

South Ayrshire Council

**Report by Depute Chief Executive and Director
of Housing, Operations and Development
to Cabinet
of 15 February 2023**

Subject: Motorhome Parking Scheme 2022 Outcome Report

1. Purpose

- 1.1 The purpose of this report is to provide Cabinet Members with the outcome of the trial scheme for motorhome parking undertaken in 2022, provide an update on progress towards making the arrangements permanent at the Ayr and Girvan sites and to seek approval for the recommendations in relation to future scheme development.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 notes the progress towards the introduction of a Traffic Regulation Order (TRO) for permanent facilities at Esplanade Car Park, Ayr and the Knockcushan Street Car Park, Girvan;**
- 2.1.2 notes the Head of Roads' intention to submit a Repairs and Renewal bid to enable the installation of permanent facilities including a barrier control system at the Esplanade Car Park, Ayr, pending the successful promotion of the aforesaid TRO;**
- 2.1.3 approves the inclusion of The Battery, Ayr in the 2023 trial scheme;**
- 2.1.4 notes the feedback from the 2022 trial and approves the inclusion of the North Shore Car Park, Troon in the 2023 trial scheme with a reduction from ten to five motorhome bays;**
- 2.1.5 approves the removal of the Links Road, Prestwick and Foreland, Ballantrae Car Parks from the 2023 trial scheme; and**
- 2.1.6 notes the Head of Road's commitment to report back to Cabinet the findings and recommendations of the 2023 further trial scheme.**

3. Background

- 3.1 At its meeting of [15 February 2022](#) the Leadership Panel decided to note the Head of Roads' intention to commence work to allow for permanent motorhome facilities at the Esplanade Car Park, Ayr and the Knockcushan Street Car Park, Girvan. This requires the preparation and promotion of a permanent Traffic Regulation Order

and the installation of waste disposal facilities and also a barrier system at the Esplanade Car Park, Ayr.

3.2 The Leadership Panel further decided to approve proposals for trial motorhome schemes at North Shore Road Car Park, Troon, Links Road Car Park, Prestwick and Foreland Car Park, Ballantrae.

3.3 Further information is provided in [Appendix 1](#).

4. Proposals

4.1 **2022 General Scheme Feedback** - Whereas the Ayr and Girvan sites will continue to operate all year round the schemes at the other three sites ran on a trial basis between 01 April 2022 and 30 September 2022 and all the temporary waste management facilities have now been removed from site.

4.2 **North Shore Road Car Park, Troon** – the figures clearly suggest the site was not as well used as was anticipated and there were numerous complaints received from residents of the Sanderling View complex who objected to the change of use, citing a detrimental impact on their quality of life due to the placement of the waste management facilities and the presence of motorhomes. However, the site is very well located close to the town centre amenities and there may be a potential increase in usage caused by the opening of the adjacent ferry terminal to new ferry services.

4.3 It is, therefore, proposed to reintroduce a further amended trial scheme for the 2023 summer season with five fewer dedicated motorhome bays (instead of the original ten). It is further proposed to source less conspicuous waste management facilities.

4.4 **Links Road Car Park, Prestwick** – whereas any feedback received for this site was positive, again, the figures clearly suggest that this was not a well-used site. It is, therefore, proposed to remove this location as a motorhome parking facility.

4.5 **Foreland Car Park, Ballantrae** – there was significant resistance to the imposition of charges within this car park raised by the local community who saw this as a regressive policy. The income figures also clearly indicate a relatively low uptake of the offer. A further attempt to control on-street parking was met with similar local concern which further adds to the assumption that the scheme is universally unpopular. The proposal, therefore, is to remove this location as a motorhome parking facility.

4.6 **Additional Sites** – the pier access road known as The Battery, Ayr was subject to a Temporary Traffic Regulation Order in 2022 which prohibited overnight motorhome parking. This proved successful with very little infringements noted over the course of the summer patrols.

4.7 However, the local residents association has now asked the Council to consider the reintroduction of motorhomes to this area as the benefits to the local economy and the positive effect on the general area are considered more beneficial. Therefore, an early appraisal has been completed and confirmation is given that it is possible to introduce dedicated motorhome bays which comply with Statutory Instruments.

4.8 Therefore, Members are requested to approve the inclusion of The Battery in the 2023 trial scheme. It is further proposed to canvass Members' opinion on any further

sites they would like to be considered for the 2023 trial scheme and it is the Head of Roads intention to organise this as soon as practicable.

