

South Ayrshire Council

Report by the Director of Housing, Operations and Development
to Cabinet
of 21 January 2025

Subject: Motorhome Parking Scheme 2025

1. Purpose

- 1.1 The purpose of this report is to provide Cabinet with the outcomes of the motorhome parking scheme in 2024, update on progress towards the installation of permanent facilities at the four permanent sites and seek approval for the recommendations relating to the future provision of the scheme.

2. Recommendations

2.1 It is recommended that the Cabinet:

- 2.1.1 agrees to operate the North Shore Road (Barassie) Car Park, Troon site on a permanent year round basis from 01 April 2025;**
- 2.1.2 agrees to the promotion of permanent Traffic Regulation Orders, subject to Regulatory Panel approval, for the management of parking within The Battery, Ayr;**
- 2.1.3 notes the Head of Roads' commitment to install ticket machines in support of the scheme at sites located in Troon, Ayr and Ballantrae, as these become available;**
- 2.1.4 notes the progress made towards the installation of permanent facilities at each site; and**
- 2.1.5 notes the contents of the 2024 Motorhome Scheme Report.**

3. Background

- 3.1 The South Ayrshire motorhome parking scheme has been operational since April 2021 where facilities have been trialled in several locations. There are now three permanent facilities located at Esplanade Car Park, Ayr, Knockcushan Car Park, Girvan and Vennel Car Park, Ballantrae.
- 3.2 In addition to these facilities, at its [meeting](#) on 16 January 2024, the Cabinet agreed to operate the North Shore Road (Barassie Toilets) Car Park, Troon site on a permanent seasonal basis from 01 April to 30 September.

3.3 It also agreed to operate The Battery, Ayr site with a reduced capacity of ten motorhome bays and to the introduction of part time waiting restrictions along the remainder of the road to help address complaints relating to long stay overnight parking.

3.4 The Cabinet also agreed to note the Head of Roads commitment to install permanent infrastructure facilities at the Troon, Ayr, Girvan and Ballantrae sites.

4. Proposals

North Shore Road (Barassie) Car Park

4.1 As noted in the 2024 Annual Report provided in [Appendix 1](#), The North Shore Road (Barassie) Car Park site proved a popular venue. Whilst usage figures were boosted by The Open golf tournament, the figures demonstrate a fairly consistent use across the six operational months.

4.2 Concerns were raised about the inability to deal with occasional traveller encampments due to the fact that caravans are allowed on-site. This provision was made due to the large area available within the site and the fact that there are no other caravan facilities provided across the SAC parking estate.

4.3 Ward Members have also asked that consideration be given to extending the operation to a year round offering. The original proposal to operate the site on a seasonal basis only, was due to concerns about ground conditions over the winter months (the car park does not have a bound asphalt construction).

4.4 Having considered these points, officers are of the opinion that the caravan provision should be retained. The facility was well used by caravan user who paid to use the facility and simply banning their use in order to deal with the minority of those who refuse to pay won't address the situation. The height barrier will remain open, and access will still be available.

4.5 It is, therefore, proposed to continue with the existing arrangements but to amend the existing seasonal offering and introduce permanent year round facilities similar to the other permanent sites.

4.6 Members may also be aware of issues relating to the use of the site by kite surfers and other water sport enthusiasts beyond the commencement of the motorhome restrictions at 6pm. This is subject to further consideration and a separate report shall be submitted in Feb/March 2025.

The Battery, Ayr

4.7 The arrangements which applied in 2024 to The Battery, Ayr were underpinned by Experimental and Temporary Traffic Regulation Orders. Again, as highlighted within the report at [Appendix 1](#), the measures which applied appeared to strike the right balance where a reduced motorhome offering provided an alternative to the Esplanade car Park site, whilst still offering pier or beach visitors the opportunity to park on the road. Furthermore, overnight parking out-with the motorhome bays was prohibited and this appears to have alleviated long term concerns raised by residents.

4.8 As a result, it is further proposed to promote permanent Orders which will underpin permanent restrictions on The Battery, Ayr.

