

**South Ayrshire Council**

**Report by Director - Place  
to Leadership Panel  
of 15 February 2022**

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**Subject: Motorhome Parking Scheme 2022**

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**1. Purpose**

- 1.1 The purpose of this report is to provide the Leadership Panel with the outcome of the trial scheme for motorhome parking undertaken in 2021 and to seek approval for the recommendations in relation to future scheme development.

**2. Recommendation**

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

- 2.1.1 notes the Head of Roads' intention to commence the statutory process for the promotion of a Traffic Regulation Order for permanent motorhome parking facilities at the Esplanade Car Park Ayr and the Knockcushan Street Car Park Girvan;**
- 2.1.2 approves the installation of permanent motorhome parking facilities including a barrier control system at the Esplanade Car Park Ayr pending the successful making of said Order with a request for costs to be met from the Repairs and Renewals Fund;**
- 2.1.3 approves the reintroduction of temporary arrangements at the Esplanade Car Park Ayr and the Knockcushan Street Car Park Girvan for the 2022 season along with proposals to undertake a further trial scheme at North Shore Road Car Park Troon, Links Road Car Park Prestwick and Foreland Car Park Ballantrae; and with a request for costs to be met from the Repairs and Renewals Fund; and**
- 2.1.4 agrees to consider the findings and recommendations of this further trial scheme at a future Panel meeting.**

**3. Background**

- 3.1 Following the implementation of a trial scheme for the provision of motorhome parking facilities at the Esplanade Car Park Ayr and the Knockcushan Street Car Park Girvan, a report detailing the outcome of the trial scheme was presented to portfolio holders on 23 November 2021 which can be found at [Appendix 1](#).

- 3.2 The trial scheme outcome report details the various measures which were introduced to accommodate the scheme, the feedback received from customers and members of the public, an assessment of the success of the scheme and recommendations for future scheme development.
- 3.3 In general, the trial scheme was very well received and there is an appetite to see permanent arrangements introduced provided mitigating actions are allowed for at the Esplanade Car Park Ayr which deal with longstanding issues caused by car enthusiasts.

#### **4. Proposals**

- 4.1 Due to the success of the trial scheme it is proposed that permanent motorhome facilities are introduced at both the sites - ie Esplanade Car Park Ayr and Knockcushan Street Car Park Girvan. This will require the installation of permanent waste management systems for the collection of black waste (chemical toilets), grey waste (washing facilities) and general waste. This proposal shall also require the installation of new water service connections for the provision of clean water for drinking and to enable compliance with legislation in relation to fire safety. However, the introduction of these permanent arrangements are subject to the successful promotion of a permanent Traffic Regulation Order. This process may take between 6 and 12 months to complete and so it is proposed to introduce the same temporary arrangements provided during the 2021 trial underpinned by a further Temporary Traffic Regulation Order.
- 4.2 The majority of feedback received for the Esplanade Car Park confirmed that the long standing issues in relation to car enthusiasts has to be addressed in order for any permanent arrangements to succeed. Therefore, whereas the trial scheme was based on the collection of fees via the existing cashless parking system (RingGo) and the monitoring of compliance through manned enforcement patrols by Parking Attendants, it is further proposed to install physical measures to enable better control on who enters the car park.
- 4.3 The proposed system is a barrier system in conjunction with Automatic Number Plate Recognition (ANPR) cameras. This system shall be linked to an on-line facility through which parking sessions can be booked and paid for in advance. The barriers shall be located on the existing entry islands at the north access. Railings are also proposed for the raised speed humps at the southern end of the motorhome area which will prevent access to and from the remaining three sections of the car park. Again, these measures are subject to the promotion of a permanent TRO.
- 4.4 Such a system is not suitable for the Knockcushan Street Car Park due to the existing layout and the use of the car park by different groups. As such this facility will continue to be managed under the previous arrangements.
- 4.5 It is further recommended to base the scheme on a maximum stay of three consecutive overnight stays at a cost of £10 per night. This is an increase from one overnight stay costing £5 applied during the trial scheme. Scheme set-up cost estimates, ongoing running costs and projected income are outlined in the tables below:

**Table 1 - Permanent Scheme Set-Up Costs**

Item	Description	Supplier	Est. Cost	Amount	Total
ANPR / barrier controls	Access control system for Esplanade Car Park Ayr	TBC	£22,000	1	£22,000
Fresh water tap	Tap connected to mains water supply for drinking and washing purposes	ARA / Scottish Water	£1,500	2	£3,000
Fire Hydrant	Installation of new point to comply with H&S requirement	Scottish Water	£5,000	2	£10,000
Grey Waste Disposal Point	For the disposal of washing up and shower water. Drainage channel connected to surface drainage system or soakaway	ARA / Scottish Water	£1,500	2	£3,000
Black Waste Disposal Point	For the disposal of chemical toilet waste	ARA / Contractor	£3,000	2	£6,000
TRO Advertising	Advertising costs for statutory notices placed in local press	Reach Advertising	£1,000	2	£2,000
Signs & Lines	Regulation signs and information boards. Bay markings	ARA / Contractor	£1,000	2	£2,000
Plant, Labour and Materials	Civils works, sign / line work and general repairs	ARA	£15,000	2	£30,000
<b>Estimated Total</b>					<b>£78,000</b>

**Table 2 - Permanent Scheme Running Costs**

Item	Description	Supplier	Est. Cost	Amount	Total
Black Waste Disposal Point	Waste uplift and disposal	Contractor	£4,000	2	£8,000
ANPR / barrier controls	Maintenance agreement and software licence	TBC	£1,000	2	£2,000
<b>Estimated Total</b>					<b>£10,000</b>

**Table 3 - Income Projections**

Location	April - September		
	25% uptake	50% uptake	75% uptake
Knockcushan Street, Girvan	£7,087	£10,631	£21,262
Esplanade Car Park, Ayr	£8,505	£17,010	£25,515
<b>Estimated Totals</b>	<b>£15,592</b>	<b>£27,641</b>	<b>£46,777</b>

4.6 In addition to the proposals for the reintroduction of temporary arrangements at the aforementioned sites,, it is further proposed to conduct a further trial of the scheme based on the measures implemented during the previous trial at the following sites:

4.6.1 **North Shore Road Car Park Troon (opposite Troon Swimming Pool)**

- The car park is located within easy reach of local town centre amenities including the swimming pool and public toilets. For the purpose of the trial 10 spaces are proposed;

4.6.2 **Links Road Car Park Prestwick (behind Kidz Play)**

- The proposed site is the large unbound area to the rear of the Kidz Play building. Again, for the purposed of the trial 10 spaces are proposed. Other than the public toilets at the southern entrance to the car park there are no nearby local amenities but should the demand justify it, additional spaces could easily be accommodated. Due to the unbound nature of the car park surface alternative arrangements to traditional road markings will used to delineate the spaces; and

4.6.3 **Foreland Car Park Ballantrae (adjacent public toilets)**

- This car park is located next to public toilets and within easy walking distance of other local amenities. Due to the size of the car park it is proposed to provide a maximum of 5 spaces for the purpose of the trial.

4.7 Proposed layouts can also be found at [Appendix 2](#). Whereas the proposed payment arrangements and the waste management facilities and the servicing of such shall be based on the previous trial scheme arrangements, the rules governing the trial shall align with the proposed permanent scheme i.e. three nights maximum stay at £10 per night.

4.8 The costings for the provision of the trial scheme shown in the following financial implications table are based on the known costs incurred during the previous trial:

**Table 4/**

**Table 4 - Trial Scheme Financial Implications (all 5 sites)**

<b>Costs</b>		
<b>Item</b>	<b>Supplier</b>	<b>Est. Cost</b>
Plant, Labour and Materials	ARA	£10,000
Waste Plant Hire and Servicing	Plant Hire Framework	£13,500
General Waste Management	SAC Cleansing	£6,600
Traffic Signs	Sign Supply Framework	£2,500
TTRO Advertising Costs	Reach Advertising	£1,500
<b>Estimated Total</b>		<b>£34,100</b>
<b>Income Projections</b>		
Parking Income (25% uptake)		£32,467
Parking Income (50% uptake)		£61,391
Parking Income (75% uptake)		£97,402

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

- 5.1 The proposals for the introduction of the trial schemes shall be underpinned by the promotion of Temporary Traffic Regulation Orders (TTROs). Further work shall commence on the promotion of a permanent TRO for the Ayr and Girvan sites which shall be subject to a statutory advertising and consultation process the results of which shall be reported to Members.
- 5.2 All proposals are subject to approval from Scottish Fire and Rescue Service of Fire Risk Assessments prepared in conjunction with East Ayrshire Council Health & Safety Officers.
- 5.3 Planning permission for the installation of the permanent measures at the Ayr and Girvan sites shall be sought.
- 5.4 All plant, equipment and materials shall be sourced through existing relevant Framework Contracts to ensure best value.

