Plan (2023-2028): First Year: Quarter Two Update (2024/25)

Council Plan (2023-2028): First Year: Quarter Four Update (2024/25)



Part 2: Local Government Benchmarking Framework

The Local Government Benchmarking Framework (LGBF) is a high-level benchmarking tool which allows local authorities to compare their performance across a wide range of key service areas. The framework is based on overall service groupings which cover the major public-facing services provided to local communities and the support services necessary to carry this out:

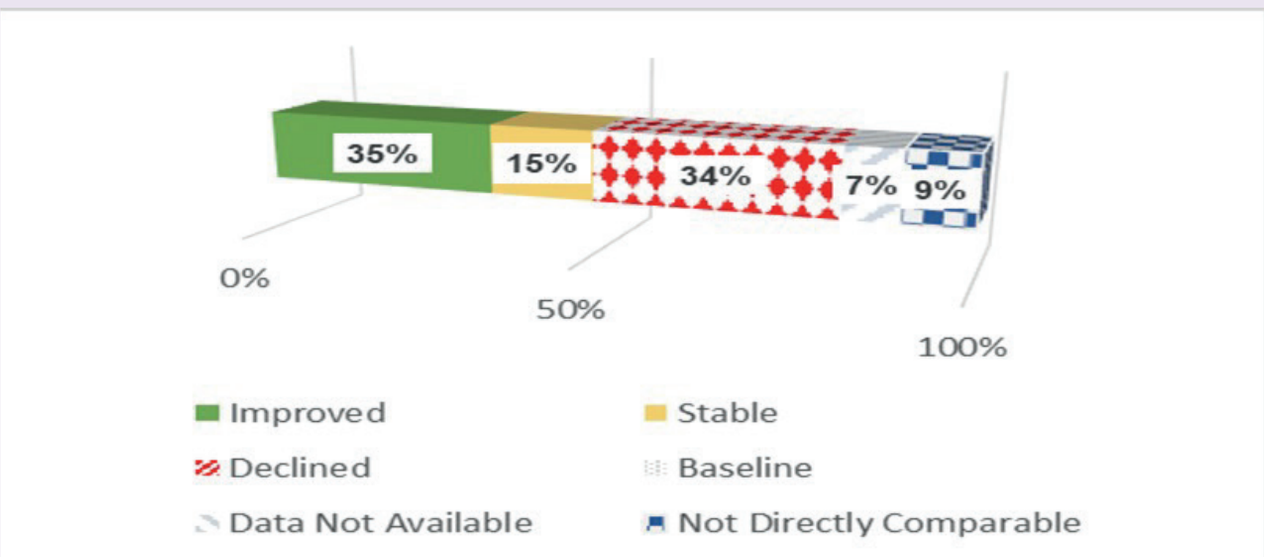
- Children's services;
- Adult social care;
- Culture and leisure services;
- Environmental services;
- Corporate services;
- Housing services;
- Economic development and planning; and
- Financial sustainability.

Data is also organised around 'family groups' to allow comparison with other councils that are similar in terms of the type of population that they serve. Information on the LGBF Family Groupings for South Ayrshire, comprehensive information on the data and performance measures for 2023/2024* can be found here which is scrutinised by our Service and Partnerships Performance Panel.

**It should be noted that this data is collected nationally and runs one year behind our reporting period hence the LGBF data provided for the period 2023/2024.*

2023/2024 High Level Performance

Overall, the year-on-year performance data suggests that 50% of indicators have improved or are stable, 34% of indicators have declined, 7% of indicators have no data available and 9% have data which is not directly comparable as highlighted below:



Part 3: Achieving Best Value in 2024/2025

Best Value is a statutory duty for local authorities and is about ensuring that there is good governance and effective management of resources, with a focus on improvement, to deliver the best possible outcomes for the public.

Continuous Improvement

The Local Government in Scotland Act 2003 places statutory duties on Councils in relation to Best Value. The audit of Best Value is a continuous process that forms part of the annual audit of every Council. Findings are reported each year through our Annual Audit report.

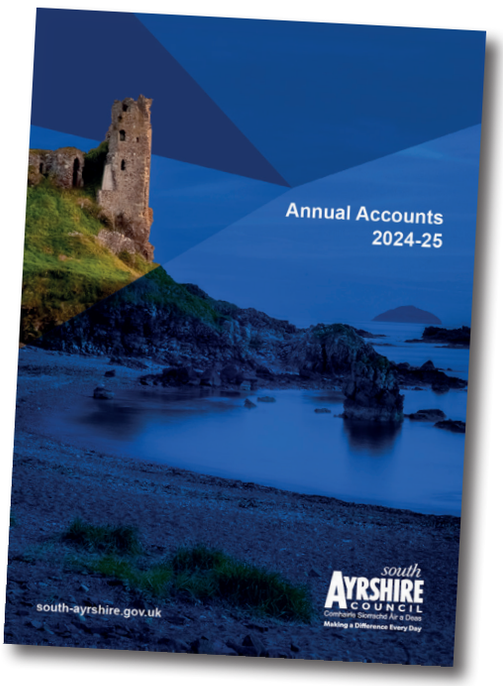
Council. Findings are reported each year through our Annual Audit report.

The third Best Value Thematic audit took place during 2024/2025 and focused on ***'Transformation – How Councils are redesigning and delivering more efficient services to achieve planned outcomes'*** with the findings from the Audit presented to Audit and Governance Panel on the 26th March 2025. The report drew out key messages including:

- The council has made substantial budgetary savings in recent years whilst still achieving improved service performance. The Council has not evidenced the impact of previous transformation programmes;
- The new Transformation Board provides the strategic integration and ownership of the council's transformation plans. There are strong governance arrangements in place to facilitate the effective oversight of these plans and the council has demonstrated a more collegiate approach across its senior leadership to deliver the transformational change needed;
- The council should ensure its plans are sufficiently ambitious to credibly respond to its financial challenges; and
- The council, alongside the Community Planning Partnership, has engaged an external consultant, Mutual Ventures, to support service redesign across South Ayrshire. This aims to shift from a service focused approach to one that is person centric, with an emphasis on removing duplication, empowering the third sector, and enhancing outcomes for citizens.

Progress against the BVWG Action plan* during 2024/2025 and accompanying narrative can be found here – performance is scrutinised by Audit and Governance Panel. *The BVWG Improvement Action Plan was further augmented to include additional actions identified following the third thematic audit.			
	Complete	**Progressing on target**	**Revised Due Date**
	2 (28.5%)	5 (71.5%)	0

The Council's Audited Annual Accounts for 2024/2025 were presented to Audit and Governance Panel in September 2025. The Annual Audit Report by Audit Scotland noted several key conclusions in relation to Best Value including:



- The council has made progress actioning improvements in its Best Value arrangements, but the pace of improvement remains slow in demonstrating how the council's services can be sustained in the future;
- The new Transformation Board provides the strategic integration and ownership of the council's transformation plans. The council now needs to take forward proposals and deliver on its transformation priorities, and cost savings included in its Medium-Term Financial Plan (MTFP); and
- The council complies with the requirements of the Statutory Performance Information Direction.

Where risks and recommended improvements have been identified, senior officers have developed appropriate management responses and associated timescales for delivery.

Self-Evaluation

In March 2024, full Council approved the use of the Public Service Improvement Framework (PSIF) as the corporate approach to implementing self-evaluation Council wide following guidance from the Best Value Working Group. The Public Service Improvement Framework (PSIF) is a self-assessment approach, developed by the Improvement Service, to support improvement in organisations, with a comprehensive review of their own activities and results. It promotes a robust approach to continuous improvement and is mapped to a number of established organisational improvement tools.

The PSIF process has been implemented as follows:

Corporate Leadership Team (CLT)

In February 2024, CLT participated in the Corporate PSIF Checklist, the purpose of which was to focus upon strengths and to identify areas where there may be scope for improvement. These sessions took place between February and March 2024, thereafter an improvement plan was agreed for implementation starting April 2024.

Number of Improvement Actions for 2024/2025: 18		
Complete	**Progressing on target**	**Reassessed Due Date**
13 (72%)	2 (11%)	3 (17%)

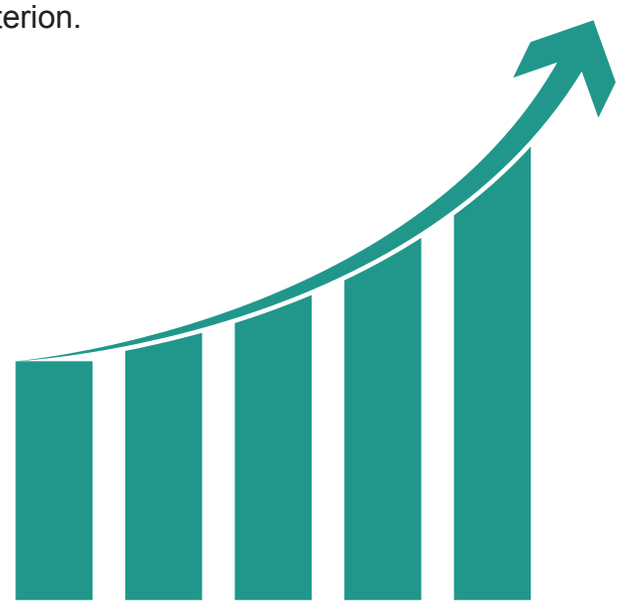
Housing Services

Housing Services participated in the full PSIF process, with sessions facilitated by the Improvement Service. These sessions took place between October and December 2024, thereafter an improvement plan was agreed for the period 2024 to 2026.

Number of Improvement Actions for 2024/2025: 11		
Complete	**Progressing on target**	**Haven't Progressed**
1 (9%)	6 (55%)	4 (36%)

South Ayrshire Community Planning Partnership (CPP)

In October/November 2024, the CPP participated in the National Community Planning Self-Assessment process. The checklist report produced by the Improvement Service reflected very positive findings from respondents. The national overview report has been published, and the Improvement Service will facilitate a review session during 2025/2026 with CP Board members to help support the development of an Improvement Plan. South Ayrshire CPP scored above the national average in every assessment criterion.



PSIF 'Service Planning Checklist'

Use of section one of the PSIF Framework (Service Planning) to support all Services in the preparation and development of Service Improvement Plans (SIP) for the period 2024/2025 following completion of the self-evaluation process specifically focused on service planning. These are actions have supported the delivery and management of the Council Plan and wider Council priorities but with a focus on service improvement. Monitoring has taken place by CLT.

Number of Improvement Actions for 2024/2025: 97	
Status	**Number of Actions**
Completed	28
On track	22
Re-assess due date	38
Off track - some concerns	1
Not yet started	3
On hold	3
Carry forward to team plan	1
Superseded by new action	1
TOTAL	**97**

Delivering Good Governance

South Ayrshire Council is committed to the highest standards of governance in the way that it is organised, managed, and operates. To help achieve and maintain such standards, the Council adopted the Chartered Institute of Public Finance and Accountancy (CIPFA) 2016 Delivering Good Governance in Local Government Framework. This Framework sets out the main arrangements and procedures that the Council has in place in relation to the seven 'principles' of governance:

1. Behaving with integrity, demonstrating strong commitment to ethical values, and respecting the rule of law.
2. Ensuring openness and comprehensive stakeholder engagement.
3. Defining outcomes in terms of sustainable economic, social, and environmental benefits.
4. Determining the actions necessary to optimise the achievement of the intended outcomes.
5. Developing the Council's capacity, including the capability of its leadership and the individuals within it.
6. Managing risks and performance through robust internal control and strong public financial management.
7. Implementing good practices in transparency, reporting, and audit to deliver effective accountability.

These principles are complimented by 21 sub principles and lead officers assess effectiveness each year to identify areas where the principles are being fully met, being met but with room for improvement or requiring improvement. Officers then identify any areas for improvement, and this forms an action plan that is uploaded onto the Council's performance management software and tracked. The assessment is signed off by the Leader of the Council and Chief Executive and presented annually to the Audit and Governance Panel for scrutiny. A copy of the report and associated documents can be found here.

Number of Improvement Actions for 2024/2025: 6		
Complete	**Progressing on target**	**Haven't progressed**
3 (50%)	3 (50%)	0

Delivering Good Governance 2024-25 Year End Assessment - Summary	
Behaving with integrity	▶
Demonstrating strong commitment to ethical values	▶
Respecting the rule of law	▶
Openness	▶
Engaging comprehensively with institutional stakeholders (other organisations)	▶
Engaging with individual citizens and service users effectively	▲
Defining outcomes	▲
Sustainable economic, social and environmental benefits	▲
Determining actions	▶
Planning actions	▶
Optimising achievement of intended outcomes	▶
Developing the capability of the Council's leadership and other individuals	▶
Developing the capability of the Council's leadership	▶
Managing risk	▲
Managing performance	▶
Robust internal control	▶
Managing data	▶
Strong public financial management	▲
Implementing good practice in transparency	▶
Implementing good practices in reporting	▲
Assurance and effective accountability	▶

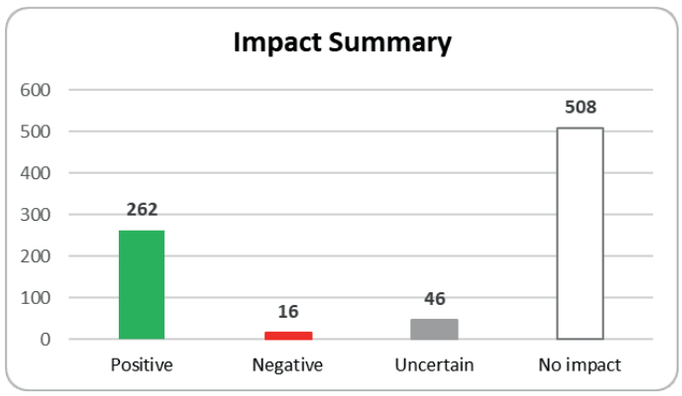
Intergrated Impact Assessment

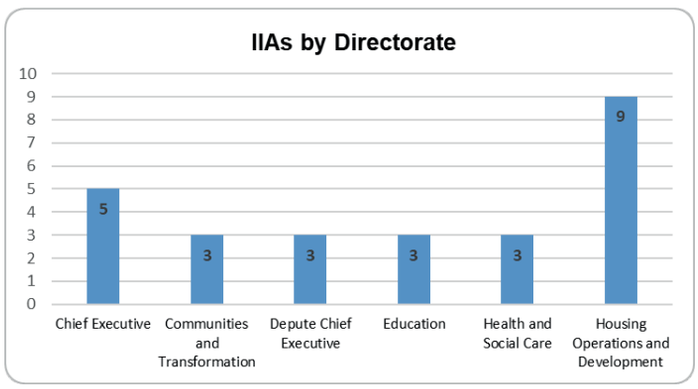
The Council Plan 2023-2028 recognises that local authorities operate in a complex legislative and policy environment that can unintentionally lead to silo working and inefficient use of resources. The plan proposed a new Integrated Impact Assessment (IIA) process to increase opportunities for collaboration and ensure key strategic priorities are imbedded in our decision-making processes.

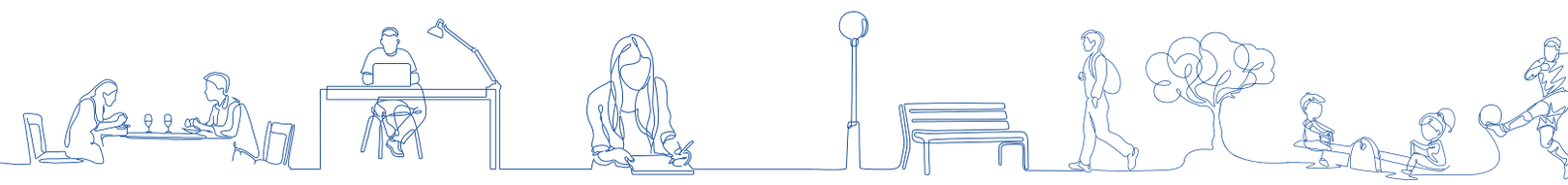
This new process, following a test phase and approval by Cabinet on 26th September 2024 to implement, has now superseded the previous Equality Impact Assessment Process (EQIA). The process still ensures that the Council continues to meet the statutory obligations in relation to the Public Sector Equality Duty (PSED) and Fairer Scotland Duty (FSD) which are required to be carried out at the beginning of any new policy/strategy development or change in the way a service is delivered to assess whether there may be a negative impact on protected groups and to ensure that 'due regard' is given to the equality duty. It also allows further consideration to be given to additional cross-cutting areas as part of the wider strategic decision-making process which include:

- Children's Rights through the completion of a Child Rights and Wellbeing Impact Assessment;
- Sustainability, climate change and biodiversity;
- Trauma Informed Approach;
- Our Ageing Population;
- Health and Wellbeing;
- The Promise; and
- Rurality

Following the test phase and full roll-out in September 2024, 26 IIAs had been completed during 2024/2025. The first-year performance report (2024/2025) provides more detailed information on departments that had completed the IIA, and gives an overview of where impacts are being made across all the areas highlighted within the IIA - either positive (green) or negative (red), areas that require further consideration (grey) and where there are no impacts at all (white).







Financial Management and Sustainability

The Council's Audited Annual Accounts for 2024/2025 were presented to Audit and Governance Panel in September 2025. The Annual Audit Report by Audit Scotland noted several key messages in relation to financial management and financial sustainability including:

- The council operated within budget in 2024/25 but reserves of £4.959 million were used to achieve this. This position is not sustainable as reserves can only be spent once. The usable reserves balance at 31 March 2025 is now only £37.168 million.
- The council's approved reserves strategy is to maintain unearmarked reserves between 2-4 per cent of net expenditure to meet the potential cost of unforeseen liabilities. At 31 March 2025, the unearmarked balance of £4.804 million represents only 1.79 per cent of the expenditure budget of £269 million for 2025/26. It was reported in August 2025 that action has now been taken to increase the uncommitted reserves in line with the reserves strategy.
- Capital expenditure was only 56% of the original budget for the year, delivery of the programme needs to improve or the programme needs to be more realistic.
- The council approved a balanced budget for 2025/26. This included increasing council tax by 8% for 2025/26. The budget takes into account the benefits from a second year of reduced pension charges, reducing spend by c.£10 million.
- The level of reserves has greatly reduced over recent years to support the council's cost basis. With financial pressures rising, this approach is unsustainable. The reduced pension charges which are supporting the budget are for a finite period only. There are no plans in place yet to identify how the medium-term budget gaps will be filled.
- The 2025/26 update to the MTFP shows a cumulative budget gap of £32.9 million to 2029/30, which includes an assumed 5-8% annual Council Tax increase. Savings of £1.320 million need to be delivered in 2025/26. More recently revised projections being discussed with members show a revised gap of £26.2 million with £13.3 million of savings still to be identified for 2026/27.
- It is recognised that the delivery of cost savings through the transformation programme is now urgent. The S95 officer and Interim Chief Executive Officers are now working with members to prioritise transformation projects with cashable efficiencies.
- Savings options are also to be developed for the February 2026 budget setting process. Elected members briefings are in progress in preparation for the decisions that need to be made to cut costs as part of the next annual budget and review of the Medium-Term Financial Plan.

Where risks and recommended improvements have been identified, senior officers have developed appropriate management responses and associated timescales for delivery.



Part 4: South Ayrshire Council Performs

At the time of producing this report the following performance updates were available. A wider overview of Council performance can be found in our webpage: **Public Performance Reporting**	
Educational Services and Standards and Quality Report	The Standards and Quality Report provides a summary of the progress and key achievements of Educational Services for academic session 2024/2025.
Ayrshire Roads Alliance Performance Scorecard 2024/2025	The 2024/2025 performance report (including a number of performance dashboards which can be viewed from page 39 onwards in the performance report).
Complaints Scrutiny	An update on complaints performance information.
Waste Strategy 2021-2031 Annual Progress Report	An update on annual progress of the strategy.
Fleet Strategy 2021-2026 Annual Review	An update on annual progress of the strategy.
Transforming The Estate	An update on annual progress of the work programme.
Housing Capital Programme	The annual monitoring report on the progress of the housing capital programme.
Housing Performance	A number of performance updates in relation to housing including the annual assurance statement and annual return on the charter.
Participatory Budgeting	The annual monitoring report.
Local Heat and Energy Efficiency Strategy (LHEES)	An update on annual progress.

South Ayrshire Health and Social Care Partnership (HSCP)

The 2024/2025 Annual Performance Report of the South Ayrshire Integration Joint Board is the annual performance report in line with the Strategic Plan 2021-2031. The Annual Report sets out how to show, through effective leadership from the Integration Joint Board, that the HSCP has:

- Worked toward delivering against strategic priorities;
- Performed in relation to the National Health and Wellbeing Outcomes and the Children's and Criminal Justice Outcomes, as set out by the Scottish Government;
- Performed in relation to local measures;
- Performed financially within the current reporting year and achieved best value;
- Progressed locality planning arrangements; and
- Performed in inspections carried out by Scrutiny Bodies.



Part 5: Partnership Working

South Ayrshire Community Planning Partnership

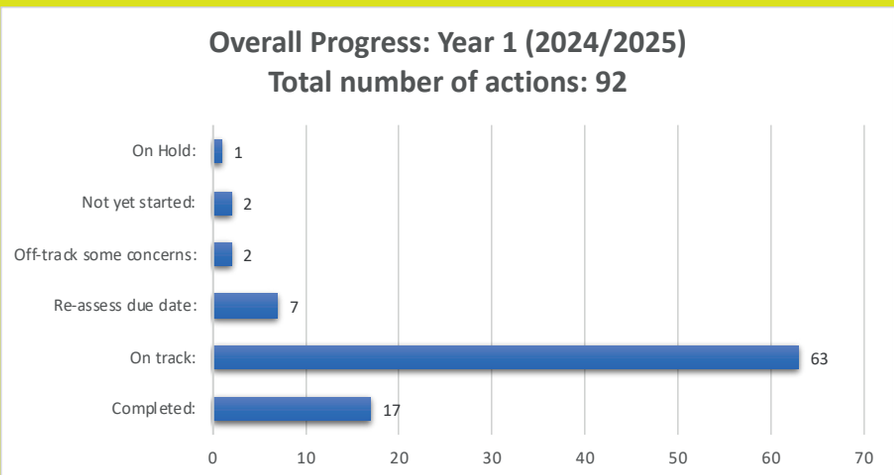
Following a lengthy development and consultation phase during 2023/2024, a new Local Outcomes Improvement Plan 2024-2029 was approved by South Ayrshire Community Planning Board in April 2024.



The new LOIP has two high level outcomes focused on place and wellbeing, under which sit several key priority areas incorporating Children's Services, Community Safety, Population Health, Sustainability and Financial Inclusion and Growth.

The Local Outcomes Improvement Plan (LOIP) Year 1 (2024/2025) Annual Progress Report and supplementary information (including a number of supporting case studies) gives an extensive overview of progress made during the first year of the LOIP.

South Ayrshire Local Outcome Improvement Plan (2024-2029): Year 1 Actions		
Strategic Delivery Area:	Number of Priority Areas:	Number of Actions
Children's Services	2	4 *this does not include The Promise Actions – see reporting exception reasons detailed on page 5 of the LOIP annual progress report
Community Safety Partnership	2	26
Financial Inclusion and Growth	2	13
Population Health	4	40 *this does not include Ageing Well Actions – see reporting exception reasons detailed on page 5 of the LOIP
Sustainability	4	9
TOTAL	**14**	**92**





South Ayrshire Community Planning Partnership: Child Poverty Strategy

In April 2024, the CP Board approved a new Child Poverty Strategy for the period 2024-2029. The Child Poverty (Scotland) Act 2017 (the Act) set out highly ambitious poverty mitigating related targets to be achieved by Scottish Ministers by 2030. From a local perspective, the CPP platform is seen as the best way to collectively reduce inequalities and improve outcomes for those living in the most deprived areas of South Ayrshire.

A supporting action plan details the key actions that have been taken forward during year one of the strategy. In summary there are:



South Ayrshire Child Poverty Strategy (2024-2029) Year 1 Actions	
Priority Area:	**Number of Actions**
A child poverty system that delivers for families and the workforce in South Ayrshire.	9
Families in South Ayrshire receive the support they need to ensure their money works best for them.	4
All children and young people in South Ayrshire receive high quality, flexible, accessible, and affordable education and childcare.	4
TOTAL	**17**

Progress against actions can be found in the Child Poverty Annual Progress Report (Year 1: 2024-2025). It is also important to recognise the significant work being carried out across wider strategic partnerships and service areas to address child poverty, in alignment with the Child Poverty Strategy. This is highlighted in the final section of the annual progress report, which includes supporting case studies and stories of change.

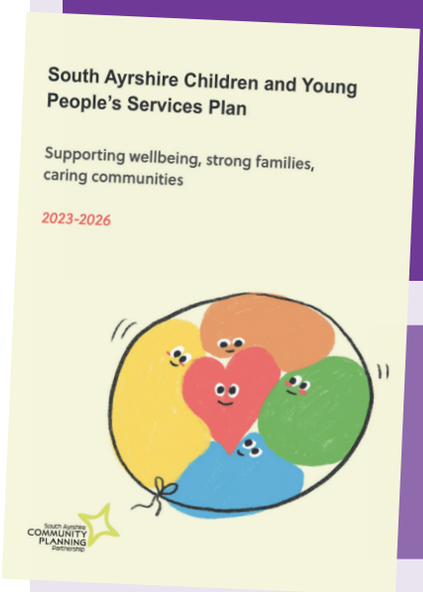
Children's Services Annual Report 2024/2025

The Children and Young People (Scotland) Act 2014 states a requirement for every local authority and relevant health board in Scotland to jointly prepare a Children's Services Plan, detailing plans over a three-year period. Part 3 sets out a legal framework for children's services planning with aims to improve outcomes for all children and young people in Scotland by ensuring delivery of local services that are integrated, focusing on promotion of child wellbeing and quality preventative approaches.

As set out under section 13(1) of the Act, a local authority and health board must publish a yearly report detailing services provided in accordance with the plan including what the provision has achieved.

The Children and Young People's Services Plan 2023-2026 is supported by six thematic workstreams:

1. **The Promise** - South Ayrshire's children and young people with care experience will have a good loving childhood, where their needs are met, and outcomes are improved;
2. **Families** - Support is easily accessible through integrated, multi-agency teams who are based in local communities and know it well. Early help for whole families to overcome difficulties and stay together, where children feel loved and are safe;
3. **Included** - Children, young people and families who have diagnosed or undiagnosed additional support needs feel supported and reach their full potential;
4. **Voice** - Children and young people feel involved and listened to in decision-making around their wellbeing through continuous engagement. Compassionate, responsive decision-making for children is embedded into all our priorities;
5. **Healthy** - Reducing harm, promoting health and safety for our children, young people and families; and
6. **People** - A training offer to staff in South Ayrshire, allowing them to come together to learn, collaborate and build relationships for the best outcome of the child.



The 2024/2025 Annual Report provides a summary of progress against year two of the Children and Young People's Services Plan (2023-2026).



Part 6: Awards and Accolades

- Maybole Community Campus was shortlisted for the 'Architectural Excellence' award at the Scottish property Awards in February 2025. The awards recognise the best new public buildings in Scotland, judged by a panel of experts drawn from across the sector who bring together their industry experience and market knowledge to commend the greatest achievements in the built environment across Scotland. Although missing out on the top award on the night, Maybole Community Campus was praised as a stunning example of modern, functional design which will sustainably support many future generations in Maybole through education and community use.
- Blue Flag Awards for:
  - Girvan,
  - Maidens,
  - Ayr,
  - Prestwick,
  - Troon, and
  - Barassie.
- Green Flag Awards for:
- Fullarton Estate, Troon;
- Belleisle Estate, Ayr;
- Northfield Park, Ayr;
- Ayr Cemetery (one of the first in Scotland for a Cemetery);
- Orchard Gardens, Girvan; and
- Knockcushan Gardens, Girvan
- Heritage Award - Belleisle Estate.
- Apprentices attending the APSE Final in March 2025.
- CIPFA Public Finance Awards 2024: Excellence in Strategic Investment or Asset Management
- Chartered Institute of Housing (CIH) Scotland Awards 2024 - 'Excellence in the Private Rented Sector' for innovation with our Your Choice, Lettings and Property Management letting agency.
- Scottish Public Service Awards 2024 - Community Engagement Award Winner - Working for Wallacetown (South Ayrshire Community Planning Partnership).

External Scrutiny 2024/2025

Chief Executives

Corporate Accounting:

- 2024/2025 External Audit

Performance, Community Planning and Sustainability:

- Public Service Improvement Framework (PSIF): National Community Planning Self-Assessment 2024

Education

Education Support Service:

- Scottish Government (ScotXed) external review and publication of annual staff and pupil Census statistics, and annual 'Core Facts' building condition and suitability statistics.

Communities and Transformation

Transformation:

- Audit Scotland South Ayrshire Best Value Thematic Audit - Transformation

Housing, Operations and Development

Neighbourhood Services:

- Submission of Annual Report for Allotment data to Scottish Government;
- Submission to Scottish Government reporting on how SAC spent the Government Funding for play equipment;
- Scottish Environment Protection Agency (SEPA) return for Waste Management;
- Annual Scottish Government Inspection of Masonhill Crematorium;
- Institute of Cemetery & Crematorium Management Charter for Cemeteries and Crematorium - Annual Return; and
- DVLA Audit for our Access to Driver Data.

Property Maintenance:

- Gas Safe

Housing Services:

- The Council, as a landlord, submits an annual return on the housing charter to the Scottish Housing Regulator (SHR).



This information can be made available, on request, in braille, large print or audio formats and can be translated into a range of languages. Contact details are provided below.

درخواست کرنے پر یہ معلومات نابینا افراد کے لئے اُبھرے حروف، بڑے حروف یا آڈیو میں مہیا کی جاسکتی ہے اور اسکا مختلف زبانوں میں ترجمہ بھی کیا جاسکتا ہے۔ رابطہ کی تفصیلات نیچے فراہم کی گئی ہیں۔

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ਇਹ ਜਾਣਕਾਰੀ ਮੰਗ ਕੇ ਬੋਲ, ਵੱਡੇ ਅੱਖਰਾਂ ਅਤੇ ਸਣਨ ਵਾਲੇ ਰਪ ਵਿਚ ਵੀ ਲਈ ਜਾ ਸਕਦੀ ਹੈ, ਅਤੇ ਇਹਦਾ ਤਰਜਮਾ ਹੋਰ ਬੋਲੀਆਂ ਵਿਚ ਵੀ ਕਰਵਾਇਆ ਜਾ ਸਕਦਾ ਹੈ। ਸੰਪਰਕ ਕਰਨ ਲਈ ਜਾਣਕਾਰੀ ਹੇਠਾਂ ਦਿੱਤੀ ਗਈ ਹੈ।

Niniejsze informacje mogą zostać udostępnione na życzenie, w alfabecie Braille'a, w druku powiększonym lub w formacie audio oraz mogą zostać przetłumaczone na wiele języków obcych. Dane kontaktowe znajdują się poniżej.

Faodar am fiosrachadh seo fhaighinn, le iarrtas, ann am braille, clò mòr no clàr fuaim agus tha e comasach eadar-theangachadh gu grunn chànanan. Tha fiosrachadh gu h-ìosal mu bhith a' cur fios a-steach.

South Ayrshire Council
Contact Centre
0300123 0900

Agenda Item No. 5

South Ayrshire Council

Report by Chief Executive to South Ayrshire Council of 11th December 2025

Subject: South Ayrshire Council Sustainable Development and Climate Change Strategy (2025 to 2030)

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1. Purpose

1.1 The purpose of this report is to present the updated Sustainable Development and Climate Change Strategy (2025-2030) for approval.

2. Recommendation

2.1 It is recommended that the Council:

2.1.1 Approves the strategy attached as appendix one.

3. Background

3.1 In 2009, the Scottish Parliament passed the Climate Change (Scotland) Act. Part 4 of the Act states that a 'public body must, in exercising its functions, act: in the way best calculated to contribute to the delivery of (Scotland's climate change) targets; in the way best calculated to help delivery any (Scottish adaptation programme); and in a way that is considers most sustainable'.

3.2 The Council and many of its Community Planning and Regional Economic Partners have had a responsibility to take forward these duties from 1 January 2011 (see government guidance for taking forward these duties).

3.4 In June 2019 South Ayrshire Council adopted its first Sustainable Development and Climate Change Strategy, which, while still guiding our work in this area, is now due for update and renewal. Following its adoption in October 2020 the Council approved a strengthened policy position agreeing organisational targets of a 75% reduction in emissions by 2030 and net zero by 2045 Climate Change Policy (south-ayrshire.gov.uk). Action taken and interventions made to meet these targets have consistently delivered financial as well as carbon savings as reflected in our annual statutory reporting. We are currently on track to meet our targets.

4. Detail

4.1 The second iteration of this strategy (attached as appendix one) has been prepared to reflect developments both locally, nationally and internationally which have taken place since the adoption of the first strategy. It reflects the Council Plan (2023-2028)

and the commitments we have made, as a Council, along with our partners through South Ayrshire Community Planning Partnership's 'Local Outcomes Improvement Plan' and the Ayrshire Regional Economic Strategy and Ayrshire Growth Deal to deliver in this broad area for the people of South Ayrshire. It takes cognisance of national guidance and draws on the Leaders' Climate Emergency Checklist published by the Sustainable Scotland Network.

4.2 Further, detailed statutory guidance, is now being introduced for public bodies in relation to what delivering on our climate change duties means, particularly for local authorities. This is intended to support an increase in the pace of change in relation to adaptation and mitigation to meet what is required by climate systems, both in terms of organisational and area wide impact. More areas will soon require to be covered in our reporting include commuting, all modes of business travel and scope 3 emissions (all other indirect emissions that occur in an organisations value chain, including both upstream and downstream emissions, such as those from suppliers and service users), and a requirement to report the organisations set targets in relation to these. This will be taken forward through the strategy.

4.3 South Ayrshire Council, in common with all Local Authorities, is supported in this work through the Sustainable Scotland Network and the Scottish Climate Intelligence Service. This saves inhouse officer time, informs and support our approach, allowing us to share best practice, align collective effort in key areas and avoid duplication, working together with partners for best results such as COSLA, SoLACE, the Improvement Service, Scottish Government and other national public bodies.

4.4 Following approval of the strategy, an action plan will be developed aligning to the key themes highlighted:

- Reducing emissions;
- Adapting to a changing climate;
- Delivering a just transition; and
- Tackling the nature emergency.

The action plan will be reviewed annually, with performance monitoring taking place via the Service and Partnerships Performance Panel.

4.5 A Senior Officer Group will support the delivery of the strategy and implementation of the action plan, and in doing so will future proof the daily work of the Council against the impacts of a changing climate and a changing policy landscape.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report. The requirement for the Council to develop this strategy however relates to fulfilling our public sector climate change duties.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 There are no financial implications arising directly from this report. Financial implications arising from this will be considered as part of future capital and revenue budgets.

7. Human Resources Implications

7.1 There are no human resource implications arising directly from this report. Our commitments will be delivered within existing resources with awareness and contribution from all staff.

8. Risk

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

8.1.1 There are no risks associated with adopting the recommendations.

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

8.2.1 The risks associated with rejecting the recommendations are that the Council will fail to meet the Climate Change (Scotland) Act 2009 and the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015. Furthermore, commitments set out in the Council Plan and LOIP may not be delivered, and outcomes relating to the health and wellbeing of the people of South Ayrshire may not be met.

9. Integrated Impact Assessment (incorporating Equalities)

9.1 An Integrated Impact Assessment has been carried out and the summary report is attached as appendix two. The full IIA can be accessed here.

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** – An SEA has not been carried out in relation to this strategy as the environmental impacts will be delivered and developed through further strategies/plans. Environmental impacts have however been considered broadly through the Integrated Impact Assessment process.

11. Options Appraisal

11.1 An options appraisal has not been carried out in relation to the subject matter of this report, however many of the areas which contribute to the Council's efforts to tackle climate change have been the subject of option consideration and appraisal.

12. Link to Council Plan

12.1 The matters referred to in this report contribute to all the priorities and outcomes of the Council Plan.

13. Link to Shaping Our Future Council Yes ☐ No X No

14. Results of Consultation

14.1 Consultation has been undertaken on the development of this strategy with the public via online survey.

14.2 Workshops and ongoing discussion and dialogue have been undertaken with the Sustainability Strategic Delivery Partnership of South Ayrshire Community Planning Partnership.

14.3 Consultation has taken place with Councillor Martin Kilbride, Policy Lead for Housing and Property Services, and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking Purposes

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

Implementation	***Due date***	***Managed by***
Report annually on progress to Service and Partnerships Performance Panel.	31 December 2026 and annually thereafter	Service Lead – Performance, Community Planning and Sustainability

Background Papers

Sustainable Development and Climate Change Strategy 2019-2024

Annual Climate Change Reports and national analysis 2014-15 to 2023-24, Reports

Report to South Ayrshire Council of 1 October 2020 – Climate Change Policy

Report to Cabinet of 26 November 2024 – South Ayrshire Public Bodies Climate Change Duties Annual Report 2024-2025.

Person to Contact

Kevin Anderson, Assistant Director (Corporate Policy, Strategy and Performance)
County Buildings, Wellington Square, Ayr KA7 1UT
E-mail kevin.anderson@south-ayrshire.gov.uk

Lorna Jarvie, Co-ordinator (Sustainability, Climate Change and Nature)
County Buildings, Wellington Square, Ayr KA7 1UT
E-mail lorna.jarvie@south-ayrshire.gov.uk

Date: 19th November 2025

Appendix 1



Sustainable Development and Climate Change Strategy 2025-2030

south AYRSHIRE COUNCIL
Comhairle Siorrachd Àir a Deas
Making a Difference Every Day

south-ayrshire.gov.uk

Contents

Foreword	3
1. Introduction	4
2. Why does it matter?	5
3. South Ayrshire context	6
4. Policy framework	7
5. Success factors - how will we do it?	9
6. What have we achieved already?	10
7. Acitivity themes	11
8. Reducing our emissions	12
9. Reducing emissions - achievement case study	13
10. Reducing emissions - key activity areas to 2030	14
11. Adapting to a changing climate	15
12. Adapting - achievement case study	16
13. Adapting - key activity to 2030	17
14. A Just Transition for everyone	18
15. Just Transition - achievement case study	19
16. Just Transition - key activity to 2030	20
17. Nature - natural capital for health and prosperity	21
18. Nature - achievement case study	22
19. Nature - key activity to 2030	23
20. Enabling and capacity building activity	24
21. Governance	24
Appendix 1: SCIS Annual Emissions Inventory Report South Ayrshire 2021	25
Appendix 2: Organisational emissions reporting boundary	27
Appendix 3: Glossary	28

Foreword

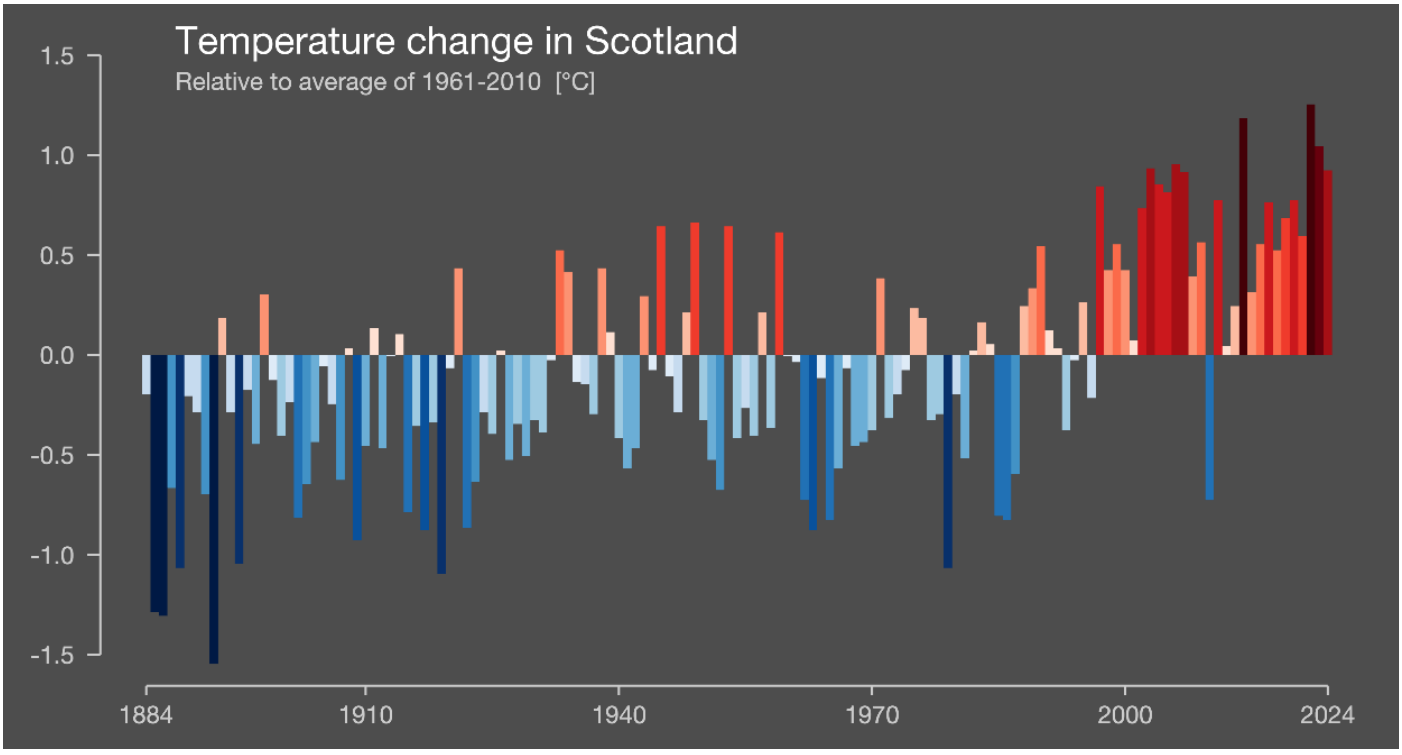
We are proud to introduce South Ayrshire Council's second Sustainable Development and Climate Change Strategy (SD & CC). This strategy is at its heart about ensuring we have the correct foundations for the people and places of South Ayrshire to be able to thrive now and in the future. Following on from our first strategy 5 years ago, this document sets out a coherent framework showing how the work of the council will promote sustainable development and address climate change in the next 5 years. This includes taking forward mitigation, adaptation, nature emergency and Just Transition measures in the way we exercise all our functions, using both our control and our influence to make a difference locally.

This strategy reflects on our successes to date, including consistently remaining on track to meet our 2030 and 2045 emissions reduction targets as set by the Council in 2020. It also acknowledges the scale of the challenge going forward. We live at a time of nationally declared climate emergency and recognise the depleted state of nature and the need for action. This strategy hears that need for and call to action, responds to our legal duties in relation to that, and sets out how we can steer a proactive course over the next 5 years.

This strategy will support the people of South Ayrshire to live better lives by minimising the risks and maximising the opportunities a changing future presents, to be ready for the future, develop new skills, support and benefit from our natural capital and better health and wellbeing.



Councillor Martin Kilbride, Policy Lead (Housing and Property Services)



1. Introduction

This strategy sets out how the Council aims to further sustainable development and tackle climate change over the next five years. It provides a strategic framework with clear outcomes and action areas to drive progress. The strategy draws together relevant commitments from across the council and wider local partnership working, bringing that into one coherent framework, demonstrating that delivering the strategy will be a collective responsibility both within the council and when working with others.

The strategy seeks to ensure delivery of the Council's legal climate change duties, and in doing so in a holistic way explores how the Council can contribute to the United Nations Sustainable Development Goals. Sustainable development and holistic climate action is about ensuring that all people can enjoy a good quality of life now and in the future.

Our Council Plan states that: **'The council aims to both fulfil and show leadership in relation to our statutory climate change, sustainability, and biodiversity duties across all our services, decision making and work with partners. We have committed to be net zero by 2045 and to adapt to the already locked in impacts of a changing climate. In doing so we aim to ensure a just transition for people and nature, supporting ecological recovery and wellbeing, reducing inequalities and creating sustainable, liveable places where people are connected to nature, climate literate and understand the natural systems we rely on, are supported to develop green skills and can work in a fast-evolving local green jobs market, travel less overall and make active and sustainable travel choices first.'**

This strategy sets out in more detail how we aim to achieve this over the next 5 years and beyond.



2. Why does it matter?

In the Council's first SD&CC Strategy we outlined that climate change is the defining issue of our time and how it has and will shape how we live our lives in South Ayrshire. In the intervening five year period we have seen this play out in our local area. The global climate is rapidly warming due to human activity, and this is leading to significant impacts such as rising sea levels, more intense storms, hotter temperatures, and in turn changes in food availability and prices, impacts on infrastructure and more – all affecting our health and livelihoods now and in the future.

In South Ayrshire, as elsewhere, we are more vulnerable to flooding and coastal erosion than before, and we have also felt the effects of periods of extreme heat and prolonged dry weather as well as storms over the past five years as well. We expect more of this as we move forward and this impacts on how we deliver services and how the people of South Ayrshire go about their lives.

The context in which we deliver our services has also shifted because of the wider national and international social, economic and political response to climate change. Perhaps most notably, renewable energy, resilience and localisation is becoming increasingly important to key issues like heat and transportation in South Ayrshire, and innovation in these areas is accompanied by a shift in the skills required for our evolving resilient low carbon economy.

While we have a legal duty to play our part in delivering net zero and in turn this can deliver valuable energy cost reductions and associated savings, it is clear that this is only one of the many reasons why it is important that the Council takes a holistic and strategic approach to sustainability and climate change. In addition to legal duties to adapt to the impacts of a changing climate and to act sustainably, provision of efficient and effective services for the people of South Ayrshire, now and in the future, depends on it.



3. South Ayrshire Context

South Ayrshire Council is a coastal local authority located in the southwest of Scotland with a population of 112,799 and covering 476 square miles. It is approximately an hour south of Glasgow by overland transport and is well connected by road, rail, sea and air. It is dominated by low lying coastal towns where the majority of the population live, and a wider rural hinterland dominated by agriculture and including some smaller towns and villages.

The major employers are public services, in particular local government and the National Health Service (NHS), with the aerospace industry based in the Prestwick area. Tourism is important and includes a range of public and private golf courses and the heritage of Robert Burns being particularly notable.

The local authority area is geographically characterised by areas of affluence and deprivation and also has one of the most significantly aging populations in the world, with an awareness that this, along with the challenges of the climate and nature crisis, will shape (by dictating need in relation to) the future of service provision in the local area.

Climate vulnerabilities include flooding, in particular flooding associated with coastal erosion and pluvial* flooding in key locations where infrastructure is struggling to cope with intense rainfall events. Road and other infrastructure can be compromised in the most vulnerable locations. The aging population is also particularly vulnerable to extreme weather events, including storms and also heat waves, impacting on care requirements.

South Ayrshire Council employs approximately 4972 FTE (full-time equivalent) staff across main office locations, leisure, library and cultural facilities and schools and nurseries. Front line operational staff maintain our parks and open spaces, collect waste and recycling, maintain council houses and carry out home care duties. The estate includes a number of historic listed buildings including County Buildings and the Town Hall in Ayr and also includes a range of parks, golf courses and other land-based assets including two reservoirs. There are 1183km of road and 944km footway along with 21,590 street lighting columns to power and maintain. The council's roads function is delivered by Ayrshire Roads Alliance. Refuse and recycling services are provided directly by the Council to 57319 households as well as many commercial properties. Approximately 8176 (as of 31 Oct 2025) Council houses are also part of the local authorities estate.

*pluvial = relating to rainfall (directly, as opposed to overtopping from for example river or sea)



4. Policy Framework

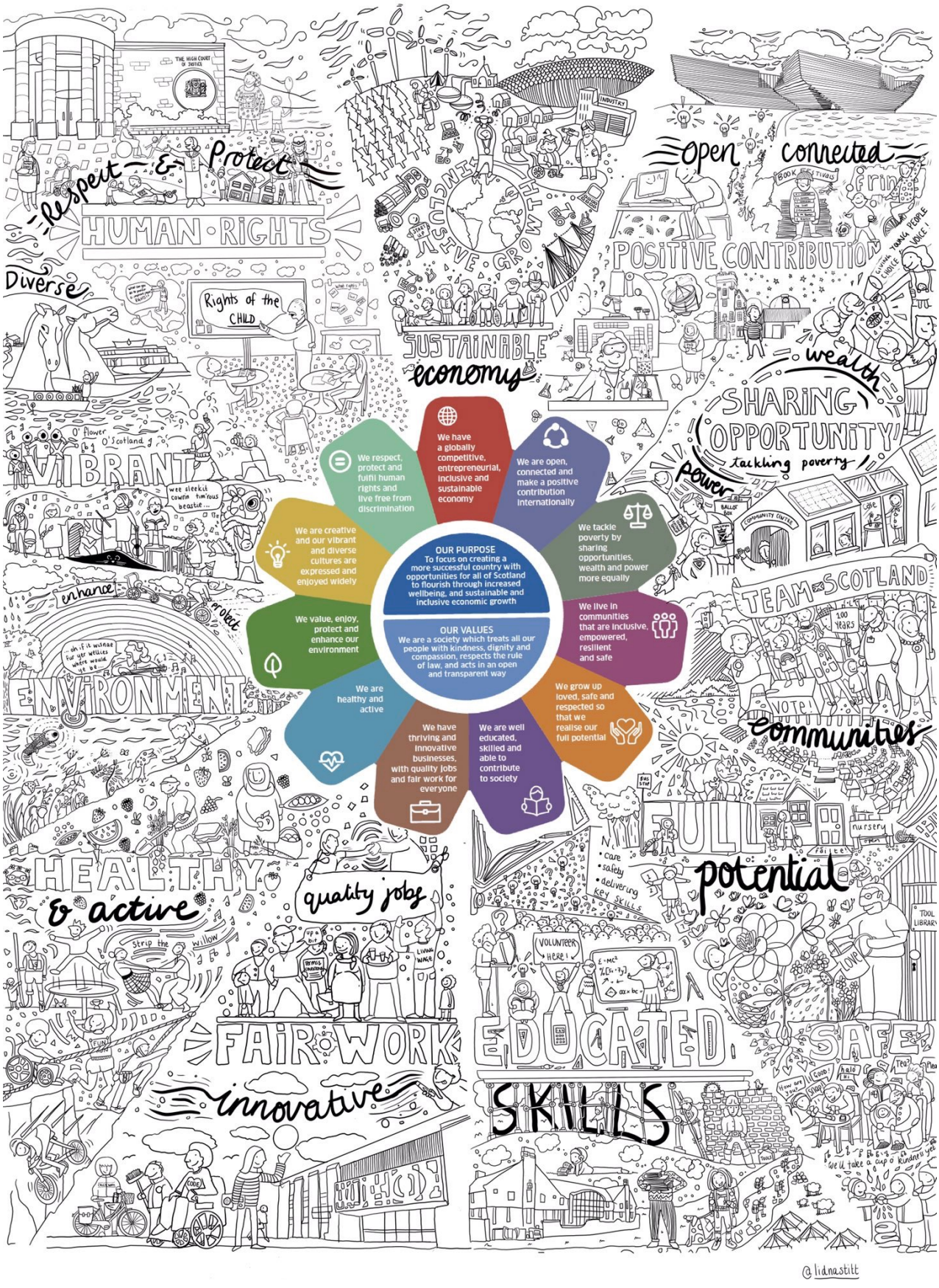
There are several international, national and local policy commitments which are relevant to this strategy:

International					
UN Sustainable Development Goals, the Paris Agreement and framework for international action					
National					
National Performance Framework, Local Government Benchmaking Framework	The Climate Change (Scotland) Act 2009 which sets out our Climate Change Duties	The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015 which sets out our annual reporting requirements		Scotland's Climate Change Plan and Scottish National Adaptation Plan 2024-2029	Environmental Standards Scotland and their evolving role
Regional and Local					
Regional Economic Strategy (RES) and Ayrshire Growth Deal	Local Plan and Community Planning Partnership Local Outcome Improvement Plan (LOIP)	Council Plan	Sustainable Development and Climate Change Strategy	Council Single Use Plastics Policy	Council Ban on their land of Helium Balloons and Sky Lanterns

The United Nations has a series of global Sustainable Development Goals that are part of an internationally agreed performance framework. All countries are aiming to achieve these goals by 2030. They address the big global challenges related to poverty, inequality, climate, environmental degradation, prosperity, and peace and justice.



The Scottish Government's National Performance Framework is aligned with the United Nation Sustainable Development Goals, putting into practice the commitment to embed the goals in all government activity. The Scottish Government believes national and international efforts on these critical issues must be interlinked. Local authorities work in partnership with the Scottish Government to realise these outcomes. The illustration shows how this can be envisaged:



5. Success factors – how will we do it?

Sustainable development informs how we deliver all our services. The themes and activity areas promoted through this strategy are integrated into council strategies and plans. Key outcomes, related activity areas and a thematic set of Performance Indicators are included within the action plan. This strategy is the over-arching framework within which the annual workplan and monitoring of progress will sit. The detailed workplan and actions will be developed and reviewed annually.

In the development of this strategy we have considered the Leaders' Climate Emergency Checklist published by the Sustainable Scotland Network and we will regularly return to the checklist to evaluate our progress.

Successful delivery depends on the following success factors, which are central to this strategy:

Leadership

The council leadership – political and administrative – provides high profile support to delivery of the strategy across all portfolios. Council members and senior level officers drive delivery of the strategy and monitor performance.

Audit and Performance reporting

Delivery of the strategy is guided by an annual workplan. Progress against this workplan will be considered by Service and Partnership Performance Panel. Actions are embedded in the relevant service and topic specific plans and monitored accordingly. Where appropriate, responsibilities and competencies are included in performance development reviews.

Council strategies and process

Reports to council and panels include a check against sustainable development and climate change impacts through the Integrated Impact Assessment process, as well as a route to improve performance through tracked mitigations. Where possible, this can be preceded by officer support and sustainability checks in preparing business cases and capital bids. Climate change is recognised in strategic and directorate level risk registers in terms of meeting duties, and the social, economic and health risks of climate change impacts.

It is important to note that delivery will also be achieved through the full range of council and partnership functions which will have their own strategies and plans with associated monitoring and performance indicators detailed within them. During the life of this strategy it is anticipated that list of strategies and plans that can make a positive contribution to delivery will be identified and added to through the Integrated Impact Assessment process.

Communications and training

Delivery of the strategy is supported by ongoing communications including online and in-person training, induction and bespoke sessions. The links between economic and social objectives, such as inequalities, health, local jobs, rural and urban issues, are made as well as the potential costs and benefits of action (or risks of not taking action). How to take our duties forward in the delivery of daily work and council processes is highlighted.

6. What have we achieved already?

Or first Sustainable Development and Climate Change Strategy has over the past 5 years helped the Council to navigate a pathway to delivery of our climate change and sustainable development duties by mainstreaming our efforts through all our business.

Since adopting our first SD&CC Strategy progress highlights include:

- ✓ Developed with partners a Local Outcome Improvement Plan (LOIP) action plan with priority areas including energy, travel, food, nature, green health and active living supported by a strengthened Strategic Delivery Partnership (SDP) structure including the SDP with clear reporting routes to the Community Planning Board.
- ✓ Adopted with partners a Regional Economic Strategy and led on the priority set within it of Enhancing Natural Capital
- ✓ Worked with partners on the Ayrshire Growth Deal including the Clean Growth Workstream and the development and adoption of the Ayrshire Energy Masterplan
- ✓ Development and adoption of other topic and sector specific plans and strategies including our Local Heat and Energy Efficiency Strategy (LHEES), our Active Travel Strategy, our Fleet Management Strategy, our Waste Management Strategy, our Open Space Strategy, our Local Housing Strategy and Strategic Housing Investment Programme
- ✓ Providing the geographical framework shaping the future of our area, South Ayrshire Local Development Plan (LDP) 2 was adopted in August 2022 and evidence is now being prepared for the Local Development Plan (LDP) 3 taking account of National Planning Framework (NPF) 4
- ✓ Developed our own Integrated Impact Assessment process for all council decisions
- ✓ Developed our own Sustainable Design Guidance
- ✓ Begun work to measure and target area wide emissions reductions via Climate View
- ✓ Considered our progress against the national Adaptation Capability Framework and undertaken specific focused projects related to flooding and coastal change
- ✓ Submitted annual reporting nationally every year covering leadership, emissions, adaptation and procurement.
- ✓ Consistently reduced measured operational emissions in line with our targets, with notable recent progress through the implementation of Building Energy Management Systems across our estate



7. Activity Themes

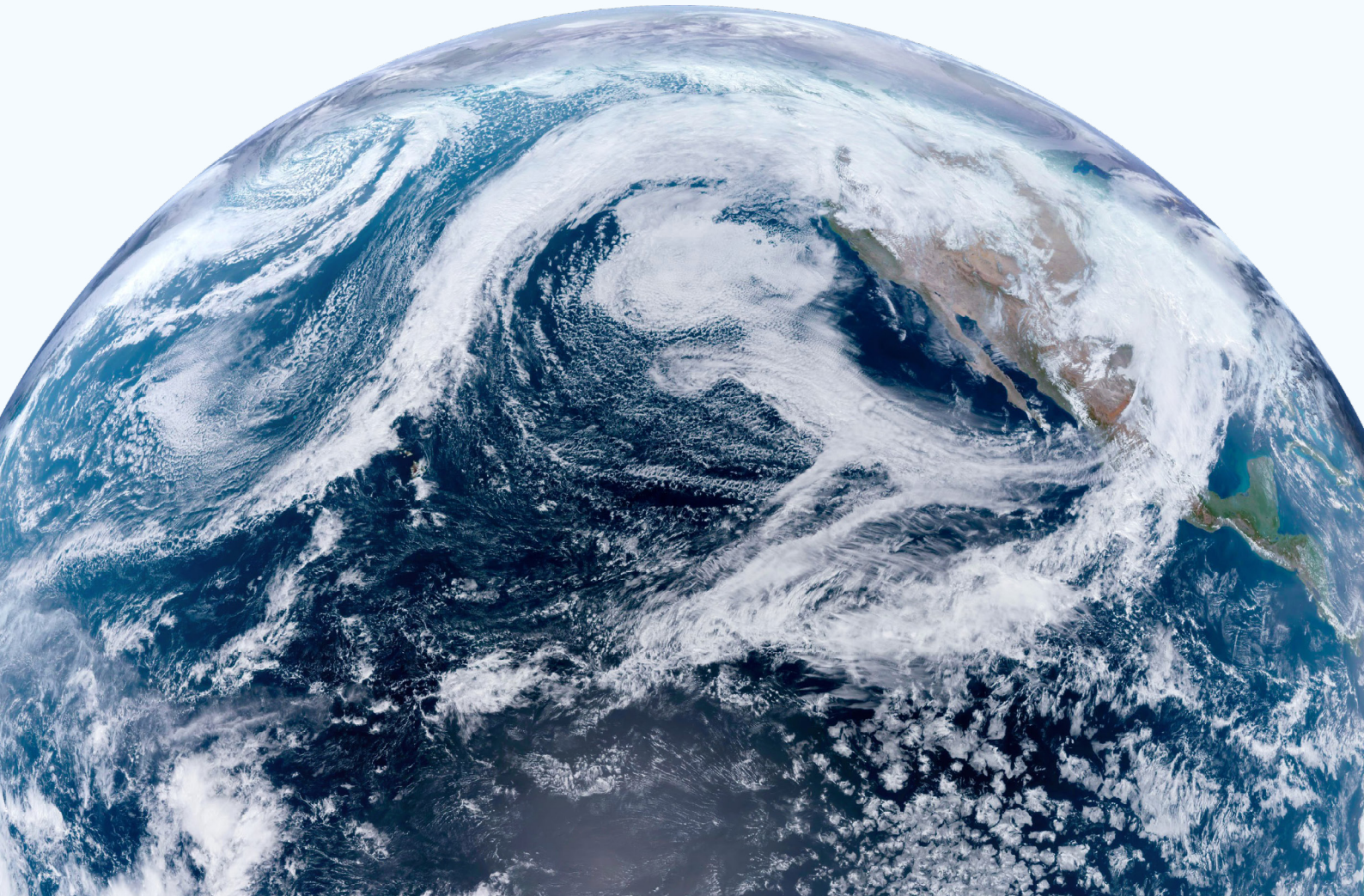
In this strategy we have set out below our headline activities according to the themes highlighted in the Leaders' Climate Emergency Checklist:

- Emissions reductions
- Adapting to a changing climate
- Delivering a Just Transition
- Tackling the nature emergency

We have set out what each of these themes means to us, what our recent achievements have been during our first strategy and what our headline activities will be in the next five years. Detailed annual action plans setting out additional detail will be developed and used to guide delivery.

It is important to highlight that while we have grouped activities under these themes, each of our activities must deliver interconnectedly across all themes in order to be successful in delivering the best short and long term outcomes for the people of Ayrshire.

As a local council we must respond to the climate and nature emergency as a major organisation in our local area considering all the day to day operations we have in the same way as any other business. However, we must also respond in terms of our role as a leader in our local area, with required duties to implement national policy including through our ability as a council to influence the lives, and in turn the climate and nature impacts, of everyone in South Ayrshire.



