

11 March 2025

To:- **Councillors Dowey (Chair), Clark, Connolly, Davis, Grant, Hunter, Kilbride, Pollock and Shields.**

All other Members for INFORMATION ONLY

Dear Councillor

CABINET

You are requested to participate in a meeting of the Cabinet to be held **on Tuesday, 18 March 2025 at 10.00 a.m.** for the purpose of considering the undernoted business.

This meeting will be held in the County Hall, County Buildings, Ayr on a hybrid basis for Elected Members, will be live-streamed and available to view at <https://south-ayrshire.public-i.tv/>

Yours sincerely

CATRIONA CAVES
Chief Governance Officer

B U S I N E S S

1. Declarations of Interest.
2. Minutes of previous meeting of 18 February 2025 (copy herewith).
3. Decision Log -
 - (a) Overdue Action – *none*;
 - (b) Actions Listed with Revised Dates – for approval; and
 - (c) Recently Completed Actions.(copies herewith).
- 4(a)/

4. Economic Development.

- (a) Ayr Parking Consultation and General Parking Review – Submit report by the Director of Housing, Operations and Development (copy herewith).
- (b) Prestwick Parking Consultation – Submit report by the Director of Housing, Operations and Development (copy herewith).
- (c) UK Shared Prosperity Funding (UKSPF) Year 4 – Submit report by the Director of Communities and Transformation (copy herewith).

5. Corporate and Strategic.

- (a) Community Councils – Review of the Scheme for Establishment of Community Councils – Submit report by the Director of Communities and Transformation (copy herewith).

6. Health and Social Care.

- (a) South Ayrshire Health and Social Care Partnership - Social Care Charges for 2025-26 – Submit report by the Director of Health and Social Care (copy herewith).

7. Finance, HR and ICT.

- (a) Budget Management – Revenue Budgetary Control 2024/25 – Position at 31 January 2025 - Submit report by the Chief Financial Officer (copy herewith).
- (b) Treasury Management and Investment Strategy Quarter 3 Update Report 2024/25 – Submit report by the Chief Financial Officer (copy herewith).

8. Finance, HR and ICT/Corporate and Strategic.

- (a) Business Case: Process Automation – Submit report by the Director of Communities and Transformation (copy herewith).

For more information on any of the items on this agenda, please telephone
Committee Services on at 01292 272360, at Wellington Square, Ayr or
e-mail: committee.services@south-ayrshire.gov.uk
www.south-ayrshire.gov.uk

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CABINET

Minutes of a hybrid webcast meeting on 18 February 2025 at 10.00 a.m.

Present

in County Councillors Martin Dowey (Chair), Alec Clark, Brian Connolly, Ian Davis,
Hall: William Grant, Hugh Hunter, Martin Kilbride, Bob Pollock and Bob Shields.

**Attending
in County**

Hall: M. Newall, Chief Executive; L. McRoberts, Depute Chief Executive and Director of Education; K. Braidwood, Director of Housing, Operations and Development; J. Bradley, Director of Communities and Transformation; C. Caves, Chief Governance Officer; T. Baulk, Chief Financial Officer; C. Cox, Assistant Director – Planning and Development; K. Dalrymple, Assistant Director – Housing and Operations; G. Hunter, Assistant Director – Communities; K. Briggs, Service Lead – Legal and Licensing; T. Burns, Service Lead – Asset Management and Community Asset Transfer; G. Cockburn, Service Lead – Education Support Services; N. Gemmell, Service Lead – Revenues and Benefits; A. Mutch, Service Lead – Sport, Leisure and Golf; F. Ross, Service Lead – Neighbourhood Services; K. Gallagher, Co-ordinator – Golf and Community Facilities; L. McChristie, Co-ordinator – Licensing; E. Schendel, Co-ordinator – Grounds Maintenance and Bereavement; A. Valenti, Quality Improvement Manager – Early Years; K. Hancox, Committee Services Officer; and E. Moore, Committee Services Assistant.

Attending

Remotely: L. Reid, Assistant Director – Transformation

Also**Attending
In County**

Hall: L. Donnelly; N. Fullard; I. Gall; D. Gemmell; A. Ingram; G. Laird and H. McGuire (in attendance in items for items 4 and 5 only)..

Opening Remarks.

The Chair took the sederunt, confirmed to Members the procedures to conduct this meeting and advised that the meeting was being broadcast live.

1. Declarations of Interest.

In terms of Council Standing Order No. 17 and the Councillors' Code of Conduct, it was noted that Councillor Davis would declare an interest in the item entitled "Civic Government (Scotland) Act 1982 – Licensing of Sexual Entertainment Venues" and leave the meeting during consideration of this matter due to a conflict of interest.

2. Minutes of previous meeting.

The minutes of 21 January 2025 ([issued](#)) were submitted and approved.

3. Decision Log.

The Cabinet

Decided:

- (1) to note there were no overdue actions;
- (2) to approve the actions listed with revised due dates; and
- (3) to note the recently completed actions.

Education.

4. Establishment of Additional Support Needs Education Provision – Troon Primary School.

There was submitted a report ([issued](#)) of 11 February 2025 by Depute Chief Executive and Director of Education informing the Cabinet on the outcome of a recent public consultation, regarding Additional Support Needs (ASN) education provision within South Ayrshire and to request that the Cabinet approved the establishment of an ASN education provision within Troon Primary School.

Having heard the Depute Chief Executive and Director of Education respond to Members enquiries that the ASN provision was adequate and would continue to be reviewed, the Cabinet

Decided:

- (1) to consider the content of the Consultation Report, attached as Annex 1 of the report, on the outcome of the recent statutory consultation; and
- (2) to approve the establishment of an ASN education provision within Troon Primary School.

5. Redesign of Early Years Provision to Reduce Number of Centres Offering Full Year Provision.

There was submitted a report ([issued](#)) of 12 February 2025 by Depute Chief Executive and Director of Education requesting Cabinet approval to redesign early years provision and reduce the number of centres offering full year provision.

Following discussion, which included the result of the consultation that had taken place with members of staff and the unions regarding the impact of the proposals, the Cabinet

Decided:

- (1) to agree to reduce the number of centres offering 52 week provision from thirteen to nine centres;
- (2) to agree that the changes would take effect from August 2025; and

- (3) to note the changes to the Early Years patterns of attendance options in the Admissions Guidelines.

The Education representatives left the meeting at this point.

Buildings, Housing and Environment.

6. Ash Dieback - Update Report.

There was submitted a report ([issued](#)) of 11 February 2025 by Director of Housing, Operations and Development providing an annual report relating to the implementation of the Ash Dieback Plan and seeking Cabinet approval for year 3 funding of the Council's Ash Dieback Plan.

The Chair advised that additional information provided by the Service Lead – Neighbourhood Services ([issued](#)) would be uploaded to the Council website.

Having heard Members speak in relation to the damage caused by the recent storm and the financial impact regarding the removal of Ash Dieback, the Cabinet

Decided:

- (1) to approve the carry forward of £94,353 Ash Dieback allocated funds in the Neighbourhood Services budget to financial year 2025/26 for year 3 of the programme;
- (2) to approve funding of £180,000 from the Councils uncommitted reserves to supplement the funding carried forward for year 3 of the programme; and
- (3) to approve funding of £21,500 from the Councils uncommitted reserves for financial year 2025/26 to enable Ayrshire Roads Alliance to undertake a third year of managing trees that pose a risk to South Ayrshire Council roads.

Having previously declared an interest in the following item, Councillor Davis left the meeting at this point.

7. Civic Government (Scotland) Act 1982 – Licensing of Sexual Entertainment Venues.

There was submitted a report ([issued](#)) of 11 February 2025 by Chief Governance Officer providing Members with an update following the second public consultation on the licensing of Sexual Entertainment Venues (SEVs) in South Ayrshire and, in light of the consultation responses and other information provided, asked the Cabinet to determine the appropriate number of SEVs for South Ayrshire and each relevant locality.

Having heard Members speak in support of Option 1, the Cabinet

Decided:

- (1) to consider the information in this report, including the responses to the recent public consultation exercise, detailed in Appendix 1;
- (2) to consider the Options detailed in paragraph 4.1;

- (3) to agree to follow Option 1 and resolves to specify the appropriate number of SEVs in the South Ayrshire area at zero, with no relevant locality for such venues identified;
- (4) to approve the draft Statement of Policy on the Licensing of SEVs, detailed in Appendix 2, taking into account the decision at paragraph 2.1.3;
- (5) to approve the fee for an application for grant or renewal of an SEV licence as £2,275; and
- (6) to grant delegated power to the Service Lead, Legal and Licensing, to finalise the draft SEV Statement of Policy at Appendix 2 and arrange for publication of the appropriate Notice at least 28 days prior to the proposed date of implementation of the SEV licensing regime, 1 May 2025.

Councillor Davis rejoined the meeting at this point.

Finance, HR and ICT.

8. General Services Capital Programme 2024/25: Monitoring Report as at 31 December 2024.

There was submitted a report ([issued](#)) of 13 February 2025 by Director of Housing, Operations and Development updating Cabinet on the actual capital expenditure and income, together with progress made on the General Services Capital Programme projects as at 31 December 2024 (Period 9), and to agree the changes to budgets in 2024/25, 2025/26 and 2026/27.

The Cabinet

Decided:

- (1) to note the progress made on the delivery of the General Services Capital Programme to 31 December, resulting in spend of £29.278m or 53.93%, as detailed in Appendix 1;
- (2) to approve the adjustments contained in Appendix 2; and
- (3) to approve the revised budget for 2024/25 at £45.400m, 2025/26 at £82.632m and 2026/27 at £65.827m as highlighted in Appendix 2.

9. Service Review - Benefits Services.

There was submitted a report ([issued](#)) of 11 February 2025 by the Chief Financial Officer seeking Members' approval of the review of Benefits Services within the Revenues and Benefits Service.

Having heard Members note that the post for deletion was vacant, the Cabinet

Decided:

- (1) to approve the service review of Benefit Services (as detailed in Appendix 1);
- (2) to note the implementation of the review will result in an annual cost saving of £0.156m; and

- (3) to request that the Service Lead - Revenues and Benefits now completes the implementation of the review.

Sports and Leisure.

10. Golf South Ayrshire - Strategy Update.

There was submitted a report ([issued](#)) of 11 February 2025 by the Director of Communities and Transformation updating the Cabinet on progress regarding the Golf Strategy (2022-2032) and seeking approval to continue to deliver against the approved strategic objectives.

Following discussion regarding the importance of the strategy, in terms of Standing Order No. 19.9, there was no general agreement to the unopposed motion, therefore, the Cabinet moved to a vote undertaken for or against the Motion. Eight Members voted for the Motion and one Member voted against the Motion. The Cabinet

Decided:

- (1) to consider the progress made by officers in the implementation of the Golf Strategy (a full update was attached as Appendix 1); and
- (2) to request that the Director of Communities and Transformation provided a follow up report to the Service and Partnerships Performance Panel in March 2026.

Finance, HR and ICT/Buildings, Housing and Environment.

11. Housing Capital Programme 2024/25: Monitoring Report as at 31 December 2024.

There was submitted a report ([issued](#)) of 14 January 2025 by the Director of Housing, Operations and Development updating the Cabinet on the actual capital expenditure and income, together with progress made on the Housing Capital Programme projects as at 31 December 2024 (Period 9), and to agree the changes to budgets in 2024/25 and 2025/26.

The Cabinet

Decided:

- (1) to note the progress made on the delivery of the Housing Capital Programme to 31 December 2024, resulting in spend of £36.549m, or 62.72%, as detailed in Appendix 1;
- (2) to approve the adjustments contained in Appendix 2; and
- (3) to approve the revised budget for 2024/25 at £49.189m and 2025/26 at £71.717m, as highlighted in Appendix 2.

Adjournment.

The time being 11.15 a.m., the Cabinet agreed to adjourn for ten minutes.

Resumption of meeting.

The Cabinet resumed at 11.25 a.m.

12. Exclusion of press and public.

The Cabinet resolved, in terms of Section 50A(4) of the Local Government (Scotland) Act 1973, that the press and public be excluded during consideration of the remaining items of business on the grounds that it involved the likely disclosure of exempt information in terms of paragraphs 8 and 9 of Part 1 of Schedule 7A of the Act.

Buildings, Housing and Environment.

13. 25 Year Lease for Kiosk No 1 at Esplanade, Ayr.

There was submitted a report (Members Only) of 11 February 2025 by the Director of Housing, Operations and Development obtaining Cabinet's approval to proceed with a Common Good Consultation for a proposed 25-year lease for Kiosk No 1 at Pavillion Road, Ayr to allow for the refurbishment of the kiosk on the basis of the terms and conditions contained in the Addendum (confidential) to this report. The location of the site was shown outlined in red in Appendix 1.

The Cabinet

Decided:

- (1) to grant authority to the Council's Chief Governance Officer to conclude the proposed lease for Kiosk No 1 at Pavilion Road, Ayr, subject to, and in accordance with the agreed terms and conditions contained in the Addendum (confidential) to the report, and subject to the outcome of the Common Good consultation in paragraph 2.1.2;
- (2) to authorise the Service Lead – Asset Management and Community Asset Transfer to carry out a Common Good consultation under the Community Empowerment (Scotland) Act 2015 section 104 on the proposed lease for Kiosk No 1 at Pavillion Road, Ayr on the basis of the terms and conditions contained within the Addendum (confidential) to the report, agreed between the Council and the proposed Tenant without exposing the 25 year Lease opportunity to the open market;
- (3) to note that a further report would be brought to Cabinet detailing the representations received in response to the consultation in order that the Council may have regard to these in deciding whether to proceed with the proposed lease; and
- (4) to note that, as the property is inalienable Common Good, if, subsequent to the further report being brought to Cabinet, Members decide to proceed with the proposed lease of Kiosk No 1, the Chief Governance Officer would be requested to petition the Sheriff in terms of section 75(2) of the Local Government (Scotland) Act 1973 for the required authority to proceed.

14. 25 Year Lease for Kiosk No 2 at Esplanade, Ayr.

There was submitted a report (Members Only) of 11 February 2025 by the Director of Housing, Operations and Development obtaining Cabinet's approval to proceed with a Common Good Consultation for a proposed 25-year lease for Kiosk No 2 at the Esplanade, Ayr to allow for the redevelopment of the kiosk into an indoor café and kiosk, on the basis of the terms and conditions contained in the Addendum (confidential) to this report. The location of the site was shown outlined in red in Appendix 1.

The Cabinet

Decided:

- (1) to grant authority to the Council's Chief Governance Officer to conclude the proposed lease for Kiosk No 2 at Esplanade, Ayr, subject to, and in accordance with the agreed terms and conditions contained in the Addendum (confidential) to the report, and subject to the outcome of the Common Good consultation in paragraph 2.1.2;
- (2) to authorise the Service Lead – Asset Management and Community Asset Transfer to carry out a Common Good consultation under the Community Empowerment (Scotland) Act 2015 section 104 on the proposed lease for Kiosk No 2 at Esplanade, Ayr on the basis of the terms and conditions contained within the Addendum (confidential) to the report, agreed between the Council and the proposed Tenant, without exposing the development opportunity and 25 year Lease to the open market;
- (3) to note that a further report would be brought to Cabinet detailing the representations received in response to the consultation in order that the Council may have regard to these in deciding whether to proceed with the proposed lease; and
- (4) to note that, as the property is inalienable Common Good, if, subsequent to the further report being brought to Cabinet, Members decide to proceed with the proposed lease of Kiosk No 2, the Chief Governance Officer would be requested to petition the Sheriff in terms of section 75(2) of the Local Government (Scotland) Act 1973 for the required authority to proceed.

15. Surplus Land and Buildings Assets.

There was submitted a report (Members Only) of 11 February 2025 by the Director of Housing, Operations and Development requesting the Council to declare the buildings listed in Appendix 1 surplus to the Council's requirements to enable them to either be sold on the open market, transferred to a third party or leased.

The Cabinet

Decided:

- (1) to agree that the land and buildings listed in Appendix 1 and identified in the plans attached in Appendix 2, were surplus to the Council's requirements;
- (2) to agree that a report be brought back to a future Cabinet meeting on any disposal in Appendix 1 not constituting Common Good property and with a value exceeding £100,000;
- (3) to agree that officers report back to future Cabinet meetings on any Common Good consultation requirements as a result of offers received on Common Good land or buildings.

16. Consideration of Disclosure of the above confidential reports.

Decided:

- (1) to agree that under Standing Order 32.4, the undernoted report remain exempt subject to the relevant information being released regarding the public consultation:
 - 25 Year Lease for Kiosk No 1 at Esplanade, Ayr;
- (2) to agree that under Standing Order 32.4, the undernoted report remain exempt subject to the relevant information being released regarding the public consultation:
 - 25 Year Lease for Kiosk No 2 at Esplanade, Ayr; and
- (3) to authorise the disclosure under Standing Order 32.4 of the following report subject to redaction for GDPR:
 - Surplus Land and Building Assets.

The meeting ended at 11.55 a.m.

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	21/01/2025	Property Maintenance – Multiskilling and Structure Implementation	["HOD"]	Andrew, William	Implement approved Property Maintenance Structure and Multiskilling Project	No	07/03/2025	30/04/2025	Multiskilling training is under way.	Kilbride, Martin
CAB	29/10/2024	Unannounced Inspection of Cunningham Place Children's House	["HSCP"]	Inglis, Mark	Implementation Due date Managed by Mark Inglis, Head of Service for Children's Health, Care and Justice To implement the identified improvements required in the Care Inspectorate's report and the associated Action Plan	No	27/06/2025	30/08/2025	Requirement 1 - Is not Met, however in the narrative in the CI report states that they are please on 5 out of 6 on the action taken, however, "the service requires some additional time to embed these plans into practice and Childrens support plans could be SMARTer" Requirement 2 - Met Requirement 3 - Met Requirement 4 - Met Once the Care Inspectorates Report is published we will take this to various reporting and scrutiny groups.	Hunter, Hugh

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	25/09/2024	Barr Community Centre Community Asset Transfer under Part 5 of the Community Empowerment (Scotland) Act 2015 and Application for Funding from the Advancing Community Assets Fund.	["CEO", " HOD"]	Caves, Catriona ;Burns, Tom	Resolve title issue and issue update to Cabinet.	No	21/03/2025	31/08/2025	Update 4.3.25 - Barr Community SCIO are to amend their constitution at their AGM in May, to include in the community, those living or working in the former Parish area. this will ensure that no Trust beneficiaries will be excluded from the community. Once the SCIO's constitution has been amended, Cabinet will be requested to 1) pass a resolution to modify the Trust purposes to bring them in line with the SCIO's purposes and modern conditions, and 2) appoint Trustees to deal with the Trust going forward. Suggest extension of deadline to end of August, aiming for Cabinet on 26 August.	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	25/09/2024	Proposals for HSCP Administration Services Restructure	["HSCP"]	Eltringham, Tim	Revised Administration Structure	No	31/03/2025	30/06/2025	<p>Recruitment to the permanent post of Senior Manager Business Support has been concluded. The process to match current staff to the new structures is ongoing, supported by Human Resources.</p> <p>At the Cabinet meeting on the 21st January 2025, it was agreed that the current due date of 13/12/2024 be amended to 31/03/2025.</p> <p>The Admin review is being implemented but delayed as consideration is being given to a review of the Grade 5 Job Descriptions.</p>	Hunter, Hugh; Davis, Ian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	21/05/2024	15-17 Sandgate, Ayr - Common Good Consultation	["CEO"]	Caves, Catriona	Conclusion of sale - please advise when report can be released	No	31/03/2025	30/06/2025	Update 4.3.25 - The purchaser wanted to check the property again following Storm Eowyn in January and there was some storm damage that Estates were arranging to have repaired. The solicitor has now advised that his client wants to settle by the end of this month, but he was advised at the beginning of February that his lender's solicitor has retired, and another solicitor was to be appointed. It may be that the sale settles by the end of this month, but I suggest we would be better extending the deadline further, perhaps until the end of June.	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	23/04/2024	Redevelopment of the Former Hourstons Building and Former Arran Mall, Ayr	["HOD"]	Cox, Chris	Preparation of a Business Case to provide net costing to the Council arising from provision of a new facility within the former Hourstons building	No	06/03/2025	01/05/2025	Costs currently being estimated for agreement with NHS and proposed lease agreement. Data complete and working into a Business Case with intention to submit to March Council At the Cabinet meeting on the 21st January 2025, it was agreed that the current due date of 13/12/2024 be amended to 06/03/2025.	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	14/02/2024	Potential Purchase of X PLEASE ADVISE THE COMMITTEE CLERK WHEN THIS REPORT CAN BE RELEASED	["H, O and D"]	Cox, Chris	Prepare a draft Masterplan and report for Property X to be presented to Council	No	06/03/2025	26/06/2025	<p>Portfolio Holder request that further work be undertaken on housing options - this is being taken forward into deeper feasibility work.</p> <p>Feasibility being taken foward by Assistant Director - Communities</p> <p>At the Cabinet meeting on the 21st January 2025, it was agreed that the current due date of 13/12/2024 be amended to 06/03/2025.</p> <p>At the Cabinet meeting on the 18th February 2025, it was agreed that the current due date of 06/03/2025 be amended to 06/03/2025.</p>	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	07/12/2023	Review of South Ayrshire Integration Scheme	["HSCP"]	Eltringh am, Tim	Revised Draft Integration Scheme presented to Council	No	28/02/2025	30/09/2025	<p>Work to review the Integration Schemes across Ayrshire is continuing in collaboration with the NHS, East Ayrshire Council and North Ayrshire Council.</p> <p>At the Cabinet meeting on the 23 April 2024, it was agreed that the current due date of 30/03/2024 be amended to 31/10/2024.</p> <p>25/7/24 No change and date still as above.</p> <p>10/09/2024 No change and date still as above.</p> <p>14/11/2024 Discussions ongoing.</p> <p>Review is ongoing along with the 2 other councils and NHS. No proposals have yet been agreed for consideration.</p>	Hunter, Hugh;Gra nt, William

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	28/11/2023	Girvan Bandstand, Stair Park, Henrietta Street, Girvan - Common Good Consultation	["CEO"]	Caves, Catriona	Conclusion of sale	No	31/03/2025	30/06/2025	At the Cabinet meeting on the 21st January 2025, it was agreed that the current due date of 31/12/2024 be amended to 31/03/2025. Update 4.3.25 - position not changed from December 2024. Still waiting to hear from purchaser's solicitor re funding application, and have chased again for a response. Have asked PFH for further extension to due date, as matters out with control of Legal.	Kilbride, Martin;Cl ark, Alec