## **6. Financial Implications**

- 6.1 A Repairs and Renewal bid will be submitted for the sum of £78,000 to implement the installation of the infrastructure and waste management facilities for the permanent scheme subject to a Traffic Regulation order described in Table 1. A Similar bid will be submitted to the Repairs and Renewal Fund for investment of £34,100 for the items described in Table 4.

6.2 As noted in Table 4 of section 4.8 above, projected income from the scheme could range from £32,467 to £97,402 whilst the temporary arrangements are in place. It is anticipated that this will be more than sufficient to meet the enforcement cost incurred by Ayrshire Roads Alliance. Should the schemes then move to being made permanent arrangements, any surplus income above costs incurred will be considered as a saving as part of future budget setting process.

## **7. Human Resources Implications**

7.1 All staff resource implication shall be absorbed by Ayrshire Roads Alliance.

## **8. Risk**

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

8.1.1 There are no known risks associated with adopting the recommendations.

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

8.2.1 Failure to accept the recommendations will hinder the Council's ability to address known issues around unregulated motorhome parking.

## **9. Equalities**

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

## **10. Sustainable Development Implications**

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

## **11. Options Appraisal**

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

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

12.1 The matters referred to in this report contribute to Commitment 6 of the Council Plan: A Better Place to Live/ Enhanced environment through social, cultural and economic activities.

## **13. Results of Consultation**

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

13.2 Consultation has taken place with Councillor Ian Cochrane, Portfolio Holder for Environment, and the contents of this report reflect any feedback provided.

13.3 Consultation has taken place with all other Portfolio Holders and the contents of this report reflect any previous feedback provided.

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

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

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Permanent and trial motorhome parking schemes	1 April 2022	Head of Roads

**Background Papers**    **None**

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**Date:**    **8 February 2022**



**SOUTH AYRSHIRE COUNCIL MOTORHOME PARKING TRIAL**

**Outcome Report and Recommendations**



## Document Control

Revision	Date	Description	Revision Date
0	15/11/21	Original version	N/A

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## **Background**

In response to an identified need to impose control measures in relation to the marked increase in unregulated use of South Ayrshire shorefront car parks and streets by motorhome tourists, Ayrshire Roads Alliance put forward proposals to SAC Leadership Panel which were designed to deal with the issues in a proactive manner which capitalised on South Ayrshire's offering as a popular tourist destination.

It was proposed to introduce a trial parking scheme to run from April to September 2021 located within the Knockcushan Street Car Park, Girvan, and the Esplanade (Blackburn) Car Park, Ayr. Designated motorhome parking bays were proposed at each location to help control car park usage and ensure the safe positioning of vehicles whilst still maintaining adequate provision for cars.

The proposals were submitted in a report by the Director - Place to the Leadership Panel at its meeting of 16 March 2021 and after careful consideration the Panel decided:

- (1) to approve the proposal for Ayrshire Roads Alliance to take the measures and conduct the trial scheme, as outlined in paragraphs 4.1 to 4.6 of the report, from April to September 2021 and, thereafter, report back to this Panel with the results of the trial scheme and future recommendations; and
- (2) to agree that a Temporary Traffic Regulation Order from 1 April to 30 September 2021 be promoted which would impose overnight restrictions along the Esplanade, Ayr and Louisa Drive and Harbour Street, Girvan.

## **Trial Scheme Arrangements**

Alterations were made to both car parks where dedicated motorhome bays and associated signs were installed along with notice boards displaying relevant information. The scheme was based on the provision of one overnight stay at the cost of £5.00 and payment was made via the cashless parking provider RingGo.

Both sites were also served by temporary waste disposal tanks, a water bowser and a range of recycling waste disposal bins. The Girvan site further benefitted from the provision of access to existing toilet and shower block facilities. Customers were provided with access codes via the RingGo system on payment of the required fee.

Further temporary signage was erected throughout nearby streets to prevent motorhome displacement and all the arrangements were monitored and enforced by ARA Parking Attendants who undertook these additional duties on a voluntary overtime basis.

Customers and members of the public were invited to submit feedback to a dedicated email inbox which was monitored throughout the course of the scheme and further information contained within FAQs was made available on the ARA website.

## **Scheme Feedback**

### General

Throughout the course of the trial, feedback was gathered via a dedicated email account and 128 responses were received. Further feedback was received through Elected

Members, social media channels and in person by ARA staff during patrol activities. Over the duration of the trial scheme there were several key themes which emerged and remained consistent throughout.

A summary of the feedback is provided in Appendix A. Generally speaking, the majority of responses received have been positive with many of the motorhome users who took the time to submit comments keen to see the future roll out of a permanent operation.

The experience has been that motorhome users are self-regulating requiring minimal oversight. They are represented by various user groups most notably the Campaign for Real Aires UK ([CAMpRA](#)). Representatives of CAMpRA have visited both sites and valuable feedback and advice in relation to future scheme development has been received and included within this report.

Visitors would like the ability to stay for more than one night and have indicated that they would happily pay more than the £5.00 fee levied for the trial in order to take advantage of the facilities on offer.

Other feedback received indicates that it is evident that the information given and the position of the car park signs should be reviewed to ensure these are more easily interpreted and do not become obscured by parked motorhomes. There were other issues raised concerning the first time use of the RingGo payment system, however, overall the scheme has been a success.

#### *Esplanade (Blackburn) Car Park, Ayr*

Initially, there was some resistance to the scheme from residents of streets located near to the site. Concerns were raised in relation to the suitability of the location but it quickly became clear that the main cause for concern was the fact that long standing issues in relation to motoring enthusiasts, and the anti-social behaviour displayed by this group, were not addressed by the scheme.

These concerns were shared by the users of the scheme. Whereas numerous positive comments were received praising the choice of location for the natural views provided, many of these comments were caveated by those who specifically mentioned the fact that stays were hampered or indeed ruined by the anti-social behaviour of the car enthusiasts. It is clear that for this scheme to be repeated at this location and in order to address long standing residents' concerns, permanent control measures are required.

Other concerns raised by users were in relation to the chosen location and its distance from the town centre shops and hospitality venues.

In terms of vehicle displacement, the signing arrangements installed along the Esplanade proved effective with very little issues relating to illegal parking of motorhomes during restricted hours. The streets off the Esplanade such as Bath Place and Pavilion Road were also subject to these restrictions, again with no real issues noted.

The only problem of note resulting from vehicle displacement was the concentration of motorhomes and caravans which appeared periodically throughout the trial within the access road to the Ayr harbour pier, officially known as "The Battery". This location is more or less hidden from view from the Esplanade and adjacent properties which is why it has proved a popular location. Numerous complaints were received from a handful of residents who objected to this location being used by motorhome and caravan enthusiasts. This situation also gained some media attention.

As a result, the on street measures which applied to the Esplanade south of Bath Place were extended into The Battery; however, signage affixed to the dry dock wall was illegally removed rendering enforcement ineffective. It should also be noted that the type of restrictions which would have applied do not cover caravans. Existing legislation in relation to caravans, trailers and similar is inadequate. A longer term solution which will apply permanent restrictions will be considered and presented to Leadership Panel under separate cover.

### Knockcushan Street Car Park, Girvan

The feedback received for the Girvan site was overwhelmingly positive. Customers found the choice of location second to none and the additional facilities on offer within the adjacent toilet / washroom block were very well received. Demand for spaces well outstripped supply.

Vehicle displacement within the surrounding streets was minimal. It was noted, however, that the Shallochpark Car Park to the south of the town was subject to heavy, unregulated, motorhome and caravan usage.

It also emerged through the course of the trial that non-motorhome visitors were using the RingGo contact number to make the £5.00 payment in order to obtain the access code for the washroom block. Anecdotal feedback would indicate that these visitors were more than happy to pay to use these facilities after spending the day at the beach. This resulted in genuine motorhome users being unable to make payment for overnight stays as the system was configured to only accept a maximum of 15 parking sessions per evening. As a result, the restriction on parking sessions was removed.