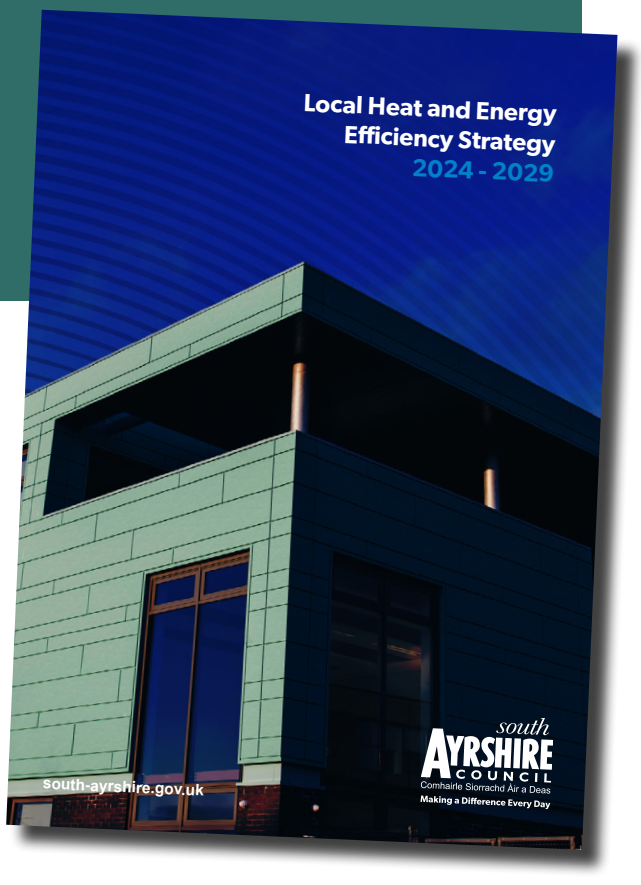
8. Reducing our emissions

We are over halfway to achieving our targets! Scotland has passed halfway to meet its target of net zero by 2045 based on a 1990 baseline. Here at South Ayrshire Council we are also over halfway to reaching our target of 75% emissions reduction of our own measured organisational emissions by 2030. But we know we must increase the pace and depth of our efforts to continue to make progress against in the lifetime of this strategy.

Much of the progress has initially been related to the introduction of more renewable energy to our electricity grid, but most recently we here in South Ayrshire have been successful in driving down council emissions and energy costs through the introduction of Building Energy Management Systems (BEMS) in our own buildings. We have developed our own Local Heat and Energy Efficiency Strategy (LHEES) and Ayrshire Energy Masterplan (AEMP) which will now be implemented. Our new Sustainable Design Guidance has been developed and will now be applied to all new builds and refurbishments that we take forward. Energy and Travel are now Local Outcome Improvement Plan (LOIP) priorities in South Ayrshire to work in partnership on these areas in a holistic way.

The Council measures and aims to reduce emissions in relation to fleet, mileage, waste and water as well energy use in buildings, street lighting and traffic signs. More information about our organisational baseline can be found in appendix 1. We use Climate View to consider our influence on wider emissions in our area, with heat and transport being the key areas where we know we must make progress. More information about our area wide emissions provided by the Scottish Climate Intelligence Service (SCIS) can be found in appendix 1.

While there can be costs to taking action, we know that 'delays to tackling climate change will only harm more people and places, while being more costly in the long term. A recent OBR report estimates that unchecked climate change could cost up to 8% of UK GDP by 2070 if the world warms by 3 degrees Celsius this century. The cost to all nations of doing nothing will unquestionably be higher than the price of action.' Draft Scottish Climate Change Plan, November 2025.



The Sustainable Procurement Duty in the Procurement Reform (Scotland) Act 2014 requires public bodies to consider and act on opportunities to improve economic, social and environmental wellbeing within their area. This is underpinned by statutory guidance. Not including wages, South Ayrshire Council spends approximately £118m annually and we have the potential to have significant influence through our procurement practices. We work to understand and influence our emissions footprint and wider impact in this area in a variety of ways.

9. Reducing emissions – achievement case study

In 2022 the Council established a Net Zero Board group to drive forward activity to reduce our building emissions. Pilot projects were identified and feasibility reports completed for projects including energy centres and *EnerPHit building retrofit.

A new Building Energy Management System, IQ Vision, has also been installed which has improved the remote access to building heating controls and generated energy reductions. We now have 116 remote access building connections encompassing the majority of our medium/large consuming sites and all Education buildings.

Scotland's Public Sector Heat Decarbonsation Fund to supported the refurbishment of Prestwick Swimming Pool during 2024-25 including building fabric upgrades, installation of new air handling plant, installatation of solar PV and a Building Management System upgrade.

Reductions in electricity used annually by the council equated to 11% in 2024-25 and use of gas was also reduced by 7% for the same period as a result of proactive action.

The Council has developed a Local Heat and Energy Efficiency Strategy and in partnership through the Clean Growth Workstream of the Regional Economic Strategy the Ayrshire Energy Masterplan. These key documents will help guide the development our low carbon energy future in South Ayrshire.

The Council has finalised new Sustainable Design Guidance which as it is implemented will see an improvement in the sustainability of new build and refurbishment projects taken forward by the council, reducing their footprint as well as creating better environments for their end users.

The Council introduced an Integrated Impact Assessment for all decisions. It requires consideration and transparency of the impacts of all decisions.This includes decisions to progress with plans and projects, and will have an impact on carbon emissions as well as a range of other variables including climate, nature and other considerations in a holistic way. This informs better decision making and supports the delivery of the organisations carbon reduction targets.

Our approach to waste management contributes to emissions reductions and supports the circular economy.

Girvan Library Lend and Mend Hub won the ‘Project Excellence 2025’ category at the Scottish Library and Information Council (SLIC) Awards. The aim of the initiative is to help local communities engage in more sustainable practices, supporting community resilience, carbon reduction, the circular economy.





*EnerPHit is the passivehaus standard for retrofits

10. Reducing emissions – key activity areas to 2030

- This strategy not only seeks to deliver on our existing targets but will respond to the need to set further sectoral targets in relation to forthcoming national guidance, developing and taking these forward during the lifetime of this strategy.
- Through our work on Transforming the Estate and our Asset Management Plan we will quantify and reduce the emissions of our built estate, applying our own Sustainable Design Guidance to all council new builds and retrofits of buildings.
- Through our Local Heat and Energy Efficiency Strategy (LHEES) and the Ayrshire Energy Masterplan (AEMP) we will ensure our wider energy infrastructure is fit for the future, allowing communities and businesses to thrive.
- We will use Climate View to quantify our wider impact on South Ayrshire's emissions and identify the changes needed to meet our duties on delivery of the national net zero target.
- We will seek to reduce transport emissions in a sustainable way, reducing emissions while providing opportunities for people to access services, training and employment and improve health outcomes.
- Through our Waste Management Strategy and Sustainable Procurement Strategy we will quantify and reduce emissions, reduce resource use and support the circular economy.
- We will support our secondary school communities to take action through the South Ayrshire School Footprint Challenge. This work, along with our approach to junior conservation volunteering, outdoor education through Dolphin House and many other programmes, will deepen connection to nature and amplify young voices in our community.





11. Adapting to a changing climate

'Damage and disruption from flooding, failing crops and the impact of storms all pose increasing risks to the Scottish economy as the impacts of climate change grow. A 2025 report by the Office of Budget Responsibility estimates that climate damages could reach 8% of UK GDP by 2070 if the world warms by 3 degrees by the end of the century.' states the Draft Scottish Climate Change Plan 2025, and goes on to state 'Scotland's changing climate also poses growing risks to households and businesses through physical damage to homes or assets, health and safety risks to employees and customers, disruption to supply chains, reduced access to finance or insurance coverage and increased risks to employee health and safety.'

As a coastal local authority, the council has to consider not only fluvial* and pluvial* flooding, but also coastal flooding and change, and the impact climate change will have on these phenomena in the future. Other impacts of a changing climate are already being felt in South Ayrshire too, including changes in the growing season and impacts on nature. We must consider the impact on all our infrastructure and services as we move forward into a world with a less stable climate.

This work will be progressed during the lifetime of the strategy for the rest of the Ayrshire Coastline, superseding the Ayrshire Shoreline Management Plan with a more realistic and proactive plan which will improve resilience for all our coastal communities. The Council is also working in partnership with Scottish Water to solve flooding challenges together where the drainage networks are already compromised by rainfall events, in particular in Prestwick, but also in other locations across our area as the impacts of climate change are increasingly felt.

The Adaptation Capability Framework from Adaptation Scotland allows organisations to consider progress in adapting to a changing climate. It identifies four capabilities that are needed to adapt to climate change, providing tasks to guide change. Organisations have different levels of maturity, and the Framework allows the council to identify where we are on your adaptation journey, and how to develop each capability. As a council we have considered our progress against the Adaptation Capability Framework from Adaptation Scotland to assess where we are and what needs to be done next to prepare and be resilient in the face of these evolving challenges.



*fluvial = from rivers, pluvial = directly from rainfall

12. Adapting – achievement case study

We have worked with natural solutions to adaptation, benefiting biodiversity as well as people and solving operational challenges simultaneously. The local community reused old Christmas trees to encourage sand dune restoration in front of Blackburn Road Car Park. The dunes are now maturing and, with minimal maintenance and litter picking from volunteers, provide an amazing new home for wildlife and prevent wind blown sand from leaving the beach and blocking access on the walking and cycling routes beyond. Not only is it valuable to prevent sand loss from the beach, the dunes now provide a natural flood barrier to high tide storm events which will be increasingly needed as we move forward.

In a mapping of social vulnerability and coastal erosion disadvantage, Ballantrae was identified as one of the most at risk locations in Scotland. The Council was successful in gaining dedicated Scottish Government funding to undertake geomorphological research and work with the community to prepare a Coastal Adaptation Plan as can be found in the Ballantrae Case Study. Further to this work the Council along with North Ayrshire Council were successful in gaining further funding to complete a Coastal Change Adaptation Plan for Ayrshire

Troon flood study assessed coastal flooding and management options. Residents and existing defences were surveyed. Wave, tide and inundation modelling took place, covering 2D wave transformation, wave-tide overtopping and subsequent inundation. Economic flood damage assessment was also undertaken. Development and consideration of options included consideration of processes and enhancement of the natural ability of the landscape to offer natural solutions. This work will be incorporated in the Ayrshire Coastal Change Adaptation Plan (CCAP).

The Council along with multi-agency partners who are category 1 and 2 responders form the Local Resilience Partnership and have a Disruptive Weather Plan to guide coordinated and effective responses when severe weather events occur. Senior officer training is regularly carried out in relation to extreme weather scenarios and other emergencies, for example training was undertaken in relation to a severe wind scenario. This ensures services can anticipate potential impacts and are ready to respond.





Sand dune restoration in Ayr January 2020, natural solutions to adaptation
Photos show work in progress and community volunteers

13. Adapting – key activity to 2030

- We will complete our work to prepare the Ayrshire Coastal Change Adaptation Plan (CCAP) and move to the delivery phase. This will include the development and sharing of the education pack and decision makers toolkit.
- We will continue to improve South Ayrshire's water infrastructure, including through the Prestwick Strategic Drainage Project in partnership with Scottish Water which has been developed in response to reported flooding in this area. A strategic solution across the hydraulically linked clusters in Prestwick has been developed and costed and will be taken forward in phases. This will include the St Ninians Park SUDS retrofit project being progressed in an early phase. The work will reduce flooding, protecting home owners and businesses and supporting travel corridors.
- By implementing our Sustainable Design Guidance for all our new and refurbished buildings, we will make sure they are as sustainable as possible, not only low carbon but also well adapted to function in future climate scenarios.
- We will continue our work through the Regional Economic Strategy and the Community Planning Partnership to work towards low carbon and resilient energy and transport networks that work for everyone in South Ayrshire. This work will include among other things delivery of the Ayrshire Energy Masterplan, our Local Heat and Energy Efficiency Strategy, our Active Travel Strategy and our wider approach to local and regional transport.
- Over the next 5 years we will be developing and embedding our approach to sustainable development, climate change and nature into our next Local Development Plan (LDP). We are already preparing for our next Local Development Plan, LDP3, which will respond to National Planning Framework 4 (NPF4). NPF4 states that **'We must embrace and deliver radical change so we can tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, reduce inequalities, build a wellbeing economy and create great places. It outlines a vision for Scotland's development up to 2045, focusing on sustainable, liveable, and productive places.'** It aims to address the challenges posed by climate change and promote a wellbeing economy.





Our work on coastal change adaptation planning began at Ballantrae and will now be developed to cover all of Ayrshire

14. A Just Transition for everyone

Between 1990 and 2023 Scotland's emissions halved while the economy grew by 67.4%; a thriving economy and falling emissions are not only compatible but go hand-in-hand (Scotland's Draft Climate Change Plan, November 2025).

Maximising the economic opportunities of the climate transition is important for everyone in South Ayrshire, and we require to work collaboratively, both in local communities and in the wider region, to ensure that this is fair and equitable for all our people and places.

We have an unprecedented opportunity to build a more resilient and prosperous economy that is fit for the future, bringing with it innovation and systems change that can provide jobs, improve human and environmental health, reduce cost of living, create energy and food security and position Ayrshire at the forefront of this as a leader. We cannot successfully sustainably develop our economy unless we work with the challenges and opportunities the climate and nature emergencies present – we do this not only as an answer to these problems, but as it is the pathway to the best possible future socially, economically and environmentally for local people.

To achieve this addressing the climate and nature crisis must be done in a way that leaves no one behind. Those with the lowest footprint are often those who are most disadvantaged by climate change and least able to afford the costs of the transition, such as those living in our areas of multiple deprivation. Actions such as tackling fuel poverty and protecting those on low incomes from unavoidable costs and impacts of the transition, providing skills training opportunities, ensuring affordable sustainable transport is in place and access to healthy food, enables all groups to be part of the solution without being further disadvantaged. This theme speaks to wellbeing and community wealth building. Progress made here already such as our Child Poverty Strategy and our Aging Well Strategy have important parts to play. Our role in delivering global climate justice, for example through the things we buy and our support of fair trade, is also relevant.



'Health benefits from cleaner air, warmer homes, healthier food, health-promoting natural and built environments, high quality public services and fair work in a thriving economy can be immediate. The Climate Change Plan will support delivery of Scotland's prevention-focused Population Health Framework, wider public service reform agenda and the ambitions of the Scottish Government to build a fairer, greener and healthier Scotland.' **Scotland's Draft Climate Change Plan 2025**

15. Just Transition – achievement case study

The Council has provided support in relation to fuel poverty both through Energy Vouchers and energy efficiency improvements. The Local Housing Strategy improves energy efficiency across all tenures by utilising local and national funding. External wall insulation has been installed, reducing fuel poverty, carbon emissions and improving energy efficiency in homes. Delivery has been focused in areas of high levels of deprivation. Since 2019 572 council properties and 871 private were treated, saving 39,753 tonnes of CO2, £22,758,732 on individuals fuel bills and 175,010 MWh of energy as well as health and wellbeing improvements for the those who live in them.

The 20-minute neighbourhood concept is incorporated flexibly within the design of all new housing developments. The large development at Mainholm, Ayr is an excellent example of a place where people can meet their daily needs within a 20-minute walk, cycle or wheel. The size of the site and its surroundings provided a real opportunity to create a place with affordable housing options, housing diversity and a place where people can age well.

Over the past 5 years the council has collaborated with partners to promote blue and green health, with positive interventions that are open to all while focused on supporting those who are in greatest need of these opportunities and benefits.

Also working in partnership, the council is supporting ageing well, ensuring better provision for older people in their own local communities.

South Ayrshire Council signed the Glasgow Food and Climate Declaration and has been developing our work in this area in line with Good Food Nation recommendations.

The Ayr Show has been used as a way to deliver exciting Science, Technology, Engineering and Maths (STEM) opportunities. There has been a focus on how the aviation industry innovating and evolving to be fit for a low carbon future. The emissions of the planes flying in the displays have also been calculated for the past two years and these reduced significantly between the first and second year of monitoring.



The front cover of our summer edition of the Blue Health Calendar, one of our four seasonal calendar brochures released and distributed in 2025.

16. Just Transition – key activity areas to 2030

- Our approach to transport, regionally and locally, will facilitate liveable local places, where everyone can sustainably access the services and opportunities they need, including for education, training and employment.
- We will deliver high quality energy efficient housing that is fit for the future. Sustainability labelling was introduced for new housing development through the Building (Scotland) Act 2003. The silver standard is an upper level offering substantial benefits in 8 sustainability aspects and is achieved across the Council's social housing developments.
- The Council will pursue the Ayr Town Centre Framework 2025-2035 to support regeneration and to encourage conversation and engagement from the local community in the development of a Delivery Action Plan. The Ayr Town Centre Framework has been developed and shaped through engagement with local people and engagement opportunities will continue in the development of a Delivery Action Plan.
- Our businesses will continue to benefit from training to support their transitions through targeted Ayrshire Skills Investment Fund grants. This Ayrshire Growth Deal fund will continue to invest an allocated £3.5m across Ayrshire by March 2028. Many local businesses in South Ayrshire have already benefitted from the fund, with, for example, one local business now having 13 staff receive electric and hybrid vehicle training to allow them to work with these new lower carbon vehicles in addition to their previous involvement with only fossil fuel powered vehicles. This supports businesses, supports jobs, supports individuals and supports the transition to a low carbon, resilient future.
- We will prepare, approve and implement our first Good Food Nation Plan as required by the Good Food Nation (Scotland) Act 2022. It will address challenges like rising obesity rates and climate change impacts, delivering the vision for Scotland "where people from every walk of life take a pride and pleasure in, and benefit from, the food they produce, buy, cook, serve, and eat each day."



Kerr & Smith Ayr Ltd – Car Service & Repair Centre received electric vehicle training for their staff team through the Ayrshire Skills Investment Fund

17. Nature – Natural capital for health and prosperity

We are living at a time of mass species extinction at unprecedented rates. Our natural environment has been shaped by man to meet our historic and present-day needs, but recognition of the value of our natural capital in that provision has been missing - it is now in a depleted state.

We have seen a 65% decrease in abundance of UK priority species between 1965 and 2019 according to the Defra biodiversity indicators 2021

In Ayrshire, Enhancing Natural Capital has been one of six priorities in the first year of our current Regional Economic Strategy. The importance of our natural capital is clear due to the wide range of ecosystem services it provides, from clean air to fresh drinking water. The natural beauty of our scenic coastal region and rolling countryside attracts many to come to our region every year, for tourists to visit, but also motivates many to make South Ayrshire their home.

We are signatories of the Edinburgh Declaration which calls on local authorities to deliver transformative actions, recognising the overall value of nature and integrating it into local planning, management and governance instruments. We have been working towards our commitment, investing our allocated Nature Restoration Funds into identifying and improving our key local nature networks.

Working with nature is also one of our greatest communication tools in the climate and nature crisis. By connecting people with nature we can communicate most clearly the value at stake, supporting people in identifying themselves in the twin emergencies we face and how they relate to them as individuals. This can help each of us to see our lives in terms of the roles we can play individually and in our communities to both protect and enhance nature, tackle the climate crisis and live more sustainably, leading to lasting behaviour change which is mutually beneficial for our individual health and wellbeing and addressing the emergencies we face in a sustainable way.



18. Nature – achievement case study

The South Ayrshire Rangers Service has run Conservation Volunteers and Junior Conservation Volunteers groups to undertake practical conservation tasks making a difference on the ground for nature. Examples of activities undertaken by the group include eradicating non-native invasive species, developing and maintaining wild flower meadow, wetland habitat management activities, tree planting, sand dune restoration, nature identification and survey work. Volunteers benefit from learning new skills which can offer valuable experience for future opportunities in the wider community or in terms of future employment.

New wildlife habitats have been introduced at Belleisle Golf Course enhancing the course for both people and nature. Ponds have been designed to collect and hold excess water during periods of heavy rainfall, helping adapt to our changing climate. Wetland habitat has been provided for amphibians, birds and aquatic invertebrates. Otters have also been recorded in the area with the project linking small wetland areas to both the east and west. The provision has reduced the speed of Slaphouse Burn flood events, reducing bank erosion and sediment being washed downstream. Meadow areas which support our pollinator network have been introduced as part of the project. Services and partners have worked together to create habitat management plans and carry out surveys to monitor the new habitat. Existing butterfly orchid areas were also identified and recorded during the project will now be managed and monitored.

The council has worked in partnership with the Galloway and Southern Ayrshire Biosphere to deliver the Small Tree Planting Project. This has not only provided new habitat, but has sequestered carbon and provided local small businesses with opportunities to enhance green health for staff and visitors.

We report on our progress in our 3 yearly Biodiversity Duty Reporting, the next of which will be due in December 2026.



Golf course habitat improvements at Belleisle

19. Nature – key activity to 2030

Work has begun work on the Stepping Stones project, supporting 12 communities in the South Ayrshire area to improve their habitat and share their learning, together and with the wider community. A range of resources and communications are being prepared to spread the word and help everyone in South Ayrshire understand what is happening locally and how they can play their part. The project will help people to connect with and support nature locally in ways that work for them and in turn will grow environmental awareness and support both climate literacy and green health.

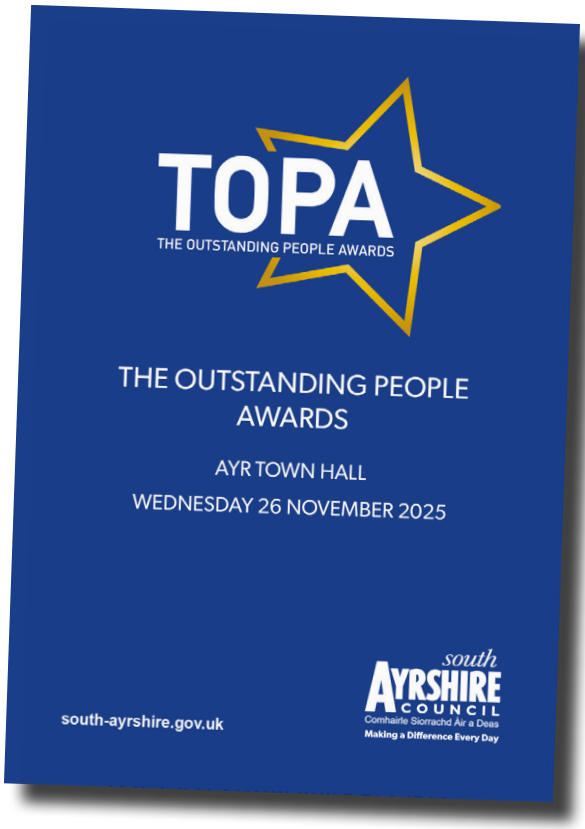
South Ayrshire Council working with partners will prepare and deliver a new Biodiversity Strategy. The strategy will create a connected landscape for nature; secure and mainstream positive effects for biodiversity; protect, enhance and restore habitat for nature and connect people with nature. The strategy will be delivered by both council services and wider partners working together. Our work on nature networks will help us to target investment in the places where it can have the most impact for nature, and to be able to support public understanding of the challenges faced by nature. The delivery of the strategy will be supported by a detailed action plan of key interventions which will support nature over the next five year period. Progress will be monitored and reviewed and reported through the nature sub group within the Community Planning Partnership.

A key part of the strategy will be integration of our new nature networks into next Local Development Plan, LDP3, and these will be consulted on as part of the development of the Plan. Work has begun to identify and set out our habitat networks here in South Ayrshire, so that we can contribute to efforts to ensure that in Scotland 30% of all land and sea is protected and effectively managed to support nature in good health by 2030 as required by the Scottish Biodiversity Strategy, and that these are spatially connected. We have been using recorded data and mapping techniques to scientifically identify nature rich sites and relevant sites to set out our proposed network with partners.



Wetland habitats creation in Ayr

20. Enabling and capacity building activity



Climate literacy, communications and training will be used to support a shift in ethos, renewed motivation for action and support implementation of both Integrated Impact Assessment and Sustainable Design Guidance, delivering better decisions for the council. We will use of mechanisms such as The Outstanding People Awards (TOPA) and School Footprint Awards to champion and reinforce this.

We will improve our data and monitoring to communicate better and inform decisions:

- ✓ More areas of our organisational footprint will be captured
- ✓ More sectoral targets will be established for areas we can monitor
- ✓ Improved data will allow a renewed approach to carbon budgeting and sustainable procurement / circular economy across services, supporting more embedded action and development of sectoral target
- ✓ Inform service planning with integration of activities into the performance reporting system for services and team planning
- ✓ Inform Integrated Impact Assessments which will in turn provide new data
- ✓ We will track our adaption progress against the adaptation capability framework and develop how we track both climate impacts and service responses to impacts
- ✓ We will improve wildlife recording, reporting and spatial mapping to support our nature networks and planning processes
- ✓ We will use Climate View for area wide emissions reporting and intelligence
- ✓ We will consider the Local Government Benchmarking Framework in terms of how it can inform us about our council response to sustainability and climate change

We will develop an enabling approach through the senior officer group, supporting a broad understanding of how council business can deliver holistic sustainability, linking action areas and avoiding duplication or contradictory efforts.

21. Governance

Progress of this strategy will be monitored by a senior officer working group with an annual performance report being submitted for scrutiny by the Service and Partnership Performance Panel.

Appendix 1

SCIS Annual Emissions Inventory Report: South Ayrshire 2021

SCIS Annual Emissions Inventory Report
South Ayrshire 2021

Scottish Climate Intelligence Service

This report provides an overview of your area-wide greenhouse gas emissions in 2021 as well as highlighting some key insights and trends.

Key Takeaways

- Total 2021 emissions for South Ayrshire: 809.7 $ktCO_2e$
- Rise in emissions since 2020*: 3%
- Largest sector in 2021: Stationary Energy 395.1 $ktCO_2e$
- Total 2021 emissions for Scotland: 38,504.6 $ktCO_2e$
- Decrease in emissions since 2005*: 27%
- Total sequestered emissions in 2021: -212.6 $ktCO_2e$

** This does not include negative emissions*

Progress on emissions reduction



Figure 1: Progress on emissions reduction from 2005 - 2021

- The downward trend in total emissions since 2005 is largely driven by a 36% decrease in Stationary Energy emissions (Figure 1).
- Waste emissions have reduced, however the impact on the overall total is small, which is why it is not further discussed in the report in more detail.
- Agriculture, Forestry and Other Land Use (AFOLU) emissions have remained relatively stable as have Transportation emissions, excluding a fall due to the COVID pandemic in 2020 [1].

Change in emissions 2020-2021

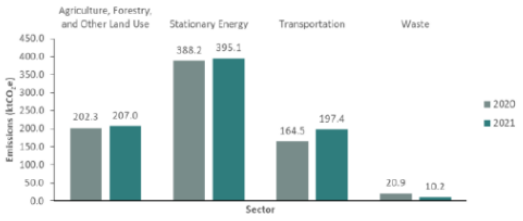


Figure 2: 2020 vs 2021 emissions

- Annual emissions rose across Stationary Energy, Transportation and AFOLU sectors from 2020 to 2021 (Figure 2).
- The greatest increase in emissions, a 20% rise, was seen in the Transportation sector, linked to a return to work and travel post-COVID restrictions [1].
- Waste emissions fell by 51% or 10 $ktCO_2e$.
- Further detail of these changes are discussed in the *sectoral analysis* section.

Sectoral Analysis

Stationary Energy (395.1 $ktCO_2e$)

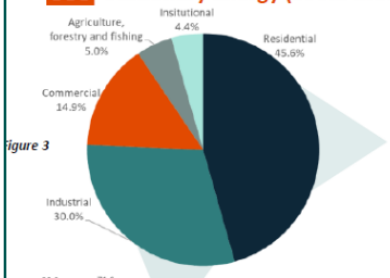


Figure 3

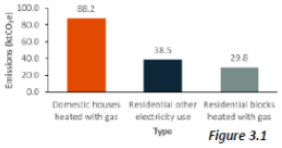


Figure 3.1

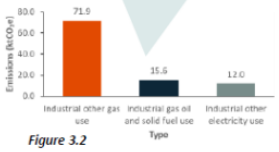


Figure 3.2

Figure 3: Stationary Energy emissions
Figure 3.1: Three largest Residential emissions by type
Figure 3.2: Three largest Industrial emissions by type

Residential emissions contributed 46% of all Stationary Energy emissions in South Ayrshire in 2021 (Figure 3). Natural gas for heating was the largest category of Residential emissions, whilst 21% was due to electricity for other use, including lighting, cooking and appliances (Figure 3.1). Industry was the second highest emitting category in Stationary Energy (Figure 3.2), with most of these emissions related to natural gas use for purposes other than heating.

An investigation into fuel usage

In South Ayrshire, 59% of all Stationary Energy emissions in 2021 were the result of natural gas use, and 25% from electricity use. Fuel use for *Heating* specifically resulted in 50% of Stationary Energy emissions. Approximately 78% of *Heating* related emissions were a result of natural gas use with only 10% from electricity use.

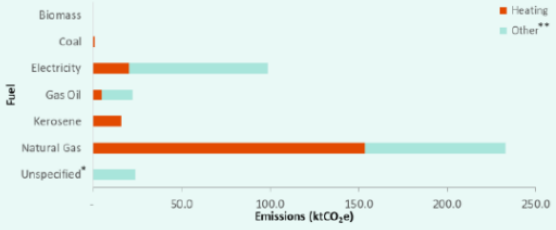


Figure 4: Emissions by fuel type and end use

** Unspecified emissions are from large industrial installations and all industrial uses of coal gas oil and biomass.*

***'Other' category covers all non-heating emissions, including those relating to lighting, cooking, appliances, industrial processes, agricultural buildings and machinery.*

A note on energy consumption

The fall in emissions since 2005 masks a more complex picture (Figure 5). As can be seen, emissions per capita have been falling but rate of reduction has been decreasing – as demonstrated by the flattening line in the chart. The increased level of renewables feeding into the electricity grid has resulted in a reduction in electricity emissions per unit consumed [2,3]. This is reflected in the emissions factor for electricity which fell from 0.467 $kgCO_2e/kWh$ in 2005 to 0.207 $kgCO_2e/kWh$ in 2021, contributing to the fall in per capita emissions. Energy consumption has fluctuated, in part affected by the variation in natural gas and electricity rtail price [3]. As the rate of grid decarbonisation slows, achieving further emission reductions will require a decrease in consumption.



Figure 5: Stationary Energy consumption and emissions per capita

Transportation (197.4 $ktCO_2e$)

Figure 6 illustrates the breakdown of emissions by mode of transport. Of Transportation emissions included in South Ayrshire's inventory, 97% were generated by on-road travel with 55% from cars and 22% from light goods vehicles. It should be noted that ferry data and aviation travel has not been included yet and so a change in proportion is possible in future reports. Unlike Stationary Energy, Transportation emissions have remained high, notwithstanding a fall during 2020 when COVID reduced travel [1]. Figures 1 and 2 demonstrate that in 2021 these emissions rose again to approach the levels seen in 2019, pre-pandemic.

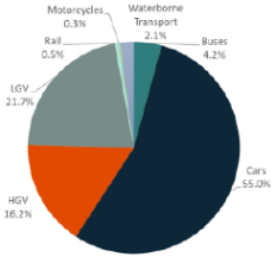


Figure 6: Transportation emissions

Agriculture, Forestry, and Other Land Use (207.0 $ktCO_2e$)

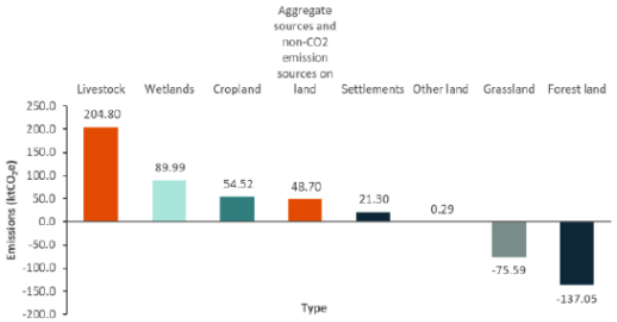


Figure 7: AFOLU emissions

Agriculture, Forestry and Other Land Use (AFOLU) contains both the largest single source of emissions and a large carbon sink for South Ayrshire (Figure 7). Livestock agriculture resulted in more emissions in 2021 than the Residential category. However, these Livestock emissions have fallen 10% since 2005, in line with falling cattle numbers across Scotland [4]. Wetland (peatland) emissions have reduced by 30% in the same period. The emissions sequestered by Forestry and Grassland have also decreased by 25% since 2005. It should also be noted that AFOLU is the sector with the most uncertainty around calculation of emissions which are taken from the Department of Energy Security and Net Zero data [5].

Key Considerations

These consideration are not mandates or requirements but are suggestions for tackling the emissions identified in this report

Stationary Energy:

- Decarbonising homes could have a significant effect on total area-wide emissions given that 46% of all Stationary Energy emissions are residential. With 78% of heating emissions from natural gas use, low carbon fuel sources for these homes could deliver a reduction in emissions. South Ayrshire *LHEES* [6] identifies heat pump installations and high efficiency electric heating as possible solutions alongside ongoing feasibility studies into heat networks. The *LHEES* [6] has also highlighted the need for retrofit measures to improve home energy efficiency.
- As 23% of Residential emissions arise from electricity for 'other' uses, programmes to increase uptake of energy efficient lighting and appliances could also be explored.
- Whilst Industrial emissions make a significant contribution to Stationary Energy Emissions, we understand that the local authority has limited influence over these .

Transportation:

- Over 76% of Transportation emissions were generated by cars (petrol and diesel) and vans on-road. Measures which decrease emissions by minimising distance travelled by these vehicles could be considered, however it is understood this is complicated by the need to improve connectivity to rural settlements.
- The *STPR* [7] has identified lower than average levels of active travel and of electric vehicle charging points in the region. Measures which could address these points include increasing charging infrastructure and as had been proposed in the *Active Travel Strategy*[8], improving cycle and walking routes. Enhancing local bus and rail services could also bring a reduction in on-road emissions while enhancing connectivity in the region.

AFOLU:

- The value of protecting and where possible increasing areas of forestry to increase sequestration is identified in the *Local Development Plan* [9] and could include projects such as the *Small Scale Tree Planting Programme* [10].
- While Agricultural and Wetland emissions have both fallen since 2005, the levers to bring about further reductions in these positive emissions from agriculture and peatlands do not all lie at local authority level but could involve development of relevant policy alongside Scottish Government [1].

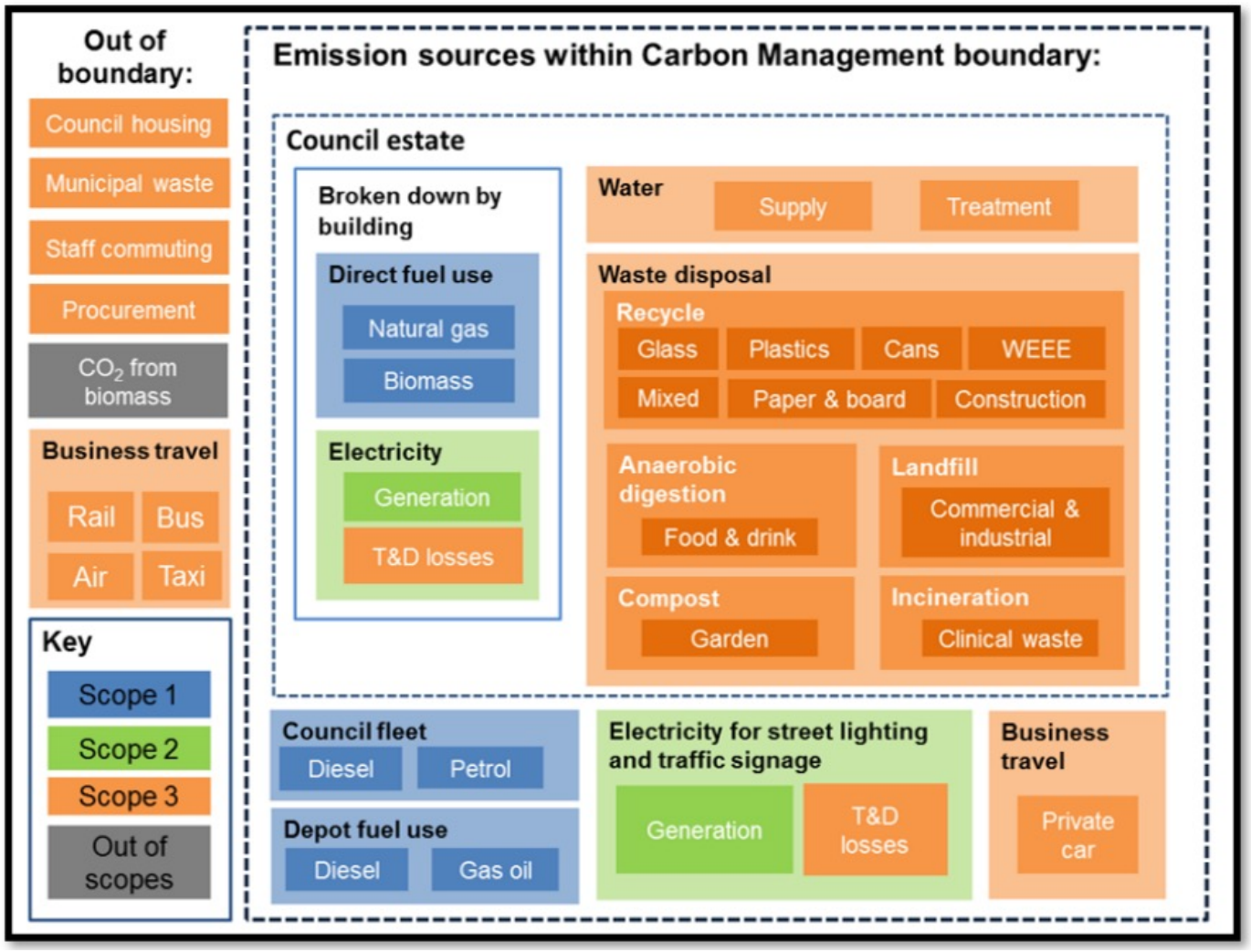
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This report intends to provide an overview of your area-wide greenhouse gas emissions in 2021.
(Note: The results are based on the SCIS teams' interpretation and methodology, which is continually being updated and is subject to future change and improvement. Data and analysis are correct as of January 2025. A reference sheet has been shared alongside this document defining each sector and with further clarity on some sub-sector categories).
Should you have any questions, please contact your Local Lead or email the SCIS team at info@climateintelligenceservice.scot. We are more than happy to discuss details of this report in greater depth.

Scottish Climate Intelligence Service

Appendix 2 Organisational emissions reporting boundary



South Ayrshire Council's emissions have consistently been reported from 2014/15 to 2024/25 using our boundary as shown here. Our 2030 emissions reduction target was also set based on this boundary reporting in relation to the 2014/15 year. Going forward there will be a requirement to include additional out of boundary areas in our monitoring and reporting and to set more detailed sectoral targets to reduce emissions in line with our duties. We will take forward the development of the systems and processes to allow this to take place within the strategy action plan.

In the diagram above T&D stands for Transmission and Distribution and WEEE stands for Waste Electrical and Electronic Equipment

Scopes are classifications of greenhouse gas emissions and are the basis for mandatory greenhouse gas reporting in the UK:

Scope 1: direct emissions that are owned or controlled by an organisation, such as emissions from the fleet vehicles of buildings

Scope 2: Indirect emissions from the generation of purchased electricity, steam, heating, and cooling consumed by the organization

Scope 3: All other indirect emissions that occur in an organisations value chain, including both upstream and downstream emissions, such as those from suppliers and service users.

Appendix 3

Adaptation Scotland - the Adaptation Scotland Programme provides help and advice to organisations, businesses and communities to prepare for and build resilience to climate change impacts.

Best Value – a framework to help local authorities ensure the delivery of better, more responsive public services through continuous improvement and ensuring that they are of the highest quality at a cost which is acceptable to their local communities.

Biodiversity – the variety of life which inhabits the planet including all plants, animals, fungi and also the surroundings they live in.

Biodiversity Duty – a duty to further the conservation of biodiversity was placed on all public sector bodies in Scotland through the Nature Conservation Act (Scotland)

Carbon dioxide (CO2) – a colourless, odourless gas which is produced both naturally as people and animals exhale CO2, and through human activities, such as burning fossil fuels and wood. In the earth's atmosphere CO2 acts as a greenhouse gas and plays a major role in global warming and climate change.

Carbon emissions – the release of carbon dioxide into the atmosphere over a specified area and period of time. Carbon footprint – a measurement of the amount of carbon dioxide produced by the activities of a person, company, organisation, country or the planet.

Circular economy – an alternative to the traditional linear economy (make, use, dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life.

Climate change – a change in global or regional climate patterns, in particular a change apparent from the mid to late 20th century and attributed largely to the increased levels of atmospheric carbon dioxide produced by the use of fossil fuels.

Climate change adaptation – actions or changes required in anticipation of, or in response to, the impacts of a changing climate.

Climate change duties – The Climate Change (Scotland) Act 2009 places duties on public bodies relating to climate change which requires them to: contribute to carbon emissions reduction targets; contribute to climate change adaptation in a way that supports sustainable development.

Climate change mitigation – limiting the extent of future climate change by reducing greenhouse gas emissions now and in the future. It can also mean removing carbon dioxide from the atmosphere, for example by planting more trees or restoring peat bogs.

Climate Change (Scotland) Act 2009 – an act passed by the Scottish Parliament to set national targets for greenhouse gas emissions reductions and to support the transition to a low carbon economy.

Community planning – the statutory process through which public sector organisations work together and with local communities and the voluntary sector, to identify and solve local problems, improve services and share resources.

Decarbonisation – the reduction or removal of carbon dioxide from energy sources.

Economic development – a process by which a community or nation creates, retains and reinvests wealth and improves quality of life.

Ecosystem – short for ‘ecological system’, it includes all the living organisms such as plants, animals, and fungi existing together in a particular area and how they interact with each other and with the non-living elements of the area, such as climate, water, soil, etc.

Ecosystem services – the benefits that are supplied to society by an ecosystem; these include clean air, water, food, energy, medicine, jobs and places to live.

Energy efficiency – a goal to reduce the amount of energy required to provide products and services.

Fleet – a number of vehicles under the control of an organisation.

EnerPHit – is the passivehaus standard for retrofits

Framework – a broad outline of the principles and supports required to achieve a particular goal.

Fuel poverty – when a household needs to spend more than 10 percent of its income on energy to keep their home at a satisfactory temperature. Fuel poverty is driven by a number of factors including the cost of energy, the energy performance of the home, household income, and how energy use is managed.

Greenhouse gases – gases that stop heat escaping from the earth’s atmosphere ensuring that the planet is warm enough to sustain life. Human activity has increased the emission of greenhouse gases contributing to global warming.

Greenspace – an area of grass, trees, shrubs or other vegetation used for recreational or aesthetic purposes (eg a park or community garden). Habitats – the natural home or environment of an animal, plant or other organism.

Just Transition - phrase commonly used in climate change dialogues which means making sure that action on climate change supports an inclusive economy, with a particular focus on workers and communities.

Local development planning – planning for the future development of the local area, drawn up by the local planning authority in consultation with the community.

Low carbon economy – an economy that produces goods and services of increasing value while reducing the associated carbon dioxide in their production, use and disposal.

Low carbon energy/heating – energy or heating that comes from processes or technologies that produce power with substantially lower amounts of carbon dioxide emissions than is emitted from conventional fossil fuel power generation.

Low carbon future – a future society that has economic development while ensuring minimal carbon emissions. This may involve deployment of low carbon technologies and changes to behaviours and lifestyles.

Low emission zones – a defined area where access by some polluting vehicles is restricted or deterred with the aim of improving air quality.

Natural capital – the world’s stocks of natural assets which include geology, soil, air, water and all living things. It is from this natural capital that humans derive a wide range of services, often called ecosystem services, which make human life possible.

Outcome – desired end result following action.

Placemaking – a multi-faceted approach to the planning, design and management of public spaces.

Public Sector Climate Change Duties – a legal obligation for the public sector under the Climate Change (Scotland) Act to produce annual reports on efforts to reduce emissions and adapt to climate change impacts.

Renewable energy generation – energy which comes from natural resources such as sunlight, wind, rain, tides, and geothermal (thermal energy generated and stored in the Earth).

Resource efficiency – maximising the use of money, materials, staff and other assets to function effectively with minimum waste. It means using the Earth's limited resources in a sustainable way while minimising environmental impact.

Scottish Climate Intelligence Service – Organisation who support Scottish Local Authorities to deliver on their emissions reduction duties by implementing Climate View, a data platform which assesses pathways to emissions targets.

Scottish Housing Quality Standard – the Scottish Government's principal measure of housing quality in Scotland.

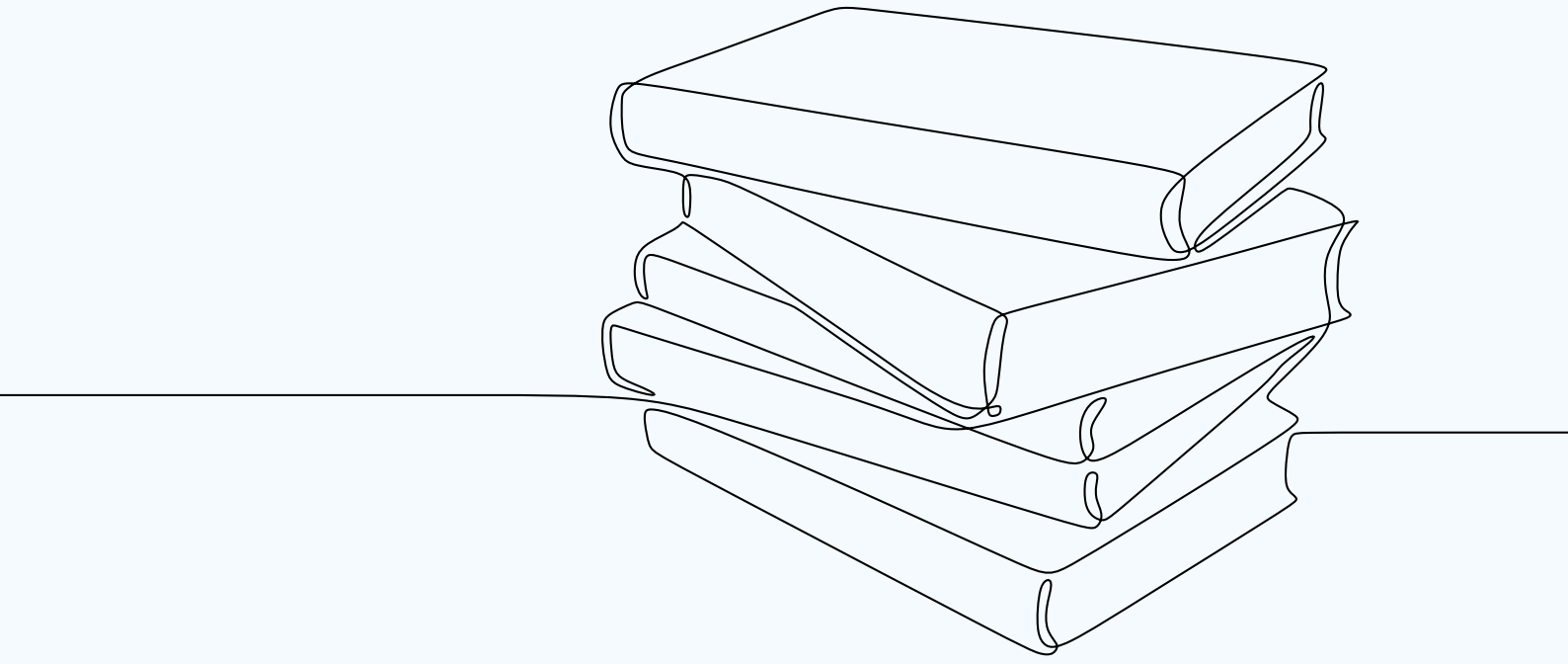
Social development – improving the wellbeing of citizens and communities and creating the conditions for all individuals to reach their full potential.

Staff competencies – knowledge, skills, abilities and personal attributes that contribute to enhance employee performance and ultimately result in organisational success.

Sustainable procurement duty – The Procurement Reform (Scotland) Act 2014 places a duty on public procurement to maximise the social, environmental and economic benefits through effective and efficient procurement activity.

Sustainable Scotland Network – Scotland's network for public sector professionals engaged in sustainability and climate action.

Sustainable Urban Drainage – a natural approach to managing drainage in and around properties and other developments.





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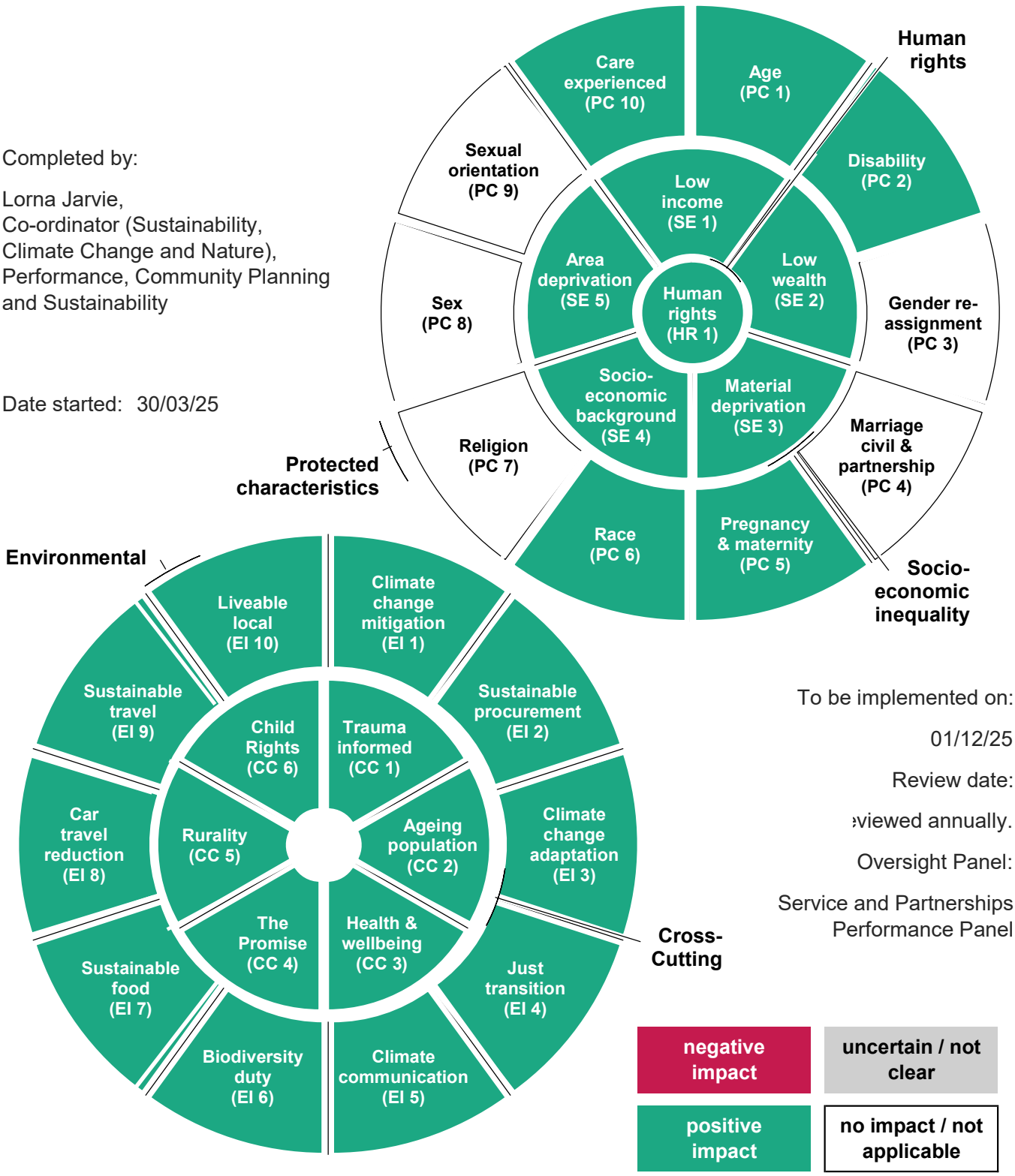
Integrated Impact Assessment Summary Report

Sustainabile Development and Climate Change Strategy

Completed by:

Lorna Jarvie,
Co-ordinator (Sustainability, Climate Change and Nature),
Performance, Community Planning and Sustainability

Date started: 30/03/25



To be implemented on:

01/12/25

Review date:

eviewed annually.

Oversight Panel:

Service and Partnerships Performance Panel

negative impact	uncertain / not clear
positive impact	no impact / not applicable

Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?

The role of the strategy in relation to this would primarily relate to shared understanding and endeavour in our communities which in turn could assist in relation to this point.

Advancing equality of opportunity?

On the basis that this strategy seeks to advance climate justice and ensure a just transition for all, it is anticipated that it will support advancing equality of opportunity in that way

Fostering good relations?

This strategy seeks to improve quality of life and foster positive conversations about climate change and related topics in our organisation, with partners and in our wider communities. In that way it should support positive outcomes, shared understanding and human connection, not only with nature but with each other. Many actions required will provide for people and communities, helping to bring people together and foster deeper understanding and good relations.

Consultation declaration

We confirm consultation has been carried out as part of this process.

Child Rights & Wellbeing Impact Assessment (CRWIA) summary
CRWIA for a non-legislative policy/measure

CRWIA title:
South Ayrshire Sustainable Development and Climate Change Strategy (2025-2020)

Publication date:
11th December 2025

Summary of policy aims and desired outcomes
This strategy sets out how the Council aims to further sustainable development and tackle climate change over the next five years. It provides a strategic framework with clear outcomes and action areas to drive progress.

Executive summary
Global climate is rapidly warming due to human activity, leading to significant impacts such as rising sea level, more intense storms, hotter temperatures, and in turn changes in food availability/prices, impacts on infrastructure and more - affecting health/livelihoods now and in the future.

Background:
In the first strategy, we outlined that climate change is the defining issue of our time and how it has and will shape how we live our lives in South Ayrshire. In the intervening five year period we have seen this play out in our local area. The strategy is now being refreshed.

Scope of the CRWIA, identifying the children and young people affected by the policy, and summarising the evidence base:
Sustainable development and holistic climate action is about ensuring that chldren, young people and their families can enjoy a good quality of life now and in the future.

Children and young people's views and experiences:
Wider engagement opportunities as part of the public survey. Ongoing engagement with young people as part of the Ranger Service activities and South Ayrshire School Footprint Challenge. Additional engagement as part of the public LOIP consultation of which Sustainability is a key strategic area.

Key Findings, including an assessment of the impact on children's rights, and how the measure will contribute to children's wellbeing:
Actions within the strategy will support children and young people to have their voices heard by the adults who require to shape actions and take decisions over the next 5 years.

Monitoring and review:
Monitoring of the strategy will take place via Service and Partnerships Performance Panel. There is also a statutory duty to report annually as part of the Public Bodies Climate Change Duties.

CRWIA Declaration Authorisation

Policy lead:
Lorna Jarvie, Co-ordinator: Sustainability, Climate Change and Nature

Date:
11/11/25

Deputy Director or Equivalent:
Kevin Anderson, Assistant Director (Corporate Policy, Strategy and Performance)

Agenda Item No. 6

South Ayrshire Council

Report by Chief Financial Officer to South Ayrshire Council of 11 December 2025

Subject: 2026/27 Budget - Fees and Charges Uplift Proposals

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1. Purpose

1.1 The purpose of this report is to seek agreement on the level of change, either in percentage term or by value, to be applied to a variety of fees and charges levied by the Council for the 2026/27 financial year.

2. Recommendation

2.1 It is recommended that the Council:

2.1.1 agrees to implement all Option 1 proposed fees and charges changes, as detailed in Appendix 1, from 1 April 2026;

2.1.2 notes the estimated additional income of £0.696m that this will generate, reducing the anticipated budget gap previously reported to Council in November 2025; and

2.1.3 considers if any Option 2 or Option 3 proposals should be progressed instead of Option 1 proposals, potentially generating a maximum of £0.624m of income beyond Option 1 levels.

3. Background

3.1 Charges serve a variety of purposes. They bring a vital source of income to the Council and can be used to help deliver services and policy aims. The Council charges the users of its services through a variety of means:

(i) Charges at the point of sale or admission;

(ii) Charges paid up front for receiving services;

(iii) Services charged/ billed for after they have been provided; and

(iv) Services where a contribution is paid by the user depending on their eligibility or ability to pay.

3.2 The introduction of new charges or changes to existing charges should either be brought forward for consideration as part of the annual budget setting process or by the Cabinet or by officers through the Scheme of Delegation.

3.3 Members considered and approved the 2026-27 Budget Strategy at the Council meeting of 6 November 2025 noting a revised estimated budget gap of £15.339m, prior to the application of any Council Tax uplifts. Also contained in that report was a recommendation that various proposed fees and charges uplifts be brought to Council in December 2025 for consideration and approval.

3.4 Services were asked to bring forward proposals to be implemented from April 2026, to increase income generated via changes to fees and charges in order to assist in addressing the significant estimated budget gap in 2026-27.

4. Detail

4.1 Services have submitted a variety of proposals across a number of service areas for Members consideration, as detailed in Appendix 1.

4.2 Appendix 1 contains twenty-four proposals to update prices and generate additional income. The majority (eighteen) contain only one option for selection however there are a further six proposals that provide members with a base option plus one or two further choices that will generate additional income, depending on the increase applied.

4.3 Members are requested to agree as a minimum all of the Option 1 proposals contained in Appendix 1 which will be implemented from April 2026 and consider if any Option 2 or Option 3 proposals should be progressed instead of Option 1.

4.4 Where, for operational/ promotional purposes Service Leads see an opportunity to increase income by varying charges, approval would be by officers through the Council's Scheme of Delegation which is out with the scope of this report.

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 Depending on which options are selected from Appendix 1, the following outcomes may be achieved, by selecting:

i) only Option 1 for each of the twenty-four proposals, additional income of £696,244 may be generated in 2026-27;

ii) Option 1 for each proposal but substituting the Option 2 proposals, where available, an additional £342,030 beyond i) above may be generated, resulting in total additional income for the year of £1,038,274;

iii) Option 1 for each proposal but substituting the Option 3 proposals, where available, an additional £282,329 beyond ii) above may be generated, resulting in total additional income for the year of £1,320,603.

6.2 Selecting either i), ii) or iii) as shown in 6.1 above will reduce the current projected budget gap of £15.339m (prior to the application of any Council Tax uplift) as noted in 3.3 above, by the appropriate amount as stated.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

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

8.1.1 Any risk associated with individual price increases are outlined individually in Appendix 1 otherwise 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 Council fails to recognise the potential financial climate and does not take appropriate steps to manage the situation accordingly resulting in service interruption and reputational damage to the Council. A reminder has been provided that Elected Member have a legal duty to set Council Tax and to establish a competent and balanced budget.

9. Integrated Impact Assessment (incorporating Equalities)

9.1 An Integrated Impact Assessment has been carried out on the proposals contained in this report, which identifies potential positive and negative impacts. The IIA Summary Report is attached as Appendix 2 which includes information on any mitigating action required. A copy of the fully completed IIA can be accessed here: Fees and Charges.

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 as defined by the Environment Assessment (Scotland) Act 2005.

11. Options Appraisal

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

12. Link to Council Plan

12.1 The matters referred to in this report contribute to Priority 4 of the Council Plan: Efficient and effective enabling services.