Payment Options

- 4.9 With reference to the ongoing concerns raised by some customers relating to difficulties in using the Pay By Phone system, consideration has been given to the possibility of providing alternative options. The Girvan site already benefits from a ticket machine and access to the Ayr site will become controlled by a combined barrier / pay on entry system.
- 4.10 Therefore, Members are asked to note the Head of Roads commitment to install ticket machines within the remaining sites as and when these become available through a future ticket machine rationalisation programme.

Permanent Infrastructure Facilities

- 4.11 Members are also asked to note the progress made to date for the installation of permanent waste management infrastructure and water connections at the four permanent sites. Officers are in communication with Scottish Water, SEPA and SAC Planning and provided the relevant approvals can be obtained, installation works are planned to commence June / July 2025.

On-Street Temporary Traffic Regulation Orders

- 4.12 Once again in 2025, a TTRO to apply waiting restrictions banning overnight motorhome parking within certain streets across SAC shall be promoted (and amended to include Fairfield Park, Ayr). Members are also asked to note the fact that officers will now commence the required work to introduce a permanent Order covering all future years.

5. Legal and Procurement Implications

- 5.1 This report seeks approval for the promotion of Traffic Regulation Orders under the Road Traffic Regulation Act 1984 following the statutory procedure set out in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999. Therefore, in terms of the Council's Scheme of Delegation, Traffic Regulation Order approval shall be sought through the Regulatory Panel.
- 5.2 All hired plant, equipment and materials shall be sourced through existing Framework Contracts to ensure best value.

6. Financial Implications

- 6.1 Based on the financial projections provided in the previous papers approved by the Cabinet, SAC Repairs and Renewals funding of £101,400 has been awarded along with a further allocation of £40,296 from the Visitor Facilities budget. All associated infrastructure costs detailed within this report will be drawn down accordingly, however, as outlined within the 2024 report, a request shall be submitted to SAC Finance for the accrual of a portion of the allocation to enable the completion of the waste management and water connection works in the summer of 2025.
- 6.2 Any surplus income above operational costs incurred will be considered as a saving as part of the future budget setting process.

7. Human Resources Implications

- 7.1 As noted within the report included in [Appendix 1](#), there was a drop in the provision of enforcement patrols due to a lower uptake in voluntary overtime. Therefore, future provision of such will be considered within the context of a wider service review.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

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

8.2 *Risk Implications of Rejecting the Recommendations*

- 8.2.1 If the recommendations are rejected this may hinder the Council's ability to address known issues relating to unregulated motorhome parking.

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)*** – An SEA has not been undertaken.

11. Options Appraisal

- 11.1 An options appraisal has not been undertaken.

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, Culture and Rural Affairs, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking Purposes

- 14.1 If the recommendations above are approved by Members, the Director of Housing, Operations and Development will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the

completion status reported to the 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>
North Shore Road (Barassie) Troon amendments	1 April 2025	Head of Roads
The Battery, Ayr - promotion of permanent Traffic Regulation Orders	1 September 2025	Head of Roads
Supporting On Street TTROs – promotion of permanent Orders	1 September 2025	Head of Roads

Background Papers [Cabinet - 16 January 2024 - Minutes](#) (item 6, page 3)

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Date: 9 January 2025

2024 Motorhome Scheme Outcome Report

South Ayrshire Council Motorhome Scheme
2024 Annual Report

1. General Observations

- 1.1. As per previous years, many motorhomers were encouraged to pay on the arrival of the Parking Attendants with several claiming they were unable to make payment using the Pay By Phone system due to a lack of mobile phone signal, however, these issues were overcome through persistence.
- 1.2. Some overseas visitors also claimed that due to a lack of an expiry date on their credit cards, they were unable to pay on the PBP system. This is a concern which is raised each year, however, PBP have confirmed that this should not be an issue. Further consideration will be given to installing alternative payment methods at each site.
- 1.3. Particularly considering the introduction of a Pay & Display machine within Knockcushan Street Car Park, Girvan has proved a popular alternative to PBP. 246 transactions were made using this method, equating to an additional £2,460 in revenue.
- 1.4. Knockcushan Street Car Park was non-eventful this year compared with previous years due to the height barrier in place for HGVs. The only issue being Travellers periodically using the motorhome area (and not paying). The facility was noticeably quieter than previously years and this could be a result of the ongoing unrestricted use of the Shallochpark Car Park to the south of the town. Negotiations between SAC and the landowner are ongoing.
- 1.5. The Esplanade Car Park, Ayr experienced similar issues with the car enthusiasts. This is a year round problem, but particularly in summer months. We received many complaints again around these cars speeding through the site, noise to all hours, horns, tyre spinning and verbal abuse. Many visitors felt unsafe with them leaving the site. Some videos have been seen and are on YouTube which demonstrate the issues.
- 1.6. However, the introduction of pedestrian guardrails to close off the motorhome car park to the remaining sections seems to have deterred some of the anti-social behaviour, but not fully removed the problem. The further introduction of the new barrier system should finally alleviate these problems.