The few concerns which did emerge were in relation to HGV parking and, towards the end of the trial, the fact that the car park was the chosen location for a travelling funfair.

## **General Review of Arrangements**

### Income / Expenditure

Contained within the Leadership Paper were cost estimates for the various measures required for the trial and a general assumption was made that a sum of £30,000 should be set aside for the scheme and these costs were broken down as follows:-

Table 1 - Projected Financial Implications

Location	Parking Costs (Lines, Signs, TROs)	Domestic Waste Collection	Chemical Waste Collection	Potential Income April to September		
				25% Uptake	50% Uptake	75% Uptake
Knockcushan Street, Girvan	£6,000	£4,000	£5,000	£4,550	£9,100	£13,650
Blackburn Car Park, Ayr	£6,000	£4,000	£5,000	£4,550	£9,100	£13,650
<b>Totals</b>	<b>£12,000</b>	<b>£8,000</b>	<b>£10,000</b>	<b>£9,100</b>	<b>£18,200</b>	<b>£27,300</b>

The road markings installed within the car parks in support of the scheme were minimal in nature to help keep expenditure down. The majority of the signs erected were also designed in a manner which means they can remain in place. All associated equipment has been taken off hire and removed from site.

Having completed a financial assessment of all aspects of the trial scheme, the true cost can now be confirmed and presented in the following table:-

Table 2 - Actual Financial Implications

Description	Supplier	Amount
Enforcement patrols	ARA	£4260.89
Plant, Labour and Materials	ARA	£14407.10
Waste Plant Hire and Servicing	Garic Ltd	£14800.00
General Waste Management	SAC	£2214.86
Traffic Signs	Scotland's Bravest	£4349.32
TTRO Advertising Costs	Reach Advertising	£1586.60
Car Park Information Cases	Commutaports Ltd	£3036.00
<b>Total Expenditure</b>		<b>£44654.77</b>
Parking Fees - Knockcushan CP	Park Now (RingGo)	£6625.00
Parking Fees - Esplanade CP	Park Now (RingGo)	£5805.00
Penalty Charge Notices	ARA	£1410.00
<b>Total Income</b>		<b>£13845.00</b>

### Income Analysis

The income received throughout the course of the trial can be analysed on a daily basis and across both sites, as expected, the average uptake across the week in comparison with the weekends was lower.

On average, the midweek uptake (Mon - Thurs) was 51% across the duration of the trial with a lowest recorded midweek uptake of 28% and a highest uptake of 71%.

In comparison the weekend average (Fri - Sun) across the duration of the scheme was 78% with a variation of between 57% and 120%. The Knockcushan site was used every single day of the trial.

### Payment Options / Control Measures

As previously mentioned, payment options were based on use of the cashless payment system provided by RingGo and in the majority of cases this proved to be a reliable service. In extending the cashless parking system to accommodate the scheme the need to install any physical measures such as a ticket machine was avoided. However, this type of system does rely heavily on the need for manned patrolling to ensure compliance and it was not practical or economical to provide this service every day.

Therefore, there is a need to consider alternative payment and control measures such as an Automatic Number Plate Recognition (ANPR) system. ANPR cameras could be installed in conjunction with a barrier system with customers registering online prior to their arrival. Barriers would automatically allow entry to vehicles with recognised number plates and there are various systems available on the market.

### Waste Disposal Facilities

For the duration of the trial, waste tanks were installed at each site for the collection of chemical waste otherwise known as "black waste". The black waste was collected once per week to ensure tanks did not overflow. A water bowser was also provided at each site and these were emptied and refilled once per week by ARA. Any permanent scheme

implemented in the future can incorporate similar temporary arrangements or as an alternative, permanent installations could be considered.

There was no “grey waste” disposal options provided under the trial scheme whereby users could dispose of dirty water from washing up or showers.

### Lining and Signing

The majority of the signs installed can be reused although in recognition of feedback received it would be prudent to review the position of certain sign assemblies to identify alternative locations which prevent them from becoming obscured. Also, as previously stated, the lining arrangements for the bay markings was kept to a minimum and again, having taken relevant feedback into consideration there are required amendments needed to ensure vehicles are positioned a safe distance apart.

### Enforcement Patrols

Parking Attendants were deployed on random evenings to monitor compliance with the majority of patrols taking place at the weekends where it was expected there would be the greatest need. These patrols were undertaken on a voluntary overtime basis and if any future scheme is implemented consideration needs to be given as to how compliance is monitored in the future.

### Health and Safety

Health and safety advice was sought to ensure both facilities met minimum safety standards and Fire Risk Assessments were prepared and reviewed by the Scottish Fire and Rescue Service. Both FRAs were approved with the recommendation that any sites identified for future schemes must incorporate the installation of fire hydrant points located a maximum distance of 90m away from the facility.

## **Recommendations**

Overall the trial scheme has proved a success and the following recommendations are offered for Members’ consideration:-

1. Introduce permanent arrangements at Knockcushan Street Car Park, Girvan

In assessing what the permanent arrangements should be consideration has been given to the existing layout and shared use of the car park. The car park is a popular facility used by non-motorhome driving visitors and part of the car park is used by a local community group who have two large storage containers located on the east side of the car park. Therefore, the site does not lend itself to an ANPR system and will continue to require a cashless system for the collection of fees. It is further suggested that local arrangements are made through the Harbour Management Group or the Girvan Community Council for the monitoring of compliance.

Permanent waste management systems should be installed in the appropriate location. There is an existing fire hydrant located to the north of the swimming pool which may satisfy health and safety requirements but a new water service connection would be required to enable the provision of a fresh water supply for drinking and cleaning purposes.

Based on the cost estimates provided in Tables 3 – 5 below, the initial set up costs would be £15,000 with recurring costs thereafter in the region of £19,000, however; it may be

possible to reduce these costs depending on how often the waste disposal points have to be serviced and what arrangements are put in place for monitoring and enforcement.

Furthermore, as is discussed at recommendation No.4, should agreement be reached on raising the overnight fee to £10, annual income in the region of £12,500 could be realised which would further reduce the required annual outlay.

## 2. Introduce permanent arrangements at Esplanade Car Park, Ayr

In order for the implementation of permanent arrangements, the issues caused by car enthusiasts who congregate within the car park every evening have to be addressed. The options available have been previously investigated and presented to SAC Members via a Briefing Note and a copy can be viewed at Appendix B. If an ANPR option is selected for this location then there would be no further need for enforcement patrols to monitor compliance.

In terms of waste management and service installations, similar permanent arrangements to the Girvan site are required along with the provision of a Fire Hydrant as the nearest point is over 300m away.

Members are also asked to consider the use of Cromwell Road Car Park for additional or overspill motorhome parking. The coach parking spaces remain unused for the majority of the year and demand is expected to outstrip supply once the anti-social behaviour issues within the Esplanade Car Park have been addressed.

Again based on the cost estimated below, the initial set up costs would be in the region of £37,000 including the provision and installation of a barrier system. Whilst this outlay would be greater, there would be a significant reduction in running cost as there would be no need for manned monitoring and enforcement arrangements meaning a sum of £4000 would be required. This sum would be offset against potential income of approximately £12500 again based on a £10 fee for overnight stays.

## 3. Consider Additional Sites

The scheme could be expanded to include additional sites in other towns and villages provided the required funding is identified. Up front capital investment is required in addition to further revenue funding to cover any future running costs. A summary of minimum facilities and cost estimates are given in the tables below.

