

**South Ayrshire Council**

**Report by Depute Chief Executive and Director  
of Housing, Operations and Development  
to Cabinet  
of 14 March 2023**

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**Subject: Motorhome Parking Scheme 2023 – Troon Options**

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**1. Purpose**

1.1 This is a supplementary report to the 2022 Motorhome Outcome Report presented to Cabinet on 15 February 2023 which provides Members further options in relation to potential trial motorhome sites within Troon for 2023.

**2. Recommendation**

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

**2.1.1 notes the contents of the report contained in [Appendix 1](#) and approves its recommendations for the 2023 motorhome trial scheme within Troon, namely:**

- (i) Beach Road Car Park should be discounted from any further consideration;**
- (ii) North Shore Road Car Park (Barassie Toilet Block), should be included allowing unlimited access to motorhomes and caravans;**
- (iii) The north section of Harbour Road Car Park (Ballast Bank) should be included with the provision of up to five motorhome bays;**
- (iv) Titchfield Road Car Park should be discounted from any further consideration;**
- (v) South Beach Car Park should be discounted from any further consideration.**

**3. Background**

3.1 On 15 February 2023, the Cabinet considered the outcome report for the 2022 motorhome parking scheme which gave recommendations for the basis on which the scheme should be trialled in 2023. The Cabinet agreed to canvass Members' opinion on any further sites they would like to be considered for inclusion in the 2023 scheme.

3.2 As requested, an assessment of potential additional sites within Troon has now been completed and Members are invited to consider the report contained within [Appendix 1](#) and approve the recommendations contained herein.

#### 4. Proposals

4.1 With reference to the aforementioned report contained within [Appendix 1](#) and in addition to the previously approved trial within the North Shore Road Car Park, it is proposed;

4.1.1 to discount Beach Road Car Park, Titchfield Road Car Park and South Beach Car Park from any further consideration, and;

4.1.2 take forward proposals for the implementation of motorhome trials within North Shore Road Car Park (Barassie Toilet Block) and Harbour Road Car Park (Ballast Bank).

#### 5. Legal and Procurement Implications

5.1 The proposals for the introduction of the trial sites shall be underpinned by the promotion of a Temporary Traffic Regulation Order (TTRO) subject to a statutory advertising and consultation process.

5.2 All hired plant, equipment and materials shall be sourced through existing Framework Contracts to ensure best value.

#### 6. Financial Implications

6.1 The arrangements for the additional trial sites shall incur additional costs in the region of £5,700 due to waste plant hire, traffic sign and road markings provision and TTRO advertising costs which are further detailed in Table 1. An additional funding bid from the Repairs and Renewals budget shall be submitted to the Corporate Asset Management Group to meet these costs.

**Table 1 – Set up costs**

Location	Waste tank hire	Signs and lines	Labour and materials	Advertising and TTRO costs	Enforcement	Total
North Shore	£650	£300	£500	£500	£800	£2,750
Harbour Rd	£650	£500	£500	£500	£800	£2,950
Total Amount						£5,700

#### 7. Human Resources Implications

7.1 All staff resource implications for the implementation of the trial scheme shall be absorbed by Ayrshire Roads Alliance.

#### 8. Risk

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

8.1.1 There are no risks associated with adopting the recommendations.

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

8.2.1 There are no risks associated with the rejection of the recommendations.

## 9. **Equalities**

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as [Appendix 2](#).

## 10. **Sustainable Development Implications**

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

## 11. **Options Appraisal**

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

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

12.1 The matters referred to in this report contribute to Commitment 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 Councillor Alec Clark, Portfolio Holder for Tourism and Rural Affairs, and the contents of this report reflect any feedback provided.

13.3 Consultation has taken place with Local Members; Councillors Kenny Bell, Craig Mackay and Philip Saxton, and the contents of this report reflect any feedback provided.

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

14.1 If the recommendations above are approved by Members, the Depute Chief Executive and Director of Housing, Operations and Development will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the 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 2023	Head of Roads

**Background Papers**    **Report to Cabinet of 15 February 2023 - [Motorhome Parking Scheme 2022 Outcome Report](#)**

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**Date**    **6 March 2023**

## 2023 SAC Motorhome Trial Scheme Troon Report

21/02/23

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### Introduction

- 1.1 Following Cabinet's request for a further review of parking facilities within Troon to identify potential additional sites for the 2023 motorhome trial scheme, the following facilities have been subject to further assessment:
  - 1.1.1 Location 1 – Beach Road Car Park
  - 1.1.2 Location 2 – North Shore Road (Barassie Toilet Block) Car Park
  - 1.1.3 Location 3 – North Shore Road Car Park
  - 1.1.4 Location 4 – Harbour Road (Ballast Bank) Car Park
  - 1.1.5 Location 5 – Titchfield Road Car Park
  - 1.1.6 Location 6 – South Beach Car Park
- 1.2 All the sites have been assessed taking into consideration existing layouts, usage location etc. and the following recommendations are put forward for Members' consideration.