13. Link to Shaping Our Future Council **Yes ☐ No ☑**

13.1 Not applicable.

14. Results of Consultation

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

14.2 Consultation has taken place with Councillor Ian Davis, Policy Lead for Finance and Corporate Services, and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking Purposes

15.1 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
Incorporate the anticipated additional income in to future 2026-27 budget gap assessments in the Next budget update in February 2026	19 February 2026	Chief Financial Officer
Implement the proposed changes in fees and charges	1 April 2026	All appropriate Service Leads

Background Papers **Report to South Ayrshire Council of 6 November 2025 – 2026-27 Budget Strategy and Budget Update**

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: 5 December 2025

Appendix 1

2026-27 recommended uplifts to Fees and Charges

			Option 1		Option 2		Option 3	
Ref.	**Directorate/Service**	**Proposal**	**% uplift or £ uplift**	**Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**
	Chief Executive's							
1	Trading Standards and Env. Health	Increase of 4% across all locally determined fees • Only 1 option proposed	4%	5,907				
	Risk: *No material risk identified*							
	Total Chief Executive's			**5,907**				

	Communities and Transformation							
2	Sports, Leisure and Golf	Instructional Lesson Price Increase (Learn2 from £26/month): • Option 1 £2/month • Option 2 £3/month • Option 3 £4/month	£2 per month uplift	60,000	£3 per month uplift	20,000	£4 per month uplift	30,000
	Risk: *A price increase of £2 (Option 1) across our swimming and gymnastics lesson memberships is a sharper rise than has been implemented in previous years. Many parents have multiple Learn2 memberships with children attending both swimming and gymnastics lessons and may also be paying for multiple children from the same family on a monthly basis. Keeping the price rise to a reasonable level will continue to ensure affordability and access.*							

			Option 1		Option 2		Option 3	
Ref.	**Directorate/Service**	**Proposal**	**% uplift or £ uplift**	**Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**
3		Golf Adult Summer Green Fee Price Increase (by course) • Only 1 option proposed	£3 - £8 uplift (by Course)	50,000				
	Risk: *No material risk identified*							
4		Golf Season Ticket Price Increase • Option 1 5% • Option 2 10% • Option 3 15%	5%	80,000	10%	20,000	15%	50,000
	Risk: *Option 1 represents a 5% increase across all season ticket price points which is larger than implemented in previous years. Due to ongoing construction and customer disruption this is the maximum rise advised, increases greater than 5% will result in a higher attrition rate therefore reducing additional income potential. Greater short-term increase without completed course investment will make it harder to increase fees beyond inflation in future years*							
5		Pitch & Let price Increase • Only 1 option proposed	£2 per hour uplift	25,000				
	Risk: *No material risk identified*							
6		Leisure Membership Review – increases prices across a range of leisure memberships • Only 1 option proposed	£1 per month uplift	55,000				
	Risk: *By 2026, the newly refurbished Prestwick Leisure Club will be open, however, Troon will be closed for refurbishment and Citadel works will still be ongoing with an opening date in late 2026 for the membership focused areas. The ongoing construction programme across multiple facilities is impacting member retention. Introducing significant price increases on top of this would further increase the risk of membership and income loss, making recovery more challenging and prolonged. Since our membership review in 2023, we have achieved consistent month-on-*							

			Option 1		Option 2		Option 3	
Ref.	**Directorate/Service**	**Proposal**	**% uplift or £ uplift**	**Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**
	month growth in income while maintaining stable pricing. The membership income forecast presented as Option1 reflects a cautious approach, taking account of the current construction programme and an anticipated 10% drop in membership following the price increase							
7		Reduce Golf Café Prices Season Ticket discount to 10% alongside general operational increase in prices • Only 1 option proposed	10%	50,000				
	Risk: *No material risk identified*							
8	Destination South Ayrshire	Workshop/Room Hire – Rozelle House and McKechnie Institute (from £10 to £12) • Only 1 option proposed	20%	1,500				
	Risk: *No material risk identified*							
9		Ayr Town Hall – Main Hall hire (from £33 to £34 p/hr), Main Hall and Balcony Hire (from £42 to £44 p/hr) Exclusive use – full building (from £100 to £110 p/hr) • Only 1 option proposed	3%/5%/10 %	1,200				
	Risk: *No material risk identified*							
10		Ayr Town Hall – Chamber Hire (from £23 to £24 p/hr) • Only 1 option proposed	4%	1,000				
	Risk: *No material risk identified*							

			Option 1		Option 2		Option 3	
Ref.	**Directorate/Service**	**Proposal**	**% uplift or £ uplift**	**Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**
11		Maybole Town Hall – Main Hall (from £25 to £26 p/hr) • Only 1 option proposed	4%	400				
	Risk: *No material risk identified*							
12		Troon Concert Hall (from £36 to £37 p/hr) Troon Concert Hall & Balcony (from £44 to £46 p/hr) • Only 1 option proposed	3%/5%	2,200				
	Risk: Risk: *No material risk identified*							
13		Walker Hall (from £31 to £32 p/hr) • Only 1 option proposed	3%	1,300				
	Risk: *No material risk identified*							
14		Troon Concert Hall and Walker Hall – Reception room (from £21 to £22 p/hr) • Only 1 option proposed	5%	1,000				
	Risk: *No material risk identified*							
15	Thriving Communities	Dolphin House - Outdoor Learning programme - residentials/day visits • Option 1 - 4% • Option 2 - 5%	4%	11,848	5%	5,891		
	Risk: *No material risk identified**:***							

			Option 1		Option 2		Option 3	
Ref.	**Directorate/Service**	**Proposal**	**% uplift or £ uplift**	**Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**
16		Active Communities - holiday programmes – Increase the cost per day from £15 to £18 • Only 1 option proposed	20%	12,000				
	Risk: *No material risk identified.*							
	Total Communities and Transformation			**352,448**		**45,891**		**80,000**

	Housing, Operations and Development							
17	Ayrshire Roads Alliance	Introduce amended charging structure for various Temporary Traffic Signals options – Remove 28-day charge and replace with: 1 week permit £150 1 week extension £225 2 week extension £375 3 week extension £525 • Only 1 option proposed	various	30,000				
	Risk: *No material risk identified.*							
18		Increase Harbour fees by 4% and various Road traffic permits/notices by 10% • Only 1 option proposed	4%/10%	23,500				

			Option 1		Option 2		Option 3	
Ref.	**Directorate/Service**	**Proposal**	**% uplift or £ uplift**	**Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**
	Risk: *No material risk identified.*							
19	Neighbourhood Services	Standardise Allotment fees to £1 per square meter – note this is in addition to increasing fees by 15% in 2026-27 agreed as part of the 2025-26 budget • Only 1 option proposed	various	6,567				
	Risk*: the current model for charging is not consistent in regard to the size of plot. There are a number of different sized plots across SAC and this proposal is to charge a per square metre therefore equitable across all sites.*							
20		Increase Crematorium prices each year (3% already agreed as part of 2025-26 budget) therefore an additional 20% is proposed • Option 1 - 4% (7%) • Option 2 - 15% (18%) • Option 3 - 20% (23%)	4%	43,200	15%	118,800	20%	54,000
	Risk: *The increase in cremation fees above inflation may incur scrutiny from the Scottish Government. The proposed increase can be justified based on previous capital investment, but it may be difficult to justify any more than a 4% increase, which is actually 7% with the previously agreed 3% uplift for 2026/27.*							
21		Increase brown bin charge from £50 • Option 1 - 10% (£5) • Option 2 - 20% (£10) • Option 3 - 30% (£65)	10%	111,740	20%	111,819	30%	111,839
	Risk: *There is a risk if we increase the price too much that we will lose a number of properties who are currently paying as part of the scheme. Keeping the price rise to a reasonable level (Option 1) will continue to ensure affordability and access.*							

			Option 1		Option 2		Option 3	
Ref.	**Directorate/Service**	**Proposal**	**% uplift or £ uplift**	**Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**
22		Increase special uplift fee from £25 to £30 • Only 1 option proposed	20	18,462				
	***Risk**: No material risk identified.*							
23		Increase Burial fee (3% already agreed as part of 2025-26 budget) therefore an additional uplift is proposed • Option 1 - 6% (9%) • Option 2 - 15% (18%) • Option 3 - 20% (23%)	6	43,680	15	65,520	20	36,400
	***Risk:** The increase in burial and cremation fees above inflation may incur scrutiny from the Scottish Government. The proposed increase can be justified based on previous capital investment, but it may be difficult to justify any more than a 6% increase, which is actually 9% with the previously agreed 3% uplift for 2026/27.*							
24		Introduce new charging structure for the collection of Persistent Organic Pollution items • Only 1 option proposed	n/a	60,740				
	***Risk:** Legislation came into force 2023/24 where items such as couches/settees, armchairs, sofa beds, fabric chairs etc, need to be managed and disposed of separately due to the contaminated content. This has incurred additional costs for disposal which we are hoping to address with the additional charge for collection, and disposal of Pop's contaminated products. Whilst the figure has been taken from the known materials collected during the last year, there is a risk that the additional charges may deter the public from contacting the Council to dispose of these items.*							
	Total Housing, Operation and Development			**337,889**		**296,139**		**202,239**

			Option 1		Option 2		Option 3	
Ref.	**Directorate/Service**	**Proposal**	**% uplift or £ uplift**	**Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**	**% uplift or £ uplift**	**Additional Income generated £**
	Total income from fees and charges uplifts Option 1			**696,244**				
	Total additional income from fees and charges uplifts - Option 2					**342,030**		
	Total additional income from fees and charges uplifts - Option 3							**282,329**

Note: The total additional income shown against Option 2 of £342,030 is the **additional** income generated through selecting Option 2 instead of Option 1. The total additional income shown against Option 3 of £282,329 is the **additional** income generated by selecting Option 3 instead of either Option 1 or Option 2.

The cumulative totals are outlined below.

	Total cumulative – Option 1	**696,244**		
	Total Cumulative - Option 1 & Option 2		**1,038,274**	
	Total Cumulative – Option 1 & Option 3			**1,320,603**

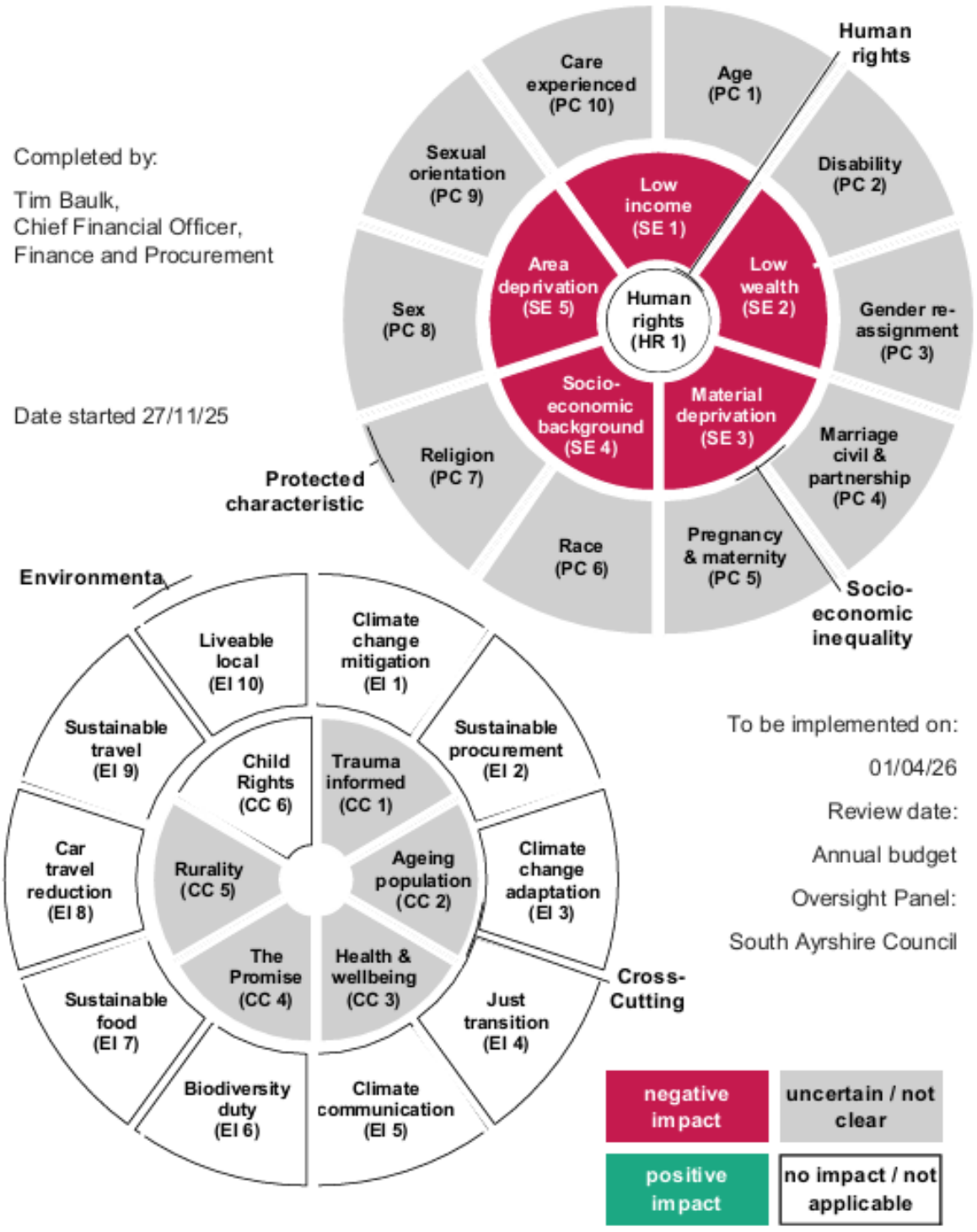
Integrated Impact Assessment Summary Report

Council Fees & Charges uplifts for 2026-27

Completed by:

Tim Baulk,
Chief Financial Officer,
Finance and Procurement

Date started 27/11/25



To be implemented on:

01/04/26

Review date:

Annual budget

Oversight Panel:

South Ayrshire Council

negative impact	uncertain / not clear
positive impact	no impact / not applicable

Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?
The implementation of various uplifts to fees & charges will ensure a consistent approach regardless of any protected characteristics.

Advancing equality of opportunity?
The implementation of various uplifts to fees & charges will ensure a consistent approach regardless of any protected characteristics.

Fostering good relations?
The implementation of various uplifts to fees & charges will ensure a consistent approach regardless of any protected characteristics.

Consultation declaration

We confirm consultation has been carried out as part of this process.

impacts)

EQUALITIES: impact on protected characteristics

PC 1	Age	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge.
PC 2	Disability	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge

		Mitigating Actions Required (re negative / unclear impacts)
PC 3	Gender Reassignment	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge.
PC 4	Marriage and Civil Partnership	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge.
PC 5	Pregnancy and Maternity	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge
PC 6	Race (including Gypsy Travellers)	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge.
PC 7	Religion or Belief	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge.
PC 8	Sex	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge.
PC 9	Sexual Orientation	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge.
PC 10	Care Experienced (SAC-specific)	Concession arrangements may be available for certain groups or individuals depending on the applicable type of fees & charge.
(CRWIA)?		no

Agenda Item No. 7

South Ayrshire Council

Report by Director of Communities and Transformation to Council of 11th December 2025

Subject: Community Councils – Scheme for Establishment of Community Councils

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1. Purpose

1.1 The purpose of this report is to provide members with an update on the consultation and seek approval for Officers to consult on the final draft of the Scheme for Establishment of Community Councils.

2. Recommendation

2.1 It is recommended that Council**:**

(i) Notes the findings from stage 2 of the consultation appendix 1.
(ii) Approves the draft Scheme for Establishment of Community Councils following stage 2 of the consultation appendix 2.
(iii) Approves for Officers to commence the final part of the consultation and the approaches set out in the Consultation Mandate appendix 3.
(iv) Agrees for Officers to present the final draft for approval at Council on 19 February 2026.

3. Background

3.1 The Scheme for Establishment of Community Councils (hereafter the 'Scheme') was approved for implementation by South Ayrshire Council's Leadership Panel on Tuesday 15 September 2020, to correct administrative errors and reflect various administrative changes in the Council including the titles of Council Panels, departments and roles.

The Scheme describes how Community Councils in South Ayrshire are formed; the conditions under which they operate, and the minimum standards to be met for recognition as a Community Council.

3.2 On 23 June 2023 Cabinet approved changes to the Scheme and guidance for Community Councils to reflect administrative and Cabinet decisions.

3.3 On 28 November 2023 Cabinet approved boundary changes between Crosshill, Straiton and Kirkmichael and Maybole Community Council ward following the consultation (June 2023 – September 2023).

3.4 On 29 October 2024 Cabinet approved Officers to update the Scheme to reflect required updates and clarification on points within the Scheme.

3.5 Following a call-in, the report and recommendations from Cabinet on 29 October 2024 were reviewed and presented to Audit and Governance Panel on 6 November 2024. Subsequently the recommendations were approved at Cabinet on 26 November 2024.

3.6 Since the introduction of the current Scheme for Establishment of Community Councils and Guidance for Community Councils came in to use, there have been concerns raised by both SAC Officers and Community Councils regarding the size of the documents and the working practicalities on certain aspects of the Scheme.

3.7 On 7 November 2024 SAC Officers met with Chairs and Secretaries of Community Councils and agreed Officers would seek approval to carry out a consultation on the Scheme.

3.8 On18 March 2025 Cabinet approved Officers to consult on the current Scheme and bring a further report back to Cabinet with proposals setting out a further consultation on the new draft proposals.

3.9 The first stage of consultation took place between 24 March and 16 May 2025, both involved online and paper surveys.

The consultation was open to, local residents across South Ayrshire, Community Councils, community groups and organisations or any individual or group directly or indirectly impacted by the Scheme.

A total of 7 responses were received across both survey formats.

3.10 Following the survey, a focus group was formed to consider the results in more depth. This group included representatives from the following Community Councils:

- Forehill, Seafield and Wallacetown
- Girvan & District
- Symington
- Belmont & Kincaidston
- Dundonald
- Monkton
- Crosshill, Straiton & Kirkmichael
- Maybole

The group met regularly to discuss findings, share their own views and review proposals from SAC Officers regarding potential updates to the Scheme.

3.11 The revised Scheme was presented to Cabinet on 26th August 2025, the key recommended changes included:

- Co-optee Process:- Simplified to allow new members to be co-opted without the need for a By-Election. After 12 months, co-opted members may become full members via a further vote.
- Meeting Quorum:- Reduced from 50% to one-third of elected members to enable meetings to proceed more easily.
- Meeting Format:- Community Councils will now decide for themselves whether to hold meetings virtually, in-person, or in a hybrid format.
- Code of Conduct:- Expanded to include clearer guidance on expected behaviour, specifically in relation to bullying and harassment.

- Supported Status:- Clarified the process for Community Councils that fall below the minimum number of members or fail to adhere to the Scheme. Updated criteria regarding dissolution are also included.
- Administrative Grants:- Clarified that admin grants must be used for legitimate Community Council expenses only and cannot be donated back to the Community Council.
- General Improvements:- The revised Scheme aligns more closely with the national model, uses clearer language, and removes unnecessary sections.

3.12 On 26 August 2025 Cabinet approved the approaches set out by Officers to commence stage 2 of the consultation. This took place between 8 September and 2 November 2025.

3.13 Findings from stage 2 of the consultation are detailed in appendix 1.

3.14 There has been no significant changes following stage 2 of the consultation the main points include:

- The size of the Scheme has now significantly reduced.
- There is clearer guidance on all complaints procedure relating to Community Council.
- Suspension has changed to Supported Status – this gives clearer guidelines as well as committing Officer support to help resolve issues.
- There is better alignment to the model Scheme with additional clarifications added.
- Reduced duplication/simplified and ensures the document is more user friendly.

4. Detail

Following the robust engagement and consultation process, Officers are recommending that the recent draft Scheme for Establishment of Community Councils is reviewed and approved for final consultation by Council.

Officers are therefore recommending;

(i) The final consultation will open Monday 15 December 2025 and close Sunday 18 January 2026.

(ii) The final draft will be presented at Council on 19 February 2026 for approval.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report, however it has been noted by Legal that the Scheme of Delegations and Sub-delegations from the Director of Communities and Transformation will need to be revised and or redrafted to correctly reflect the powers currently being exercised by officers or any updates to these powers once the Scheme For Establishment of Community Councils has been approved at Full Council in February 2026.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 There will continue to be recuring revenue costs for SAC to support Community Councils, this includes administration budgets for Community Councils and staffing costs to support Community Councils.

7. Human Resources Implications

7.1 There are no HR implications in this proposal however there is a requirement to continue supporting Communities with internal staffing resources.

8. Risk

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

Insert one *of the following statements:*

8.1.1 There are no risks associated with adopting the recommendations contained within this report.

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

Insert one *of the following statements:*

8.2.1 Rejecting the recommendations would mean the final draft could not proceed to final the final stage of the consultation.

8.2.2 Rejecting the recommendations may impact on the reputation of the Council.

9. Integrated Impact Assessment (incorporating Equalities)

9.1 The proposals in this report are part of an ongoing consultation therefore an Integrated Impact Assessment is not required for this report. An integrated impact assessment will be included in the report to Council in February 2026.

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 been carried out in relation to the subject matter of this report. The following table summarises which options were considered and their ranking of preference:

Option	***Description***	***Ranking***
1. Continue with the consultation to reflects findings from the consultation.	Continue with the consultation and proceed to the final stage for a decision on the final draft.	1
2. Do not proceed to the final stage of the consultation.	By rejecting the recommendations, the consultation process would not progress to the final stage of the consultation.	2

It is recommended that the consultation progresses to the final stage of the process to allow a final report to be presented to Council on 19 February 2026.

.

12. Link to Council Plan

12.1 The matters referred to in this report contribute to Priority 1, 2 and 3 of the Council Plan: Spaces and Place; Live/ Work/ Learn; Civic and Community Pride

13. Link to Shaping Our Future Council No

13.1 The matters referred to in this report contribute to the Council's transformation priority area(s): our workforce; our technology; our assets; our delivery model and could deliver cashable, qualitative and quantitative benefits in the future.

14. Results of Consultation

14.1 There has been a robust consultation and the finding are detailed in the reports. Finding from stage 3 of the consultation will be included in the final report.

14.2 Consultation has taken place with Portfolio Holder Economy and Strategy, Council Leader Brian Connolly and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking Purposes

15.1 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***
Final Consultation	Dec – January 2026	George Hunter
Final Report Council	19 February 2026	George Hunter

Background Papers Report by Director of Communities and Transformation

Cabinet 26th August 2025

Report by Director of Communities and Transformation

Cabinet 18th March 2025

Person to Contact George Hunter, Assistant Director Communities
County Buildings Wellington Square, Ayr KA7 1DR
Phone 01292 612994
Email George.hunter@south-ayrshire.gov.uk

Date: 14th November 2025

Appendix 1

Consultation Stage 2 Findings

8th September – 2nd November 2025.

There was an option to make comments online, attend face to face sessions or complete paper copies in libraries.

All SAC Service Leads were asked to provide feedback on the draft

Responses:

- There were 42 comments on the online platform.
- One Community Councillor provided responses via email that were then uploaded on to the Platform.
- Two Community Councillors provided response via email these are included below.

Consultation Feedback

Comments A Russell

There is no procedure for amendment suggestions to be made by pencil changes in the document.

Current

Appendix 6 General Public Complaints There is no escape from Stage 1 which is the flaw I found myself in. Does the complaint have merit? There has been no notice taken of a decision made by members of a CC at stage 1. There is little improvement from what was before.
6.1 No mention of does the complaint have merit. No, bin it. The table has no section for no merit ie No breach No sanctions, Requirement at stage 1 and falls short of the requirements of 5.2.
The flow chart has to have a box to ascertain if the complaint has merit as you call it. Does it satisfy the conditions of 5,2 if no then dismiss the complaint it should go no further. There should be a section as to what is inadmissible. Vexatious, Hearsay, Uncollaborated evidence, Not connected to the work of the CC, He said she said third party statements and so on.

Hustings

18. Doesn't make any sense and contradictory, an organised husting event should not be part of any CC meeting. Often a member of a CC might be a political candidate but refrain from any political discussion at a CC meeting as

normal. They have removed the political candidate stuff they had before in section 17. It may now be in guidance section? Particularly 17.1, 17.7, and 17.8 which worked before where political neutrality was continued to be observed during meetings as it has always been. They added Husting because some CC;s organise them. It is my opinion they should not be organised by CC's in the same way one wouldn't expect the Council to organise a hustings. Fair enough the local paper, residents associations or the likes. It makes me feel uncomfortable and somehow removes the neutrality of a CC organiser where some parties may not turn up even when invited for some reason or another. That immediately compromises the event. No need for it to be part of a CC's activities.

12. Complaints There needs to be a statement that complaint procedures should not appear in regular minutes when the complaint is internal to CC members or indeed made by a member of the public??.

What constitutes a breach and what constitutes a serios breach?

When is it appropriate to arbitrate just by the Chair, do we really need to say chairperson?

Would it be better to say Chair, or appointed up to 3 Office bearers by the Chair to give flexibility.

10.1 There is conflict between 2,1 states 9 minimum and 2.7 1/2 of eligible voting members.

7.7 Does this also apply to SAC meetings? If not, why has it got relevance here? Seems a bit, 'big brother syndrome here'. The whole scenario could be summed up by only saying. Un-minuted private discussions should not take place during a public Community Council meeting ref to 7.1.

7.13 Minimum Quorum is 3 for minimum voting members of 9. With 15 voting members it will be Minimum Quorum 5. Better than the 8 it was before.

Look at 8.7 Admin costs compared to the last book Please include as before in 8.7 We would like to be able to give small donations to local youth groups and organisations promoting our community involvement.

7.3 and 7.4 Needs looking at. The full election via SAC has taken place at a date concluded by SAC for CC member nominations say by mid-March. SAC advise on numbers (is an election necessary) Nominations must come from persons who have attended at least some previous CC meetings. We can't have someone who hasn't attended any meetings applying to be a member, that doesn't make sense or show commitment.

AGM - What usually happens in our case, where everything takes place at the AGM in April/ May outside of an election year where 7.3 states the meeting takes place in April only.

The Chair opens the meeting with the usual and hands the gavel to the SAC representative. The SAC representative in the April AGM could indicate at this point what nominations have been received for officer positions and a vote takes place should there be more than one applicant for a position with the applicants leaving the room or having given a short introductory speech beforehand.

7.1 Good (private business should be discussed, if possible, prior to meetings of carried over so as not to disrupt public meetings)

7.2 All meeting notices will indicate the date, time, venue, agenda and draft minutes sent to a regular attendee agreed mailing list or on request to the secretary of Community Council meetings ---------- under Special Meetings see Scheme 7.13). You can now dispense with duplication of 7.5 and amend the remaining para numbers

Proposed combine to 1 point -

6.1 -------every 4 years in January thru March So here it is suggested in January SAC advertise for new members with an election in March where interested members of the CC area turn up at the March meeting to vote as described elsewhere in these notes should the numbers exceed the allowable CC maximum which can be intimated on the March meeting agenda if there is a need and advertised by SAC. (we now don't hold a meeting in January due to holidays, our AGM has always been in April previously, which makes more sense allowing for some meetings after the Christmas period. The election mentioned in 7.3 all having taken place in April or May and convened by the link officer) This also links in with finances 8.1 the financial YEAR

4.4 Co-opted members must be eligible for membership of the Community Council as detailed in Section 2 of the Scheme. In addition, they must have attended some previous CC meetings. Reserves may initially be taken from the 4 yearly elections if still available and thereafter there is a need to advertise for co-option.

4.10 Good and sensible. Saves embarrassment of having to go back into a vote with other new applicants in 4.12. Here also the unsuccessful could become ready reserves.

4.12 In the event of there being more nominations than the number of vacancies, a draw by lot must take place. In the first instance applicants who have attended some previous CC meetings, ie more than one, in the present year could take preference in the lot to fill vacancies. The appointed officer ---

4.13 This is not necessary for the following reason. Delete At no time do I remember having to advertise the names of the CC membership even after a yearly AGM for office bearers or 4 year elections. So why here is this clause necessary here?

Should also be added that names should be displayed after a full election propose to add within Election Process (3)

3. Elections
Election Process
3.6 Please pay careful attention. I fear this will have a detrimental effect on membership giving existing members an ideal opportunity to leave by having to fill in paperwork. By all means every four years advertise for new members in January to join the CC. A provisor should be that any new member/s should have at least attended a prerequisite number of meeting/s beforehand. Should the then numbers exceed the upper limit for the CC then conduct an election at the March meeting by all area residents invited to attend that meeting by advert for the purpose of a vote. Tick named boxes to the max CC allowable. I suggest up to two or three reserves be considered for continuity purposes. A draw for the last place should there be an equal number of votes. Existing members should be advised before the March meeting the state of play. I say this because some members may resign after the March meeting and before

the AGM in April in view of the extra numbers thereby negating an election. Everything written in this handbook should give the best opportunity to retain membership at the highest level, hence consideration of reserves.

3.11 and 3.12 This appears to be over the top for an election of community councillors in a contested process and expensive. In 3.11 entitled to vote for candidates in CC elections by attending an advertised meeting where this vote will take place by filling in a ballot paper containing all the names of existing and any new applicants to join by ticking boxes up to the CC maximum. In the case of a draw for the last available place a draw will take place. Those extras not ticked becomes eligible reserves.

Tom

Part 2 from Barr CC
Community councils are meant to be independent, self-governing entities that work in partnership with the local authority but not subordinate to it. The Model Scheme used successfully by the majority of Scottish local authorities demonstrates that a simpler approach can function effectively without the need for extensive internal complaints processes or overly prescriptive guidance. The ordeal that we were put through by South Ayrshire Council off the back of complaints was completely wasteful and still leaves us baffled of what it was meant to achieve.

We therefore recommend that South Ayrshire Council adopt the Model Scheme, focusing on clarity, brevity, and trust in local self-governance

Part 1
Barr community council welcomes the opportunity to comment on the draft Scheme currently under review.

Having considered the document in detail, we wish to record our concern that the proposed Scheme remains unnecessarily lengthy and bureaucratic. The proposed draft continues an administrative burden inconsistent with the voluntary nature and local purpose of community councils. This creates an exclusionary force which deters volunteers.

We believe that the Scottish Government and COSLA approved Model Scheme provides a more appropriate framework. It achieves the necessary balance between accountability and independence, and it does so in a concise and accessible format. In contrast, the current draft appears to import procedures, particularly around governance and complaints, that are more characteristic of large statutory bodies than of small volunteer organisations.

1. Background

A response to Tom's comment
AMD • 2025-11-01 09:25:21

This iteration is also a very amateurish attempt at a procedure. Volunteer organisations such as CCs cannot be expected to function effectively where they must be well acquainted with huge documents (Scheme / Scheme Appendices / Guidance / Guidance Appendices), especially where they are often contradictory. Use the Model Scheme - or do SAC Officers REALLY think that they know better than the Scot. Govt. and every other Council?

David Girvan

In a full election will personal address be published –

In changes it mentions bi election - When with these new changes would a bi election be called –

Under the admin grant i think we should be able to claim for a poppy wreath –

CE1

Feedback from Internal Audit:
There is a procedure for complaints from the general public and one for internal complaints but there is no specific procedure for complaints from organisations. I accept that it is reasonable to consider these under the procedures for complaints from the general public, but to ensure clarity it would be useful to specifically include organisations within the existing procedure

CE1

further proposal for section 10
10.8 Appropriate support costs, e.g. meeting venues, may be eligible for consideration of financial assistance from South Ayrshire Council.

CE1

Scheme section 10 - Supported Status. It has been highlighted and agreed that there is no option for the CC to be able appeal an initial decision of Supported Status taking effect. Propose that the following be added as follows:

10.4 An initial decision on supported status can be appealed in writing to the Chief Governance Officer of South Ayrshire Council within 14 days of the decision being notified to the Community Council (the initial notification and any appeal should be in writing, in the form of a dated formal email and/or letter).

10.5 Any decision taken on an appeal by the Chief Governance Officer should be made available within 28 days of the dated receipt of said appeal. An appeal which is upheld can conclude with the Community Council's previous status being re-instated.

10.6 Following an appeal not upheld, or not submitted within the 14-day timeline of an initial decision, the Community Council will revert to the status of a steering group.

EK

P41 4. (a) formatting
4. (f) – (i) Could this be expressed in a more user-friendly way? –

(f) Every motion or amendment shall be proposed and seconded.

(g) After a proposer of a motion has been called on by the Chairperson to reply, no other members shall speak to the motion or amendment.

(h) A motion or amendment once made and seconded shall not be withdrawn without the consent of the proposer and seconder thereof.

(i) A motion or amendment which is contrary to a previous decision of the Community Council shall not be competent within 6 months of that decision; unless an error or new information becomes available which requires further consideration.

P42 5.(b) 'Deliberative vote' – convert to plain English rather than legal speak? –

(b) The Chairperson of a meeting of the Community Council shall have a casting vote as well as a deliberative vote.

P46 General Public's Complaints Procedure for Community Councils – 'to', 'about', 'against' or 'towards' rather than 'for'?

P49 Stage 2 Panel – add in 'specially trained'? –

Complaints Panel Process – reinforce that contact between parties and the panel will be via SAC i.e. email addresses will not be shared.-

P55 RAG Analysis Could more of the boxes be completed by SAC? Suggest that the form is then forwarded to Community Council for checking and completion, then returned to SAC for processing. –

P55 15. Information sessions ‘Is there uptake of any information sessions offered?’ – this is vague. By whom? About what? –

Cara Bennington

I like the new list of approved items that can be purchased using the Administration Grant. I am pleased to see that the CC's are unable to use the Admin grant to give donations to local groups as this can be done by fundraising efforts

AMD • 2025-10-08 13:54:48

I have made a number of comments. I initially wished to add them all together but the system would only allow a certain number of characters. As a consequence, I have had to add my comments individually.

It is good to note that the Draft Scheme has changed the rules for a quorum from 50% to 33%. This brings SAC CCs into alignment with the rest of Scotland.

It is essential that this Draft is not simply adjusted and then seen as complete and agreed. It must be again put out for consultation.

The old Scheme and the new Draft Scheme contain sections covering internal and external complaints. Whilst Officers and Members of SAC have access to HR and Legal, CCs have no such support; there should be similar access.

Training should be more specific and actioned. At present, paragraphs relating to ‘Training’ are simply, words.

There are instances of repetition between the Scheme and the Guidance (eg areas). Again, whilst this is no different to the current Scheme, it was an opportunity to make the relevant adjustments.

There is no X referencing between the Scheme and the Guidance (or Guidance Appendices). Whilst this is no different to the current Scheme, it was an opportunity to make the relevant adjustments. In the absence of X referencing, as a minimum the paragraphs should align.

As an example of important X referencing: Declaration of Members' Interests (Draft Scheme 2.22) (Current Scheme 8.3) (Guidance 4). In this example it is essential that Members are fully aware of the Guidance paragraphs.

There is serious confusion between the Scheme and Guidance. eg Where the Scheme describes 'Associate' but not 'Co-option', the Guidance describes 'Co-option' but not 'Associate'! Two different things but it makes no sense to split them up. Whilst this is no different to the current Scheme, it was an opportunity to make the relevant adjustments.

There appears to be no version control. 70 pages have been reduced to 60 without any form of explanation or indication where there have been changes or omissions.

The consultation has been seriously flawed from the outset. It has not been available in a number of libraries, including Carnegie. Perhaps it has never been available anywhere. When the original consultation was issued, there were fewer than 10 respondents online and I suspect that the grand total of respondents wouldn't have been many more. This isn't good enough.

Response CB - The Scheme has been available in my local library in Forehill for many months.

AMD - For clarification.
The current Scheme has indeed been available in many locations for some time. However, this part of the consultation concerns the Draft Scheme 2026 which has not been so readily available.
Forehill Library has had a copy of the Draft Scheme 2026 for a few weeks.
The hard copy is only available as a library copy

EK

p8 2.23 CC member who has declared financial or other interest in relevant matters coming before the CC - The CC member could assume the rights of a member of the public, and give comment but not be involved in the decision making process as a community councillor on that matter?

AMD • 2025-10-08 14:18:31

Good point. Needs a definitive answer.

CE1

Suggest adding the following under section 3 after 3.8. This is based on previous experience of contested elections, where candidates withdraw after the process has started and ballot papers etc have been posted out

CE1

Under section 3 of the proposed draft add under Contested Election Process the part from the Guidance 16.4 and include if not received on time will not be counted towards the vote

CE1

Current Scheme page 10 part 3.5 appears to be omitted from the draft proposal. Suggest this is added in part under Election Process as detailed below:

3.5 Members of a Community Council will represent that Council area as a whole and will be elected by a confidential ballot. For the purpose of the election Process, South Ayrshire Council have the ability to remove sub-warding within affected Community Council areas if required.

Symington village ayrshire • 2025-09-19 03:14:30

Unless there is a major issue which is of detriment to a community there is a complete lack of engagement. We must move to a 21st century format of blended engagement and let residents feel empowered. There is a lack of transparency in the planning and change of use processes which appears to start at the top of council.

Steve

Having read through the minutes from several community councils it strikes me there are so many diverse styles of minute taking. I suggest a standardised template be included as an appendix that CC's would follow. I think a formal training package for community council office bearers would be beneficial for new appointees and those who have been in office previously. Finally I think community councils should use a standardised and generic email address to identify office bearers at each community council

M Willcocks

Responsibilities Part A - states members should be non-political. Yet in reality not all Councillors identify as independents rather they tack themselves to a political party. Would like to see Councillors represent their communities as independent people rather than using Councils as a training platform for Scottish Parliament or Westminster roles. I.E. folk to nominate and be elected locally and for the right reasons.

Response from Symington

While I can see the issue, I don't see any young people on Community councils. What we have is an old guard because no young people will commit, There is also clear personal bias and I would like to see that being addressed

Response CS Barrhill CC Email

I refer to your email below, regarding the 2nd Phase Consultation, and would inform you that this matter was on the agenda for discussion at the recent meeting of Barrhill Community Council on 29th October 2025.

The general opinion of members was that while the current document is on the long side (and the update likewise, in spite of the reduction in pages from 70 to 55), the proposed new document comes far too soon after the present document was issued.

The production of that document was the result of members spending a great deal of time and effort, not to mention the time and money spent by South Ayrshire Council at the time. I therefore regret to say that members wonder if a new document is really necessary and had few comments to make.

One item agreed on was the number required for a quorum for Community Council meetings **(Page 13, Quorum at Meetings 7.13)** with *'a third of the current voting membership ---'* deemed to be on the low side.

I personally have observed a number of anomalies in the document. One such is in regard to Community Council Elections.

On **Page 9 Election Process**, it states that elections are to be held every 4 years but *'should the election fall in the year of Scottish Local Government or Parliamentary Elections, the electoral proceeding will be held the following year'.* Does this mean the present cycle does not finish in March 2026, but continues to 2027 due to the Scottish Government elections next May? In other sections it states that elections are held 'every four years', with no mention of the occasional five years.

Another query concerns draft minutes. **Page 5e, Responsibilities**, states *'Agendas and draft minutes shall be made available for members, South Ayrshire Council and public access within the CC area ----'.* **Page 12 7.5** also refers to *'members and public access'* whereas on **Page 30 (h) Appendix 2***,* it is *'other appropriate parties'.*

It has always been the case that draft minutes are not made available to the public until after they have been approved.

I should be grateful for clarification with regard to 'public' and 'appropriate'.

Another query involves **'Co-option'. Page 10, 4.7** . I note that a two thirds majority is now required for appointing a Co-optee. Is this really necessary?

Could you also please clarify that whereas previously a co-option was only until March 31st that is no longer the case, with the co-optee becoming a full member after twelve months.

When the present document was being discussed I seem to remember a meeting being held in the QuayZone at Girvan, for representatives from the Carrick CCs. I wonder if this been considered on this occasion, as I personally think it would be beneficial to discuss the matter.

Finally, can I please ask if the final document will be proof-read? I regret to say that I have been disappointed to note a considerable number of incorrect spellings/grammar or words/letters missing. I hope you don't mind me raising this and do apologise if you think I am being too pedantic.

Kind regards

Emailed Comments JH

1. Roles and Responsibilities of SAC –
   The current guidance states "South Ayrshire Council has a statutory obligation to consult with Community Councils regarding planning applications. This is achieved via Planning Services emailing a weekly list of planning applications to Community Councils".
   I believe it was myself who raised this point, currently Community Councils are not being "consulted" we are being "notified".

   It is this process that I think should be changed and perhaps this should be challenged at another time. However, to change the guidance to include "notify" is weakening the Community Councils position.

   As a statutory consultee we should be treated the same as other statutory consultees i.e. our opinion sought on relevant planning issues, not just notified by a weekly list.

   Taken from the Cambridge Advanced Learner's Dictionary & Thesaurus:

   Consult – to get information or advice from a person, book , etc. with special knowledge of a particular subject: or to discuss something with someone before making a decision:

   Notify – to tell someone officially about something: or just to tell someone something:

   For the above reasons I think this section should remain as was.

Other than that, I think the new draft guidance looks good and has achieved its aim.

Well done to you and the team who I know have spent considerable time and effort in getting this over the line.

South Ayrshire Council

Scheme for Establishment of Community Councils 2026

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Incorporating Constitution, Standing Orders, Community Council Members Code of Conduct

CONTENTS **PAGE**

Introduction		1
Statutory Purposes		1
Roles and Responsibilities		1
1.	Community Council Areas within South Ayrshire	4
2.	Membership of Community Councils	4
3.	Elections	6
4.	Co-option - Filling of vacancies between elections	8
5.	Resignations	9
6.	Terms of Office of Community Councillors	10
7.	Meetings	10
8.	Finances	12
9.	Other support for Community Councils	14
10.	Compliance	14
11.	Dissolution of a Community Council	15
12.	Complaints	17
13.	Equal Opportunities	17
14.	Data Protection – GDPR	17
15.	Alterations to Constitution	18
16.	Activities of a Political Nature	18
17.	Good Practice Guidance	18

DRAFT

APPENDICES

Appendix 1	Boundary Map and Community Council Membership	Page 19
Appendix 2	Constitution for Community Councils	Page 21
Appendix 3	Code of Conduct for Community Councillors	Page 28
Appendix 4	Standing Orders for Community Councils	Page 33
Appendix 5	Supported Status	Page 37
Appendix 6	General Public Complaints Procedure towards Community Councils	Page 40
Appendix 7	Annual Self-Assessment for Community Councils	Page 47

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INTRODUCTION

Community Councils were first established in Scotland following the Local Government (Scotland) Act 1973. Thereafter, the Local Government etc. (Scotland) Act, 1994, produced the current system of unitary local authorities and made provision for the continuation of Community Councils. Under the legislation, every local community within an identified Community Council boundary area in Scotland is entitled to Petition their local authority to establish a Community Council.

Community Councils are voluntary bodies which exist within a statutory framework, and which have been granted statutory rights of consultation. They can complement the role of the local authority but do not form any part of local government.

Community Councils may also undertake other functions within the terms of their Constitution. It is the responsibility of a Community Council to satisfy South Ayrshire Council that it has taken positive steps to ascertain the views of the wider community within their area, before making representations on any matter, on behalf of the community, which for the most part is comprised of residents.

It should be remembered that a Community Council can only act collectively. The law does not permit individual Community Councillors any special place to act independently.

STATUTORY PURPOSES

The general purpose of Community Councils established under the Scheme is set out in Section 51 (2) of the Local Government (Scotland) Act 1973, as follows: -

> *''In addition to any other purpose which a Community Council may pursue, the general purpose of a Community Council shall be to ascertain, co-ordinate and express to the local authorities for its area, and to public authorities, the views of the community which it represents, in relation to matters for which those authorities are responsible, and to take such action in the interests of that community as appears to it to be expedient and practicable''*

ROLE & RESPONSIBILITIES OF COMMUNITY COUNCIL

The general purpose of Community Councils is to act as a voice for their local area.

This will involve them articulating the views and concerns of local people in their area on a wide range of issues of public concern and make representations to their council, other public sector bodies and private agencies on matters within their sphere of interest.

It is essential that these views be demonstrated to be accurately representative of the community. Accordingly, the Community Councils will have in place, recognised consultative mechanisms, to validate their views and devise strategies to secure greater involvement by all sectors of the community. The National Standards for Community Engagement are a helpful resource and are available at https://www.scdc.org.uk/what/national-standards/

Role

a. Community Councils have a statutory right to be consulted on planning applications. Licensing matters and any other matters may also be jointly agreed between Community Councils, South Ayrshire Council and other public sector and private agencies.

b. Community Councils are a community participation body under the Community Empowerment Act 2015 and may make requests in relation to the following provisions:

- Part 3 Participation Requests
- Part 4 Community Right to Buy
- Part 8 Common Good
- Part 9 Allotments.

c. Community Councils may carry out other activities that are in the general interests of the communities they represent, provided these activities fall within the objects of their Constitution and the terms of South Ayrshire Council's Scheme for Establishment of Community Councils.

d. There should be mutual engagement in the establishment of working relationships with South Ayrshire Council and other agencies.

e. In carrying out their activities, Community Councils must always adhere to the law and the terms of the law and the terms of South Ayrshire Council's Scheme for Establishment of Community Councils.

f. Each new Community Council is required to adopt a constitution. A standard template is provided in Appendix 2, together with a standard template for Standing Orders provided in Appendix 4, to encourage and facilitate their proceedings being properly structured and regulated, to ensure that items of business relevant to the community are properly debated and decisions reached in a democratic manner. Community Councils have the power to change the Constitution and Standing Orders subject to approval by South Ayrshire Council.

Responsibilities

Community Councils have a duty under statute to represent the views of their local community. It is vital therefore, that they reflect the broad spectrum of opinion and interests of all sections of the community.

It is essential that these views are shown to be accurately representative of the community i.e. evidenced consultation; agendas and minutes from special meetings; questionnaire responses.

To fulfil their responsibilities as effective and representative, community shall:

a. Be non- political. Community Councils are non-political organisations and shall not demonstrate any political allegiance in their duties for Communities.

b. Inform the community of their work through newsletter and online social media platforms, display agendas and minutes of meetings in public places (such as libraries and notice boards).

c. Provide publicly available contact information such as names, email addresses and website links to enable members of the public to contact them.

d. Have in place consultative mechanisms to ascertain, co-ordinate and reflect the views of all sectors of the community which it represents. Community Councils should liaise with other community groups within the area and seek to fairly express and consider the diversity of opinions and outlooks of the people within the course of the community council business.

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e. Agendas of meetings and draft minutes shall be made available for members, South Ayrshire Council, and public access within the Community Council area at least 7 working days prior to the meeting date (except in cases deemed to be an emergency meeting being called under the Special Meetings, see 7.13).

f Approved minutes of every meeting shall be distributed by the Community Council within 14 days to members, South Ayrshire Council and other interested parties within the area and including any social media platforms and website.

g. Seek to broaden both representation and expertise by promoting the associate membership of the Community Council of persons (not eligible for election to the Community Council) for specific projects/issues.

h. Make efforts to encourage young people and other underrepresented groups to attend/participate in Community Council meetings and to ensure equality of opportunity in the way the Community Council carries out its functions.

i. Maintain proper financial records and present regular financial reports at Community Council meetings.

j. Inform South Ayrshire Council of any change in membership (resignations, co-option, and associate membership) as soon as practicable and record any such changes in membership at the next ordinary meeting.

k. Community Councillors have a responsibility to make sure that they are familiar with, and that their actions comply with, the principles set out in the '*Community Councils Code of Conduct'* and this governance document.

ROLES AND RESPONSBILITIES OF SOUTH AYRSHIRE COUNCIL

Role

Create a Scheme for Establishment of Community Councils in South Ayrshire with the provision of boundary maps.

Responsibilities

a. Arrange for establishment of Community Councils upon receiving 20 signatures of electors in that area in terms of section 52(7) of the Local Government (Scotland) Act 1973.

b. Review the Scheme, both periodically and in response to representations made, and where amendments are required to propose, consult, and vote on those amendments in terms of section 53 of the Local Government (Scotland) Act 1973.

c. To support Community Councils to conform to the requirements of this Scheme and provide structured support to Community Councils and their members.

d. To arrange elections for Community Councils.

e. To provide an administrative grant to cover administrative costs as per Scheme 8.7.

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f. To consult with and/or notify Community Councils on planning applications and licensing applications.

Within the resources available, South Ayrshire Council shall endeavour to:

g. Provide a consistent level of support to Community Councils across the local authority area within available resources.

h. Offer advice and assistance to Community Councils for development and training on such things as the duties and responsibilities of office bearers, the role of Community Councils, the functions of South Ayrshire Council and other relevant topics.

1. COMMUNITY COUNCIL AREAS WITHIN SOUTH AYRSHIRE

South Ayrshire Council has produced a list of named Community Council areas and a map that defines their boundaries. The list of community areas is specified in Appendix 1 of the Scheme. These can be modified with the prior approval of South Ayrshire Council.

Any request to create a new or amend existing Community Council boundaries by (1) the merging of 2 community council areas or (2) changing the boundaries of existing Community Councils must be made in writing to South Ayrshire Council. Such request should demonstrate local support for the proposal, including the agreement of existing Community Council(s).

2. MEMBERSHIP OF COMMUNITY COUNCILS

2.1 Minimum core membership is 9 and maximum is 18.

2.2 The minimum age to stand for election as a Community Councillor is 16 years of age.

2.3 Qualification for membership is by residency within the specific Community Council area.

2.4 Community Council candidates for membership must be named on the current electoral register for the Community Council area in which they reside as a local government elector.

2.5 For the duration of your term as a Community Councillor, you must continue to meet the criteria.

2.6. Any previously eligible elected Community Councillors who move to reside out with the Community Council boundary area shall become ineligible to remain as a member of the Community Council. Under these circumstances, the Community Council shall actively seek to fill the vacancy.

2.7 The absolute minimum number of members for a Community Council to remain established is one half of its stated constituted membership. However, South Ayrshire Council should be advised immediately if the Community Council membership falls to half or less of its voting membership.

2.8 There shall be provision made for non-voting Associate Membership for purposes, as defined by each Community Council.

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2.9 No elected member of South Ayrshire Council shall be eligible to be a member of a Community Council. If a member of a Community Council is so elected, they will be deemed to have resigned from the Community Council the day after the result of the Local Government election is declared.

2.10 Elected members of the Scottish and United Kingdom Parliaments are entitled to become ex-officio members of Community Councils, with no voting rights.

Disqualification of Membership

2.11 Members who cease to reside in the Community Council area will be deemed to have resigned.

2.12 If any member of a Community Council fails to attend a Community Council meeting in a 6-month period, with or without submitting apologies, the Community Council shall advise South Ayrshire Council, and terminate their membership. However, at the discretion of individual Community Councils, a period of leave of absence for Community Council members may be granted at any meeting of the Community Council.

Additional Membership

Associate Member

2.13 Associate members may be appointed by a Community Council where there may be a need for individuals with particular skills or knowledge. These individuals do not have voting rights.

2.14 Associate members may serve for a fixed period as determined by the Community Council or for the term of office of the Community Council that has appointed them.

2.15 Associate members may include representation from other constituted local voluntary organisations, young people, etc.

2.16 An associate member does not require to reside within the Community Council area.

2.17 A Community Council can appoint any number of associate members and they do not count towards the total number of Community Councillors.

2.18 The attendance of any associate member at a meeting of the Community Council will not count towards the quorum for that meeting.

Ex-Officio Members

2.19 Local Authority Councillors, MPs and MSPs whose wards or constituencies fall wholly or partly within the geographical area of the Community Council area shall be deemed ex-officio members of the Community Council.

2.20 Ex-officio members shall have no voting rights and will not be entitled to be elected or nominated representatives of a Community Council.

2.21 The attendance of any Ex-officio member at a meeting of the Community Council will not count towards the quorum for that meeting.

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Declaration of Members' Interests

2.22. All elected Community Councillors, Co-opted members and Ex-Officio members shall declare all interests and/or make it known if their interests have been made available elsewhere and whether these are accessible to the Community Council.

2.23 All members shall declare in advance any financial or any other interest however minor that they may have in relevant matters coming before the Community Council. The member shall withdraw from the meeting during consideration of this item of business and shall take no part in the discussions or decision thereon**. All declarations are to be formally minuted.**

3. ELECTIONS

New Community Councils - Where No Community Council Exists

3.1 The forming of a new Community Council shall be initiated in an approved area on receipt of a Petition bearing the names of not less than 20 residents whose names appear on the Electoral Register, are aged 16 or over and live within the boundaries of the Community Council area. This is in accordance with section 52(7) of the Local Government (Scotland) Act 1973.

3.2 South Ayrshire Council shall, within not more than six weeks from the date of receipt of confirmation of a valid petition, organise wider consultation and engagement procedures to initiate the election process.

3.3 In the first instance, a steering committee and/or appropriate structure may be formed from amongst the 20 residents and be supported by a relevant officer to familiarise themselves with the Governance for Community Councils.

3.4 Each Community Council is required to adopt the Constitution which has been approved by South Ayrshire Council. Following adoption of the Constitution, on behalf of the proposed Community Council, South Ayrshire Council can proceed with the establishment process.

Where a Community Council already exists

3.5 Where a Petition is received to start a new Community Council in an area where an existing Community Council operates, the proposal will be referred initially to the existing Community Council for comment before South Ayrshire Council determines whether action should be taken in terms of Section 53 of the Local Government (Scotland) Act 1973.

Election Process

3.6 Full Community Council membership elections shall be held every four years with the election process taking place during January to March. South Ayrshire Council shall conduct and administer Community Council elections, including By-Elections, where necessary.

3.7 Where the number of valid candidates received and verified is less than or equal to the number of advertised vacancies for the Community Council, then no contested election shall be held.

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3.8 Where the number of valid candidates nominated to be Community Councillors is greater than the number of advertised vacancies, a period of 7 days will be allowed for anyone who wishes to withdraw and thereafter a contested election shall be organised and held by South Ayrshire Council.

3.9 Community Council membership should reflect the various wards within the council area. However, if there are insufficient nominations from a sub-ward during an election, or if representation is lacking, the Service Lead, Thriving Communities of South Ayrshire Council may, at the Community Council's request, remove sub-warding within the affected areas.

3.10 Should the number of candidates validly nominated, be below the MINIMUM required membership, no Community Council will be established at that time. However, that does not preclude South Ayrshire Council from issuing a second call for applications for a Community Council area failing to meet the minimum membership requirement within 6 months of the closing date for the registration of the first call for applications.

3.11 The Service Lead, Thriving Communities, of South Ayrshire Council, shall act as Returning Officer for elections administered by South Ayrshire Council and shall be responsible for regulating the conduct of these elections. The decision of the Returning Officer on all matters of election and nomination procedures shall be final.

Contested Election Process

3.12 All persons who are resident in the Community Council boundary area; are 16 years of age or over, and whose names appear on South Ayrshire Council's Electoral Register for the same Community Council boundary area shall be entitled to vote for candidates in Community Council elections (alternative measures for identification and residency status of candidates may be undertaken upon request/approval of the individual in certain circumstances).

3.13 Elections shall be conducted by secret ballot of local electors, organised by South Ayrshire Council, as determined appropriate by South Ayrshire Council's Service Lead, Thriving Communities. Community Councils shall be elected on a simple majority basis.

3.14 Where, after counting the votes (including any re-count), two or more candidates have the same number of votes, the Returning Officer will break the tie by drawing lots. The candidate whose name is drawn will be treated as if they received one extra vote and will be declared elected.

3.15 Any ballot papers received after the close of poll will not be counted towards the vote.

3.16 Successful candidates should have their names (only) published for transparency within the community for a period of at least 21 days. Election results will be available on South Ayrshire Councils website, social media, and public notices.

Reserve List

3.17 Following a contested election, a reserve list shall be compiled consisting of candidates who were not elected but received votes. The list shall be ordered by the number of votes received, from highest to lowest. Should any 2 candidates receive the same number of votes, then a draw of lots would be used to determine priority on the list.

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3.18 Only candidates who meet the eligibility criteria for election and, who were not elected due to insufficient votes, shall be included. Candidates must have indicated their willingness to be considered for future vacancies at the time of nomination or election.

3.19 In the event of a vacancy arising during the council's term, the Community Council may invite the next eligible candidate on the reserve list to fill the vacancy. If the candidate accepts, they shall be appointed without the need for a by-election or co-option. If the candidate declines or is no longer eligible, the next candidate on the list shall be approached.

3.20 The reserve list shall remain valid until the next scheduled election. The list shall be maintained by the Returning Officer. The reserve list shall be published alongside election results and made available on South Ayrshire Councils website, social media, and public notices.

3.21 The reserve list is void when it is exhausted or no candidate accepts the invitation, in which case, the vacancy shall be filled in accordance with a Co-option or an interim election as appropriate.

4. CO-OPTION - FILLING OF VACANCIES BETWEEN ELECTIONS

4.1 Vacancies on a Community Council may arise in the following circumstances:

a. when an elected Community Council member submits his/her resignation;

b. when an elected Community Council member ceases to be registered on the electoral register within the Community Council area;

c. when a Community Councillor is elected as a Local Councillor, MSP, or MP;

d. due to unreasonable non-attendance by a Community Councillor at scheduled Community Council meetings for a period of six months (Scheme 2.12).

4.2 Should a vacancy or vacancies arise on a Community Council between elections, it shall be a requirement that the Community Council in consultation with the Returning Officer shall firstly attempt to fill the vacancy using the Reserve list under Scheme 3.21. Where this fails, filling a vacancy can be undertaken through the co-option process. However, should circumstances arise that lead to the number of elected Community Councillors falling below **HALF** of the maximum permitted membership, the local authority shall be informed and shall undertake arrangements for an interim election to be held.

Co-option to Community Councils

4.3 Where the Reserve list is void, a person may be Co-opted onto a Community Council to fill vacancies that arise. Vacancies will first be advertised publicly, inviting expressions of interest.

4.4 Interested individuals will be required to complete a nomination form which will be passed to South Ayrshire Council for the appropriate checks to be carried out. They must also be eligible for membership of the Community Council as detailed in Section 2 of the Scheme to be considered as Co-opted members.

.

4.5 Thereafter the Community Council will consider the application at the next Community Council meeting. If the Community Council agrees by a two-thirds majority of those members present and voting, to invite the person to fill the vacancy the nomination of the person must be proposed, seconded and minuted. A copy of the completed nomination should be submitted to South Ayrshire Council.

4.6 If there are more eligible applications than there are vacancies, a draw by lot must take place. The appointed officer, or in his/her absence someone other than a full member of the Community Council, should place all the individual names in an open container and draw out names until the number of vacancies existing have all been filled. Names drawn after the vacancies have been filled will be placed on a reserve list in an order of priority based on the draw.

4.7 Interested individuals not co-opted immediately may, subject to their consent, be placed on a co-option reserve list, valid for a period of up to 12 months. Should a vacancy arise during this period, the Community Council may invite the individuals in order of priority on the reserve list to be considered for co-option.

4,8 All co-option decisions, including the creation and use of a reserve list, shall be recorded in the minutes of the meeting. Interested individuals on the reserve list must be informed of their status and the duration of the list's validity.

4.9 Co-opted Community Councillors:

a. counts towards the quorum;
b. has voting rights, with the exception of voting on co-option of new members;
c. may hold office, except for Chair or Treasurer.

4.10 The number of co-opted members should not exceed a third of the current elected Community Council Membership. Should the ratio become greater due to any circumstances, South Ayrshire Council shall be informed and may determine arrangements thereafter for a by-election, where appropriate.

4.11 After 12 months from the date of their co-option to the Community Council, the co-opted member will become a full member with the same rights and this full member will no longer be counted within the ratio of co-opted members.

4.12 Where a Community Council has sub-areas and there is a vacancy in a sub-area, a co-opted member to fill that vacancy must come from the sub-area.

4.13 In the event of there being more nominations than the number of vacancies, a draw by lot must take place. The appointed Officer, or in his/her absence, someone other than a full member of the Community Council, should place all the individual names in an open container and draw out names until the number of vacancies existing have all been filled.

4.14 Co-optees who fill vacancies should have their names (only) published for transparency within the community for a period of at least 21 days.

5. RESIGNATIONS

5.1 Subject to Scheme 5.5, resignations of members must be submitted in writing by hard copy or by email to the Chair, stating the effective date of resignation. The effective date of resignation must not be retrospective.

5.2 If the Chair resigns, then they should notify the Vice-Chair and Secretary in the same manner.

5.3 Any notification of resignation received should be acknowledged by the recipient within 7 days or at the next scheduled Community Council meeting-whichever occurs first.

5.4 A copy of the resignation should be forwarded to South Ayrshire Senior Communities Officer to allow records to be updated.

5.5 If a resignation is made during a Community Council meeting and no written resignation is then submitted, if the resignation has been witnessed by the remainder of the members present at the meeting, then once formally minuted, the resignation will stand.

6. TERMS OF OFFICE OF COMMUNITY COUNCILLORS

6.1 Each Community Council shall hold 'Full' elections whereby all Community Councillors demit office and stand for re-election across their boundary area every 4 years in January-March.

6.2 Community Councillors elected during 'Full' elections are eligible to hold their position for the 4-year period until the next 'Full' election if they continue to conform to the requirements of this Scheme.

6.3 Community Councillors appointed as office bearers shall hold office for a period of 1 year and, at the AGM all office bearers shall stand down and they shall be eligible for re-election to hold office.

6.4 An individual may only hold one role within a Community Council at any given time either as a Community Councillor, a Co-opted member an Ex-Officio member or an Associated Member. Upon accepting a new role, the individual must resign from any previously held membership.

6.5 Community Councillors must continue to meet all eligibility criteria throughout their term of office.

7. MEETINGS

7.1 All meetings of the Community Council are open to members of the public. However, the Community Council shall retain the right to discuss items of business in private where it considers it appropriate to do so.

7.2 Notices for Community Council meetings will be published at least 7 working days before the meeting and will include the date, time, and location. Agendas and draft minutes will also be made available to members and the public within the Community Council area during this time.

7.3 The first meeting of each Community Council following, the four yearly Full Election, shall be convened by a representative of South Ayrshire Council (usually the Link Officer) or an Elected Member within 30 days from 1st April. The business of that meeting will include adoption of a Constitution and Standing Orders, appointment of office bearers and any outstanding business matters from the outgoing Community Council.

7.4 In addition to ordinary meetings of the Community Council; an Annual General Meeting (AGM) shall be held in April/May of each year. Including the Annual General Meeting (AGM), the Community Council shall meet no less than 7 times throughout the year.

7.5 Minutes of the meeting and details of any decisions taken must be recorded, in writing, in the usual way and approved version made publicly available. Full and approved copies of minutes and associated papers should be forwarded electronically to South Ayrshire Council within 14 days from the date of the meeting which approved them as a true record.

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Video or audio recording of meetings can only take place with the clear consent of all present, such consent to be recorded in the written minutes.

7.6 In instances of private discussions being held in whole or in part within a Community Council meeting, Community Councils must take recognition of the limitations within the GDPR regulations and acknowledge that an approved redacted minute may be made accessible to the public if appropriate; South Ayrshire Council reserves the right of access to a full and redacted copy of all minutes; of all present, such consent to be recorded in the written minutes.

Hybrid Meetings

7.7 Community Councils may decide to take an in-person, online or hybrid approach to their meetings, and the platform to be used for any meeting is for the Community Council to decide.

7.8 Virtual or hybrid meetings should include members of the public where this can be accommodated.

7.9 Whether or not they are able to attend, proper provision must be made to afford members of the public the opportunity to address the Community Council.

7.10 An Agenda for the meeting shall be published in the usual way and all members of the Community Council and members of the public invited, in advance, to submit comments on any Agenda item to the Community Council's generic email address or by other appropriate means; such views to be considered by the members dealing with the items of business. Comments may also be submitted during the meeting itself, but the ability to receive comments in advance will assist the Community Council in managing a remote meeting.

7.11 Minutes of the meeting and details of any decisions taken must be recorded, in writing, in the usual way and the approved version made publicly available. Video or audio recording of meetings can only take place with the clear consent of all present, such consent to be recorded in the written minutes.

Quorum at Meetings

7.12 The quorum for Community Council meetings shall be one third of the current voting membership of a Community Council (rounded up to next whole number), or 3 voting members, whichever is the greater.

Special Meetings

7.13 A Special Meeting, no more than 4 per annum, may be called by a simple majority of the total voting membership present and eligible to vote. See guidance for examples.

Sub-Committees

7.14 The Community Council may from time to time form sub-committees of at least two Community Councillors to consider specific matters.

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7.15 The details of the remit and delegated powers of any committee should be agreed by a simple majority of Community Councillors and recorded in the Community Council minutes as soon as is practicable.