Table 3 - Set-up Costs

Item	Description	Supplier	Cost Estimate
Fresh water tap	Tap connected to mains water supply for drinking and washing purposes	Scottish Water / ARA	£1500
Fire Hydrant	Installation of new point to comply with H&S requirement	Scottish Water	£5000
Grey Waste Disposal Point	For the disposal of washing up and shower water. Drainage channel connected to surface drainage system or soakaway	ARA (possible permissions required from Scottish Water)	£1500
Black Waste Disposal Point	For the disposal of chemical toilet waste	ARA / Contractor	£2000

TRO Advertising	Advertising costs for statutory notices placed in local press	Reach Advertising	£1000
Signs & Lines	Regulation signs and information boards. Bay markings	ARA / Contractor	£1000
Plant, Labour and Materials	General works, sign / line work and general repairs	ARA	£3000
<b>Estimated Total</b>			<b>£15,000</b>

Table 4 - Optional Facilities

Item	Description	Supplier	Cost Estimate
ANPR / Barrier Controls	Access control system for the collection of fees	TBC	£22,000
<b>Estimated Total</b>			<b>£22,000</b>

Table 5 - Running Costs

Item	Description	Supplier	Cost Estimate
Black Waste Disposal Point	Waste uplift and disposal	Contractor	£4000 (per annum)
Enforcement	Monitoring and enforcement at unmanned sites.	ARA / SAC	£15000
<b>Estimated Total</b>			<b>£19,000</b>

#### 4. Future Rules and Regulations

The fee for an overnight stay was set at £5.00 and only one stay was permitted in any 24 hour period. These arrangements were considered appropriate, however, the general feedback received throughout the trial would suggest that customers are keen to see the one overnight stay restriction lifted to accommodate two or three consecutive nights. There would also appear to be scope to increase the overnight fee.

Therefore, it is proposed to increase the length of stay from one overnight stay to three consecutive overnight stays. It is further proposed to increase the nightly fee from £5.00 to £10.00.

#### 5. Future Scheme Promotion and Affiliations

Whereas ARA will support SAC on the development and installation of any future scheme and continue to manage all facilities, infrastructure and compliance monitoring, the promotion of the scheme would best sit within the remit of the SAC Tourism Section and it is further recommended that future affiliations with appropriate user groups and dedicated websites are developed.



In preparing this report reference has been made to advice notes and general guidance contained within the CAMpRA website including their desktop study on the general set up and running costs for new sites: [CAMpRA Advice Note](#).

In terms of affiliations with promotional websites the following example is given: [Pitchup.com: campsites and holiday parks in UK, Europe & Americas](#).

Finally, a good example of an ANPR operated facility can be found at: <https://www.findhornparking.com/>.

## Appendix A - Email Feedback

Date	Positive	Negative	Ayr or Girvan	Reason - inc Positive	Requests - inc Negative
05/05/2021			Both	wrong in asking people to pay as there is no showers no waste disposal units and no toilets unless you pay	general comment on charging
16/05/2021		X	A	Boy racers up and down all the time. Past the motorhomes	Boy racer concerns
16/05/2021		X	G	parking charges for motorhomes is a short sighted decision	
17/05/2021	X	X	A	Please please consider extending the stay limit to two nights (preferably also leaving from no earlier than 10am).	extend nights allowed
17/05/2021	X	X	A	The 1 night rule isn't very feasible to encourage visitors to explore the town and cars racing in car park	extend nights allowed & boy racers
17/05/2021	X	X	Both	Ayr site is greatly let down with the boy racers	Boy racer concerns
17/05/2021		X	A	insufficient signage caused damage when driving through the car park	signage to car park poor
17/05/2021		X	A	In it's current layout and with the above issues, I dont think I'll be returning soon. Boy racers and no barriers	Boy racer concerns
19/05/2021		X	Both	general complaint that he should be allowed to park where he wants for free	
23/05/2021	X	X	Both	Ayr stay was spoiled with the boy racers that come out at night, Girvan was good	Boy racer concerns
23/05/2021	X		G	Massive improvement in Girvan. I bet the locals are happy	
23/05/2021	X		A	The bays are a good size, attendance p1 and 13 v helpful on Sunday. No issues with boy racers	
24/05/2021	X	X	A	your parking attendants arrived on site & were very friendly and informative	Boy racer concerns
25/05/2021	X	X	Both	general comments about not having a smart phone to pay fee	
25/05/2021		X	A	Something needs to be done about these cars speeding around the car park as it is completely out of hand.	Boy racer concerns
25/05/2021	X		A	I do wish we could have done 48hrs instead of 24	liked the large parking bays
26/05/2021	X		G	parking spot at Girvan Harbour and were really impressed	good facilities
27/05/2021		X	G	2 HGVs very deliberately parked at right angles across several motorhome bays	
29/05/2021	X	X	A	ruined by boy racers revving there engines to al hours driving by motor homes totting horns	Boy racer concerns
29/05/2021		X	A	plagued by boy racers tearing along between the speed bumps and revving engines	Boy racer concerns
31/05/2021	X	X	A	location brilliant but "Boy Racers at night I am writing this at 23.52 hours and they are spoiling the evening"	boy racer concerns
31/05/2021		X	A	general comments on motorhomes in the Battery area	
01/06/2021		X	A	race track for young people who were driving their cars in an erratic manner right through until midnight.	Boy racer concerns
01/06/2021		X	A	the night's stay was the worst we have encountered.	Boy racer concerns
02/06/2021		X	A	boy racers in their hot hatches were attempting to make as much exhaust noise as possible between the speed humps	Boy racer concerns
04/06/2021		X	A	Hounded by boy racers all evening until about midnight.What a miserable night it was	Boy racer concerns
08/06/2021	X		Both	Excellent Idea!	
11/06/2021	X	X	G	Enjoyable except for the HGV parked beside in road whose refrigerated unit went off every hour	HGV parked

11/06/2021		X	A	huge problem with late night racers doing handbreak turns	Boy racer concerns
11/06/2021	X		Both	general comment from public	
11/06/2021	X		Both	Fantastic idea. Even better when waste and water installed	
11/06/2021	X		G	loved it but wants more than 1 night	extend nights allowed
11/06/2021	X		G	one night not long enough when travelling a long distance	extend nights allowed
11/06/2021	X		G	long report but basically the scheme should be expanded in Girvan	extend nights allowed
12/06/2021		X	A	constant boy/girl racers coming back and forward all night. Will give it a miss in the future	Boy racer concerns
13/06/2021	X		A	general comment from public	
14/06/2021		X	A	great deal of noise and nuisance caused by young men in performance cars, racing up and down the esplanade and turning in the motorhome area	Boy racer concerns
15/06/2021		X	A	stressed about having to leave by 0900. Boy racers were a concern	Boy racer concerns
15/06/2021		X	A	young people revving their engines and performing donuts and other anti-social behaviour	Boy racer concerns
16/06/2021	X		A	general comment on scheme being an excellent idea	
17/06/2021		X	A	not a safe area as boys and girls in there cars are racing up and down well in excess of the speed limit	Boy racer concerns
19/06/2021		X	A	general comment that question if current ban on Esplanade are making people go elsewhere	
20/06/2021			Both	general comments on lack of water and confusion on length of stay - pre water arriving	
21/06/2021	X		A	We found it very helpful to be allowed to park overnight on the seafront	
21/06/2021	X		A	was delighted to come down to Ayr and enjoy the day and night with my motorhome on the beach	
22/06/2021	X		G	system very easy to book and the toilet facilities were excellent. Couple of vans had parked elsewhere in car park	
23/06/2021	X	X	A	thanks for setting the car park up instead of no overnight parking. Concern over some dumping waste	
25/06/2021	X	X	A	waste and water good. Place is lovely. Concern about cars and noise until 1130. Close the site at 10pm?	Boy racer concerns
27/06/2021	X		G	and a thank you to the helpful attendant we met on our arrival	
28/06/2021	X		A	brilliant.what a beautiful setting. had a lovely day and a great nights sleep. Once the boy racers had gone home (we were all young once!)	
29/06/2021	X	X	A	applaud you for taking a little step to providing these facilities. Stream of cars until later at night	
29/06/2021	X		G	just arrived at Girvan we wanted to compliment you (the council) on the fine motorhome parking and facilities block	add RADAR key to Disabled Toilet?
29/06/2021	X		Both	fabulous motorhome parking initiative you are trialling in Ayr and Girvan	
30/06/2021		X	A	The noise was dreadful from the boy racers. This morning the road sweepers started at 6:20am!!!!	early cleansing!! And boy racers
02/07/2021	X	X	A	be allowed to stay for two or three nights. Boy racer issues	Boy racer concerns
02/07/2021	X	X	A	Great idea. could you install some pop up stingers for the boy racers	Boy racer concerns
02/07/2021	X		?	Hi just wanted to say well done	
03/07/2021	X	X	A	appreciated the facility you offered, but boy racer issues	Boy racer concerns
04/07/2021	X		A	excellent overnight motorhome stopover scheme	
04/07/2021	X		Both	positive move by the council	did not stay - just a comment?
06/07/2021	X		A	used twice, great idea. More than 1 night? Boy racers spoiled it a little	only 1 night and boy racer concerns