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	20/06/2023	Budget Management – Revenue Budgetary Control 2022/23 – Out-turn Statement at 31 March 2023	["HOD"]	Cox, Chris	Complete the review of Common Good Funds to address the deteriorating financial position.	No	06/03/2025	26/06/2025	<p>Briefing held with Cabinet leading to some further changes being progressed to bring forward report to June Council.</p> <p>Report drafted however Financial detail being added to enable a report to go to Council March 2025</p> <p>At the Cabinet meeting on the 21st January 2025, it was agreed that the current due date of 12/12/2024 be amended to 06/03/2025.</p> <p>Paper drafted but deferred at Porfolio Holder request given late submission of report</p>	Davis, Ian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	27/02/2025	Revenue Estimates 2025/26, Capital Estimates 2025/26 to 2036/37 and Carbon Budget 2025/26	["CEO"]	Baulk, Tim	Budget papers published on The Core	Yes	28/02/2025			Dowey, Martin;Da vis, Ian
CAB	18/02/2025	Establishment of Additional Support Needs Education Provision – Troon Primary School	["ED"]	McRobe rts, Lyndsay	Notify prescribed stakeholders and respondents of the decision on the outcome of the public consultation	Yes	28/02/2025			Grant, William

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	18/02/2025	Establishment of Additional Support Needs Education Provision – Troon Primary School		McRobe rts, Lyndsay	Implement all proposals in full	Yes	20/08/2025			Grant, William
CAB	18/02/2025	Redesign of Early Years Provision to Reduce Number of Centres Offering Full Year Provision	["ED"]	Valenti, Aileen	Update draft Early Years Devolved School Management of Resources and manage staffing in line with proposals	Yes	28/02/2025			Grant, William
CAB	18/02/2025	Redesign of Early Years Provision to Reduce Number of Centres Offering Full Year Provision	["ED"]	Valenti, Aileen	Prepare communication to parents, particularly those in affected centres.	Yes	28/02/2025			Grant, William

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	18/02/2025	Redesign of Early Years Provision to Reduce Number of Centres Offering Full Year Provision	["ED"]	Valenti, Aileen	Update Early Years Admission information	Yes	28/02/2025			Grant, William
CAB	18/02/2025	Ash Dieback – Update Report	["HOD"]	Ross, Fiona	Undertake implementation of Ash Dieback Plan and report progress annually	Yes	31/01/2026		update report taken to Cabinet in Feb 2025 and funding for third year of plan approved	Kilbride, Martin
CAB	18/02/2025	Civic Government (Scotland) Act 1982 - Licensing of Sexual Entertainment Venues	["CEO"]	Briggs, Karen	Finalise draft SEV policy	Yes	10/03/2025		Policy finalised. Arrangements being made for advertisement.	Kilbride, Martin

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	18/02/2025	General Services Capital Programme 2024/25: Monitoring Report as at 31 December 2024	["HOD"]	Bradley, Pauline	Process adjustments to the General Services Capital Programme	Yes	04/03/2025			Davis, Ian
CAB	18/02/2025	Housing Capital Programme 2024/25: Monitoring Report as at 31 December 2024	["HOD"]	Bradley, Pauline	Process adjustments to the Housing Capital Programme	Yes	04/03/2025			Davis, Ian;Kilbri de, Martin
SAC	06/02/2025	Naming of Summer Event	["CT"]	Murphy, Heather	Renaming of the 2025 Summer event to Summer fAYRe with Armed forces and Pipes in the Park	Yes	30/06/2025			Clark, Alec;Dow ey, Martin;Co nnolly, Brian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	06/02/2025	Review of Capital Estimates: General Services Capital Investment Programme 2024/25 to 2035/36	["HOD"]	Braidwo od, Kevin	Process adjustments to the General Services Capital Programme Review	Yes	17/02/2025		Submitted and Approved at Cabinet 18/02/2025.	Davis, Ian
SAC	06/02/2025	Ayrshire Growth Deal – The Prestwick Proposition	["CT"]	Hunter, George	Secure approval from UK and Scottish Governments on the agreed portfolio of projects	Yes	31/03/2025		Following work by the CEO agreement has been reached on the AGD proposition. This is no being advanced to FBC by Director K Braidwood	Pollock, Bob

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	21/01/2025	2024/25 National Fraud Initiative	["CEO"]	McGhee 2, Cecilia	Put measures in place to ensure submission of information by required date(s) in accordance with Audit Scotland timetable	Yes	30/04/2025		All relevant datasets uploaded to the NFI website by due date. Matches received by the Council and investigations started. Results of the investigations will be included in the Corporate Fraud Team six monthly activity reports to the Audit and Governance Panel and a Members briefing prepared at the end of the exercise.	Davis, Ian
CAB	21/01/2025	Ayrshire Growth Deal: ASTAC Proposal	["CT"]	Hunter, George	Submit OBC to Scottish and UK Governments	Yes	31/03/2025		OBC submitted to UK and Scot Gov(s)	Pollock, Bob
CAB	21/01/2025	Visitor Levy Survey	["CT"]	Hunter, George	Publish Visitor Levy Survey	Yes	28/02/2025		Visitor Levy Survey published 14/02/2025 and due to end 09/05/2025. Initial survey responses shared with PFH 25/02/2025.	Clark, Alec;Conn olly, Brian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
SAC	12/12/2024	Outcome of Public Consultation - Heritage Proposals Submitted by Prestwick Civic Pride	["CT"]	Hunter, George	Stakeholder Workshop	Yes	30/04/2025		Work completed and informed key decisions including Council Capital for forthcoming year	Kilbride, Martin
SAC	12/12/2024	Outcome of Public Consultation - Heritage Proposals Submitted by Prestwick Civic Pride	["CT"]	Hunter, George	Draft Masterplan for Prestwick Regeneration	Yes	30/09/2025			Kilbride, Martin
SAC	12/12/2024	Solar Farms Feasibility Study	["HOD"]	Burns, Tom	Business case presented to Transformation Board	Yes	25/02/2025		Solar Farm stage 2 business case approved by Transformation Board	Pollock, Bob

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	29/10/2024	Shaping Our Future Council update	["CT"]	Reid, Louise	Update report including benefits to Service and Partnerships Performance Panel	Yes	31/03/2025		Report in clearing for SPPP meeting on 11th March 2025.	Dowey, Martin;Da vis, Ian
CAB	25/09/2024	Additional Support Needs Education Provision – Troon Primary School	["ED"]	McRobe rts, Lyndsay	Provide a follow up report to Cabinet on the outcome of the consultation process for consideration and a decision	Yes	18/02/2025			Grant, William
CAB	27/08/2024	Aerospace and Space Technology Application Centre (ASTAC) Project	["CT"]	Hunter, George	OBC Reviewed with PMO Team	Yes	28/02/2025		Concluded	Pollock, Bob
CAB	27/08/2024	Aerospace and Space Technology Application Centre (ASTAC) Project	["CT"]	Hunter, George	Final OBC submitted to Scottish and UK Governments	Yes	28/02/2025		Submitted	Pollock, Bob

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	18/06/2024	Regeneration Build Project B	["HOD"]	Braidwo od, Kevin	Report to Cabinet at Financial Close	Yes	31/03/2025		Removed as superseded by the AGD - Prestwick Proposition (presented to Council 06/02/2025). https://www.south-ayrshire.gov.uk/article/79731/South-Ayrshire-Council-Special-6th-February-2025	Pollock, Bob;Davis , Ian
CAB	23/04/2024	South Ayrshire Inward Investment Ambitions Plan	["CT"]	Hunter, George	Report on progress to Service and Partnerships Performance Panel	Yes	30/04/2025		Paper now in cycle for SPPP	Pollock, Bob
CAB	12/03/2024	Ayr Town Centre Framework	["SC and C"]	Hunter, George	Initiate Concept Development/ Design work on previously approved projects	Yes	31/03/2025		Project largely sits with project delivery arm of the Council with input from EDR on LUf funding - now submitted	Pollock, Bob

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	12/03/2024	Civic Government (Scotland) Act 1982 - Licensing of Sexual Entertainment Venues	["CEO"]	Caves, Catriona	Report to Cabinet on consultation	Yes	28/02/2025		At the Cabinet meeting on the 21st January 2025, it was agreed that the current due date of 21/01/2025 be amended to 28/02/2025 At the Cabinet meeting on the 18th February 2025, a report was presented by Licensing Service re outcome of the consultation, and recommendations approved.	Kilbride, Martin
CAB	14/02/2024	Accessible Ayr Update	["SC and C"]	Hunter, George; Corrie, Jane	Project being considered through ARA	Yes	31/03/2025		Project now being delivered through ARA. EDR work concluded	Pollock, Bob
SAC	07/12/2023	Golf South Ayrshire – Strategy Update	["SC and C"]	Mutch, Alistair	Provide Cabinet with a report on the implementation of the Strategy at the end of year 3	Yes	28/02/2025		Golf Strategy Update presented to Cabinet in Feb 2025. This will be moved from Cabinet and reported to SPPP annually as per action noted	Connolly, Brian

Mtg	Mtg Date	Title of Report	Director ate	Manage d by	Implementation	Comp lete	Current Due Date	Requested Revised Due Date	Notes (any date changes agreed with relevant PFH(s))	Portfolio Holder
CAB	28/11/2023	Ayr Town Centre Framework	["SC and C"]	Hunter, George	Implement the recommendations within this report	Yes	31/03/2025		Project proceeding on key elements - shopfronts/BSQ and Newmarket Street. Wider work considered through SPS.	Pollock, Bob
CAB	30/08/2022	Ayrshire Growth Deal Aerospace and Space Programme - Update.	["SC and C"]	Hunter, George	Ensure development of Full Business Cases once the remaining project OBCs have final Scottish and UK Government Approval	Yes	28/03/2025		Following discussion between CEO and DFM from Scot Gov - all projects now proceeding to FBC in 25/26. Astac in for OBC approval	Pollock, Bob

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 18 March 2025**

Subject: Ayr Parking Consultation and General Parking Review

1. Purpose

1.1 The purpose of this report is to present:

- 1.1.1 the Outcome Report for the 2023 Ayr Parking Consultation which sets out the feedback received in relation to proposals for residents parking and pay and display parking, along with the resultant recommendations; and
- 1.1.2 observations on the 2 hours free parking initiative following a public consultation and it also sets out proposals for the future management of the Council's parking estate.

2. Recommendations

2.1 It is recommended that the Cabinet:

- 2.1.1 **notes the contents of the Ayr Parking Consultation 2023 Outcome Report attached at Appendix 1 and approves the report recommendations;**
- 2.1.2 **notes the statutory process to promote Traffic Regulation Orders;**
- 2.1.3 **notes the contents of the General Parking Review 2025 attached at Appendix 2 and the 2 Hours Free Parking Report attached at Appendix 3;**
- 2.1.4 **requests the Head of Roads to prepare draft Traffic Regulation Orders and commence the statutory consultation process for the introduction of proposed;**
 - i. **new or amended residents parking schemes;**
 - ii. **new on-street parking charges in streets to the west of Wellington Square and Charlotte Street;**
 - iii. **new off-street parking charges in the Council's car parks;**
 - iv. **new seasonal on-street parking charges on the Esplanade, Ayr;**
- 2.1.5 **agrees to consider future recommendations arising from said consultation processes;**

2.1.6 approves the proposed new parking tariffs; and

2.1.7 notes the Head of Roads' intention to submit a bid to the repairs and renewals budget for capital investment in associated new parking infrastructure.

3. Background

- 3.1 At the Cabinet meeting of [17 January 2023](#), Members [approved](#) proposals for the re-engagement of the public in a second round of consultation relating to parking proposals for Ayr.
- 3.2 The [Ayr Parking Consultation 2023](#) commenced 27 November 2023 and concluded 31 January 2024. The primary aim of the consultation was to present refined proposals for residents parking and on-street pay and display parking which are designed to modernise or amend the current offering.
- 3.3 The Cabinet initially considered a version of this report at its meeting of 27 August 2024 and [agreed](#) to its deferral to allow for the expansion of the subject matter to include a wider parking review.
- 3.4 As a result, an additional parking consultation was conducted from 13 November 2024 to 06 December 2024 which gathered feedback on the impacts of the 2 hours free parking scheme which applies within Ayr town centre.
- 3.5 Further consideration has been given to the significant financial impact of the free parking scheme to establish measures which help mitigate this impact on existing budgets through the more effective management of existing resources.

4. Proposals

Ayr Parking Consultation 2023

- 4.1 The 2023 consultation generated 751 responses and a summary of the feedback is contained within the Ayr Parking Consultation Outcome Report attached at Appendix 1. The consultation pages contained relevant information relating to the parking strategy and a range of associated drawings to help inform consultees on the various proposals.
- 4.2 Feedback gathered through a range of focused questions and free text boxes has been analysed and used to help inform the further recommendations contained within the report.
- 4.3 However, it should be noted that both previous consultations were conducted via on-line questionnaires aimed at gauging public opinion. The feedback received has been carefully reviewed and it is noted that the amount of households which were reached, and the level of detail provided, does not allow for the presentation of proposals which can be considered as having majority support.
- 4.4 The mechanism which does allow for detailed consultation reaching every affected household, is the statutory consultation process required for the promotion of underpinning Traffic Regulation Orders (TROs) and this process is further detailed in the following paragraphs.

- 4.5 In summary, at this stage in the process Members are asked to approve in principle the recommendations set out in the Summary Report noting that these proposals are subject to further detailed statutory public consultation.

Traffic Regulation Order (TRO) Statutory Consultation Process

- 4.6 In the first instance the draft proposals would be presented to Police, Fire and other statutory bodies for their consideration and this stage of the process shall be concluded after 21 days.
- 4.7 Thereafter, the proposals would be subject to a wider public consultation where each individual household would be notified and informed of the proposals and their right of objection during the 21 day consultation period (this can be extended as required).
- 4.8 After this engagement process, any maintained objections shall be subject to further panel reports for Member consideration and this will ultimately determine whether the proposals are implemented, or otherwise.

General Parking Review

- 4.9 As previously stated, in addition to the work undertaken in relation to the Ayr Parking Consultation 2023, which dealt with residents parking and on-street pay and display parking, a wider parking review has now been completed. The review considered the impacts of the 2 Hours Free Parking scheme and also examined opportunities to support the scheme through the more efficient use of existing Council resources.
- 4.10 Members are asked to note the contents of the Parking Review Report attached at Appendix 2 along with the 2 Hours Free Parking Report attached at Appendix 3. It is recommended that the Cabinet:
- 4.10.1 Notes the positive feedback received in relation to the 2 Hours Free Parking scheme and the need to identify measures to support its continuation.
- 4.11 In relation to measures which can support the continued operation of the 2 Hours Free Parking scheme, and in recognition of the ongoing challenges in achieving parking income targets in general in recent years, it is recommended that the Cabinet:
- 4.11.1 agrees to the promotion of a TRO for the introduction of pay and display charges into the Council's public car parks;
 - 4.11.2 agrees to the promotion of a TRO for the provision of seasonal parking charges along the Esplanade, Ayr;
 - 4.11.3 approves the proposed new on-street and off-street pay and display tariff; and
 - 4.11.4 notes the Head of Roads' intention to submit a bid to the repairs and renewals budget for associated new infrastructure.

5. Legal and Procurement Implications

- 5.1 In terms of the Council's Scheme of Delegation any proposals arising from the Traffic Regulation Order statutory consultation process shall be referred to the

Regulatory Panel within whose remit matters relating to Road Traffic Regulation Legislation rests.

- 5.2 Timescales for the preparation and implementation of new TROs are entirely dependent upon the scope of the proposals. If and when approval is granted, the TRO preparation work shall commence and may take up to 6 months to complete which shall then allow for the statutory consultation process to commence.
- 5.3 The consultation process typically takes 2 months to complete with a period of engagement with any objectors commencing thereafter. Therefore, it is anticipated that officers shall be in a position to report back on the outcome of the statutory TRO consultation process within 12 months. Full implementation of any agreed proposals would then occur within a further 6 months.
- 5.4 Any procurement requirements shall be undertaken following Council Standing Orders and any other relevant guidelines.

6. Financial Implications

- 6.1 The effects of the 2 hours free parking scheme continue to be monitored and current projections indicate a potential underachievement in parking income for the 2024/25 year of £500,000 compared with the budget target of £1,020,000. However, a revised budget target for parking income has been set at £420,000 for 2025/26.
- 6.2 In support of the residents permit scheme proposals, a new web hosted permit database which links to the existing parking database and Parking Attendant handheld devices is required. In addition to the purchase costs, annual license fees are also applicable.
- 6.3 There are also various costs applicable for the provision of various parking infrastructure items such as ticket machines, road traffic signs and road markings. And there are further costs associated with the advertising of underpinning TROs.
- 6.4 However, as demonstrated within the report and associated documents, there is the potential to recover a significant proportion of the projected deficit should some or all of the recommendations be approved.
- 6.5 It is, therefore, the intention to submit a bid to the repairs and renewals budget for capital investment in associated new parking infrastructure to the value of £276,000. Given the substantial nature of this request, it may be necessary to phase implementation over two or three years. All estimated or projected income and expenditure is set out in Table 1 below:

Capital Costs	
Permit database (config and integration)	£12,000
TROs (advertising)	£5,000
Lines and Signs (manufacture and install)	£30,000
Ticket machines (supply and install)	£228,000
Pay by Phone (config and integration)	£1,000
Total	£276,000

Revenue Costs	
Annual permit database license fee	£1,000
Ticket machine maintenance and servicing	£10,000
Ticket machine back office database fee (inc sim)	£40,000
Cash collections	£40,000
Total	£91,000
Projected Income	
Residents permits	£50,000
Additional on-street P&D west of W'ton Square	£50,000
Additional off-street P&D	£230,000
Additional on-street seasonal P&D on Esplanade	£11,000
Amended on and off-street parking tariff	£30,000
Total	£371,000

Table 1

7. Human Resources Implications

- 7.1 The required tasks arising from the various work detailed within the report shall be undertaken by ARA. Additional enforcement patrols will be provided, and existing staff rotas are subject to review through an ongoing 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 Rejecting the recommendations may impact on the reputation of the Council and hinder the ability to implement the stated objectives contained within the South Ayrshire Council Parking Strategy 2020 - 2024.

9. Equalities

- 9.1 An Integrated Impact Assessment has been carried out on the proposals contained in this report, which identifies potential positive and negative impacts. The IIA Summary Report is attached as Appendix 4 which includes information on any mitigating action required.
- 9.2 A copy of the fully completed IIA can be accessed [Ayr Parking IIA - ARA.xlsm](#)

10. Sustainable Development Implications

- 10.1 ***Considering Strategic Environmental Assessment (SEA)*** - 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 One of the Council Plan: Spaces and Places.

13. Results of Consultation

- 13.1 There has been a public consultation on the contents of this report and the details are contained within Appendices 1 and 2.
- 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

- 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>
Prepare draft TROs	30 September 2025	Head of Roads, Ayrshire Roads Alliance
Complete statutory consultation process	31 December 2025	Head of Roads, Ayrshire Roads Alliance
Prepare and submit Panel report	31 March 2026	Head of Roads, Ayrshire Roads Alliance
Implement new parking schemes	31 August 2026	Head of Roads, Ayrshire Roads Alliance

Background Papers [South Ayrshire Parking Strategy 2020 - 2024](#)

Person to Contact Jane Corrie, Head of Roads
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Date 7 March 2025



SOUTH AYRSHIRE COUNCIL PARKING
STRATEGY 2020 - 2024
Ayr Parking Consultation 2023

Outcome Report

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Introduction

As urban areas continue to grow and more people own cars, finding a convenient parking space on the street is becoming increasingly difficult. In many areas within South Ayrshire, residents compete with commuters, shoppers and others for limited parking spaces.

In order to alleviate this problem, local authorities have implemented residents' parking permit schemes, which allow residents to park on their street whilst placing certain restrictions on non-permit holders.

Residents parking schemes operate within numerous towns and cities across the UK where the control of on-street parking is required to preserve the characteristics of residential streets located within the catchment areas of town centres.

Without control measures, residential streets can be subject to non-residential shopper, worker or commuter parking to the detriment of residents and their visitors particularly those households without access to off-street parking.

Whilst residents parking schemes by their nature aim to serve the needs of residents, there are additional benefits in terms of a reduction in CO2 emissions through encouraging travel behaviour change and a reduction in non-residential traffic.

Permit charges should be set at levels which ensure schemes are self-financing with any surplus revenues re-invested into roads related projects such as maintenance programmes or traffic calming schemes.

Designated parking (or pay & display parking) is a proven effective means of controlling limited and in demand on-street parking bays and the proposals detailed within the Outcome Report are designed to further enhance the existing town centre offer.

Ayr Parking Consultation 2023

The South Ayrshire Council Parking Strategy 2020 - 2024 details the Council's aims and aspirations for parking within the Council area and the first Ayr Parking Consultation took place between Monday 5 July 2021 and Monday 16 August 2021.

The findings of the consultation survey, published in the Consultation Outcome Report, was presented to the South Ayrshire Cabinet on 17 January 2023.

A further [Ayr Parking Consultation 2023](#) was carried out between 18 November 2023 and 31 January 2024 which presented refined proposals for residents parking and pay & display parking with the aim of addressing long standing issues concerning visitor and tradesperson parking. Consultees were invited to review the proposals and have their say via the survey on:

- Whether they consider the refined proposals for residents parking and paid parking are appropriate;
- Whether the refined proposals for residents parking and paid parking extend far enough;
- And if there are any other issues, we should consider.

The results of this consultation were intended to help shape scheme development and it was stated that they would be collated and presented to South Ayrshire Council Cabinet at a later date, along with officer recommendations on how any future schemes should proceed.

The parking scheme proposals for residents and paid parking were detailed within the consultation narrative and there were multiple drawings available to view by clicking the appropriate PDF links.

Consultation Proposals

The proposals set out within the consultation were as follows:

Residents parking proposal

Permit parking within Ayr needs to be overhauled to make it fit for purpose. The existing scheme for residents' only streets was introduced in the 1970s and has remained unaltered. Households are limited to a maximum of two permits, and there is no visitor permit option, even for short stays of under 3 hours.

There are two schemes which apply:

- Type A permits, which cost £50.00 and apply to residents who live within designated pay & display zones.
- Type B permits, which cost £0.50 (50 pence) and apply to residents who live in residents-only streets.

Under both schemes, there is no option available for tradespeople who work in and around the town centre or for carers or other health care practitioners who make regular visits to residents within the proposed zones.

How the proposed Resident Parking Permit scheme will work:

- Remove residents-only exclusivity within existing residents-only streets and create shared-use "Residents Permit / Limited waiting" parking zones (Scheme applicable Monday to Saturday, 8:00am to 6:00pm).
- Introduce visitor, business, carer and tradespeople permit parking options (Scheme applicable Monday to Saturday, 8:00am to 6:00pm).
- All permits will be issued virtually via an online booking system (assistance available if required), and applicants shall be required to provide relevant documents to prove eligibility, such as a driving license or medical certificate.

Type A Resident Permits within Pay and Display Zones:

- Residents permits will continue to be available to anyone who lives in a property within a pay and display zone and owns a vehicle registered to that address.
- Resident visitor permits would be available to anyone who lives in a property within a pay and display zone.
- Business permits and business visitor permits would be available to any business located within the zones.

Type B Permits within Residential Zones:

- Resident only streets would become shared-use parking areas where parking bays are available to anyone for up to a maximum of 3 hours or for unlimited time by anyone who has a permit.
- Resident permits would be available to anyone who lives in a property within the zone(s) and owns a vehicle registered to that address.