8. FINANCES

8.1 The financial year of each Community Council shall be provided for in the Constitution of each Community Council and shall be from 1st April to 31st March in each succeeding year to allow for the proper submission of an independently examined statement of accounts to the Community Council's annual general meeting on a specified date in April or May,

8.2 The administrative grant annual accounts of each Community Council shall be independently examined by at least one examiner appointed by the Community Council, who is not a member of the Community Council.

8.3 The Independent Examiner of the Community Council's accounts shall not be a relative of a member either by birth or marriage, nor in a relationship with or live in the same address.

8.4 Community Councillors who are bank account signatories may not be directly related by birth, marriage, civil contract, or co-habitation etc.

Annual Account of Administration Allowance

8.5 South Ayrshire Council will make an initial allowance for administration, to each Community Council within its area, based on the electorate of each Community Council on the following basis. The initial allowance will be awarded at Inauguration and each Community Council will receive a top up allowance thereafter – which will be based on **approved** expenditure for the previous year.

Electorate	Initial Allowance
up to 2,000	£600
between 2,001 and 3,500	£650
greater than 3,501	£800

8.6 Administration allowances shall be for Community Council administration only and/or promotion purposes only and shall not be expended on any other purpose. All decisions in relation to the expenditure of the administration allowance should be minuted.

8.7 The administration allowance is available to cover the cost in administering Community Council business which includes:

- Advertising/general publicity and promotional activities
- Accommodation/lets
- Auditors fees
- Consultation with the community
- Data protection registration (ICO)
- IT software/hardware/website construction and maintenance
- Photocopying/printing
- Stationery

- Postage
- Production and circulation of minutes, agenda and annual reports
- Subscriptions
- Telephone costs/ISP costs/ Internet Service Provider
- Travel costs
- Expenses for attending ceremonies
- Subsistence
- Purchase of a Wreath
- Donations to Groups (max £150)
- Honorarium

8.8 Payment of the allowance will be made in accordance with a procedure determined by South Ayrshire Council. The following needs be submitted:

a. Grant Application Form;
b. up to date Bank Statement;
c. copy of ICO Certificate;
d. copy of Zurich Insurance Certificate;
e. must have carried out a minimum of 6 Quorate meetings and have supplied to South Ayrshire Council minutes for all meetings held;
f. a copy of the Community Council's Independently audited accounts;
g. completed and returned the self-evaluation (RAG Analysis).

8.9 Each Community Council shall appoint a competent Independent Examiner annually (at the AGM) to examine the Community Council's accounts who may charge a reasonable fee for their services.

8.10 The accounts are required to be forwarded immediately, following their approval at the Community Council's Annual General Meeting in April/May, of each year.

8.11 South Ayrshire Council may, at its discretion and in consultation with the South Ayrshire Council's Chief Internal Auditor, in circumstances of unclear and/or substantial financial transactions, require the Community Council to produce records such as vouchers; receipts; account books for example to undertake a full audit of the accounts.

8.12 Community Councillors should be eligible to receive from their Community Council travel and reasonable out of pocket expenses which have previously been agreed by the collective membership.

Other Grants and Assets

8.13 Community Councils who identify projects or other purposes consistent with its functions are free to apply for grants from external funding bodies and other South Ayrshire Council Departments (when funds are available). Any payments from South Ayrshire Council Departments will be made in accordance with the procedure determined by the Council.

8.14 An inventory should be kept of all assets owned by the Community Council.

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9. OTHER SUPPORT FOR COMMUNITY COUNCILS

9.1 South Ayrshire Council will provide each Community Council with a maximum of 13 "lets of premises" per year for the purpose of conducting their meetings. These "lets" will be provided in South Ayrshire Council properties wherever practicable, within the boundary of the Community Council area. Where South Ayrshire Council does not own suitable properties in a Community Council area, reasonable expenses for the hiring of a hall or other meeting place will be re-imbursed to Community Councils by South Ayrshire Council.

Training

9.2 South Ayrshire Council will endeavour to provide further assistance through online training, Link Officer support, conferences, and online information to enhance personal development.

Insurance

9.3 Insurance is required for a Community Council to be operational. All Community Councils should arrange their own insurance through the South Ayrshire Council approved provider. Community Councils must renew their policy and send proof of payment to South Ayrshire Council for reimbursement of the base expense. It is the responsibility of each Community Council to ensure that their contact details are up to date with the Insurance provider.

9.4 It is also the Community Councils responsibility to inform the Insurance provider of any activity that may be out with the regular scope of the policy. Costs above this which relate to additional activities should be met by the individual Community Council.

9.5 Where Community Councils own property or equipment, it is advisable that Community Councils have their own appropriate insurance cover.

Community Councils Registration with Information Commissioners Office (ICO)

9.6 Under the Data Protection (Charges and Information) Regulations 2018, individuals and organisation that process personal data need to pay a fee to the ICO. Every year each of our Community Councils must register and pay a fee to the ICO which can be claimed back thought the Administration Allowance.

10. COMPLIANCE

Supported Status

10.1 Where the number of Community Council members falls below the minimum number of members for a Community Council to remain established, as determined by Scheme Clause 2.7, the Senior Communities Officer, Thriving Communities will initiate the process for the Community Council to go into supported status provided they consult with the Community Council. The Service Lead, Thriving Communities, will determine whether supported status will be implemented.

10.2 In any other circumstances, the Senior Communities Officer, after reasonable consideration, and after consultation with the Team Leader, Thriving Communities, may determine that the Community Council is not complying with the requirements of the Scheme and will initiate the process for the Community Council to go into supported status. The Service Lead will determine whether supported status will be implemented.

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10.3 When in supported status, the Community Council will become a steering group whose main task will be to consider matters and act as is necessary to ensure that the Community Council will, in the future, be able to comply with the requirements of the Scheme and continue with any live projects with support from the Senior Communities Officer.

10.4 Appropriate support costs, e.g. meeting venues, may be eligible for consideration of financial assistance from South Ayrshire Council.

10.5 In order for a Community Council to be in supported status, the Service Lead will give written notification of supported status to the Community Council stating the reasons and that the Community Council would be in supported status from the date of the written notification for a period of up to six months.

10.6 An initial decision on supported status can be appealed in writing to the Chief Governance Officer of South Ayrshire Council within 14 days of the decision being notified to the Community Council (the initial notification and any appeal should be in writing, in the form of a dated formal email and/or letter).

10.7 Any decision taken on an appeal by the Chief Governance Officer should be made available within 28 days of the dated receipt of said appeal. An appeal which is upheld can conclude with the Community Council's previous status being re-instated.

10.8 Following an appeal not upheld, or not submitted within the 14-day timeline of an initial decision, the Community Council will revert to the status of a steering group.

10.9 Upon the steering group satisfying the Service Lead that the Community Council would be able to comply with the requirements of the Scheme, then the reinstatement to full Community Council status will be granted in writing from the Service Lead.

10.10 If the steering group are demonstrating insufficient progress towards satisfying the Service Lead that the Community Council will be able to comply with the requirements of the Scheme, then the period of supported status can be extended by an additional three months to enable further progress to satisfy the Service Lead that reinstatement to full Community Council status could be achieved.

10.11 If the steering group is unable to satisfy the Service Lead that the Community Council will be able to comply with the requirements of the Scheme within the nine-month period, the Service Lead may determine dissolution of the Community Council.

See Appendix 5 for full details on Supported Status

11. DISSOLUTION OF A COMMUNITY COUNCIL

11.1 Representations and/or decisions concerning dissolution of a Community Council should be considered as a last resort. In accordance with the Scheme, reasonable efforts should be taken to engage every Community Council member in identifying and considering alternatives to dissolution.

11.2 Dissolution of a Community Council (except for voluntary dissolution as detailed below) can take place following supported status made in terms of Scheme Clause 10.11 above. Where, after a reasonable time, a Community Council remains unable to conform with the Scheme,

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a recommendation may be made by the Assistant Director Communities and Transformation to the Council of South Ayrshire Council to dissolve the Community Council.

11.3 Prior to such a recommendation being made to the Council of South Ayrshire Council, the Community Council will be advised in writing and given 14 days from the date of the notification to make written representation to the Chief Governance Officer of South Ayrshire Council, as to why such a recommendation should not be made.

11.4 Where no such representation is received within 14 days, or where having considered such representation, the Chief Governance Officer confirms said recommendation, a report recommending dissolution of the Community Council shall be submitted to the Council of South Ayrshire Council in line with Scheme 11.2.

11.5 The Council of South Ayrshire Council shall consider the above report and may decide to either follow the recommendation and dissolve the Community Council or it may decide to re-instate the Community Council. In event of either decision, the Community Council will be deemed to have been dissolved or re-instated with immediate effect

11.6 The dissolution will be intimated by South Ayrshire Council, by giving appropriate public notice, including on the South Ayrshire Council Community Council web page.

11.7 Where South Ayrshire Council has reasonable grounds to believe that a Community Council has been 'abandoned', and is no longer functioning, then the Service Lead will notify the Assistant Director of Communities and Transformation. Depending on the circumstances the Assistant Director may report the matter to the Council of South Ayrshire Council and issue appropriate public notice.

11.8 Where, for any reason, the number of Community Council members falls below the minimum number of members for a Community Council to remain established, South Ayrshire Council Service Lead will put the Community Council into supported status and may recommend to the Assistant Director of Communities and Transformation the subsequent dissolution of the Community Council.

11.9 In the event of the dissolution of a Community Council, all assets shall transfer to South Ayrshire Council, which shall hold these for a period of one year to ascertain whether a future Community Council becomes established in that area. Following this period, all assets will be subsumed into South Ayrshire Council.

Voluntary Dissolution by Resolution of the Community Council

11.10 If the Community Council, by a two-thirds majority of the present and voting membership and present at the meeting, decides that it necessary or advisable to dissolve the Community Council, it shall agree a date for a Special Meeting to discuss the proposal to dissolve.

11.11 It is a requirement that at least 7 days' notice is given prior to the date of such a Special Meeting. With public notices located in appropriate local venues and/or websites or other social media.

11.12 If the proposal is supported by a two thirds majority of those voting members present at the Special Meeting, the Community Council shall be deemed to be dissolved with immediate effect, and the decision is subsequently notified to South Ayrshire Council within 7 days.

11.13 In the event of the dissolution or voluntary dissolution of a Community Council, all assets shall transfer to South Ayrshire Council, which shall hold these for a period of one year to ascertain whether a future Community Council becomes established in that area. Following this period, all assets will be subsumed into South Ayrshire Council.

11.14 In the event of the dissolution of a Community Council, within 10 working days (or such time agreed by the Senior Communities Officer), the former office bearers of the Community Council must:

- Deliver all papers, minute books and digital information to the Senior Communities Officer;
- Transfer all funds to the Council either by cheque (where no online banking is used) or electronically (Council bank details will be provided);
- Close the bank account(s); and
- Close any Community Council social media accounts.

11.15 After dissolution of the Community Council, the former members must not engage in or use any media or social media purporting to be representative of the Community Council.

11.16 In the event of a Community Council being dissolved, a new Community Council can be established after 6 months and in line with the process.

12. COMPLAINTS

Complaints about Community Councils and Community Councillors must relate to alleged breach of this Scheme and the Code of Conduct for Community Councillors. Such complaints must be dealt with in accordance with Appendix 6 on Community Council Complaint Procedure.

See Appendix 6 for full details on Community Council Complaints

13. EQUAL OPPORTUNITIES

13.1 Recognition should be given to the contribution of everyone participating in the work of the Community Council.

13.2 South Ayrshire Council further acknowledges that Community Councillors are volunteers who give up their own time to undertake the work of Community Councils.

13.3 Community Councils must comply with the Equal Opportunities legislation and ensure that equality of opportunity be given to every participant to have their knowledge, opinion, skill, and experience considered.

14. DATA PROTECTION – GDPR

14.1 South Ayrshire Council handle your information following the GDPR guidelines. A copy of the South Ayrshire Council privacy notice for Community Councils and an example privacy notice for Community Councils to adopt can be provided.

14.2 Community Councils should familiarise themselves with GDPR regulations to ensure that they comply with regulations when handling information regarding members etc.

Information Commissioner Office (ICO)

14.3 Under the Data Protection (Charges and Information) Regulations 2018, individuals and organisation that process personal data need to pay a fee to the ICO. Every year each of our Community Councils must register and pay a fee to the ICO which can be claimed back thought the Administration Allowance.

15. ALTERATIONS TO THE CONSTITUTION

15.1 Any proposal by the Community Council to amend its Constitution must be first considered and minuted at a meeting of the Community Council before representation is made to South Ayrshire Council.

15.2 Any proposal to alter its Constitution must be delivered in writing to the Secretary of the Community Council not less than twenty-eight days prior to the date of the meeting at which it is first to be considered. The terms of the proposed resolution to alter the Constitution shall be highlighted and stated on the notice calling the meeting.

15.3 If the resolution is supported by two-thirds of the elected membership of the Community Council and is approved (ratified), in writing, by South Ayrshire Council or its appointed officer, the alteration shall be deemed to have been duly authorised.

15.4 All proposed or actual alterations will require to conform to the Scheme.

15.5 The authorised amendment to the Constitution shall be stated on the 7-day notice calling the next meeting.

16. ACTIVITIES OF POLITICAL NATURE

16.1 Community Councils must always act in a politically neutral way. They must not engage in any activity that could be construed as supporting a particular political party or candidate. Community Council facilities and resources must not be used in support of a political party or candidate.

16.2 When acting in their role as Community Councillors, Community Council members must ensure that they do not engage in activities that may be considered to be of a party-political nature, at any time.

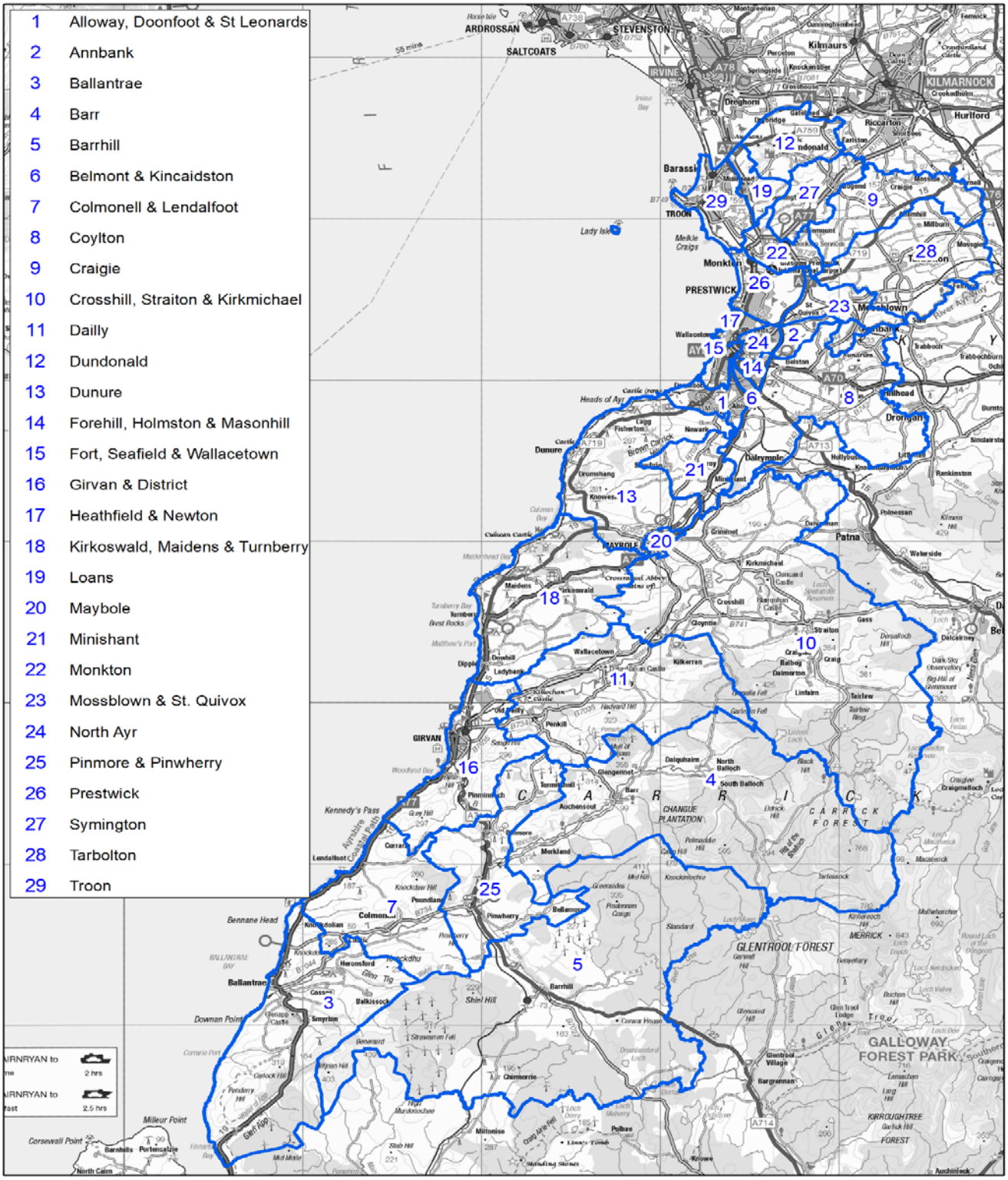
16.3 When acting in a private capacity, Community Councillors are free to undertake political activities. However, to ensure there is no risk of ambiguity and confusion on the part of the general public, Community Council members, who are also prospective political candidates, may wish to consider requesting a leave of absence from the Community Council.

17. GOOD PRACTICE GUIDANCE

17.1 This Scheme can be read in conjunction with the Good Practice Guidance for Community Councils which provides additional information to assist Community Councils with interpretation of the Scheme. The Guidance document is subject to ongoing internal review by the Council.

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APPENDIX 1



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This Appendix forms part of the core Governance arrangements for Community Councils in South Ayrshire

APPENDIX 2

South Ayrshire Council

Constitution for Community Councils

[Name of individual Community Council]

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This Appendix forms part of the core Governance arrangements for Community Councils in South Ayrshire

1. Name

The name of the Community Council shall be [insert name] Community Council, which will subsequently be referred to as “the Community Council” in this Constitution.

2. Area of the Community Council

The area of the COMMUNITY COUNCIL shall be as shown on the map attached to the local authority’s Scheme for Establishment of Community Councils.

3. Objectives

The objectives of the Community Council shall be to:

(a) to ascertain, co-ordinate and reflect the views of the community which it represents, to liaise with other community groups within the area, and to fairly express the diversity of opinions and outlooks of the people;

(b) to express the views of the community to the local authority for the area to public authorities and other organisations;

(c) to take such action in the interests of the community as appears to it to be desirable and practicable;

(d) to promote the well-being of the community and to foster community spirit;

(e) to be a means whereby the people of the area shall be able to voice their opinions on any matter affecting their lives, their welfare, their environment, its development and amenity.

4. Role and Responsibilities

In the discharge of their functions and the conduct of their business, the Community Council and its membership shall have regard to their role and responsibilities as set out in the Scheme for Establishment of Community Councils, approved by the local authority and the Community Councillors’ Code of Conduct.

5. Membership

The COMMUNITY COUNCIL’S membership is as governed by Clause 2 of the Scheme for Establishment of Community Councils and as determined from time to time by the local authority.

6. Equality and Diversity

It shall be the duty of every Community Council to ensure that its general responsibilities and activities are carried out fully in accordance with current Equalities legislation.

7. GDPR 2018

It is the duty of every Community Council to comply with the General Data Protection Act (GDPR) 2018.

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8. Method of Election

Election procedures are governed by Clause 3 of the Scheme for Establishment of Community Councils.

9. Vacancies on the Community Council

(a) Where a vacancy arises, the Community Councillors can agree to fill the vacancy in accordance with Scheme Clause 4 relating to Co-option. South Ayrshire Council requires to be notified if the membership falls below half.

(b) The ratification of appointments of Co-opted members to fill the vacancy/vacancies rests wholly with the existing constituted membership, although the validation of nomination forms rests with South Ayrshire Council.

10. Associate Members

An associate member does not require to reside within the Community Council area and may serve for a fixed period as determined by the Community Council or for the term of office of the Community Council that has appointed them.

11. Voting Rights of Members of the Community Council

(a) The right to vote at any meeting of the Community Council or any committee thereof shall be held by all Community Councillors whether elected or co-opted, but not by Ex-Officio members or Associate members.

(b) Although all Community Councillors hold the right to vote; a recommended approach to decision-making is working together to support Community Council's to make decisions based upon reaching a consensus.

(c) Notwithstanding, and with the exception of instances relating to clauses of this Constitution, all decisions of the Community Council, which may require a vote, will be decided by a simple majority of those present and eligible to vote. **There is no provision for proxy votes.**

(d) In the event of a vote of the Community Councillors that results in a majority not being achieved, the Chair shall have a casting vote.

12. Election of Office-Bearers

(a) In April/May of each year, as part of the Annual General Meeting, the Community Council shall elect a Chair, Secretary and Treasurer and other such office-bearers as it may decide necessary e.g. Vice-chair, Minute Secretary, as well as a Planning and Licencing contact.

(b) All office-bearers shall be elected for one year, but shall be eligible for re-election, without limitation of time.

(c) Every effort should be made to appoint one person to each position; however, it is permissible for one person to hold more than one office if necessary (e.g Secretary/Treasurer).

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13. Sub-Groups of the Community Council

The Community Council may appoint Community Councillors to sub-groups of the Community Council and shall determine their composition, terms of reference, duration, duties, and powers.

14. Meetings of the Community Council

(a) The Community Council shall abide by the Scheme, Code of Conduct and Standing Orders to ensure the proper conduct of its meetings.

(b) The quorum for Community Council meetings shall be at least one third of the current eligible voting membership, or 3 eligible voting members, whichever is the greater.

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(c) In April/May of each year the Community Council shall convene an Annual General Meeting (AGM) for the purpose of receiving and considering the Chair's annual report on the Community Council, the submission and approval of the independently examined annual statement of accounts and the appointment of office bearers.

(d) Including the Annual General Meeting (AGM), the Community Council shall meet no less than 7 times throughout the year.

(e) Dates, times, and venues of regular meetings of the Community Council should be identified at the first meeting of the Community Council following the Annual General Meeting (AGM) and/or elections. Meeting arrangements can be subject to review by the Community Council periodically thereafter but no later than at the following year's AGM.

(f) South Ayrshire Council has the discretion to call a meeting of the Community Council at any time.

(g) Copies of all minutes of meetings of the Community Council and of sub-groups thereof shall be approved at the next meeting of the Community Council.

(h) A draft minute shall be circulated at least 7 days prior to its next meeting, to Community Council members, other appropriate parties, and South Ayrshire Council Senior Communities Officer for Community Councils.

(i) An approved minute will be forwarded to South Ayrshire Council within 14 days of the date of the meeting.

(i) The Community Council has a duty to be responsive to the community it represents. Should the Community Council receive a written request (petition), signed by at least 20 persons resident within the Community Council area to convene a special meeting for a particular matter or matters to be debated, it shall call such a meeting within 14 days of receipt of such a request and advertise it in the manner prescribed locally for special meetings called by the Community Council.

(j) Special Meetings shall require at least 7 days public notice and the wording of the motion calling the meeting should be set out on the agenda.

(k) All meetings of the Community Council are open to members of the public. However, the Community Council shall retain the right to discuss items of business in private where it considers it appropriate to do so e.g. internal Governance matters, complaints, etc.

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15. Public participation in the work of the Community Council

(a) All meetings of the Community Council and its committees shall be open to members of the public. Proper provision is to be made for the accommodation of members of the public and the opportunity should be afforded at each meeting to permit members of the public to address the Community Council under the guidance of the Chair.

(b) Notices calling meetings of the Community Council and its committees shall be posted prominently within the Community Council area for a minimum period of 7 days before the date of any such meeting, and, where possible, be advertised by other suitable means including Community Council or local authority websites and social media channels where available.

16. Information to South Ayrshire Council

(a) South Ayrshire Council shall be sent minutes of all meetings; the annual chair's report; the Independently Examined Statement of Accounts and any other information, as may reasonably be required by South Ayrshire Council.

(b) When Special Meetings of the Community Council are to be held, South Ayrshire Council should be advised of the date, time, venue, and subject(s) of debate at such meetings 7 days in advance of the meeting date.

(c) In relation to the Special Meeting at 15(b) above; South Ayrshire Council may appoint an officer to act as the principal point of contact for matters relating to the Community Council if required.

17. Control of Finance

(a) The Treasurer shall keep proper accounts of the finances of the Community Council.

(b) All monies raised by or on behalf of the Community Council or provided by the local authority and other sources shall be applied to further the objectives of the Community Council and for no other purpose. The monies provided by the local authority in the annual Administrative Grant for administrative and other approved purposes shall be used only as prescribed. Monies raised from other sources may be used in accordance with the terms of this provision (so long as they are consistent with the objectives of the Community Council), or in the absence of such terms, for the furtherance of the objectives of the Community Council.

(c) Any two of the three authorised signatories, who need not be office-bearers of the Community Council, may sign cheques on behalf of the Community Council; the Treasurer should assume one of the three authorised signatory roles. Authorised signatories may not be related by birth, marriage, civil contract, or co-habitation.

(d) A statement of accounts for the last financial year, examined by a competent independent examiner appointed by the Community Council, who are not members of the Community Council, shall be submitted to the April/May Annual General Meeting of the Community Council and shall be available for inspection.

(e) The financial year of the Community Council shall be from 1 April in any year until 31 March in the succeeding year. An independently examined statement of accounts as received and approved by the Community Council should be submitted to South Ayrshire Council following the Community Council's Annual General Meeting.

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18. Assets

Property and other assets belonging to the Community Council shall be vested in the Chair, Secretary and Treasurer of the Community Council and their successors in these respective offices.

19. Alterations to the Constitution

(a) Any proposal by the Community Council to alter this Constitution must be first considered by a meeting of the Community Council and the terms of the proposal to alter the Constitution shall be stated on the notice calling the meeting, which shall be issued not less than 7 days prior to the meeting. Any proposed alterations may not prejudice the terms and objectives contained within the Scheme for Establishment of Community Councils.

(b) If the proposal is supported by two-thirds of the total voting membership of the Community Council and is approved in writing by the local authority, the alteration shall be deemed to have been duly authorised and can then come into effect.

20. Supported Status and Dissolution

(a) Where for any reason it is deemed by South Ayrshire Council that a Community Council is not conforming to the Scheme, South Ayrshire Council can put the Community Council into supported status in terms of the Scheme Clause 10.

(b) If the Community Council, by a two-thirds majority of the total voting membership decides, at any time, that it is necessary or advisable to dissolve, it shall agree a date for a public meeting to be held to discuss the proposed resolution to dissolve. It is a requirement that not less than ten days prior to the date of such meeting a public notice be given by means of notification in the local newspaper as well as through Community Council and local authority websites and social media channels, where available. If the resolution is supported by a majority of those persons present and qualified to vote and is approved by the local authority, the Community Council shall be deemed to be dissolved and all assets remaining, subject to the approval of the local authority, after the satisfaction of any proper debts or liabilities shall transfer to the local authority who shall hold same in Trust for a future Community Council representing that area for 12 months.

(c) In the event that the Community Council is dissolved under the above procedure, and twenty or more electors subsequently wish the re- establishment of a Council for the area, these electors shall submit a requisition to the local authority in accordance with Section 52(7) of the Local Government (Scotland) Act 1973, on receipt of which the Returning Officer shall arrange for elections to be held in accordance with the Scheme for Establishment of Community Councils.

(d) Where for any reason, the number of Community Council members falls below the minimum specified in the Scheme for Establishment of Community Councils the local authority may, by suspending the Constitution of the Community Council, cause the Community Council to be dissolved and in this event, the procedures for the establishment of a new Community Council being those identified in the immediately preceding paragraph hereof, shall be initiated.

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21. Approval and adoption of the Constitution

(a) ***This Constitution was adopted by _(name)_____ Community Council on:***

- Date .....
- Chair (signature) .....
- Member (signature) .....
- Member (signature) .....

(b) ***and was approved on behalf of South Ayrshire Council on:***

- Date .....
- SAC Officer (signature) .....
- Print name .....

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APPENDIX 3

Comhairle Siorrachd Àir a Deas
Making a Difference Every Day

South Ayrshire Council

Code of Conduct for Community Councillors

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This Appendix forms part of the core Governance arrangements for Community Councils in South Ayrshire

CODE OF CONDUCT FOR COMMUNITY COUNCILLORS

The Code of Conduct for Community Councillors is largely based on the Code of Conduct for South Ayrshire Council councillors and relevant public bodies as provided for in:

- ***The Ethical Standards in Public Life etc. (Scotland) Act 2000***

Community Councillors, as elected representatives of their communities, have a responsibility to make sure that they are familiar with, and that their actions comply with, the principles set out in this Code of Conduct.

The Code of Conduct and its principles shall apply to all Community Councillors and those agreed and minuted as representing the Community Council. These principles are as follows:

1. ***Service to the Community (Public Service)***
2. ***Selflessness***
3. ***Integrity***
4. ***Objectivity***
5. ***Accountability and Stewardship***
6. ***Openness***
7. ***Honesty***
8. ***Leadership***

1. Service to the Community (*Public Service)*

As a Community Councillor you have a duty to act in the interests of the local community, which you have been elected or nominated to represent.

You also have a duty to act in accordance with the remit of South Ayrshire Council's Scheme for Establishment of Community Councils (2026) (the 'Scheme'), as set out by South Ayrshire Council under the terms of the Local Government (Scotland) Act 1973.

You have a duty to establish and reflect, through the Community Council, the views of the community, on any issue, irrespective of personal opinion.

You should ensure that you are, within reason, accessible to your local community and local residents.

Various mechanisms to enable the general community to express their views, i.e. suggestion boxes, community surveys, opinion polls should be made available where appropriate.

2. Selflessness

You have a duty to take decisions solely in terms of the interests of the community that you represent.

You must not use your position as a Community Councillor to gain financial, material, political or other personal benefit for yourself, family, or friends.

3. Integrity

You must not place yourself under any financial or other obligation to any individual or organisation that might reasonably be thought to influence you in your representation of your community.

If you have any such private and/or personal interest in a matter to be considered by the Community Council, you have a responsibility to declare this and if deemed necessary by other members, withdraw from discussions and the decision-making process regarding that matter.

You should not accept gifts or hospitality that may be seen to influence or be intended to influence your opinion or judgement. The offer and/or receipt of any gifts, regardless of form, should always be reported to and noted by the Secretary and Treasurer of the Community Council.

4. Objectivity

In all your decisions and opinions as a Community Councillor, you must endeavour to represent the overall views of your community, by taking account of information which is provided to you or is publicly available; assessing its merit and gathering information as appropriate; whilst laying aside personal opinions or preferences.

You may be appointed or nominated by your Community Council to serve as a member of another representative body. You should ensure that this Code of Conduct is observed when carrying out the duties of the other body.

You are free to have political and/or religious affiliations; however, you must ensure that you represent the interests of your community and Community Council and not the interests of a particular political party or other group.

5. Accountability and Stewardship

You are accountable for the decisions and actions that you take on behalf of your community through the Community Council. You must ensure that the Community Council uses its resources prudently and in accordance with the law.

Community Councillors will individually and collectively ensure that the business of the Community Council is conducted according to South Ayrshire Council's Scheme for Establishment of Community Councils and this Code of Conduct.

Community Councillors will individually and collectively ensure that annual accounts are produced showing the financial undertakings of the Community Council as set out in South Ayrshire Council's Scheme.

Community Councillors must also ensure that all resources are used efficiently, effectively, and fairly and are used strictly for the purposes of Community Council business and for no other purpose.

Draft minutes of meetings recording all actions and decisions made should be produced and circulated to all members of the Community Council as soon as possible after each meeting and no later than 7 days prior to the next meeting.

Any breach of the Council's Scheme for Establishment of Community Councils as set out by your local authority under the terms of the Local Government (Scotland) Act 1973 may be reported to your local authority to determine what action, if necessary, should be taken.

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6. Openness

You have a duty to be open about your decisions, actions, and representations, giving reasons for these where appropriate. You should be able to justify your decisions and be confident that you have not been unduly influenced by the views and/or opinions of others.

If you have dealings with the media, members of the public, or others not directly involved in your Community Council, you should ensure that an explicit distinction is made between the expression of your personal views and opinions from any views or statement made about or on behalf of the Community Council.

7. Honesty

You have a duty to act honestly. You also have an obligation to always work within the law. You must declare any private interest relating to your Community Council duties and take steps to resolve any conflicts arising in a way that protects the interest of the community and the Community Council.

Community Councillors must not bring themselves or their Community Council into disrepute through their actions, public discussions, or communications, including anonymous online activity or commentary that would otherwise breach this Code.

8. Leadership

You have a duty to promote and support the principles of this Code of Conduct by leadership and example, to maintain and strengthen the community's trust and confidence in the integrity of the Community Council and its members in representing the views and needs of the local area. You must also promote social inclusion and challenge discrimination in any form.

You should act to assist the Community Council, as far as possible, in the interest of the whole community that it serves. Where groups' concerns conflict with those of other groups or other areas you should help to ensure that the Community Council is aware of them.

9. Respect

You must respect fellow members of your Community Council and those that you represent, treating them with courtesy, respect and in a non-discriminatory manner always. This should extend to any person, regardless of their position, you have dealings within your capacity as a Community Councillor.

Recognition should be given to the contribution of everyone participating in the work of the Community Council. You must comply with Equal Opportunities legislation including the Equality Act 2010 and ensure that equality of opportunity be given to every participant to have their knowledge, opinion, skill, and experience considered.

You should ensure that confidential material, including details about individuals, is treated as such and that it is handled with dignity and discretion and is not used for personal, malicious, or corrupt purposes.

You must behave openly and honestly, treating fellow Community Councillors, ex-officio members, council officers, and community members in a positive, respectful, and non-discriminatory manner always, including at meetings and in online spaces.

Community Councillors must support and respect the roles of office bearers and refrain from undermining their confidence or authority. Personal attacks, ridicule, or conduct intended to

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humiliate others whether in person, during meetings, in correspondence, or on social media will be considered a serious breach of this Code.

Bullying or harassment is completely unacceptable and will be a breach of the Code.

Harassment is any unwelcome behaviour or conduct which has no legitimate purpose and which makes someone feel offended, humiliated, intimidated, frightened and/or uncomfortable. Harassment can be experienced directly or indirectly and can occur as an isolated incident or as a course of persistent behaviour.

Harassment can take the form of unwelcome physical contact; inappropriate remarks or questioning; intrusive questioning; and the sending of unwelcome emails, messages, or notes. This is by no means an exhaustive list.

Bullying is inappropriate and unwelcome behaviour which is offensive and intimidating, and which makes an individual or group feel undermined, humiliated, or insulted. It is the impact of the behaviour rather than the intent which is the key. Bullying can arise because of an individual misusing their power and can occur through all means of communication. Bullying can be a pattern of behaviour or a one-off serious incident that becomes objectionable or intimidating. This can include the unwelcome physical, verbal, or non-verbal conduct; intimidatory behaviour; disparaging, ridiculing or mocking comments and remarks; physical violence; deliberately excluding an individual from conversations or activities in which they have a right or legitimate expectation to participate. This list is not exhaustive.

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APPENDIX 4



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South Ayrshire Council

Standing Orders for Community Councils

This Appendix forms part of the core Governance arrangements for Community Councils in South Ayrshire Council

1. Meetings

(a) All meetings of Community Councils are open to members of the public subject to Clause 7.1 of the Scheme.
(b) The frequency of meetings will be determined by each Community Council, subject to Clause 7.4.
(c) Ordinary meetings of the Community Council should ideally be held on the same day in each of the months where a meeting is scheduled.
(d) The notice of ordinary and Annual General Meetings of the Community Council, featuring the date, time, and venue, shall be provided to each Community Council member and South Ayrshire Council by the Secretary of the Community Council, at least 7 days before the date of the meeting.
(e) Special Meetings may be called at any time under Clause 7.13 of the Scheme for Establishment of Community Councils.

2. Minutes

Minutes of the proceedings of a meeting of the Community Council shall be drawn up timeously and be distributed in accordance with the Community Councils Responsibility's Part e of the Scheme for Establishment of Community Councils and be submitted for approval to the next meeting of the Community Council.

3. Quorum

A quorum shall be one-third of the current voting membership of the Community Council, 3 voting members, whichever is the greater.

4. Order of Business

(a) Ordinary Meeting

Order of business at Ordinary meetings of the Community Council should include: -

(i) Recording of membership present and apologies received.
(ii) The minutes of the last meeting are submitted for approval.
(iii) Any Matters arising are addressed.
(iv) Correspondence
(v) Monthly Reports
(vi) Consideration of other agreed items of business as directed by the Chair
(vii) Any other competent business.
(viii) Questions from the floor.
(ix) Chair to declare date of next meeting and close meeting.

(b) Annual General Meeting

It will not be uncommon that the Community Council has arranged for an Ordinary meeting of the Community Council to begin at the close of the Annual General Meeting (AGM), to enable any outstanding reporting on business matters to be heard; and for Community Council members and members of the public to have an opportunity to bring matters to the attention of the Community Council, possibly for inclusion on a future agenda.

The AGM minutes should be presented to the next ordinary meeting of the Community Council following the AGM for the purposes of establishing accuracy and noting their availability to the public, although they remain in draft form until approved at the following year's AGM.

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The order of business at Annual General Meetings (AGM) of the Community Council shall be as follows:

(i) Record membership attendance and apologies received.
(ii) Approve the presented minutes of the last Annual General Meeting (AGM).
(iii) Chair's annual report (and questions from the floor).
(iv) Secretary's annual report (and questions from the floor).
(v) Treasurer's submission of balance sheet and Annual Accounts duly independently examined and certified correct (and questions from the floor).
(vi) Current office bearers step down.
(vi) Election of office bearers.
(vii) Confirm that the Constitution is signed and dated by the Chair and 2 other members of the Community Council (if there is a change to the Chair a new constitution needs to be signed and submitted to South Ayrshire Council).
(viii) Note the appointment of Associate Members.
(ix) Review the Inventory and Additional Resources (See Constitution Clause 18).
(x) Chair to declare that a date in April/May of following year will host the next AGM and close meeting.

(c) Special Meeting

The order of business at Special Meetings of the Community Council shall be as follows:

(i) Recording of membership present and apologies received.
(ii) Business for debate, as described in the calling notice for the special meeting.
(iii) Chair to close meeting.

4. Order of Debate

(a) The Chair shall decide the order of all questions, relevancy and competency arising at meetings of the Community Council and their ruling shall be final and shall not be open to discussion.
(b) The Chair shall also determine the order, relevancy, and competency of all questions from the public in attendance at meetings of the Community Council.
(c) The Chair in determining the order, relevance and competency of business and questions shall have regard to the importance of the issue to the community and ensure that the discussion and proceedings are conducted in such a manner that decisions are reached in a democratic manner.
(d) The Chair shall have the power, in the event of disorder arising at any meeting, to adjourn the Community Council meeting to the next scheduled meeting or another fixed time and/or date.
(e) In instances of the Chair's absence, the meeting should proceed through the Vice-Chair or other interim Chair as agreed by the members present.
(f) Every motion or amendment must be proposed by one member and seconded by another.
(g) After the Chair asks the person who proposed the motion to give their final reply, no one else should speak about the motion or any changes to it.
(h) A motion or amendment can't be withdrawn unless both the person who proposed it and the person who seconded it agree.
(i) A motion or amendment that reverses a previous Community Council decision cannot be considered again within six months unless new information or an error becomes available.

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5. Voting

(a) Voting shall be taken by a show of hands of those present and eligible to vote, with the exception that, at an annual general meeting, the election of office bearers may be held by secret ballot.

(b) The Chair may vote as an ordinary member and, in the event of a tie, will have a second casting vote.

(c) In instances of the Chair's absence, their casting vote is transferred to the Vice-Chair or other interim Chair, as previously agreed by the members present.

6. Alteration to Standing Orders

(a) A proposal to alter or add to these Standing Orders may be proposed to South Ayrshire Council at any time by the Community Council if notice of a motion to that effect is given at the meeting of the Community Council previous to that at which the motion is discussed.

(b) South Ayrshire Council shall have final discretion on any proposed change to these Standing Orders.

7. Sub-Groups

The Community Council may appoint sub-groups as it may from time to time decide and shall determine their composition, terms of reference, duration, duties, and powers.

8. Suspension of Standing Orders

These Standing Orders shall not be suspended except at a meeting at which two-thirds of the stated constituted membership number of Community Council members are present and then only if the proposer states the object of their motion and if two-thirds if the Community Council members present consent to such suspension.

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APPENDIX 5

south AYRSHIRE COUNCIL
Comhairle Siorrachd Àir a Deas
Making a Difference Every Day

South Ayrshire Council

Supported Status

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This Appendix forms part of the core Governance arrangements for Community Councils in South Ayrshire

Introduction

When a Community Council moves into supported status, it will be provided with:

- Reasons for its move to supported status.
- Confirmation of the period of supported status.
- Information about what they need to achieve by the Steering Group to reinstate Community Council status.
- Details on how they can appeal the decision.

What is a Steering Group?

- It is the remaining members of the Community Council (if it remains above the quorum of one third of the remaining membership of the Community Council or four members, whichever is the greater). The Steering Group will be supported by a South Ayrshire Council Officer as appropriate.
- If a steering group drops below the quorum for the Community Council, it will immediately be moved to dissolution and appropriate action will be taken by Service Lead, South Ayrshire Council.

What must the Steering Group do?

- Meet as a Group to rectify the issues that resulted in them being in supported status.

What can the Steering Group do?

- Continue with any live projects that were already in progress when the Community Council went into supported status with the support of the Senior Communities Officer (it should be noted that the insurance cover in place for Community Councils will remain operational whilst the Community Council is in supported status).
- Complete financial transactions agreed by the Community Council when it was operational.
- Take decisions on expenditure for the live projects ONLY.

What must the Steering Group not do?

- Undertake any work relating to the statutory functions of a Community Council planning, licensing, and other consultations.
- Agree any expenditure out with the live projects.
- Spend any funds unless they had approval prior to supported status.
- Send any correspondence in the name of the Community Council.
- Undertake any social media activity or update the website other than to inform the community of the status of the Steering Group, publish SG minutes or to promote the need for additional members.
- Apply for any funding for the Community Council.

Holding of Meetings

- Meetings should be held at least every six weeks.
- Meetings are for members of the Steering Group only and any supporting officers, but they would not be involved in any decisions.
- Notes of actions and decisions will be taken and circulated to members and made available for the community to have sight of.
- Agendas will be prepared and circulated by the Senior Communities Officer.

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- Meetings will be held in Council premises or online wherever possible to remove the need for expenses to be incurred.

Next Stage

- If, within the six-month period, the Steering Group satisfies the Service Lead that the Community Council will, in the future be able to comply with the requirement of the Scheme and have met the expectations set out when they went into supported status, then reinstatement of Community Council status will be granted by written notice from the Service lead.
- If the Steering Group has not managed to achieve the required outcomes within the six-month period, the Service Lead will review the progress made by the Steering Group.
- If the Service Lead considers that significant progress has been made, they may consider an extension of 3 months to the supported status period to allow the Steering Group to complete its work.
- If the Service Lead considers that little or no progress has been made, they may consider that it is appropriate to move to dissolution of the Community Council.

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APPENDIX 6



South Ayrshire Council

Community Councils Complaints Procedure

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COMPLAINTS PROCEDURE FOR COMMUNITY COUNCILS

NOTE: The importance of transparency of process whilst retaining the appropriate level of confidentiality must be noted and practiced by all Community Council members upon receipt of any complaint. A complaint against the collective membership of a Community Council may be considered appropriate to share with all members simultaneously, whereas a complaint against an individual member may be shared with that member only in the first instance, to provide them with time to reflect on the content of the complaint and to prepare an appropriate response, before the complaint is shared with the collective membership for discussion.

In any event, Community Councils may consider whether it would be appropriate to invoke Constitution Clause 14k when in receipt of a complaint and undertaking an appropriate procedure.

Complaints Procedure

This procedure is for making complaints against Community Councils or its members and can be used by Community Councillors, members of the public, organisations, or elected members.

1. What is a Community Council Complaint?

1.1 A complaint against a Community Council is an expression of dissatisfaction or concern relating to the actions of a Community Council or its members. This may be about the conduct; standard of service; actions or lack of action by a Community Council and/or its members. Complaints MUST relate to alleged breach of the Scheme of Establishment for Community Council or the Code of Conduct for Community Councillors.

1.2 A complaint is not:

- A dispute of a personal nature which does not involve the role as a Community Councillor.
- An issue that is in court or has already been heard by a court or a tribunal.
- A disagreement with a decision, where a statutory right of appeal exists.
- An attempt to reopen a previously concluded complaint or to have a complaint reconsidered, where a final decision has been reached.
- A disagreement with decisions of South Ayrshire Council or complaints regarding South Ayrshire Council services or officers.
- Involving a request for compensation on a decision the Community Council has made.

1.3 This list is not exhaustive. These issues cannot be dealt with and will not be progressed as complaints. Individuals will be redirected accordingly.

2. Who can complain?

2.1 Anyone who is affected by a Community Council can make a complaint. Sometimes an individual may be unable or reluctant to make a complaint on their own. Complaints brought by third parties will be accepted where personal consent has been given.

2.2 Individuals under 16 may complain themselves or can ask a trusted adult such as a parent, older brother or sister, or a guardian to complain on their behalf.

2.3 If an individual considers themselves to be a vulnerable adult they can complain directly, or they can ask a trusted person to complain on their behalf.

2.4 Anonymous complaints will not be accepted under this procedure. However, if the matter involves a sensitive issue, the Senior Communities Officer may permit the complainant's identity to be withheld in exceptional circumstances. In such cases, every effort will be made to maintain the confidentiality of both the complainant and the subject.

3. **What can I complain about?**

3.1 You can complain about things such as:

- Neglect by or contrary attitude of a Community Councillor when dealing with a Community Council issue which affects the local community,
- Breaches to the Code of Conduct for Community Councillors by Community Council members.
- Breaches to the Scheme for Establishment of Community Councils by Community Councils and/or their members,
- Financial irregularities and fraud of public funds held by the Community Council,
- Breaches of confidentiality, including data breaches,
- Misusing social media, email, or letters for the purpose of personal, political and/or financial gain,
- Bringing the Community Council into disrepute e.g. misrepresenting the views and interests of the local community.

3.2 This list is not exhaustive, and complaints may involve more than one thing.

4 Time limit for making complaints.

Complaints should be made within three (3) months of the incident occurring. Complaints involving issues that occurred later than this will not be dealt with, unless there are special circumstances for granting an extension. Any such circumstances will be considered on a case by case basis.

5 How do I complain?

5.1 All complaints relating to Community Councils and/or individual Community Councillors must be submitted in writing to the Senior Communities Officer at communitycouncils@south-ayrshire.gov.uk. Representations submitted elsewhere, including directly to Community Councils or other South Ayrshire Council officers, will not be formally considered as complaints.

5.2 All complaints should be made formally in writing, making clear:

(a) the complainant details, the nature of the complaint,
(b) the grounds which support it; and,
(c) including evidence which substantiates the grounds.
(d) what outcomes they are seeking.

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6. On receipt of a complaint

6.1 On receipt of a complaint the Senior Communities Officer will determine whether it is a valid complaint under this procedure (refer to paragraph 1 and 3) and if so, shall record the complaint and determine the next process.

6.2 The Senior Communities Officer shall by letter or email acknowledge receipt of the complaint as soon as possible and shall inform the Community Council or the Community Councillor of the complaint by providing them with a copy of the complaint.

6.3 The Senior Communities Officer must contact the complainant and the person being complained about to discuss the nature of the complaint to see if it is possible to resolve the complaint without progressing further.

6.4 Where more than one complaint is about the same incident or issue, they will be considered together. This may affect the timelines for dealing with the complaints and the complainant(s) will be notified if this is the case.

7. The Complaint Handling Process

7.1 The Procedure provides for a 2 stage complaints procedure for the resolution of complaints:

- Stage 1 Community Council Resolution
- Stage 2 Panel Hearing

7.2 The Senior Communities Officer will determine which procedure is appropriate on receipt of a complaint.

7.3 Stage 1 aims to provide a quicker, simple and straightforward way to resolve complaints directly with the relevant Community Council. Stage 2 allows for a more thorough investigation and an independent review by the Community Council Complaints Panel for cases that are more complex or serious.

7.4 Some complaints, while simple and straightforward will not be suitable to be handled by the Community Council themselves due to the involvement of office bearers. In such cases, the Senior Communities Officer will progress this to a stage 2 procedure.

Stage 1 Community Council Resolution

- Where the Senior Community Officer determines that the complaint is valid but involves minor issues, such as meeting administration errors, delays in responding to correspondence or minor breaches of standing orders or the code of conduct for Community Councillors, the Senior Communities Officer will direct such complaints to the office bearer of the Community Council concerned.

- Where the complaint is about an individual Community Councillor, they should be given the opportunity to present their accounts of events or address specific points raised in the complaints.

- The office bearers may decide that the appropriate course of action would be for the complaint to be tabled and resolved during a meeting of the Community Council.

The Community Council can invoke Scheme Clause 7.1 and Constitution Clause 14(k) which enables a Community Council to hold a meeting, or parts of a meeting, in private where it considers it appropriate to do so.

- Any member (including office bearers) directly involved in the complaint must withdraw themselves from discussion and decision-making to avoid conflict of interest or the appearance of bias. This includes leaving the room during discussions and not influencing others.

- If office bearers choose to resolve the complaint without a meeting of the Community Council, they must report on the decision and action taken at the next possible meeting.

- The Community Council shall seek to resolve the complaint and within 30 workings days, notify the complainant of the outcome of their complaint in writing.

- An accurate record of the decision reached and how the complaint was handled including a copy of the correspondence of the outcome which was sent to the complainant must be provided to the Senior Communities Officer.

- Where it has not been possible to resolve the complaint or the complainant is not satisfied with the outcome, they can request that the Senior Communities Officer progress their complaint to a Stage 2 procedure.

Stage 2 Panel Hearing

- Complaints handled under the Panel Hearing stage are typically complex and serious, involving issues such as fraud, harassment, breaches of law, systemic corruption or collective misconduct and would require detailed examination before an outcome can be reached. A thorough investigation must be carried out.

- The Senior Communities Officer will identify where the complaint is valid and relates to a Stage 2 procedure and advise the parties. They shall notify the Community Council or Community Councillor concerned and the complainant that they have up to seven (7) days to provide a written statement to support their position and that the written statements would form part of the information provided to the Complaints Panel,

- The complaint will be referred to a trained Panel of three (3) Community Councillors from within the pool of members. All written statements and information relating to the complaints from both parties will be supplied to the Panel for determination of the complaint.

- The Panel shall appoint a Chair and a note taker. The Panel must determine if they are able to resolve the complaint based on the information before them. If there is enough information, then the panel will make its decision and notify both parties.

- If the Panel are unable to decide and require additional information, then they must seek supporting information from both parties and any witnesses and if necessary, undertake interviews to aid the investigation of the complaint.

- Unless there are circumstances which may not make this possible, the Panel shall communicate their decision in writing within 40 working days of receipt of the written statement in support of the parties' position to the complainant, the Community

Councillor subject to the complaint and or the office bearers of the Community Council. Where it is not possible to meet this time limit, all parties must be notified of the circumstances.

- A record of the decision reached and how the complaint was handled including a copy of the correspondence of the outcome which was sent to the complainant shall be sent to the Senior Communities Officer.

- The decision by the panel will be the final decision in respect of the complaint. Any communication with the panel must be done via the Senior Communities Officer. No individuals email addresses will be given.

8. Extension to timelines

8.1 In exceptional circumstances, where there are clear and justifiable reasons for doing so, the Senior Communities Officer may determine that an extension to the timeline is required. Examples of when this may be appropriate include:

- individuals concerned being temporarily unavailable.
- essential accounts or statements, required to establish the circumstances of the case, are needed from individuals, but they cannot help because of long-term sickness or leave.
- where it is not possible to obtain further essential information within normal timescales.
- when operations are disrupted by unforeseen or unavoidable circumstances, for example severe weather conditions; and
- where multiple complaints submitted in relation to the same issue.

8.2 This list is not exhaustive. An extension to the timescale must be considered as soon as it becomes apparent that this is required. All parties will be informed if permission for an extension is given. The complainant shall be made aware of delays or complexities that may impact progress.

9. Possible Outcomes

9.1 **No Breach**: If the Community Council or Complaint Panel considers that there has been no breach, then it should provide reasons why this is the case.

9.2 **Breach:** Where a Breach has been determined, the possible sanctions that can be imposed include Censure with a requirement of Apology, Training (exact nature to be identified); Mentoring; Restriction of communication between parties (to be clearly specified); Written undertaking to behave within the Code of Conduct. **A decision to impose any of these sanctions must be with a simple majority.**

9.3 **Serious Breach**: Where it has been determined that a Serious Breach has occurred, the possible sanctions that can be imposed include Suspension for a set period up to six (6) months; Instruction to stand down from an Office Bearer position; Expulsion; Recommendation of Supported Status. **A decision to impose any of these sanctions must be a unanimous decision.**

FLOWCHART to be added once final approval is received

DRAFT

APPENDIX 7

Comhairle Siorrachd Àir a Deas
Making a Difference Every Day

South Ayrshire Council

Annual Self-Assessment
(RAG Analysis)
for Community Councils

CONSIDERED GOVERNANCE STATUS

- **RED** – 1 or more CORE ADMINISTRATION items remain outstanding.
- **AMBER** – All (6) CORE ADMINISTRATION items met; and
  Any 1 GOOD PRACTICE item being met.
- **GREEN** – All (6) CORE ADMINISTRATION items met; and
  evidence of 6 GOOD PRACTICE items being met; which must include the Annual Self-Assessment (RAG Analysis).
- **RAG Analysis should be completed each year. AMBER status is satisfactory; GREEN status Community Councils will be held up as MODELS of GOOD PRACTICE.**

This Appendix forms part of the core Governance arrangements for Community Councils in South Ayrshire

DRAFT

Name of Community Council SAC can complete

Year of Self Assessment SAC can complete

Date of meeting which discussed self assessment CC to complete

Considered RAG Status

Green □

Amber □

Red □

Completed by

(name - block Capital) CC to complete

(signature)

(position)

(date self assessment completed)

DRAFT

CORE ADMINISTRATION	MONITORING QUESTION	YES	NO	COMMENTS / EVIDENCE / CONCERNS
1. Constitution	Is there a signed Constitution held on file and by South Ayrshire Council?			SAC can complete
2. Minutes	Are all Community Council minutes from the last 2 years held on file by South Ayrshire Council?			SAC can complete
3. Annual General Meeting	Has an AGM been held in April/May of the most recent year?			SAC can complete
4. Finances	Have the most recently approved accounts been submitted to South Ayrshire Council?			SAC can complete
5. Treasurer Reports	Are regular financial reports presented at scheduled meetings?			SAC can complete
6. Chairperson's Report	Is a Chairperson's Report available from the most recent AGM?			SAC can complete

GOOD PRACTICE	MONITORING QUESTION	YES	NO	COMMENTS / EVIDENCE / CONCERNS
7. Elected Members' Reports	Do Elected Members' reports appear as regular/rolling agenda items?			SAC to answer (as per minutes)
8. Police Reports	Are Police reports available for regular/rolling agenda items?			SAC to answer (as per minutes)
9. Planning	Is Planning included or acknowledged as a regular/rolling agenda item?			SAC to answer (as per minutes)
10. Licensing	Is Licensing included or acknowledged as a regular/rolling agenda item?			SAC will populate for those that have one.
11. Email	Does the community council have a generic email?			SAC will populate for those that have one.
12. Website	Does the community council have a website?			SAC will populate for those that have one
13. Social Media	Does the community council have any social media pages			CC to answer
14. Online Training	Has all members completed the online training modules.			SAC to answer
15. Wider Participation	Does the community council liaise with other community groups?			CC to answer
16. Consultations	Have any consultations been conducted within the previous 12 months?			CC to answer
17. Local Vision	does the community council have a Local Vision or Mission Statement?			SAC will populate once we have the details from each CC

FOR OFFICIAL USE: Thriving Communities confirmation of RAG status:

Green ☐ **Amber** ☐ **Red** ☐

Relevant Officer: _____ Date: _____

DRAFT

Appendix 3

Consultation Mandate

The Consultation Mandate provides clarity for those involved in the consultation process. The following template should be used by those responsible for the development and delivery of the process. A well-constructed mandate ensures that everyone is clear about the purpose of the consultation.

Contact Name: _Jamie Tait_____
Contact Service: _Thriving Communities _____
Contact Email: __communitycouncils@south-ayrshire.gov.uk____

Stage 3 Consultation Open: **15th December 2025**
Final date for Stage 3 comments: **Sunday 18th January 2026**

Consultation Mandate	**Proposed Boundary Change Community Councils**
We…	South Ayrshire Council is undertaking the consultation regarding proposed updates and changes to current Scheme for Establishment of Community Councils and Guidance for Community Councils
need to hear the views of…	South Ayrshire Council are keen to hear the views of: • Local residents from across South Ayrshire • Community Councils • Community Groups and Organisations • Any person who may be directly or indirectly impacted by the proposed changes.
about…	On 6th March 2025 SAC Officers requested permission from SAC Full Council to carry out a consultation on the scheme. The first stage of consultation took place between 11th March - 6th May 2025 and involved both online and paper surveys. On 26th August 2025 Officers presented the findings to Cabinet. Cabinet approved the approaches set out by Officers to commence stage 2 of the consultation to take place between 8th September – 2nd November 2025. Findings from stage 2 consultation were presented on 11th December 2025 to Full Council along with the draft scheme.

so that…	A further consultation on the final draft scheme will commence on 15th December 2025 and close on Friday 18th January 2026 Following stage 3 of the consultation SAC officers will present the findings to SAC Full Council on 19th February 2026 to consider recommendations on the proposed final draft of the scheme. The consultation will include an online survey and paper copies will be available on request and from SAC libraries.
Can…	South Ayrshire Full Council will consider recommendations from SAC Officers on updates and changes to the scheme.
On / by…	Consultation Stage 3
so as to accomplish…	Allow officers to present recommendations on any suggested changes or updates to the Scheme.
Communications Team Support requested i.e. Social Media and Webmaster	Stage 3 consultation Open 15th December – 18th January 2026 Information will be shared by South Ayrshire Council Communications Team, Local Press and on Thriving Communities Web Page. Paper copies are available on request and in libraries.

Agenda Item No.8

South Ayrshire Council

Report by Depute Chief Executive and Director of Housing, Operations and Development to South Ayrshire Council of 11 December 2025

Subject: Asset Management Plan Update

---

1. Purpose

1.1 The purpose of this report is to update Members on the progress of the Council's Asset Management Plan (Land and Buildings).

2. Recommendation

2.1 It is recommended that the Council agrees that a revised Asset Management Plan (Land and Buildings) be submitted to Council in February 2026 for the reasons outlined in section 4.

3. Background

3.1 On 12 December 2024, a revised Asset Management Plan (Land and Buildings) was approved by Council. This document set out the Council's approach to the management of its assets in terms of addressing a number of key challenges for the Council's land and buildings.

3.2 An Asset Management Plan is a valuable tool to support the Council's strategic objectives. It is necessary therefore that it is kept up to date in order that it can continue to provide direction and focus to the delivery of asset management and continue to contribute to the identification of efficiency savings in 2026/27 and future years.

4. Detail

4.1 The Council is committed to managing its land and building assets efficiently and effectively. It is recognised that the land and building assets are important in the community's perception of the Council and the services we deliver to them.

4.2 On approving the 2024 Asset Management Plan, Service Lead Asset Management and Community Asset Transfer was requested to return to Council in December 2025 to provide an annual update on the Asset Management Plan (Land and Buildings). Following an internal review of processes, it is considered advantageous to postpone the adoption of a revised Asset Management Plan (Land and Buildings) until Council of February 2026 in order that the following advantages are realised:

4.2.1 A greater alignment between the capital programme and the AMP to ensure that property decisions are aligned with land and buildings strategy.

4.2.2 To align more closely with the budget setting process, in line with the capital programme.

4.2.3 To integrate a process of asset challenge and review into the AMP following engagement with services with a view to reducing the overall size of the estate, increasing efficiencies, and yielding corporate savings.

4.3 By so doing the Council's capital spend will be fully informed by the Council's long-term land and building strategy. Further, the process of challenge and review will support the 'right sizing' of the Council's estate to drive efficiencies and savings. Thus, processes of rationalisation and investment will be aligned to deliver more effective, efficient, and better value services.

5. Legal and Procurement Implications

5.1 The recommendations in this report are consistent with legal requirements. Any legal implications regarding management of specific assets will be detailed in future reports to South Ayrshire Council or Cabinet.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 The recommendations in this report do not have direct financial implications. However, the continuation of effective asset management planning for land and buildings and brings with it opportunities for the Council to generate financial and efficiency savings, along with the opportunity to reduce annual running costs in the future.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

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

8.1.1 Risk that the Council does not align strategic objectives with its Asset Management Plan resulting in organisational inefficiency.

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

8.2.1 The risk associated with rejecting the updates to the Asset Management Plan is that the Council will lose the opportunity to streamline its approach to capital asset and ward capital management planning and fail to realise potential efficiency savings.

9. Integrated Impact Assessment (incorporating Equalities)

9.1 The proposals in this report do not require to be assessed through an Integrated Impact Assessment.

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 as defined by the Environment Assessment (Scotland) Act 2005.

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 Priorities 1, 2 and 3 of the Council Plan.