12/07/2021		X	G	car park full? But spaces available. Ringo issue	Ringo issue as site full when spaces available
12/07/2021	X		G	We had a lovely time. We shopped locally	
13/07/2021	X		G	Fantastic facilities for motorhomes at girvan harbour Washing, toilets and showers	
13/07/2021	X		G	congratulate you on your amazing site in garvin	
21/07/2021	X	X	A	good - This is a great initiative. Bad - water tank connection and boy racers	Boy racer concerns
22/07/2021		X	A	We were tortured all night with boy racers	Boy racer concerns
23/07/2021	X		G	lovely night at your new motorhome stop	toilet & shower facilities excellent
25/07/2021		X	A	will not be putting ourselves and grandkids through this nightmare again	Boy racer concerns
25/07/2021	X		A	found it a very good initiative	
27/07/2021	X		Both	fantastic thing you're doing,providing parking and facilities for us motorhome owners	
27/07/2021	X		Both	refreshing and inventive and simple system. Good facilities, good prices	
27/07/2021	X		Both	safe,clean and not bothering anyone.	
28/07/2021		X	A	safety of bays with constant passing traffic and noise. Length of stay	passing traffic and length of stay
28/07/2021		X	A	local resident unhappy re boy racers and parking in her street	
28/07/2021		X	A	the site is being subjected to a continuing abuse by the drivers in their cars until the early hours	Boy racer concerns
29/07/2021		X	G	trucks carrying unknown cargo and which is more of a hazard to motorhomes using this facility	
30/07/2021	X		G	Thank you so much for the excellent services at Girvan	
02/08/2021		X	A		Boy racer concerns
02/08/2021		X	A		Location
02/08/2021	X		G	Immaculate amenities, waste disposal and water	Limit on stays
04/08/2021	X		G	Immaculate amenities, waste disposal and water	
05/08/2021		X	A	Immaculate amenities, waste disposal and water	Boy racer concerns
05/08/2021		X	G		Enforcement
08/08/2021		X	A		Boy racer concerns
08/08/2021	X		G	Immaculate amenities, waste disposal and water	Boy racer concerns
09/08/2021	X		Both	Immaculate amenities, waste disposal and water	Boy racer concerns
10/08/2021	X		Both	Immaculate amenities, waste disposal and water	Grey water facilities, boy racer concerns
10/08/2021	X		G	Immaculate amenities, waste disposal and water	Code for toilet disposal
11/08/2021	X		A	Much needed catering for Motorhome users.	
11/08/2021	X		G	Immaculate amenities, waste disposal and water	Grey water facilities
19/08/2021	X		A	The council are to be applauded for a policy that encourages motorhomes to park together. Only 1 night?	extend nights allowed
26/08/2021		X	G	resident with complaints about other areas parked. £5 too cheap	
30/08/2021	X	X	A	Perfect place for overnight stay , however vehicles started to race and play loud music ,	boy racer concerns
30/08/2021		X	G	Last week someone stayed for 5 nights, now most weekends there are people staying friday until sunday.	enforcement of 1 night concerns also out of bay
30/08/2021	X		G	Over the years staying free in pub carpark free if you purchase meals within the premises	
30/08/2021	X		Both	Both nights and days were enjoyably spent	

04/09/2021	X		G	The facilities are brilliant and we are delighted to be made welcome.	signs hidden behind larger vans
05/09/2021	X	X	Both	A. noise, poor quality & reckless nature of some of the drivers.G lady who cleans the facilities is a real credit	boy racer concerns
05/09/2021	X		G	I would respectfully suggest that 48hrs rather than 24hrs	
05/09/2021	X		A	we had a great time using the parking and would love to see the trial going forward	too cheap
06/09/2021	X	X	G	disappointing lot of shops shut but hopefully business will pick up	
06/09/2021	X		G	facilities were really clean and the showers were excellent. super idea to allow motorhomes to stay overnight	
07/09/2021	X		?	general motorhome comments about scheme	
09/09/2021	X	X	A	What a fabulous spot and a lovely area. racers using it like a racetrack chicane. smoking weed and playing music	boy racer concerns
11/09/2021	X		Both	applaud South Ayrshire Council for providing dedicated motorhome parking. Spent over £300 locally	
12/09/2021	X	X	G	you do need to sign it clearer so cars don't obstruct the area	
13/09/2021	X		G	Just a note to say the parking at Girvan is brilliant	
14/09/2021		X	A	Cars racing skidding, tooting, playing loud music. Youths walking & running tapping on side of motor home Too scared to move in case I was followed.	boy racer concerns
16/09/2021	X		G	excellent over night parking scheme in Girvan Harbour. will visit the town centre tomorrow and no doubt spend more money	
17/09/2021	X		?	thank you for providing this service to us, it's nice to see a local council doing what is normal in Europe	
18/09/2021	X	X	A	good location and well appointed parking bay's. not to return until something is done about the traffic circling round the vans	boy racer concerns & why only 1 night?
18/09/2021	X		G	bays were huge and well marked. the shower and toilet facilities were immaculately clean, warm and the whole site was great	
18/09/2021	X		Both	Both are in really good locations and if the scheme was extended I would certainly use them both again	
19/09/2021		X	G	we came in the wrong way and thoses sleeping police men damaged some water pipes under our van. we don't do phone payment	poor signage and directions?
22/09/2021	X	X	A	motorhomes are not "M Class" and fall under the category of "A Class" as they are coach built or van conversions	
22/09/2021	X	X	A	We would stay again even if you opened it up in the winter months, but it was spoilt from the boy racers, it was actually frightening	boy racer concerns
22/09/2021		X	A	confused about rules. campervan but DVLA changed class and we ended up as a " van with windows" van is N on V5 not an M as on your sign	clarify type of vehicle??
27/09/2021	X		Both	We used the motorhome parking at the Ayr esplanade site during a day in September (after travelling from Devon) and had an excellent night stay at the car park in Girvin.	
28/09/2021	X	X	A	What a lovely place to stay, we haven't as yet come across anywhere similar on our travels. However it was spoilt by the " boy racers"	boy racer concerns
29/09/2021	X	X	A	The carpark has been ideal for the period it has operated. local boy racers that speed up and down	boy racer concerns
29/09/2021	X		G	We particularly appreciated being able to use the toilets and showers, .The siting of the spaces to give an amazing view was a bonus.	
01/10/2021	X	X	A	The bays were marked out well and the views great. downside was the use of the car park by youngsters showing off their driving prowess	boy racer concerns
04/10/2021		X	A	ridiculous speeds in such a short distance. woken by speeding cars with dump valves banging into the early hours. damaged with the speed bumps	boy racer concerns and poor signage

					at Café India entrance
05/10/2021	X		G	Fabulous idea ,I spent money locally , enjoyed feeling welcome and safe.	Maybe limit consecutive nights to 2/3
18/10/2021	X		G	The creation of this motorhome parking scheme is forward thinking and a proactive solution. I hope other authorities take notice and act accordingly	
13/06 2021	X		Both	general comment from public	
06/08/2021	X		Both	Girvan brilliant place you have provided for motorcaravans. Ayr better marked but needs barrier	CAMpRA Director barrier at Ayr- boy racer

## Appendix B - Esplanade CP Members Briefing Note

### Members Briefing Note

### Esplanade Car Park, Ayr – Barrier Control System

#### Background

This briefing note is presented to Members following an instruction to ARA to identify suitable means of controlling access to the Esplanade Car Park, Ayr in order to address concerns in relation to anti-social activity centred on the car park.

Access to the car park needs to be controlled to allow entry only to genuine users. These proposals also take into consideration the trial motorhome scheme currently in operation and the effect any barrier control system may have on this scheme.

Any barrier system will require clearly defined opening times displayed within the car park and for the purposes of the note it is suggested these times would be:

- 1<sup>st</sup> April – 31<sup>st</sup> September – 7am – 9pm
- 1<sup>st</sup> October – 31<sup>st</sup> March – 7am – 5pm

#### Manual gate system



Manual swing gates are the simplest and cheapest form of access control system. A 3m or 4m wide gate at each entrance would cost in the region of £750 - £900 and with installation costs both gates could be supplied and fitted for approximately £3000. There would be further costs of approximately £500 incurred for the provision of appropriate signage

Consideration would have to be given as to how the gates will be managed. A possible solution could be for South Ayrshire Council Neighbourhood Services to manage opening and closing procedures. Staff could incorporate these procedures within their shore front duties. **Total costs for manual gated system is estimated to be - £3500.**

Further consideration has been given as to whether a manual system can be used whilst operating the motorhome scheme. Motorhomes will require the ability to enter or exit the car park after the gate is closed, therefore, some form of adaptation would be required such as a simple keypad entry system. However, this in itself presents further issues as it would not be possible to ensure the access code does not become common knowledge. Keypads are also easily vandalised and there are further health and safety concerns in relation to the Fire Risk Assessment.