5. Legal and Procurement Implications

- 5.1 The proposals for the introduction of any agreed trial scheme for 2023 shall be underpinned by the promotion of Temporary Traffic Regulation Orders (TTROs). Further work shall continue on the promotion of a permanent TRO for the Ayr and Girvan sites which shall be subject to a statutory advertising and consultation process.
- 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 Framework Contracts to ensure best value.

6. Financial Implications

- 6.1 Subject to the making of a permanent Traffic Regulation Order, agreement in principle has been given by the CAMG Group to meet the Capital costs of £78,000 described in Table 2, from the Repairs and Renewal budget. This will enable the installation of the infrastructure and waste management facilities for the permanent scheme.
- 6.2 Any surplus income above operational costs incurred will be considered as a saving as part of the future budget setting process.

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

Item	Description	Supplier	Est. Cost	Amount	Total
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
Estimated Total					£78,000

Table 2 - Permanent Scheme Set-Up Costs

7. Human Resources Implications

7.1 All staff resource implications 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 2](#).

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 Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking Purposes

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

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Permanent and trial motorhome parking schemes	1 April 2023	Head of Roads

Background Papers None

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Date: 6 February 2023

Further Background Information

2022 General Scheme Feedback

- 1.1 A full breakdown of the financial outlay per site and the income generated for the period 1 April 2022 to 30 September 2022 is presented in [Annex 1](#) and summarised below in Table 1. (Car park layout plans are provided in [Annex 2](#).) The net expenditure for the 2022 scheme demonstrates an operational loss and this is mainly due to expected capital outlay for the installation of associated road traffic signs for the trial sites and significant remedial work undertaken within the Links Road Car Park, Prestwick. There have been further costs incurred for hired chemical waste tanks which shall be replaced in the future by permanent septic tank style facilities.

Location	Expense £	Income £	% Uptake	Net Exp/(Income) £
Esplanade Car Park, Ayr	9,170	8,420	26%	750
Knockcushan Street Car Park, Girvan	9,736	13,430	40%	(3,694)
Links Road Car Park, Prestwick	19,980	1,870	10%	18,110
North Shore Road Car Park, Troon	10,730	2,340	9%	8,390
Foreland Car Park, Ballantrae	15,410	750	8%	15,340
Total Expenditure				£38,896

Table 1 – 2022 Financial Summary

- 1.2 The income figures demonstrate a varying degree of uptake at each site. The Girvan site has proved again to be the most popular facility due to its location and access to the nearby toilet / shower block. However, it is hoped that the 40% uptake experienced during the summer peak months can be increased by the removal of HGV parking (height restriction barrier installation pending) and the identification of appropriate / legal measures to better regulate the use of the Shallochpark Car Park to the south of the town which experienced significant unregulated (and therefore unsafe) motorhome usage over the summer months.
- 1.3 The Ayr site continues to be hampered by issues created by car enthusiasts who subjected motorhome users to anti-social behaviour, ruining stays in many instances. The 26% uptake rate should increase significantly once the planned barrier system has been installed.
- 1.4 As for the three trial sites at Troon, Prestwick and Ballantrae, Table 1 clearly demonstrates these facilities were not well used which is likely down to a number of factors. Motorhome access to the Prestwick site is difficult due to the low railway bridges located on various approach roads and despite the remedial work undertaken, the unbound nature of the car park surface still presents a deterrent. The Troon site is currently disadvantaged by ongoing engineering works on the shore side of the car park which makes it a less attractive option to visitors. There

are no obvious reasons as to why the Ballantrae site was similarly underutilised other than the fact that on-street parking remained unregulated.