13. Link to Shaping Our Future Council **Yes ☐ No ☑**

13.1 Not applicable.

14. Results of Consultation

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

14.2 Consultation has taken place with Councillor Martin Kilbride, Policy Lead for Housing and Property Services, and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking Purposes

15.1 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***
Revised Asset Management Plan (Land and Buildings) to be submitted to Council	28 February 2026	Service Lead – Asset Management and Community Asset Transfer

Background Papers **Report to South Ayrshire Council of 12 December 2024 – Asset Management Plan (Land and Buildings) 2024**

Person to Contact **Tom Burns Service Lead - Asset Management and Community Asset Transfer**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 612845
E-mail tom.burns@south-ayrshire.gov.uk

Date: 24 November 2025

Agenda Item No. 9

South Ayrshire Council

Report by the Depute Chief Executive and Director of Housing, Operations and Development to South Ayrshire Council of 11 December 2025

Subject: Ayr Parking Strategy (2025)

---

1. Purpose

1.1 The purpose of this report is to present the Ayr Parking Strategy (2025) outlining proposals to modernise Ayr's on and off-street parking arrangements through revised residents' permit schemes, rationalised pay and display (P&D) systems, and an approach to implementing new charges and digital permit systems

2. Recommendation

2.1 It is recommended that the Council

2.1.1 approves the Ayr Parking Strategy (2025) (Appendix 1) as the framework for managing on and off-street parking in Ayr town centre;

2.1.2 agrees to implement revised residents' parking schemes with revised annual charges, introduction of visitor, carer and business permits, 1 hr Limited Waiting in Zone B, and digital permit systems;

2.1.3 approves the rationalisation of P&D charging hours to 8am–6pm (Monday–Saturday) and to the extension of charges to Zone A5 (west of Wellington Square);

2.1.4 agrees to introduce seasonal charging (April–September) for Esplanade parking, with free parking retained outwith this period;

2.1.5 approves the restructuring of parking tariffs which encourage short stays on-street and long stays off-street;

2.1.6 approves the Head of Roads' proposal to commence a consultation process for the implementation of proposed charges within existing free car parks;

2.1.7 notes that implementation will be subject to statutory consultation and Traffic Regulation Orders (TROs) where required, and;

2.1.8 notes the capital investment required to support new parking infrastructure.

3. Background

3.1 The South Ayrshire Parking Strategy 2020–2024 established the Council's commitment to improving parking management across the area.

3.2 Following two extensive public consultations (2021 and 2023/24) involving over 1,700 responses, officers developed the Ayr Parking Strategy (2025) to address long-standing challenges related to outdated resident permit schemes, inconsistent P&D hours, and enforcement limitations.

3.3 The consultation results highlighted strong support for visitor and carer permits, continued free parking initiatives, and modernisation through digital systems, alongside concern regarding affordability and fair implementation.

3.4 The Strategy also outlines proposals relating to a modernised approach to managing the Council's existing free off-street car parks which enables a strategic, evidenced based approach, balances economic vitality through demand management, ensures fair access, and establishes a sustainable funding stream for reinvestment

4. Detail

4.1 **Residents' Parking:** The consultation proposed new or amended permit schemes within 14 zones across Ayr town centre with Zone A split into four zones and Zone B split into 10 zones. Detailed analysis of the consultation feedback has revealed that there are areas of high opposition. Therefore, after further review the following areas have been removed from any further consideration –

- Zone B8 – Fotheringham Road / Content Avenue
- Zone B10 – Newton on Ayr

4.2 The consultation also set out a proposed charge of £60 for a residents' permit across both zones (based on previous Council feedback) and the Zone B proposal met with strong opposition. In response, a benchmarking exercise has analysed the fee against comparable permit fees across the country and it has been determined that it would be prudent to lower the proposed fee from £60 to £45.

4.3 Strong opposition from residents against the proposed limited waiting free stay of 3 hours has also been considered and in a further amendment from the original proposals, it is now proposed to reduce this period to 1 hour.

4.4 All other areas subject to the consultation remain within the scope of the Ayr Parking Strategy (2025), and the proposals relating to residents parking are summarised as follows:

4.4.1 Increase the annual charge for Zone A residents' permits from £50 to £60;

4.4.2 Replace the existing Type B permit system with shared-use bays (residents/limited waiting) with a maximum, non-permit, stay of 1 hour;

4.4.3 Increase the annual charge for Zone B residents' permits from £0.50 to £45 per annum;

4.4.4 Introduce visitor permits (£5.00 or £2.50/permit), business permits (£400 or £100/per annum), and carer permits (free);

4.5 **Pay & Display Parking:** the only departure from the consultation proposals pertaining to on-street pay and display parking is a proposal to extend the amount of time available within proposed Zone A5. This zone encompasses the court and other businesses where there is demand for longer on-street parking. It is, therefore, proposed to introduce a new tariff (B) to cater for such.

4.6 The Strategy has also been expanded to consider the introduction of a modernised off-street parking charging strategy across Ayr to address growing financial, operational and environmental pressures. Surveys show that free car parks regularly operate at capacity. A structured, category based tariff helps reduce dwell time, increases turnover and improves space availability.

4.7 The proposals relating to Pay and Display parking are summarised as follows:

4.7.1 Standardise on-street charging hours to 8:00am–6:00pm, Monday–Saturday, across Ayr town centre;

4.7.2 Extend on-street P&D coverage to Zone A5 (west of Wellington Square/Charlotte Street) with appropriate tariff structure;

4.7.3 Apply on-street seasonal charges from April to September along Ayr Esplanade to manage seasonal demand (retain free parking out-with these times);

4.7.4 Redesign tariff structures so short-stay on-street parking remains premium, and long-stay off-street car parks are priced lower to encourage use.

4.7.5 Retain the Free Parking initiative as a key support to town centre regeneration;

4.7.6 Consult on the introduction of new off-street parking tariffs within existing free car parks.

5. Legal and Procurement Implications

5.1 Implementation will require amendment and introduction of Traffic Regulation Orders (TROs) in accordance with the Road Traffic Regulation Act 1984. Initially, draft proposals are presented to statutory consultees over a 21 day period. Thereafter, a wider consultation including each individual household affected by the proposals, takes place. Consultees will be informed of their right of objection and a further committee report shall be submitted with associated recommendations, should there be maintained objections.

5.2 Procurement of digital permit systems and signage will be undertaken in line with the Council's procurement regulations and financial procedures.

6. Financial Implications

6.1 Initial implementation costs (ticket machines, signage, software, TROs etc.) are estimated at £158,000 and a request will be submitted for funding under the Repairs & Renewal budget. The revised permit and P&D structure is expected to generate annual income of approximately £125,000 (based on a 25% low occupancy rate), which will be reinvested into parking enforcement and road projects.

7. Human Resources Implications

7.1 Additional enforcement and customer support capacity may be required. This will be reviewed during the implementation phase within existing staffing structures.

8. Risk

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

8.1.1 Public opposition to charges can be mitigated by a phased introduction and demonstration of reinvestment in active travel, public realm and road maintenance.

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

8.2.1 Rejecting the recommendations may impact the Council's reputation and hinder the ability to implement the strategic priorities set out within the South Ayrshire Council Parking Strategy.

9. Integrated Impact Assessment (incorporating Equalities)

Our Integrated Impact Assessment (IIA) considers the following areas:

- Public Sector Equality Duty, Human Rights and Fairer Scotland Duty:
- United Nations Convention on the Rights of the Child (UNCRC);
- Sustainability, climate change and biodiversity;
- Potential impact on older people;
- Rural communities;
- Health and wellbeing;
- A trauma informed organisation; and
- The Promise.

9.1 An Integrated Impact Assessment has been carried out on the proposals contained in this report, which identifies potential positive and negative impacts. The IIA Summary Report is attached as **Appendix 2** which includes information on any mitigating action required. A copy of the fully completed IIA can be accessed Ayr Parking IIA - ARA.xlsm

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - The strategy supports reduced congestion and emissions by encouraging efficient parking turnover and sustainable transport choices. Implications are likely to be felt for over 10 years, supporting long-term regeneration.

11/

11. Options Appraisal

11.1 An options appraisal has been carried out in relation to the subject matter of this report. The following table summarises which options were considered and their ranking of preference:

Option	***Description***	***Ranking***
Full Cost Charging	Introduce new charging regimes with immediate effect.	1
Phased Implementation	Gradually implement new permit charges over a period of 5 years	2
Status Quo	Maintain parking schemes and associated charges in their current format.	3

12. Link to Council Plan

12.1 The matters referred to in this report contribute to Priority One of the Council Plan: Spaces and Places supporting commitments on sustainable communities and transport and vibrant local economies.

13. Link to Shaping Our Future Council Yes ☐ No ☑

13.1 Not applicable.

14. Results of Consultation

14.1 There has been two public consultations on the contents of this report with over 1700 responses. The feedback has been carefully analysed and used to help shape the revised proposals.

14.2 The draft strategy has also been the subject of three separate Member's briefings and feedback provided through these forums has been used to help establish the various outcomes and recommendations.

14.3 Consultation has also taken place with Councillor Alec Clark, Depute Council Leader, Policy Lead for Commercial/ Operational Services, and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking Purposes

15.1 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*
Prepare draft TROs and manage statutory consultation process (for residents' permits and on-street pay & display schemes)	01 June 2027	Head of Roads
Prepare and submit subsequent panel report	31 August 2027	Head of Roads
Implement new permit and pay & display schemes	01 June 2028	Head of Roads
Undertake public consultation on the proposals for off-street parking charges	30 April 2026	Head of Roads
Prepare and submit subsequent panel report	31 July 2026	Head of Roads

Background Papers **South Ayrshire Parking Strategy 2020 - 2024**

Person to Contact **Barrie McDonnell, Strategic Manager**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone: 01563 503160
E-mail: barrie.mcdonnell@ayrshireroadsalliance.org

Date: 4 December 2025

Official

SOUTH AYRSHIRE COUNCIL
AYR PARKING STRATEGY (2025)

November 2025

Contents

PART 1: 2023/24 AYR PARKING CONSULTATION 3
Executive Summary 4
Introduction 6
Ayr Parking Consultation 2023/24 7
Consultation Outcomes 15
Residents Permit Parking 17
Pay & Display Parking 20
Esplanade Parking 20
Parking Tariff Review 21
2 Hours Free Parking 24
Recommendations 25
Budget Implications 26
Conclusion 28
PART 2: OFF STREET CAR PARKS - REVIEW OF EXISTING FREE CAR PARKS 31
Executive Summary 32
Introduction 34
Objectives 35
Economic Rationale 37
Charging Rationale, Benchmarking and Framework 38
Revenue Projections and Reinvestment 41
Public Engagement Plan 43
Monitoring, Review & Performance 45
Conclusion 46
Legislative & Policy Framework 47
Research 48
Parking Charges — Myth-Busters 50
Proposed public consultation questions 52
PART 3: APPENDICES 55

PART 1: 2023/24 AYR PARKING CONSULTATION

Executive Summary

The **Ayr Parking Consultation (2023/24)** generated a significant level of engagement, with 751 responses to the online survey and hundreds of free-text submissions across Questions 8 and 9. The proposals sought to modernise Ayr's outdated residents' parking scheme, rationalise pay & display charging periods, and extend paid parking zones to support turnover and accessibility.

Key Findings

Residents' Parking: There was strong opposition to the proposed £60 annual charge for Type B permits (up from £0.50 lifetime fee) with concerns that charges represent an unfair tax with no guarantee of a space, and would disproportionately affect low-income households, carers, and tradespeople.

Shared-use bays maximise efficiency and ensure turnover, reducing commuter abuse, however, clear opposition was expressed to the proposal for 3-hours limited waiting in shared use bays. Clear support was given for the introduction of visitor, carer, business, and tradesperson permits.

Comparable UK towns already charge more for permits; Ayr's proposed fees are moderate according to benchmark results.

Parking reform is necessary to balance residents' needs with economic regeneration, especially in the town centre.

Pay & Display Parking: With respect to Pay & Display (P&D) parking, the majority of respondents opposed rationalising charging hours (8am–6pm, Mon–Sat) although it is not clear why. There is also opposition to extending P&D zones into streets within the vicinity of the County Buildings.

The 2-hour free parking initiative has been widely welcomed and is credited with boosting footfall and business confidence. Businesses and the public support simplification of tariffs but want recognition of different needs (short-stay shoppers vs long-stay workers).

Other Concerns: Calls for more bays and exemptions for Blue Badge holders was a recurring theme along with a recognition of acute pressures during large events and school drop-offs, with calls for special measures.

In relation to town centre vitality, fears were expressed that further charges could accelerate decline compared to nearby towns with cheaper/free parking, however, revenue is essential to fund enforcement, infrastructure, and digital permit systems.

Other Considerations

Benchmarking shows that Ayr's original proposed £60 fee across both resident's zones, while steep compared with the historic £0.50 fee, is low compared to most Scottish towns, but further thought should be given to potential mitigation to avoid perception of a punitive "tax."

Tariff reform should clearly distinguish short-stay on-street (higher rates) from long-stay off-street (lower rates) to manage demand effectively.

Seasonal parking at the Esplanade could address peak visitor demand and generate much needed revenue while protecting the free parking scheme and enabling wider roads infrastructure investment.

Conclusions

Successfully implemented schemes will depend on fair charging structures with allowances for residents; exemptions and flexibility for carers, disabled groups, and essential trades; targeted support for Ayr's economy through free short-stay parking and reinvestment and; robust enforcement and infrastructure improvements funded by permit revenue.

If implemented with sensitivity, transparency and reinvestment, parking reform could deliver a more balanced, sustainable system that protects residents while supporting Ayr's long term growth.

Recommendations

It is recommended that the structural and fundamental changes to the P&D and the residents permit schemes which manage parking within Ayr town centre are implemented, incorporating amendments to the original proposals which have been identified through the public consultation process.

Introduction

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

In order to alleviate this problem, local authorities have implemented residents' parking permit schemes, which allow residents to park on their street whilst placing certain restrictions on non-permit holders.

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.

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.

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.

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.

Pay & Display (P&D) 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.

A comprehensive review into off-street parking is the subject of a separate “South Ayrshire Council Off-Street Car Parks Strategy” which will be presented under a separate report. While the subject matter contained therein is linked to many of the topics referred to in this strategy, it is important to draw a distinction between on-street (residents and P&D) parking and off-street (car parks) parking.

Ayr Parking Consultation 2023/24

Previous Consultation

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.

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

Further Consultation

A further "Ayr Parking Consultation 2023" was conducted 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 P&D are appropriate;
- Whether the refined proposals for residents parking and P&D extend far enough;
- And if there are any other issues we should consider.

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.

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

Consultation Proposals

The proposals set out within the consultation are described in detail below.

Residents Parking Proposal:

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

There are two schemes which apply:

- Type A permits, which cost £50.00 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 / £60 per permit per annum).
- 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 P&D 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).

Pay & Display Parking Proposal:

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

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

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

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

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

How the pay and display parking proposals will work:

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

Consultation Analysis

Question 1 to 5 – General

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

Table 1 - 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

Table 2 - 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

Table 3 - 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

Table 4 - 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.

Table 5 - 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.

Question 6 – Pay & Display Parking

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.

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.

It is difficult to determine why the proposal to extending 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.

Table 6 - 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

Question 7 – Residents Parking

Question 7 was designed to test opinion around the resident parking proposals and the five statements generated a mixed response. A majority of consultees expressed their opposition towards the statement relating to whether they agreed that the permit schemes required updating.

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.

Table 7 - 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

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
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

Other Priorities / Other Comments

Questions 8 & 9

The last two questions encouraged consultees to put forward their comments in free text boxes to better understand the various points of view. All comments are available for review at **Appendix 3** with detailed analysis covering the key emerging themes set out as follows;

Table 8 – Q8 and Q9 Emerging Themes

Concern	Counter Argument
Resident Parking & Permit Costs • The strongest opposition focused on the proposal to charge residents £60 per year to park outside their homes. • Respondents described this as unfair, discriminatory, and a "money-making exercise," noting they already pay road and council tax. • Concerns included: no guarantee of a space, potential house price impacts, and inequality compared to areas outside the scheme.	• Many UK towns already charge residents for permits; Ayr's proposed fee is modest. • Revenue is necessary to fund administration, enforcement, and improved infrastructure. • Parking is not a guaranteed right included in council tax – it is a managed public resource.

• Carers and tradespeople facing £400 charges were singled out as especially unreasonable.	• An effective permit scheme should add to a street's desirability (as opposed to having a street consistently blocked).
Visitor & Shared Parking	
• Heavy criticism of the proposal to allow non-residents to park for up to 3 hours in residential areas. • Residents fear they would return home to find no available spaces. • Visitor passes were suggested as a fairer solution, with time limits of one hour or less.	• Allowing limited visitor use makes better use of underutilised spaces during working hours. • Shared use supports local carers, deliveries, and shoppers, encouraging a vibrant town centre. • Time-limited parking ensures turnover and prevents streets lying half empty.
Tradespeople, Carers & NHS Staff	
• Strong resistance to charging tradespeople or essential service providers. • Respondents argued this would push up repair costs, deter trades from working in the area, and penalise carers and NHS staff providing critical services.	• A specific permit for tradespeople provides accountability and reduces abuse of visitor passes. • Fees reflect commercial use of public space. • Tailored exemptions or discounts could protect carers and NHS staff without opening loopholes.
Disabled & Vulnerable Groups	
• Calls for more disabled bays, especially in Ayr town centre and at shops. • Repeated concerns about whether Blue Badge holders would be exempt. • Anxiety that the scheme disproportionately impacts pensioners and low-income households.	• Disabled bay provision can be reviewed to ensure proportionality. • Blue badge exemptions may apply under certain circumstances and this will be carefully reviewed. • Integrated Impact Assessments will identify any mitigating actions.
Town Centre Economy	
• Respondents argued parking charges would accelerate Ayr's retail decline, deterring shoppers and tourists. • Comparisons were made with Prestwick, Troon, and retail parks with free parking. • Many suggested 1–3 hours of free short-stay parking to encourage turnover and footfall.	• Evidence suggests free parking alone will not save high streets; broader regeneration is needed. • A structured approach (free short-stay, charges thereafter) encourages turnover, helping shoppers rather than long-stay commuters. • Parking revenue could be reinvested into town centre improvements, signage, etc.
Enforcement & Infrastructure	

• Widespread frustration with poor enforcement of existing restrictions. • Perception that new rules will fail unless backed by investment in enforcement staff and technology. • Car parks described as poorly maintained, with unclear markings and unwelcoming conditions.	• New income streams would allow for improved enforcement and clearer, well-maintained parking bays. • Better technology (digital permits, handheld ANPR) can streamline operations and reduce abuse.
Events & Schools • Events such as football, bowls, and the airshow already create chaos for residents. • Residents argued visitor parking allowances would worsen congestion. • School parking raised as a safety risk, with requests for designated drop-off bays and stronger enforcement.	• Restrictions protect residents from being displaced during events. • School safety measures, drop-off zones, and enforcement funded by permit revenue can address long-standing risks.
Conservation & Local Issues • Conservation areas highlighted as sensitive to signage, meters, and painted bays. • Some residents feared driveways and garden conversions would ruin historic character. • Specific streets (e.g., Union Avenue, Bellevue Crescent, Park Circus) were raised as already suffering from severe pressures.	• Sensitive design of signage and bays can minimise visual impacts. • A consistent, town-wide approach prevents spillover into unregulated streets.

Consultation Outcomes

In addition to the emerging themes discussed in the previous section, the feedback has been analysed to identify zone specific feedback to help determine whether there are areas that should be discounted at this point. The zones are listed as follows (and further indicated in the maps included at **Appendix 1**) –

Table 9 – Zone Descriptors

Zone	Parking Scheme	Location Description	Proposal
A1	Existing P&D	Wellington Sq / Charlotte Street (West)	Amend
A2	Existing P&D	Fort Street / Sandgate	Amend
A3	Existing P&D	Central area incorporating High Street	Amend
A4	Existing P&D	South East area covering Kyle Street / Burns Statue Sq	Amend
B1	Existing Resi Permit	Fort Tower area and Queens Terrace	Amend
B2	Existing Resi Permit	Park Terrace / Barns Crescent	Amend
B3	Existing Resi Permit	Bellevue Crescent / Park Circus	Amend
B4	Existing Resi Permit	St Andrews Street / Dongola Road	Remove
B5	Proposed Resi Permit	Miller Road	Add
B6	Proposed Resi Permit	Bellevue Street	Add
B7	Proposed Resi Permit	Garden Street	Add
B8	Proposed Resi Permit	Fotheringham Rd / Content Avenue	Add
B9	Proposed Resi Permit	Newton Green Area	Add
B10	Proposed Resi Permit	Newton on Ayr Area	Add

High Opposition Zones

Detailed analysis of the feedback also reveals pockets of high opposition to the proposals. Existing permit zone residents have expressed opposition to the additional charges and the free waiting period. Residents of proposed new permit zones have expressed opposition based on a feeling that there is no need for the introduction of such. The following tables highlight these areas along with further recommendations.

Table 10 – Zones B1 – B3

Zone	Main reasons	Comment/Recommendation
• B1 • B2 • B3	• Viewed as a parking tax (360 signatories to a petition) • At full capacity already • Tree-lined streets mean fewer formal bay options • Elderly population – need close parking • Terraced streets with no off-street alternatives • 3-hour free visitor parking would make spaces unavailable all day	Proposed permit price reduced by 25%. These areas are already subject to resident permits. The proposals seek to modernise and ensure street characteristics are preserved. Residents will retain priority. Carer and visitor permits will benefit residents. Proposed free period to be reduced to 1hr. **Recommendation: proceed to implementation.**

Table 11 – Zones B8 and B10

Zone	Main reasons	Comment/Recommendation
• B8 • B10	• Commuter parking issues are no longer evident • College parking issues are intermittent • No strong evidence base to support new restrictions	Both these areas were included due to historic complaints raised directly by residents or through community reps. Both areas sit remote from the town centre and parking by workers/shoppers is not a factor. The evidence base for the introduction of a new residents permit scheme is weak. **Recommendation: remove from proposals.**

Table 12 – Zone B9

Zone	Main reasons	Comment/Recommendation
• B9	• Charities rely on free parking for vulnerable clients • Non-residential businesses leave vehicles abandoned • Displacement will affect turning areas and adjacent streets	The streets subject to the previous consultation need to be reviewed. It is evident that the proposed areas require further research. There remains a distinct clash between the needs of residents and that of businesses. To retain the status quo will not address the complaints. **Recommendation: review proposals and consider options through further dialogue with community representatives.**

Table 13 – Zone A5

Zone	Main reasons	Comment/Recommendation
• A5	• Staff shuffle cars every three hours – this wont stop this. • Charges should be imposed on staff not residents • Extra capacity in nearby car parks	The introduction of P&D is designed to help stop existing parking practices and free up more spaces. Residents would benefit from the introduction of permits with greater opportunities to park close to their homes. **Recommendation: proceed to implementation.**

Residents 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 received.

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 (£60) 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.

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 exercise demonstrated that there is a wide variation in fees which vary hugely depending on zone, vehicle emissions and number of vehicles per household. The more central or congested the location, the higher the fee tends to be. Councils use permit pricing as part of local traffic/parking management strategy.

The results of the benchmarking exercise are presented in the following table:

Table 14 – Permit Charges Benchmarking

Local Authority	1st Resident's Permit (closest equivalent)	Additional Permits	Visitor Permits
Glasgow (peripheral locations)	£98.00	£98.00	£25.00 for 5
Edinburgh (peripheral locations)	£36.50	£43.80	£36.00 for 10
Dundee (Broughty Ferry)	£90.00	£90.00	N/A
Aberdeen City (peripheral locations)	£100.00	£150.00	£80.00 for 15
Aberdeenshire	£78.00	£78.00	N/A
Argyll & Bute (Oban)	£98.00	£98.00	N/
Perth & Kinross (outer zone P&D)	£144.00	£144.00	N/A
Highland (Inverness)	£61.00	£61.00	£61.00
Highland (Nairn)	£42.00	£42.00	£42.00
Stirling Council (Stirling)	£95.00	£95.00	N/A

Fife (Cupar)	£50.00	£50.00	N/A
Fife (Dunfermline)	£100.00	£100.00	N/A

The proposed £60 residents permit fee is low in comparison with most other fees charged across Scotland. It is, therefore, proposed to maintain the proposed Zone A fee of £60. This reflects the premium nature of on street parking within the P&D zones.

As for Zone B, it is now proposed to set a lower fee for residential areas out-with the P&D zones. This reflects the distinction between residential areas and more sought after on-street parking zones. The resultant proposal is to introduce an annual permit of £45 per annum.

Consultation feedback also indicated that there is strong support for the proposed visitor and carer permits. Visitor permits may be available to purchase in multiples of 10 or more and this will be determined when a new permit database is configured. Carer permits are likely to be allocated for an agreed duration.

And the consultation highlighted that there is little need to draw any distinction between a tradesperson permit and a business permit. It's also important to note that these permits are designed purely to aid businesses located within the permit zones – they are optional.

Proposed Permit Charges Summary Table

Table 15 – Permit Charges Summary

Permit	Cost	Duration
Zone A Resident	£60.00	Annual
Zone A Visitor	£5.00	Per visit
Zone A Carer	Free	As agreed
Zone A Business	£400.00	Annual (£120/quarter)
Zone A Business' Visitor	£5.00	Per visit
Zone B Resident	£45.00	Annual
Zone B Visitor	£2.00	Per visit
Zone B Carer	Free	As agreed
Zone B Business	£100.00	Annual (£30/quarter)
Zone B Business' Visitor	£2.50	Per visit

Emissions Based Charging

Emissions-based charging for residents' parking permits is a system where the cost of a residential parking permit varies depending on how polluting a vehicle is. The goal is to encourage cleaner travel choices and reduce local air pollution.

Vehicles can be classified into bands based on their CO_2 emissions (sometimes NOx, fuel type, or engine size). The permit price increases for higher-polluting vehicles and decreases for low-emission ones.

Councils use these schemes to help reduce air pollution and CO_2; incentive cleaner vehicles; encourage fewer car trips and car ownership; and align with climate and clean-air goals.

1. Emission Bands

Councils often use categories such as (exact bands differ by authority):

- Band A – Electric / Ultra-low emission (usually cheapest or free)
- Band B–E – Low to moderate emissions (mid-range fee)
- Band F–H – High emissions (highest fee)

2. Fuel Type Adjustments

Some schemes add surcharges or discounts for:

- Diesel vehicles (often higher due to NOx emissions)
- Hybrid vehicles (lower fees)
- Fully electric vehicles (lowest/no charge)

3. Second-car or multi-permit surcharges

Many councils charge more for a household's second or third vehicle, regardless of emissions.

4. Administrative Caps or Minimum Charges

Even if a vehicle has very low emissions, councils may charge a minimum administrative fee.

5. Examples of How Pricing May Look

Research would suggest that the following are typical ranges used in the UK.

Table 16 – Emission Banding/Permit Fees

Emission Band (CO_2 g/km	Typical Annual Permit Fee
0 g/km (EV)	£0–£45
1–100 g/km	£45–£90
101–150 g/km	£90–£150
151–185 g/km	£150–£250
>185 g/km	£250–£350+
Diesel surcharge	+£50–£100

It is recommended that further evidence based research is undertaken to establish the feasibility of introducing this type of charging framework.

Pay & Display 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.

This would simplify the options and compliment the free parking initiative by replacing the existing charging periods of 8:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday (Zone A) and 9:30am to 5:00pm Monday to Friday and 9:30am to 1:00pm Saturday (Zone B).

The other main proposal relating to P&D 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.

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.

Esplanade Parking

Ayr beach front is a popular tourist destination and there is an opportunity to apply parking policy which capitalises on this popularity. Throughout the peak visitor season the Esplanade is regularly subject to unregulated parking over its entire length on both sides of the road.

There is also an opportunity to address known peak demand issues by creating additional parking on the Esplanade to the north of the Bath Place junction by adjusting the cycle route.

Managing peak season congestion helps reduce overcrowding, encourages turnover and prioritises those who value the space the most during peak times. Parking charges could be introduced which would support the 2 Hours Free Parking Scheme, manage demand and enable better parking practice to enable the most efficient use of the road space available.

Many seafront destinations across the UK manage parking through modest seasonal charges or the application of time limits. Revenue is often re-invested in litter collection, public toilets, coastal protection and general road maintenance.

Therefore, in addition to the proposal to extend parking charges to the west of Wellington Square, it is also now proposed to apply a new seasonal tariff to the Esplanade which would apply between 01 April and 30 September. Approximately 250 on-street parking bays can be installed along the length of the Esplanade

Parking Tariff Review

General

Amendments to the level of charges and the structure on which the charges are based have been applied periodically over the years and the existing on-street and off-street parking tariffs have not been reviewed since July 2018.

In this time the parking landscape changed due to the Covid-19 pandemic which altered parking demand significantly, but as we see demand for off street parking recover to pre pandemic levels, it would be appropriate to review the current set up.

Further, the on-street situation has been radically changed by the introduction of the 2 Hours Free Parking scheme and with the scheme now fully embedded it would also be appropriate to consider what the tariff set up should be going forward.

The significant proposals to amend and update existing residents permit scheme arrangements should be complimented by better car park management arrangements to encourage greater use through improved tariff options which cater for longer term parking by shoppers and workers alike.

On-Street Proposals

The proposals include an amendment to the existing charging hours in order to simplify the offer in recognition of the fact that the existing free periods have been nullified by the 2 Hours Free Parking scheme.

The on-street parking zone is split into two areas with Zone A subject to a £0.50 per 30 minute tariff up to a maximum of £2.00 for two hours (first visit incurs a free 2 hour session). Zone B has a similar set up but with a maximum payment of £3.00 for 3 hours.

With reference to the charging periods, the proposal to simplify the arrangements across the town and help ensure parking availability is maintained Monday to Saturday is recommended to remain as originally proposed.

There are also several proposed changes to the on-street tariff structure whereby the two existing tariffs would incur changes to the increments, charges and charging periods. It is also proposed to create a third tariff to accommodate the proposals outlined in relation to the Esplanade.

Whilst the new charges all represent a price increase, these are proposed within the context of the 2 Hours Free Scheme and the aspiration to encourage long stay parking within the car parks.

There are also proposals to extend parking charges into the streets to the west of Wellington Square. This would add an additional 249 chargeable parking spaces into the public domain.

Table 17 – Existing and Proposed On-Street Tariffs

ON-STREET - Existing		
Charging Period	8am-6pm Mon-Fri, 8am-1pm Sat	9.30am-5pm Mon-Fri, 9.30am-1pm Sat
Duration	Zone A	Zone B
First 2 hours free and thereafter;		
30 mins	£0.50	£0.50
1 hour	£1.00	£1.00
1 hour 30 mins	£1.50	£1.50
2 hours	£2.00	£2.00
2 hours 30 mins	N/A	£2.50
3 hours	N/A	£3.00
(tariff introduced in July 2018 and 2 hour free option introduced in Jan 2024)		

ON-STREET - Proposed			
Charging Period	8am - 6pm Mon - Sat	8am - 6pm Mon - Sat	8am - 6pm Mon - Sat (April - Sept)
Duration	Zone A	Zone B	Zone C
First 2 hours free and thereafter;			
30 mins	£1.00	£1.00	N/A
1 hour	£2.00	£2.00	N/A
2 hours	£2.75	£3.00	N/A
3 hours	N/A	£4.00	N/A
4 hours	N/A	£5.00	£2.00
Over 4 hours	N/A	N/A	£3.00

Off-Street Proposals

Currently there are two off-street tariffs which apply within Ayr town centre. Kyle Street and Barns Crescent Car Parks are subject to a £1 per hour tariff up to a maximum payment of £5 for over 4 hours. The Charlotte Street Car Park is subject to a similar tariff but the maximum payment is £3 for over 2 hours.

The existing tariff set up is anomalous in the fact that there is no distinction in the hourly rate between the on and off-street set ups, whereas, it is common practice to encourage greater use of off-street car parks through a cheaper tariff. On-street parking within the busier town centre areas is traditionally more in demand and should be seen as shorter term parking and as such, the tariff should reflect this.

It should also be noted that previous price increases have been based on flat percentage increases without any real detailed thought given to restructuring tariffs to try and make them more competitive against the two privately operated car parks located at Boswell Park and Ayr Central.

Therefore, whilst the core aim of any tariff changes would be to increase revenues in support of other roads functions, it is proposed to try and achieve this through a carefully considered tariff restructure based on the aforementioned criteria and through a range of price increases and decreases.

It is proposed to retain two tariffs. Tariff A would be subject to a price increase for the 1 and 2 hours increments of 50% and 25% respectively. However, the charge for 4 or more hours is proposed to be decreased by 25%.

Charlotte Street Car Park would move from Tariff B to Tariff A and a new Tariff B is proposed which would provide cheaper all day parking for town centre workers applicable to additional car park**. Further details on the proposal for charging in additional car parks is discussed in Part 2 of this report.**

There are no proposals to amend the car park permit charges. In holding the permit charges at the current rates this will continue to offer a discount equivalent to approximately 70% of the annual cost to park at the proposed daily rate.

The existing and proposed tariffs are set out as follows:

Table 18 – Existing and Proposed Off-Street Tariffs

OFF-STREET - Existing		
Charging Period	24/7	24/7
Duration	Tariff A	Tariff B
1 hour	£1.00	£1.00
2 hours	£2.00	£2.00
3 hours	£3.00	N/A
4 hours	£4.00	N/A
6 hours	£5.00	N/A
Over 6 hours	£5.00	£3.00
Quarterly Car Park Permit	£130 (+ vat)	£60 (+ vat)
Annual Car Park Permit	£360 (+ vat)	£200 (+ vat)
(tariff introduced in July 2018)		

OFF-STREET - Proposed		
Charging Period	24/7	24/7
Duration	Tariff A	Tariff B
1 hour	£1.50	N/A
2 hours	£2.50	N/A
3 hours	Removed	N/A
4 hours	£3.00	£1.50
Over 4 hours	£4.00	£2.00
Quarterly Car Park Permit	£130 (+ vat)	N/A
Annual Car Park Permit	£360 (+ vat)	N/A

2 Hours Free Parking

The 2 hours free parking scheme was fully implemented in January 2024 and, following an initial bedding in period, the system has now been fully integrated. This has allowed for an appraisal process involving engagement with the business community and the general public to establish the effectiveness of the scheme and whether there have been any economic benefits.

An online survey was released to the community on 13 November 2024 and remained live until 06 December 2024. The survey was promoted through social media, press releases and the Council's website. A consultant was also engaged to canvass town centre businesses, manage the survey and prepare the 2 Hour Free Parking Report included at **Appendix 2**.

The survey received 942 public responses and 91 business responses. The overall response from the business community was very positive with many stating the scheme is crucial to maintaining footfall levels within the town. Over 60% indicated they have observed an increased footfall and an increase in customers. This feedback is supported by separate footfall surveys undertaken on behalf of the Council which also indicate an increase in comparison with previous years.

The overall feedback from the public is also overwhelmingly positive with many stating the initiative has influenced their decision to visit the town centre. There were also many positive responses in relation to the ease of use of the ticket machines, the information provided on associated signage and the availability of parking.

Recommendations

1. ***Residents' Parking***
   - *1.1.* Reduce resident permit fee to £45/annum
   - *1.2.* Research emissions based charging framework
   - *1.3.* Introduce visitor and trades permits to address long-standing gaps.
   - *1.4.* Develop special permits or exemptions for carers and NHS staff.
   - *1.5.* Reduce 3-hour shared bay limit in residential streets—consider 1-hour limit.

2. ***Pay & Display***
   - *2.1.* Maintain free parking town-wide as the cornerstone of town centre vitality.
   - *2.2.* Rationalise hours to 8am–6pm Mon–Sat.
   - *2.3.* Extend paid zones cautiously, with tailored tariffs for areas used by court staff and attendees, workers, and visitors.
   - *2.4.* Introduce seasonal paid parking (April–September) on Ayr Esplanade to manage peak visitor demand.
   - *2.5.* Retain free access off-season.

3. ***Tariff Structure***
   - *3.1.* Redesign tariffs so on-street short-stay remains premium, while off-street long-stay is cheaper to encourage use of car parks.
   - *3.2.* Consider all-day rates in additional car parks (e.g., Queens Terrace) to support workers (linked to Off-Street Car Parks Strategy).

4. ***Enforcement & Technology***
   - *4.1.* Invest in enforcement teams.
   - *4.2.* Introduce digital permits (on-line/app-based) to cut fraud and simplify visitor/trades access.
   - *4.3.* Repaint bays and upgrade signage to ensure clarity and compliance.

5. ***Disabled & Vulnerable Groups***
   - *5.1.* Guarantee Blue Badge exemptions and expand disabled bays in key shopping areas.
   - *5.2.* Consider reduced-rate or free permits for low-income households.

6. ***Conservation Areas***
   - *6.1.* Use discreet signage, minimal markings, and non-intrusive meters in heritage streets.

Budget Implications

Capital Costs

The proposals for Residents Permit and Pay and Display schemes will require investment in supporting infrastructure. There will be a need to procure and install new ticket machines, new road markings, new traffic signs, cashless parking options and a permit database.

The permit schemes shall be underpinned by a new web hosted permit database which links to the existing parking database and parking attendant handheld devices. Permits will be issued on a virtual basis.

There will also be a need to prepare, advertise and implement traffic regulation orders which will underpin all the new restrictions outlines herein.

Table 19 – Capital Costs

Item	Cost
Permit database – configuration and integration	£12,000.00
Traffic Regulation Orders – preparation, consultation and advertising	£5,000.00
Traffic Signs and Road Markings – manufacture and installation	£30,000.00
Parking Ticket Machines – supply and installation	£110,000.00
Cashless Parking – Configuration and integration	£1,000.00
Total	**£158,000.00**

Revenue Projections

AYR – Proposed Additional On-Street Parking Tariff B

Table 20 – Projections

Location	Spaces	Additional annual income per space*	High – 75% of Max Occupancy	Medium – 50% of Max Occupancy	Low – 25% of Max Occupancy
Pavilion Road	71	1560	83,070	55,380	27,690
Bath Place	43	1560	50,310	33,540	16,770
Casillis Street	37	1560	43,290	28,860	14,430
Wellington Square	20	1560	23,400	15,600	7,800
Place de St Germain	10	1560	11,700	7,800	3,900
Charlotte Street	68	1560	79,560	53,040	26,520
		Totals	**£291,330**	**£194,220**	**£97,110**

* based on bay occupied all day for £5 Mon – Sat

Table 21 - Projections

Location	Spaces	Additional annual income per space*	High - 75% of Max Occupancy	Medium – 50% of Max Occupancy	Low - 25% of Max Occupancy
Esplanade	253	£450	**£85,388**	**£56,925**	**£28,463**

* based on bay occupied all day for £3 Mon - Sat

Conclusion

Overall Summary

The Ayr Strategy presents a comprehensive review of parking in Ayr following two rounds of public consultation (2021 and 2023/24). It evaluates the public's response to proposed updates to both the residents' parking permit scheme and the Pay & Display (P&D) system. The goal was to modernise Ayr's outdated parking framework, improve turnover in key areas, and align pricing with broader transport and regeneration objectives.

Key Analytical Findings

1. Consultation Engagement and Public Sentiment

- 751 individuals responded to the online consultation, showing a high degree of public interest.
- Respondents were predominantly residents living near Ayr town centre (77.9%), with strong representation from local businesses and commuters.
- While most participants agreed that parking systems needed reform, opposition focused primarily on new or increased charges, especially for residents.

Core themes:

- Strong resistance to the £60 annual permit fee (up from £0.50 lifetime).
- Support for visitor, carer, business, and tradesperson permits.
- Opposition to 3-hour shared use bay limits in residential zones.
- Recognition that some reform is necessary to modernise management and support town centre regeneration.

2. Residents' Parking Analysis

The existing system is unchanged since the 1970s and is deemed outdated. However, proposed increases triggered equity and affordability concerns:

- Residents' reactions:
  - Many viewed the £60 annual fee as an unfair tax, especially given no guaranteed parking.
  - Strong opposition emerged from low-income residents, carers, and tradespeople.
  - Calls for phased implementation to avoid shock and resentment.
- Council benchmarking showed that Ayr's proposed £60 fee is modest by Scottish standards (lower than most cities).
- Revised proposal: Zone B permits set at £45 annually with further consideration to be given to emissions based charging framework

3. Pay & Display (P&D) Parking Analysis

- The proposal to standardise charging hours (8am–6pm, Mon–Sat) was largely opposed, although reasons were unclear.
- Extending paid zones near County Buildings met resistance, likely from workers using the area for free.

- The "2 Hours Free Parking" scheme was a major success, credited with:
    - Increasing town centre footfall and customer numbers.
    - Strengthening business confidence.
    - Improving public satisfaction and fairness.
- Evidence supports maintaining the free parking initiative while simplifying and rationalising P&D structures.

4. Economic and Social Implications

- Many respondents feared that increased parking charges could drive shoppers and visitors to nearby towns with cheaper parking (Prestwick, Troon, retail parks).
- However, analysis supports that strategic parking charges, coupled with free short-stay options, can improve turnover, enhance accessibility, and fund reinvestment in roads, enforcement, and infrastructure.
- Equity concerns were raised about the impact on carers, tradespeople, and low-income groups — mitigations and exemptions are recommended.

5. Enforcement, Accessibility & Technology

- Public frustration with weak (alleged) enforcement and unclear signage was widespread.
- Successful reform will depend on:
    - Investment in enforcement staff and technology.
    - Introduction of digital (virtual) permits.
    - Better bay markings and signage for clarity and compliance.
- These measures are essential to restore public trust and ensure compliance.

6. Disabled and Vulnerable Users

- Recurrent calls for more disabled bays and clear exemptions for Blue Badge holders.
- Concerns that the reforms could disproportionately affect older and disabled residents.
- Recommendation: guarantee Blue Badge exemptions and consider reduced-rate permits for low-income or vulnerable households.

7. Esplanade and Seasonal Parking

- The Ayr Esplanade faces heavy, unregulated summer parking demand.
- Proposed seasonal paid parking (April–September) could:
    - Manage congestion during tourist season.
    - Generate modest revenue.
    - Support infrastructure maintenance while preserving free off-season access.
- Suggests careful balance between visitor management and public goodwill.

8. Tariff Review and Structure

- Last reviewed in 2018, tariffs no longer reflect demand patterns or market conditions.
- The document proposes a restructured, fairer pricing model:
    - On-street (short-stay) = premium rates to promote turnover.
    - Off-street (long-stay) = cheaper to encourage use of car parks.
- This tiered structure aims to reduce congestion, support businesses, and align with regeneration efforts.

Strategic Conclusion

The Ayr Parking Strategy presents a balanced, evidence-led reform that acknowledges the strong public resistance to rapid change while highlighting the long-term necessity of modernising Ayr's parking systems.

The success of the proposals will hinge on gradual implementation, clear communication, and visible reinvestment of revenues into local infrastructure.

If executed sensitively, the scheme can achieve:

- Fairer access for residents, businesses, and visitors.
- Improved parking efficiency and turnover.
- Financial sustainability of parking enforcement and maintenance.
- Enhanced town centre vitality through smart use of free short-stay periods.

Final Recommendations Summary

Table22 – Final Recommendations

Area	Recommendation	Expected Outcome
Residents' Parking	£60 Zone A and £45 Zone B fee; introduce visitor, carer & trades permits, consider emissions based framework	Fairer cost distribution; reduced backlash, achieve climate goals
Pay & Display	Keep a free parking scheme for on-street; simplify hours (8am–6pm)	Increased footfall, easier management
Tariffs	Differentiate on-street vs off-street pricing	Better space use, higher car park occupancy
Disabled/Vulnerable	Guarantee exemptions and concessions	Inclusion and fairness
Enforcement & Tech	Invest in digital permits and stronger enforcement	Efficiency, compliance, trust
Seasonal Parking	Introduce Esplanade charging (Apr–Sep)	Manage tourist demand sustainably

PART 2: OFF STREET CAR PARKS - REVIEW OF EXISTING FREE CAR PARKS

Executive Summary

South Ayrshire Council is considering the introduction of a modernised off-street parking charging strategy across Ayr to address growing financial, operational, and environmental pressures. At present, only three Council-managed car parks—Charlotte Street, Kyle Street and Barns Crescent—levy charges, while all remaining facilities operate free of charge despite high utilisation and rising maintenance obligations. Surveys show that free car parks regularly operate at 80–100% occupancy, generating long-stay use, reduced turnover, and limited availability for shoppers and visitors. Charging car parks also operate at high utilisation (70–90%), and existing tariffs are lower than those of many comparable Scottish towns.

The Council faces significant financial constraints. South Ayrshire's road repair backlog stands at £50.6M, with a further £6.7M required annually to maintain the network at its current condition. Parking assets themselves are estimated at £8.2M, with no dedicated funding stream for their upkeep. National investment reductions further amplify the need for sustainable, locally-generated revenue. Introducing proportionate charges across the wider off-street estate provides an opportunity to secure predictable funding for maintenance, public realm upgrades, active travel infrastructure, and EV charging expansion.

A comprehensive economic and policy review demonstrates that parking charges, when modest, well-communicated, and reinvested locally, support town-centre health rather than undermine it. Evidence indicates that moderate tariffs reduce excessive dwell times, increase turnover, and improve space availability—key factors in sustaining retail footfall and customer convenience. Research from the British Parking Association and ClimateXChange reinforces that effective parking management is integral to economic vitality, congestion reduction, and climate commitments.

A structured, category-based tariff framework has been developed, reflecting each car park's location, utilisation, accessibility, and role within Ayr's transport network. The proposed system introduces four tiers of charging, from premium central locations to peripheral sites remaining free. Benchmarking shows the proposed tariffs remain competitive nationally while aligning with local conditions and strategic goals. When applied to Ayr's car park portfolio, revenue modelling indicates a potential annual income range of £90,000–£180,000 at 25–50% of maximum projected capacity, offering a conservative and realistic estimate of financial return.

Surplus revenue, as required under the Road Traffic Regulation Act 1984, would be ring-fenced for transport and environmental improvements. An indicative reinvestment framework allocates funding toward roads and car-park maintenance (40%), active travel (25%), public realm enhancement (20%), EV infrastructure (10%), and contingency/pilot projects (5%). This ensures visible community benefits and strengthens public confidence in the charging strategy.

Equity, accessibility, and legal compliance underpin the proposal. Measures include disabled-driver exemptions, concessionary permit options, fully accessible payment systems, and adherence to the Equality Act 2010 and Community Empowerment (Scotland) Act 2015. A comprehensive public engagement programme—spanning early-stage education, full Cabinet reporting, and statutory consultation via Traffic Regulation Orders—ensures transparent and inclusive decision-making.

Robust monitoring and annual performance reporting will enable the strategy to adapt to economic, behavioural, and technological change. KPIs focus on occupancy, turnover, revenue, business

sentiment, accessibility outcomes, and environmental impact. Regular review cycles (quarterly, annual, 3-year, 5-year) ensure the tariff system remains fair, effective, and aligned with broader regeneration, climate, and mobility targets.

In summary, extending off-street parking charges across Ayr represents a strategic, evidence-based response to financial pressures, infrastructure needs, and climate commitments. It balances economic vitality with demand management, ensures fair access, and establishes a sustainable funding stream for reinvestment in Ayr's roads, active travel networks, and town-centre environment. Implemented with care, transparency, and robust engagement, the strategy can become a key driver of long-term resilience and regeneration for South Ayrshire.

Introduction

Ayr town centre is well served by a mixture of free and charging public car parks as well as several private car parks. They experience differing levels of pressure and turnover, and the current tariffs which apply to Kyle Street, Barns Crescent and Charlotte Street Car Parks are below many Scottish comparators. The opportunity exists to extend charges to the free car parks through a modern charging framework while aligning with climate, transport, and regeneration goals. Integration with Ayrshire Roads Alliance initiatives and wider regional mobility planning will strengthen the case.

Ayrshire Roads Alliance manages on behalf of South Ayrshire Council 9 public car parks - 6 under the parks and roads accounts with a further 3 held under the Common Good account. Charges currently apply to the Charlotte Street, Kyle Street and Barns Crescent Car Parks in Ayr with all other facilities free to use. Surveys show varying occupancy levels, with 70–90% utilisation in the charging car parks and 80-100% within the free car parks.

From the 2025–26 Road Improvement Plan, the headline figure for the backlog in road repairs across South Ayrshire is £50.6M (compared with a national backlog of £2.5B), while the investment required to maintain the road network at its current condition is valued at £6.7M. Investment nationally over the past 7 years has seen a reduction of 26%. SAC has committed £4.2M to network upgrades over the next 2 years.

The Councils off street public parking estate is not currently included within asset valuation data but it is estimated that the these assets (and, therefore, maintenance obligation) could be valued in the region of £8.2M.

Operational evidence suggests that moderate parking charge increases, help reduce average occupancy and dwell time but typically by less than proportional amounts. This means revenue tends to rise initially before demand stabilises at a slightly lower level. Reduced cruising improves local air quality and safety.

Economic impacts are mixed. Most research finds limited direct effect on retail performance when pricing changes are communicated clearly and when the revenue is visibly reinvested in the town. Equity concerns remain for lower-income workers and essential car users; targeted exemptions and better public transport can mitigate this.

Objectives

Secure sustainable funding for maintenance

Why it matters: South Ayrshire faces a significant £50.6M backlog in road repairs. Sustainable funding is critical to address this deficit without relying solely on central government grants or unpredictable budget allocations.

Parking revenue role: Introducing charges in currently free car parks creates a new, consistent income stream. This can be ring-fenced for infrastructure upkeep, ensuring roads and car parks remain safe, functional and attractive.

Long-term impact: Reduces reliance on reactive maintenance, supports planned upgrades and improves asset longevity.

Support economic vitality and turnover in town centres

Why it matters: High parking occupancy without turnover can deter shoppers and visitors, reducing footfall and harming local businesses.

Parking strategy role: Modest charges encourage short-stay use, freeing up spaces for new arrivals. This increases customer flow and supports retail and hospitality sectors.

Manage demand and reduce congestion

Why it matters: Free parking often leads to long stay use and "search traffic" – drivers cruising for spaces, contributing to congestion and increased emissions.

Parking Strategy role: Tiered pricing and time limits discourage long-stay parking in high demand areas, promoting turnover and reducing unnecessary traffic.

Environmental benefits: Less congestion means lower emissions, improved air quality, and a more pleasant urban environment.

Ensure equitable access

Why it matters: Parking should be accessible to all, including disabled users, low income residents, and those without digital payment access.

Parking strategy role: The strategy includes concessions (e.g. disabled driver exemptions) and mandates inclusive signage and payment systems.

Legal framework: Compliance with the Equality Act 2010 and Community Empowerment (Scotland) Act 2015 ensures fairness and inclusivity.

Promote reinvestment in roads and public realm

Why it matters: Visible reinvestment builds public trust and demonstrates the value of parking charges.

Parking strategy role: Surplus revenue is earmarked for reinvestment in the road network e.g. EV infrastructure, active travel routes, and public realm improvements such as lighting and pedestrian zones.

Community benefits: Enhances the attractiveness and usability of town centres, encourages more visits and supports broader regeneration goals.

Economic Rationale

Introducing parking charges is not solely a revenue measure; it is an economic management tool designed to optimise turnover, accessibility, and local vitality. Parking availability is a key determinant of town centre performance, influencing both retail footfall and the perceived convenience of local shopping areas.

Economic modelling and evidence from comparable Scottish towns show that modest tariffs—particularly where the first hour is free or low-cost—encourage short-stay visits and increase parking turnover. This allows a greater number of visitors to access prime locations throughout the day. Increased availability directly benefits retail and hospitality sectors that rely on high customer footfall.

Studies from the British Parking Association's "Re-Think! Parking on the High Street" and ClimateXChange's review of parking policy and car use reduction demonstrate that parking charges, when paired with visible reinvestment and high service quality, can strengthen local economies by:

- Encouraging active travel and mixed transport modes.
- Supporting shorter, more frequent trips that sustain high-street vibrancy.
- Reducing "cruising" traffic, thereby improving air quality and town centre ambience.

The economic rationale therefore rests on optimising space utilisation rather than maximising occupancy. Full occupancy may indicate under-pricing and reduced turnover. A target utilisation rate of 75–85% is considered optimal for balancing accessibility, revenue generation, and user satisfaction.

Introducing modest charges encourages turnover, freeing up short-stay spaces for shoppers and visitors. Increased availability boosts retail footfall and business performance. Charges can also reduce congestion and emissions by limiting search traffic and providing predictable availability.

Charging Rationale, Benchmarking and Framework

The rationale for charging is based on existing occupancy levels, location, seasonal variations, and maintenance costs. High-occupancy car parks located within short walking distances to town centres are most suitable for charging followed by shorefront car parks subject to seasonal spikes.

Parking charges currently apply within three car parks located within the town of Ayr – Charlotte Street, Kyle Street and Barns Crescent. The tariff currently consist of a linear tariff based on £1 per hour up to a maximum of £3 or £5 and charges are applicable at all times.

There are also two permit options available; Option A is applicable within all three facilities and Option B applies only within the Charlotte Street Car Park. The charges are outlined in the following table.

Existing Off-Street Parking Tariff

Table 23 – Off Street Tariffs

Tariff A	Duration	Cost	Permit Cost
Kyle Street Barns Crescent	1 hour 2 hours 3 hours 4 hours Over 4 hours	£1.00 £2.00 £3.00 £4.00 £5.00	Option A Quarterly £130 Annual £360
Tariff B	**Duration**	**Cost**	**Permit Cost**
Charlotte Street	1 hour 2 hours Over 2 hours	£1.00 £2.00 £3.00	Option A (as above) or Option B Quarterly £60 Annual £200

Benchmarking

A benchmarking exercise indicates that Tariff A (£1–£5) is below average compared with Stirling, Perth, and other towns further afield such as Cheltenham, and aligns with lower-tier or peripheral car park rates.

Tariff B (£1–£3) with reduced permit costs offers strong value and would likely support short-stay turnover.

Season/permit costs are moderate compared with English towns and larger Scottish authorities.

Table 24 – Tariff Benchmarking

Town / Authority	Up to 1 hr	Up to 2 hrs	Up to 3–4 hrs	All day / Over 4–8 hrs	Quarterly Permit	Annual Permit
Kyle St / Barns Crescent (Tariff A)	£1.00	£2.00	£3.00–£4.00	£5.00	£130	£360
Charlotte Street (Tariff B)	£1.00	£2.00	£3.00	—	£60	£200
East Ayrshire	£1.30	£2.30	£3.00	£4.00	£130	£410
Stirling Council	£2.00	£3.00	£4.00	—	Varies	Varies
Perth & Kinross (Perth)	£1.60	£3.10	£4.80	£6.20	Varies	Varies
Highland Council (Inverness)	£1–£2	£2–£3	£3.00	£4.00 (up to 10 hrs)	Available	Available
Dundee City	£1–£2	£2–£3	£2.20	—	Varies	Varies
Falkirk Council	£1.00	£2.00	£3.00	—	£95 (res.)	£470 (bus.)
Cheltenham (England)	£2.10	£3.60	£5.30	£11–£15	Varies	Higher
Woking (England)	£1.50–£2+	—	—	Varies by site	£190–£270 (monthly)	High

Framework for Charging – Categorisation

There are different frameworks available for identifying and setting appropriate levels of parking charges such as demand based charges which are set in recognition of observed and forecasted demand. In this instance a categorisation based approach has been adopted as the model on which charges should be based.

Rationale: This framework links parking charges to a car park's location and usage (e.g. commercial, residential, tourist) and its accessibility by public transport, walking, and cycling. It aligns parking pricing with supporting economic vitality.

How It Works:

1. Classify car parks (utilisation, location, capacity, facilities etc.)
2. Assess public transport accessibility and active travel options
3. Apply appropriate tariff band to each classification

Table 25 – Classification Pros/Cons

Advantages	Disadvantages
Simple and consistent — easier to explain to the public and elected members	Less flexible — may not respond well to short-term changes in demand
Supports strategic planning goals — integrates transport, air quality, and economic policies	Potential equity concerns — higher charges could affect access to town centres for lower-income residents
Lower administrative cost — doesn't require continuous monitoring	Requires periodic review to ensure classifications reflect actual accessibility

Predictable revenue — useful for funding parking maintenance or transport improvements	May under- or over-price specific car parks without demand data

Proposed Tariffs

Ayr is served by a range of car parks which have been classified in accordance with the following criteria:

Table 26 – Classification

Classification	Characteristics / Utilisation
Tier 1	Central / High Demand
Tier 2	Outskirts / High and Medium Demand
Tier 3	Tourism / Seasonal / Access to Amenities
Tier 4	Peripheral

And based on the existing tariffs which apply to the existing pay & display car parks, the following tariffs are proposed:

Table 27 – Proposed Tariffs

Classification	Tariff	Hourly Rate	Daily Rate
Tier 1	A	£1.00	£4.00*
Tier 2	B	£0.80	£3.00
Tier 3	C	£0.50	£2.00
Tier 4	D	FREE	FREE

*Based on proposed new Tariff A (see Part 1)

Having assessed the car parks against the classification criteria, the following tariffs are recommended:

Table 28 – Proposed Tariffs / Car Park

Town	Car Park	Tariff
Ayr	Queens Terrace	B
	Esplanade	B
	Millbrae	B
	Castlehill	B
	Cromwell Road	B
	New Road	C
	Kings Court	D
	Greenan Road	D
	Castle Walk	D

Revenue Projections and Reinvestment

Revenue Projections Modelling

A modelling exercise using current occupancy rates has been prepared in support of the strategy. Based on existing income generated by existing tariffs applicable to the Ayr pay & display car parks, projected annual income rates per parking bay have been established.

A range of figures are presented from maximum income rates based on capacity utilisation to 10% rates. Using the conservative range between 25% and 50% of the maximum projected income, projected income generated as a result of the proposed strategy ranges from £90,000 to £180,000.

Table 29 – Projected Revenue

Tariff	Car Park	Projected annual income per bay	Maximum Income Based on Maximum stay	75% of Max Income	50% of Max Income	45% of Max Income	35% of Max Income	25% of Max Income	10% of Max Income
Parks/Roads Account									
B	Queens Terr	430	£18,490	£13,867	£9,245	£8,320	£6,471	£4,622	£1,849
B	Esplanade	430	£154,800	£116,100	£77,400	£69,660	£54,180	£38,700	£15,480
C	New Road	280	£7,000	£5,250	£3,500	£3,150	£2,450	£1,750	£700
			£180,290	**£135,217**	**£90,145**	**£81,130**	**£63,101**	**£45,072**	**£18,029**
Common Good Account									
B	Mill Brae	430	£44,290	£33,217	£22,145	£19,930	£15,501	£11,072	£4,429
B	Castlehill	430	£71,380	£53,535	£35,690	£32,121	£24,983	£17,845	£7,138
B	Cromwell	430	£67,080	£50,310	£33,540	£30,186	£23,478	£16,770	£6,708
			£182,750	**£137,062**	**£91,375**	**£82,237**	**£63,962**	**£45,687**	**£18,275**

Reinvestment Framework

Under Section 55 of the Road Traffic Regulation Act 1984, all surplus income from parking charges must be reinvested into transport or environmental improvements.

The following indicative allocation of net surplus offers a theoretical breakdown of how surplus could be spent:

- 40% – Roads and Car Park Maintenance: Addressing the £46.44M road repair backlog and resurfacing priority assets.
- 25% – Active Travel Infrastructure: Expansion of cycling and walking routes connecting town centres and coastal paths.

- 20% – Public Realm Enhancements: Lighting, planting, wayfinding, and accessibility improvements to enhance the attractiveness of high streets.
- 10% – EV Infrastructure Expansion: Installation and maintenance of EV charging points in Council-operated car parks.
- 5% – Contingency / Pilot Initiatives: Support for trials, such as digital permit systems or "first-hour-free" promotions.

Public Engagement Plan

These proposals have not previously been subject to public consultation. Effective implementation depends on community support and stakeholder confidence. The engagement plan therefore emphasises transparency, early involvement, and iterative feedback.

South Ayrshire Council's public consultation protocol is guided by principles of being honest, open, and fair, ensuring that information is communicated clearly and feedback is kept confidential and used in accordance with data protection laws.

The council aims to provide sufficient time for responses and will explain any restrictions or factors, such as financial or legal issues, that must be considered.

Core Principles

- Open and honest communication: The council is committed to providing necessary information to ensure informed feedback.
- Fair process: The consultation will be fair and open, with feedback used to help shape decisions.
- Confidentiality: Your feedback will be treated as confidential where necessary, and all information will be handled in compliance with data protection laws.
- Transparency on restrictions: If there are any factors that will influence a decision (like financial, legal, or technical issues), these will be explained from the outset.
- Sufficient time: The length of the consultation will vary, but the council will aim to provide as much time as possible for people to have their views heard.

Stage 1 – Pre-Consultation (Awareness and Education)

- Public information campaign explaining the purpose of the proposed strategy and introducing charges.
- Creation of online materials (interactive maps, FAQs, and feedback forms) hosted on the Council's website.
- On-line consultation to gather relevant feedback.

Stage 2 – Cabinet Report

- Full report detailing the outcome of the engagement exercise with proposed recommendations.

Stage 3 – Statutory Consultation (Legal and Technical)

- Conducted under the Road Traffic Regulation Act 1984 via Traffic Regulation Orders (TROs).
- Public notices in local media, 28-day comment period, and opportunity for formal objections.
- Integrated Impact Assessment consultation with disability groups and social inclusion partners.

Key Communication Principles

- Clear explanation that revenues are ring-fenced and reinvested locally.
- Transparent reporting on how parking income funds visible community benefits.
- Use of consistent branding across signage, leaflets, and social media to reinforce the message: “Your Parking, Your Town, Your Investment.”

Monitoring, Review & Performance

Monitoring ensures accountability and enables the strategy to evolve with changing demand and economic conditions. A data-driven approach will be adopted, supported by annual reviews and public reporting.

Key Performance Indicators (KPIs)

- Occupancy & Turnover: Target 75–85% utilisation in peak hours.
- Revenue Performance: Comparison of actual vs. forecast revenue and operational costs.
- Business Health Indicators: Surveys of town centre footfall, retail turnover, and trader sentiment.
- Equity & Accessibility: Number of concessionary permits issued; compliance with accessibility standards.
- Environmental Impact: Estimated reduction in congestion and CO_2 emissions.