Having fully considered the practicalities of this proposal, it is not considered feasible to operate a manual gate system in conjunction with the motorhome scheme.

### **Automated gate system**

At the opposite end of the budget scale there are numerous automated systems available on the market but for the purposes of this briefing note, advice has been sought from one of our existing suppliers, Metric Group Ltd.

The "AI Gate" from Metric is linked to a pay & display machine with a cashless offering and/or a virtual QR code. This is designed to accommodate the motorhome scheme and the system offers a self-enforcing barrier system which negates the need for patrols and cashless and/or virtual payment will negate the need for cash collection as well as be a deterrent to vandalism/theft.

During operational hours, entry can be gained to the car park via the barrier system and exit would only then be achievable on payment of the appropriate fee either via an on-site payment terminal or via a virtual mechanism. A payment grace period of say 5 minutes could be built in to allow for motorhome drivers who arrive to find there are no spaces available.

Pedestrian guardrails could be installed to prevent entry to the top section of the car park from the southern access with the southern access controlled by a manual gate.

The components of the system would be are shown at the following link:

1. **AI Gate** ([click here for more details](#))

The new Metric AI-Gate is an access control system consisting of barrier gates with integrated ANPR (Automatic Number Plate Recognition) cameras. The ANPR system identifies vehicle number plates instantly and permits vehicle access/egress more efficiently as it eliminates the need for cards, tickets, tokens, or a manned kiosk.

The cost of one AI gate system would be £8,495.00 per complete unit. (Inclusive of terminal, barrier and ANPR system). One unit would be required per entrance and exit lane.

2. **Cashless Metric Pay and Display Machine** ([click here for more details](#))

The AI Gate can connect to a standard Pay and Display machine, or in this case it is recommended that a Metric Sprite (cashless) machine is installed to offer Credit card and contactless cards. **The costs of a cashless Metric Sprite would be £3,439.00**

3. **QR code**

As an alternative or in conjunction with the Metric Sprite a QR code can be provided either sited on the Pay and Display machine or you can use this method entirely on its on using signage. If you have a smart phone you can point it at the example QR code below for a demonstration on how the payment would work. There would be a cost per transaction to supply this solution (circa 10p)



The total costs for this combination of access control systems, which helps support the motorhome scheme is summarised as follows.

#### North access

Item	Description	Cost (£)
1	Entry Lane Auto Gate	8495
2	Exit Lane Auto Gate	8495
3	Pay and display machine (optional)	3429
4	QR code system (based on 2500 transactions)	250
5	Associated civils works (guardrails etc.)	1000
	Total	<b>21669</b>

#### South access

Item	Description	Cost (£)
1	Manual gate (spans both lanes)	<b>1750</b>

#### Summary

The following options are available;

Option 1 - Withdraw motorhome scheme and install manual gates - £3500.

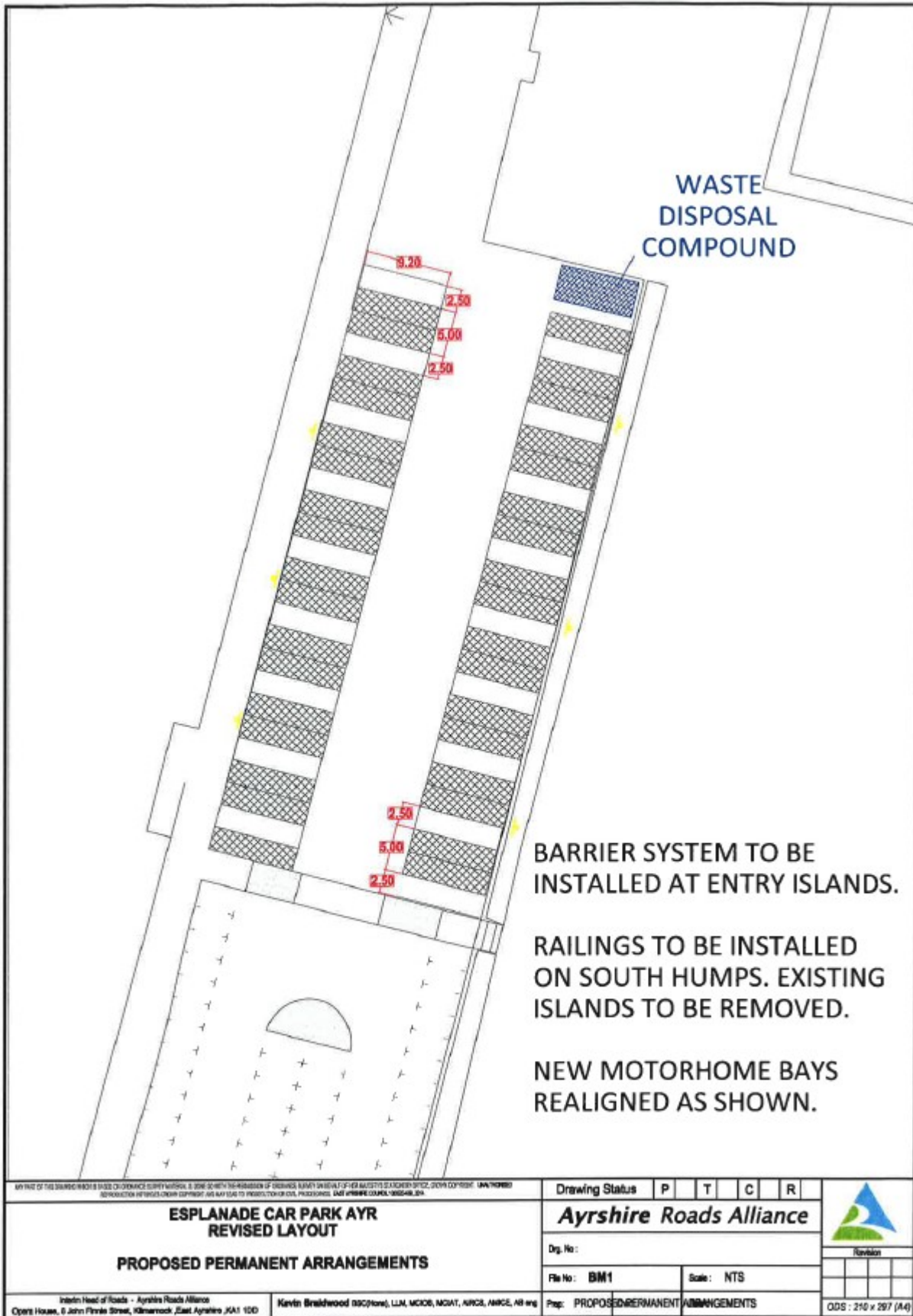
Option 2 - Maintain motorhome scheme and install auto gates at north entrance and manual gate at south entrance - £23419.

As discussed previously, it is not feasible to control access to the car park by means of a manual system whilst operating the motorhome scheme. All associated costs in relation to these proposals will be included in the outcome paper to presented to Leadership once the trial scheme has been concluded.