### Location 1 – Beach Road Car Park

- 1.3 There are two car parks located opposite the Beach Road / Burnfoot Avenue junction. The northern car park surface is comprised mainly of grass and it has a height restriction barrier installed at the entrance. It is overlooked by a three storey complex of flatted properties.
- 1.4 The southern car park is the smaller of the two car parks comprised of a bituminous bound surface. Whilst there is no height restriction barrier installed at the entrance there are existing restrictions applicable in relation to certain classes of vehicle e.g. HGVs and buses.
- 1.5 Having considered the location of these two car parks, the overlooked nature of the northern car park and its close proximity to adjacent properties, and the prohibitive size of the southern car park, it is recommended that this location be discounted from any further consideration.

### Location 2 – North Shore Road (Barassie Toilet Block) Car Park

- 1.6 This a predominantly grassed area accessed via the entrance to the Barassie toilet block measuring some 15,000sq.m (3.7 acres) or thereabouts. The area is not immediately overlooked, the entrance has an existing height restriction barrier and there are currently no other parking restrictions applicable to the location.
- 1.7 It is a popular destination for visitors with easy access to the shore and used for picnics and by water sports enthusiasts.

- 1.8 There are some areas which have received loose/unbound stone treatment to aid access. Beyond those areas the grass terrain is predominantly flat but there are some areas which are not suitable for vehicles. The area does not lend itself to the installation of traditional parking bay markings.
- 1.9 The opening of the height restriction barrier will in effect create unrestricted access to all vehicles including caravans which are traditionally difficult to deal with from an enforcement perspective. Therefore, the recommendation is to allow the area to be opened up to motorhomes and caravans for the purposes of the trial. It will be incumbent upon the drivers to find a suitable “pitch” given the nature of the surface and the existing terrain.

### **Location 3 – North Shore Car Park**

- 1.10 As agreed by Cabinet, this location will again be included in the 2023 trial scheme on the basis that the amount of motorhome bays will be reduced from ten to five.

### **Location 4 – Harbour Road (Ballast Bank) Car Park**

- 1.11 This bituminous surfaced car park is accessed via an un-named link road from Harbour Road and it comprises two separate sections which are not currently subject to parking restrictions. The northern section can accommodate longer motorhome vehicles and is wide enough to safely accommodate up to 4 motorhomes.
- 1.12 The southern section is accessed via a narrow lane and there is inadequate turning space for longer vehicles. The parking area itself is also narrow and it cannot accommodate perpendicular motorhome parking bays. This is a popular location and is very well used by car drivers who visit the area for walks or simply enjoy the views across to Arran.
- 1.13 It is recommended that the northern section of the car park be allocated for motorhome parking with the provision of 4 or 5 bays (subject to relevant safety checks). The southern section is unsuitable for motorhomes and it is further recommended that relevant signage be installed which discourages motorhome access to this area.

### **Location 5 – Titchfield Road Car Park**

- 1.14 This car park is also a very well used facility given its proximity to popular shorefront walking routes and local amenities. It has a bituminous bound surface but there is unrestricted access to adjacent grassed areas. Although separated by a wide grass area, it is overlooked by traditional two storey sandstone semi-detached properties.
- 1.15 The car park is substantial enough to accommodate dedicated motorhome bays whilst still catering for other drivers, however, given its popularity during the summer months and the potential to creating displacement which places an even greater parking strain on nearby streets, it is recommended that this location be discounted from the trial.

### **Location 6 – South Beach Car Park**

- 1.16 The South Beach Car Park is located at the southern end of the Esplanade and it is a very popular car park due to its easy access to the beach and it is also well used by beach sport enthusiasts.
- 1.17 There is the opportunity to create at least four parallel motorhome bays but this would result in the loss of up to 22 standard parking bays. Furthermore, the car park sits

behind established sand dunes which restrict views across the sea so this may provide a deterrent for motorhome drivers who are attracted to the facilities for the scenery provided.