Review Schedule

- Quarterly Internal Review: Data tracking and operational adjustments.
- Annual Public Report: Published as part of the Road Asset Management Plan.
- Three-Year Comprehensive Review: Full reassessment of tariffs, technology, and policy outcomes.
- Five-Year Strategy Refresh: Incorporation of new transport trends, e-mobility, and climate targets.
- Continuous monitoring will allow tariffs and enforcement to be refined to support broader Council objectives, ensuring that the parking strategy remains financially viable, equitable, and environmentally responsible.

Conclusion

The introduction of off-street parking charges across Ayr represents a pivotal shift in how public assets are managed to meet long term infrastructure, environmental and economic goals. This strategy is not merely a revenue generating exercise – it is a multi faceted policy tool designed to address pressing challenges such as road maintenance deficits, town centre vitality, congestion and equitable access.

By implementing a structured, tiered pricing framework, the Council can better manage and regulate parking demand, encourage turnover, and reduce inefficient long stay usage. This, in turn, supports local businesses by improving access for short stay visitors and shoppers, while also contributing to reducing traffic volumes and improved air quality.

The projected net annual surplus will provide a sustainable funding stream that can be reinvested directly into roads maintenance, EV infrastructure, active travel routes and public realm enhancements. This reinvestment is not only a financial imperative but also a visible demonstration of value to residents and businesses, helping to build public trust and support.

Equity remains central to the strategy. Concessions for disabled drivers, low income residents and key workers, alongside inclusive signage and payment systems, ensure that the policy does not disproportionately impact vulnerable groups. Compliance with the Equality Act 2010 and the Community Empowerment (Scotland) Act 2016 reinforces the Council's commitment to fairness and transparency.

A robust public engagement plan will help demonstrate the strategy remains relevant to the economic conditions.

Ultimately, this strategy positions South Ayrshire Council as a forward thinking authority, aligning local transport and asset management with broader climate, regeneration and mobility goals. It offers a balanced approach that combines financial prudence with social and environmental responsibility, ensuring that parking policy becomes a lever for positive change across the Authority.

Legislative & Policy Framework

Road Traffic Regulation Act 1984 (RTRA 1984)

Purpose: Core legislation enabling local authorities to regulate traffic and parking.
Parking Relevance:
- Authorises councils to create and manage on/off-street parking (Sections 32–35).
- Allows setting tariffs, time limits, and enforcement via Traffic Regulation Orders (TROs).
- Surplus parking income must be reinvested in transport or environmental improvements (Section 55).
- Section 122 imposes a duty to balance safety, traffic flow, and environmental impact.
Application: Legal basis for car park charges and enforcement systems.

Road Traffic Act 1991 (RTA 1991)

Purpose: Decriminalised certain parking offences; shifted enforcement from police to councils.
Parking Relevance:
- Introduced Civil Parking Enforcement (CPE) and Penalty Charge Notices (PCNs).
- Revenue from PCNs supports enforcement and transport initiatives.
- Established independent appeals (e.g., Parking and Bus Lane Tribunal for Scotland).
Application: Enables councils like South Ayrshire to manage parking enforcement.

Equality Act 2010

Purpose: Consolidates anti-discrimination laws; promotes equal access.
Parking Relevance:
- Requires accessible parking for disabled users.
- Mandates adequate disabled bays and inclusive signage/payment systems.
- Supports the Blue Badge Scheme.
Application: Councils must conduct Equality Impact Assessments (EqIA) when changing parking policies.

Community Empowerment (Scotland) Act 2015

Purpose: Enhances public participation in local asset management.
Parking Relevance:
- Requires consultation before major changes to public assets like common good car parks.
- Allows communities to request asset transfers for public benefit.
- Promotes transparency in use of parking revenue.
Application: Councils must engage with residents and businesses before introducing charges.

Research

Various local authority papers and independent research materials have been reviewed in preparation of this report with a link to some of these resources as follows -

British Parking Association

Re-Think! Parking on the High Street

Report

This report provides guidance on parking provision in town and city centres. It explores what evidence can be collated and what can be learned regarding the relationship between car parking provision and town centre prosperity. It summarises empirical relationships and offers case examples and recommended metrics.
The key findings of the report are:
• Parking operators are providing parking provision which equates to the footfall levels achieved by their location.
• There is no clear relationship between car parking charges (set by parking owners/operators) and the amenities on offer in a location with some mid-range and smaller centres charging more than what is consistent with the national average.
• The mid-range and smaller groupings of centres that charge more than the national average in accordance with their offer, suffered a higher than average decline in footfall for 2011
Published in 2013, this report still provides relevant information and reference material.

ClimateXChange

Reducing car use through parking policies: an evidence review

Report

This is a Scotland focused evidence review summarising international and UK literature on how parking policy affects car use and climate goals. The development of parking policies support the joint commitment by Scottish Government and COSLA to reduce car use by 20% by 2030.

Parking pricing can contribute to car kilometre reduction and modal shift. Promoting parking management should be undertaken within the context of workplace travel plans.

Aberdeen City Council

Strategic Car Parking Review (SCPR) update (2025, AECOM)

ACC Aecom Report

This provides an example of a strategic review for a major regional city including car park pricing, demand modelling and stakeholder feedback.

It contains practical appraisal methods (outcomes appraisal, sensitivity testing) and local consultation findings. Many of the key themes are mirrored in this report.

Dundee City Council

Parking charges press coverage

Revealed: Full list of parking charges set to rise in Dundee in 2025

This provides an example of recent price increases in a Scottish city and the short-term public reaction; practical for modelling likely local responses.

Parking Charges — Myth-Busters

Parking charges are not a punishment — they're a management tool to keep towns accessible, vibrant, and fair.

When implemented transparently and with clear reinvestment, they benefit residents, visitors, and businesses alike.

In an effort to separate fact from fiction about parking fees and explain how smarter charging can actually support town centres, not harm them, the following myths are examined.

Table 30 – Myth Busters

Myth	Reality
"Parking charges always drive customers away."	Research across the UK (including the Re-Think! Parking on the High Street report) shows little direct link between modest parking charges and retail decline. Towns with good signage, short-stay spaces, and reinvestment in public realm often perform better after reforms. What matters most is the overall experience — cleanliness, convenience, and a pleasant town centre.
"Free parking boosts the local economy."	"Free" parking still costs taxpayers in land, maintenance, and enforcement. It can lead to spaces being filled by all-day parkers (staff, commuters) rather than shoppers. Charging helps keep spaces turning over, meaning more visitors can find a space when they actually need it.
"People will stop visiting if charges go up."	Demand for parking is insensitive to changes in price or income — studies show a 10% price rise leads to only about a 2–6% drop in parking demand. Most people still visit if parking remains convenient and well managed. Clear signage, short-stay options, and alternative transport can offset effects entirely.
"Charges are just a money-grab."	In South Ayrshire (and elsewhere in Scotland), parking revenue is ring-fenced for transport and town improvements — things like resurfacing, lighting, cycling infrastructure, and better signage. Councils must report annual parking account balances publicly. Visible reinvestment builds public trust and supports local businesses.

"Small businesses will suffer most."	Evidence shows well-designed parking schemes help local shops by ensuring regular turnover of spaces near the high street. Consistent pricing and time limits prevent long-stay users blocking key bays. Clear communication and phased introduction are crucial to keep traders on board.
"There's no alternative to driving into town."	South Ayrshire has multiple transport options: Rail and bus links connecting Ayr, Prestwick, Troon and beyond. Active travel routes are being upgraded and extended. A combination of options ensures fairness and accessibility for all users.
"More car parks mean a healthier town centre."	Too much surface parking can weaken town centres by removing land for housing, cafés, and green spaces. Well-priced, well-located car parks are better than too many free ones. The best-performing towns balance access for cars with pedestrian comfort and mixed land uses.
"Parking policy can't affect climate targets."	Smart parking management reduces unnecessary car trips and encourages walking, cycling, and public transport — supporting Scotland's aim to cut car kilometres by 20% by 2030.
"Disabled drivers will be unfairly penalised."	Blue-badge holders will continue to receive concessions and priority bays under South Ayrshire's parking strategy. Updated digital permits and enforcement improve access, not reduce it.
"Nothing will change — people will just park on side streets."	Complementary enforcement and, potentially, resident permit schemes will ensure parking remains fair for all. Continuous monitoring allows quick adjustments if displacement occurs.

Proposed public consultation questions

Table 31 – Consultation Questions

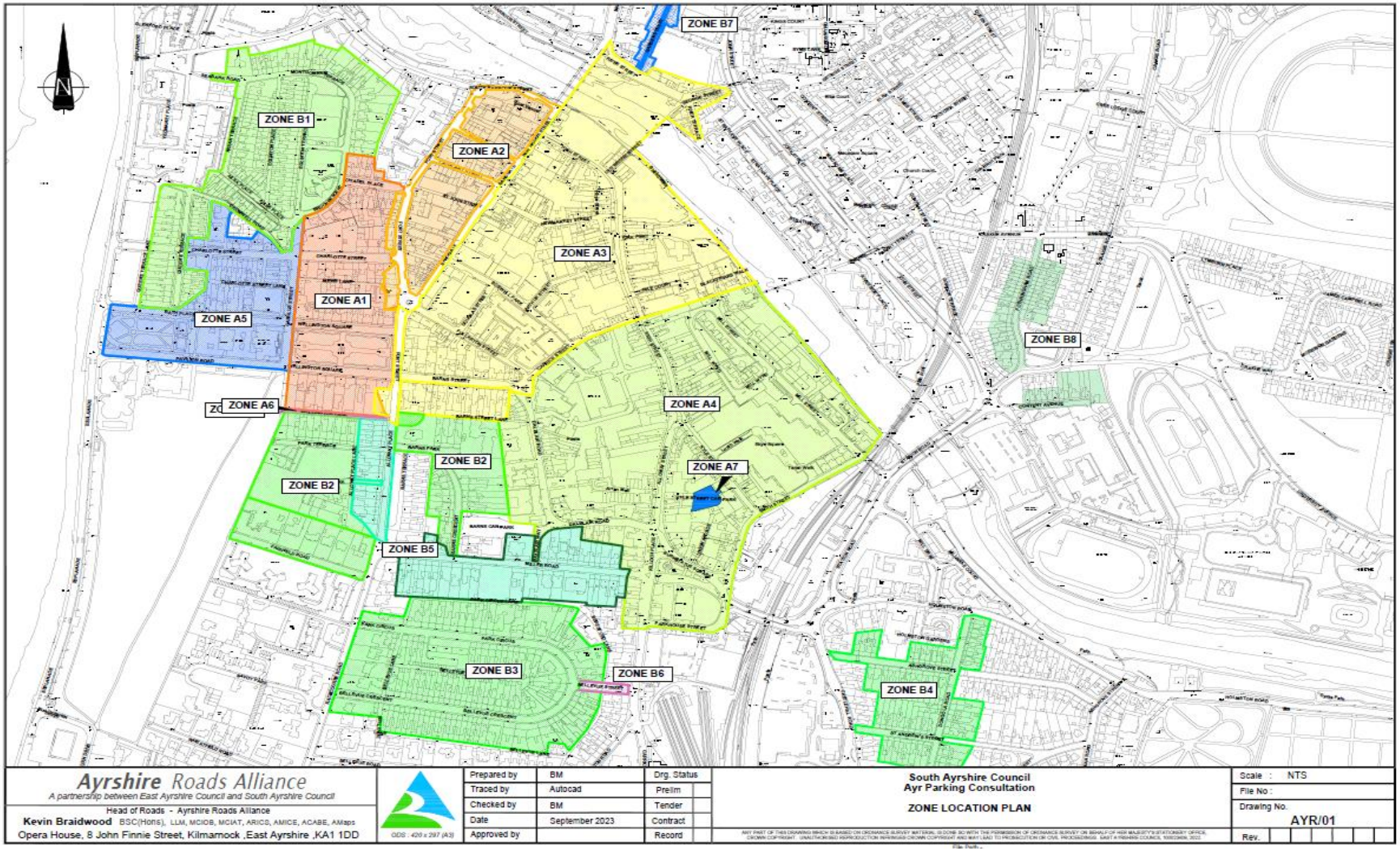
Question	Options
1. General Awareness and Understanding	
1. Have you read or reviewed the draft Off-Street Car Parking Strategy?	☐ Yes ☐ No ☐ Partially
2. How well do you understand the purpose of introducing or adjusting parking charges in South Ayrshire?	☐ Very well ☐ Fairly well ☐ Not very well ☐ Not at all
2. Strategic Objectives	
3. How important do you think each of the following objectives is? (Please rate each from 1 = Not Important to 5 = Very Important)	• Maintaining and improving roads and car park infrastructure • Supporting town centre vitality and business turnover • Reducing congestion and improving air quality • Ensuring fair and equitable access for all users • Reinvesting parking revenue into community improvements (e.g., active travel, EV charging, lighting)
4. Do you agree that parking charges should help fund roads maintenance, public realm, and active travel improvements?	☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree
3. Proposed Charging Framework	
5. The strategy proposes a tiered pricing system based on car park demand and location (Ayr, Prestwick, Troon, Girvan). How fair do you think this approach is?	☐ Very fair ☐ Fair ☐ Neutral ☐ Unfair ☐ Very unfair
6. Do you agree that higher-demand, central car parks should have higher tariffs than peripheral or seasonal ones?	☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree

7. The proposed tariffs range from £0.50/hour to £1/hour, depending on location. Do you consider these rates reasonable?	☐ Yes ☐ No ☐ Unsure If no, please explain why: _____
4. Equity and Accessibility	
8. The strategy proposes concessions and exemptions for disabled users, low-income residents, and key workers. Do you agree with this approach?	☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree
9. What other groups or circumstances (if any) should be considered for reduced or free parking?	
10. How important is it that car parks offer multiple payment options (cash, card, app, etc.)?	☐ Very important ☐ Somewhat important ☐ Not important
5. Local Economic and Environmental Impacts	
11. Do you think the proposed approach will help maintain or improve town centre access for shoppers and visitors?	☐ Yes ☐ No ☐ Unsure
12. How concerned are you about potential impacts of parking charges on local businesses?	☐ Very concerned ☐ Somewhat concerned ☐ Not concerned
13. How much do you agree that visible reinvestment of parking revenue (e.g., road repairs, EV chargers, cycling routes) would improve public trust in the scheme?	☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree
14. How important is it that the strategy contributes to climate and environmental goals (e.g., reducing emissions and congestion)?	☐ Very important ☐ Somewhat important ☐ Not important
6. Implementation and Communication	
15. What is your preferred approach to introducing parking charges?	☐ Phased over time ☐ All at once ☐ Pilot scheme first ☐ Unsure
16. How would you like to be kept informed about how parking revenues are being reinvested?	☐ Annual reports ☐ Council website updates ☐ Social media ☐ Local newsletters ☐ Public meetings
17. Do you think the proposed messaging — "Your Parking, Your Town, Your Investment" — clearly explains the purpose of the strategy?	☐ Yes ☐ No ☐ Unsure
7. Open Feedback	

18. What benefits do you think this strategy could bring to your town?	
19. What concerns or risks do you think need to be addressed before the strategy is implemented?	
20. Do you have any other comments or suggestions for South Ayrshire Council about off-street parking?	

PART 3: APPENDICES

APPENDIX 1 – PARKING ZONE LOCATION MAPS





Ayrshire Roads Alliance *A partnership between East Ayrshire Council and South Ayrshire Council* Head of Roads - Ayrshire Roads Alliance **Kevin Braidwood** BSC(Hons), LLM, MCIOB, MCIAT, ARICS, AMICE, ACABE, AMaps Opera House, 8 John Finnie Street, Kilmarnock ,East Ayrshire ,KA1 1DD	ODS : 420 x 297 (A3)	Prepared by: BM Traced by: Autocad Checked by: BM Date: September 2023 Approved by:	Drg. Status Prelim Tender Contract Record	**South Ayrshire Council** **Ayr Parking Consultation** **ZONE LOCATION PLAN** ANY PART OF THIS DRAWING WHICH IS BASED ON ORDNANCE SURVEY MATERIAL IS DONE SO WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. EAST AYRSHIRE COUNCIL 100023909, 2022. File Path -	Scale : NTS File No : Drawing No. AYR/01 Rev.

APPENDIX 2 – 2 HOURS FREE PARKING REPORT

Car Parking Survey

2-Hour Free Parking Initiative Report

13th December 2024

Final Report

streets-uk

fiona.robertson@streets-uk.com
Tel: 07771 978577

Car Parking Survey – Ayr Town Centre

Contents

1. Introduction

2. Executive Summary
- a) Survey Activities
- b) Survey Respondents
- c) Analysis of Responses and Comments
  - I. Businesses
  - II. Residents
- d) Next Steps

3. Full Survey Analysis
- a) Businesses
- b) Residents

4. Appendices
- a) Timeline
- b) Social Media Posts and Leaflet
- c) Links to press releases

Car Parking Survey – Ayr Town Centre

1.0 Introduction

ARA created a 2 hours free parking initiative in Ayr in January 2024, where motorists can obtain one free parking session per day from any on street parking ticket machine and any extended stays or subsequent visits are chargeable.

ARA are seeking to establish the effectiveness, impact and any economic benefits of this initiative and have undertaken a survey of the local residents and business community.

The survey was released to the community online via social media, press releases and websites on 13th November 2024 and remained open to 6th December 2024 and 1,033 responses were received.

This report provides both a summary and a full analysis of the results from the businesses and residents in terms of the car parking initiative as well as commentary on the town centre as this was a recurring theme in the feedback from the wider community.

The report can then be used to support a paper to the full Cabinet at South Ayrshire Council in February 2025.







Car Parking Survey – Ayr Town Centre

2.0 Executive Summary - Survey Activities

The table below highlights the key activities undertaken to launch and maintain on going communication and awareness of the survey.

<table>
<tr><th>Communication Channel</th><th>Specific Activities</th><th>Outcome</th></tr>
<tr><td>Press Releases</td><td>13 November - launch of survey
27 November – festive parking and final date for survey engagement
(see appendix c for links to releases)</td><td>Coverage
- Ayrshire Live
- Ayrshire Daily News
- Ayr Advertiser
- Daily Record
- Yahoo News</td></tr>
<tr><td>Social Media</td><td>Fortnightly posts from ARA and SAC on Facebook and then picked up by others
(see appendix b for the posts created)</td><td><table><tr><th>Page</th><th>Likes</th><th>Comments</th><th>Shares</th></tr><tr><td>Ayrshire Daily News</td><td>11</td><td>22</td><td>1</td></tr><tr><td>Ayr Advertiser</td><td>34</td><td>31</td><td>2</td></tr><tr><td>Ayrshire Chamber of Commerce</td><td>228</td><td>0</td><td>0</td></tr><tr><td>Ayrshire Daily News</td><td>45</td><td>58</td><td>11</td></tr></table></td></tr>
<tr><td>Advertorial</td><td>November Going Out Magazine for Alloway and Doonfoot</td><td>Advert and Editorial to launch and inform of survey; went to 5,300 residents</td></tr>
<tr><td>Face to Face</td><td>Visits to all town centre businesses, leaflet left with QR code to survey and face to face conversations to encourage engagement with survey.

Meeting with Chamber to seek member engagement via direct email and social media</td><td>Coverage of High Street, Sandgate, Newmarket Street, Kyle Street, Smith Street, Alloway Place, Alloway Street, Fort Street, Dalblair Road, Parkhouse Street, Beresford Terrace, River Street, George Street, Fullerton Street, Academy Street
Chamber sent email to all members and undertook social media postings</td></tr>
</table>

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Survey Respondents

The 3 charts below highlight the number of business and residents who engaged in the survey (Chart 1), the source of the engagement (Chart 2) and the level of activity across the survey period, (Chart 3).

Chart 1

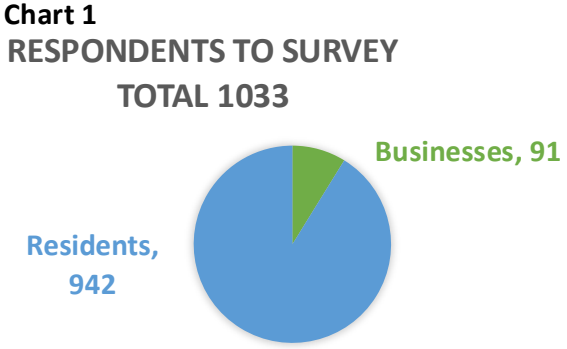


Chart 2

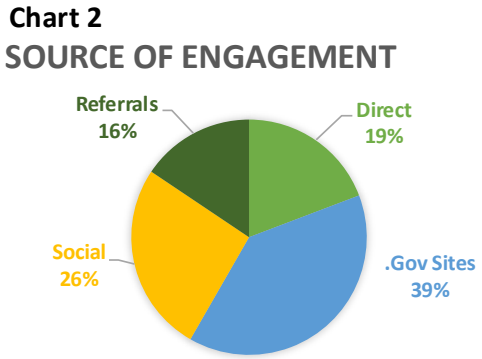
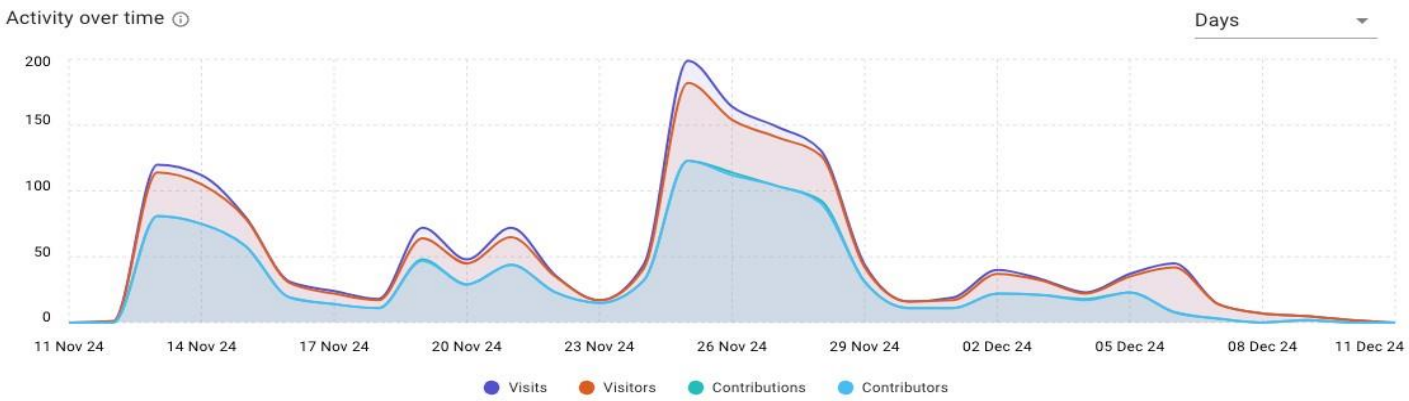


Chart 3

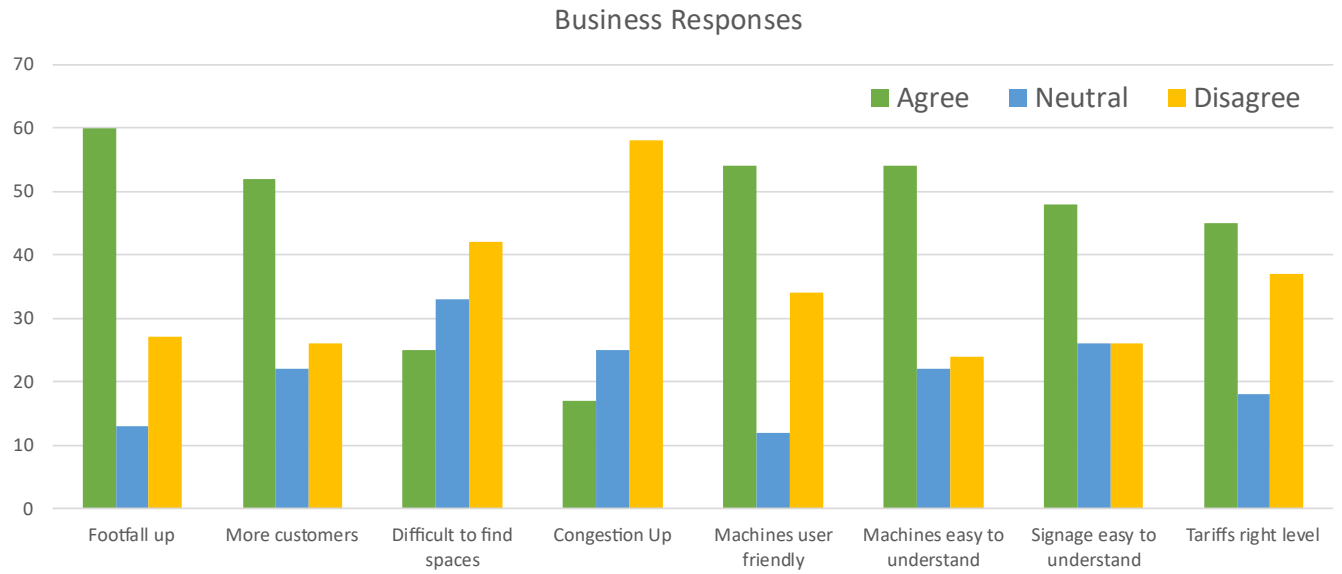


Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business Responses

Overall response from businesses is very positive in relation to the 2-hour initiative with many saying it is crucial to maintaining a level of footfall in the town. Over 60% are seeing an increased footfall and over 50% have more customers entering their business, with one business stating they have increased revenues by 13.8%. In relation to finding spaces and congestion most businesses felt it was easier for customers to find a space and less overall congestion in town as there is a constant turnover of cars.

In terms of specific machines and signage there is a general view that this is all working, especially as people are now more familiar with the machines and know to enter their registration number to gain the 2 free hours. However, in relation to tariffs many felt the duration of the free tariff could be increased to 3 hours to allow for shopping plus a coffee/lunch; this would help the hospitality businesses in the town. Other more service-based businesses were benefitting from customers being able to park for free and find a space easier.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments (Total of 64 comments)

The following 5 slides is a summary of the **64 comments** received from businesses which have been grouped into the themes noted below in relation to the parking initiative and the town centre. Through the use of AI, the comments fell into the themes and an example of some comments in each area have been shared on each slide. A separate document listing all comments is also available.

The key themes from business comments

1. Footfall and increase in customers
   - 34 comments
2. Experience of parking in Ayr
   - 36 comments
3. Duration of parking
   - 17 comments
4. Use of machines
   - 9 comments
5. Congestion in town
   - 3 comments
6. State of Town Centre
   - 10 comments

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

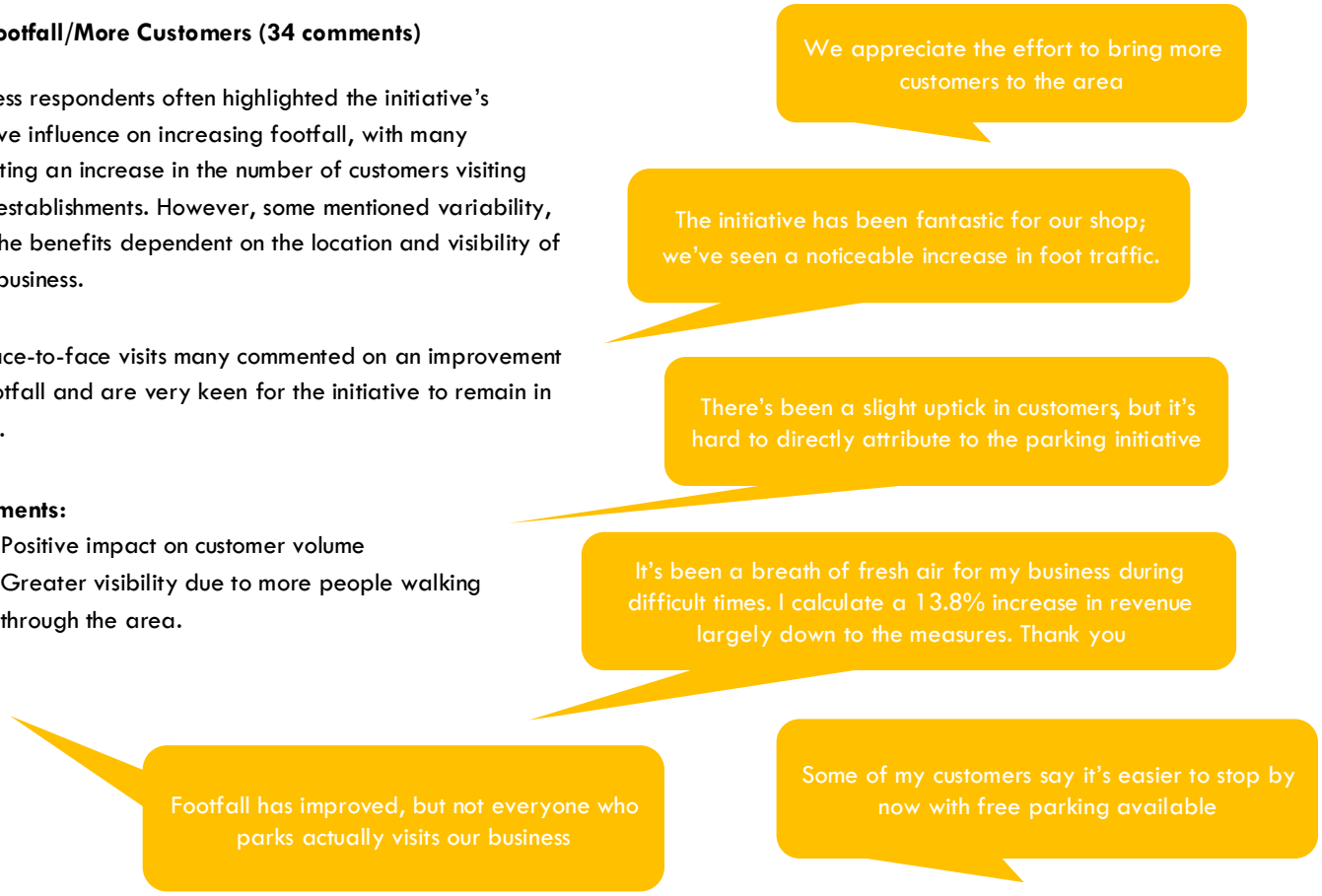
1. Footfall/More Customers (34 comments)

Business respondents often highlighted the initiative's positive influence on increasing footfall, with many reporting an increase in the number of customers visiting their establishments. However, some mentioned variability, with the benefits dependent on the location and visibility of their business.

On face-to-face visits many commented on an improvement to footfall and are very keen for the initiative to remain in place.

Sentiments:

- Positive impact on customer volume
- Greater visibility due to more people walking through the area.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

2. Experience of Parking (36 comments)

Many business owners shared concerns about the ease of parking, particularly for their customers. The main issues revolved around insufficient availability of spaces during peak hours and challenges with on-street parking.

Sentiments:

- Parking can be difficult during busy periods.
- Positive comments about accessibility in quieter times.



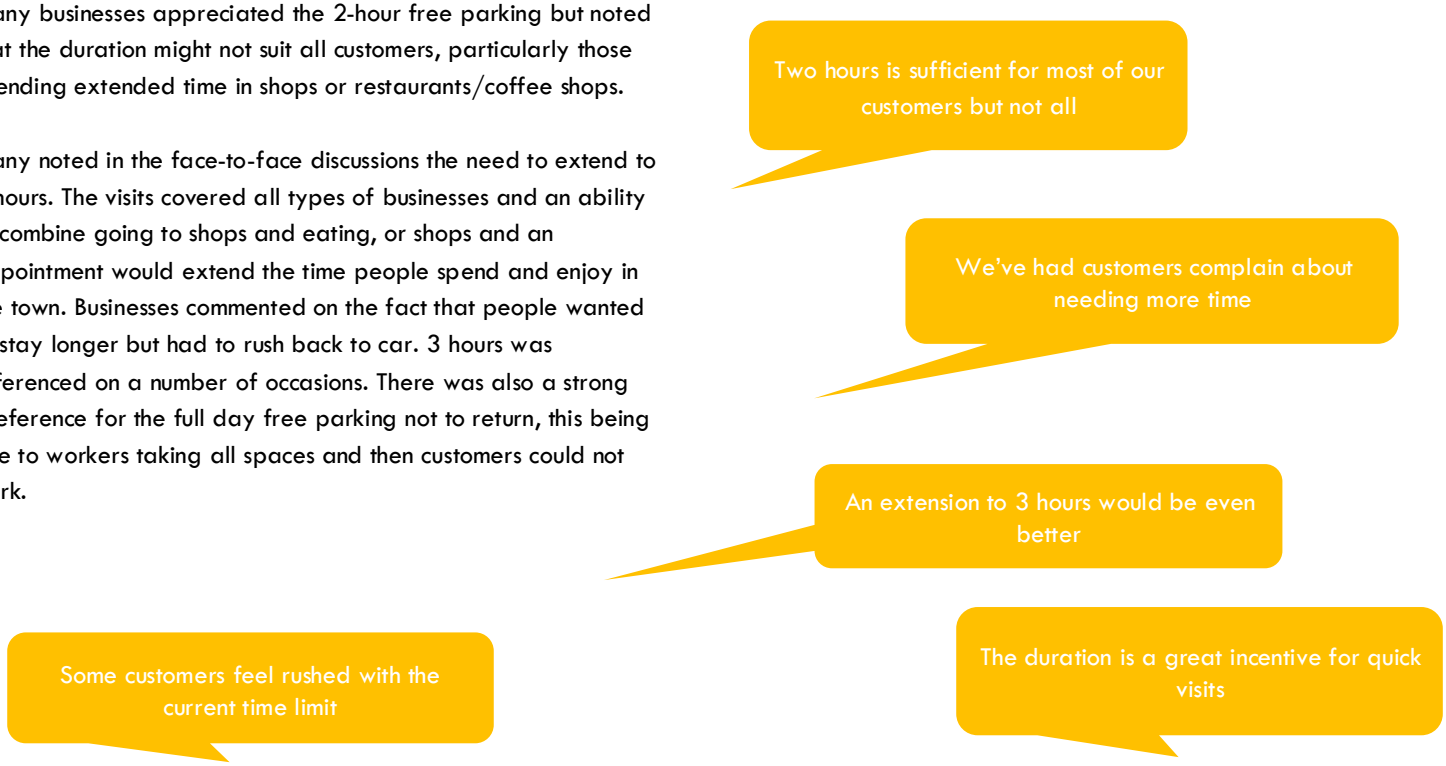
Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

3. Duration of Free Parking (17 comments)

Many businesses appreciated the 2-hour free parking but noted that the duration might not suit all customers, particularly those spending extended time in shops or restaurants/coffee shops.

Many noted in the face-to-face discussions the need to extend to 3 hours. The visits covered all types of businesses and an ability to combine going to shops and eating, or shops and an appointment would extend the time people spend and enjoy in the town. Businesses commented on the fact that people wanted to stay longer but had to rush back to car. 3 hours was referenced on a number of occasions. There was also a strong preference for the full day free parking not to return, this being due to workers taking all spaces and then customers could not park.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

4. Use of Machines (9 comments)

Feedback on parking machines was limited but highlighted the need for user-friendly designs and clear instructions.

- Some of the machines are outdated and need upgrading
- Customers occasionally struggle with the ticket machines
- Instructions are clear, but older customers sometimes face issues
- No major issues, but there's room for improvement
- Information stating the 2 hour concession is in operation attached to street furniture/poles would help as many people spend some time trying to interpret the info displayed only on the machines

5. Congestion in Town (3 comments)

Few comments were made about traffic congestion, with most respondents viewing it as a minor issue.

- Congestion hasn't been a significant problem in our area
- Traffic is slightly worse during weekends, but manageable
- The increased visitors have led to marginally more congestion

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

6. State of Town Centre (10 comments)

Comments about the town centre's condition emphasised the need for improvements in public spaces and the quality of shops and services to complement the parking initiative.

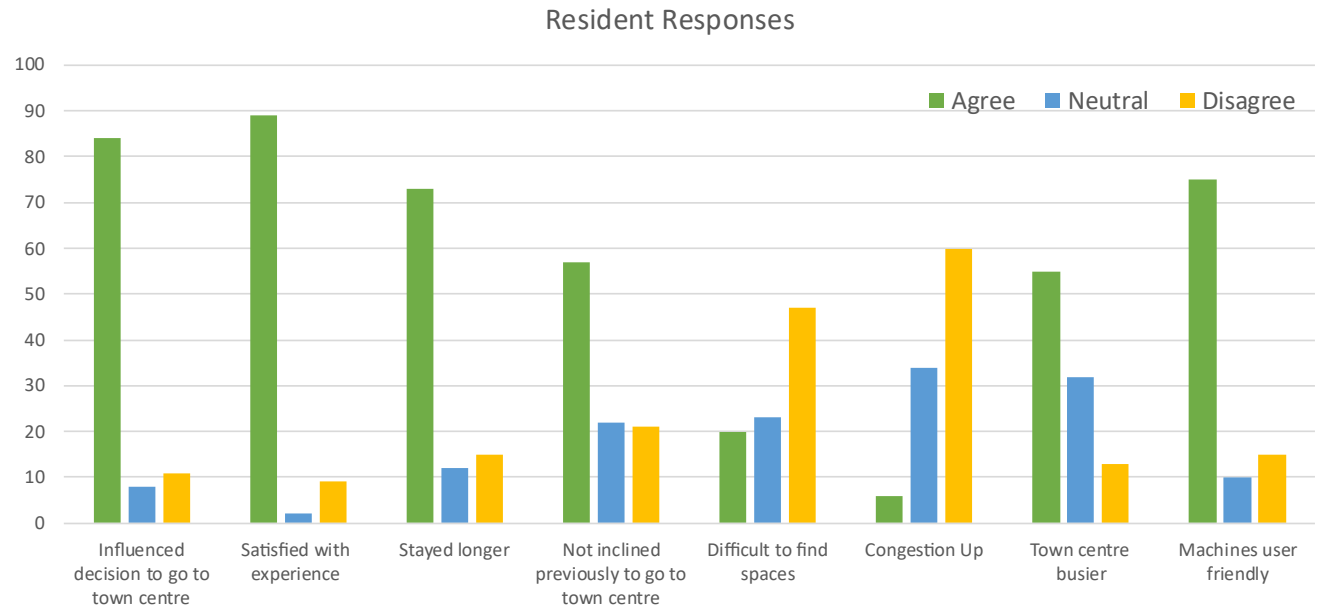
On the face-to-face visits nearly all businesses commented on and wanted to discuss the state of the town centre. The need for improvement, investment and change.
Businesses want to succeed in the town and the clear message which came across was a desire for the town to be a place people want to come to and to regain a sense of pride. A need for clear direction on the town centre after many years of proposed plans and regeneration was a constant sentiment. Some businesses are investing in their own growth and development plans and hence want to know what is next for Ayr.
Newmarket Street traders were very vocal on the potential investment on their street and seeking to know timing for this.
Parking was an important factor, and many appreciated this as a start which they hope will remain in place for years to come.
However, the bigger picture for Ayr town centre and the question of what next was by far the most frequent query.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident Responses

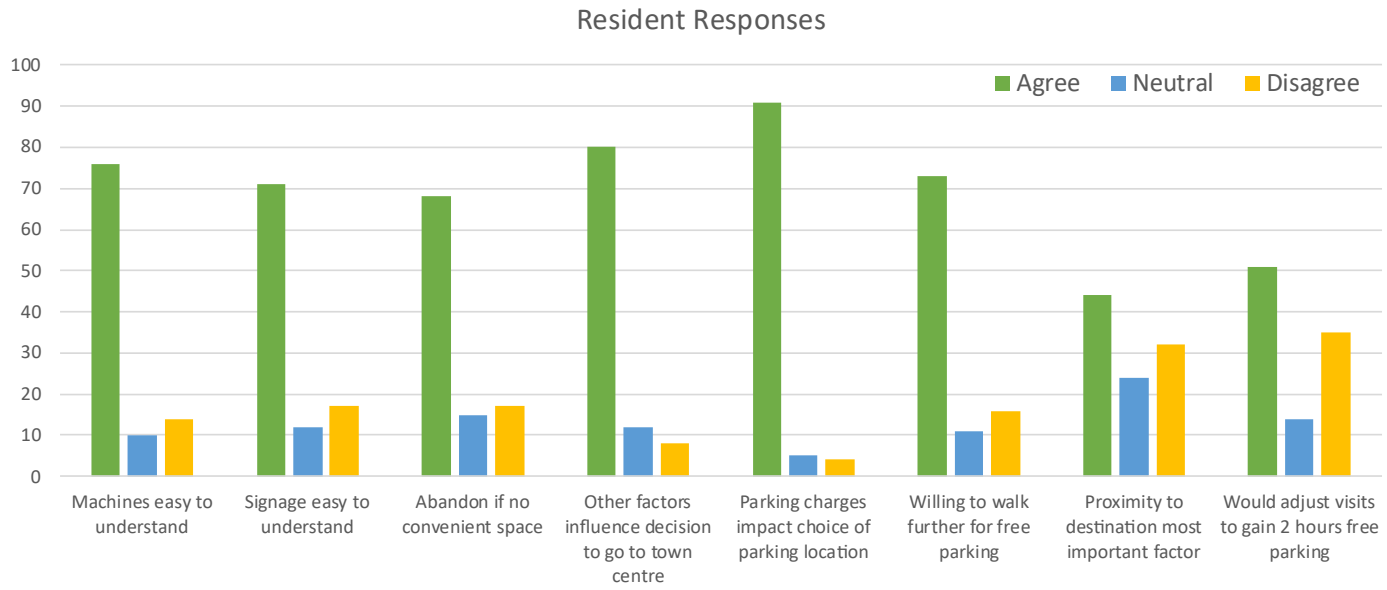
The response from residents is overwhelmingly positive in relation to their decision to go to the town centre and stay longer due to the 2-hour free parking. It has definitely created an opportunity for more people to go to or return to the town centre for a variety of reasons from shopping, eating out or attending a range of services from banking to opticians/dentists and beauticians. They are seeing the town centre busier without it being from traffic congestion and the machines and signage are working for the majority of people now however there are comments to suggest it was not widely known in the early stages of the initiative.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident Responses

The willingness to walk for free parking and proximity to key aspects of the town are important to many people although the factors which influence why people do not go to the town centre are substantially more than just a parking charge. 90% of respondents state other elements being a key influencer and make reference to this as you will see in the analysis of the comments in the next section, in relation to the state of the town centre.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments (Total of 502 comments)

The following 5 slides is a summary of the **502 comments** received from residents which have been grouped into the themes noted below in relation to the parking initiative and the town centre. Through the use of AI, the comments fell into the themes and an example of some comments in each area have been shared on each slide. A separate document listing all comments is also available.

The key themes from resident comments

1. Influence of free parking on going to town
   - 310 comments
2. Experience of parking in Ayr
   - 287 comments
3. Duration of free parking
   - 85 comments
4. State of Town Centre
   - 84 comments
5. Use of machines
   - 56 comments
6. Level of tariff
   - 25 comments
7. Proximity of free parking to town
   - 17 comments
8. Signage for parking
   - 16 comments
9. Congestion in town
   - 14 comments

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

1. Influence of Free Parking on Going to Town (310 comments)

Residents overwhelmingly noted that the free parking initiative has positively influenced their decision to visit the town centre. It serves as a major incentive for residents to shop locally and support town businesses.

I wouldn't have considered coming into town without the free parking

This initiative has encouraged me to shop locally more often

It's a fantastic idea and helps bring life back to the town centre

The two-hour free parking is the only reason I come into town now

Free parking makes a big difference in my decision to visit town

2. Experience of Parking (287 comments)

Many residents shared mixed experiences about parking availability. While some appreciated the ease during off-peak hours, others noted difficulties finding spaces during busier times.

It's been easier to park on some days, but weekends are still a challenge

There should be more spaces designated for free parking

I appreciate having more accessible parking, even if it fills up quickly

The initiative has helped, but finding a spot can still be tricky

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

3. Duration of Free Parking (85 comments)

The two-hour limit was well-received overall, though quite a few residents felt it was insufficient for longer visits or activities/appointments in town.

An extra hour would make a big difference for my visits

I feel rushed to finish within two hours

Two hours is perfect for a quick shopping trip but not one involving lunch

Three hours would be more appropriate for leisurely visits

The time limit works well for me

4. State of Town Centre (84 comments)

Many residents emphasised the importance of improving the town centre's overall condition, including the quality of shops, public spaces and services, to improve the whole town centre experience in Ayr and to maximise the benefits of the parking initiative.

The town centre needs more diverse shops and attractions

Free parking is great, but the town itself needs upgrading

Public spaces should be cleaner and more welcoming

Efforts should focus on revitalising the town alongside parking improvements

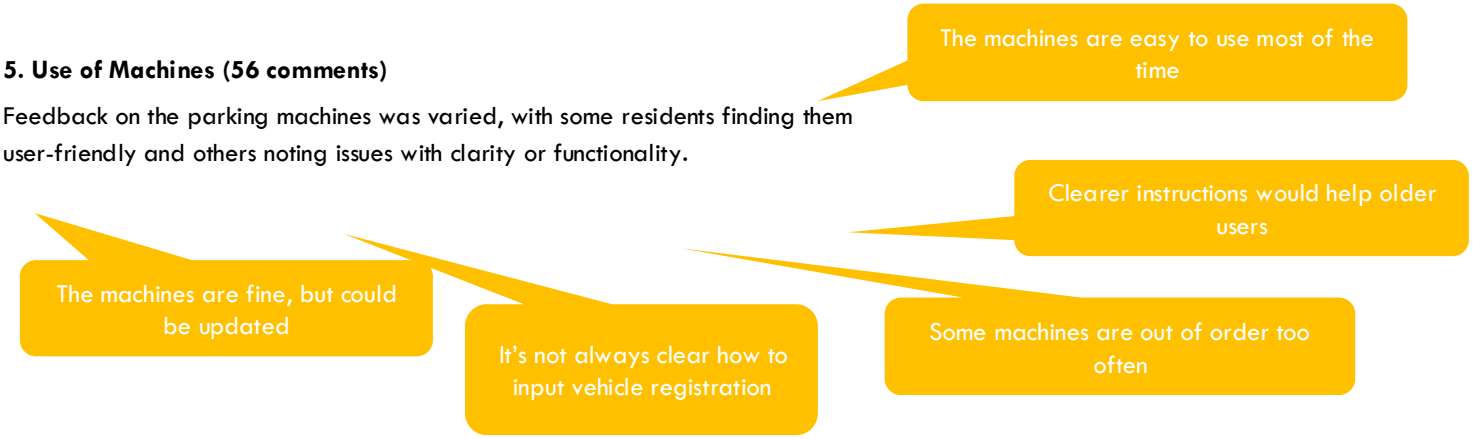
The town feels more alive now, but it's still lacking in variety and quality

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

5. Use of Machines (56 comments)

Feedback on the parking machines was varied, with some residents finding them user-friendly and others noting issues with clarity or functionality.



6. Level of Tariff (25 comments)

Tariffs were a less common topic but drew mixed reactions, with some appreciating reduced costs and others suggesting further reductions.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

7. Proximity of Free Parking to Town (17 comments)

Comments on proximity emphasized the need for free parking to be closer to key town destinations, as distance discouraged some residents.

The free parking is often too far from where I need to go

Closer spaces would make a big difference for accessibility

I'd like to see free parking options near the main shopping area

Proximity matters more than the time limit for me

It's good, but not always convenient for all areas of town

8. Signage for Parking (16 comments)

Some residents noted issues with parking signage, particularly with clarity and visibility. However, most feedback suggested signage was adequate

The signs are clear and easy to follow

It would be helpful to have signs that indicate free parking zones

Better signage could help visitors unfamiliar with the area

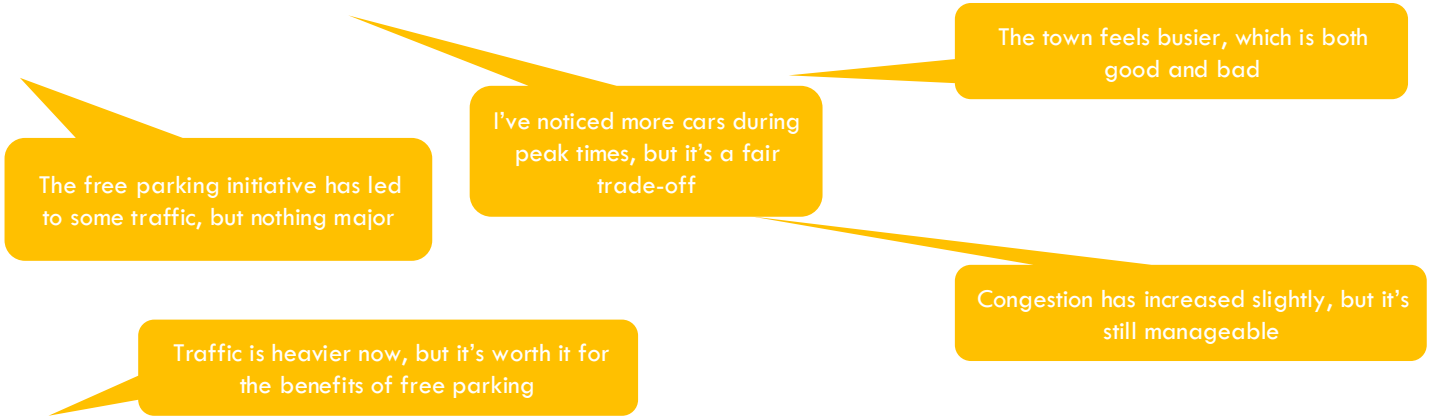
Parking signs are okay, but could use larger fonts

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

9.0. Congestion in Town (14 comments)

Comments on congestion were minimal but highlighted slight increases in traffic, particularly during weekends or busy shopping hours.



Car Parking Survey – Ayr Town Centre

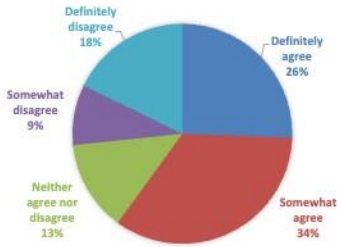
2.0 Executive Summary – Next Steps

Area of Activity	Suggested Next Steps	Timeline
2- hour free parking Initiative	• Paper to SAC Cabinet to recommend the next steps for the initiative taking account of the survey and feedback from the business and resident community • Prepare a communications statement on the feedback from the survey and proposed next steps (pre or post Cabinet paper?)	February 24 Based on pre or post paper
Ayr Town Centre (feedback from community)	• Use positives from survey re increased footfall and more customers to drive a campaign in the town re supporting local business (link to the footfall data being gathered by SAC) • Agree a form of communication with town centre businesses re next steps for town centre • Drive forward the plans for Newmarket Street improvements as first step to changes in town centre	To be discussed with SAC

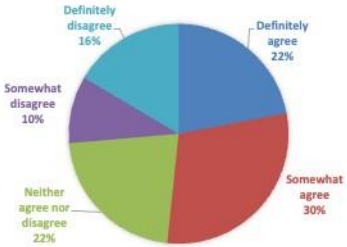
Car Parking Survey – Ayr Town Centre

3.0 Survey Analysis – 91 Businesses

THERE APPEARS TO HAVE BEEN AN OVERALL INCREASE IN TOWN CENTRE FOOTFALL.



THERE HAS BEEN A NOTICEABLE INCREASE IN CUSTOMERS ENTERING MY SHOP/BUSINESS.



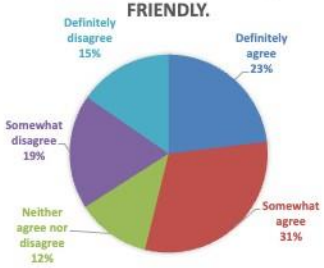
IT IS MORE DIFFICULT TO FIND ON-STREET PARKING SINCE THE INTRODUCTION OF THE 2-HOUR FREE PARKING INITIATIVE.



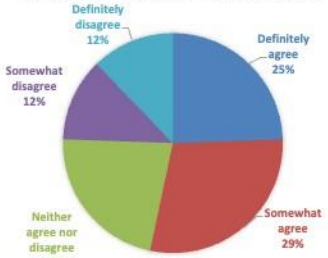
TRAFFIC CONGESTION HAS INCREASED IN THE TOWN CENTRE SINCE THE START OF THE 2-HOUR FREE PARKING INITIATIVE.



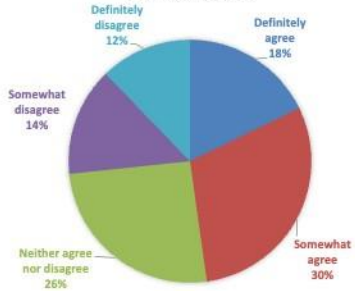
THE PARKING TICKET MACHINES THAT REQUIRE VEHICLE REGISTRATION INPUT ARE USER-FRIENDLY.



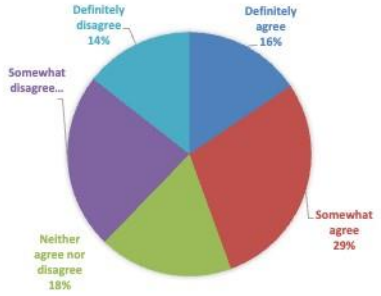
THE INSTRUCTIONS ON THE PARKING TICKET MACHINES ARE CLEAR AND EASY TO UNDERSTAND.



THE PARKING SIGNS ARE EASY TO UNDERSTAND.



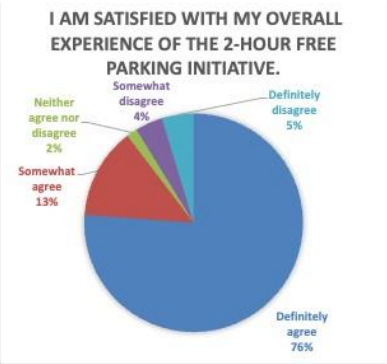
THE PARKING TARIFFS ARE APPROPRIATE.



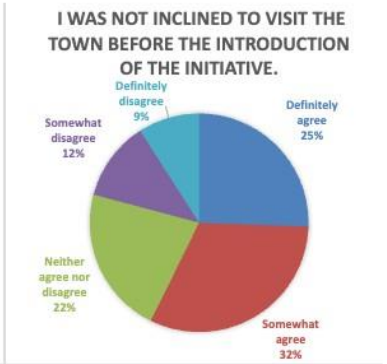
Car Parking Survey – Ayr Town Centre

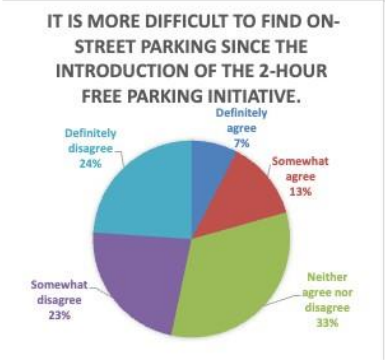
3.0 Survey Analysis – 942 Residents

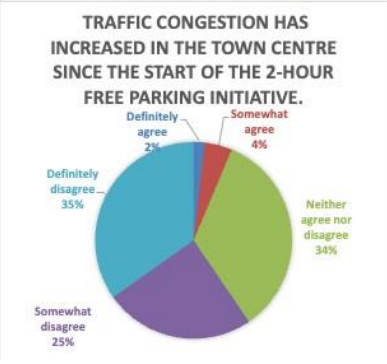


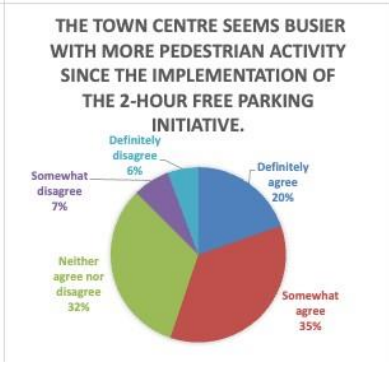








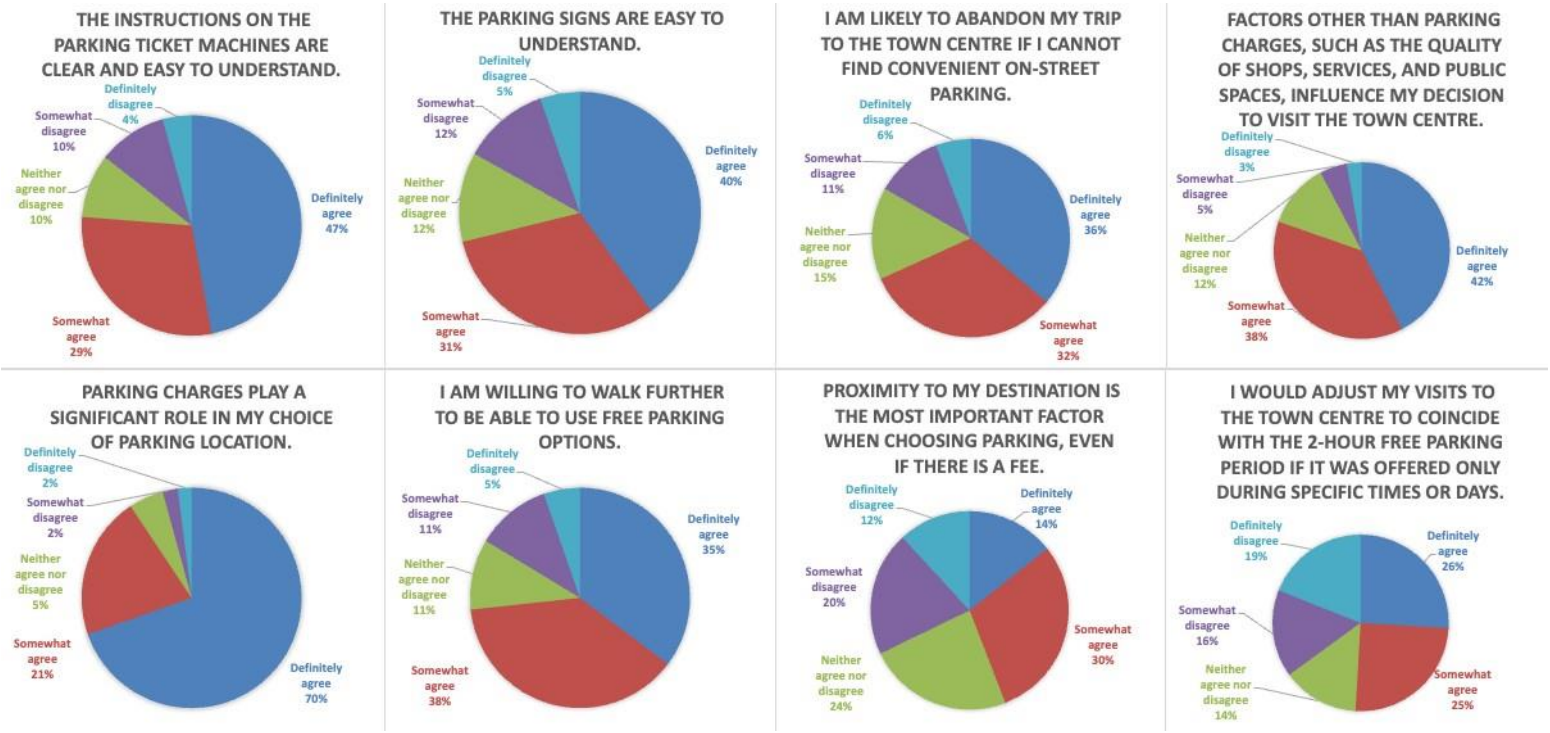






Car Parking Survey – Ayr Town Centre

3.0 Survey Analysis – 942 Residents



Car Parking Survey – Ayr Town Centre

4.0 Appendix a - Timeline

Activity	Lead	November				December					January				February			
		4	11	18	25	2	9	16	23	30	6	13	20	27	3	10	17	24
School Holidays																		
Planning and Preparation																		
Review and feedback on survey	Colette/Fiona	✓																
Meeting with Mark and Barrie - to kick off process	Colette/Barrie/Mark	✓																
Review planned comms for survey release and potential for a press release	Colette/Barrie/Mark	✓																
Discuss and agree social media position	Colette/Barrie/Mark	✓																
Review and update database	Colette	✓																
Contact and arrange meeting with Chamber	Colette		✓	21st														
Agree date for release of all comms and survey	Colette/Barrie		13th															
Engagement and Communications																		
Assess timeframe for inclusion in Going Out magazine, book advert size and send graphic	Colette/Sharon	✓		✓														
Agree and design advert for the Going Out magazine	Sharon/Colette		✓															
Prepare a press release and gain approval from SAC/ARA	Sharon/Kenny/Linda	✓																
Agree and design social media posts for SAC and ARA platforms, and gain approval	Sharon/Colette with Kenny/Linda		✓															
Prepare email to send to all businesses on database and send - seek approval of SAC/ARA	Sharon/Colette		✓															
Agree area for business visits	Colette/Mark		✓															
Visit businesses to encourage engagement	Colette		✓	✓														
Provide feedback on business visit and assess any need for further actions to encourage support	Colette				✓													
Going Out Magazine distributed with advert to 5300 residents	Colette				✓													
Assess level of respopnse to survey and agree any actions required	Colette/Barrie			✓	✓	✓												
Deadline date for Survey	Colette/Barrie	✓				6th												
Report																		
Analysis of data for inclusion in Cabinet report	Colette						✓											
Prepare short report for use in Cabinet Paper	Colette/Fiona						✓	✓										
Cabinet Paper																		
Paper to be prepared for Cabinet and reviewed by Kevin B	Barrie										✓	✓	✓					
Paper to go to Cabinet meeting on 18th Feb 25	Kevin B																18th	

Car Parking Survey – Ayr Town Centre

4.0 Appendix b – Social Media Posts

Ayrshire Roads Alliance
28 Nov ·

Do you think our free two hour Ayr town centre car parking sessions have helped bring more people into the town centre? https://orlo.uk/4YR6C survey ends 6 December

East Ayrshire Council South Ayrshire Council



Ayrshire Roads Alliance
26 Nov ·

It's just one week before our consultation into our free two hour town centre car parking sessions closes.
The two hour free sessions will remain in place over the festive season, but don't let that park your thoughts.