- Resident visitor permits would be available to anyone who lives in a property within the zone(s). This means that visitors can stay for longer than the maximum permitted stay (proposed as 3 hours). Up to 5 vehicles may be registered against each permit.
- The residents' carer permits would also be available to carers or medical professionals who regularly visit the resident.
- Business and visitor permits would be available to any business within the zone(s).

Pay & display parking proposal

There are currently two different charging periods applicable within certain streets within the South Ayrshire paid for parking zones:

- 9:30am to 5:00pm Monday to Friday and 9:30am to 1:00pm Saturday
- 8:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday

In the interests of simplifying the offer for citizens and enabling a smoother transaction process, there is no longer a sound rationale for maintaining two different charging periods.

The Council recently introduced a "2 hours free" at any time during the day parking initiative, replacing the need for the free parking periods currently available under the existing set-up.

The streets within the vicinity of the County Buildings are the only streets within the wider town centre areas not currently subject to pay for parking. The existing limited waiting restrictions are difficult to manage, and the desired turnover of spaces to enable ease of access to the County Buildings, Court and various other businesses is not achieved.

Under the current system, there are no permit options available to residents, businesses and guest houses located within these areas.

How the pay and display parking proposals will work:

- Rationalise charging periods across the existing zones to apply charges between 8:00am and 6:00pm Monday to Saturday.
- Extend pay and display into Bath Place, Pavilion Road, Cassillis Street, Charlotte Street (West) and Place de St Germain En-Laye (to be known as Zone A5).

Consultation Summary of Feedback and Conclusions

Question 1 to 5 – General

The on-line consultation generated 751 responses and consultees were asked to provide some background information in Questions 1 to 5 in order to gauge their connection to the town centre and their main reasons for visiting.

Question 6 – Pay & Display Parking

There were three statements posed to gauge opinion on the proposals to amend designated parking arrangements where consultees were asked confirm their level of agreement or disagreement.

All three statements generated majority opposition. Opposition to the proposal to rationalise charging periods to create one simplified period across the town centre (8am – 6pm Mon – Sat) may be attributed to a general sense that parking charges should be scrapped altogether. However, the introduction of the 2 hours free parking initiative has been well received and could perhaps address many of the concerns raised. There also remains the need to manage parking such that a turnover of spaces continues to be generated particularly on Saturdays.

It is difficult to determine why the proposal to extending charges to the west of Wellington Square and Charlotte Street were opposed. It may be that the many respondents were workers who currently use this area to park for free. Further consideration needs to be given as to how best to meet their needs whilst still encouraging the desired turn over of spaces.

Question 7 – Residents Parking

Question 7 was designed to test opinion around the resident parking proposals and the five statements generated a mixed response. Whilst a majority of consultees expressed their opposition towards the statement relating to whether they agreed that the permit schemes required updating, there was a fairly even split of opinion.

The supporting statements submitted via the free text options suggest that opposition may be attributed to those who felt that the creation of new permit zones was unnecessary or that they objected to the proposed permit price increase.

There was clear support for the introduction of visitor, carer, business and tradespeople options but clear opposition to the proposed permit prices. Conversely, there was clear opposition to the proposal to implement an equitable permit price to the two types of permit and a quite significant negative response to the proposal for a 3 hour maximum stay limited waiting option for non-permit holders.

Consultees were also invited to submit comments or opinions in order to better understand the strength of feeling around the proposals. The key themes emerging can be categorised as follows:-

- Charging periods should not apply 8am – 6pm on Saturdays, Sundays should remain free;
- Three hours limited waiting within residents streets is too long;
- Residents should not have to pay to park in their street;
- Tradespeople should not have to pay to park in residential areas, and;
- Parking in general should be free.

With regard to the proposals for residents and business permit parking, the argument for implementing the proposed amendments, particularly those which seek to replace the outdated Type B residents permit system which has been in operation for over 40 years remains strong. That said, the proposals put forward in the consultation do require some revisions having taken cognisance of the detailed feedback submitted.

Residents were particularly concerned about the proposed levels of charging with many seeing this as a parking levy or “tax”. The proposed charges were based on existing charges applied within Permit Zone A which have not been reviewed since implementation in 2012. However, it is recognised that to increase charges within Permit Zone B from £0.50 for the lifetime of occupancy to £60.00 per annum, or, to impose a new charge of £60.00 per annum in areas not currently subject to any charges, is perhaps far too great an increase.

Therefore, a benchmarking exercise has been undertaken to establish comparable permit costs in other the towns and cities to determine if there is a more appropriate level of charging which should be considered within Zone B. The results of the benchmarking exercise are presented in the following table:

Location	1 st Resident’s Permit (closest equivalent)	Additional Permits	Visitor Permits
Glasgow (peripheral)	£98.00	£98.00	£25.00 for 5
Edinburgh (peripheral)	£36.50	£43.80	£36.00 for 10
Dundee (Broughty Ferry)	£90.00	£90.00	N/A
Aberdeen (peripheral)	£100.00	£150.00	£80.00 for 15
Perth & Kinross (outer zone P&D)	£144.00	£144.00	N/A
Inverness	£61.00	£61.00	£61.00
Nairn	£42.00	£42.00	£42.00
Stirling	£95.00	£95.00	N/A
Cupar	£50.00	£50.00	N/A
Dunfermline	£100.00	£100.00	N/A

As aforementioned, Zone A permit costs have not been revised since their implementation in 2012 despite the application of several pay and display price rises. A distinction between this zone and residential zones should be maintained which reflects the value of permits which allow all day parking within the premium on-street pay for parking zones.

Consultation feedback also indicated that there is little need to draw any distinction between a tradesperson permit and a business permit and the higher rates associated with Zone A permits should be reflected by the areas in which they may be permitted for use.

As for pay & display parking, based on the fact that the 2 hour free parking initiative has now been fully implemented and well received, and considering the need to ensure there is a turnover of parking bays particularly on Saturday afternoons, the proposed rationalisation of charging periods to apply charges from 8.00am to 6.00pm Monday to Saturday across the whole pay for parking zone is still merited despite feedback to the contrary.

This would simplify the options and compliment the free parking initiative by replacing the existing charging periods of 8:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday (Zone A) and 9:30am to 5:00pm Monday to Friday and 9:30am to 1:00pm Saturday (Zone B).

The other main proposal relating to paid for parking; the extension of the pay for parking zone to the west of Wellington Square and Charlotte Street, met with opposition. However, the 2 hours free parking initiative and the proposed residents permit system should help mitigate concerns.

Also having given further consideration into the typical usage of these areas by court attendees and workers etc., it may be prudent to increase the amount of time available to purchase as there is a clear business need for extended parking stays within this area.

Recommendations

The recommendations for residents and business permit parking are set out below with revisions from the original proposals set out in the consultation underlined for ease of reference.

Residents and Business Permit Proposals

Type A Permits within Pay and Display Zones

Recommendation 1

Increase existing residents permit prices from £50.00 per annum or £16.00 per quarter to £60.00 and £19.00 respectfully.

Recommendation 2

Introduce a new Type A residents' visitor option priced at £5.00 per permit per day as originally proposed.

Recommendation 3

Introduce a new Type A residents' carer option free of charge and as originally proposed.

Recommendation 4

Introduce a new optional Type A business permit priced at £400 per annum or £120 per quarter and optional business' visitor permit option priced at £5.00 per day as originally proposed and remove the distinction between a business permit and a tradesperson permit.

Recommendation 5

Allow Type A business permits to be used in all zones.

Type B Permits within Residential Parking Zones

Recommendation 6

Remove residents only streets and introduce shared permit / limited waiting zones as originally proposed with the maximum length of stay for non-permit holders reduced from 3 hours to 1 ½ hours.

Recommendation 7

Introduce a new Type B resident's permit of £45.00 per annum or £15.00 per quarter.

Recommendation 8

Introduce a new residents' visitor permit option priced at £2.00 per permit per day. There would be an option to purchase "books" of permits.

Recommendation 9

Introduce a new residents' carer permit option free of charge and as originally proposed.

Recommendation 10

Introduce a new optional Type B business permit priced at £100 per annum or £30 per quarter and optional business' visitor permit option priced at £2.50 per day as originally proposed and remove the distinction between a business permit and a tradesperson permit.

Pay for Parking Proposals***Recommendation 11***

Rationalise the charging periods to apply charges from 8.00am to 6.00pm Monday to Saturday across the whole pay & display parking zone as originally proposed.

Recommendation 12

Extend the designated parking zone as originally proposed to the west of Wellington Square and Charlotte Street to cover the following streets:

- Charlotte Street (West)
- Bath Place
- Pavilion Road
- Cassilis Street
- Place de St Germain En-Laye

Recommendation 13

Apply charges based on a new tariff which enables 4 hours parking within the above streets (in addition to the 2 hour free period).

Consultation Responses

Consultation Question 1

Question 1		
Have you reviewed the information available on the Ayr Parking Consultation - 2023 webpage?		
Answer choices	Responses	Number
Yes	95.34%	716
No	4.66%	35
Total		751

Consultation Question 2

Question 2		
Have you reviewed the information available on the Parking Strategy?		
Answer choices	Responses	Number
Yes	95.07%	714
No	4.93%	37
Total		751

Consultation Question 3

Question 3		
Have you reviewed the information on the Consultation Outcome Report?		
Answer choices	Responses	Number
Yes	92.14%	692
No	7.86%	59
Total		751

Consultation Question 4

Question 4		
What is your connection to Ayr town centre and surrounding areas?(select all that apply)		
Answer choices	Responses	Number
I own a business	7.72%	58
I work in Ayr town centre	15.8%	117
I live in or close to Ayr town centre	77.90%	585
I visit Ayr town centre	29.43%	221
I have no connection to the town centre	1.20%	9
Other (please specify)*	6.92%	52
Total		751

* to view "Other" responses please see below.

Consultation Question 5

Question 5		
What are your main reasons for visiting Ayr town centre? (select all that apply)		
Answer choices	Responses	Number
Work	29.03%	218
Socialising	51.13%	384
Recreational	40.21%	302
Shopping	66.44%	499
Commuting	15.05%	113
Other (please specify)*	27.83%	209
Total		751

* to view "Other" responses please see below.

Consultation Question 6

Question 6						
Please indicate whether you agree or disagree with the following three statements surrounding Pay and Display parking.						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
The hours during which on-street parking charges apply should be made the same across the town	11.85% 89	23.30% 175	13.85% 104	13.18% 99	37.82% 284	751
The on-street charging hours should be 8:00am to 6:00pm Monday to Saturday	5.19% 39	12.65% 95	12.52% 94	23.04% 173	46.60% 350	751
The streets listed as zone A5 near to the County Buildings should be included in the pay and display zones	9.99% 75	15.05% 113	15.58% 117	16.91% 127	42.48% 319	751

Consultation Question 7

Question 7						
Please indicate where you agree or disagree with the following five statements surrounding residents parking.						
Answer Choices	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Existing resident permit schemes require updating and amending	10.79% 81	20.37% 153	18.51% 139	10.79% 81	39.55% 297	751
Resident permit schemes should have a visitor option	36.09% 271	33.16% 249	10.79% 81	4.39% 33	15.58% 117	751
Resident permit schemes should have a carer/business/tradesperson option	36.62% 275	31.42% 236	12.25% 92	5.33% 40	14.38% 108	751
The price for a Type A (pay & display zone) and Type B (residential area zone) resident permit should be the same	8.39% 63	13.58% 102	17.98% 135	16.78% 126	43.28% 325	751
3 hours maximum length stay within the shared use bays within the Type B permit areas is the right amount of time.	4.93% 37	14.11% 106	18.38% 138	15.58% 117	47.00% 353	751

Consultation Question 4 “Other” recorded comments.

What is your connection to Ayr town centre and surrounding areas (select all that apply)		
“Other” recorded comments		
1	Live in Dongola Road	12/12/2023 17:16 PM
2	I live in an area which has residents parking permit.	12/12/2023 19:05 PM
3	I am disabled from Girvan and never visit Ayr due to insufficient disabled parking spaces.	23/12/2023 16:05 PM
4	Have family here I visit a lot.	08/01/2024 10:12 AM
5	Why Ayr and not Prestwick. We here are plagued by people coming to park ALL DAY who do not live here. Residents cannot park outside their own houses	08/01/2024 14:04 PM
6	Do not agree to pay to not get parking at my door	08/01/2024 15:39 PM
7	I visit my brother regularly who stays in Arran Terrace.	08/01/2024 17:22 PM
8	Permit holder	08/01/2024 17:55 PM
9	Visiting relative on regular basis	08/01/2024 21:14 PM
10	I assist my disabled aunt with her shopping	08/01/2024 21:23 PM
11	I live in York street where the proposed parking restrictions will be!	09/01/2024 12:46 PM
12	I love visiting Ayr as my late mother came from Ayr I stay in Dumfriesshire no parking charges in Dumfries	09/01/2024 15:51 PM
13	I love visiting Ayr as my late mother came from Ayr I stay in Dumfriesshire no parking charges in Dumfries	09/01/2024 15:51 PM
14	I own a business and travel into Ayr regularly for meetings with clients and also regularly visit premises in Ayr	09/01/2024 16:35 PM
15	Kincaidston resident.	09/01/2024 18:21 PM
16	lived in Ayr all my life	09/01/2024 19:23 PM
17	I stay in one of the streets they want to start charging to park	09/01/2024 20:35 PM
18	I live in an area within the new proposed parking charges which are an absolute nonsense as no one would park this far out to go to town	09/01/2024 21:43 PM
19	Serious empathy with local business and taxi drivers	09/01/2024 22:52 PM
20	I visit to babysit my grandchildren on Bellevue Crescent Ayr. I currently I've on Bellevue Road Ayr.	10/01/2024 08:36 AM
21	These proposals fail to undertake the basic issue of parking for residents and non-residents. Residents will need parking to be accessible near their homes. The cost of resident's only permits does not provide for parking in metered areas. As park and ride does not operate in the town there are no alternative for parking outside the town centre.	10/01/2024 10:58 AM
22	I rarely visit Ayr Town centre due to the lack of free parking.	10/01/2024 12:45 PM
23	My son lives in Falkland road and I visit it regularly	11/01/2024 21:48 PM
24	As a small trade business the overhead from fuel, van and took insurances and vehicles along with public liability is already extremely difficult to keep competitive rates again cash only jobs. These costs push small businesses away from family time, holiday pay and towards not able to run at all. People who live on these streets should also not have to pay to park in their own street. Car insurance is already much higher on streets such as McCall's avenue and walker road due to multiple vandalism's and vehicle damage from drunks... this seems utterly unfair and unjust to all involved.	12/01/2024 10:23 AM
25	AHAC Homeless & Housing Advice & Support Charity	12/01/2024 12:24 PM
26	I am currently the Chair person for Ayr Housing Aid Centre on York Street.	12/01/2024 12:48 PM
27	AHAC Homeless and Housing Advice Charity	12/01/2024 13:50 PM
28	Live at Prestwick Road and park on McCall's Avenue or Union Avenue	17/01/2024 11:11 AM
29	I live in Prestwick Road which for some reason is not included in the consultation of proposed resident parking for McCall's Avenue and Union Avenue And my partner is Disabled and has a blue badge and need to park as close to our home as possible. The new parking will mean we are not entitled to a resident parking permit and in this case will have to move house.	17/01/2024 22:23 PM

30	Work and live	18/01/2024 09:59 AM
31	Trustee Treasurer - Ayr Housing Aid Centre, York Streets (AHAC)	18/01/2024 11:39 AM
32	I live one mile from town centre, and cannot believe that these new parking fees would affect Falkland Park Road Ayr.	18/01/2024 16:53 PM
33	I live at 46 union avenue	18/01/2024 18:00 PM
34	I live at 10 Prestwick Road Ayr and have no off street parking. Only Union Avenue is available to myself to park and this has been included in the areas that will be subject to resident parking permit.	20/01/2024 10:58 AM
35	[REDACTED] I Didn't know anything about this until my neighbour at 6b told us of this proposal. We are elderly and my wife doesn't keep well and to stop us from parking near our own house would be a bit extreme. We have a blue badge and need to park as close to our place as possible	20/01/2024 15:15 PM
36	Also my parent and in-laws live in Ayr town centre, and we access many facilities and shops in the town centre	20/01/2024 21:24 PM
37	I and other family members are unpaid carers for my housebound dad	21/01/2024 11:24 AM
38	My elderly mother lives in the town centre	21/01/2024 17:15 PM
39	Regularly visit in Park Terrace. Going to cost me £5 every time I visit. Crazy. People need friends who are not carers	21/01/2024 21:38 PM
40	Ayr Housing Aid Centre Homeless and Housing Advice & Support Charity - York Street	22/01/2024 15:16 PM
41	I stay in union Avenue, outside town, also paid years ago to get drive in done in front of my house. There is a lot of houses in the Avenue had it done. What idiot came up with this?	22/01/2024 19:56 PM
42	Ayr Housing Aid Centre Homeless and Housing Advice & Support Charity	23/01/2024 12:35 PM
43	My elderly parents live in union avenue	23/01/2024 17:23 PM
44	I'm a resident in Falkland Road	24/01/2024 16:59 PM
45	Family and friends living in town centre Socialise in Ayr	25/01/2024 09:13 AM
46	Resident in Zone B	27/01/2024 12:53 PM
47	I go to college	28/01/2024 10:24 AM
48	I live on one of the streets to be added to the proposed parking permit	28/01/2024 21:43 PM
49	I stay in Ayrshire and I am in Ayr regularly	30/01/2024 10:10 AM
50	Social activities, business and shopping.	30/01/2024 23:19 PM
51	I live in a residential street within a conservation area: Park Circus.	31/01/2024 11:50 AM
52	I live on Glebe Street	31/01/2024 20:22 PM

Consultation Question 5 “Other” recorded comments.

What is your connection to Ayr town centre and surrounding areas (select all that apply)		
“Other” recorded comments		
1	Resident.	06/12/2023 21:29 PM
2	Live here for past 35 years	12/12/2023 17:16 PM
3	I have lived at this address, which is in a residents parking permit area, for 37 years.	12/12/2023 19:05 PM
4	When I visit I do not take my car so it's irrelevant my actions from a parking perspective, the survey should have an opt out option for people living in or near to the town centre as this may bias results.	13/12/2023 20:19 PM
5	It's where my house is	14/12/2023 21:40 PM
6	I also live near the town centre	15/12/2023 17:04 PM
7	Resident	18/12/2023 13:50 PM
8	As I live close to the town centre, my reasons for visiting rarely, if ever, require parking anywhere other than my residential street parking. As per my responses to other questions, it is essential that such residential parking is protected.	18/12/2023 19:35 PM
9	I live in the town effectively.	21/12/2023 14:52 PM
10	I live in the town	21/12/2023 16:21 PM
11	I live in town, Park Circus and therefore have no other option but to park outside my home	21/12/2023 20:35 PM
12	I am no longer able to shop in Ayr due to insufficient disabled parking spaces.	23/12/2023 16:05 PM
13	I live there	27/12/2023 11:06 AM
14	Stay & work near town centre	29/12/2023 23:14 PM
15	Living and resident	07/01/2024 16:45 PM
16	Resident	08/01/2024 14:41 PM
18	Resident	08/01/2024 15:08 PM
17	Resident	08/01/2024 15:08 PM
19	My activity within the town centre has no impact on parking due to the fact that I can park outside my house currently, however with the proposed changes I will probably have to take up parking spaces around the town due to no longer having dedicated resident locations. Therefore whilst occasional visitors can take up parking slots in my street, I will have to park within the town itself on a permanent basis given that I won't be circling back around every three hours to check whether any slots are available.	08/01/2024 15:35 PM
20	I live here	08/01/2024 15:39 PM
21	Visiting relatives	08/01/2024 17:22 PM
22	I live there.	08/01/2024 17:38 PM
23	Live and work in town centre	08/01/2024 17:55 PM
24	Caring	08/01/2024 19:28 PM
25	Live in the town centre	08/01/2024 19:49 PM
26	I live in the town	08/01/2024 20:18 PM
27	Assisting my disabled aunt	08/01/2024 21:23 PM
28	I live in Ayr Town Centre.	08/01/2024 21:46 PM
29	I live here.	08/01/2024 22:04 PM
30	I live in Ayr	08/01/2024 22:09 PM
31	We live there	09/01/2024 00:50 AM
32	Shopping is less often these days due to the lack of decent shops! I would now generally go to Silverburn and benefit from free shopping and decent shops and an altogether better shopping experience	09/01/2024 06:55 AM
33	There is not much to do in Ayr anymore, the council has lost the plot.	09/01/2024 07:31 AM
34	Dentist Hairdresser	09/01/2024 07:36 AM

35	Residential	09/01/2024 08:19 AM
36	I live within the permit zone	09/01/2024 08:38 AM
37	Doctor and dentist appointments.	09/01/2024 08:52 AM
38	Live	09/01/2024 09:11 AM
39	Never or rarely take car into town centre as I live close by.	09/01/2024 09:42 AM
40	Live close to town	09/01/2024 10:30 AM
41	I live in the town centre	09/01/2024 12:23 PM
42	i live here	09/01/2024 12:46 PM
43	I live there	09/01/2024 13:18 PM
44	I live here	09/01/2024 13:27 PM
46	Live there.	09/01/2024 13:44 PM
45	Family	09/01/2024 13:44 PM
47	I live in York street. NO ONE PARKS HERE TO GO INTO THE TOWN CENTRE!	09/01/2024 14:38 PM
48	Living	09/01/2024 15:02 PM
49	Dentist	09/01/2024 15:39 PM
50	We live in town centre and therefore, do not have a need to drive to businesses, only park with our Type A permit.	09/01/2024 16:28 PM
51	I own a business and travel into Ayr regularly for meetings with clients and also regularly visit premises in Ayr. I also attend local gym in the potentially new affected areas.	09/01/2024 16:35 PM
52	Shopping. Medical appointments.	09/01/2024 19:20 PM
53	I very rarely visit the town centre because the council have killed every aspect of the town - lack of funding, lack of any common sense - built the "Cutty Sark" where Woolworths was, you can't even hire it for an event! A tick box exercise if ever there was one - money to spend in that fiscal year..... Good idea!! A pat on the back to everyone involved..	09/01/2024 19:23 PM
54	Living	09/01/2024 19:38 PM
55	I drive to the town centre and pay to park there already.	09/01/2024 20:35 PM
56	I live here	09/01/2024 21:24 PM
57	I don't take my car to town	09/01/2024 21:43 PM
58	I don't visit Ayr town centre , there is a poor selection of shops I tend to go to Heathfield industrial estate or Silverburn	09/01/2024 22:53 PM
59	To go to the Doctors and Dentist. Also take my Disabled Father into his appointments.	10/01/2024 02:07 AM
60	Babysitting	10/01/2024 08:36 AM
61	I live in the town centre 24/7	10/01/2024 10:58 AM
62	Occasionally shopping but this is rare due to the lack of free parking.	10/01/2024 12:45 PM
63	Stay in town	10/01/2024 13:25 PM
64	The closest to where I live and shop	10/01/2024 13:32 PM
65	I am retired and visit the town centre to undertake volunteering activities.	10/01/2024 13:56 PM
66	Restaurants	10/01/2024 17:11 PM
67	I live in Ayr	10/01/2024 18:07 PM
68	live in Ayr	11/01/2024 15:16 PM
69	live near Ayr town centre	11/01/2024 15:20 PM
70	Living here	11/01/2024 19:47 PM
71	Live in town centre	11/01/2024 22:36 PM
72	Providing a service within the community to vulnerable people in housing need and poverty	12/01/2024 12:24 PM
73	Volunteer work	12/01/2024 12:48 PM
74	Provision of a support to individuals and families with housing needs	12/01/2024 13:50 PM