2. Customer feedback

- 2.1. In general the vast majority of comments were complaints about the Esplanade site and mirrored previous years. Esplanade Ayr had a constant issue with safety, noise and was generally unsatisfactory with ongoing issues concerning car enthusiasts. This was by far the overwhelming complaint received.

3. Enforcement

- 3.1. Enforcement was undertaken on 17 evenings between 6pm and 10pm between May and September 2024 and each patrol was undertaken by two Parking Attendants. With an average of only one night per week covered this represents a drop in voluntary overtime patrols compared with previous years. Future patrols will be considered as part of a wider service review which is currently being progressed.
- 3.2. Of the 27 PCNs issued, only 8 were issued to motorhomes parked without valid payments with the remaining PCNs relating to “prohibited vehicles” parked within the motorhome bays.
- 3.3. Troon enforcement was suspended early in the season to allow concerns relating to the use of the car park by kite surfers to be addressed. No site was ever full, and at Girvan the height barrier again stopped HGVs entering the parking area.

4. Site Specific Information

- 4.1. The Battery, Ayr was used periodically over the season, and it is recommended that these arrangements should continue. This would provide an alternative “overflow” for those who cannot get in to the Esplanade site, or if it is full. These restrictions were introduced by way of an Experimental Traffic Regulation Order.
- 4.2. The overnight restrictions between 11pm and 7am which applied to the remainder of the road were also well observed and there were no further complaints received from residents relating to the unregulated use of the road. These restrictions were introduced by way of a Temporary Traffic Regulation Order.
- 4.3. With respect to North Shore Road (Barassie) Troon Car Park, issues were raised due to the South Beach Car Park being closed for the Open Golf. This is historically used by kite surfers etc. and due to its closure they sought alternative access to the beach via the North Shore Road Car Park. This conflicted with the agreed use of the car park and, as such, enforcement measures were relaxed pending the identification of a permanent solution.
- 4.4. There were other occasional issues with Traveller’s encampments, in that, as this site allows caravans, the Traveller Liaison Officer had no powers to move them on.

5. Future Recommendations

- 5.1. With the exception of the Knockcushan and the Esplanade sites, the only payment option remains the Pay By Phone system and it is proposed to continue with this arrangement. However, if there are any further surplus ticket machines identified, it is proposed to repurpose these for use within the other sites.
- 5.2. The Battery, Ayr scheme demonstrated that it is a worthwhile addition to the Ayr offer. The motorhome bays are still available to non-motorhome vehicles out-with restricted hours and the additional waiting restrictions installed to restrict overnight parking along the remainder of the road proved successful in dealing with the type of long term parking which gave rise to residential complaints. Therefore, it is recommended these facilities should be retained and the underlying Orders made permanent.
- 5.3. The North Shore Road (Barassie) Car Park proved a very popular site, and it is recommended to make permanent all year round. The issues concerning its use by the kite surfing community need to be addressed separately to enable the resumption of enforcement procedures.

6. Infrastructure Installation – Progress

- 6.1. Esplanade Car Park – the installation work for the automated barrier system which will control access via the northern entry point of the car park is at an advanced stage. Advance engineering works and electrical supply will be completed early in the New Year followed by the installation of the barrier equipment.
- 6.2. Further work has been commissioned for the installation of manual gates to control access to the southern sections of the car park and these works are scheduled for completion by 31 January 2025.
- 6.3. Permanent waste management facilities are also planned for the four permanent sites. Cost estimates have been prepared for the installation of 18,000 litre septic tanks which amount to approximately £12,500 per site. Advice is being sought from both SAC Planning Dept and SEPA in respect of any permissions which may be required in advance of the installs and final design work will be dependent upon these discussions. It is, therefore, anticipated that the work will be completed in June or July 2025.
- 6.4. Scottish Water have also been engaged to discuss water tap installations and these works will be progressed in tandem with the septic tank work.