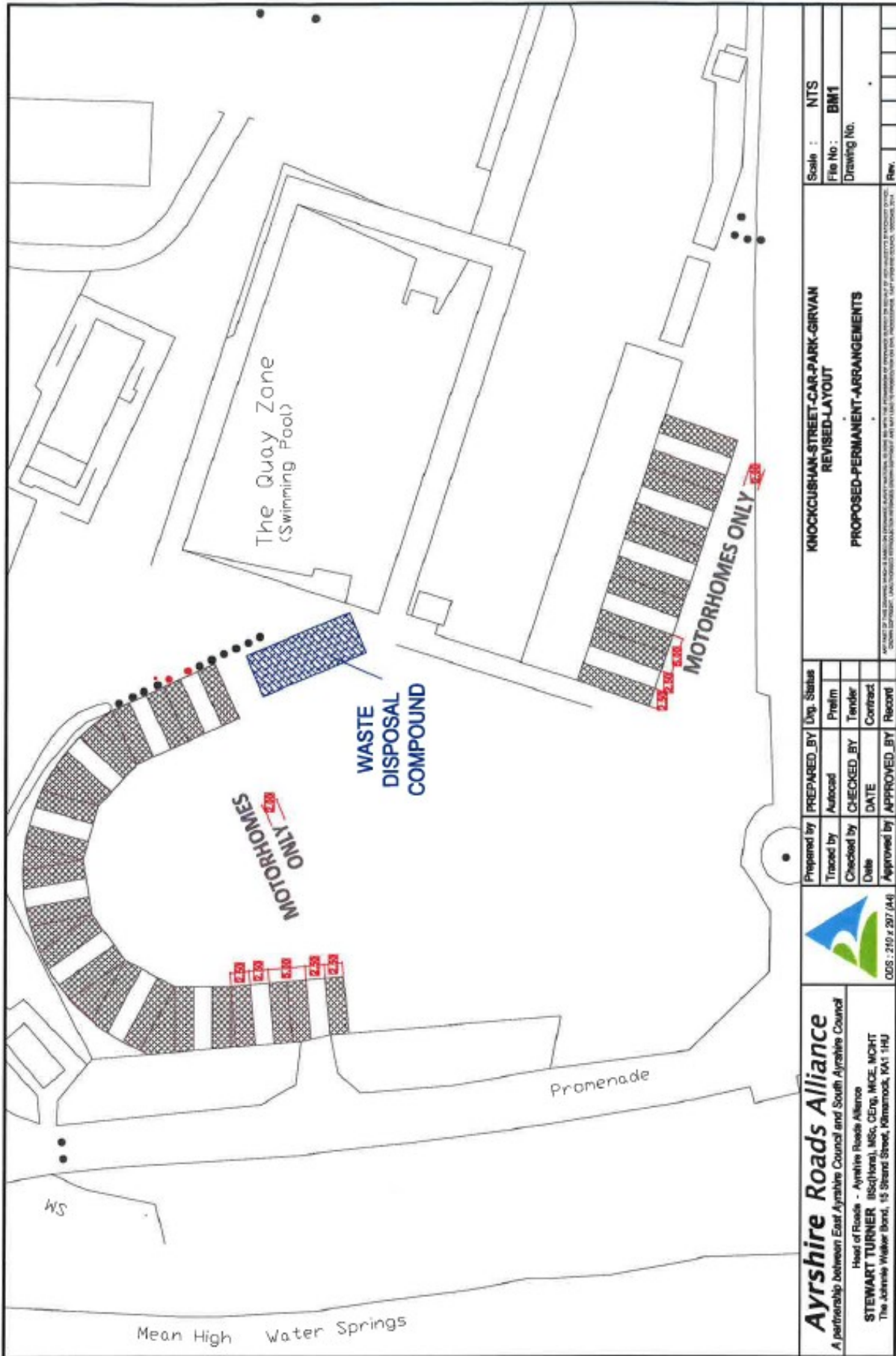
[Back to report.](#)