75	I live there...	12/01/2024 17:16 PM
76	Attending Church for worship and other pastoral and community mission services (note may of these will take place during the working week)	12/01/2024 21:25 PM
77	Access services, eg physio. Dentist	12/01/2024 21:42 PM
78	To bring my children to school	13/01/2024 10:13 AM
79	School drop off / pick up for young children	13/01/2024 10:41 AM
80	I live there	14/01/2024 03:23 AM
81	I live in the town centre	14/01/2024 19:10 PM
82	Resident of Park Terrace	14/01/2024 19:24 PM
83	Dentist appointments.	14/01/2024 23:10 PM
84	I live in the town centre.	15/01/2024 10:40 AM
85	Live in an affected Zone B10	15/01/2024 14:29 PM
86	Dr's surgery	15/01/2024 16:03 PM
87	I live on Park Terrace & I have a business at Burns Statue Square	15/01/2024 20:57 PM
88	Live near the town centre	16/01/2024 16:53 PM
89	Resident	16/01/2024 19:41 PM
90	Park on the new proposed area but my house is on Prestwick road	17/01/2024 11:11 AM
91	I live there.	17/01/2024 20:49 PM
92	Stay in new proposed area	17/01/2024 22:23 PM
93	I live in Arran Terrace and have done so for the past 30 years	17/01/2024 22:50 PM
94	I live here.	18/01/2024 09:02 AM
95	I work and live in the selected areas of Ayr	18/01/2024 09:59 AM
96	Live here & work.	18/01/2024 10:49 AM
97	I live there	18/01/2024 11:26 AM
98	AHAC voluntary support as Board Trustee	18/01/2024 11:39 AM
99	I live in Ayr town centre	18/01/2024 12:05 PM
100	I live here.	18/01/2024 16:42 PM
101	Because I live there - although I have never considered my address to be in Ayr Town Centre! I live in Falkland Park Road which is part of Newton and at least a mile outside Ayr Town Centre yet its still included in your plans to charge for residential parking	18/01/2024 17:16 PM
102	visiting GP surgery and dental surgery	18/01/2024 21:46 PM
103	Reside in Ayr Town Centre	18/01/2024 21:49 PM
104	My home	18/01/2024 23:03 PM
105	Reside in the area	19/01/2024 09:06 AM
106	home	19/01/2024 11:03 AM
107	Live here	19/01/2024 11:37 AM
108	Live here	19/01/2024 11:41 AM
109	My main reason for visiting the town centre is because I live in it. I shop in the centre, socialise in the centre etc. All because I actually live nearby, which is being penalised for doing so is astonishing!	19/01/2024 12:12 PM
110	Dentist/opticians	19/01/2024 12:56 PM
111	I live there!	19/01/2024 14:32 PM
112	Live in the area affected	19/01/2024 16:55 PM
113	I live here, therefore the options are irrelevant but form would not allow this question to be ignored.	19/01/2024 17:56 PM
114	I live in Barns Crescent.	19/01/2024 18:15 PM
115	live there	19/01/2024 18:24 PM
116	I am a home owner in Ayr town centre, York Street Lane.	20/01/2024 09:23 AM
117	Live Barns Crescent	20/01/2024 11:18 AM

118	I live here.	20/01/2024 13:48 PM
119	I live here.	20/01/2024 13:49 PM
120	I live in Bellevue Crescent Ayr	20/01/2024 13:51 PM
121	I live in the town centre	20/01/2024 14:08 PM
122	I	20/01/2024 14:24 PM
123	Stay at Prestwick Road	20/01/2024 15:15 PM
124	RESIDENT ZONE B	20/01/2024 17:12 PM
125	Cultural events	20/01/2024 21:08 PM
126	Appointments. Services I'm registered with are all town centre: doctors, dentist, vets, bank, opticians, solicitors, vets etc.	21/01/2024 08:28 AM
127	I and other family members are unpaid carers for my housebound dad Occasional visits to dentist or bank. Nothing to come to town centre for shopping etc. as nothing here	21/01/2024 11:24 AM
128	As residents living close to the town centre walk to the town centre for all of the above options this question does not relate to resident parking considerations. .	21/01/2024 11:38 AM
129	I live in this area.	21/01/2024 11:47 AM
130	Banking in Ayr as local branches have closed	21/01/2024 12:10 PM
131	I reside in Ayr town centre	21/01/2024 13:53 PM
132	I LIVE THERE	21/01/2024 14:23 PM
133	I live near Wellington Square	21/01/2024 15:27 PM
134	I live in Ayr town centre	21/01/2024 15:47 PM
135	I walk to Ayr Town centre as I live there.	21/01/2024 16:18 PM
136	To visit elderly family	21/01/2024 17:15 PM
137	Residence	21/01/2024 17:48 PM
138	Caring for elderly relative	21/01/2024 18:10 PM
139	Visiting friends. Shopping but generally use River street car park	21/01/2024 21:38 PM
140	I walk to the town, I don't use my car	21/01/2024 23:36 PM
141	I live and work in the town centre	22/01/2024 09:55 AM
142	I live in Ayr	22/01/2024 10:16 AM
143	Cultural events	22/01/2024 12:11 PM
144	I live in Ayr Town Centre	22/01/2024 14:36 PM
145	I visit the dentist on a regular basis for treatment and park near the County Buildings. Whilst in the area, I take the opportunity, within the 3 hour parking slot, to go into the town centre to do a bit of shopping and if time allows, to walk on the beach and perhaps have a coffee. I try to shop locally where possible to support small businesses. I am fit and well enough to walk into the town centre from this area. I do not agree with the introduction of parking charges and feel it will deter people like myself from trying to use and support local businesses, as well as enjoying the local amenities.	22/01/2024 14:37 PM
146	Providing a free service to vulnerable people within South Ayrshire in housing need and poverty	22/01/2024 15:16 PM
147	I live there	22/01/2024 20:16 PM
148	I live there.	22/01/2024 20:17 PM
149	I live here	23/01/2024 09:49 AM
150	High St. Resident	23/01/2024 12:00 PM
151	I live in Type B parking area	23/01/2024 14:20 PM
152	Family	23/01/2024 17:23 PM
153	Visiting doctors dentist podiatrist bank and building societies	24/01/2024 16:37 PM
154	I live there. I'm an oap and against this proposal.	24/01/2024 16:59 PM
155	Dr appointments	24/01/2024 20:04 PM
156	Visiting friends and family	25/01/2024 09:13 AM

157	Reside in area	25/01/2024 13:02 PM
158	As above - I live here.	25/01/2024 15:22 PM
159	I live on Barns Park	26/01/2024 07:55 AM
160	I live on one of the streets close to the Town Centre (Park Circus), where I also run our Guest House business.	26/01/2024 09:24 AM
161	I live there	26/01/2024 20:17 PM
162	Live near the Town Centre. But not in the Town centre. But this disgusting cash grab will impact on my house hold. Thought up by some brain dead people.	27/01/2024 08:58 AM
163	Resident in Zone B	27/01/2024 12:53 PM
164	I live in the town	27/01/2024 20:14 PM
165	College	28/01/2024 10:24 AM
166	Living within the town centre means everything I do starts from and finishes within the centre.	28/01/2024 11:15 AM
167	If you want people to use the town centre continue with two hours free parking for all.	28/01/2024 12:08 PM
168	We live in the town.	28/01/2024 19:47 PM
169	I live in the town centre	28/01/2024 21:28 PM
170	Live close to town	28/01/2024 21:43 PM
171	I live there.	28/01/2024 22:21 PM
172	Health services eg dentist	28/01/2024 22:46 PM
173	I live in the town centre (Content Avenue)	29/01/2024 07:56 AM
174	I live in the town centre	29/01/2024 10:30 AM
175	Resident	29/01/2024 11:16 AM
176	Exercise	29/01/2024 12:15 PM
177	I stay here	29/01/2024 13:36 PM
178	I live in Ayr town centre.	29/01/2024 13:44 PM
179	Resident	29/01/2024 14:15 PM
180	Unfortunately, I do not tend to shop in Ayr for a nice day shopping, as the charging system to park puts me off. I can go to Silverburn with free parking all day which offers greater choice of shops. I do have my hair done in Ayr town and the minimum 2 hours limit is absolutely ridiculous if you need highlights/roots and cut. I end up parking further away and walking into town. The parking situation does not encourage visits. When in town it would be nice to stay longer and not need to constantly check your watch, this doesn't make for a nice relaxing time shopping in Ayr.	29/01/2024 18:20 PM
181	Resident	29/01/2024 19:46 PM
182	I live in this area.	29/01/2024 19:41 PM
183	Shopping	29/01/2024 19:42 PM
184	Resident	29/01/2024 19:46 PM
185	Resident in Bellevue Crescent.	29/01/2024 20:15 PM
186	Visiting doctors surgery	29/01/2024 20:53 PM
187	Visiting family	29/01/2024 21:31 PM
188	Visiting family	29/01/2024 21:36 PM
189	Living	29/01/2024 21:38 PM
190	I live very close to the town centre.	29/01/2024 21:50 PM
191	I lived nearby, as stated in previous question.	29/01/2024 22:01 PM
192	I stay in the town centre	30/01/2024 09:05 AM
193	I live in Bellevue Crescent	30/01/2024 14:21 PM
194	I live in Bellevue Crescent	30/01/2024 14:21 PM
195	Doctor appointment only	30/01/2024 14:36 PM
196	I live in the town	30/01/2024 14:55 PM

197	Live close	30/01/2024 20:02 PM
198	Accessing healthcare/dental care	30/01/2024 20:13 PM
199	i don't visit Ayr. I live here.	30/01/2024 23:59 PM
200	visiting cafés Engaging support services cycling for essentials	31/01/2024 09:28 AM
201	I live in Ayr town centre.	31/01/2024 11:31 AM
202	Medical appointments	31/01/2024 11:45 AM
203	I live here in a residential street within a conservation area: Park Circus.	31/01/2024 11:50 AM
204	I live there	31/01/2024 14:24 PM
205	I live there	31/01/2024 17:21 PM
206	Resident	31/01/2024 20:41 PM
207	Don't visit the town centre as it is a disgrace.	31/01/2024 20:47 PM
208	Visiting family	31/01/2024 21:37 PM
209	Fitness class Bank	01/02/2024 05:16 AM

Consultation Question 8

Question 8		
Please outline if there are any other priorities or areas we should include.		
1	Pavement parking. Parking that obstructs vehicular access/egress to/from homes and commercial premises.	06/12/2023 17:30 PM
2	There should be no limit on how long you can park in a bay of any kind, within the hours between 08.00 and 18.00.	12/12/2023 18:12 PM
3	1. The safety in with streets with primary schools. 2. All residential areas in South Ayrshire.	12/12/2023 23:49 PM
4	Priority should be given to the fact that property prices reflect whether houses have resident parking available to them, if you then allow anyone to park for up to three hours it devalues them, and if they all pay the same amount for permits it doesn't take into account the prices paid for the parking arrangements. If shared bays are to be allowed then 3 hours is far too long, that would mean a resident would have to find alternate parking for far too long, an hour should be more than enough for anyone needing to use a space to pop in somewhere, 3 hours is excessive, and if someone is going to be there for three hours they should plan to use an official parking bay in a pay and display zone.	13/12/2023 20:19 PM
5	n/a	15/12/2023 17:04 PM
6	The absence of investment in enforcement of current parking regulations over many years means that accurate data regarding actual use or abuse cannot possibly be known - abuse of current regulations is commonplace but SAC have no way of knowing this. The data upon which the parking strategy and proposals is based upon is therefore little more than conjecture or, at best, anecdotal information and interpretation of modelling based on other situations and scenarios. This lack of enforcement would cause even more problems if many of these proposals were passed, as restrictions based on time limits alone would require more regular checks. This appears to be clearly identified in the Report from the 2021 Consultation, yet disregarded in the proposals. Town centre parking problems are common across the country and there are few, if any, issues that are unique to Ayr. However, seafront and Esplanade parking problems are particular to the town and require bespoke solutions. The current situation allows those visiting Ayr Seafront to drive directly there, use the beach and then drive home again, having contributed nothing to the local economy. This practice is incredibly common, particularly in summer season. Excessive demand for the free parking available, especially at surge times such as bank holidays or particularly sunny periods, causes those looking for convenient and free parking to encroach into resident permit areas, emboldened by the lack of enforcement. This same lack of enforcement is regularly exploited by SAC employees working at County Buildings. Implementation of paid parking at the Esplanade and surrounding area would deter long-term parking for other activities whilst generating much-needed revenue from beach-goers. This could be used to maintain the beach and ensure a safer and cleaner environment for responsible visitors. However, it would require a significant uplift in enforcement resources and robust implementation of regulations. Naturally, this would also be required in neighbouring residential streets to prevent these being used to avoid parking charges. Planned infrastructure at Blackburn Road car park, (in the form of automated barriers with ANPR system) would facilitate simple implementation of parking charges at that location. However, Esplanade and surrounding street parking would require manual patrols, which are currently so infrequent that they can be relied upon with almost total certainty to not happen during a day-trip. Whilst the report recognises that introduction of parking charges may deter some visitors, it must be questioned why Ayr would wish to attract visitors who	18/12/2023 19:35 PM

	<p>rely on driving directly to the beach then home again, having spent nothing in the town. In Resident Permit areas, the proposals to introduce additional permits for tradespersons, visitors, carers, etc. would attract a significant administrative burden (that is unlikely to be staffed), be open to abuse and, ultimately, create conditions tantamount to a free-for-all that completely undermine the point of any restrictions, leaving the residents that the current system is designed to protect unable to park near their homes. In most (if not all) of these zones, each residence is entitled to apply for two parking permits whilst businesses are allowed more or less permits according to their situation. Overall though, the current system considers the maximum number of vehicles that can be parked in these areas and ensures that there is sufficient capacity for most circumstances. Should carers or tradesmen need to park within these zones, it is common and perfectly workable practice for the property occupier to provide one of their passes for the duration of the visit. When accommodating recreational visitors, it is incumbent upon the person they are visiting to make arrangements. The proposed changes would see tradesmen abusing 'free passes' to park in these areas, including residents bringing additional 'work' vehicles home and clogging up the limited space. Up to 5 visitor permits per household could mean that, even without abuse, one or two houses could commandeer entire streets, thus preventing neighbours from being able to park near their homes. Charges for Resident Permits in resident only streets are currently charged at £0.50 for the lifetime of the residency. The Report compares this to the £50 p/a charge for a resident's permit for Fort Street. Whilst this disparity may appear unfair (and the Report suggests that it is) it reflects the fact that parking would normally be free in the first case and the permit scheme is primarily in force to protect those who live there. Conversely, in areas such as Fort Street, parking would normally be charged. Therefore, provision of subsidised resident passes denies revenue from temporary users. The principle of different rates is therefore understandable. However, the £0.50 charge is no more than a nominal fee and the 'lifetime' validity of passes is open to abuse. A fairer system would be to increase the nominal fee to wholly cover the cost of administration of the scheme whilst also contributing to enforcement of it. Visible passes are required (as they provide visual confirmation to visitors that a scheme is in force, as opposed to an online registration scheme, where parked cars have no visual display) but these can employ technology such as holograms and QR codes to prevent duplication/abuse and verify validity. Annual renewal at an increased fee, e.g. £2 p/a should fund the scheme whilst providing some contribution to additional enforcement patrols. Transparent accounting and visible, effective patrolling would benefit residents and assure them that the scheme was not being misappropriated to fund other resources.</p>	
7	<p>Given our street has a lot of listed buildings and is within a special conservation area, surely it would be pertinent to avoid overuse of the street by people who don't belong on the street, ie letting it open to anyone for 3 hours. We have a lined street with cherry blossoms which I'm sure are to be protected. I myself have seen 'random' people in the street in large vehicles giving no consideration to our trees when parking, some of the trees have been damaged and not replaced which I'd also like addressed. We also have to consider the proposed flats on Miller Road and the access along Park Circus Lane which too will bring more vehicles and exposure. The present permits do need tweaking but to a lesser extent than the proposed amount!</p>	21/12/2023 20:35 PM
8	<p>Disabled parking. There are never any free disabled parking spaces even if we arrive from Girvan at 9am on a Saturday. Plenty of empty loading bays but no disabled parking spaces. As a registered disabled person I need a space close to the shops in order to access them. No free space we return to Girvan without any shopping at all on the High Street. It has upset me so many times that this repeatedly happens that I now will not ask to be taken to Ayr. I miss shopping in</p>	23/12/2023 16:05 PM

	Ayr but until the disabled parking is increased and adequately policed I will not face another 90 minute return journey by car for nothing.	
9	Please prioritise the custom and practice of your residents	26/12/2023 13:57 PM
10	There should be free parking in Ayr to encourage people to come into the town not drive them away to other towns and shopping centres THIS PROPOSAL WILL KILL AYR AS A SHOPPING CENTRE AND TOURIST TOWN	27/12/2023 18:47 PM
11	Residents should not have to pay to park in front of their homes. Full stop!	27/12/2023 22:53 PM
12	The on street pay and display a) should not include Saturday b) should have a shorter time Mon-Friday 10-3.30pm. Alternatively extend the free parking. I shop far more in Ayr because of the free parking. You need, as a council, to promote business far more in Ayr, rather than try to raise revenue from parking.	28/12/2023 18:22 PM ID:
13	Remove car parking from the Esplanade so that this area could benefit from stall and pop up events during the summer.	29/12/2023 18:26 PM
14	One hour free parking to allow at least click and collect orders on the high street which is vital to the town.	30/12/2023 15:39 PM
15	The area around the County Buildings should absolutely have charges introduced. At the moment, people who work in the CB use the 3-hour parking to their advantage by simply moving their cars to the opposite side of the building around midday. It is unfair that councillors, council workers and heads of service seem to be exempt from paying for parking.	04/01/2024 23:54 PM
16	Please consider the impact of event parking on local residents. Don't assume that making it the responsibility of the event organisers will be fair or reasonable. Bowls Scotland tournaments are a parking shambles. Events at Rozelle are a mixed bag. Some are very well signposted and fairly organised, others are poorly managed and result in the park being completely inaccessible for the duration of the event and local residents being unfairly treated with a huge number of cars parking on the streets surrounding the park. Parking near schools needs careful consideration. It is not feasible or fair just to say walk to school without being realistic about the need for people to drive to drop off/pick up. Most of the schools in the area are a shambles at 9am & 3pm. Walking should definitely be encouraged, but some form of drop off/pick up bays should be provided near the schools. There is a definite need to maintain lollipop crossing patrollers at schools to help prevent accidents. Due to the lack of adequate parking for those who need it there are often people making poor/rushed decisions about parking which results in dangerous conditions in very congested areas where children are often unsupervised	05/01/2024 00:58 AM
17	The Tradesperson charge of £400 per annum is mad!! Tradesmen will simply refuse to contract job in these streets	07/01/2024 16:45 PM
18	Disagree with the new parking meters installed Not everyone likes to use their card so you are discriminating against the people who use cash Should be free parking all day in Ayr It's an absolute disgrace that you have to pay for parking by card and put your car registration details which is against GDPR rules and regulations No wonder people aren't coming into Ayr I used to be in town at least 3/4 times a week but now it's once a month as it's a joke And the parking Attendants aren't very helpful either some are very rude Trying to get people back into town but not helping things by doing it this way	08/01/2024 10:11 AM
19	I strongly disagree that residents should be charged £60 a car per year just to park outside their house. That is outrageous to penalise someone based on where they chose to live - note these households already pay higher end council tax rates. It's discriminatory as overwhelming majority of Ayr residents are free to park outside their homes. Also charging tradesman £400 per year will drive many away limiting the residents' choice drastically and likely increasing costs as tradesmen will pass these on to the residents. Surely a review of parking	08/01/2024 14:41 PM

	restrictions is worthwhile but it should not be a route to generating more income! The parking issues certainly do not warrant it!	
20	Having lived in park circus for 10 years and now in Bellevue crescent, I strongly agree that the permit system needs changed, however to the benefit of the residents that live there, not to provide further parking for anyone to just abandon their car outside my property to go into town. It is hard enough to find a space outside the property I have paid a considerable amount of money for and pay high council tax for, yet very rarely does a traffic warden ever manage this area. I have over the years had many arguments with people who just park in park circus to go into town and think it's acceptable to park outside my house in a residents only street. To now suggest I pay more and have less chance of parking is unfathomable and simply ludicrous.	08/01/2024 14:55 PM
21	It seems as if there aren't many options being offered, and I believe that three hours is far too long for anyone to be able to park in a resident street, it would lead to residents not being able to park throughout the day, just because people are trying to avoid pay and display areas. There is no requirement for additional parking around the county buildings, this just screams of council workers wanting easier access for them. Also why are we even considering these areas when they aren't appropriately "policed" as they stand, I almost never see traffic wardens capturing people abusing the double yellow lines around Victoria park, and never see them moving on non-residents from the surrounding streets, if they can't deal with it as it is, how will they be able to cope with the proposed changes, and if it isn't controlled, then what's the point?	08/01/2024 15:35 PM
22	If you let people park for three hours in the residential streets near the beach the residents' will not get to park anywhere near their house so why should they pay £60 for the privilege of not getting parked at their door This already happens in the summer with the guest houses being full in the street but that was acceptable as we were not having to pay to park But to pay £60 I would want a guaranteed spot at my door.	08/01/2024 15:39 PM
23	Shocking trying to gleam money from tradesmen and carers to and also visitors. The roads are a mess! Get them sorted!	08/01/2024 16:54 PM
24	I live in Park Circus and strongly object to the street being open to non-residents because sometimes it's difficult enough to park on the street. There are no suitable streets round about to park on instead. Also the street is known for being picturesque with the cherry blossom trees and had been used for marketing within Ayr - it will look horrendous with bays painted in and pay and display meters. I'd worry this would impact the trees, let alone the residents. I'd happily pay more for a permit, but leaving this open to other visitors would make it really difficult to park during the day.	08/01/2024 17:07 PM
25	It is ridiculous that residents are being made to help maintain the Council budgets. Parking outside residential areas should be free no matter how close to the town.	08/01/2024 17:22 PM
26	I live in zone A1, it is already extremely difficult to get parked at any point within the day. This has been exasperated by the introduction of two free hours and free parking throughout December and into January. I note your proposals would remove Fort St and several others as an option for myself and fellow residents of my street to park in. If we can't get parked in Citadel Place which we invariably rarely can then our closest option is then Charlotte St (west) and then Wellington Square. And charging us £50. With the recent introduction of a 2 hour free, I suspect the residents will be generating the bulk of income in our street in terms of parking charge revenue but are the ones who benefit the least from the changes. How are encouraging visitors into the plentiful supply of parking spaces within the nearby council car parks rather than on-street. Whilst addressing the residents parking permits, it may also be worthwhile looking into the number of doctors permits of which there are at least 2 in daily use within our street. These cars park 1st thing and do not move until into the evening. It is my understanding	08/01/2024 17:38 PM