Share them with us in this short survey >https://orlo.uk/nRIkg which closes on Friday 6th December.

East Ayrshire Council South Ayrshire Council

Ayrshire Roads Alliance
25 Nov ·

Calling all Ayr town centre businesses, we'd love to hear your opinion on the impact our free two hour town centre car parking sessions, which will remain unchanged over the festive period, might have had on your trade.
You can take part in a short survey here > https://orlo.uk/w765d The survey will remain open until Friday 6th December.

East Ayrshire Council South Ayrshire Council





Ayrshire Roads Alliance
5d ·

Toot-toot! We'd love to hear your opinion on our free two hour Ayr town centre car parking sessions, which will remain unchanged over the festive period.

You can take part in a short survey > https://orlo.uk/fd8S0 The survey will remain open until Friday 6th December.

East Ayrshire Council South Ayrshire Council



Ayrshire Roads Alliance
2d ·

We're putting the brakes on our consultation into our free two hour centre car parking sessions today. There's still time to give your feedback in a short survey >https://orlo.uk/Pn5tL

We'd love to hear tour thoughts on how its working.

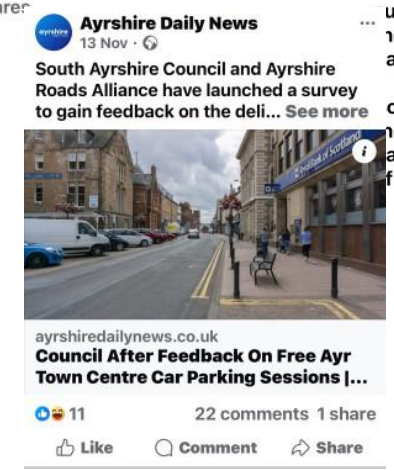
East Ayrshire Council South Ayrshire Council



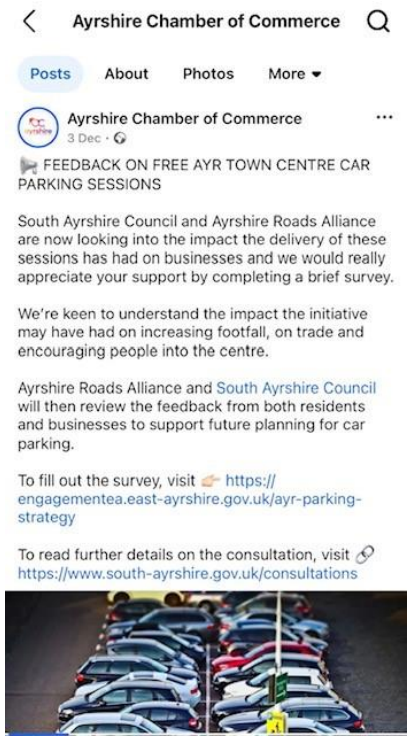
Car Parking Survey – Ayr Town Centre

4.0 Appendix b – Social Media Posts









Car Parking Survey – Ayr Town Centre

4.0 Appendix b - Leaflet



Car Parking Survey – Ayr Town Centre

4.0 Appendix c – Communication Channels and Links

AYR TOWN CENTRE CAR PARKING PROJECT		
MEDIA COVERAGE		
Date	Publication	Link
13-Nov	Ayrshire Daily News	https://www.ayrshire-today.co.uk/news/24721408.south-ayrshire-council-consultation-ayr-free-parking/
13-Nov-24	Ayr Advertiser	https://www.ayradvertiser.com/news/24721408.south-ayrshire-council-consultation-ayr-free-parking/
20-Nov	Ayrshire Live	https://www.dailyrecord.co.uk/ayrshire/survey-issued-over-free-two-34100459
20-Nov	Yahoo News	https://uk.news.yahoo.com/survey-issued-over-free-two-165115584.html?guccounter=1&guce_referrer=aHR0cHM6Ly93d3cuYmluZy5jb20v&guce_referrer_sig=AQAAATijg0pCTWUhUBjksOmGB3eYjdM8TxftmhzsdsO0yWvfQQaqRXIc5l3FRebcxSnO9KlIgQX6Ykgp3E4_Dtv7-t1LUCIewQH1PTqUgrybXzNgu9axpV6YzOh2JBkgQspIVxWvZiIFsBnlPhhPSFNCWBmkNScyfQZYxwM2of3JvJU
27-Nov	Yahoo News	https://uk.news.yahoo.com/free-parking-ayr-town-centre-124155802.html
27-Nov-24	Daily Record	https://www.dailyrecord.co.uk/ayrshire/free-parking-ayr-town-centre-34196848
27-Nov-24	Ayr Advertiser	https://www.ayradvertiser.com/news/24754825.two-hour-free-parking-ayr-town-centre-festive-season/

APPENDIX 3 – PARKING CONSULTATION FREE TEXT RESPONSES

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-	18/12/2023 19:35 PM

	trip. Whilst the report recognises that introduction of parking charges may deter some visitors, it must be questioned why Ayr would wish to attract visitors who rely on driving directly to the beach then home again, having spent nothing in the town. In Resident Permit areas, the proposals to introduce additional permits for tradespersons, visitors, carers, etc. would attract a significant administrative burden (that is unlikely to be staffed), be open to abuse and, ultimately, create conditions tantamount to a free-for-all that completely undermine the point of any restrictions, leaving the residents that the current system is designed to protect unable to park near their homes. In most (if not all) of these zones, each residence is entitled to apply for two parking permits whilst businesses are allowed more or less permits according to their situation. Overall though, the current system considers the maximum number of vehicles that can be parked in these areas and ensures that there is sufficient capacity for most circumstances. Should carers or tradesmen need to park within these zones, it is common and perfectly workable practice for the property occupier to provide one of their passes for the duration of the visit. When accommodating recreational visitors, it is incumbent upon the person they are visiting to make arrangements. The proposed changes would see tradesmen abusing 'free passes' to park in these areas, including residents bringing additional 'work' vehicles home and clogging up the limited space. Up to 5 visitor permits per household could mean that, even without abuse, one or 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.	
7	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!	21/12/2023 20:35 PM
8	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	23/12/2023 16:05 PM

	repeatedly happens that I now will not ask to be taken to Ayr. I miss shopping in Ayr but until the disabled parking is increased and adequately policed I will not face another 90 minute return journey by car for nothing.	
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/marked bays required on these streets if this proposal is to go ahead, allowing for vehicular access to properties/garages where required. Current parking a nightmare due to cars double parking beside cherry blossom trees.	08/01/2024 21:14 PM
31	Upgrade those car parks in the town which are in poor condition and set a reasonable fee which is clear and easy to pay, to encourage people to use them and visit the town.	08/01/2024 21:16 PM
32	double yellow lines re-instated.	08/01/2024 21:46 PM
33	Parking charges are driving people out of the town. Residents should not be charged to park outside their homes. Workers using vehicles should not be charged to park while working. Visitors to the town should not be charged to park. Unreasonable parking charges will discourage business and visitors within Ayr in general.	08/01/2024 23:13 PM
34	I would like to know why you are trying to kill off our town centre completely. Visitors will not come, tradesmen will avoid, the town will become even more of a ghost town	08/01/2024 23:17 PM
35	If 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 Rabbie 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

	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.	
114	Residents have children and typically have no other parking options. You are currently proposing that we might have to wait up to 3 hours for a shopper to move their car so we can park outside or near our homes. Where, exactly, should we go when there's no space on the street where we live? I don't have a God given right to park exactly outside my own home, but I do believe it's fair & reasonable that I can park within a reasonable distance - the proposal completely cancels that. In reality - rather than in a council officer's fantasy - is that residents will have to use pay-and-display parking and walk hundreds of meters with their shopping / small children. This a war on resident's cars and unacceptable.	12/01/2024 17:16 PM
115	Gutters and drains In zone B2 are not cleared nearly often enough, leading frequently to insanitary pools of water. Bellevue street is particularly bad, kerbside parking needs to be suspended at times to allow the drains to be properly cleared. How is ARA proposing to manage this?	12/01/2024 21:25 PM
116	Priorities should be serving the representative views of the people that live and work in Ayr- who DO NOT WANT to pay more money to park outside their homes, not finding a way to rephrase the consultation as an insult to their intelligence suggesting that it is not desired because it has not been "promoted" well enough.	12/01/2024 21:42 PM
117	Absolutely ridiculous idea to do this! The council will push everyone away from Ayr! Even the people who live here! Do not enforce payment on parking outside your own house! As if people have enough money to even live! let alone pay ridiculous charges. No no no no no! Do not put these parking permits in place!	12/01/2024 21:58 PM
118	No on street parking charges. Council tax and road tax are high enough as they are. High Street parking charges are a deterrent to visitors, shoppers and a tax on the people who need to park e.g. workers. If you insist that they are 'essential' then the payments should be minimal i.e. £1 for 3hrs. Residential parking should not exist, that's why we pay council tax for 'services'. Ability to park a car outside/close to someone's property is a person's right. Visitors should not be penalised either. I strongly condemn plans to extend residential parking zones.	13/01/2024 10:42 AM
119	Turning out onto Alloway Place from Park Terrace and Alloway Park is dangerous. Parked vehicles make visibility poor and often inhibit smooth movement of traffic along the stretch from Miller Road traffic lights to the lights at Wellington Square. This situation requires to be considered.	13/01/2024 13:00 PM
120	Turning out onto Alloway Place from Park Terrace and Alloway Park is dangerous. Parked vehicles make visibility poor and often inhibit smooth movement of traffic along the stretch from Miller Road traffic lights to the lights at Wellington Square. This situation requires to be considered.	13/01/2024 13:00 PM
121	School drop off at Ayr Grammar must be considered. The current situation is dire. Parents/carers should not have to pay to pick up and drop off their children or consider parking a significant distance away for free parking. Parents and carers should have a dash board pass to display for school drop off times to allow	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. Cobbled road. Parking only available on one side. Not a full width street. Blind entrance. Residents have been asking for one way traffic for two years now. Police report agreed. To try prevent buses not realising how narrow the street actually is, when they are following bus parking signage for Cromwell Road car park. I have to object to the new parking proposal for my street of 3 hours. If a lorry decides to park the street is blocked. This happens regularly pushing passing cars onto the pavement. Why is there no safety concerns?	19/01/2024 11:37 AM
157	As a resident of Cromwell Road Ayr. A external preservation street. Cobbled road. Parking only available on one side. Not a full width street. Blind entrance. Residents have been asking for one way traffic for two years now. Police report agreed. To try prevent buses not realising how narrow the street actually is, when they are following bus parking signage for Cromwell Road car park. I have to object to the new parking proposal for my street of 3 hours. If a lorry decides to park the street is blocked. This happens regularly pushing passing cars onto the pavement. Why is there no safety concerns?	19/01/2024 11:41 AM
158	Questions - The way you phrase your questions here is misleading. For example. Should there be a permit option for carers or tradespeople? What? At the ridiculous cost of £400! Taxing carers and businesses? They should be able to park for free, if it can be evidenced they care for someone in the street or are working on a resident's property. Cost increase - As a resident of Dongola Road, I have paid 50p for my permit. 50p to £60? That's inflation gone crazy, is it not? I do agree the scheme should be overhauled, but this is 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	Belleview 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

	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.	
178	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.	21/01/2024 12:57 PM
179	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!	21/01/2024 13:19 PM
180	There should be charging for parking along the esplanade. At the moment it is used for all day parking.	21/01/2024 14:23 PM
181	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	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 Terrrace 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 Whitletts Vicks are playing away and all the attendees are dumping the cars in the area. On pavement parking should be enforced and all motors parked even partially on the pavement should be fined per the new law passed.	22/01/2024 13:08 PM
198	Please consider the needs of charity based at 7 York Street, its service users and staff. AHAC are a local homeless and housing advice and support charity, established in 1986 who have regular community visitors to our offices. Many of the Council offices are still closed and so people come to see someone face to face if this is their preferred method of contact. We often liaise with the Council and facilitate communication, if people have to pay for parking then this will deter them from coming to see us which has wider concerns when many already struggle to reach out for help with poverty, rent arrears and eviction. If charges are put in place it would deter vulnerable service users who rely on us from coming for help. We are concerned that as a registered charity we would not be able to afford business permits and put additional pressure on our already tight budget. If all our workers were liable for parking it would put additional financial pressure on them and may cause them to look for employment elsewhere. Many of our Advisers and Support staff require a car as part of their employment to ensure we can take people to appointments and visit them in their homes. Suggestions:- Free parking permits for around 6 essential workers Create at least one disabled bay at front of office to ensure can get a space Provide 3 free re-usable visitors passes for us to give to those who are in poverty and unable to pay There are many offices in York Street which the Landlord is unable to let, with this additional burden it will further impact them being able to let these empty office spaces. The street would benefit from parking space lines being painted as often 2 cars take up space for 3 cars.	22/01/2024 15:16 PM
199	Removing the proposal for Zones B09 and B10. What tangible benefits are there, and what issues are the proposed permits addressing.	22/01/2024 17:13 PM
200	Residents' ability to park outside their homes should be preserved. No one visits Ayr now anyway so I think other than visiting relatives and friends at residents homes "tourists" should be low priority. 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 theses 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, came 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 subsiding 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

	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.	
290	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	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 PROBLEMS .....NONE 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

	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.	
301	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.	31/01/2024 21:28 PM
302	We need to look at ways to encourage visitors to the town not ways to put people off.	31/01/2024 21:37 PM
303	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.	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. 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	12/12/2023 23:49 PM

	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	18/12/2023 13:50 PM

	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.	
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 Cresent can be a nightmare for residents currently due to limited spaces. If what limited spaces where to become available to the public it would be unbearable, especially in the summer months. There's also the fact that currently there are a designated marked bays, therefore, those less able to park correctly do so inconsiderately and can reduce overall parking availability due to the trees planted in the road. Furthermore, due to this area being a conservation area, residents who have no access to off street parking but do have available garden space are forbidden to be granted planning approval for a drive. This further limits those able to get EVs. Your point about a drive for public transport is laughable given the current state of public transport. I personally work in Port Glasgow currently a 100 mile round trip. Public transport would create a 5 hour round trip. I have no choice but the car.	21/12/2023 14:52 PM
15	As far as Park Circus is concerned there is barely enough parking for residents at present with 2 permits per household considering some of the townhouse properties are split into 2, i.e. 4 permits? Allowing non-resident parking will mean that residents won't be able to park their vehicle in the street where they reside.	21/12/2023 14:55 PM
16	I live in a resident only parking street. If you open up parking to everyone we would struggle to get a space close to our house. The street is already busy with resident's cars. A lot of the houses (including ours) do not have garages as they were built in a time before cars were invented. We live in the longest terrace of houses in Ayr and I do not think your proposals are taking into consideration the age/design of the properties. The current system works well and I am strongly opposed to any change. It would be unfair to charge £60 a year to park in our own street when we have no other option. If you make the proposed changes the street would be full of cars of people visiting nearby cafes, with the people who reside there unable to park outside their own home. STRONGLY AGAINST THIS CHANGE.	21/12/2023 16:21 PM
17	Will there be a public consultation?	21/12/2023 20:35 PM
18	I have rang you several times to explain about the dreadful lack of disabled parking in Ayr but every person I have spoken to simply does not care. As a disabled person I feel marginalised and discriminated against by South Ayrshire Council.	23/12/2023 16:05 PM
19	I've lived in this area for many years and already pay more than enough Council Tax. I do not want any more stealth charges being applied to me.	26/12/2023 13:57 PM

20	Park Circus and Bellevue Crescent are full every evening and I struggle to get parked when I finish late shifts. Allowing shared use bays in these streets in 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 advertising to the affected communities, and no notice given locally or to residents, as well as almost no indication on the council website.	08/01/2024 15:35 PM

38	I have to double park as it is to get my shopping from my car to my door Than have to move my car before I can go in and pup shopping away.	08/01/2024 15:39 PM
39	The idea of a permit system in residential areas is flawed. We live on St Andrews Street, have two vehicles registered to our address, have off street parking for both vehicles and have two £0.50 permits. Why would we pay £60.00 per vehicle per year for on street parking? Further, many of our neighbours would be in the same situation. The one exception is an elderly widow who does not have off street parking. She has recently undergone knee surgery but refuses to apply for a blue badge as she feels there are individuals who are more in need than she is. Is the Council going to charge a pensioner on a low fixed income £60.00pa to park her car in front of her house? As demonstrated, of the 18 properties on St Andrews Street between Castlehill Road and Dongola Road (Area B4), the revenue generated MIGHT be £60.00pa, assuming our widow friend does not apply for a blue badge! If the thinking behind the proposed scheme is to encourage visitors into the town then on street parking in residential areas, certainly at weekends, should be free. If the thinking behind the proposed scheme is to raise funds, I would suggest it needs re-thought. As demonstrated above, two parking fines would generate more income than a single annual parking permit. Further, when the current permit system was introduced on St Andrews Street, the Council erected a number of sign posts and signs advising motorists of the parking restrictions. I would like to know (a) how much did these signs cost to purchase and erect and (b) how much revenue the Council has generated through parking fines issued to drivers / vehicles without permits 'illegally' parked? I would be greatly surprised if the revenue generated was greater than the cost of the signs. By implementing the current scheme, the Council have only succeeded in discouraging people from visiting the town-centre. This revised proposal will do the same and does not appear to have been well thought out!	08/01/2024 16:16 PM
40	As above, I would strongly ask that you consider the impact for residents.	08/01/2024 17:38 PM
41	I think the increased charges being proposed from 50p to £60 is outrageous!	08/01/2024 17:45 PM
42	Free parking for residents in their own street	08/01/2024 17:55 PM
43	We live within a Type B permit zone, and while enjoying the right to park in our road, we do appreciate that the system needs to be brought up to date. However having paid our Council Tax, Road Tax, and other taxes, we wonder if the cost of administration of parking in the town should not come out of a general fund rather than the pockets of those residents who happen to live closest to the town centre.	08/01/2024 18:03 PM
44	I disagree with shared spaces being made available in resident parking areas. There is little space available and allowing this would make it increasingly difficult for residents to park at their own homes, notwithstanding parking for which they are to be charged. In summer months beach areas are busy and resident parking is paramount for those that live in streets surrounding beachfront. Happy to pay for resident parking but utterly disagree with shared spaces.	08/01/2024 18:16 PM
45	Don’t come into Ayr very often …. There is very little to attract me into the town, and I certainly would come in even less if I had to pay to park.	08/01/2024 18:17 PM
46	As a resident of St. Andrews St., Ayr, I am very concerned about the proposal to remove resident parking permits (as far as I can understand the rather complex proposals). During certain busy periods e.g. Christmas, the street is already used as an overspill area from Morrisons Supermarket. There are also instances where cars are left in the street all day when their owners take the train to work/ shopping in Glasgow etc. I would be very concerned that opening the street to everyone will result in residents being unable to park in the street. If I have misunderstood and it is intended to create a shared use street, this would also cause me concern as this could result in paying £60 per annum and still being unable to park in the street.	08/01/2024 18:56 PM

47	Why Prestwick and Troon allowed free on street parking but Ayr are is not? They are part of SAC	08/01/2024 19:10 PM
48	Parking in Ayr- park circus and Bellevue is difficult enough without adding extra vehicles into that equation through visitor's passes and tradespeople. There are a lot of flats and split houses in these streets. Therefore double the cars- especially in Bellevue crescent. Visitor permits will cause even more chaos if people are parking outside in our already busy street. I do not have a garage and I do not have a driveway. If you want to fund a grant I will gladly put a garage and put parking in my back garden and would not need to park outside and you can then have that space for people shopping in the town centre or visitor and tradespeople. I regularly park at the bottom of my street and lug heavy shopping up the street. Therefore what you are proposing will not reduce the volume of traffic in our street but increase it. I think it will be difficult to police who has been parked for 3 hours and who hasn't and I will end up parking further away each day when I come home. We pay a high council tax and should be able to park outside our house. These are not decisions to be made lightly and a lot of thought is needed.	08/01/2024 19:49 PM
49	Parking in Park Circus, can be difficult enough. With no off street parking we have to park on the street - Bellevue Crescent is even busier. Parking is further restricted by the cherry trees. I cannot see that introducing parking bays can be appropriate or sensible. Had this arrangement been in place, we would not have considered buying a home in this street. How can you impose a £60 annual charge and then open the parking to all comers if they pay? If residents have to pay £60, this should mean securing a dedicated parking place - not have to drive around trying to find one in amongst those buying a ticket. That is illogical and unfair. We see traffic wardens about twice a year - the extrapolation of your scheme must mean hiring more traffic wardens to police the scheme - what are you trying to achieve? You couldn't possibly generate enough income to hire additional traffic wardens - is a business plan available to see your evidence? Where can I access this?	08/01/2024 20:14 PM
50	As above, I strongly disagree that annual fees should be introduced in areas such as Ashgrove St, Dongola Rd... Why are these outlying areas considered to be within a charging scheme, this does not make any sense, please explain.	08/01/2024 20:18 PM
51	This is just another scam by our so called council under the disguise of making it better for residents and the community but in fact all this is, is a complete money making exercise. Where would all this 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 council's coffers. The only point that I would agree with is that there should be	08/01/2024 21:14 PM

	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 Avenue. By introducing permits it will force the non-residents currently parking	08/01/2024 23:24 PM

	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

	attended the public meeting that was held in the Horizon Hotel and asked the Ayrshire Roads Alliance representative if he was charged for parking outside his house. I was not surprised when he said no he wasn't. This parking scheme discriminates against me for buying a house in some arbitrarily thought up Zone. It does nothing to enhance the residents or visitor experience of visiting Ayr. Improve traffic flow or anything else. I would like to see the results if you tried to impose parking charges throughout the town of Ayr We have lived in Zone B Queens Terrace for over 20 years and have a residents parking permit. Queens Terrace has a mixture of holiday and residents parking. Even though my wife and I are in our mid-seventies and have to double park at times to offload our grocery shopping we accept Ayr depends on its visitors and we accept that inconvenience of having to find an alternative parking spot. I would be extremely unhappy if I have to pay and cannot get a spot to park. In my mind you are taking nosey for nothing. At this present time of high energy prices, grocery and other bills this is a completely wrong time for implementing this scheme. The proposal does not enhance Ayr to residents or visitors it is just another way of taxing the citizens and visitors to Ayr. Shame on you. Douglas A Herring.	
157	As long as the same rules apply. As a resident of the fort area we should get the same right to park outside our home as everyone else does. A lot of properties don't have off street parking. So if you charge yearly fees, visitor fees etc., you do it in Kincadston, Belmont, Mainholm, Alloway, Doonfoot etc.	10/01/2024 16:05 PM
158	Your questions are too exact with no place for alternative opinions. You also shoot yourself in the foot with area times as the Mill Street area (for example) has differing times. Carers/Emergency Workers/Tradespeople should have a Town Centre - All Areas Permit for free. Not all Tradespeople live in Ayr - some come from Glasgow / Edinburgh and a lot further afield - even abroad. They will have no knowledge of any Parking System in Ayr. Regarding the Promenade and a comparison with other seaside resorts Ayr is not a particularly attractive town to visit when compared with the like of Brighton so I don't think charging is a good idea along the Prom. I don't know how you are going to manage the Citadel Leisure car park charging exemption for leisure users - the Citadel can't manage the entry system to the facilities as it is! Good point - contactless charging - at long last! All the jargon that is in the Parking Strategy makes me think that it is mostly about raising funds to keep SAC afloat - that shouldn't be the reason.	10/01/2024 17:11 PM
159	Free parking or lack of directly influences whether I shop/eat out in Ayr. The small increase in revenue for the council from extending parking fees will be more than offset by the loss of rates from businesses they go bust. The council should make Saturday parking free everywhere. The free 2 hours didn't work to attract people into Ayr all spaces were filled by employees by 8/9am.	10/01/2024 17:36 PM
160	Stop Charging people to park where they live it's that simple, corrupt council killing the town.	10/01/2024 17:44 PM
161	It is unfair to ask local residents in the Newton area, many whom contribute massively to the local community, to pay for parking outside their house! I understand the aspect of introducing Pay and Display and the revenue this would bring to the Council but each household should receive 2 free parking permits as this would 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!!!	10/01/2024 18:07 PM
162	Paying to park outside your own home is a disgrace! There is nothing in Ayr town as it is and by trying to enforce pay and display in more areas is only going to	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	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.	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	AHA have been occupying the office in York Street since 2012. The reason for taking the lease were clear: Service users had shared that they wanted to access services where parking was available and the location was in or near the town centre Free on street parking on York street addressed a wide range of needs including but not exclusively: individuals unable to walk but without a blue badge and those with mental health difficulties which may be exacerbated in outside spaces. Other info: We have found that the majority of our customers are dealing with the consequences of poverty and have complex needs including mental health concerns. Whilst parking will not change the situation alone having the option of free parking could see the individual access timely advice that may make a huge difference to their own and any family members life moving forward Suggestions If free permits were not available the introduction of a Charity Permit Rate.	12/01/2024 13:50 PM
179	Work in mc calls avenue as do many others , where do you suggest we park, there is wasteland on McCalls avenue - can this not be turned into free car parking	12/01/2024 18:28 PM
180	The proposed changes to residents parking in Zone B2 (Park Circus and Bellevue Crescent) are completely unworkable and will surely lead to conflict between residents and casual parkers. Has anyone from Ayrshire Roads Alliance (ARA) bothered to carry out a day time survey of these streets. Had they done so it would be obvious that there are almost no spare parking slots? Residents in Bellevue Crescent are now being forced to park two abreast in the street. Park Circus is slightly better but not by much. The proposed 3 hour max time is	12/01/2024 21:25 PM

	irrational. Essentially, a casual parker can park all morning or all afternoon. (Free of charge? the strategy does not make this clear) meaning residents will find it almost impossible to park in their streets during morning and afternoons. For example, a resident returning from the school run will find it impossible to park near their house. What is a parking bay in the context of these two streets? There are no street parking lines drawn. Is it proposed to mark out these streets with designated parking grids? Again the strategy does not make this clear. Is ARA aware of the large number of trees on both of these roads? Will there be allowances for these is any designated areas which will in any event, significantly affect the number of available parking opportunities. What about overnight parkers in motorhomes and overnight vans? Being so close to the seafront, this will allow this community to park up at 3.00pm and stay until 12.00 the following day, thus avoiding esplanade overnight charges. And of course the rubbish and litter that often accompanies some "wild campers". Rubbish and litter. Casual parkers litter the streets much more than residents who in general, are mindful of their surroundings. It's already bad at the Bellevue Street end of the zone. How is this going to be controlled? How is it going to be cleaned if vehicles are parked all day long? Neither mini sweepers nor hand brushing will be able to gain access to the gutters. What steps are proposed to keep driveway accesses clear at all times? Casual parkers will always push the boundaries and encroach on driveway access. Residents rarely do, because everyone knows who they are. Will there be a facility for residents to report delinquent parkers?	
181	Your initial consultation showed a strong desire not to charge residents more money in the areas they live to park at their home addresses, yet you continue to push for this through further consultation in an attempt to justify what you are going to do. The wording of questions are very leading and show a clear desire by south Ayrshire council to railroad what they plan to do anyway, despite no support from the public they serve. This does not make Ayr or South Ayrshire an attractive place to live, work or spend time recreationally.	12/01/2024 21:42 PM
182	Absolutely ridiculous idea to do this! The council will push everyone away from Ayr! Even the people who live here! Do not enforce payment on parking outside your own house! As if people have enough money to even live!, let alone pay ridiculous charges. No no no no no! Do not put these parking permits in place!	12/01/2024 21:58 PM
183	I shouldn't have to pay to park outside my property in McCalls Avenue	12/01/2024 22:55 PM
184	I've never seen a town centre look as horrible as Ayr currently is. Abandoned buildings everywhere you look. No nightclubs for the youth. Not many prospects for businesses. Why would anyone want to come on holiday here? The solution is to extend areas in which parking fees are applicable? Really? I'm glad I've moved out of Ayr and I'm hoping it's a while until I need to come back	13/01/2024 00:13 AM
185	Ayr town Centre is a disgrace. There is no real town centre anymore. Shops need to be encouraged back and shoppers. Free parking is essential for people to retail parks. Charging people to park at home is also a disgrace. This is not Glasgow. If there was a thriving town and reason to charge to prevent people parking where they should there would be a point. There's is not. Charging tradesmen more is awful. As a letting agent it is already hard enough to get good tradesmen and reasonable costs. This will mean they will not work in the town centre or charge more. Scandalous. Unworkable and downright stupid in a dying town centre. Look at how busy it was in December when free parking available. Difficult to get a space but busy. Give people a reason to come not to stay away.	13/01/2024 07:28 AM
186	I feel very concerned about restrictions to parking around Cassillis Street, Charlotte Street, Fort Street and Citadel Place and surrounding area as these streets provide drop-off and pick-up for Ayr Grammar Primary school. The driving, parking and traffic around the school can be very unsafe as things are. I know this is common around schools, however I worry that restricting parking further will drive more cars to take risks, stopping and parking inappropriately around the school causing a risk to the children. Given the reach of the school catchment it is	13/01/2024 10:13 AM

	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.	
187	ARA and SAC will be aware of the existing traffic difficulties following the relocation of Ayr Grammar primary. As a parent, I'd express huge 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.	13/01/2024 10:41 AM
188	No residential parking fees. Reduction in town parking as it is a deterrent to the town centre.	13/01/2024 10:42 AM
189	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	13/01/2024 13:00 PM

	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.	
190	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.	13/01/2024 13:00 PM
191	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.	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 Pl 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 Pl) 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 ridicules.	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 is ....most 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

	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	
283	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.	21/01/2024 08:28 AM
284	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.	21/01/2024 08:53 AM
285	We should certainly not be charged for parking outside our house.	21/01/2024 10:11 AM
286	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.	21/01/2024 11:24 AM
287	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.	21/01/2024 11:38 AM
288	Transport hub Regeneration of town centre Compulsory purchase of redundant buildings, offices and homes Cohesive strategic plan for the future not a quick fix	21/01/2024 12:10 PM
289	I am astonished that anything other than a total abolition of all parking charges would be proposed. You will end up with ghost towns full of empty spaces, closed businesses and unused meters. Ayr is 80% there already. I will absolutely boycott	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	The cost increase of a permit from 50p to £60 (a 6,0000%) increase is or will be seen as yet another tax on the car owner, add this to the cost of living crisis this won't go down well with those who chose to live in the affected areas, particularly in the charming Fort area of Ayr, much if not all of which has the additional financial burden of being in a Conservation Area. The tradespersons permit costs will also be passed to the customer, all these costs may make living in or near the town centre very unattractive. The conservation area status can in some instances prevent the introduction of off street parking in certain dwellings. A reasonable cost increase for residents parking is not unexpected nor unreasonable as the current cost at 50p is outdated and unsustainable, any such increase has to be sold to those affected not imposed and the three hours shared space free parking in B zone streets must be rejected. Over the years many original town houses have been split into two flatted dwellings, which in turn increases the number of cars chasing limited on street spaces. This is very evident in streets such as Park Terrace, Eglinton Terrace, Montgomerie Terrace, Park Circus and Bellevue Crescent To create shared spaces with 3 hours free parking for Tom, Dick or Harriet is simply ludicrous and will not be at all welcome. Those who live there pay every year and others can pop along anytime for three free hours, does not appear to be fair, the three free hours also conflicts with 1.2 Objective which suggests the review, is aimed at the quality of life for communities. The introduction of shared spaces will prove detrimental to the quality of life for permanent residents within the residents Parking Scheme. The tradespersons permit at £400 per year will simply be added to the customers' bills, further adding to household costs. Should common sense simply be applied as it has done for over 50 years since the introduction of the Residents Parking Scheme around 1971? The unnamed street in front of the Fort Tennis courts should be named to remove the anomaly e.g. Tower Lane. The 1971 parking scheme was most welcome and the car usage and parking demand has increased exponentially since then, the shorefront remains popular for day visitors and to remove the scheme from areas bordering the shorefront would be bad politics as would the shared space concept. It's a difficult situation but to have a reasonable charge to retain the Residents Parking Scheme would be fine but not with the shared space add on, it's simply madness and bad politics. Town centre dwellers should not be seen as cash cows for councils or the Roads Alliance.	21/01/2024 13:19 PM
291	I feel that resident permits should cover a maximum of 3 vehicles.	21/01/2024 13:38 PM
292	Blue badge holders .they are allowed to park on double yellow lines or parking bays for as long as they want .this is totally wrong .they should be limited to two hours max same as everyone else .they park on Fullarton Street and the buses struggle to get past parked cars .also the amount of blue badge holders that park up and jump on the 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

	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.	
296	I think it would be unfair to allow non-residents to park in areas where residents have to pay an annual fee for parking. This would cause animosity in areas that are often already congested. As a resident, I would be willing to pay an annual fee for parking, but not if non-residents can park in the same area free of charge. There must be exclusivity for residents, with that exception that tradespeople and carers should be able to apply for special passes which must be carefully monitored.	21/01/2024 15:41 PM
297	Taking away residential parking will have a massive effect on the residents. Crossing your fingers and hoping you can get parked outside your house when you have just done 'the big shop' is not good enough. It is already a concern for me as I shouldn't be lifting anything heavy for a great length of time. Will you allow driveways to be put in to areas of conservation to compensate? Will you paint in the parking spaces? People who do not know the Park Circus and Bellevue crescent streets are not aware that you need to park tight up to the trees so 2 cars will fit and this causes much consternation to residents when visitors park in the middle cutting down the amount of cars that will fit on the street. I agree that having the ability for visitors, trades people and carers to park would be of great benefit 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.	21/01/2024 16:18 PM
298	Your proposals are ill thought out and do not consider the needs of vulnerable residents who have visitors for health and care needs.	21/01/2024 17:15 PM
299	Some of the questions are too specific. Giving a space for qualitative information to be gathered would be of greater use. E.g. 3 hours maximum length stay within the shared use bays within the Type B permit areas is the right amount of time. This could be broken down into a couple of different questions to elicit better responses.	21/01/2024 17:43 PM
300	As There Is No Need For Additional Car Parking Facilities In The Town Centre, The Changes As Proposed, Is Nothing More Than An Easy Cash Grab Required To Help Prop Up The Inefficiencies Of Both The Local And National Governments. There are Numerous Areas Of Land Within The Town Centre That Could Be Adapted To Form Car Parking Facilities Therefore Generating An Income (Although As I Have Stated Previously I Doubt If Additional Parking Is Required). Going This Route Would Eliminate The Possible Confrontation With Residents And Visiting Vehicle Parking Drivers. Furthermore We Already Pay The Second Highest Council Tax Bracket In The Town And This Proposal Should Not Be Given Any Consideration.	21/01/2024 17:48 PM

301	Not providing permits for carers will directly impact my ability to care for my elderly mother. This plan has not taken into account the concerns of people who live in the town centre. The plan to rejuvenate the town centre should include making provision for existing residents to continue to have a quality of life they deserve.	21/01/2024 18:10 PM
302	Make it free to park. People will come to Ayr & spend money if they aren't getting robbed of parking.	21/01/2024 18:42 PM
303	Penalising residents for parking on the street is unjust. Asking residents to pay for parking their cars outside their houses on the street is grossly unfair and highly biased towards more affluent areas where they will mostly have a driveway with their house and don't need to park on the street and therefore don't pay.	21/01/2024 19:55 PM
304	Having previously lived close to Ayr Town centre I appreciate the difficulties experienced by residents needing to park close to their houses and not being able to do so. To extend residents parking to be shared with paid parking is in no way acceptable. It fails to take into account the needs of young families/weekly food shopping trends/ visitors etc. asking visitors to pay each time they visit is not viable especially if people are elderly and less mobile! Asking businesses and carers to pay is unacceptable too. These proposals need more open discussion and consultation. Surveys are designed to limit responses and therefore do not provide a true reflection of the various points of view. Ayr town centre is pitiful we should be encouraging people to visit the town not charge them more for the privilege.	21/01/2024 21:28 PM
305	Please reconsider permits based on registration. Some flatted properties will have say four permits (couple per flat) whereas one person owning whole house gets one.	21/01/2024 21:38 PM
306	This is unacceptable and the previous consultation did not reach residents, it was selective and low numbers with misleading questions. A fair consultation to take into account of the resident 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	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.	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

	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.	
313	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?	22/01/2024 15:16 PM
314	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.	22/01/2024 15:29 PM
315	I do not believe there is any justification in charging local residents for parking outside their own property.	22/01/2024 15:29 PM
316	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	22/01/2024 17:13 PM

	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	
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	Introducing paid for permits when the parking spaces on some of these streets is already beyond repair is utterly ridiculous. What is a resident to do if they've paid for their permit and arrive home from work to find that all of the spaces are taken by the '3 hour free parking' vehicles? It is an utterly ridiculous idea to begin allowing free parking on these streets but expect residents to pay their way. Shame on you, South Ayrshire.	23/01/2024 14:18 PM
324	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.	23/01/2024 14:20 PM
325	Remove all current resident parking charges, but keep residents only streets and permits with cost of administration self-funded by a common charge across all relevant streets without any SAC financial gain. Property is residents registered address that is their permanent home Tradesmen can get exemption from ARA in advance for large scale work Two per household one of which a joint resident/visitor this will allow a carer and for tradesmen, with residents required if necessary to park elsewhere temporarily. This will provide for local people who contribute massively to the local economy 365 days a year whilst recognising and limiting the amount of vehicles to 2 per property, which many do not have. Thus	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

	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.	
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	• 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 play enough road tax council tax and this council waste it with stupid thing like the Cutty Sark at the bottom of the town which doesn't bring anything to the town well done Ayrshire Council	28/01/2024 14:11 PM
367	Absolute joke, I live on green street, I have a car and a works van and I highly reject your idea for permit parking, what will it solve exactly, the non-permit surrounding area, will then just be flooded with vehicles solves nothing, also I will not be paying £60 to park on roads that I already pay to use with my road tax. You waste that much money elsewhere, you need to punish businesses and residents with an absolute criminal idea	28/01/2024 15:03 PM
368	Where are the local workers around Wellington square meant to park currently we would use around the court area or the esplanade. Who else parks along the beach in the winter no one as there are no visitors or tourists parking during the winter yet local workers are to start paying £15 per week for parking ridiculous!	28/01/2024 17:12 PM
369	This is not central Glasgow, it's not central Edinburgh or London. There is no requirement for residents' permits here. It's insane to consider implementing this at further costs to the taxpayer and as a resident in Ayr I have never had issues parking anywhere in the town in the 35 odd years of living here. Drive visitors further from the town at your own peril.	28/01/2024 19:32 PM
370	With regard to the proposal to put parking meters in an around the Sheriff Court area and Bath Street, Cassillis Street are will greatly affect people working in that area as there are a lot of office workers and people attending the Sheriff Court either on Jury duty or as witnesses as the parking can become expensive if you have to pay for parking from say 9.00a.m to 5.00p.m. Some sort of permit or consideration should be given to workers in the area.	28/01/2024 19:35 PM
371	Residential permit parking would have a negative impact on my daily life living on Fotheringham Road. There are zero issues parking at any time along my street or surrounding streets, and permits would put off visitors traveling to Ayr. I already contribute over £250 per month on council tax and to seems unfair to pay an additional £60 per car for an issue that doesn't exist on our street	28/01/2024 19:38 PM
372	We were not notified personally as residents directly affected by the changes. It was only by chance and through social media, that we saw this consultation. It would be helpful if residents with current permits, had been notified in person of this consultation! Not 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

	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.	
375	Standardise the hours as 8-6 Monday- Friday and 8-1 Saturday. Stop trying to sneak Saturday parking payment up	28/01/2024 20:56 PM
376	It's ridiculous that my partner and I have to pay £50 a year each to park outside our home (Fort Street), but our neighbours at the bottom of our street have a one off charge of 50p. This is daylight robbery in my eyes, I pay council tax in relation to where I live. Parking should not be a financial burden for us, or a money maker for the council.	28/01/2024 21:28 PM
377	I have read over the parking proposal & established that if you live on Content Ave the proposal is that we pay £60 min per year to be able to park in the Ave (but doesn't guarantee you a space so if you've gone to the shops & come back & no space, tough!) but ANYONE can park 6 days out of 7 for 3 hours at a time without paying anything? Also, we need to pay for a visitors permit if anyone comes to visit you other than a Sunday? But if we wanted to park in the college car parks we wouldn't pay anything is that right? I think the whole proposal is flawed & the fact we have never had to pay or had any residents parking in place previously when we REALLY needed (when there were over 1000 students attending Ayr College each day!) it just seems like a money making exercise to me! Since covid there definitely had NOT been the same issues with parking in the Ave and think the college have been fairly proactive at asking students not to park in the Ave. Personally, and having spoken to most neighbours they all agree we DO NOT need residents permit now, we did try to get this in place 10/15 years ago only to be told 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[redacted]	28/01/2024 21:43 PM
378	We should not be expected to pay £60 per year to park outside our own homes. Nor should we need to pay extra to allow our friends and relatives to park at our homes. The 3 hours unrestricted parking offered to anyone on these residential streets will result in residents, who have paid to park outside their homes, being unable to find a space. Residents should have priority on their streets and should not be expected to pay so much for the permit. I would have thought £10 per year would be more reasonable, including 10 permits for friends. I have more than 5 friends/relatives who visit me regularly. Why should I be penalised for this? What would happen to those I am unable to register within the permit scheme? Why are you preventing me from seeing my friends? I have never had to pay to park on my street and this new cost will significantly affect my household budget. You are penalising residents while offering non-residents the chance to park for free. This is completely unfair. I disagree with the plans.	28/01/2024 22:14 PM
379	I think you should consider to stop walk g government money then you wouldn't have to rob the people of Ayr to make up the loses you have created	28/01/2024 22:15 PM
380	No requirement for parking charges on Fothringham Road. This is where I live. There are rarely a significant number of visitors to the town centre or college who park here, other than very occasional surges for bowling club attendees.	28/01/2024 22:21 PM
381	No residential area should require a permit.	28/01/2024 22:35 PM

382	Parking for free works, why charge for parking when there's less shops and less footfall	28/01/2024 22:51 PM
383	We should be trying to encourage people to come to Ayr, not that there is anything to do when they get here!	29/01/2024 06:43 AM
384	Residents should not need to pay a permit just b	29/01/2024 07:52 AM
385	I strongly disagree with the addition of Content Avenue to a permitted area. It may have been helpful 10years ago however the college is now dealing with their students parking in our street. Therefore if permits are introduced the only people penalised and facing charges will be the residents of the street. I would far prefer for the parking to remain the same.	29/01/2024 07:56 AM
386	Do not introduce parking charges along the esplanade!! This town is dire and needs visitors, and its workers, I work 12hour shifts and simply cannot afford to park nor use public transport as stagecoach don't run a late bus or even run at all. If you want to make money? Start your own local authority bus routes like Edinburgh.	29/01/2024 09:06 AM
387	Extend double yellow lining on Seafield Road as dangerous parking is the norm - close to corners, on double yellow lines, near or over driveways	29/01/2024 10:21 AM
388	You claim that the parking zones haven't been updated since 1970. In 1970 it was correctly decided that residential streets shouldn't be used as overflow parking for the town centre and a cheap way for people to be allowed to park by their homes should be allowed. Now you have decided that not only should people be allowed to use residential streets as free parking for the town centre, the residents of these streets should pay £60 per car for the privilege of parking 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

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398	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.	29/01/2024 14:15 PM
399	I feel that this parking consultation has been do e in an underhand way, a really has made very little effort to ensure contact with residents. It feels like the consultation has been done in the laziest and most self-serving ways to suit the Ayrshire roads alliance and the south Ayrshire Council while pretending to be up front, while just trying to do a money grab. With no consideration for anyone other than themselves, shame on you all...	29/01/2024 14:35 PM
400	If all parking spaces are charged for, six day a week this will adversely affect trading in the town and put shoppers off coming to Ayr to shop. Some free longer stay parking areas should be available for day trippers, and short stay parking for local people to use during the week to encourage shopping in the town and to stop the town centre from dying altogether.	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

	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.	
412	I have stayed in Newton on Ayr for over 20 years and do not believe I should have to pay to park outside my house. Social isolation is the biggest killer in the elderly and most of my neighbours are elderly and rely on their friends carers etc to support them. People would be reluctant to visit with permitted area. As usual the cost of the permits would go up and already the cost of living is driving working people to food banks this is an extra on top of increased council tax road tax insurances. You will deter people visiting Ayr and more people will shop in Irvine Kilmarnock. Most people visit areas where there is free parking. Ayr high street is already nearly derelict because rents rates have increased this will discourage business to trade here. Businesses in York street Green street will suffer as most of them are garages and people will be reluctant to take their cars here. As I've said stayed in my street Union ave for over 20 years and parking has never been an issue here.	29/01/2024 20:20 PM
413	Mostly listed above cannot see the rationale for widening the areas that are going to mean additional costs to those that are still taking the trouble to visit ayr when there is less and less that could be seen to be attractive for them to continue doing so.	29/01/2024 21:10 PM
414	Content Avenue does not need residents parking. There are no parking issues with either college students or the public parking on the street. Historically some parking problems have occurred with excessive student parking but since Covid-19 this has not been the case. Additionally the proposed allocation of 3 hours parking for free for non-residents would result in students parking on our street, should they wish to, and taking up residents parking. Therefore the proposed changes would not help with parking and penalises the residents by charging us to pay to park outside our own homes. While potentially finding our paid-for spaces occupied by non-residents. This will not work. There is no need to add parking permits to this street. A similar case can be said for Fothringham Road which only has residents parking on it and the odd Bowling member. Permits are unnecessary here too.	29/01/2024 21:38 PM
415	The three hours maximum length stay is acceptable at best, however not acceptable if the residents have to pay £60 per permit! I'm absolutely horrified that residents of a street have to pay park in their own street. Content Avenue (where I live) is not as busy as it used to be, however I still believe there needs to be some kind of parking regulations. We have two cars in our household, and I believe £120 / year for a permit to park in our own street is totally unacceptable.	29/01/2024 21:50 PM
416	I live and work in Ayr and would be victim to the proposed changes in Content Avenue. I have written to various people over the years about the difficulties parking in my street when most of the spaces are used by college students and staff, despite signage from the college advising staff/students not to do this. Instead of helping this situation at the time, nothing was done and now it is proposed that I may have to pay £60 per permit for the luxury of parking my car outside my own house. In addition to this, the college staff and students could still be able to park outside my house and use up the spaces there for three hours a day per person! (Some of which even block my driveway, even if there is a car in it) I'm not sure how this 3 hour limit will be enforced either - will my £60 a year	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

	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??	
426	People shouldn't have to pay through the roof to park their car at their house especially if their house doesn't have access to a driveway. It should be one bill per household and businesses should be subject to the same cost of permit as residents. Not £60 and £400! Make stay up to 4hrs	29/01/2024 23:41 PM
427	There seems to be a lot of empty loading and taxi bays when the disabled bays are full. Maybe these could be reduced to increase disabled parking.	30/01/2024 04:20 AM
428	When traveling into town I purposely park in the side streets which are free such as the bottom half of Mill Street or Mill Brae car park. Especially as most shops are now in Ayr Central. Making these streets pay and display would put me off parking in town. As someone who lives in Ayr, I imagine this would also put off visitors who are traveling from neighbouring towns etc. More needs to be done to generate more footfall into our town, not just focusing on another way as to how money can be made.	30/01/2024 07:45 AM
429	If the waiting restrictions in the new zone are difficult to manage currently, why would a pay and display option be any easier. Furthermore, the 1pm end time on a Saturday seems to work well.	30/01/2024 07:47 AM
430	FREE parking all around Ayr	30/01/2024 07:47 AM
431	I own a business in Ayr based at 108 Green Street, KA8 8BG and this falls within Zone B9 of the planned strategy. We employ 26 operatives, and this property is our office and workshop. Within these premises 9 people are based and work full time commuting to the office and parking on Green Street. We also have 8 vans/commercial vehicles which regularly drop off or pick up materials from our workshop and, being a construction company and joinery manufacturer, we would also therefore be classed as tradespeople. My concerns are as follows: • We have not been formally informed of this and there has been no direct communication regarding this consultation. We only discovered this through a third party by chance and I find this unacceptable given we pay a substantial sum in rates for our property and should be kept informed by South Ayrshire Council of any changes that may affect our business both logistically and financially, after all a consultation can only be effective if it involves consulting the people it will ultimately impact. I have been informed that it has been widely publicised and has been in the local paper however I have not seen this anywhere and neither have a number of business on the street. • The proposal is unclear regarding the impact on businesses within the Zones. As I have stated we pay a substantial amount in rates already for our property and get very little in return and this proposal would appear to have further financial impact on our business as well as having an impact on our employees. The consultation does not refer to how ARA and SAC would treat business like ours who do not trade within the town centre but rather carry out manufacturing. The consultation seems to focus on parking within the town centre and I do not understand why only our section of Green Street requires these restrictions and the remainder of Green Street and the surrounding streets do not. • The proposal is unclear regarding what would be available to businesses within the Zones. It states that "Business and visitor permits would be available to any business within the zone(s)" but it does not state clearly how many permits would be available, if a permit covers only one	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

	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]	
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

	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.	
460	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?	31/01/2024 09:05 AM
461	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.	31/01/2024 09:28 AM
462	Parking should be free in Ayr to encourage footfall in the area	31/01/2024 10:24 AM
463	Clearly this is nothing more than a tax grab by unelected and unaccountable individuals who have no idea what goes in the respective residents' areas. Attempting to charge residents for parking outside their own front door is egregious. Where is the financial projection to support your numbers you're asking consultees to deliberate upon? The truth is that you couldn't care less about the affordability for residents, many of whom are living on the edge, during the worst cost of living crisis since the 1950s. I've got shirts older than council workers that think it's appropriate to sit in a Kilmarnock office and work out ways to screw money out of hard working individuals. Individuals that don't have the benefit of leasing expensive electric cars on their in house salary sacrifice scheme, subsidised by the residents that are being attacked, at a fraction of the cost on the open market, the way you do. You've been launching this offensive on us as far back as I can remember, 1990, and you keep trying it on! There is absolutely nothing wrong with the way in which residents currently park in their streets in Zone B - NO CHANGE REQUIRED. My message is to cease with this relentless decades long attack on our areas. You're probably not aware and no doubt don't care how many residents are 'spitting feathers' over your 'refined' proposals. Our	31/01/2024 11:05 AM

	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.	
464	As an academic with 20+ years of experience including statistical analysis and surveys, I am afraid to note that the Parking Consultation executed by Ayrshire Roads Alliance is lacking the most basic and fundamental characteristics of survey design and statistical analysis, and therefore, presents significant issues that simply invalidate the conclusions/recommendations made in the consultation outcomes report. This is most clearly observed in the "Permit Parking" section, for example, in Question 5, it is simple to observe (but unfortunately ignored in the report) that responses have different severity and one may not simply aggregate all "agree" and "strongly agree" and then claim it is not significantly different than the aggregate of "disagree" and "strongly disagree", when the highest quartile is "strongly disagree" with over 30% of responses (while only 10% of "strongly agree".) Likewise, Question 6 is falsely leading the respondent, when the respondent is not even aware of the proposed charge - it is like asking a group of people "do you like ice cream?" and then based on the overwhelmingly positive response, claim that the public agreed on paying £30 per scoop of ice cream.	31/01/2024 11:31 AM
465	The restoration of a single authority responsible for roads should take place as the Roads alliance is not serving the residents of South Ayrshire in a fair and appropriate manner.	31/01/2024 11:45 AM
466	You are proposing to charge residents in Park Circus £140 for two parking permits and a visitors' permit, while at the same time opening up the street to free parking by anybody for periods of up to three hours. This is a shocking reduction in amenity at a substantial cost. I have not observed that the existing system restricts the ability of tradesmen to work in the street. In the past few months I have had tradesmen working on both windows and a boiler. They were in no way restricted from parking their vehicles while working. The present permits are not specific to particular vehicles. As an elderly person I rely on visits from family members, who are able to use my second permit. This proposed scheme appears to be nothing but a substantial revenue grab, combined with a distinct loss in amenity.	31/01/2024 11:50 AM
467	We don’t think visitors should have any free parking on residential streets as this penalises residents who already pay for a permit and pay council tax. All regulations should be enforced by having more traffic wardens. A requirement for residents to have their vehicles registered to their address is unreasonable as some residents will have company cars or properties elsewhere to which the vehicles might be registered.	31/01/2024 12:49 PM
468	If I were to design a system from scratch, it would probably involve a QR code on resident’s permits, coupled with a web portal. Residents would be able to register online, and print their own permits, and delink any permits associated with their address from previous tenants etc. Residents would be able to generate as many permits as they like, but when scanned only the first two on the street are ok, from the third permit fines are issued for having too many vehicles on the street. The same QR code could be used for pay and display allowing a quick "zap" of any ticket/permit to instantly tell the parking warden if a fine is due.	31/01/2024 14:02 PM
469	I reject these new parking proposals. I have resided in Arran Terrace, Ayr for 25 years now and believe the current system for parking where we have access for	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 inhibitive cost. This is not London nor any big city, and to charge residents in a small town is an outrage. Any councillor voting in favour of this should take note that their voting behaviour will reflect on them at the ballot box.	
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

	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.	
482	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.	31/01/2024 20:22 PM
483	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.	31/01/2024 20:41 PM
484	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.	31/01/2024 21:28 PM
485	Come on the town and businesses are on their knees. Let's make Ayr a nice tourist town that the visitors enjoy coming to	31/01/2024 21:37 PM
486	There has been suggestions that residents should pay to park outside their homes. In my opinion those who can afford it will remove their front gardens and	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	

END OF REPORT

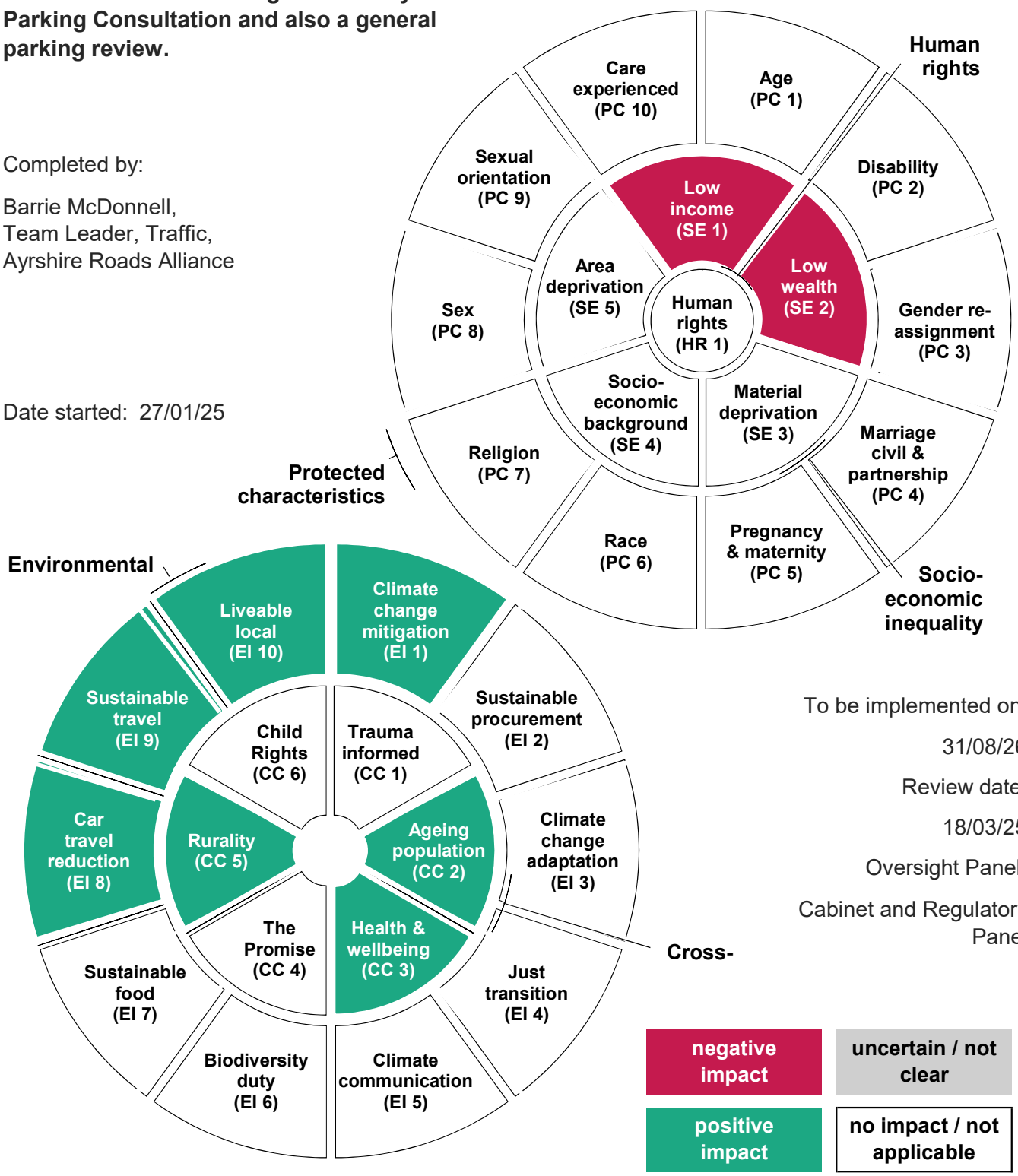
Integrated Impact Assessment Summary Report

Cabinet report on the outcome and recommendations arising from the Ayr Parking Consultation and also a general parking review.

Completed by:

Barrie McDonnell,
Team Leader, Traffic,
Ayrshire Roads Alliance

Date started: 27/01/25



To be implemented on:

31/08/26

Review date:

18/03/25

Oversight Panel:

Cabinet and Regulatory Panel

negative impact	uncertain / not clear
positive impact	no impact / not applicable

Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?
Parking policies do not impact human rights.

Advancing equality of opportunity?
Parking policies are designed to enable ease of access to properties, services and town centre businesses.

Fostering good relations?
Key proposals are designed to support the popular 2 hours free parking scheme.

Consultation declaration

We confirm consultation has been carried out as part of this process.

		Mitigating Actions Required (re negative / unclear impacts)
		EQUALITIES: impact on socio-economic inequality
SE 1	Low Income / Income Poverty	Proposals include a range of modest price increases and decreases as well as special cheap days rates in certain car parks to support workers.
SE 2	Low and / or no wealth	Permit fees will be kept a very low rates and cost spreading payment options could be available

Agenda Item No. 10

South Ayrshire Council

Report by Depute Chief Executive and Director of Housing, Operations and Development to South Ayrshire Council of 11 December 2025

Subject: Review of Capital Estimates: General Services Capital Investment Programme 2025/26 to 2036/37

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1. Purpose

1.1 The purpose of this report is to seek Council permission to update the General Services Capital Investment Programme for financial years 2025/26 through to 2036/37, as a result of a combination of (a) re-profiling of budgets between financial years; and (b) budget reductions to projects, which if approved, would lead to reduced debt charges to the Council and reduce the pressure on revenue budgets.

2. Recommendation

2.1 It is recommended that the Council:

2.1.1 approves the adjustments detailed in Appendices 2 and 3 attached;

2.1.2 approves the revised General Services Capital Programme 2025/26 to 2036/37 as detailed in Appendix 4; and

2.1.3 notes the associated overall reduced debt charge implications of £6,677,084 for the period of the 12 year programme, as detailed in Appendix 5 and specifically the £442,545 reduction in the planned debt charge budget for 2026/27.

3. Background

3.1 The Council's latest update to the Medium-Term Financial Plan (MTFP) was presented to Council on 27 of February 2025 as part of the 2025/27 revenue budget. The update provided a clear understanding of the financial challenges to be faced by the Council over the medium term.

3.2 In recent years, the Council has continued to increase the level of capital investment in a period of higher than historically normal interest rates, resulting in significant increases in borrowing costs.

3.3 In addition the current 2025/26 'in year' interest rates have remained stubbornly higher for longer than anticipated which has a detrimental effect on the affordability of the programme. It is therefore prudent to again review the overall quantum of the capital programme with the aim of reducing planned investment in order to reduce future recurring debt charge budget increases.

3.4 The General Services Capital Programme for 2025/26 to 2036/37 was approved by South Ayrshire Council of 27 February 2025 through the paper 'Revenue Estimates 2025/26, Capital Estimates 2025/26 to 2036/37 and Carbon Budget 2025/26', totalling £344,499,694, with associated debt charges totalling £271,808,802 over the 12-year period.

3.5 A number of adjustments have been made to the programme as approved by Cabinets of 17 June, 26 August and 25 November 2025 and Council of 18 September 2025 and these have been incorporated into the Programme.

3.6 The currently approved 12 Year Capital Programme is Shown as Appendix 1 to this report.

3.7 The current Capital Investment Programme for 2025/26 to 2036/37 totals £367,497,996. The increase from the original budget of £344,499,694 (as noted in 3.4 above) is as a result of (a) budget adjustments approved by Cabinet of the 17 June, 2025 through the P12 2024/25 Capital Monitoring Report; (b) budget adjustments approved by Cabinet of 26 August, 2025 through the P3 2025/26 Capital Monitoring Report; (c) budget adjustments approved by Cabinet of 25 November, 2025 through the P6 2025/26 Capital Monitoring Report; and (d) budget adjustments approved by Council of 18 September, 2025 through the Review of Capital Estimates: General Services Capital Investment Programme 2025/26 to 2036/37.

4. Proposals

4.1 The programme has been adjusted in terms of (a) re-profiling of budgets between financial years; and (b) budget reductions to projects, as detailed in Appendix 2.