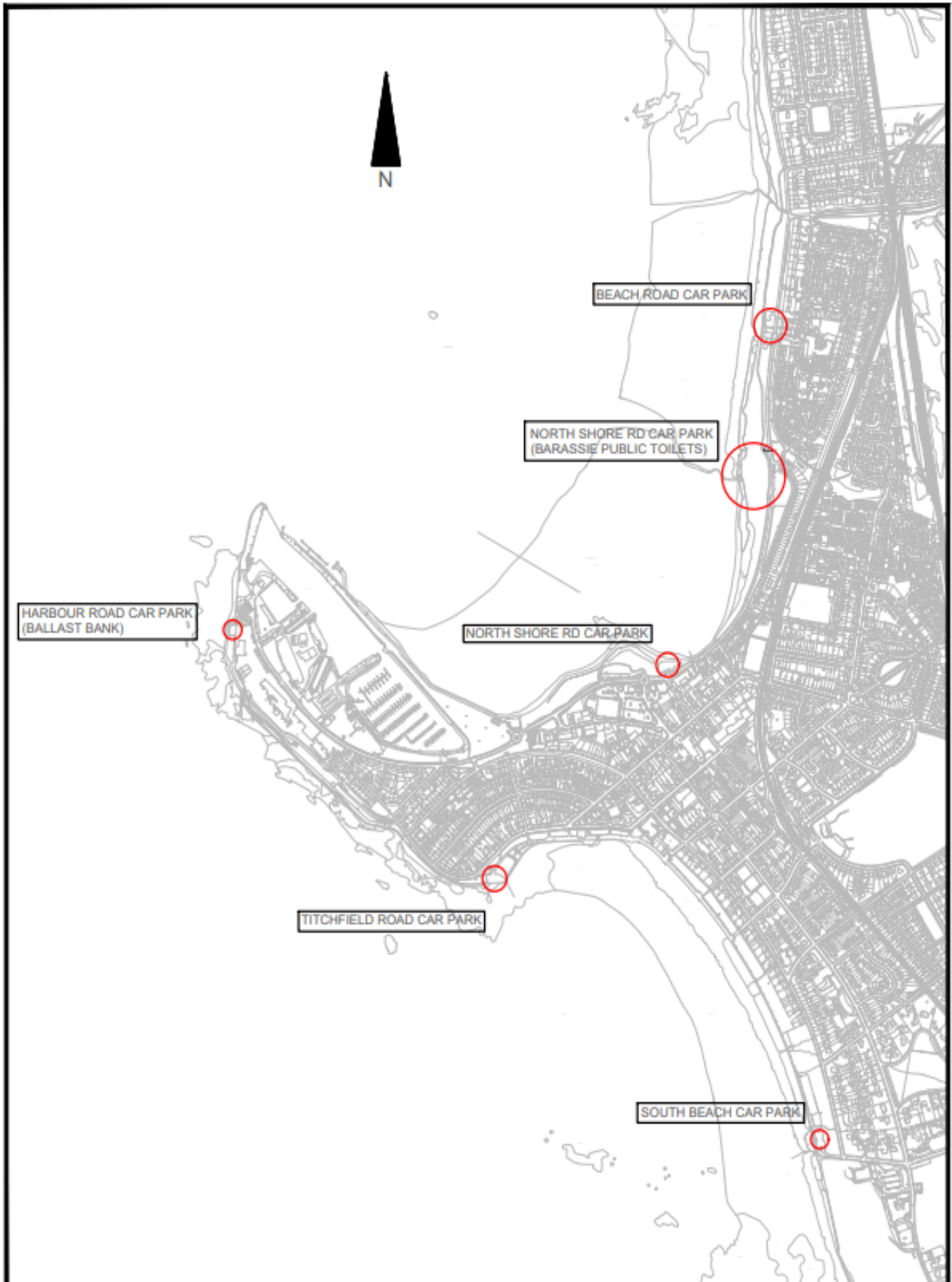
- 1.18 Therefore, having considered the adverse effect on available parking and the likelihood that this may not in any case prove a popular motorhome facility, it is recommended that this location be discounted from the trial.

### **General Considerations**

- 1.19 Each trial site will require improved signage and, where practical, the provision of new road markings incurring capital set-up costs. Also, the provision of hired waste management facilities and the servicing of such is not cost effective. Further, previous feedback confirms the belief that waste tanks are unsightly and recycling bins are used as unofficial recycling centres by the general public.
- 1.20 Therefore, it is proposed to provide waste management facilities within the North Shore Road (Barassie Toilet Block) Car Park only. These arrangements will be advertised on the website and there will be further advisory signage provided within each car park.

### **Location Plan**

- 1.21 See next page.



**2023 SAC MOTORHOME TRIAL SCHEME  
TROON CAR PARKS**

*Ayrshire Roads Alliance*

Dwg No: **BM01**



Revision

File No:

Scale: NTS

Prep:

Chkd:

Date: 21/02/23

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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 – Troon Options
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:** 21 February 2023