	these were issued for doctors having to make house calls. These cars do not move.	
27	Residents should have designated spaces if paying for parking, it is difficult to find parking particularly when all other cars had free parking during December.	08/01/2024 17:55 PM
28	Parking should be free for all residents in South Ayrshire	08/01/2024 18:34 PM
29	I cannot understand why there should be any parking charges in the town at all. I think we should welcome visitors to the town and allow parking, for free, in properly dedicated areas, which should be properly policed. I strongly disagree with parking charges at all. Further, as a resident in a street where it is proposed there should be an annual £60 charge, I also strongly disagree with that totally unreasonable proposal.	08/01/2024 20:18 PM
30	No 3 hours stay allowance placed on zone B areas, it is hard enough to get parked as it is around Park Circus/Bellevue Crescent. There is zero enforcement of current restrictions, so hard to see how this will change. Double yellow lines/marked bays required on these streets if this proposal is to go ahead, allowing for vehicular access to properties/garages where required. Current parking a nightmare due to cars double parking beside cherry blossom trees.	08/01/2024 21:14 PM
31	Upgrade those car parks in the town which are in poor condition and set a reasonable fee which is clear and easy to pay, to encourage people to use them and visit the town.	08/01/2024 21:16 PM
32	double yellow lines re-instated.	08/01/2024 21:46 PM
33	Parking charges are driving people out of the town. Residents should not be charged to park outside their homes. Workers using vehicles should not be charged to park while working. Visitors to the town should not be charged to park. Unreasonable parking charges will discourage business and visitors within Ayr in general.	08/01/2024 23:13 PM
34	I would like to know why you are trying to kill off our town centre completely. Visitors will not come, tradesmen will avoid, the town will become even more of a ghost town	08/01/2024 23:17 PM
35	If McCalls avenue and Union Avenue is to become permit only so should Alexandria Terrace, Britannia place etc. and surrounding streets as people will park in surrounding areas.	08/01/2024 23:33 PM
36	Parking charges at leisure/sports centres such as Prestwick & Troon pools and the Citadel are completely inappropriate. Local people and visitors should be actively encouraged to use these facilities to improve health and well-being. Parking charges will not improve availability of spaces, they will only serve to put people off using the facilities. Parents using the car parks for kids swimming lessons for example will be charged approximately £50 per year for parking per child. Please don't suggest using public transport instead of driving. It's not feasible to take children out with wet hair to wait for buses. The cost of a one hour stay during swimming lessons will increase the price from £23 to £27/29 per month which for many families will be the difference between being able to afford the lessons and not. This is not a wise move. It may improve a short term shortfall for money to paint new white lines and improve lighting in the car parks, but it will put people off using the sports centres and leave kids unhealthy and unable to swim. The parking at Prestwick pool is used during the day for parents doing pick up & drop off at the space place nursery. This is unavoidable as this nursery is used as the overspill for all over Ayr/Prestwick where kids cannot get places at their local nurseries. Parents of siblings at other schools often need to drive to two different establishments and parking close by is therefore necessary	08/01/2024 23:37 PM
37	I personally feel that residents should not be charged to park in their street. There should be no on street parking charges. Make more car parks and charge to use them.	09/01/2024 00:04 AM

38	The town centre is in serious decline. You are partly responsible for this because you allowed out of town centre parking at Heathfield free of charge. There is rarely a vacant shop at Heathfield whereas we have lost our major shops in the town centre where you charge for parking. We need a strategy to bring business back into the town centre including an integrated bus/train hub at the station as well as free parking to encourage those in rural Ayrshire to shop and visit Ayr. Ayr should be themed a history town with a new interactive museum in the High Street to attract tourists enough of Rabbe Burns what about Bruce, Wallace, smuggling, and transport. Go look at the 1.5 million visitors to the Riverside Transport Museum in Glasgow and stop this petty minded focus on charging people to live and visit Ayr. It's called vision.	09/01/2024 00:50 AM
39	You are driving people away from the town and its amenities with the proposed changes. Revitalise the town with free, longer duration parking so people can go out and experience Ayr.	09/01/2024 01:11 AM
40	I think it's absolutely disgusting you are trying to make residents pay to park that live in a street! Cost of living is bad enough without adding anything else on! If you are making these rules each house should have a permit free and a visitors parking permit they can use for different cars when they visit! There will be elderly and vulnerable people in these streets and this could stop people visiting if they have nowhere to park! Make the visitors pay parking rather than the residents! Shame on you south Ayrshire council!!!	09/01/2024 06:59 AM
41	The area around McCalls Avenue is absolutely chock full of cars and residents can't park outside their houses. The ironic thing is its mostly council employees that are blocking the roads. On my own street (Falkland Park Road) there is a funeral director and church which will be affected by this. I personally don't think there is a problem with the parking on this road and purely see this as another cash machine for the council.	09/01/2024 07:31 AM
42	I do not think that there should be such a complicated arrangement. It is neither cost effective nor encourages visitors to the town. The permits should be freely available to residents and parking for others free for 3 hours at a time.	09/01/2024 07:34 AM
43	Maybe focus on bringing people to Ayr town centre rather than driving them away.	09/01/2024 07:48 AM
44	Further enforcement needs to be taken in Mews Lane, although there are double yellow lines and the road is barely wide enough for one vehicle cars are often found blocking the lane, residents driveways and pavements and this is due to the inadequate parking available to people using the food outlets at the top of Fort Street,	09/01/2024 08:16 AM
45	Residents should not be charged to park outside their property. Parking charges are a big reason I try to avoid using the town centre. The retail parks and shopping centres like Silverburn and Braehead have free parking I would rather travel than pay parking charges for less shopping choices.	09/01/2024 08:19 AM
46	Some of the areas include streets with schools on them	09/01/2024 08:23 AM
47	The town has insufficient parking. The council needs to provide more affordable parking if the town centre is to survive. Having parking charges is the wrong solution to the problem because it results in fewer people using the town centre for shopping or entertainment. Making residents pay for parking is extremely unfair because the council have allowed housing to be built with insufficient parking. To profit from this failure is morally wrong. It is hardly fair to impose new charges on residents if their only option to not pay is to move home.	09/01/2024 08:25 AM
48	What is to happen when a resident in a residential street has pavement lowered to park in front of the house off-road.is that parking space available?	09/01/2024 08:41 AM
49	Town centre needs more free parking and not privately owned by an English company	09/01/2024 08:43 AM

50	I stay in York street and it's far enough from the town to be excluded from any parking charges	09/01/2024 09:24 AM
51	I do not agree with the principle of car parking charges. A free and fair scheme could include short and long term parking arrangements properly monitored. Further, as a regular customer of the Citadel, several times per week, I would object strongly to a further charge in using that facility - I already pay a membership and the proposals would add a further unreasonable cost to each visit, in fact in effect more than doubling my current membership fees... That is outrageous.	09/01/2024 09:42 AM
52	Ayr is just going to die on its feet! They need to look at how to bring people in not keep them away.	09/01/2024 09:44 AM
53	I live on Taylor Street, I see on the map that York Street, wagon road and green street residential areas are included. My concern would be that Taylor Street would be the dumping place for the businesses, like carpet shop, garages etc. to leave their customers cars and work vans for weeks on end and the residents that live on Taylor Street and those that park there that live in York Street Lane with no on street parking would not be able to park near their home. I have previously complained to local MPs and councillors about parking issues as right now Taylor Street has cars that haven't moved for months from local garages it's frustrating to not get a space when you come home from work. They also park dangerously close to residents' cars, and close to junctions making it very difficult to drive on or leave your space.	09/01/2024 10:30 AM
54	Trades people should not have to pay to work on properties in the area. Residents should not have to pay to park outside their properties.	09/01/2024 10:55 AM
55	Forget this whole thing. South Ayrshire Council must stop destroying Abandoned Ayr	09/01/2024 11:16 AM
56	The presentation of the current parking wardens is rather unacceptable. The uniform is poorly fitting, the wardens are untidy in appearance and do not provide a good representation of the service that they provide. The wardens should be smart, tidy and approachable.	09/01/2024 11:25 AM
57	Resident parking should remain free of charge for all streets. The town centre is not busy therefore changing residents to park should not be necessary other than to increase revenue and penalise residents in the town centre. The parking strategy should be encouraged visitors and businesses with free parking available.	09/01/2024 12:23 PM
58	Ayr town is dying. Should be three hours free parking town wide to encourage visitors to the town. The cardboard clock idea same as Dumfries.	09/01/2024 12:50 PM
59	Introducing permits in certain streets will just move any potential issue to another street. I live on McCalls Avenue and don't see an issue with the parking. It's quite busy but not so busy you can't get a space! Permits would introduce more hassle than they would reduce especially if there was no visitor option.	09/01/2024 12:58 PM
60	Will you be numbering the parking spaces in the residential permit areas and only allowing permits for each numbered space, if not I could pay £60 for a permit and not be able to park. There is not enough space to allow 3 hrs parking free to non-residents or visitor permits, there is barely enough space right now just for the residents	09/01/2024 13:18 PM
61	Residents should be prioritised over visitors. Residential streets should be for Residents, carers and tradesmen only	09/01/2024 13:27 PM
62	Absolute disgrace this, Ayr is a dump	09/01/2024 13:34 PM
63	The parking in Ayr is a joke, then we wonder why small business are closing and the town is empty, give business owners some kind of incentive to want to improve the town e.g. free parking!!!! I'm currently almost £100 a month to park in town, this is forcing us out as SAC seem to care about anything more than	09/01/2024 13:37 PM

	improving the town and supporting business owners! Give residents and business owners' free parking.	
64	Parking in cycle lanes and pavement parker's should be a higher priority for parking enforcement officers.	09/01/2024 13:54 PM
65	Residents should NOT have to pay I'm order to receive a permit to park outside their home.	09/01/2024 14:10 PM
66	Residents should NOT be made to park outside their own homes!! We live on York Street and NO ONE PARKS HERE TO GO INTO THE TOWN CENTRE! This is a disgrace, not only are these parking charges running people away from the town centre, which isn't generating much business from locals or tourists because it's a dump and has already been run into the ground, we are now being pushed away from our own homes!! We pay council and road tax! And now we and our visitors are being made to pay to park outside our own homes!!! No! It is a disgrace! At worst residents should all be provided with a parking passes for residents and visitors FREE OF CHARGE!	09/01/2024 14:38 PM
67	I have lived in Dalbair Road for almost 50 years. When the Zones were introduced my late husband and I immediately had to make a case for our parking Zone to be A2 instead of A3 in which Dalblair Road had been placed. Every time since that time we I got a permit for A2 and I know several of my neighbours have had to do the same in the intervening years. As you will be aware Dalblair Road only has a few parking spaces at the its south east end , so those of us with no personal off street park and who live at the north end of the road, especially the historic red sandstone terrace no's 2 to 10 have to park in neighbouring streets. Barns Street, Fullarton Street, Boswell Park etc. which are accessible and feel reasonably safe to park. I.e. the proposed Zone A3. Parking in the streets in A4 where Dalbair Road has been placed is completely unworkable for several reasons eg carrying shopping, offloading young grandchildren etc. etc. and being expected to park so far from my home feels very unsafe for me and my car. Please could you sort this anomalous zoning so that my neighbours and I are in the most appropriate zone when we don't have the luxury of parking outside our homes. It may be that the flats at the south east end are happy with A4 zoning so similar to Fort Street which appears in Zone A2 and A3 Dalblair Road should be included in Zones A3 and A4.	09/01/2024 15:02 PM
68	I feel it's out of order asking residents to pay £60 to park outside their homes. When they have never had to. We have a campervan that has to sit on the street as no space on drive for it. So we will have to pay to park it outside my house. Also, charging business owners like joiners to park outside when doing jobs is another expense for them and this in turn drives up their prices and it's the customers that feel the brunt of these changes.	09/01/2024 15:02 PM
69	It should be free parking to attract people back to the town.	09/01/2024 15:02 PM
70	I believe west Sanquhar road should be considered for residential parking only due to the volume of traffic that is created by the summer set football ground location and race course making the days that these places have events on dangerous for young families children and the local community with parking both sides of the street traffic jams parking on pavements and blocking of streets and dangerous if emergency services need to access the locations	09/01/2024 15:30 PM
71	We purchased a house in Ayr centre (12 Miller Road) in September 2020. We were told by the seller that residents parking was being addressed (this turned out to be false and it is our fault for not confirming this). We spoke with ARA when we arrived and they were very kind to offer us a Type A permit for parking. We access Dalblair Road from the rear gate of our house. We would like to request that the limited parking on Miller Road be made into pay and display bays, at least at the top of Miller Road which is in front of 12 Miller Road, so that parking can be extended for the Type A permit (soon to be the Type A4 as I can see). All businesses at this end of Miller Road have onsite parking already and	09/01/2024 16:28 PM

	there are only a few residents, none of which own a car. Most people that park in this limited parking area are off into town for a meal or shopping. The previous owner had put plans forward to make a parking bay in front of the house (similar to others in that area) but planning would not allow due to conservation area. It seems as if we are perhaps the only people living in Ayr town centre that don't have parking (other than the Type A permit)! It would be lovely if we could park in front (Miller Road) or rear (Dalblair Road) with our permit (or preferably with a residents permit so we could access visitor parking if necessary). We are a one-car family. Your strategy for parking in the centre seems fair to us, especially allowance of visitor, carer and tradespeople parking in residential areas. It seems that it is indeed long overdue for a change! Many thanks and please consider the Miller Road issue!!! Ann Lightfoot	
72	Utterly ridiculous amount of areas included in the first place. There is no requirement, no request from resident and certainly not from business owners in a vast majority of the area's that are suddenly included in this proposal.	09/01/2024 16:35 PM
73	Zone B9 ie waggon road should not be made to pay to park outside our own homes we have for years fought to keep our parking down here residents should be able to park here for free and make the people that use the free parking here pay i.e. dock worker peacock salts the bus garage stagecoach, and when sac famous air show is on amongst other events when we are always forgotten down here!!	09/01/2024 17:37 PM
74	Off road parking bays should be installed in all areas like Kincaidston where there is more than adequate room to do so, it is ridiculous having all this off road space available & clogging up streets needlessly with parked cars, commercial vehicles should be forced to use the available car parks, some vehicles (commercial) parking on Kincaidston Drive, a blind bend is not only obstructive but dangerous, I'm surprised the police, road safety, a joke, & the Ayrshire Roads. Alliance allow such dangerous parking, sort it out ASAP.	09/01/2024 18:21 PM
75	You should not be charging people to park outside their own property that's what Road Tax is for - are you trying to close Ayr down permanently	09/01/2024 18:47 PM
76	You have a bloody cheek even singling out streets like Falkland Road where we live - 4 adults all working and all paying tax and contributing to society. Even streets like Glebe Crescent, Glebe Road, Green Street, Waggon Road, York Street - hardly areas where you'd WANT to park your car or van. All that people will do is park round the corner in Falkland Place for example, I have a garage round in this street, and park in the other streets where your permit is not needed. We have a guy up our street who has 5 vehicles outside his door, including 2 works vans. If you are going down the permit route then it should be EVERYBODY in Ayr and surrounding areas, not just the areas you think. You lot probably live in the posh bits anyway and can afford it! Take a visit to the areas and speak to US, the residents, there is not an issue at all with parking but there will be if you intend to go ahead with this. Why not employ a few more traffic wardens and get better tech where they can scan a number plate and see who is parking for work and who actually lives in that area. One show does not fit all BUT IF YOU ARE GOING DOWN THIS ROUTE THEN I'M ALL FOR IT, certainly including the council officials 1st and foremost. [REDACTED]	09/01/2024 19:23 PM
77	Will blue badge holders be exempt from these parking charges?	09/01/2024 19:31 PM
78	Think you've covered more than enough.	09/01/2024 19:47 PM
79	More disabled bays on Ayr High Street	09/01/2024 20:30 PM
80	Resident bay parking should be for residents only and the allocated space should match the permits issued in the street. If there is additional room on the street this area could be for shared use	09/01/2024 21:24 PM

81	I never park in or around town but to encourage people out with the town there should be more free parking not less. My objection is to extending further parking charges in residential streets as far out as Tams Brig	09/01/2024 21:43 PM
82	I STRONGLY DISAGREE WITH ALL OF THE ABOVE AS PARKING IN AND AROUND AYR SHOULD BE FREE. TOWN IS AN ABSOLUTE DISGRACE. IF THE MONEY FROM PARKING WAS USED TO SORT OUT OUR TOWN THEN MAYBE I'D HAVE A DIFFERENT OPINION.	09/01/2024 21:59 PM
83	I think the council should be encouraging people into the town centre and that parking should be free to assist the economy in the town. People can park free in retail parks across the country so why would shoppers want to pay to shop in Ayr.	09/01/2024 23:26 PM
84	Towns dying, beach is dying. Nothing pulling anyone into Ayr to spend money in actual businesses. Instead they're concerned and worried about the time on the meter. SAC do nothing to help in the revival of the town. It's all schemes, pretty portfolios but when it gets down to business, they're only concern is making money. You have parents in a cost of living crisis having to pay £2 a day to take their kids to school (Ayr Grammar) oh but they should take the bus! From a less than reliable bus company whose brand new electric economy buses break down with a light frosting. Then factor is those parents who need to drop the kids off and get straight to work. Any parking allowances goes against the eco policy. Absolute JOKE. Hundreds of hundreds of pounds per parent who have no choice but to drive their kids to school, into your back pockets. Great "free education" that is. And county buildings. Literally charging your own employees to park and work.	10/01/2024 01:41 AM
85	Please do not allow residents only areas to become shared use by anyone for up to three hours. This would cause chaos. Unfair on residents. Yes have visitor permits which allow households in residents' only areas to have visitors. Do not charge for this. Just issue visitor permits to existing residents. Do not charge residents £60 a year to have a permit to park in front of their own house! Unfair! A small charge is sufficient e.g. £5 Charging tradespeople to park in residents' areas is crazy. It's difficult enough getting plumbers etc. to come to a house for repairs. Free access for tradespeople please.	10/01/2024 08:36 AM
86	Care and NHS staff visiting patients should not have to pay a parking charge to provide an essential health service	10/01/2024 09:00 AM
87	Don't think residents in B areas should be made to pay to park at home. Why not give them permits.	10/01/2024 09:09 AM
88	TAYLOR STREET AND ALL THE WAY ALONG YORK STREET AND GREEN STREET.	10/01/2024 09:15 AM
89	Newton area. Taylor street, Green street junction	10/01/2024 09:20 AM
90	Loading and unloading for trades people should be allowed in parking bays for short periods and traffic wardens should not issue tickets for these deliveries. Areas like the Cutty Sark Centre and outside the shops is the High Street should have a designated loading time between 8-10a.m. Coaches should not be parked up in bus stops by the Gaiety or at Burns Statue Square. Buses should be required to move from bus stops after passengers have disembarked and should not wait in bus stops until they are due to leave 20 minutes later. The need for better access to the town centre should be encouraged by the circular movement of car buses and taxis not being impeded by badly parked vehicles.	10/01/2024 10:58 AM
91	Ayr needs free parking to attract people to the town centre. Ayr has substantial disposable income but the people with that income don't spend it in Ayr. We need free parking to attract people to the town centre which will attract businesses which will attract shoppers. Ayr Council and ARA don't seem to talk to each other.	10/01/2024 12:45 PM

92	Potholes- sort the potholes that are causing damage to countless cars Free Parking- why did u introduce this without thinking about residents. If you free up parking then you need to think about where the residents park.	10/01/2024 13:25 PM
93	Why is Falkland road and Falkland park road singled out? Maybe a simple idea of displaying a sticker provided by the council to prove you're a resident and not someone who parks here before boarding a train or bus or to attend bowling events when the council already provide a park and ride service. Your proposal will encourage people to move to the next nearest street. As we pay road tax and. Council tax it's unrealistic to charge us to park outside our own home. Sounds like another ridiculous idea to make money as due to the state of the town with the bad management of the council and colossal amount of money wasted in SAC on stupid things that bring more hassle to locals like the golf and air show etc. You will argue it brings revenue but unfortunately the only ones who benefit from that will once again be the hierarchy in the council and the businesses who are not local that you allow to tender for these events to sell overpriced food drinks etc. Also surely we should have all been lettered at the very early stage of this process but I get the impression it was part of your plan it would slip under the radar. How two or three traffic wardens who cover the whole of South Ayrshire police this??? One day they are in Ayr next Girvan then Troon. If this were to go ahead I would not comply unless it was the whole of South Ayrshire then watch as your plan crumbles before your eyes!	10/01/2024 13:32 PM
94	Why not have a parking permit scheme for all of Ayrshire Roads Alliance responsibilities. Spread the parking tax pain to all that would reduce the burden of a few and you might have a scheme that is acceptable to all. Or more likely have a riot on your hands.	10/01/2024 15:56 PM
95		10/01/2024 17:11 PM
96	No all its doing is stopping people from coming to Ayr to shop	10/01/2024 17:14 PM
97	If Newton-on-Ayr is to move to permit holder restrictions it should be all streets from Waggon Road up to and including all sub streets, such as Gordon Street, Campbell Street, Alexandria Terrace, Northfield Avenue up to and including Heathfield Road and not just certain streets as people will just move to parking in the 'free' streets, therefore causing more problems for local residents and these new areas will be empty! I have seen a massive reduction in commuter parking since a lot of companies have moved to hybrid working.	10/01/2024 18:07 PM
98	The streets in the County Buildings area should all be pay and display and an extended period (6 hour tariff) applied, especially since 2 hours free parking was introduced in the town. Following the 2 free hours, patrons could be offered the option to extend their stay by payment for up to 6 hours. County Buildings staff have continuously abused the 3 hours limited waiting for over a decade and parked all day with very little enforcement. As these staff arrive first, there is little to no opportunity for visitors to use the extra hour. Should staff not wish to pay they could easily use the free car parks at Cromwell Road or Blackburn Drive. The introduction of the above would also allow day visitors to the town. A reasonable cost for the extended period could be considered as £3 which would equate to 50p per hour. The free 2 hours would still be available.	11/01/2024 08:01 AM
99	Consider how tradespeople will increase their costs to residents. Also consider how difficult it will be for residents to employ a trades person who does not have a permit.	11/01/2024 16:44 PM
100	How do we ensure access to residents' parking when anyone can park? How will the time limit for non-residents be monitored? How will the extra road wear and tear be dealt with in cul-de-sac areas? Accessing and exiting some roads on to the highway is already difficult and this would be exacerbated.	11/01/2024 19:47 PM
101	Content Avenue should not be within the restrictions. We are residents and do not believe we should have to pay for parking permits or visitor permits.	11/01/2024 22:29 PM