Traffic Regulation Order Progress

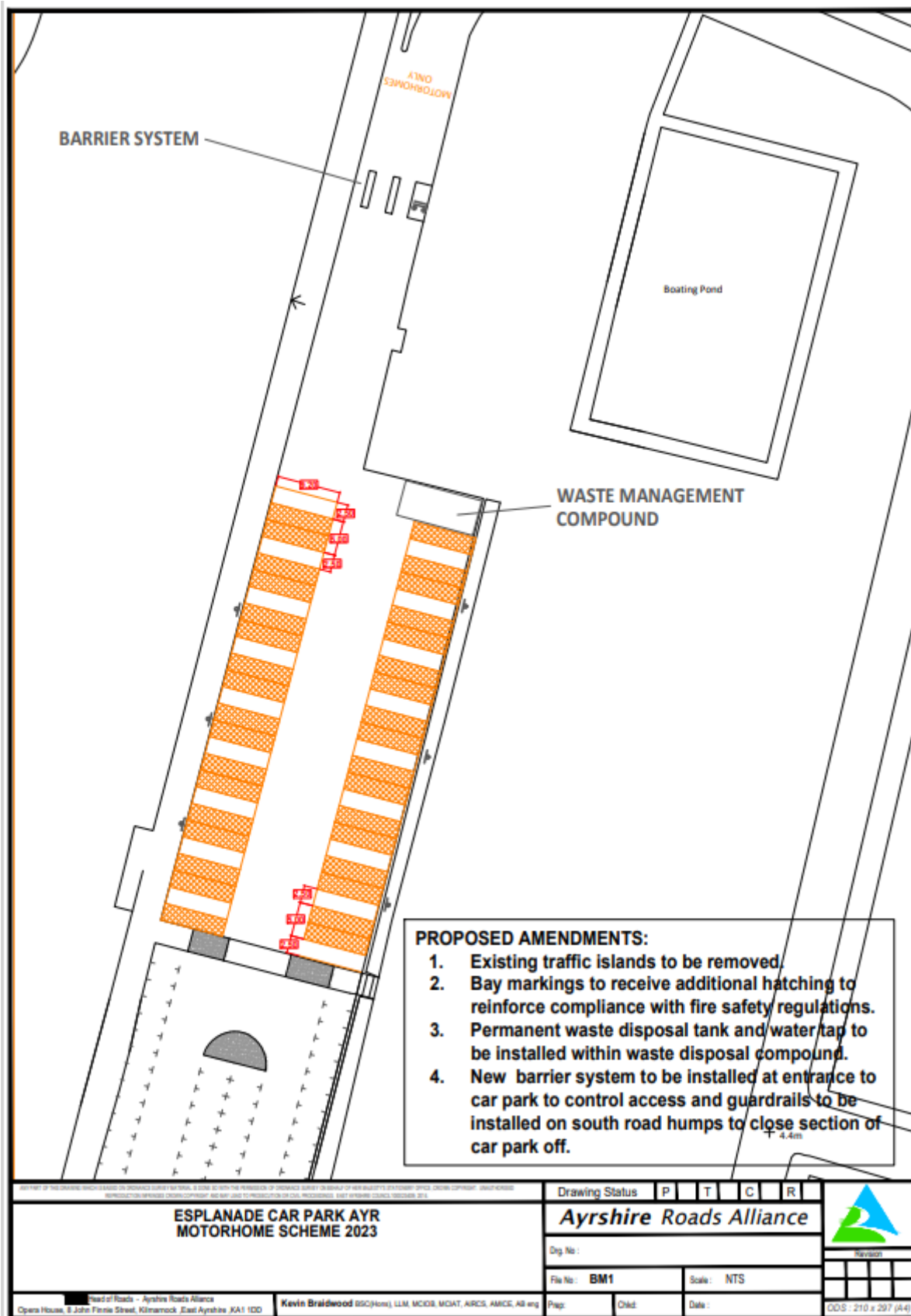
- 1.5 A draft permanent Traffic Regulation Order for the Ayr and Girvan sites has been prepared and is currently subject to Legal scrutiny. Also, a consultation process shall commence in January 2023 whereby statutory consultees shall receive a summary of proposals for consideration during an initial 28 day period. Thereafter a Notice of Proposals shall be advertised in local press, the ARA website and also through the Tell Me Scotland web portal. This will allow members of the public or other stakeholders to view the proposals and raise any objections during a further 28 day period.
- 1.6 If no objections are raised, the Order making process could possibly be concluded by May 2023. This would enable the Head of Roads to progress plans to install all the permanent arrangements at both sites. These include permanent black waste disposal tanks, grey waste disposal systems, recycling facilities and a water tap. The Ayr site shall further benefit from a barrier control system which will remove the need for manned enforcement and, crucially, help resolve the long term issues around anti-social behaviour. All associated capital set-up costs are detailed in Table 2 within the Financial Implications.