7. Financial

7.1. Income

Cash Receipts Apr - Sept 24

	Apr	May	June	July	Aug	Sept	Total
Esplanade Car Park Ayr	£749.20	£1,487.20	£1,324.60	£1,844.20	£1,960.80	£1,482.00	£8,848.00
Knockcushan Street Car Park Girvan	£1,060.80	£2,282.40	£1,625.80	£2,174.60	£1,830.80	£1,435.20	£10,409.60
North Shore Rd (Barassie Toilets) Car Park	£899.40	£2,538.80	£2,162.00	£4,435.60	£2,423.40	£2,286.60	£14,745.80
The Vennel Car Park Ballantrae	£70.80	£324.40	£191.00	£262.60	£211.80	£344.60	£1,405.20
The Battery (Pier Access Rd)	£101.00	£141.40	£161.60	£323.60	£172.20	£81.40	£981.20
						Total	£36,389.80

Transactions Apr - Sept 24

	Apr	May	June	July	Aug	Sept	Total
Esplanade Car Park Ayr	72	131	120	163	181	131	798
Knockcushan Street Car Park Girvan	96	182	148	183	159	123	891
North Shore Rd (Barassie Toilets) Car Park	78	230	195	334	218	203	1258
The Vennel Car Park Ballantrae	7	32	17	26	21	33	136
The Battery (Pier Access Rd)	10	11	14	30	14	8	87
						Total	3170

Penalty Charge Notices Apr - Sept 24

	Apr	May	June	July	Aug	Sept	Total
Esplanade Car Park Ayr	-	5	3	2	1	-	11
Knockcushan Street Car Park Girvan	-	2	2	-	-	-	4
North Shore Rd (Barassie Toilets) Car Park	-	3	-	-	-	-	3
The Vennel Car Park Ballantrae	-	-	-	-	-	-	0
The Battery (Pier Access Rd)	-	4	3	2	-	-	9
						Total	27

7.2. Revenue Expenditure

Item	Supplier	Cost
Hire and servicing of black waste disposal tanks	Jarvie Plant Hire	£4,500.00
Recycling waste management	South Ayrshire Council	£7,500.00
Enforcement	ARA	£7,000.00
	Total	£19,000.00

7.3. Capital Expenditure

7.3.1. Previous motorhome reports have detailed potential costs for the agreed infrastructure investment. Work is only now being progressed and, therefore, a Repairs and Renewals budget allocation of £101,400 has set aside in 24/25 based on the following amounts:

- Per ask of [Cabinet paper of 15 February 2023](#) £78,000
- Per ask of [Cabinet Paper of 14 March 2023](#) £5,700
- Per ask of [Cabinet Paper of 16 January 2024](#) £17,700

7.3.2. A further budget allocation of £40,296 has been set aside in 24/25 for “facilities to assist with tourist and visitor facilities” bringing the total allocation to £141,696.

7.3.3. The budget shall be allocated as per the following details:

Item	Supplier	Cost
Automated Barrier System (Esplanade)	Flowbird, SPEN, ARA	£25,000.00
Pedestrian Guardrails (Esplanade)	ARA	£500.00
Manual Swing Gates (Esplanade)	ARA	£16,000.00
General Line and Sign Installation	ARA	£7,000.00
Septic Tank Installation (4 sites)	TBC	£50,000.00
Water Connections (4 sites)	TBC	£10,000.00
	Total	£108,399.00

7.3.4. Note: As stated at paragraphs 6.3 and 6.4, the work to complete the items highlighted in yellow are not likely to be completed until June/July 2025, therefore, approval for accruing the remaining budget into the 25/26 financial year will be sought.

End of report.

South Ayrshire Council Equality Impact Assessment Scoping Template

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

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

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

1. Policy details

Policy Title	Motorhome Parking Scheme 2025
Lead Officer (Name/Position/Email)	Jane Corrie, Head of Roads, jane.corrie@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

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	— YES NO
Rationale for decision: 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	
Signed : Jane Corrie Head of Roads Date: 03 December 2024	