102	Bellevue Road and Midton Road in Ayr should be included.	11/01/2024 22:36 PM
103	I am a concerned resident of Content Avenue & I am not happy about having to pay for a permit. Basically we are being charged to park outside our homes. This is not a problem area and why are we being singled out when there are other streets closer to town centre that are completely unrestricted. Take content Avenue out of the restrictions.	11/01/2024 23:07 PM
104	I am writing to express my strong objection to the proposed introduction of residents' parking permits on Content Avenue. As a resident, it is concerning that we will now be required to pay for parking outside our homes, especially when there has never been a need for permits in the past. Content Avenue is not part of the town centre, and this proposal seems unjust considering many other streets in the vicinity remain unrestricted. I urge you to reconsider this plan, as it appears to be an unnecessary burden on the residents of Content Avenue. Thank you for your attention to this matter.	11/01/2024 23:15 PM
105	I don't think residents should pay to park outside their homes. We all pay council tax. B zones should remain for residents with some provision for their visitors and tradesmen. If shared parking in B zones is introduced, then non-residents should have to pay, especially if residents have to pay for a permit. Some roads near the centre are narrow and congested and parking there should be residents and their visitors only. We need more detail about how proposals would work in practice How would visitor permits work? Would they be transferable? How would the scheme be "policed"?	11/01/2024 23:45 PM
106	Parking & fees should be designed to encourage trade to the town. Free on Saturdays for example. Perhaps the use of a park & ride scheme on weekdays for commuters?	12/01/2024 10:00 AM
107	There should not be a parking charge to park at your home!!	12/01/2024 10:03 AM
108	This is hugely frustrating around the town. Example - riverbank nursery operates at an area where most surrounding streets are pay and display. Citadel place should not be a pay and display. For a parent dropping and collecting their child 5x a week this means I have to pay 10x to park my car for less than 3 minutes at a time. The alternative is to park a great distance away and walk with a new-born car chair, a 3 year old and 4 year old. This becomes a higher risk area when solo parenting. When running late due to temporary traffic lights etc. which regularly happens around the area a £60 fine is a huge dent to a family with multiple young children. These areas should be reflected or there should be concessions for parking slots less than 15 minutes near nurseries.	12/01/2024 10:23 AM
109	Please consider the needs of charity based at 7 York Street, its service users and staff. AHAC are a local homeless and housing advice and support charity, established in 1986 who have regular community visitors to our offices. Many of the Council offices are still closed and so people come to see someone face to face if this is their preferred method of contact. We often liaise with the Council and facilitate communication, if people have to pay for parking then this will deter them from coming to see us which has wider concerns when many already struggle to reach out for help with poverty, rent arrears and eviction. If charges are put in place it would deter vulnerable service users who rely on us from coming for help. We are concerned that as a registered charity we would not be able to afford business permits and put additional pressure on our already tight budget. If all our workers were liable for parking it would put additional financial pressure on them and may cause them to look for employment elsewhere. Many of our Advisers and Support staff require a car as part of their employment to ensure we can take people to appointments and visit them in their homes. Suggestions:- Free parking permits for around 6 essential workers Create at least one disabled bay at front of office to ensure can get a space Provide 3 free re-usable Visitors passes for us to give to those who are in poverty and unable to	12/01/2024 12:24 PM

	pay There are many offices in York Street which the Landlord is unable to let, with this additional burden it will further impact them being able to let these empty office spaces. The street would benefit from parking space lines being painted as often 2 cars take up space for 3 cars.	
110	Short narrow residential cul-de-sac's should be limited to residents, visitors and trades people only. If type A parking is allowed on such roads and they stay beyond their time limit, presumably they will be fined but, that still doesn't give residents, visitors and trades people access to their legitimate parking space. There is no description of how this system will operate. It appears SAC are prioritising type A parking over residents.	12/01/2024 12:37 PM
111	Please consider charities, their workers, volunteers and service users and the impact this will have on them.	12/01/2024 12:48 PM
112	There should be a clear distinction between the town centre and areas out with that. There is no need for parking to be charged out with the centre - areas south of river should be free along with residents. Free parking should be encouraged to increase footfall into the town.	12/01/2024 13:26 PM
113	As a charity based at 7 York Street we believe this could have a detrimental impact on our service users and staff team. Our budgets are tight we would not be able to afford business permits. This may have the following impacts: Customers want face to face contact. This often involves the customer coming to our offices. Any costs which could be levied at a time where our customer may already be facing financial difficulties could act as a barrier to getting advice. Loss of staff to other employment due to additional financial pressures - many of our team require transport to enable home visits, facilitate training sessions, attend appointments with service users etc. Suggestions: One disabled bay to be allocated at the front of AHA offices allowing vulnerable services users to get a space. Provision of free parking permits (from our analysis 6 would be required) Provision of free re-usable visitor passes (3 such passes would allow us to ensure parking did not become a barrier to advice) Street Management There are empty premises any cost to parking could result in those premises being harder to rent/sell leading to an overall demise of the area Introduction of parking lines to ensure one car does not occupy an area for 2 cars Currently the street has many abandoned cars - management of this would be a huge positive. Introduction of charges could see more congestion on other local streets. This may lead to local neighbourhood issues if local residents find parking at their house more difficult when previously it had been of no concern.	12/01/2024 13:50 PM
114	Residents have children and typically have no other parking options. You are currently proposing that we might have to wait up to 3 hours for a shopper to move their car so we can park outside or near our homes. Where, exactly, should we go when there's no space on the street where we live? I don't have a God given right to park exactly outside my own home, but I do believe it's fair & reasonable that I can park within a reasonable distance - the proposal completely cancels that. In reality - rather than in a council officer's fantasy - is that residents will have to use pay-and-display parking and walk hundreds of meters with their shopping / small children. This a war on resident's cars and unacceptable.	12/01/2024 17:16 PM
115	Gutters and drains In zone B2 are not cleared nearly often enough, leading frequently to insanitary pools of water. Bellevue street is particularly bad, kerbside parking needs to be suspended at times to allow the drains to be properly cleared. How is ARA proposing to manage this?	12/01/2024 21:25 PM
116	Priorities should be serving the representative views of the people that live and work in Ayr- who DO NOT WANT to pay more money to park outside their homes, not finding a way to rephrase the consultation as an insult to their intelligence suggesting that it is not desired because it has not been "promoted" well enough.	12/01/2024 21:42 PM
117	Absolutely ridiculous idea to do this! The council will push everyone away from Ayr! Even the people who live here! Do not enforce payment on parking outside	12/01/2024 21:58 PM

	your own house! As if people have enough money to even live! let alone pay ridiculous charges. No no no no no! Do not put these parking permits in place!	
118	No on street parking charges. Council tax and road tax are high enough as they are. High Street parking charges are a deterrent to visitors, shoppers and a tax on the people who need to park e.g. workers. If you insist that they are 'essential' then the payments should be minimal i.e. £1 for 3hrs. Residential parking should not exist, that's why we pay council tax for 'services'. Ability to park a car outside/close to someone's property is a person's right. Visitors should not be penalised either. I strongly condemn plans to extend residential parking zones.	13/01/2024 10:42 AM
119	Turning out onto Alloway Place from Park Terrace and Alloway Park is dangerous. Parked vehicles make visibility poor and often inhibit smooth movement of traffic along the stretch from Miller Road traffic lights to the lights at Wellington Square. This situation requires to be considered.	13/01/2024 13:00 PM
120	Turning out onto Alloway Place from Park Terrace and Alloway Park is dangerous. Parked vehicles make visibility poor and often inhibit smooth movement of traffic along the stretch from Miller Road traffic lights to the lights at Wellington Square. This situation requires to be considered.	13/01/2024 13:00 PM
121	School drop off at Ayr Grammar must be considered. The current situation is dire. Parents/carers should not have to pay to pick up and drop off their children or consider parking a significant distance away for free parking. Parents and carers should have a dash board pass to display for school drop off times to allow them to legally park without risking fines and to encourage people to park responsibly. (8.45 -9 and 1505 - 1520)	14/01/2024 03:23 AM
122	More free parking for shoppers and what is happening with the multi storey carpark	14/01/2024 15:25 PM
123	Certainly not more areas! Fewer if anything. Union Avenue. Who would park there for access to Ayr town centre?	14/01/2024 23:10 PM
124	I strongly disagree that anyone can park in residential bays for free. This devalues our property. We are being asked to pay for a residential permit but will not be able to park outside our house as anyone can park for free. We also pay a high level of council tax to live in this area - band G = £3,682.92pa.	15/01/2024 10:40 AM
125	These plans are killing the town. People don't want to have to think about parking when they are running chores. I am not going to pay 50p to pick up my dry cleaning. And then another 50p to pick up my shoes from the shoe repair shop. And then another 50p if I want to collect a pair of tights for my daughter's school uniform. These shops are not close enough together and sometimes you just want to run an errand on the way home from work. The weather is also not good enough for lots of traipsing through town. Do any of the council have a clue? What's going to happen is that no one will run errands in town any more. I will end up going to the supermarkets where parking is free which is a shame as I have relationships with shops in town. Similarly, why on earth would you charge for parking at the citadel? I have a daughter that swims. She's at the citadel 7 times a week. If you think I'm paying £14 a week just to take her to practice you are insane!	15/01/2024 12:54 PM
126	1. If it's true that Tradespersons will require to have a permit to work in residential zones then will severely restrict residents' ability to obtain competitive quotes. Which in turn will reduce the value of property in the areas with such restrictions. 2. It would appear complicate the matter of household's receiving visitors that may decide to just drop in as they are passing. Many elderly people and others that depend on visitors as a means of keeping contact with friends and family will be inconvenienced at the very least or isolated in some instances. 3. I would like to have the same opportunity to park on the street outside my house for free as it is in other postcodes and indeed one street along. It would appear to be discrimination of one residential street against another!!	15/01/2024 14:29 PM

127	Outrageous that residents should have to pay to park outside their own house. This has come into place by people parking in these streets to go to the bus or train station - residents are paying for this!!! Residents should all be issued with permits and not have to pay for it Round the county building, does this mean workers have to pay to go to work? Or walk from the beach, what if there's a health issue but not qualified to be disabled	15/01/2024 16:01 PM
128	This is a joke and no areas should be included especially streets!	15/01/2024 17:43 PM
129	I live & own a property on Park Terrace-I should not have to pay to park outside my house! The resident parking scheme with a token payment is totally sufficient & right for the all the residents.	15/01/2024 20:57 PM
130	Although I would not be affected directly, as I live in an apartment with parking provided, I am very much against these proposals. Parking charges in AYR should only apply in exceptional circumstances. We have seen recently the Council being forced to abandon charges due to Station Hotel fiasco. The result was an immediate increase in visitors to Ayr. Ayr has declined as a place for visitors from elsewhere to come and shop, socialise and make use of our wonderful beach, golf courses and leisure attractions. This impacts us all in the community. As such the logical conclusion is to abolish all parking charges in Ayr. The only exception to that would be the Council run car parks. The charges proposed are ludicrous for residents. It is even more so for tradesmen going about their work and trying to make a living. For most, they barely scrape by. Many will choose not to provide services where they require to pay fees such as £400 per time. Whoever thought this is a good idea is clearly a public servant who has never run a business. In addition, it will affect residents in these areas, many who may be old and infirm who will not be able to employ their local trusted tradesman, as they will not want to either pay SAC or charge their customer £400.	16/01/2024 15:56 PM
131	I believe that to encourage the use of town centre businesses that on street parking in the town centre should be free of charge.	16/01/2024 16:53 PM
132	Absolutely not	16/01/2024 17:47 PM
133	I think residents should have two permits to each house to use on their street and should still only be 50p each not £60 annually. Just another way to get money out of us.	16/01/2024 17:54 PM
134	The inclusion of Bruce Crescent where I reside in the proposed chargeable streets is an anomaly in the strategy for selecting chargeable streets and is illogical. It is in essence an extension of Montgomery Crescent in all but name, which is not included, and is an integral part of the inner Fort conservation area which includes Montgomery Crescent and Eglington Terrace, with very similar resident parking difficulties.	16/01/2024 19:41 PM
135	The High Street is more of a priority with outdated regulations which need reviewed immediately. Protect loading bays until 3pm then allow the public to use them for 15 minutes to allow them to pick up large items from shops. This would hopefully encourage a wider variety of shops to be able to trade effectively. Protect the disabled bays.	16/01/2024 20:41 PM
136	Parking for residents in zone B can be tight enough as it is. If free parking (for any period of time) was introduced then it would be even more difficult to park.	17/01/2024 20:49 PM
137	Should include residents and businesses from 2-16 Prestwick Road as where are these residents going to park 6a and 6b both residents have blue badges and require parking as close to home as possible. Me and my Partner from 6b Prestwick Road use to park on Union Avenue as it was safer to take my partner from car into her wheelchair. But had to stop as people where coming from all over and parking to travel to Glasgow via Train or bus leaving NO parking. Now we have to park on union Avenue which is much more dangerous as road is much busier and cars enter and leave street very fast. If the new proposals for McCall's Avenue and Union Avenue does not include us and allow us to park we will need	17/01/2024 22:23 PM

	to move house. Thanks [REDACTED]	
138	My family have lived in Arran Terrace since 1993. Throughout that time we have diligently paid our Council Taxes, have maintained our property, have abided by council rules and regulations, have watched in horror as parts of the foreshore area (Plot 9) were sold to developers and granted permission to throw up grotesque apartments and a still empty and unused nursing home and now it seems the tiny area in front of our homes where we park our cars is under threat. Will residents of Doonfoot also have to pay fees for parking in front of their own homes? My wife and I are now in our late 60s, we have one small car between us. We need to vehicle for shopping - we are too old to lug food and home essentials on foot from the town centre. Is it too much the new policy could allow one car per family free then, if you must, charge a fee thereafter for additional vehicles?	17/01/2024 22:50 PM
139	Stop charging for parking in the town...definitely don't charge for parking on a Saturday...outrageous!!	18/01/2024 06:01 AM
140	Scammers	18/01/2024 09:56 AM
141	There is a cul de sac on York Street/ York Street Lane and it's supposed to be a turning point t junction. I think this needs to be yellow lines and no parking as residents cars are in it meaning cars, and delivery vans cannot get down there. Also bin lorries can't get in to turn, residents bins are blocked by cars so sometimes there not emptied. Also Taylor Street not being included in the permit area is a big mistake. That'll just become an area where everyone parks there car and not needing to pay. Being a car owner and a resident I would even consider doing this or parking in a free bit in the area instead. I welcome the change as it can be congested but needs to be fair to all	18/01/2024 10:03 AM
142	Permits should be given free of charge to council employees who have to travel to their place of work in private car (due to working hours/public transport availability). Consideration should be given to all council employees and where would be accessible for parking that is close to their place of work. Consideration to be given to lone females travelling and having to walk to and from their cars. No dark area or long walking distances due to personal safety! This clearly hasn't been thought through about thoroughly and it is clear no consideration has been given to employees! This appears to be furthering greed and taking money from all in times of rising costs and rising council tax costs and the general cost of living! Many unions have recently had to argue for employees to have pay increases due to the cost of living and now the councils want to take it back off us with parking permit costs! Are the unions aware of this?	18/01/2024 10:19 AM
143	My partner and I live at 6E Prestwick Road, Ayr but there is no parking outside our property as it is on a main road with double yellow lines and a bus stop outside our property so we have to park in Union Avenue or McCalls Avenue. Our address hasn't been included in any of the areas that would be covered with a Parking Permit so we don't know where we are expected to park if we are not able to park in Union Avenue or McCalls Avenue. There are 6 flats within our block, along with a number of houses on this section of Prestwick Road and it seems like they have been forgotten about when the plans were being made. I have a disabled neighbour who uses a wheelchair and needs access to their car so they should not be expected to have to park a significant distance from their property. Would our address be considered in the plans to be included under McCalls Avenue or Union Avenue so we would be able to get parking permits? If not can you please advise where I would be expected to park?	18/01/2024 10:28 AM
144	Our longstanding and increasingly important homeless support charity dependent on Council and other fundraising for survival should be supported, e.g. Free working hours parking for essential employees. 7 off Free visitors labels for poverty stricken clients	18/01/2024 11:39 AM

145	As a resident of Montgomerie Terrace (which I note you have misspelled in your consultation) I object to any change to the permit parking scheme which is simply not necessary and was not supported even by the extremely small percentage of the population to your "consultation". You claim to be addressing a problem which doesn't exist. If you want to do something useful you could mark up parking bays for residents on our street to allow us to make the best use of the space.	18/01/2024 12:05 PM
146	No areas should be included at all, this is so stupid!!!	18/01/2024 12:47 PM
147	I strongly disagree that residents only zones should be open to non-residents for limited waiting parking. I strongly disagree that traders should have to pay for a permit in resident only zones.	18/01/2024 14:45 PM
148	Ailsa Place is currently a conservation area with all the planning restrictions to development applying without adding further penalties. Is it the "Councils" intention to make this area a no go zone for future home owners.	18/01/2024 14:46 PM
149	Make an online system for applications please!	18/01/2024 15:16 PM
150	You should look closely at the negative impact of removing exclusive resident parking on the general upkeep of the look and layout of the residential properties within conservation areas around the town. If you remove these resident only parking zones and residents find it more difficult to park close to their homes, they will undoubtedly dig up front gardens and knock down front walls to create private parking on their premises - especially when previously they wouldn't think of doing this in order to maintain the look of the area. If you force their hand they will have no option other than to do so, which, will spoil the look of the areas.	18/01/2024 15:18 PM
151	Horizon Hotel....Queens Terrace Lane Car Park I and my friends will no longer visit my favourite coffee place as it will place an extra £2 on my coffee.	18/01/2024 15:22 PM
152	Falkland Park Road, Falkland Road, Union avenue, McCall's Ave and Glebe crescent were NOT restricted previously and I fail to see why they included now. NO parking problems here.	18/01/2024 16:53 PM
153	We should not be forced to pay to park at our own doors. If this is enforced, then we should be guaranteed a parking space. Non-residents should be charged with family visitors charged a reduced rate. As a pensioner, I feel as I'm sure others do - it is yet another unneeded expense. The new proposals are not exactly going to encourage folk in to Ayr. Considering the gross expenditure that is being poured in to the Station hotel, it is beyond a joke.	18/01/2024 18:23 PM
154	Current residential permit areas are very busy with vehicles already - opening up free parking in these areas will exacerbate this problem. People are not always away from home in the day.	18/01/2024 21:30 PM
155	The proposal would mean that our household would be charged £140 to park outside our house. When a member of the public could park for free for 3 hours. It also means that it is unlikely I would get parked anywhere near my house. This is an unfair tax on residents whilst giving public free parking. It is discrimination and revenue collection at its worst. Those who put forward such a biased proposal should be sacked. Also the proposed revenue raised would probably not meet the cost of the consultation..... Another waste of tax payers' money.	19/01/2024 09:06 AM
156	As a resident of Cromwell Road Ayr. An external preservation street. Cobbled road. Parking only available on one side. Not a full width street. Blind entrance. Residents have been asking for one way traffic for two years now. Police report agreed. To try prevent buses not realising how narrow the street actually is, when they are following bus parking signage for Cromwell Road car park. I have to object to the new parking proposal for my street of 3 hours. If a lorry decides to park the street is blocked. This happens regularly pushing passing cars onto the pavement. Why is there no safety concerns?	19/01/2024 11:37 AM

157	As a resident of Cromwell Road Ayr. A external preservation street. Cobbled road. Parking only available on one side. Not a full width street. Blind entrance. Residents have been asking for one way traffic for two years now. Police report agreed. To try prevent buses not realising how narrow the street actually is, when they are following bus parking signage for Cromwell Road car park. I have to object to the new parking proposal for my street of 3 hours. If a lorry decides to park the street is blocked. This happens regularly pushing passing cars onto the pavement. Why is there no safety concerns?	19/01/2024 11:41 AM
158	Questions - The way you phrase your questions here is misleading. For example. Should there be a permit option for carers or tradespeople? What? At the ridiculous cost of £400! Taxing carers and businesses? They should be able to park for free, if it can be evidenced they care for someone in the street or are working on a resident's property. Cost increase - As a resident of Dongola Road, I have paid 50p for my permit. 50p to £60? That's inflation gone crazy, is it not? I do agree the scheme should be overhauled, but this is ridiculous. All the while reducing our opportunity to park in our own street as you open up our spaces to everyone, who can park for free? So residents will be taxed an inflation busting amount, while others can park for three hours for absolutely nothing? What do you think will happen? Residents will be pushed out. Again, this beggars belief. Your consultation lacks real transparency, verging on dishonesty. You will be charging a small fortune with no likelihood of a parking space for the residents of some streets. Disgraceful. I agree with a ground swell of local residents that this is a raid on our finances for no benefit whatsoever. In fact we face being stripped of the benefits of permit parking. As local campaigners' state: "this is anti-resident, anti-trade and anti-business". Anti-business in that the operators of small businesses, like B&Bs, could potentially face an eye-watering additional charge to continue trading. Visitors permit - granted, this is not a bad idea. But again, the cost has to be considered. If you are imposing £60 per resident, it is just not feasible. Not feasible at all.	19/01/2024 12:12 PM
159	Your proposed flawed scheme if implemented should include all of the town of Ayr. Why should I be discriminated against for living in Queens Terrace?	19/01/2024 12:15 PM
160	My mother stays in union avenue. I don't think it's fair that she should need to pay for parking in her own street when already pays council tax and road tax. Residents should be getting this free along with visitor passes. Union avenue is now a quiet street since the hairdressers moved location at the bottom of the street. There is no need for parking restrictions. It is just going to force more people onto Gordon street and Campbell street and these streets are already a nightmare. Strongly disagree with this money making scheme from the council. There is no mention of the streets closer to the town. Main Street, New road. There is a car park in new road getting used for business advertising on cars. These people aren't getting moved on	19/01/2024 12:37 PM
161	I disagree with the introduction or continuation of parking charges in the town centre. Whilst a reduction on reliance of vehicles is good we also need to encourage people into town (not away from it). There used to be a 15 minute bus service to Alloway along the Loaning - now it's a one hour service if you are lucky. Making it pointless to quickly pop into a shop to support local trade by bus. It's either car or online. Easy parking encourages trade. I lived elsewhere that had 2 hour free parking all through centre of town to encourage people into town. Residents should be able to have visitors. So highly recommended providing a service (improved bus provision) before restricting parking. Indeed I went into town more in December when there was 2 hours free	19/01/2024 12:56 PM
162	Making majority of parking in Ayr free.	19/01/2024 14:43 PM
163	The people who actually live in these areas should be the only priority	19/01/2024 17:56 PM