Esplanade Car Park Ayr

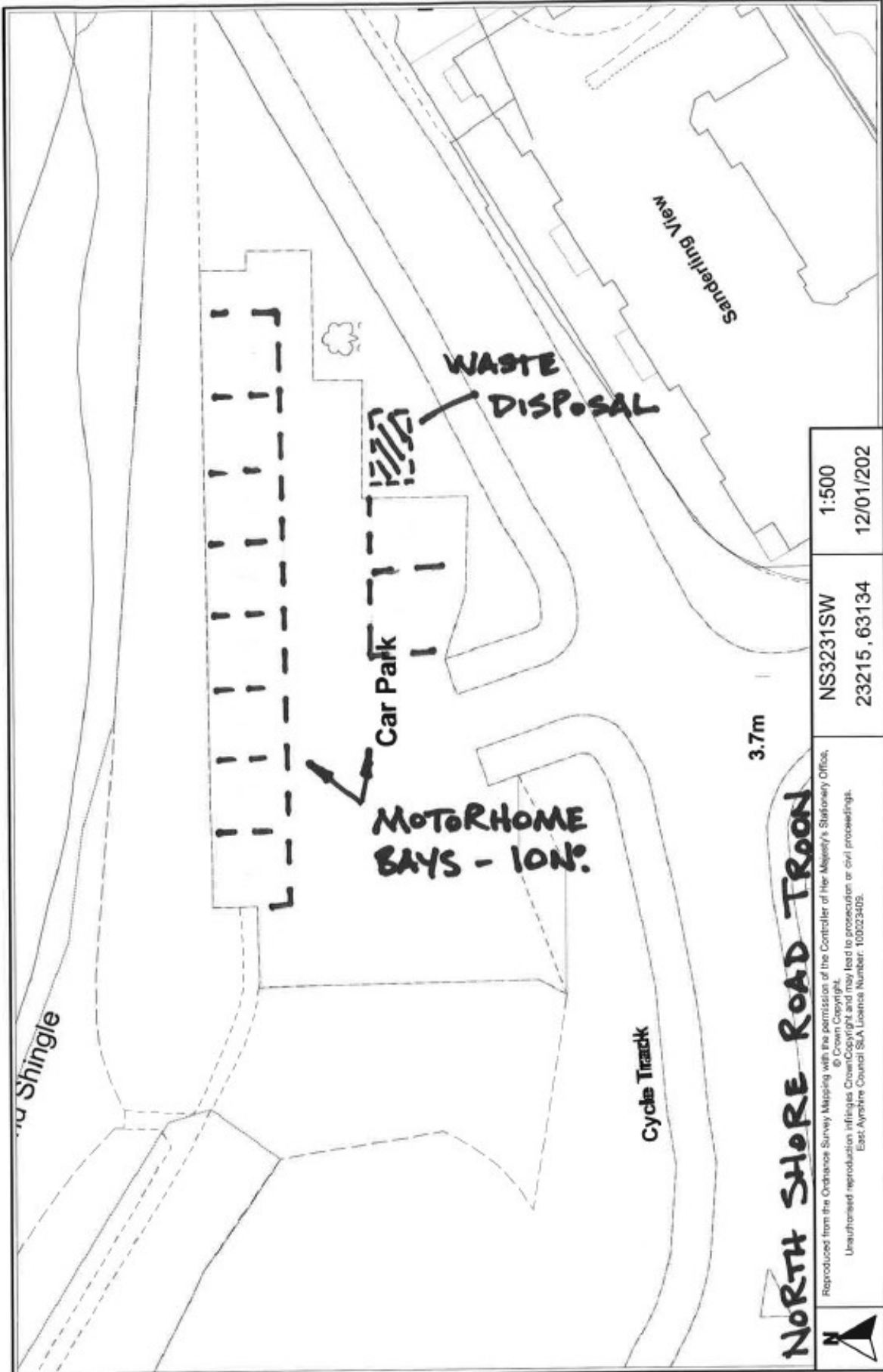


Knockcushan Street Car Park Girvan

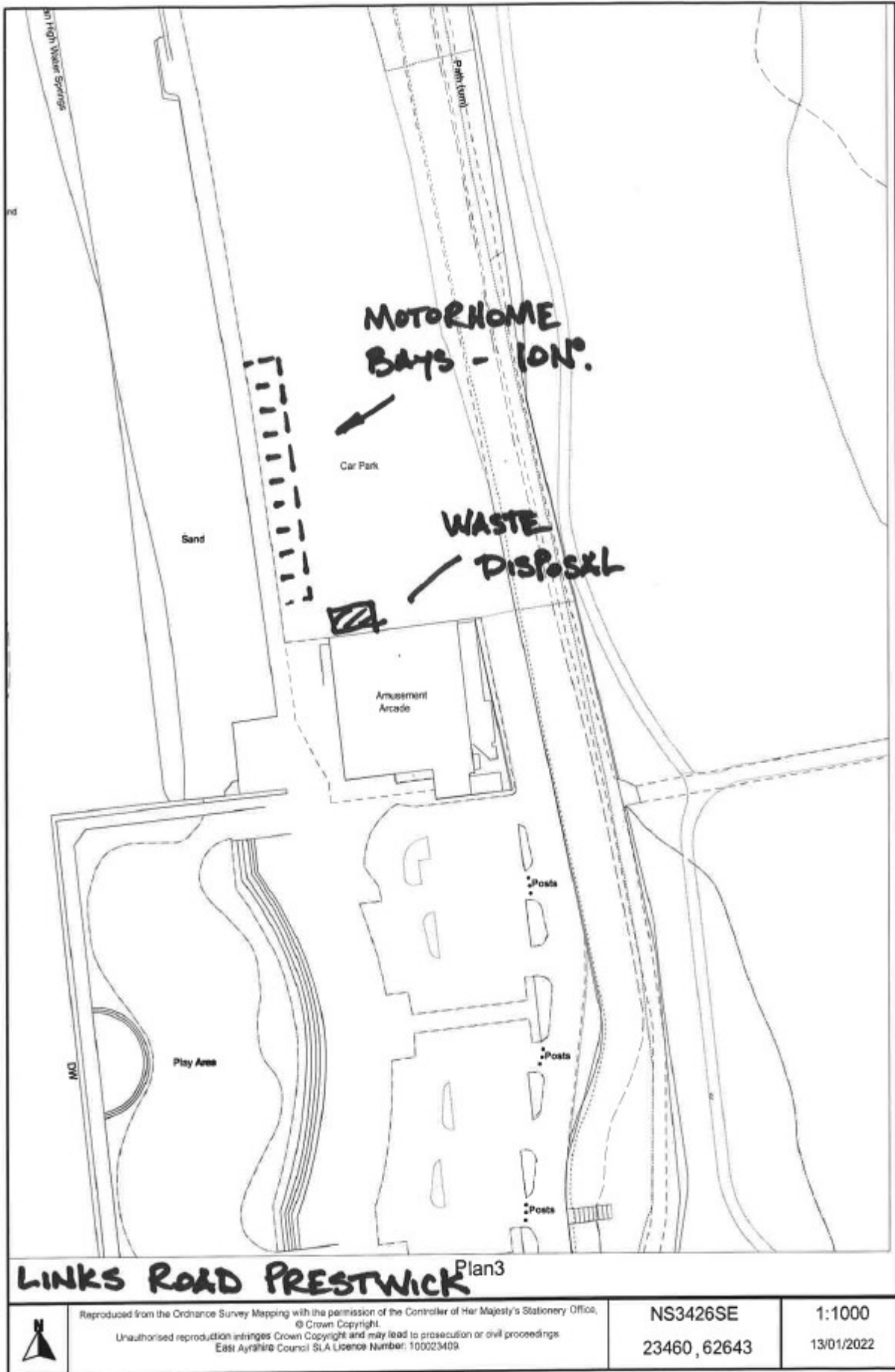


<b>Ayrshire Roads Alliance</b> A partnership between East Ayrshire Council and South Ayrshire Council Head of Roads - Ayrshire Roads Alliance <b>STEWART TURNER</b> (RSC)(Hons), MSc, CEng, MICE, MCIT The Lighthouse Walker Road, 15 Strand Street, Ayr, KA1 1HU		 ODS : 210 x 207 (A4)		Prepared by Traced by Checked by Date Approved by		Prep. Status Autocal DATE APPROVED BY		Scale : NTS File No : BM1 Drawing No.		<b>KNOCKCUBHAM STREET-CAR-PARK-GIRVAN</b> <b>REVISED-LAYOUT</b> <b>PROPOSED-PERMANENT-ARRANGEMENTS</b>	
				Approved by RECORD						Approved by RECORD	

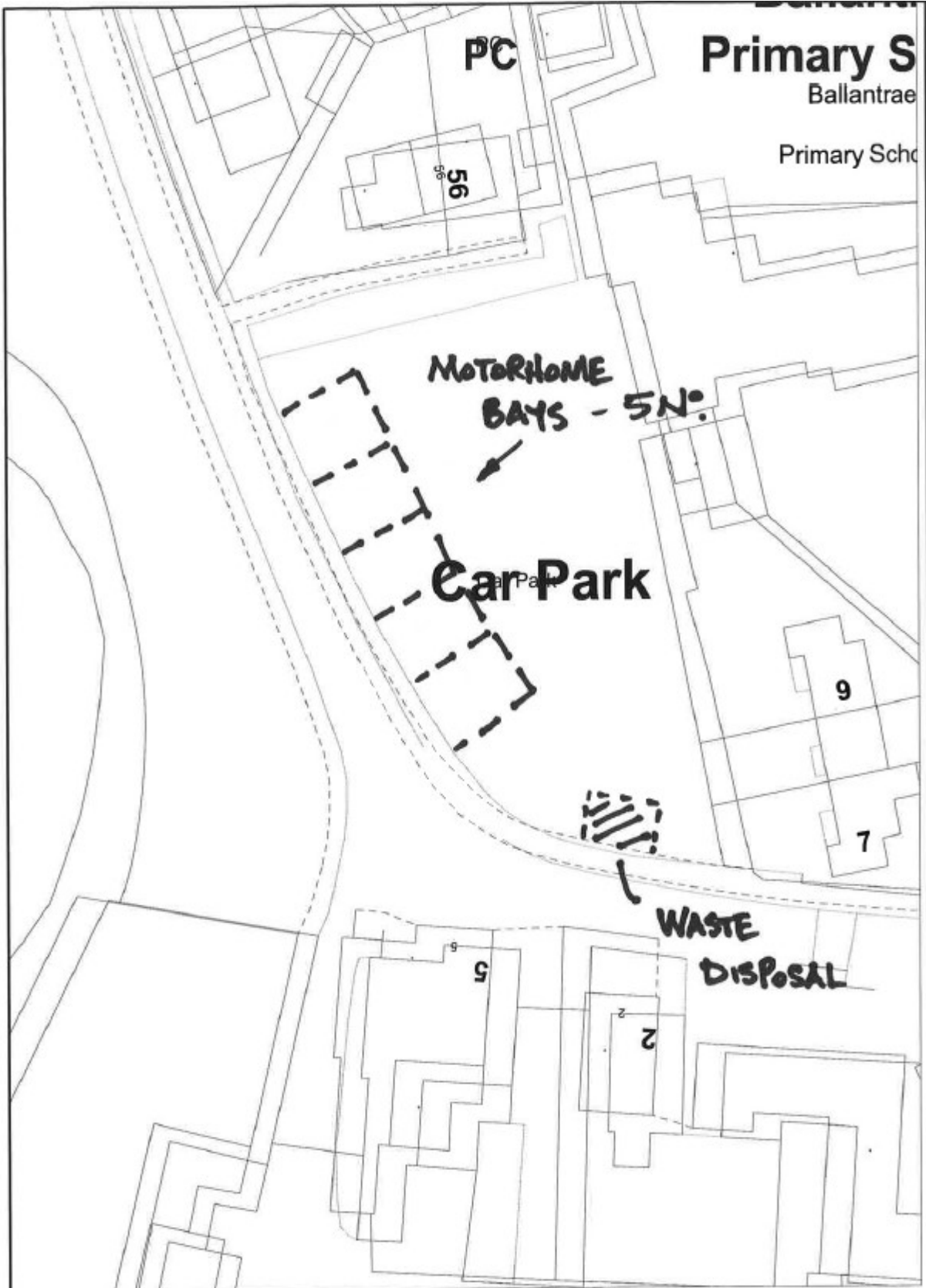
North Shore Road Car Park Troon



Links Road Car Park Prestwick



Foreland Car Park Ballantrae



**FORELAND BALLANTRAE** Plan 3

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## South Ayrshire Council Equality Impact Assessment Scoping Template

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

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

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

### 1. Policy details

Policy Title	Motorhome Parking Scheme 2022
Lead Officer (Name/Position/Email)	Kevin Braidwood, Head of Roads - Kevin.Braidwood@ayrshireroadsalliance.org

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

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

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

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

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

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

**5. Summary Assessment**

<p><b>Is a full Equality Impact Assessment required?</b> (A full Equality Impact Assessment must be carried out if impacts identified as <b>Medium and/or High</b>)</p>	<p>_____ <b>YES</b></p> <p>_____ <b>NO</b></p>
<p><b>Rationale for decision:</b></p> <p><b>There are no negative implications associated with these proposals which are designed to deal with known issues around unregulated parking. All objectives shall be applied to ensure equality in approach and inclusion</b></p>	

**Signed :** Kevin Braidwood

**Head of Roads**

**Date:** 12 January 2022