4.2 Appendix 3 provides a financial summary of the project lines where adjustments are being requested, and the nature of the adjustments.

4.3 As a result of the adjustments proposed in Appendices 2 and 3, Appendix 4 details the proposed revised 12 Year Capital Programme 2025/26 to 2036/37. If approved, the adjustments listed will lead to a net reduction in the Programme of £12,064,702 (per Appendix 3), reducing from £367,497,996 (P6, 2025/26 approved Programme) to £355,433,294.

4.4 If the proposals listed in Appendices 2 and 3 are approved, leading to the revised Programme as detailed in Appendix 4, this will lead to a net reduction in debt charges of £6,677,084 over the 12 years of the Programme, as shown in Appendix 5, which details:

- Debt charges for 2025/26 to 2036/37, as per the paper 'Review of Capital Estimates: General Services Capital Investment Programme 2025/26 to 2036/37' approved by Council of 18 September 2025; and

- Debt charges for 2025/26 to 2036/37 as per the proposed adjusted Capital Investment Programme as detailed in Appendix 4.

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 Proposals contained within this report, if approved, would lead to a revised 12 Year Capital Investment Programme of £355,433,294 as detailed in Appendix 4, a reduction of £12,064,702 from the previously agreed position reported in the paper 'Review of Capital Estimates: General Services Capital Investment Programme 2025/26 to 2036/37' approved by Council of the 18 September 2025.

6.2 As a consequence of the above noted reduction in the Capital Investment Programme and the reprofiling of projects within the programme, debt charges over the 12 years of the programme would be reduced cumulatively by £6,677,084 as detailed in Appendix 5.

6.3 If the proposals contained in this report are agreed the debt charge budget required for 2026/27 would be £442,545 lower than the previously estimated September 2025 position. This has an impact on the expected budget gap for 2026/27.

7. Human Resources Implications

7.1 The overall reduction of the 12-year capital programme is likely to impact staff resource levels required to deliver a smaller programme. This will be considered through service re-design in due course.

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 debt charges continue to increase and create a greater revenue burden on the Council.

9. Integrated Impact Assessment (incorporating Equalities)

9.1 An Integrated Impact Assessment has been carried out on proposals contained in this report, which identifies potential positive impacts. The IIA Summary Report is attached as Appendix 6 and includes information on any mitigating or follow up action required.

9.2 A copy of the fully completed IIA can be access here: Capital Review 20251211.

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 as a financial update is being provided.

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. Link to Shaping Our Future Council Yes ☐ No ☑

13.1 Not applicable.

14. Results of Consultation

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

14.2 Consultation has taken place with Councillor Ian Davis, Policy Lead for Finance and Corporate Services, and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking Purposes

15.1 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 General Services Capital Programme	24 December 2025	Service Lead - Corporate Accounting (Treasury / Capital Function)

Background Papers **Report to South Ayrshire Council of 18 September 2025 – Review of Capital Estimates: General Services Capital Investment Programme 2025/26 to 2026/37**

Report to Cabinet of 25 November 2025 – General Services Capital Programme 2025/26: Monitoring Report as at 30 September 2025

Person to Contact **Kevin Braidwood, Depute Chief Executive and Director of Housing, Operations and Development**
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone 01292 616234
E-mail kevin.braidwood@south-ayrshire.gov.uk

Date: 5 December 2025

Appendix 1

Capital Investment Programme 2025-26 to 2036-37
Programme as Approved by Cabinet of 25th November, 2025

Expenditure	2025/26 Proposed Revised Budget £	2026/27 Proposed Revised Budget £	2027/28 Proposed Revised Budget £	2028/29 Proposed Revised Budget £	2029/30 Proposed Revised Budget £	2030/31 Proposed Revised Budget £	2031/32 Proposed Revised Budget £	2032/33 Proposed Revised Budget £	2033/34 Proposed Revised Budget £	2034/35 Proposed Revised Budget £	2035/36 Proposed Revised Budget £	2036/37 Proposed Revised Budget £	Total Proposed Revised Budget £
Education Investment													
Dailly Primary School Surplus Plot - Car Park Proposals	42,931	0	0	0	0	0	0	0	0	0	0	0	**42,931**
Maybole Community Campus	343,991	500,000	0	0	0	0	0	0	0	0	0	0	**843,991**
Early Learning and Childcare - Multi Year Capital Allocations	1,964,951	0	0	0	0	0	0	0	0	0	0	0	**1,964,951**
Universal Free School Meals Kitchen Upgrades - Various	227,709	0	0	0	0	0	0	0	0	0	0	0	**227,709**
Girvan All Weather Pitch	77,070	0	0	0	0	0	0	0	0	0	0	0	**77,070**
Girvan Primary School	4,403,125	18,825,000	10,997,603	0	0	0	0	0	0	0	0	0	**34,225,728**
Troon Primary School - External Fabric	100,000	100,000	100,000	100,000	0	0	0	0	0	0	0	0	**400,000**
School Refurbishment Programme - Various Projects	3,484,035	2,344,023	2,060,313	1,350,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	4,405,618	2,410,000	**25,653,989**
Shared Campus Project (Glenburn and St Ninian's Primary Schools)	2,550	0	0	0	0	0	0	0	0	0	0	0	**2,550**
Window and Roof Replacement - Various Projects	80,000	69,908	100,000	150,000	150,000	150,000	100,000	100,000	100,000	100,000	100,000	175,000	**1,374,908**
Total Education Investment	**10,726,362**	**21,838,931**	**13,257,916**	**1,600,000**	**1,750,000**	**1,750,000**	**1,700,000**	**1,700,000**	**1,700,000**	**1,700,000**	**4,505,618**	**2,585,000**	**64,813,827**
Health and Social Care Investment													
Scheme of Assistance	703,397	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	0	**6,703,397**
Community Store - Dukes Road Upgrade	379	0	0	0	0	0	0	0	0	0	0	0	**379**
Hourston's Development	1,963,812	4,000,000	708,675	0	500,000	0	0	0	0	0	0	0	**7,172,487**
Replacement of Carefirst System	71,413	798,720	281,799	0	0	0	0	0	0	0	0	0	**1,151,932**
Total Health and Social Care Investment	**2,739,001**	**5,398,720**	**1,590,474**	**600,000**	**1,100,000**	**600,000**	**600,000**	**600,000**	**600,000**	**600,000**	**600,000**	**0**	**15,028,195**
Communities Investment													
Ayrshire Roads Alliance - Bridge Works (General)	486,101	0	0	0	0	0	0	0	0	0	0	0	**486,101**
Ayrshire Roads Alliance - Bridge Works (Victoria Bridge)	296,872	0	0	0	0	0	0	0	0	0	0	0	**296,872**
Ayrshire Roads Alliance - Millenium and Craigholm Bridges	145,000	145,000	0	0	0	0	0	0	0	0	0	0	**290,000**
Ayrshire Roads Alliance - C12 Dunure Slope Stabilisation	139,534	0	0	0	0	0	0	0	0	0	0	0	**139,534**
Ayrshire Roads Alliance - Girvan Harbour Jetty Repairs	119,351	0	0	0	0	0	0	0	0	0	0	0	**119,351**
Ayrshire Roads Alliance - LED Replacement	0	0	25,000	25,000	25,000	25,000	0	0	0	0	0	0	**100,000**
Ayrshire Roads Alliance - Local Flood Risk Plan	235,615	64,000	64,000	64,000	64,000	0	0	0	0	0	0	0	**491,615**
Ayrshire Roads Alliance - Road Reconstruction and Improvement	1,666,162	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	1,500,000	1,500,000	1,500,000	2,500,000	2,500,000	2,500,000	**26,166,162**
Ayrshire Roads Alliance - Ayr Depot	250,000	250,000	0	0	0	0	0	0	0	0	0	0	**500,000**
Ayrshire Roads Alliance - EV Charging Infrastructure	291,912	0	0	0	0	0	0	0	0	0	0	0	**291,912**
Ayrshire Roads Alliance - Street Lighting	177,381	150,000	0	0	0	0	0	0	0	0	0	0	**327,381**

Ayrshire Roads Alliance - Adapting to Climate Change (St Ninain's Park)	270,000	150,000	0	0	0	0	0	0	0	0	0	0	**420,000**
Ayrshire Roads Alliance - Vehicle Restraint Barriers	48,853	50,000	50,000	50,000	0	0	0	0	0	0	0	0	**198,853**
Ayrshire Roads Alliance - Cattle Grid Renewal Programme	33,600	33,600	33,600	0	0	0	0	0	0	0	0	0	**100,800**
Ayrshire Roads Alliance - Girvan South Pier Quay Repairs	536,000	0	0	0	0	0	0	0	0	0	0	0	**536,000**
Ayrshire Roads Alliance - Facilities to Assist With Tourist and Visitor Facilities	40,296	0	0	0	0	0	0	0	0	0	0	0	**40,296**
Road Improvement Safety Fund 2024-25	81,561	0	0	0	0	0	0	0	0	0	0	0	**81,561**
2024-25 National Cycle Network Development Fund NCN & Prestwick - Barassie	80,000	0	0	0	0	0	0	0	0	0	0	0	**80,000**
Ayrshire Roads Alliance - Tier 1 Active Travel Infrastructure Plan 2024-25	14,563	0	0	0	0	0	0	0	0	0	0	0	**14,563**
Ayrshire Roads Alliance - Tier 2 Active Travel Infrastructure Plan 2024-25	28,647	0	0	0	0	0	0	0	0	0	0	0	**28,647**
ARA People and Place Local Authority Direct Award 2025/26	77,635	0	0	0	0	0	0	0	0	0	0	0	**77,635**
ARA Road Safety Improvement Fund 2025/26	315,210	0	0	0	0	0	0	0	0	0	0	0	**315,210**
ARA Follow on From Accessible Ayr	798,649	0	0	0	0	0	0	0	0	0	0	0	**798,649**
Ayr Town Centre Regeneration Works	0	0	0	204,895	0	0	0	0	0	0	0	0	**204,895**
Belleisle Park - Additional Works	484,250	100,000	0	0	0	0	0	0	0	0	0	0	**584,250**
Burns Statue Square - Ayr Town Centre Regeneration	1,100,000	11,000,000	17,550,000	0	0	0	0	0	0	0	0	0	**29,650,000**
CCTV Public Space Infrastructure	14,324	0	0	0	0	0	0	0	0	0	0	0	**14,324**
Cemetery Infrastructure Project	189,291	0	184,255	0	0	0	0	0	0	0	0	0	**373,546**
Citadel Refurbishment	2,382,214	6,500,000	2,502,397	2,295,105	0	0	0	0	0	0	0	0	**13,679,716**
Coastal Change Adaptations	185,539	0	0	0	0	0	0	0	0	0	0	0	**185,539**
Craigie Additional Sporting	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Craigie Park Sport for All Facility Development	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Cycling, Walking and Safer Routes (Grant Funded Works)	987,000	0	0	0	0	0	0	0	0	0	0	0	**987,000**
Dunure Heritage Project	200,000	1,000,000	1,300,000	0	0	0	0	0	0	0	0	0	**2,500,000**
Girvan Library Relocation	105,103	0	0	0	0	0	0	0	0	0	0	0	**105,103**
Girvan Palace Park (Former Bingo Hall Site)	388,402	0	0	0	0	0	0	0	0	0	0	0	**388,402**
Girvan Regeneration Projects	395,874	1,317,702	0	0	0	0	0	0	0	0	0	0	**1,713,576**
Golf Course - Belleisle Enhanced Practice Facilities	253,973	1,000,000	0	0	0	0	0	0	0	0	0	0	**1,253,973**
Golf Courses - Enhancement	1,000,000	3,487,283	0	0	0	0	0	0	0	0	0	0	**4,487,283**
Golf - Lochgreen and Fullarton Greenkeeping Facility	150,000	174,534	0	0	0	0	0	0	0	0	0	0	**324,534**
Golf - Belleisle Golf Course Improvements	21,845	0	0	0	0	0	0	0	0	0	0	0	**21,845**
Golf - Darly Golf Course Improvements	31,094	0	0	0	0	0	0	0	0	0	0	0	**31,094**
Green Waste / Household Recycling and Waste Transfer Station	1,000,000	3,306,753	1,000,000	0	0	0	0	0	0	0	0	0	**5,306,753**
Household Bins - Replacement Programme	126,171	130,000	0	0	0	0	0	0	0	0	0	0	**256,171**
Maybole Regeneration Works	600,000	1,263,229	0	0	0	0	0	0	0	0	0	0	**1,863,229**
Maybole Town Centre Regeneration - Public Realm Improvements to the High Street	75,479	200,000	0	0	0	0	0	0	0	0	0	0	**275,479**
Maybole Regeneration - Project Team	60,212	0	0	0	0	0	0	0	0	0	0	0	**60,212**
Maybole Town centre Regeneration - Town hall	175,169	0	0	0	0	0	0	0	0	0	0	0	**175,169**
Maybole Regeneration - Small Grants Scheme	31,000	125,000	25,000	0	0	0	0	0	0	0	0	0	**181,000**
Mobile Library	27,000	0	0	0	0	0	0	0	0	0	0	0	**27,000**
Mixed Tenure Grant	200,000	0	0	0	0	0	0	0	0	0	0	0	**200,000**
Nature Restoration Fund 2022/23	12,724	250,000	0	0	0	0	0	0	0	0	0	0	**262,724**

Nature Restoration Fund - Edinburgh Process Strand 2023/24	8,827	0	0	0	0	0	0	0	0	0	0	0	**8,827**
Nature Restoration Fund 2025/26	138,000	0	0	0	0	0	0	0	0	0	0	0	**138,000**
Newton Steeple Re-rendering	90,000	0	0	0	0	0	0	0	0	0	0	0	**90,000**
Wetland Creation and Polinator Corridors Bellesile Golf Course	32,057	0	0	0	0	0	0	0	0	0	0	0	**32,057**
New Weighbridge Office at Heathfield Waste Recycling Centre, Ayr KA8 9ST	15,403	0	0	0	0	0	0	0	0	0	0	0	**15,403**
Place Plans	504,278	0	0	0	0	0	0	0	0	0	0	0	**504,278**
Place Based Investment Programme 2025/26	376,623	0	0	0	0	0	0	0	0	0	0	0	**376,623**
Place Planning and Community Led Projects	2,626,446	1,372,577	0	0	0	0	0	0	0	0	0	0	**3,999,023**
Place Planning and Ayr West Ward / Ayr Town Centre Projects	1,203,339	1,250,000	0	0	0	0	0	0	0	0	0	0	**2,453,339**
Promenades and Shorefront Enhancement Scheme	1,012,816	604,533	0	0	0	0	0	0	0	0	0	0	**1,617,349**
Prestwick Pool AHU and water Storage Project - Net Zero Implementation	1,780,753	0	0	0	0	0	0	0	0	0	0	0	**1,780,753**
Prestwick Regeneration / Heritage Works	297,750	950,000	0	0	0	0	0	0	0	0	0	0	**1,247,750**
Prestwick Steeple Works (Subject to Various Consultations)	50,000	200,000	500,000	0	0	0	0	0	0	0	0	0	**750,000**
Public Conveniences	236	0	0	0	0	0	0	0	0	0	0	0	**236**
The Quay Zone Extension	3,045,619	0	0	0	0	0	0	0	0	0	0	0	**3,045,619**
Renewal of Play Parks 2023-24	59,113	0	0	0	0	0	0	0	0	0	0	0	**59,113**
Renewal of Play Parks 2024-25	83,000	0	0	0	0	0	0	0	0	0	0	0	**83,000**
Renewal of Play Parks	672,000	0	0	0	0	0	0	0	0	0	0	0	**672,000**
Scottish Government - Place Based Investment Programme	53,886	500,000	0	0	0	0	0	0	0	0	0	0	**553,886**
Shaw Park Pavilion Fire Reinstatement	418,660	0	0	0	0	0	0	0	0	0	0	0	**418,660**
SPT / Transport Scotland Projects	3,291,000	198,000	0	0	0	0	0	0	0	0	0	0	**3,489,000**
Troon Swimming Pool - Health and Fitness Extension	3,982,697	1,372,400	0	0	0	0	0	0	0	0	0	0	**5,355,097**
Troon Hosiery Park - Changing Accommodation	491,106	0	0	0	0	0	0	0	0	0	0	0	**491,106**
Troon Regeneration Works	1,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	**2,000,000**
Troon Municipal Building Upgrade Works	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VAT Recovery Fund Projects	77,963	100,000	0	0	0	0	0	0	0	0	0	0	**177,963**
Total Communities Investment	**37,641,178**	**40,744,611**	**25,734,252**	**5,139,000**	**2,589,000**	**2,525,000**	**1,500,000**	**1,500,000**	**1,500,000**	**2,500,000**	**2,500,000**	**2,500,000**	**126,373,041**

Other Investment													
Buildings													
Boiler Room Plant Replacement Programme (Low Carbon Solutions) / Net Zero Implementation	4,922	0	354,590	400,000	0	0	0	0	0	0	0	0	**759,512**
Boiler Room Plant Replacement - Girvan Academy & Coylton Primary School	43,094	0	0	0	0	0	0	0	0	0	0	0	**43,094**
Boiler Room Plant Replacement - Heathfiels Primary School, Ayr & Hillcrest Care Home, Girvan	467,122	100,000	45,410	0	0	0	0	0	0	0	0	0	**612,532**
Climate Emergency Projects	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Net Carbon Retrofit	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Office Accommodation and Riverside Project	73,605	0	0	0	0	0	0	0	0	0	0	0	**73,605**
Developer's Contributions Related Projects	2,732,833	701,022	0	0	0	0	0	0	0	0	0	0	**3,433,855**
Equalities Act Budget - Various Properties	286,952	225,000	225,000	262,500	262,500	262,500	225,000	225,000	225,000	225,000	225,000	300,000	**2,949,452**
Fire Damage Reinstatement Works - 17-21 High Street, Ayr	650,000	0	0	0	0	0	0	0	0	0	0	0	**650,000**
Girvan Harbour Stores	360,000	0	0	0	0	0	0	0	0	0	0	0	**360,000**

Lighting Upgrades - LED and Solar	100,000	0	0	0	0	0	0	0	0	0	0	0	**100,000**
Property Refurbishment - Various Projects	976,718	686,329	1,030,376	1,500,000	1,500,000	1,500,000	1,250,000	1,250,000	1,250,000	1,250,000	1,650,000	1,500,000	**15,343,423**
Rewiring Programme - Various Projects	29,601	148,504	200,000	200,000	200,000	200,000	150,000	150,000	150,000	150,000	150,000	200,000	**1,928,105**
Troon Municipal Buildings - Window Replacement Programme	80,000	280,000	180,000	0	0	0	0	0	0	0	0	0	**540,000**
Project Management Costs	135,000	0	0	0	0	0	0	0	0	0	0	0	**135,000**
Sale of Land and Buildings	3,001	0	0	0	0	0	0	0	0	0	0	0	**3,001**
Works to Facilitate Property Rationalisation - Various Projects	80,000	50,000	100,000	100,000	100,000	100,000	50,000	50,000	50,000	50,000	50,000	0	**780,000**
Repairs and Renewals Funded Projects	939,914	0	0	0	0	0	0	0	0	0	0	0	**939,914**
Information Technology													
Business Systems	1,150,000	990,000	1,200,000	1,049,400	1,000,000	996,900	1,036,260	1,036,260	1,036,260	1,050,000	1,050,000	1,000,000	**12,595,080**
End User Computing	1,721,325	2,728,675	3,069,000	1,150,000	1,150,000	3,434,200	1,150,000	1,150,000	3,510,000	1,150,000	1,150,000	3,500,000	**24,863,200**
Information, Data & ICT Infrastructure	1,073,000	1,150,000	900,000	911,000	495,000	920,000	495,000	750,000	495,000	540,000	869,106	766,126	**9,364,232**
Transformation Fund Projects	471,000	40,000	0	0	0	0	0	0	0	0	0	0	**511,000**
Connectivity for Low Green	203,022	0	0	0	0	0	0	0	0	0	0	0	**203,022**
Other													**0**
Facilitate Introduction of Flexible Working	169,927	75,000	135,000	135,000	135,000	135,000	105,000	105,000	90,000	90,000	90,000	0	**1,264,927**
Initial Work on Projects for Future Years	41,184	90,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	0	**1,346,184**
Belleisle Clubhouse	(57,399)	0	0	0	0	0	0	0	0	0	0	0	**(57,399)**
Reroofing and Alterations Work at Old Racecourse Pavillion	(3,695)	0	0	0	0	0	0	0	0	0	0	0	**(3,695)**
Economic Regeneration	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Ayrshire Growth Deal: -	0	0	0	0	0	0	0	0	0	0	0	0	**0**
- Regeneration Build Programme	89,645	0	0	0	0	0	0	0	0	0	0	0	**89,645**
- AGD - General Code	0	0	0	1	0	0	0	0	0	0	0	0	**1**
- Spaceport Infrastructure	0	0	0	0	0	0	0	0	0	0	0	0	**0**
- Commercial Space - Prestwick - Industrial Units	0	0	0	0	0	0	0	0	0	0	0	0	**0**
- Prestwick Infrastructure - Roads	500,000	2,500,000	5,500,000	11,000,000	6,928,411	0	0	0	0	0	0	0	**26,428,411**
- Aerospace and Space Technology Applications Centre	277,983	1,000,000	5,000,000	3,151,363	500,000	0	0	0	0	0	0	0	**9,929,346**
- Commercial Space - Prestwick Proposition (Project A)	4,000,000	18,600,000	9,087,045	0	0	0	0	0	0	0	0	0	**31,687,045**
- Commercial Space - Prestwick Proposition (Project B)	3,520,000	5,400,000	0	0	0	0	0	0	0	0	0	0	**8,920,000**
- Digital Projects	0	0	1,500,000	1,500,000	2,369,000	0	0	0	0	0	0	0	**5,369,000**
Total Other Investment	**20,118,754**	**34,885,971**	**28,661,421**	**21,494,264**	**14,774,911**	**7,683,600**	**4,596,260**	**4,851,260**	**6,941,260**	**4,640,000**	**5,369,106**	**7,266,126**	**161,282,933**

	71,225,295	**102,868,233**	**69,244,063**	**28,833,264**	**20,213,911**	**12,558,600**	**8,396,260**	**8,651,260**	**10,741,260**	**9,440,000**	**12,974,724**	**12,351,126**	**367,497,996**

Appendix 1

Income	2025/26 Proposed Revised Budget £	2026/27 Proposed Revised Budget £	2027/28 Proposed Revised Budget £	2028/29 Proposed Revised Budget £	2029/30 Proposed Revised Budget £	2030/31 Proposed Revised Budget £	2031/32 Proposed Revised Budget £	2032/33 Proposed Revised Budget £	2033/34 Proposed Revised Budget £	2034/35 Proposed Revised Budget £	2035/66 Proposed Revised Budget £	2036/37 Proposed Revised Budget £	Total Proposed Revised Budget £
SG Grant Funding													
General Capital Grant	8,654,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	**96,654,000**
Nature resoration fund	138,000	0	0	0	0	0	0	0	0	0	0	0	**138,000**
Renewal of playparks	472,000	0	0	0	0	0	0	0	0	0	0	0	**472,000**
Tier 1 Bus Infrastructure Fund	382,000	0	0	0	0	0	0	0	0	0	0	0	**382,000**
Tier 1 Active Travel	737,000	0	0	0	0	0	0	0	0	0	0	0	**737,000**
SALIX Funding - Troon Swimming Pool - Health and Fitness Extension	1,718,998	0	0	0	0	0	0	0	0	0	0	0	**1,718,998**
Climate Emergency	810,000	0	0	0	0	0	0	0	0	0	0	0	**810,000**
	12,911,998	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**100,911,998**
Additional funding identified													
Anticipated capital receipts	250,000	250,000	250,000	250,000	250,000	250,000	250,000	200,000	200,000	200,000	250,000	250,000	**2,850,000**
Ayrshire Growth Deal Grant Due	0	6,500,000	32,500,000	21,815,221	4,000,000	0	0	0	0	0	0	0	**64,815,221**
Citadel funding brought forward from previous years	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Developers contributions to match expenditure	2,488,119	0	0	0	0	0	0	0	0	0	0	0	**2,488,119**
Other Contributions - Grants / CFCR / CRA	8,872,480	14,040,000	12,550,000	0	0	0	0	0	0	0	0	0	**35,462,480**
Total Funding Available	**11,610,599**	**20,790,000**	**45,300,000**	**22,065,221**	**4,250,000**	**250,000**	**250,000**	**200,000**	**200,000**	**200,000**	**250,000**	**250,000**	**105,615,820**
Borrowing	46,702,698	74,078,233	15,944,063	(1,231,957)	7,963,911	4,308,600	146,260	451,260	2,541,260	1,240,000	4,724,724	4,101,126	**160,970,178**
Total Borrowing	**46,702,698**	**74,078,233**	**15,944,063**	**(1,231,957)**	**7,963,911**	**4,308,600**	**146,260**	**451,260**	**2,541,260**	**1,240,000**	**4,724,724**	**4,101,126**	**160,970,178**
Total 12 Year Capital Investment Programme Income	**71,225,295**	**102,868,233**	**69,244,063**	**28,833,264**	**20,213,911**	**12,558,600**	**8,396,260**	**8,651,260**	**10,741,260**	**9,440,000**	**12,974,724**	**12,351,126**	**367,497,996**

NET PROGRAMME	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix 2

General Services Capital Investment Programme 2025-26 to 2036-37

Appendix 2: Proposed Adjustments (December 2025)

Education investment

Early Learning and Childcare - Multi Year Capital Allocations: Moved £250,000 forward from 2025/26 to 2026/27 in relation to Troon Early Years Centre project.

Girvan Primary School: Moved £1.5 Million Forward from 2025/26 to 2026/27, then £5 Million from 2026/27 to 2027/28 and £5 Million forward from 2027/28 to 2028/29.

School Refurbishment Programme - Various Projects: Reduced the programme by 25% per annum in the ten years of the programme from 2027/28 to 2036/37.

Window and Roof Replacement - Various Projects: Reduced the programme by 25% per annum in the ten years of the programme from 2027/28 to 2036/37.

Health & Social Care investment

Scheme of Assistance: Reduced the programme by 25% per annum in the ten years of the programme from 2026/27 to 2035/36.

Hourston's Development: Reprofile £1 Million from 2025/26 to 2026/27, then £2 Million from 2026/27 to 2027/28 and £708,675 from 2027/28 to 2028/29.

Communities investment

Citadel Refurbishment: Reprofile £500,000 from 2026/27 to 2027/28.

Dunure Heritage Project: Reprofile £150,000 from 2025/26 to 2026/27, then £650,000 from 2026/27 to 2027/28 and £750,000 from 2027/28 to 2028/29.

Golf Course - Belleisle Enhanced Practice Facilities: Reprofile £150,000 from 2025/26 to 2026/27, then £500,000 from 2026/27 to 2027/28.

Golf Courses – Enhancement: Reprofile £850,000 from 2025/26 to 2026/27, then £2 Million from 2026/27 to 2027/28.

Golf - Lochgreen and Fullarton Greenkeeping Facility: Reprofile £100,000 from 2025/26 to 2026/27.

Green Waste / Household Recycling and Waste Transfer Station: Reprofile £850,000 from 2025/26 to 2026/27, then £1.5 Million from 2026/27 to 2027/28 and £750,000 from 2027/28 to 2028/29.

Maybole Regeneration Works: Reprofile £400,000 from 2025/26 to 2026/27 and £600,000 from 2026/27 to 2027/28

The Quay Zone Extension: Reprofile £750,000 from 2025/26 to 2026/27.

Renewal of Play Parks 2025/26: Reprofile £500,000 from 2025/26 to 2026/27.

Troon Swimming Pool - Health and Fitness Extension: Reprofile £3 Million from 2025/26 to 2026/27, then £500,000 from 2026/27 to 2027/28.

Other investment

Developer's Contributions Related Projects: Reprofile £732,833 from 2025/26 to 2026/27 in relation to Struthers Primary - Classroom Extension.

Equalities Act Budget - Various Properties: Reduced the programme by 25% per annum in the ten years of the programme from 2027/28 to 2036/37.

Property Refurbishment - Various Projects: Reduced the programme by 25% per annum in the ten years of the programme from 2027/28 to 2036/37.

Rewiring Programme - Various Projects: Reduced the programme by 25% per annum in the ten years of the programme from 2027/28 to 2036/37.

Works to Facilitate Property Rationalisation - Various Projects: Reduced the programme by 50% per annum in the nine years of the programme from 2027/28 to 2035/36.

Facilitate Introduction of Flexible Working: Reduced the programme by 50% per annum in the nine years of the programme from 2027/28 to 2035/36.

Ayrshire Growth Deal –
Prestwick Infrastructure – Roads: Reprofile of budgets between financial years 2026/27, 2027/28, 2028/29 and 2029/30.
Aerospace and Space Technology Applications Centre: Reprofile of budgets between financial years 2025/26, 2026/27 and 2027/28.
Commercial Space - Prestwick Proposition (Project A): Reprofile of budgets between financial years 2025/26, 2026/27, 2027/28, 2028/29 and 2029/30.
Commercial Space - Prestwick Proposition (Project B): Reprofile of budgets between financial years 2025/26, 2027/28 and 2028/29.

Appendix 3

Capital Investment Programme 2025-26 to 2036-37
Capital Review Exercise December 2025
Summary Proposed Adjustments

Expenditure	Total Proposed Revised Budget £
Education Investment	
Early Learning and Childcare - Multi Year Capital Allocations (Reprofiling Only)	**0**
Girvan Primary School (Reprofiling Only)	**0**
School Refurbishment Programme - Various Projects	**(4,956,483)**
Window and Roof Replacement - Various Projects	**(306,250)**
Total Education Investment	**(5,262,733)**
Health and Social Care Investment	
Scheme of Assistance	**(1,500,000)**
Hourston's Development (Reprofiling Only)	**0**
Total Health and Social Care Investment	**(1,500,000)**
Communities Investment	
Citadel Refurbishment (Reprofiling Only)	**0**
Dunure Heritage Project (Reprofiling Only)	**0**
Golf Course - Belleisle Enhanced Practice Facilities (reprofilin Only)	**0**
Golf Courses - Enhancement (Reprofiling Only)	**0**
Golf - Lochgreen and Fullarton Greenkeeping Facility (Reprofiling Only)	**0**
Green Waste / Household Recycling and Waste Transfer Station (Reprofiling Only)	**0**
Maybole Regeneration Works (Reprofiling Only)	**0**
The Quay Zone Extension (Reprofiling Only)	**0**
Renewal of Play Parks (Reprofiling Only)	**0**
Troon Swimming Pool - Health and Fitness Extension (Reprofiling Only)	**0**
Total Communities Investment	**0**
Other Investment	
Buildings	
Developer's Contributions Related Projects (Reprofiling Only)	**0**
Equalities Act Budget - Various Properties	**(609,375)**
Property Refurbishment - Various Projects	**(3,420,094)**
Rewiring Programme - Various Projects	**(437,500)**

Works to Facilitate Property Rationalisation - Various Projects	**(325,000)**
Facilitate Introduction of Flexible Working	**(510,000)**
Prestwick Infrastructure - Roads (Reprofiling Only)	**0**
Aerospace and Space Technology Applications Centre (Reprofiling Only)	**0**
Commercial Space - Prestwick Proposition (Project A) (Reprofiling Only)	**0**
Commercial Space - Prestwick Proposition (Project B) (Reprofiling Only)	**0**
Total Other Investment	**(5,301,969)**

Total Proposed 12 Year Capital Investment Programme Adjustments	**(12,064,702)**

Capital Investment Programme 2025-26 to 2036-37
Capital Review Exercise December 2025
Presented to Council of 11th December, 2025

Expenditure	2025/26 Proposed Revised Budget £	2026/27 Proposed Revised Budget £	2027/28 Proposed Revised Budget £	2028/29 Proposed Revised Budget £	2029/30 Proposed Revised Budget £	2030/31 Proposed Revised Budget £	2031/32 Proposed Revised Budget £	2032/33 Proposed Revised Budget £	2033/34 Proposed Revised Budget £	2034/35 Proposed Revised Budget £	2035/36 Proposed Revised Budget £	2036/37 Proposed Revised Budget £	Total Proposed Revised Budget £
Education Investment													
Dailly Primary School Surplus Plot - Car Park Proposals	42,931	0	0	0	0	0	0	0	0	0	0	0	**42,931**
Maybole Community Campus	343,991	500,000	0	0	0	0	0	0	0	0	0	0	**843,991**
Early Learning and Childcare - Multi Year Capital Allocations	1,714,951	250,000	0	0	0	0	0	0	0	0	0	0	**1,964,951**
Universal Free School Meals Kitchen Upgrades - Various	227,709	0	0	0	0	0	0	0	0	0	0	0	**227,709**
Girvan All Weather Pitch	77,070	0	0	0	0	0	0	0	0	0	0	0	**77,070**
Girvan Primary School	2,903,125	15,325,000	10,997,603	5,000,000	0	0	0	0	0	0	0	0	**34,225,728**
Troon Primary School - External Fabric	100,000	100,000	100,000	100,000	0	0	0	0	0	0	0	0	**400,000**
School Refurbishment Programme - Various Projects	3,484,035	2,344,023	1,545,235	1,012,500	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	3,304,214	1,807,500	**20,697,506**
Shared Campus Project (Glenburn and St Ninian's Primary Schools)	2,550	0	0	0	0	0	0	0	0	0	0	0	**2,550**
Window and Roof Replacement - Various Projects	80,000	69,908	75,000	112,500	112,500	112,500	75,000	75,000	75,000	75,000	75,000	131,250	**1,068,658**
Total Education Investment	**8,976,362**	**18,588,931**	**12,717,838**	**6,225,000**	**1,312,500**	**1,312,500**	**1,275,000**	**1,275,000**	**1,275,000**	**1,275,000**	**3,379,214**	**1,938,750**	**59,551,094**
Health and Social Care Investment													
Scheme of Assistance	703,397	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	0	**5,203,397**
Community Store - Dukes Road Upgrade	379	0	0	0	0	0	0	0	0	0	0	0	**379**
Hourston's Development	963,812	3,000,000	2,000,000	708,675	500,000	0	0	0	0	0	0	0	**7,172,487**
Replacement of Carefirst System	71,413	798,720	281,799	0	0	0	0	0	0	0	0	0	**1,151,932**
Total Health and Social Care Investment	**1,739,001**	**4,248,720**	**2,731,799**	**1,158,675**	**950,000**	**450,000**	**450,000**	**450,000**	**450,000**	**450,000**	**450,000**	**0**	**13,528,195**
Communities Investment													
Ayrshire Roads Alliance - Bridge Works (General)	486,101	0	0	0	0	0	0	0	0	0	0	0	**486,101**
Ayrshire Roads Alliance - Bridge Works (Victoria Bridge)	296,872	0	0	0	0	0	0	0	0	0	0	0	**296,872**
Ayrshire Roads Alliance - Millenium and Craigholm Bridges	145,000	145,000	0	0	0	0	0	0	0	0	0	0	**290,000**
Ayrshire Roads Alliance - C12 Dunure Slope Stabilisation	139,534	0	0	0	0	0	0	0	0	0	0	0	**139,534**
Ayrshire Roads Alliance - Girvan Harbour Jetty Repairs	119,351	0	0	0	0	0	0	0	0	0	0	0	**119,351**
Ayrshire Roads Alliance - LED Replacement	0	0	25,000	25,000	25,000	25,000	0	0	0	0	0	0	**100,000**
Ayrshire Roads Alliance - Local Flood Risk Plan	235,615	64,000	64,000	64,000	64,000	0	0	0	0	0	0	0	**491,615**
Ayrshire Roads Alliance - Road Reconstruction and Improvement	1,666,162	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	1,500,000	1,500,000	1,500,000	2,500,000	2,500,000	2,500,000	**26,166,162**
Ayrshire Roads Alliance - Ayr Depot	250,000	250,000	0	0	0	0	0	0	0	0	0	0	**500,000**
Ayrshire Roads Alliance - EV Charging Infrastructure	291,912	0	0	0	0	0	0	0	0	0	0	0	**291,912**
Ayrshire Roads Alliance - Street Lighting	177,381	150,000	0	0	0	0	0	0	0	0	0	0	**327,381**

Ayrshire Roads Alliance - Adapting to Climate Change (St Ninain's Park)	270,000	150,000	0	0	0	0	0	0	0	0	0	0	**420,000**
Ayrshire Roads Alliance - Vehicle Restraint Barriers	48,853	50,000	50,000	50,000	0	0	0	0	0	0	0	0	**198,853**
Ayrshire Roads Alliance - Cattle Grid Renewal Programme	33,600	33,600	33,600	0	0	0	0	0	0	0	0	0	**100,800**
Ayrshire Roads Alliance - Girvan South Pier Quay Repairs	536,000	0	0	0	0	0	0	0	0	0	0	0	**536,000**
Ayrshire Roads Alliance - Facilities to Assist With Tourist and Visitor Facilities	40,296	0	0	0	0	0	0	0	0	0	0	0	**40,296**
Road Improvement Safety Fund 2024-25	81,561	0	0	0	0	0	0	0	0	0	0	0	**81,561**
2024-25 National Cycle Network Development Fund NCN & Prestwick - Barassie	80,000	0	0	0	0	0	0	0	0	0	0	0	**80,000**
Ayrshire Roads Alliance - Tier 1 Active Travel Infrastructure Plan 2024-25	14,563	0	0	0	0	0	0	0	0	0	0	0	**14,563**
Ayrshire Roads Alliance - Tier 2 Active Travel Infrastructure Plan 2024-25	28,647	0	0	0	0	0	0	0	0	0	0	0	**28,647**
ARA People and Place Local Authority Direct Award 2025/26	77,635	0	0	0	0	0	0	0	0	0	0	0	**77,635**
ARA Road Safety Improvement Fund 2025/26	315,210	0	0	0	0	0	0	0	0	0	0	0	**315,210**
ARA Follow on From Accessible Ayr	798,649	0	0	0	0	0	0	0	0	0	0	0	**798,649**
Ayr Town Centre Regeneration Works	0	0	0	204,895	0	0	0	0	0	0	0	0	**204,895**
Belleisle Park - Additional Works	484,250	100,000	0	0	0	0	0	0	0	0	0	0	**584,250**
Burns Statue Square - Ayr Town Centre Regeneration	1,100,000	11,000,000	17,550,000	0	0	0	0	0	0	0	0	0	**29,650,000**
CCTV Public Space Infrastructure	14,324	0	0	0	0	0	0	0	0	0	0	0	**14,324**
Cemetery Infrastructure Project	189,291	0	184,255	0	0	0	0	0	0	0	0	0	**373,546**
Citadel Refurbishment	2,382,214	6,000,000	3,002,397	2,295,105	0	0	0	0	0	0	0	0	**13,679,716**
Coastal Change Adaptations	185,539	0	0	0	0	0	0	0	0	0	0	0	**185,539**
Craigie Additional Sporting	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Craigie Park Sport for All Facility Development	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Cycling, Walking and Safer Routes (Grant Funded Works)	987,000	0	0	0	0	0	0	0	0	0	0	0	**987,000**
Dunure Heritage Project	50,000	500,000	1,200,000	750,000	0	0	0	0	0	0	0	0	**2,500,000**
Girvan Library Relocation	105,103	0	0	0	0	0	0	0	0	0	0	0	**105,103**
Girvan Palace Park (Former Bingo Hall Site)	388,402	0	0	0	0	0	0	0	0	0	0	0	**388,402**
Girvan Regeneration Projects	395,874	1,317,702	0	0	0	0	0	0	0	0	0	0	**1,713,576**
Golf Course - Belleisle Enhanced Practice Facilities	103,973	650,000	500,000	0	0	0	0	0	0	0	0	0	**1,253,973**
Golf Courses - Enhancement	150,000	2,337,283	2,000,000	0	0	0	0	0	0	0	0	0	**4,487,283**
Golf - Lochgreen and Fullarton Greenkeeping Facility	50,000	274,534	0	0	0	0	0	0	0	0	0	0	**324,534**
Golf - Belleisle Golf Course Improvements	21,845	0	0	0	0	0	0	0	0	0	0	0	**21,845**
Golf - Darly Golf Course Improvements	31,094	0	0	0	0	0	0	0	0	0	0	0	**31,094**
Green Waste / Household Recycling and Waste Transfer Station	150,000	2,656,753	1,750,000	750,000	0	0	0	0	0	0	0	0	**5,306,753**
Household Bins - Replacement Programme	126,171	130,000	0	0	0	0	0	0	0	0	0	0	**256,171**
Maybole Regeneration Works	200,000	1,063,229	600,000	0	0	0	0	0	0	0	0	0	**1,863,229**
Maybole Town Centre Regeneration - Public Realm Improvements to the High Street	75,479	200,000	0	0	0	0	0	0	0	0	0	0	**275,479**
Maybole Regeneration - Project Team	60,212	0	0	0	0	0	0	0	0	0	0	0	**60,212**
Maybole Town centre Regeneration - Town hall	175,169	0	0	0	0	0	0	0	0	0	0	0	**175,169**
Maybole Regeneration - Small Grants Scheme	31,000	125,000	25,000	0	0	0	0	0	0	0	0	0	**181,000**
Mobile Library	27,000	0	0	0	0	0	0	0	0	0	0	0	**27,000**
Mixed Tenure Grant	200,000	0	0	0	0	0	0	0	0	0	0	0	**200,000**
Nature Restoration Fund 2022/23	12,724	250,000	0	0	0	0	0	0	0	0	0	0	**262,724**

Nature Restoration Fund - Edinburgh Process Strand 2023/24	8,827	0	0	0	0	0	0	0	0	0	0	0	**8,827**
Nature Restoration Fund 2025/26	138,000	0	0	0	0	0	0	0	0	0	0	0	**138,000**
Newton Steeple Re-rendering	90,000	0	0	0	0	0	0	0	0	0	0	0	**90,000**
Wetland Creation and Polinator Corridors Bellesile Golf Course	32,057	0	0	0	0	0	0	0	0	0	0	0	**32,057**
New Weighbridge Office at Heathfield Waste Recycling Centre, Ayr KA8 9ST	15,403	0	0	0	0	0	0	0	0	0	0	0	**15,403**
Place Plans	504,278	0	0	0	0	0	0	0	0	0	0	0	**504,278**
Place Based Investment Programme 2025/26	376,623	0	0	0	0	0	0	0	0	0	0	0	**376,623**
Place Planning and Community Led Projects	2,626,446	1,372,577	0	0	0	0	0	0	0	0	0	0	**3,999,023**
Place Planning and Ayr West Ward / Ayr Town Centre Projects	1,203,339	1,250,000	0	0	0	0	0	0	0	0	0	0	**2,453,339**
Promenades and Shorefront Enhancement Scheme	1,012,816	604,533	0	0	0	0	0	0	0	0	0	0	**1,617,349**
Prestwick Pool AHU and water Storage Project - Net Zero Implementation	1,780,753	0	0	0	0	0	0	0	0	0	0	0	**1,780,753**
Prestwick Regeneration / Heritage Works	297,750	950,000	0	0	0	0	0	0	0	0	0	0	**1,247,750**
Prestwick Steeple Works (Subject to Various Consultations)	50,000	200,000	500,000	0	0	0	0	0	0	0	0	0	**750,000**
Public Conveniences	236	0	0	0	0	0	0	0	0	0	0	0	**236**
The Quay Zone Extension	2,295,619	750,000	0	0	0	0	0	0	0	0	0	0	**3,045,619**
Renewal of Play Parks 2023-24	59,113	0	0	0	0	0	0	0	0	0	0	0	**59,113**
Renewal of Play Parks 2024-25	83,000	0	0	0	0	0	0	0	0	0	0	0	**83,000**
Renewal of Play Parks	172,000	500,000	0	0	0	0	0	0	0	0	0	0	**672,000**
Scottish Government - Place Based Investment Programme	53,886	500,000	0	0	0	0	0	0	0	0	0	0	**553,886**
Shaw Park Pavilion Fire Reinstatement	418,660	0	0	0	0	0	0	0	0	0	0	0	**418,660**
SPT / Transport Scotland Projects	3,291,000	198,000	0	0	0	0	0	0	0	0	0	0	**3,489,000**
Troon Swimming Pool - Health and Fitness Extension	982,697	3,872,400	500,000	0	0	0	0	0	0	0	0	0	**5,355,097**
Troon Hosiery Park - Changing Accommodation	491,106	0	0	0	0	0	0	0	0	0	0	0	**491,106**
Troon Regeneration Works	1,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	**2,000,000**
Troon Municipal Building Upgrade Works	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VAT Recovery Fund Projects	77,963	100,000	0	0	0	0	0	0	0	0	0	0	**177,963**
Total Communities Investment	**30,891,178**	**41,244,611**	**30,484,252**	**6,639,000**	**2,589,000**	**2,525,000**	**1,500,000**	**1,500,000**	**1,500,000**	**2,500,000**	**2,500,000**	**2,500,000**	**126,373,041**

Other Investment													
Buildings													
Boiler Room Plant Replacement Programme (Low Carbon Solutions) / Net Zero Implementation	4,922	0	354,590	400,000	0	0	0	0	0	0	0	0	**759,512**
Boiler Room Plant Replacement - Girvan Academy & Coylton Primary School	43,094	0	0	0	0	0	0	0	0	0	0	0	**43,094**
Boiler Room Plant Replacement - Heathfiels Primary School, Ayr & Hillcrest Care Home, Girvan	467,122	100,000	45,410	0	0	0	0	0	0	0	0	0	**612,532**
Climate Emergency Projects	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Net Carbon Retrofit	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Office Accommodation and Riverside Project	73,605	0	0	0	0	0	0	0	0	0	0	0	**73,605**
Developer's Contributions Related Projects	2,000,000	1,433,855	0	0	0	0	0	0	0	0	0	0	**3,433,855**
Equalities Act Budget - Various Properties	286,952	225,000	168,750	196,875	196,875	196,875	168,750	168,750	168,750	168,750	168,750	225,000	**2,340,077**
Fire Damage Reinstatement Works - 17-21 High Street, Ayr	650,000	0	0	0	0	0	0	0	0	0	0	0	**650,000**
Girvan Harbour Stores	360,000	0	0	0	0	0	0	0	0	0	0	0	**360,000**

Lighting Upgrades - LED and Solar	100,000	0	0	0	0	0	0	0	0	0	0	0	**100,000**
Property Refurbishment - Various Projects	976,718	686,329	772,782	1,125,000	1,125,000	1,125,000	937,500	937,500	937,500	937,500	1,237,500	1,125,000	**11,923,329**
Rewiring Programme - Various Projects	29,601	148,504	150,000	150,000	150,000	150,000	112,500	112,500	112,500	112,500	112,500	150,000	**1,490,605**
Troon Municipal Buildings - Window Replacement Programme	80,000	280,000	180,000	0	0	0	0	0	0	0	0	0	**540,000**
Project Management Costs	135,000	0	0	0	0	0	0	0	0	0	0	0	**135,000**
Sale of Land and Buildings	3,001	0	0	0	0	0	0	0	0	0	0	0	**3,001**
Works to Facilitate Property Rationalisation - Various Projects	80,000	50,000	50,000	50,000	50,000	50,000	25,000	25,000	25,000	25,000	25,000	0	**455,000**
Repairs and Renewals Funded Projects	939,914	0	0	0	0	0	0	0	0	0	0	0	**939,914**
Information Technology					0	0	0	0					**0**
Business Systems	1,150,000	990,000	1,200,000	1,049,400	1,000,000	996,900	1,036,260	1,036,260	1,036,260	1,050,000	1,050,000	1,000,000	**12,595,080**
End User Computing	1,721,325	2,728,675	3,069,000	1,150,000	1,150,000	3,434,200	1,150,000	1,150,000	3,510,000	1,150,000	1,150,000	3,500,000	**24,863,200**
Information, Data & ICT Infrastructure	1,073,000	1,150,000	900,000	911,000	495,000	920,000	495,000	750,000	495,000	540,000	869,106	766,126	**9,364,232**
Transformation Fund Projects	471,000	40,000	0	0	0	0	0	0	0	0	0	0	**511,000**
Connectivity for Low Green	203,022	0	0	0	0	0	0	0	0	0	0	0	**203,022**
Other													**0**
Facilitate Introduction of Flexible Working	169,927	75,000	67,500	67,500	67,500	67,500	52,500	52,500	45,000	45,000	45,000	0	**754,927**
Initial Work on Projects for Future Years	41,184	90,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	0	**1,346,184**
Belleisle Clubhouse	(57,399)	0	0	0	0	0	0	0	0	0	0	0	**(57,399)**
Reroofing and Alterations Work at Old Racecourse Pavillion	(3,695)	0	0	0	0	0	0	0	0	0	0	0	**(3,695)**
Economic Regeneration	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Ayrshire Growth Deal: -	0	0	0	0	0	0	0	0	0	0	0	0	**0**
- Regeneration Build Programme	89,645	0	0	0	0	0	0	0	0	0	0	0	**89,645**
- AGD - General Code	0	0	0	1	0	0	0	0	0	0	0	0	**1**
- Spaceport Infrastructure	0	0	0	0	0	0	0	0	0	0	0	0	**0**
- Commercial Space - Prestwick - Industrial Units	0	0	0	0	0	0	0	0	0	0	0	0	**0**
- Prestwick Infrastructure - Roads	500,000	1,579,275	2,137,516	11,211,620	11,000,000	0	0	0	0	0	0	0	**26,428,411**
- Aerospace and Space Technology Applications Centre	100,000	750,000	5,427,983	3,151,363	500,000	0	0	0	0	0	0	0	**9,929,346**
- Commercial Space - Prestwick Proposition (Project A)	750,000	7,000,000	14,887,045	8,300,000	750,000	0	0	0	0	0	0	0	**31,687,045**
- Commercial Space - Prestwick Proposition (Project B)	200,000	5,400,000	3,000,000	320,000	0	0	0	0	0	0	0	0	**8,920,000**
- Digital Projects	0	0	1,500,000	1,500,000	2,369,000	0	0	0	0	0	0	0	**5,369,000**
Total Other Investment	**12,637,938**	**22,848,079**	**34,045,576**	**29,717,759**	**18,988,375**	**7,075,475**	**4,112,510**	**4,367,510**	**6,465,010**	**4,163,750**	**4,792,856**	**6,766,126**	**155,980,964**
	54,244,479	**86,930,341**	**79,979,465**	**43,740,434**	**23,839,875**	**11,362,975**	**7,337,510**	**7,592,510**	**9,690,010**	**8,388,750**	**11,122,070**	**11,204,876**	**355,433,294**
Current 12 Year Programme	71,225,295	102,868,233	69,244,063	28,833,264	20,213,911	12,558,600	8,396,260	8,651,260	10,741,260	9,440,000	12,974,724	12,351,126	367,497,996
VARIANCE	**(16,980,816)**	**(15,937,892)**	**10,735,402**	**14,907,170**	**3,625,964**	**(1,195,625)**	**(1,058,750)**	**(1,058,750)**	**(1,051,250)**	**(1,051,250)**	**(1,852,655)**	**(1,146,250)**	**(12,064,702)**

Income	**2025/26 Proposed Revised Budget £**	**2026/27 Proposed Revised Budget £**	**2027/28 Proposed Revised Budget £**	**2028/29 Proposed Revised Budget £**	**2029/30 Proposed Revised Budget £**	**2030/31 Proposed Revised Budget £**	**2031/32 Proposed Revised Budget £**	**2032/33 Proposed Revised Budget £**	**2033/34 Proposed Revised Budget £**	**2034/35 Proposed Revised Budget £**	**2035/66 Proposed Revised Budget £**	**2036/37 Proposed Revised Budget £**	**Total Proposed Revised Budget £**

SG Grant Funding													
General Capital Grant	8,654,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000	**96,654,000**
Nature resoration fund	138,000	0	0	0	0	0	0	0	0	0	0	0	**138,000**
Renewal of playparks	472,000	0	0	0	0	0	0	0	0	0	0	0	**472,000**
Tier 1 Bus Infrastructure Fund	382,000	0	0	0	0	0	0	0	0	0	0	0	**382,000**
Tier 1 Active Travel	737,000	0	0	0	0	0	0	0	0	0	0	0	**737,000**
SALIX Funding - Troon Swimming Pool - Health and Fitness Extension	1,718,998	0	0	0	0	0	0	0	0	0	0	0	**1,718,998**
Climate Emergency	810,000	0	0	0	0	0	0	0	0	0	0	0	**810,000**
	12,911,998	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**8,000,000**	**100,911,998**
Additional funding identified													
Anticipated capital receipts	250,000	250,000	250,000	250,000	250,000	250,000	250,000	200,000	200,000	200,000	250,000	250,000	**2,850,000**
Ayrshire Growth Deal Grant Due	0	6,500,000	32,500,000	21,815,221	4,000,000	0	0	0	0	0	0	0	**64,815,221**
Citadel funding brought forward from previous years	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Developers contributions to match expenditure	2,488,119	0	0	0	0	0	0	0	0	0	0	0	**2,488,119**
Other Contributions - Grants / CFCR / CRA	8,872,480	14,040,000	12,550,000	0	0	0	0	0	0	0	0	0	**35,462,480**
Total Funding Available	**11,610,599**	**20,790,000**	**45,300,000**	**22,065,221**	**4,250,000**	**250,000**	**250,000**	**200,000**	**200,000**	**200,000**	**250,000**	**250,000**	**105,615,820**
Borrowing	29,721,882	58,140,341	26,679,465	13,675,213	11,589,875	3,112,975	(912,490)	(607,490)	1,490,010	188,750	2,872,070	2,954,876	**148,905,476**
Total Borrowing	**29,721,882**	**58,140,341**	**26,679,465**	**13,675,213**	**11,589,875**	**3,112,975**	**(912,490)**	**(607,490)**	**1,490,010**	**188,750**	**2,872,070**	**2,954,876**	148,905,476
Total 12 Year Capital Investment Programme Income	**54,244,479**	**86,930,341**	**79,979,465**	**43,740,434**	**23,839,875**	**11,362,975**	**7,337,510**	**7,592,510**	**9,690,010**	**8,388,750**	**11,122,070**	**11,204,876**	**355,433,294**

NET PROGRAMME	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix 5

Capital Investment Programme: Debt Charge Implications

(a) Debt Charge Implications: Capital Investment Programme 2025-26 to 2036-37 as Approved by South Ayrshire Council, 18th September, 2025

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	Total
	£	£	£	£	£	£	£	£	£	£	£	£	£
Principle	6,408,000	6,675,000	7,199,000	7,568,000	7,947,000	8,403,000	8,829,000	9,257,000	9,688,000	10,171,000	10,689,000	11,232,000	104,066,000
Interest	12,639,331	14,102,844	15,741,260	15,821,747	15,792,446	15,355,187	15,288,661	14,681,990	14,385,050	14,152,210	14,065,735	14,034,942	176,061,403
Expenses	222,597	164,069	164,069	160,057	156,291	154,516	152,492	150,317	148,433	146,728	145,784	145,550	1,910,903
Investment income	(1,604,409)	(1,673,333)	(1,688,750)	(1,447,500)	(1,351,000)	(1,351,000)	(1,351,000)	(1,351,000)	(1,351,000)	(1,351,000)	(1,351,000)	(1,351,000)	(17,221,992)
	17,665,519	**19,268,580**	**21,415,579**	**22,102,304**	**22,544,737**	**22,561,703**	**22,919,153**	**22,738,307**	**22,870,483**	**23,118,938**	**23,549,519**	**24,061,492**	**264,816,314**

(b) Debt Charge Implications: Capital Investment Programme 2025-26 to 2036-37 Per Capital Review Proposals to Council of 15th December, 2025

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	Total
	£	£	£	£	£	£	£	£	£	£	£	£	£
Principle	6,408,000	6,603,000	7,129,000	7,382,000	7,784,000	8,259,000	8,668,000	9,087,000	9,506,000	9,971,000	10,471,000	10,987,000	102,255,000
Interest	12,962,259	13,650,417	15,329,724	15,464,278	15,393,702	14,893,826	14,653,892	14,108,595	13,898,323	13,638,240	13,543,621	13,317,895	170,854,773
Expenses	357,537	312,180	305,392	297,455	293,183	290,813	286,829	282,599	278,809	275,315	273,313	272,301	3,525,726
Investment income	(1,762,352)	(1,739,563)	(1,694,958)	(1,605,750)	(1,561,146)	(1,447,500)	(1,447,500)	(1,447,500)	(1,447,500)	(1,447,500)	(1,447,500)	(1,447,500)	(18,496,269)
	17,965,444	**18,826,035**	**21,069,158**	**21,537,984**	**21,909,740**	**21,996,139**	**22,161,221**	**22,030,694**	**22,235,631**	**22,437,055**	**22,840,434**	**23,129,696**	**258,139,230**
Increase / (Decrease) Based Capital Review Projected Figures	**299,925**	**(442,545)**	**(346,421)**	**(564,320)**	**(634,997)**	**(565,564)**	**(757,932)**	**(707,613)**	**(634,852)**	**(681,883)**	**(709,085)**	**(931,796)**	**(6,677,084)**

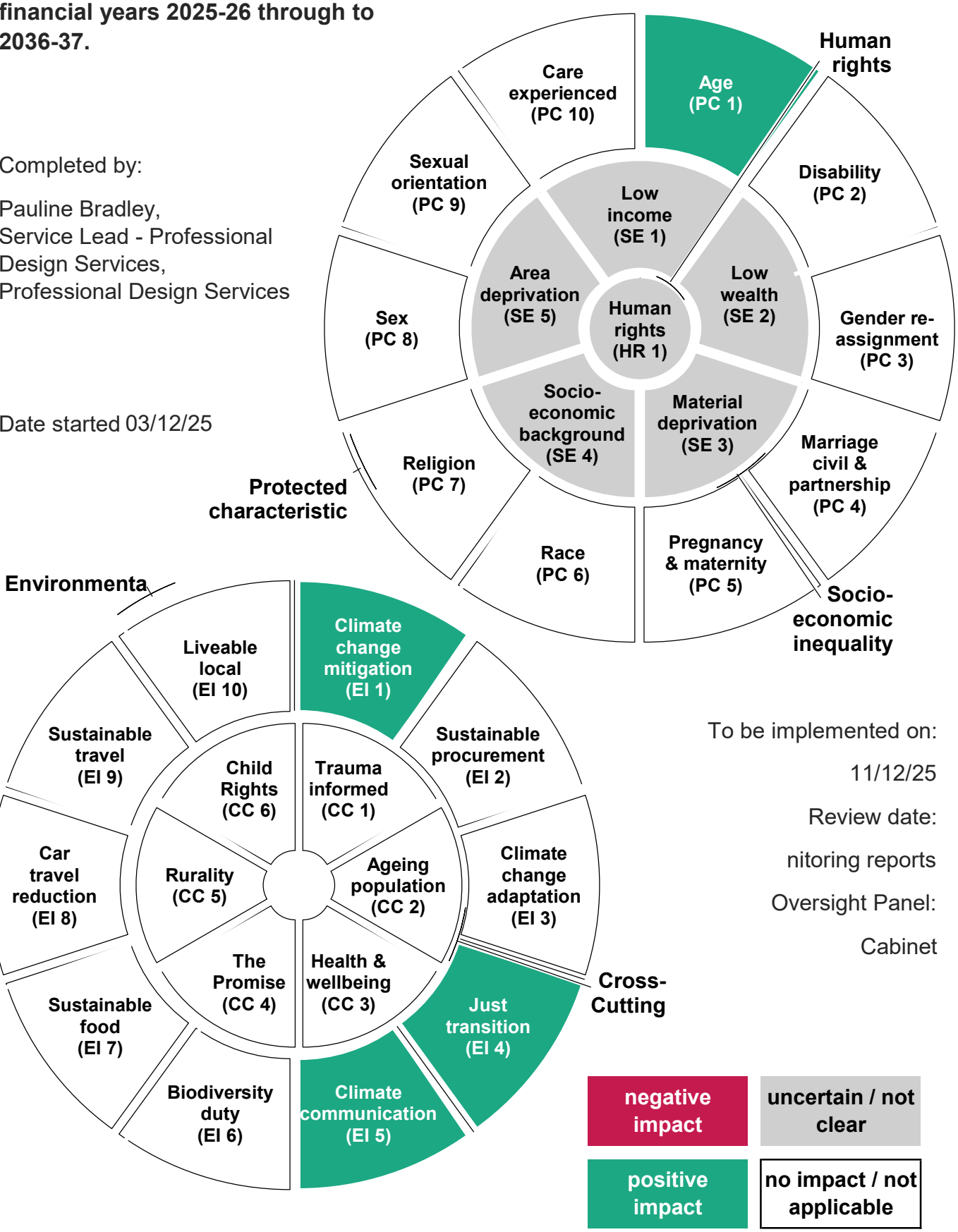
Integrated Impact Assessment Summary Report

An update to the General Services Capital Investment Programme for financial years 2025-26 through to 2036-37.

Completed by:

Pauline Bradley,
Service Lead - Professional Design Services,
Professional Design Services

Date started 03/12/25



To be implemented on:

11/12/25

Review date:

nitoring reports

Oversight Panel:

Cabinet

negative impact	uncertain / not clear
positive impact	no impact / not applicable

Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?
Please detail here

Advancing equality of opportunity?
Please detail here

Fostering good relations?
Please detail here

Consultation declaration

We confirm consultation has NOT been carried out as part of this process.

impacts)

EQUALITIES: impact on socio-economic inequality

SE 1	Low Income / Income Poverty	Please detail here
SE 2	Low and / or no wealth	Please detail here

		Mitigating Actions Required (re negative / unclear impacts)
SE 3	Material Deprivation	Please detail here
SE 4	Socio-Economic Background	Please detail here
SE 5	Area Deprivation	Please detail here

EQUALITIES: impact on human rights

HR 1	Human Rights	Please detail here

(CRWIA)?	no