164	This was an issue when lots of cars wanted to park in the town centre, either because of shoppers or council staff working there. This is no longer the case, and this exercise has been created to charge an additional tax to people. It masquerades as a traffic calming measure for congestion. There is no longer congestion in the town - and as such this is a false narrative. The only issue is that residents get fines if a visitor goes to their house, or their parking permit has fallen from the floor. This plan does more to destroy business in the town and local by-laws should not be created through public consultation but from a place where necessity is proven in law.	19/01/2024 18:24 PM
165	Instead of punishing drivers who pay their Road taxes to use their vehicles to get into the town, invest in the infrastructure of Ayr to make it a more welcoming town. The pavements conditions and surface areas are a disgrace the cleanliness of the streets and pathways are also a disgrace, simple measures like weeding the roads and pavements, get the heads of service and directors out walking the streets to see what is required to improve the town. Simple measures like clearing the sand off the pavement areas along the Esplanade at Ayr improves the outlook.	19/01/2024 20:23 PM
166		20/01/2024 09:23 AM
167	As I live across the road from Newton Rail Station, I feel that the spaces outside the station should be exempt from the parking restrictions as we should be encouraging car users to park at the station and travel to work by train.	20/01/2024 10:58 AM
168	At Eglington place you have to park on the pavement or large vehicles such as bin lorries can't get down the street. There are a lot of older residents in the area that need parking outside their home for themselves or family carers. The houses have driveways but are so small in width that you can't get cars on.	20/01/2024 12:14 PM
169	SAC routinely refuses planning permission for creating parking in the grounds of a property. This would allow house owners to remove cars and visitors from the street. It would also allow me to realistically provide a charging point for an electric vehicle. The most common reason for refusal is that "the proposal is contrary to the amenity and / or character of the area. I can find no definitions of these terms. If there are definitions then they need updating more quickly than street parking. The policy of refusing off street parking permission should be addressed urgently. If we are to introduce parking and business visiting taxes why do they not apply to all street parking in residential areas across South Ayrshire?	20/01/2024 14:08 PM
170	Bellevue Crescent proposals will disadvantage residents if non-residents are given free parking other than for carers and tradespersons There are insufficient spaces now without adding to the problem of parking in this street near to our residences at certain times of the day as it is.	20/01/2024 16:08 PM
171	Regarding parking, if you wish to discourage drivers parking in or around the town centre then perhaps you should consider improving the bus service which is abysmal.	20/01/2024 16:41 PM
172	THE MAIN PRIORITIES SHOULD BE THE RESIDENTS OF THESE STREETS WHO SHOULD BE ABLE TO PARK OUTSIDE THEIR OWN HOMES AS EASILY AS POSSIBLE.	20/01/2024 17:12 PM
173	I strongly disagree with the proposals to charge residents and allow anyone to park in our streets. At present we can park in our street as it is residents only parking during daytime hours? It is completely unfair to charge us for parking permits only to allow our streets to become available to all to park. ARA should leave parking as is with residents able to offer a visitor permit to tradespeople / carers during the hours they attend our homes. The proposed excessive charge for tradespeople is outrageous as are the proposals for residents.	20/01/2024 21:08 PM
174	Pleased to see the introduction of a free period in Pay and Display car spaces, which should allow much needed short term car parking within the town without penalty. Extremely disappointed that car parks which bring people in to the town for various reasons (e.g. Citadel Car park, Blackburn car park, Cromwell Road,	20/01/2024 21:24 PM

	<p>Castlehill Road, Kings Court, Riverside Place, and New Road, Millbrae) as well as the Prestwick ones at the pool, the train station and the esplanade will now have a charge attached. These bring people in to the various towns, as public transport frankly isn't up to the job. Without car traffic, you are basically stating that the town is closed for business, and you should be ashamed of yourselves for even suggesting putting a charge on these car parks. I really do hope you see some sense and cancel these plans, and make the towns more driver friendly. No wonder out of town centres are doing so well! At the expense of the town centre too! The citadel in Ayr and Prestwick pool are leisure facilities, promoting a healthy lifestyle. You should be encouraging people to come in and use these facilities rather than charging them more for the privilege. This will have a negative impact on people's health levels and as a priority should be cancelled. The car parks at Prestwick Train station and Millbrae & Castlehill road in Ayr (which have both often been used as overspill for the woefully inadequate Ayr Train station car parking) should also not have a charge attached, as this causes an environmental issue, as the railway journeys which are already expensive, become much more so with a daily parking levy. People will just drive to their destinations instead, which raises harmful emissions. The other car parks bring in vital footfall for shopping and leisure activities, and these should be promoted rather than punished. There are many reasons why the town has much fewer shops than 10-20 years ago, but this could be a defining moment as to whether the council gives the message that they are supporting the facilities in the town centre, or simply encouraging those shoppers / tourists to go elsewhere</p>	
175	<p>Loading bays outside closed shops that are no longer in use should be automatically converted into disabled bays. Disable people have just the right to access Ayr High Street and other areas as delivery drivers do</p>	21/01/2024 09:15 AM
176	<p>In resident only parking areas marked bays for nominated disabled parking will be required should the parking status be altered.</p>	21/01/2024 11:38 AM
177	<p>Parking should be free to encourage people to use Ayr town centre. I resent having to pay money to visit the bank. It also fills me with terror having to walk from car parks to the bank carrying large amounts of cash. The council shouldn't look at parking as a cash cow but look at strategies to regenerate Ayr town centre. So far the council are failing dismally. There is no long term strategic plan, vast sums of my money is being used on planning and consultations using companies based out with Ayrshire. I think South Ayrshire should look at other councils for best practice.</p>	21/01/2024 12:10 PM
178	<p>All parking charges in Ayr, Prestwick and Troon should be abolished. Do SAC not see what parking meters have already done to Ayr??? Nobody wants to travel to Ayr for shopping and services as parking is prohibitive and businesses are being decimated. Surely we don't need to do the same to Troon and Prestwick? We pay enough road tax and workers are being penalised for travelling to work. Leisure facilities are meant to encourage healthy lifestyles, yet these proposed parking charges will stop people like myself and my adults daughter from using Citadel, Prestwick pool etc. We already pay a membership.</p>	21/01/2024 12:57 PM
179	<p>One should look at Fotheringham Road, with a view to inclusion in residents the Parking Scheme. This street can be adversely affected by college student's using the nearby Ayrshire College and visitors to the Craigie Bowling Club. Also Content Ave adjacent to the college can be adversely affected by student parking. The Residents Parking Scheme (1971) which was introduced in Dongola Rd and I believe other nearby streets should be reviewed as the reason for introducing this element of the scheme was due to the close proximity of Ayr County Hospital which created parking pressures in nearby streets. The hospital closed around 1994 and is now a flatted development. The presence of the former Cattle Market (Now Morrison's Supermarket) may also have had a bearing on this element of the scheme e.g. St Andrews St The telephone exchange in Boswell Park with a very large footprint and rear yard must be near its end of life and is</p>	21/01/2024 13:19 PM

	<p>very much underused since the exchange removal and the transition from Analogue to Digital systems. It may be worth investigating BTs future plans for this building with a view to additional town centre parking opportunities. The same theory may also apply to the much smaller site in Dalblair Road, which was formerly Marr and Fitzpatrick's motor garage and then latterly an Office Supply Company. The site has long since been empty and is a visual blight on the street. The parking strategy 2020/2024 Question 3 Introducing parking charges was rejected by 60% of respondents Question 4 Introducing parking charges would increase the turnover was rejected by 65% of respondents Question 5 the removal of residents only exclusivity was rejected by 35% of respondents (the highest response) Question 9 proposals to better manage shorefront parking was rejected by 55% of respondents On Q9 - there is an opportunity to raise income from visitors with a modest summer time pay and display parking scheme. Many such visitors put very little into the local economy - they visit only the seafront , but purchase their picnic and petrol elsewhere, bring portable BBQs (burn the grass on the low green) the town gains little from these visitors, a small parking charge would go some way to fund beach cleaning and play park improvements. As was stated Ayr is one on the few seaside towns that do not impose a charge for shorefront parking. I believe tourists expect to pay a modest charge. More information on the virtual permit would be welcome!</p>	
180	There should be charging for parking along the esplanade. At the moment it is used for all day parking.	21/01/2024 14:23 PM
181	<p>It is entirely unacceptable that a resident has no guarantee of a parking spot in their own street When the focus of the consultation is so obviously skewed to increasing council revenue then many of the assumptions are flawed. Presumably if there is a concern for tradespeople and carer parking then the consultation should take account of young families and local children also. I expect there are many more young families with children that are impacted by this than anyone else. Is there a statistical analysis because absent that there is no legitimacy to the decision making? I am opposed to paying more for less access on what is already a busy parking street. This is an illegitimate tax in all but name. I consider the undemocratic decision making on this opens up the risk of judicial review as decisions are being made without due process or authority. The emotive reliance on carers as a justification does not hold up when presumably that affects less than 1 in 10 houses?</p>	21/01/2024 14:59 PM
182	Parking on Roads near the town centre that have double yellow lines should be monitored much more closely and fines given. At the moment some motorists are not being charged for regularly parking on double yellow lines, especially at night when traffic wardens are off duty. This endangers both pedestrians, other motorists and access for emergency vehicles!	21/01/2024 15:27 PM
183	For a short while, there was a cycle path along the Ayr esplanade, but the road is now used for parking. I think people should be charged for parking in this area along Ayr seafront.	21/01/2024 15:41 PM
184	A distinction needs to be made between commercial areas and residential areas.	21/01/2024 16:18 PM
185	<p>I do not think this scheme is justified, many of the streets you have included were built in the Victorian era. With the adoption to car ownership and the division of the houses into flats many of the streets already do not have space for the cars of residents who live on them let alone pay and display parking, The proposals do not consider the impact on the elderly who have regular carers and family coming to look after them. The scheme does not consider the impact on privately owned land. Park Terrace has a privately owned field in the middle of it. By introducing pay and display you are encouraging people to park on the private verge - this is not council property. Ayr is already a declining town with poor prospects for people living there - you are introducing proposals which may it an even less desirable location,</p>	21/01/2024 17:15 PM

186	Residents should not have to pay for parking outside their own properties. This should be regardless of whether they stay in Zone A or Zone B. Priority should be town centre regeneration. Changing parking pay and display and permits could force people to avoid living/socialising and shopping in the town.	21/01/2024 17:43 PM
187	Residents should be prioritised, along with visiting family members. Residents should receive more than one parking permit. Please consider elderly residents who rely on family to visit and care for them. Where will they park and why should they be charged for this?	21/01/2024 17:47 PM
188	Disabled Bays Within Shared Use Bays As Proposed Should Be Made " For Resident Use Only" i.e. Exclusive Use For The Adjacent Property Otherwise It Will Become A Free For All As There Is Only One Disabled Bay In The Street That I live In.	21/01/2024 17:48 PM
189	Priority should be making town centre a good place to live, work in and visit. Adding more paid parking will only serve to reduce quality of service in town centre further.	21/01/2024 18:10 PM
190	Make it free to park. People will come to Ayr & spend money if they aren't getting robbed of parking.	21/01/2024 18:42 PM
191	It is totally unfair that residents near County Buildings should only be issued with one voucher while outlying streets receive five additional vouchers. Discriminates people living near town centre when this should be encouraged.	21/01/2024 20:20 PM
192	Consideration should be given to how parking charges can be proportionate and competitive with other areas (Silverburn is free parking!). Parking needs to be easy to access to encourage greater footfall to the town. Perhaps looking to increase car parking/car parks rather than charge for parking in residential areas.	21/01/2024 21:28 PM
193	The fact that people need visitors who are not carers, medics or tradesmen	21/01/2024 21:38 PM
194	The priorities of the residents who live here need to be addressed. This consultation takes no regard for the fact that residents will take the brunt of the cost of parking when we already pay for council tax. The charges for parking should not be placed on residents who are already struggling to make ends meet. The council should be taking into account that there is a rise in the cost of living and make this the priority not making life more difficult for those who live in the local area. The cost of living is also impacting the entire public therefore you will find less visitors will come to Ayr due to rising costs in parking and travel, as well as the disgraceful state that the beaches are left in. Leave the residential streets alone, you are going to devalue houses with these changes as this will create further issues in the longer term which are being underestimated!	21/01/2024 23:36 PM
195	Currently parking in my street is free. There are proposals to charge with no guarantee of obtaining a parking space. This is wholly unacceptable and will be resisted.	22/01/2024 09:20 AM
196	I strongly disagree with the proposals to charge residents and allow anyone to park in our streets. At present we can park in our street as it is residents only parking during daytime hours? It is completely unfair to charge us for parking permits only to allow our streets to become available to all to park. ARA should leave parking as is with residents able to offer a visitor permit to tradespeople / carers during the hours they attend our homes. The proposed excessive charge for tradespeople is outrageous as are the proposals for residents.	22/01/2024 12:11 PM
197	Consider streets that South Ayrshire council buildings where residence live beside to be made resident parking areas with signposted SAC parking zones. Example Glenmuir place, visitors the Whittleys activity centre should use the car parks and not park outside people's homes. This was discussed with the SAC activity centre staff and manager of the facilities and should be enforced as many of the residents have had to park 15 minutes' walk when Whitleys Vicks are playing away and all the attendees are dumping the cars in the area. On pavement parking should be enforced and all motors parked even partially on the pavement should be fined per the new law passed.	22/01/2024 13:08 PM

198	Please consider the needs of charity based at 7 York Street, its service users and staff. AHAC are a local homeless and housing advice and support charity, established in 1986 who have regular community visitors to our offices. Many of the Council offices are still closed and so people come to see someone face to face if this is their preferred method of contact. We often liaise with the Council and facilitate communication, if people have to pay for parking then this will deter them from coming to see us which has wider concerns when many already struggle to reach out for help with poverty, rent arrears and eviction. If charges are put in place it would deter vulnerable service users who rely on us from coming for help. We are concerned that as a registered charity we would not be able to afford business permits and put additional pressure on our already tight budget. If all our workers were liable for parking it would put additional financial pressure on them and may cause them to look for employment elsewhere. Many of our Advisers and Support staff require a car as part of their employment to ensure we can take people to appointments and visit them in their homes. Suggestions:- Free parking permits for around 6 essential workers Create at least one disabled bay at front of office to ensure can get a space Provide 3 free re-usable visitors passes for us to give to those who are in poverty and unable to pay There are many offices in York Street which the Landlord is unable to let, with this additional burden it will further impact them being able to let these empty office spaces. The street would benefit from parking space lines being painted as often 2 cars take up space for 3 cars.	22/01/2024 15:16 PM
199	Removing the proposal for Zones B09 and B10. What tangible benefits are there, and what issues are the proposed permits addressing.	22/01/2024 17:13 PM
200	Residents' ability to park outside their homes should be preserved. No one visits Ayr now anyway so I think other than visiting relatives and friends at residents homes "tourists" should be low priority. There are virtually no shops, no leisure facilities for adults or children, nothing to come and see other than beggars in the street. The only exception to the above is 1) citadel leisure centre. If you start charging to park there or in surrounding roads you will kill off adult fitness and children's fitness and pleasure too, and 2) Bellisle and Rozelle parks both of which need additional free parking space. Both are the only bits of Ayr left that are worth visiting. (Beach area is ok for locals but why would anyone other than desperate Glasgow dwellers who make it unpleasant and dirty want to come? No pretty cafes, no nice bars, nowhere to sit out on a rare summer's day. Start charging for parking there and you'll stop locals being able to use it too!)	23/01/2024 10:47 AM
201	Consideration should be given to town centre residents who are not specifically included in these zones.	23/01/2024 12:00 PM
202	I work within a charity based at 7 York Street. This is a local Home and Housing Advice Centre. We are working with people who are already financially stretched and this would deter them from face to face visits to our centre. We work with vulnerable people who are already struggling /in poverty, they don't have the extra cash to pay for parking. Some Services. The concern is that a registered Charity would be unable to afford business permits. re workers, this is additional pressure on our own finances, we require a car for Home Visits, taking our Service Users to appointments etc. Suggestions: Staff - Permits for Free Parking, Visitors Passes for Service Users, allocated spaces, 1 Disabled space	23/01/2024 12:35 PM
203	You should consider not asking leading questions in your consultations to get the answers you want. It's generally considered bad practice.	23/01/2024 14:25 PM
204	If this does have to come into effect residents and business owners should be exempt from paying any fees	23/01/2024 17:23 PM
205	You are literally making council employees on minimum wage have to park further away from a workplace that they have to leave at 11pm	23/01/2024 21:44 PM
206	I own business premises in Green Street Ayr (Halliday Leisure Ltd) which has been operating from theses premises for twenty five years. I have three engineers who all have their own vans which come and go at all different times throughout the	23/01/2024 22:10 PM

	day, plus a transit which is kept in the yard, a book keeper who works on a Monday from 9am-5pm and has her own car and a secretary with flexible hours also with her own car. I am objecting to the proposals made to introduce residents permit/shared use parking bays. Our address 90-94 Green Street is on the side which is all commercial properties and I do not understand why such a proposal has been put forward by Ayrshire Roads Alliance. We have a great relationship with our resident neighbours being respectful /courteous at all times by parking our vehicles on our side of the road and in our yard. I strongly object that after all these years you are expecting me to pay to park our vans in front of our commercial property. We are a small local independent business who takes pride in supporting the local community.	
207	We are a Garage in Green Street. We have had to endure the changes to the rateable value of our property so that we now pay rates. Now you want to add another cost, an unwelcome layer of bureaucracy and potential conflict with customers and residents. What you are proposing is complex, expensive, unnecessary, unworkable and bad for business. This is not the town centre, please leave this area alone.	24/01/2024 08:23 AM
208	If these proposals go ahead, the Zone B areas can no longer be considered "residents only" areas. Zone B residents must pay for a permit to park at their residence - visitors could park for 3 hours without a charge! How is that fair? Where do the permit-paying residents park when the parking spaces are occupied by non-paying visitor?	24/01/2024 11:18 AM
209	Prioritise free parking for 2 hours near town centre to encourage trade	24/01/2024 15:35 PM
210	Please knock down Station Hotel asap and provide a transport hub with additional chargeable car parking	24/01/2024 16:05 PM
211	Either close the high street or re-open it. Keep the residents permits prices they are. Split the parking between residents and pay and display. Keep the parking charges as they are. Increase parking spaces. Have pay and display from 10-5 Upgrade esplanade and surrounding to include safe family parking. Improve size of bays for larger cars	24/01/2024 16:12 PM
212	I live in Bellevue Crescent, Ayr - Zone B3. I strongly disagree with the shared use proposals and charging tradesmen £400 per annum. Bellevue Crescent is already at full capacity with parking. Cars are already double parked and rarely can you get parked outside your house. Allowing non-residents to park for up to 3 hours will only exacerbate the issue and mean many residents will no longer being able to park in their own streets. Additionally, why should we pay £60 / year for parking and non-residents can park for free - seems very unfair - especially if we can no longer guarantee a parking space. The £400 charge for tradesmen will just get passed onto the residents. Why can't ARA use common sense - tradesmen should be allowed to park for free - but display a sign saying they are working at a particular property. The warden can always check up if required. I do believe residents (only residents) should be able to purchase (online) visitor passes - valid for 1/2 day - am or pm.	24/01/2024 19:41 PM
213	The existing residents parking permit scheme should not be changed as it has worked for many years. Town centre 2 hour free hours parking should remain out with resident only places.	24/01/2024 19:46 PM
214	The new proposal for Zone B is absolutely absurd and based upon false premise. Are SAC trying to break the town completely? This proposal is not fit for purpose and should be withdrawn immediately. [REDACTED]	24/01/2024 20:20 PM
215	Keeping residential parking the same	24/01/2024 21:31 PM
216	Priorities should be reducing the amount of pay and display areas. Pay and display is contributing to the death of the town	25/01/2024 09:13 AM
217	Ensure that Type B residents' permits do not become a form of taxation caused by implementing charges. Ensure that tradespeople are not penalised or	25/01/2024 11:11 AM

	discouraged from working on the streets containing our built heritage by ensuring they have free access.	
218	Residents parking areas should remain as is but targeted streets could be open to conversion (eg 'street with no name' at Fort tennis courts). System should have online identification of vehicles registered to residents for free local parking and a facility to identify 'guest' access including tradesmen. Paper disc permits should be abolished.	25/01/2024 13:02 PM
219	A and B are not the same - why treat them as such.	25/01/2024 15:22 PM
220	I and my wife are furious with the South Ayrshire Council and Ayrshire Roads Alliance parking proposal for North Ayr and in particular Union Avenue. We have lived here for the last fifty years, pay road tax for our car, and drive daily on the pot-holed poorly maintained roads in Ayrshire. This money-grabbing parking enterprise takes my breath away and generates a huge amount of anger. This is a residential area far removed from the town centre yet due to 50% of the street having a dropped curb to allow cars to be parked in front of houses plus 9 disabled parking places parking is already restricted. That would leave the focus on the spaces left which would victimise these residents of which I am one. My wife and I are totally opposed to what is proposed by the Ayrshire Roads Alliance consultation.	25/01/2024 16:13 PM
221	Residents pay for a yearly permit, however in reality it is only for 11 months. From 1 December until 7 January parking in Ayr is free. I believe price of permit should remain at £50.	25/01/2024 16:21 PM
222	If residents are required to pay £60 per annum per vehicle for a residents permit then they should have exclusive use of resident parking permit holders only as currently designated. Opening these up to anyone to park for free for up to three hours will mean that residents who have paid for the privilege to park outside their home will find it very difficult to park.	26/01/2024 07:55 AM
223	See next box.	26/01/2024 21:51 PM
224	I strongly disagree with any move which effectively turns residential streets into car parks. My street is in a conservation zone and has many cherry trees which are already suffering from cars parking into them. There is no problem with parking currently and the option for visitors/ carers/ tradespersons permits will ensure they can park without concerns re parking tickets. The street would suffer considerably were it to be turned into a free for all (apart from residents who have to pay to park in our own street) Furthermore we pay a high rate of council tax for no return in terms of the maintenance of our road. I note the proposals to make changes to Ayr town centre -surely you can incorporate parking arrangements into that.	27/01/2024 19:49 PM
225	What about using the unused carpark at the back of the ice rink for additional park for commuters using the train or Glasgow bus service. There is also derelict land on McCall's Avenue before the council office. Why not look at using this space for council workers or other local businesses.	27/01/2024 20:14 PM
226	I understand the reason for making all parking areas the same times as this avoids any confusion. I feel there should be much clearer advertising regarding the parking 'rules'. As an officer of the council who works 'out and about' I spend a lot of time answering questions and helping people which is not my job. Anyone who works in the area is frustrated by the lack of ability to park for meetings and events, especially at County Buildings which is targeted by traffic wardens. I have difficulty walking although I am not registered disabled so do not have a parking space permit. However I find it extremely difficult when there is no parking near my work because the meeting I'm attending may exceed the time limit.	28/01/2024 05:55 AM
227	Falkland Park Road - This street has close proximity to rail and bus links which means people commuting park all day and often for up to two weeks whist on	28/01/2024 09:05 AM