Annex 1 – 2022 Scheme Financial Information

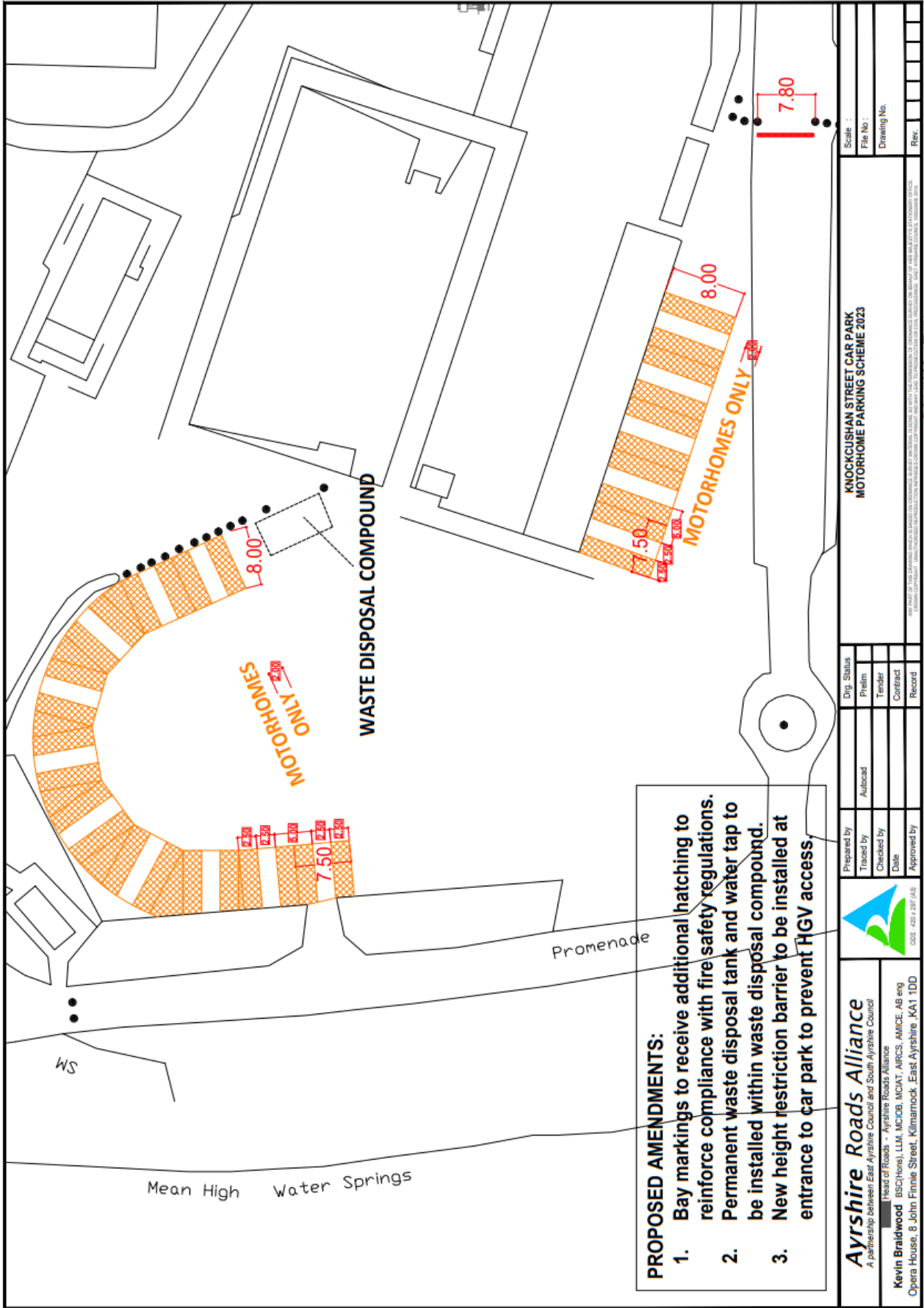
Location	Jarvie Plant Hire (black waste)	SAC Waste Management	ARA/Materials	Enforcement	Total	Income	Net
Ayr	1220	1650	3700	2600	9170	8420	750
Girvan	1606	1830	3700	2600	9736	13430	-3694
Prestwick	930	1650	14800	2600	19980	1870	18110
Troon	930	1650	5550	2600	10730	2340	8390
Ballantrae	1730	1830	9250	2600	15410	70	15340
						Total Expenditure	£38,896.00

Annex 2 – CAR PARK LAYOUT PLANS

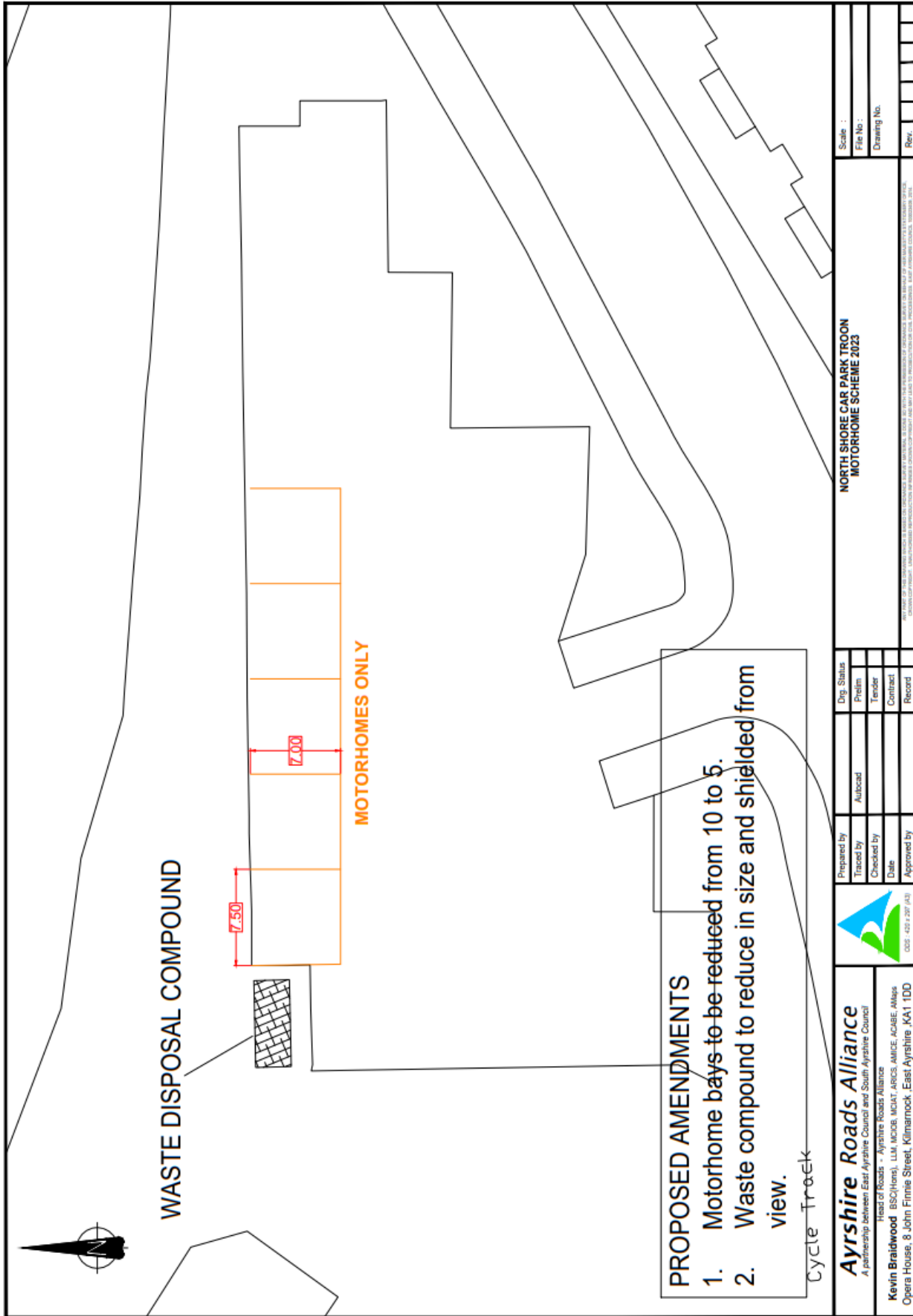
Esplanade Car Park Ayr



Knockcushan Street Car Park Girvan



Knockcushan Street Car Park MOTORHOME PARKING SCHEME 2023		Scale : File No : Drawing No :
Ayrshire Roads Alliance <small>A partnership between East Ayrshire Council and South Ayrshire Council</small> Kevin Braidwood BSC(Hon), LL.M., MCIOB, MCIAT, AIFCS, AMICE, AB eng <small>Opera House, 8 John Finnie Street, Kilmarnock, East Ayrshire, KA1 1DD</small>	Prepared by Traced by Checked by Date Approved by	Dig. Status Prelim Tender Contract Record



NORTH SHORE CAR PARK TROON MOTORHOMES SCHEME 2023		Scale :	
		File No.:	
		Drawing No.:	
		Rev.:	

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Checked by		Tender	
Date		Contract	
Approved by		Record	

Ayrshire Roads Alliance
 A partnership between East Ayrshire Council and South Ayrshire Council

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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 2023
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>Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)</p>	<p>_____ YES</p> <p>_____ NO</p>
<p>Rationale for decision:</p> <p>There are no negative implications associated with these proposals which are designed to deal with known issues around unregulated parking. All objectives shall be applied to ensure equality in approach and inclusion</p>	

Signed : Kevin Braidwood

Head of Roads

Date: 19 December 2022