	<p>holiday!, again due to proximity and travel links to Prestwick Airport. We do not have space to have a driveway/off road parking and have to park on street, we have only one car, but due to commuter parking often cannot get parked! I would be happy to pay for resident parking, however this would have to be managed/policed to ensure residents have priority parking. The restrictions would have to be well signposted and obvious to potential commuters. Residents should have a visitor, tradesman or carer exemption included in the permit and for up to two vehicles per household thereafter a further permit per vehicle should be purchased. At times I'm sure emergency vehicles would find it difficult to access our street, due to inconsiderate commuter parking!</p>	
228	<p>New road and main street in Ayr as the proposed areas in the report will push the parking problems to these areas as they are in between the proposed areas.</p>	28/01/2024 09:26 AM
229	<p>The lane immediately off of the High Street known as Riverview should be considered for immediate attention. Given the parking issues within the town the residents here are having increasing issues with both private and business users using this lane as a means of avoiding parking fees. While there are several signs along the length of the lane, this is no deterrent at all. I have, on several occasions, come home and been unable to gain access to our communal garage due to cars being parked in front of the doors. We have also had to leave our cars in the lane to actively go looking for the owners/drivers of vehicles inappropriately parked (this includes both private cars and delivery vans). Needless to say I have also been made late for work on some occasions. In short, all residents of this lane need help please.</p>	28/01/2024 11:15 AM
230	<p>Provide parking facilities in and around the town centre. There is already adequate parking at Cromwell St Car Park, Ayr Central, Matalan, TK Maxx, Charlotte St, Seafield, etc. Why not create additional parking areas for visitors coming to Ayr town with an affordable pay and display scheme. There should also be better public transport options to reduce volume of cars coming into the town. Use derelict ground to create more parking which will be a much better use, i.e. Putting Green/Crazy Golf or old Jewson's ground at Green Street.</p>	28/01/2024 11:29 AM
231	<p>Essential to have one extra pass for occasional visitors. Residents should control visitors' parking passes. Business people (e.g. painters, plumbers etc.) and carers should have a free pass if working in the area.</p>	28/01/2024 12:08 PM
232	<p>There should be no residents parking fees. These houses were council built and provided no driveways. People pay road tax and council tax so why are we required to pay more?</p>	28/01/2024 14:00 PM
233	<p>Parking around schools, safety needs to be a priority (don't want too many parked cars where there are children crossing roads)</p>	28/01/2024 16:34 PM
234	<p>Ayr Town centre is being destroyed by the lack of parking. There should be no restrictions in the tams brig / newton area as it penalises residents. No parking charges along beach front as it will discourage visitors. There's no decent parking in Ayr at all and the town is suffering. Kilmarnock has free parking all weekend and the parking in Kilmarnock is really good and if there's a shop in Kilmarnock I will go to that rather than drive around Ayr looking for a space. I've got a disabled badge and trying to find a disabled space is impossible unless you're in the town before 9am. The current council policies are totally destroying a really good town. The Bothwell carpark should be taken into council hands as it's a disgrace that innocent people are being abused by this company</p>	28/01/2024 18:22 PM
235	<p>We are residents in Type A (zone A1) currently paying the top rate for residents parking permits. We lost out in 2023 because we paid a full year for our permit, but for 2 months of this time, parking was free for all (Nov 23 -Jan 24). We should be given a rebate for this time. Instead you propose to put our permit up by £15 per year, reduce the area of the zones we can park in, and charge us £5 for a visitor pass. Meanwhile, other residents of Ayr can still park for 2 hours a day for free! This very much feels like us, the in-town residents paying for permits, are subsidising the changes, and to allow the 2 hours free parking for those visiting the</p>	28/01/2024 19:47 PM

	town! Where is our value for money, here, those that have chosen to live in the Town Centre?	
236	Trying to encourage car users to visit and use the town on a Saturday. Yes 2 hrs free in place but after 1pm it was free. Now it won't be till 6pm	28/01/2024 20:56 PM
237	Review all permit charges.	28/01/2024 21:28 PM
238	Ayr town is dead & a very sad place to live now never mind attract visitors. I moved here 17 years ago and thought it was a great wee town however, friends & neighbours that were born here have said it has been going downhill long before I moved here. There is a severe lack of funding for innovative and vibrant projects, so many empty & not looked after buildings and dare I say not a lot to do! No oomph about the place, no pride in the place from many of its residents, begging every day on the High St, drugs being sold very openly in and around the town, not ONE police presence in sight and sadly not a place that visitors are keen to come to - I wonder why?	28/01/2024 21:43 PM
239	Priority should be made to residents being able park outside their own homes without the cost of £60. Plus the ability for friends and family to visit and park without needing to pay for the privilege.	28/01/2024 22:14 PM
240	You should stop ruining our town and where we live with all your ridiculous charges you are trying to impose on households that are currently not zoned and you want to add them to zones they households bought they homes in good faith and understanding there were no such fees or parking places. Now you want to add them to cash in half the new streets considered are not even used for travellers heading into town it's just the residents that use the street so it will just be another bill for them another thing for you to destroy and ruin Ayr with .	28/01/2024 22:15 PM
241	No areas should require a permit.	28/01/2024 22:35 PM
242	Parking should be free for 2 hours to encourage people in to Ayr	28/01/2024 22:51 PM
243	N/a	29/01/2024 07:56 AM
244	Seafield Road and surrounding areas	29/01/2024 10:21 AM
245	The parking areas around the county buildings are very seldom at capacity therefore they don't represent a priority for the proposed changes to be introduced. There are already car parks that are not at capacity within walking distance.	29/01/2024 10:30 AM
246	Pedestrians, lack of support and safety.	29/01/2024 11:34 AM
247	Residents who pay their council tax and who contribute to the upkeep of the town and have purchased their property should not be penalised for parking outside their homes. Residents should be able to have a permit for free if this scheme goes forward. There is a cost of living crisis and you adding to that cost!	29/01/2024 11:43 AM
248	Do not introduce pay and display at esplanade I'm disabled and it's hard enough to get parked not enough council owned car parks I have to rely on street parking and I have a distance to walk to get to places	29/01/2024 12:15 PM
249	Should include an analysis of reasons for parking in a particular street. These reasons will not be the same for every street, so different rules will need to apply. At all times the residents wishes regarding parking on their street should be paramount. They are the council tax payers and usually maintain their properties to the best of their abilities. It is them that vote for council members and maybe councillors should be aware that they will vote against councillors who uphold views that differ from their own. In the small survey that I have conducted, I have yet to find a single person who applauds the Council for their	29/01/2024 12:21 PM

	plans to charge them to park in the vicinity o their own house. Up until now that right to park has been free.	
250	The parking in Ayr is absolutely shocking. Charging people permits to park outside their own house is also shocking. A free permit should be given to residents along with 2/3 visitor permits for friends and family and then on street parking could be charged. I own a business in town and I pay over £100 a month to park my car in an awful carpark because I can't park for any longer than 2/3 hours anywhere else around about my work. Business owners should be given permits to be able to park close to their workplace which we spend a lot of money on and also help bring people into the town.	29/01/2024 12:43 PM
251	Don't know why you're asking peoples opinion. Is it to give the public a false sense of choice, no matter what they say you have already decided what's happening lol You are and always have been idiots Ruining the town centre one step at a time	29/01/2024 13:36 PM
252	i FIND IT HARD TO BELIEVE THAT YOU ARE CONSIDERING ALLOWING PEOPLE TO PARK IN RESIDENTIAL STREETS THAT ARE ALREADY OVERSUBSCRIBED BY CARS OF RESIDENTS. I have been blocked in by double parked cars and frankly allowing more cars to park in Bellevue Crescent is crazy. The standard of the road surface is shocking and is frequently used by large delivery trucks taking a short cut. Is there an option to restrict the use of such vehicles? Perhaps if the standard of the lane was better and people did not leave their waste bins in the lane then more people would use their garages. Remove the conservation area and allow people to create a parking area in front of their house	29/01/2024 13:39 PM
253	I feel that at a time when the council is trying to encourage people to live in the town centre the zone A residents are being penalised. I live in Cathcart St and with the 2 hours free parking trying to find a space is more difficult. Whilst I agree that the 2 hours free parking will encourage shoppers to the town, I don't feel that you should be increasing permit costs when parking is more difficult than before. Also why should Type A residents be paying more than Type B residents for visitor and trade persons permits. We are in a conservation area and being penalised at every turn when having work done on a listed building. Trades persons will not be the one paying for the permit, it will fall on the residents but Type B residents have a substantially lower cost, why? Zone A2 includes road which have little or no parking, Academy St, Boat Vennel, New Bridge St and St John St. Cathcart St parking is restricted due to the 2 hour free parking and now we are being restricted due to losing the Zone A1 streets that we currently have access to . Zone A1 and A2 need to remain as one.	29/01/2024 13:44 PM
254	Working in wellington square and not being able to park around my work isn't right!! I was able to park and continue to pay for the full day I was there which wasn't an issue, if you aren't down early in the morning to get a space in the 'max 3 hour stay' spaces then I am having to go down the beach, which at night I don't feel safe walking down there alone. The 'max 3 hour stay' parking areas also isn't very practical for business owners as we then have to leave clients to go and move our cars! I really think there should be something done for people working in wellington square!	29/01/2024 13:59 PM
255	You shouldn't charge for parking in Ayr. The town is dismal enough. you should maybe think about providing free parking for those employed by South Ayrshire Council working in Ayr maybe actually try attracting people here rather than the workforce leaving for other Local Authorities	29/01/2024 14:10 PM
256	I am an owner in Bellevue Crescent and when choosing this property the fact that there was free residential parking with permits was a significant factor. The fact that you now intend charging for this is unfair on all owners and in particular small businesses. It feels very blinkered to just look at the revenue this will bring in and not how this will impact our community and the Town of Ayr. The proposed charging system to park is strangling the community and future growth of our town. I find the the format of the questionnaire to be guiding me to	29/01/2024 18:20 PM

	agree/disagree with permits and parking fees and hours but personally if we want shops to thrive and businesses to grow, we need to encourage people to come to Ayr and stay for longer periods of time and park for free.	
257	None	29/01/2024 19:42 PM
258	Lots of houses within Residents' Parking zones have been sub-divided. IMO there should only be two permits issued per street number, not street number letters. E.g., 52a and 52b should receive one permit each rather than the two permits each they currently receive. The width of each house is approximately 1.5 standard car lengths. This could have the effect of reducing the amount of cars owned by RPZ residents.	29/01/2024 19:46 PM
259	There should be no extension of the parking permit to zone 10. There should be no zone 10	29/01/2024 20:09 PM
260	I don't think Area B (Type B) permits should be getting an overhaul. The system works well and this initiative is simply an additional form of taxation to residents. I fail to see any benefit it would offer, instead merely punishing people who live near the town centre in a time of extreme cost of living crisis. The council should instead consider green initiatives such as greater bus pass services which would legitimately promote additional travel to the town centre as opposed to encouraging yet more car use.	29/01/2024 20:15 PM
261	I have stayed in Newton on Ayr for over 20 years and do not believe I should have to pay to park outside my house. Social isolation is the biggest killer in the elderly and most of my neighbours are elderly and rely on their friends carers etc. to support them. People would be reluctant to visit with permitted area. As usual the cost of the permits would go up and already the cost of living is driving working people to food banks this is an extra on top of increased council tax road tax insurances. You will deter people visiting Ayr and more people will shop in Irvine Kilmarnock. Most people visit areas where there is free parking. Ayr high street is already nearly derelict because rents rates have increased this will discourage business to trade here. Businesses in York street Green street will suffer as most of them are garages and people will be reluctant to take their cars here. As I've said stayed in my street Union Ave for over 20 years and parking has never been an issue here.	29/01/2024 20:20 PM
262	Free parking encourages visitors to visit the town. It worked well in December. Possibly limit to 2/3 hours free to avoid business owners parking all day in free town centre spaces. This works very well in Paisley. Soon no one will want to park in Ayr, whether you have to pay on not. Town centre is a very sad place. Only a couple of shops worth visiting, and they might soon be gone. Look at Perth. Is a similar market town, but is thriving!!	29/01/2024 20:26 PM
263	Since moving to Content Avenue 8 years ago I've been aware of the ongoing battle to have residents parking enforced in our street. I've witnessed despicable behaviour from students at the college while they drive in and out of our street, elderly neighbours unable to park near their own homes and staff from the college refusing to adhere to the sign requesting they don't park here. I myself have on numerous occasions left the house in my car only to find I cannot get parked anywhere near my property on my return. I believe this fight has gone on for over 15 years now and our rights as residents have been ignored. If I understand correctly you now wish us to pay for residents parking however others (which will include college students and staff) will still have the right to park here for shorter periods and we will therefore potentially still face the same issues we face now. Paying for a permit doesn't therefore change the situation for us at all and is a money making scheme on the part of the council. For once I would like to see South Ayrshire council actually do something which benefits residents rather than themselves.	29/01/2024 20:32 PM
264	I am concerned that Ayr town centre is already struggling big time the mess with the train station and station hotel doesn't help. There are far more buildings	29/01/2024 21:10 PM

	being knocked down, businesses departing, pubs closing etc. it is really dire. You need to find ways of increasing footfall into the town centre or can see the decline continuing. Increasing areas that you pay for parking is not going to help. It's actually quite sad to see a once proud thriving tourist attraction being a shadow of what it once was.	
265	Pay for parking outside of house should be abolished	29/01/2024 22:38 PM
266	Your priority should be encouraging people to come into town, not discouraging it. Extending to 6pm on Saturdays is an absolute joke.	29/01/2024 23:00 PM
267	None	29/01/2024 23:11 PM
268	I agree there should be visitors' passes for residents but there should not be a charge. Residents should be able to add a temporary vehicle to allow visitors or tradespersons to attend. All parking should remain free from 1pm on a Saturday also, with the time being 5pm during the weekdays to encourage out of business hours use, such as bars and restaurants.	29/01/2024 23:18 PM
269	The only thing to consider is to throw out this ridiculous suggestion.	29/01/2024 23:24 PM
270	The charges	29/01/2024 23:41 PM
271	DISABLED PARKING I find it so difficult to get a disabled parking bay on the high street unless I go very early first thing in the morning. I sometimes circle 3 or 4 times but if there's none and I'm on my own I just go back home. I can't push my own wheelchair very far and there's not many other parking spaces nearby.	30/01/2024 04:20 AM
272	Ayr is a disgrace and should be free parking all around, then it might actually bring business to the town. FREE parking for everyone	30/01/2024 07:47 AM
273	Between the Zone B permit holders and the centre of town there are hundreds of empty parking spaces. Just because Mill Street and Boswell Park are busy does not exhaust the town centre parking provision. Behind Morrisons - Half Empty, Dalblair Road - Half Empty, Miller Road - Half Empty, Charlotte Street - Almost Empty, Cromwell Road - Half Empty,	30/01/2024 09:09 AM
274	The Council needs to realise that it is a coastal town not Glasgow or Edinburgh with an abundance of shopping, bars and restaurants! Ayrshire towns are dying with little visitors and shops closing due to parking restrictions and associated costs with them. Residents and visitors want to access the beach areas with free parking and enjoy what the coast has to offer without being limited on time - that is what drives people to areas with free parking.	30/01/2024 10:10 AM
275	The lack of parking is the problem in Ayr. Boswell car park should be council owned and then people would not be reluctant to use it due to fear of harassment from private companies. The state of the roads around parking areas also needs to be resolved. Overall, your priorities are all wrong.	30/01/2024 10:57 AM
276	Provide better car parking facilities for the town centre	30/01/2024 11:33 AM
277	Content Avenue does not require permit parking. Ayr college are managing student parking effectively.	30/01/2024 13:34 PM
278	Strongly disagree with the loss of resident only parking areas ...I live in Bellevue Crescent and it is seriously overcommitted and congested for parking at the moment! So there is no room for the general public as there is barely room for the existing residents as it is.	30/01/2024 14:21 PM
279	Strongly disagree with the loss of resident only parking areas ...I live in Bellevue Crescent and it is seriously overcommitted and congested for parking at the moment! So there is no room for the general public as there is barely room for the existing residents as it is.	30/01/2024 14:21 PM
280	I would like to know why Union Avenue is included in this proposal as there are no issues with parking in this street	30/01/2024 14:36 PM

281	I do not agree with having to pay to park at my own door, especially when it would appear that I am not guaranteed a parking space.	30/01/2024 14:55 PM
282	We do not parking restrictions within proposed zone B9. This is a residential area and not close to town. People do not park within those areas to nip into town. It would be a step backwards to do this to the residents of the area, specially the Glebe Crescent.	30/01/2024 16:23 PM
283	There is now no need for the restrictions put in place for the county Hospital and the cattle market when it was in Castlehill road	30/01/2024 17:27 PM
284	Enabling greater access to high-traffic areas such as the town centre with a vehicle makes perfect sense, but I would discourage the widening of general access to parking into residential areas where the footfall does not benefit local businesses and residents already struggle for on-street parking.	30/01/2024 19:57 PM
285	Priority should be on parking wardens implementing current parking restrictions instead of wasting money on new permit systems. Double parking and stopping on double yellow lines is frequently encountered on Citadel Place, and I imagine this is replicated on many other streets.	30/01/2024 20:13 PM
286	Priorities should be to encourage shoppers into the town and allow plenty free parking to accommodate this. There is free parking at Silverburn and Braehead which makes for more attractive shopping than Ayr. So you have to compete with instead of time limits and charges for shoppers.	30/01/2024 21:39 PM
287	None	30/01/2024 23:19 PM
288	The whole proposal should be rejected and a more informed and considered plan developed. Proposals are one thing but there is no confidence in the implementation of any parking system since there is constantly blatant misuse of systems that are currently in place. The proposals would only exacerbate the issue. Priority should be ensuring that residents and small businesses are not detrimentally impacted. There should be greater consideration of the streets and how many residential properties, small businesses etc. are located upon them. Some of the streets physically cannot take any more traffic. Businesses are not a one size fits all, there at different requirements for different industries. The proposal neglects this. What businesses/industries have been part of the development of the proposal?? This proposal disproportionately affected smaller businesses negatively.	30/01/2024 23:46 PM
289	My company is O'Neil Gas Services, our head office is based in Green Street in Ayr and we have been providing Gas, Plumbing & Electrical services to private house holders and a range of public sector clients such as South Ayrshire Council and Ayrshire & Arran NHS for 30 years. I strongly disagree with the council proposal to potentially charge £400 per permit for trades people in Zones B9 and B10 because of the significant impact it will have on our ability to successfully run our business and provide essential services for our customers, many of who are elderly and vulnerable and live within the residential zones highlighted in this proposal. Currently we employ 25 people, including 17 mobile engineers, who travel around the whole of Ayrshire, providing a full 24/7 service. We are therefore a significant employer within the local community. We are also very supportive of local charities, regularly fundraising for organisations such as Ayrshire Hospice and we patronise other local businesses ensuring we purchase parts from a local supply chain which in turn increases tax revenue for the local authority. In short we are very supportive of South Ayrshire as a whole, we understand that some parking changes may be necessary but feel it is not justified for the council to impose this additional cost which may force us to limit or reduce the assistance and help we provide locally. Additionally we do not feel serious consideration has been given to the negative impact these changes will have on the local economy. Currently we run 17 vans, these vehicles do not operate at a specific, routine time of the day or night and could be called upon to visit the specified zones at any time, and such is the nature of our job when	31/01/2024 00:29 AM

	<p>responding to emergency situations. Under South Ayrshire Council's proposals we would have to buy a permit for each van and pay this upfront with an approximate cost of £7,000. This is before we incur any further charges for extra vans we may purchase in the future if the company continues to grow. This is clearly unfair, it would be far more practical for tradespeople to pay the current one off parking fees, if and when they are in those areas rather than pay £400 per van, especially when some of our vans may only be in the specified zones for a fraction of the time paid for. It is fair to say that South Ayrshire Council's reputation with local businesses has already been severely damaged due to recent problems with the Station Hotel and high business rates. To introduce another measure which would hinder the growth of local businesses without really listening to the views of local business owners would be a devastating blow to the already fractious relationship which exists. We feel that if this proposal was passed it would be a punishment for all of our hard work in serving our community, which we continued to do without falter during both lock down periods. We hope the proposed excessive financial penalty for tradespeople will be dropped completely or at the very minimum changed to a more practical and fairer method. Therefore we propose some alternative options: (A) South Ayrshire Council take the opportunity to publicly support local businesses in deeds and not just words and make tradespeople exempt from any parking charges between the hours of 8am to 6pm to allow us to carry out the majority of our work. (B) Trade businesses pay a nominal one-off fee of £250 for approximately 20 vehicles rather than payment per vehicle, as this is clearly not realistic for the type of work carried out in these areas and which limits the growth of businesses in the public and private sector. (C) Keep the status quo and allow tradespeople to pay one-off parking fees if and when they are working in the specified zones rather than a blanket £400 per van charge which is excessive and ultimately anti-business. We cannot stress enough that we have the same goals as South Ayrshire Council in that we want to provide a quality service for the local community. We appreciate that increasing parking charges may be seen by some in the council as a way to increase finances and achieve this aim but it is clear this proposal would be very short sighted. In the long-term it would be very damaging to the financial health of local companies, which would lead to reduced profits which would ultimately have consequences for employees and customers. Businesses simply cannot continue to provide steady, employment opportunities, special services for the elderly and vulnerable and make a significant contribution to the revenue of the local authority and be hindered in return. The result would surely be that local businesses are pushed out of the area and to other local authorities which are more supportive. Therefore we strongly disagree with this proposal and hope that the right decision is made to support local businesses going forward.</p>	
290	<p>a) Consider Park & Ride - Airport, Heath-field Retail Park & Dobbie's area - as means of reducing parking demands in the town. Of course this will not be considered, as it does not raise the money parking charges generate. b) Limiting parking time, by charges, reduces shopping & social time, to the detriment of business. c) Proposed charges against residents, to facilitate public parking spaces in residential streets with NO GUARANTEE residents themselves can park, are totally unacceptable - a money grab. d) A 5%+ increase in our Council rates this year is almost certain - compounding financial difficulties in the current financial climate. e) At the end of free parking time, in residential streets, a motorist will move their car to another area for more free time - creating more traffic whilst searching, increasing Co2. f) All carparks should be pay and display at a reduced rate (compared to any free time plus charges after) with no free time apart from special occasions, e.g. Christmas.) Pay & display zones should only be in the "close to town streets". h) The cost of all the new signage will be significant.</p>	31/01/2024 09:28 AM

291	Instead if penalising the residents moderately close to the town centre this proposed parking change should extend on an equal footing to every street in the town. We live in close proximity to a school in a residents only parking and on a daily basis this is contravened on a daily basis by vehicles on school drop off and collection - how do you propose to monitor this(no doubt affecting all schools in the area) As affected residents we should have been notified individually of these proposals rather than learn of these changes by chance as the whole consultation process seems to have taken an inordinately long time giving plenty of time for communication of these changes. The proposal about virtual permits seems farcical and unworkable and costly.	31/01/2024 11:45 AM
292	The 2 hour free parking should continue but the new machines should be replaced as continually broken	31/01/2024 11:54 AM
293	The residents parking permits work reasonably well in Bellevue Crescent, although there are people who disregard the permit requirement and park for visiting the town, as evidenced by the fact that parking penalties are issued. As a resident, I sometimes find it difficult to get a parking space on the street; there isn't room for the residents to park, let alone add three hour parking bays. £60 is too expensive per permit. Even per household. What am I getting for that in addition to the £2845.77 that I'm currently paying for council tax? I accept that 50p is too low to cover the administration of the permits. £30 per household is the most that should be charged. Two vehicles is a suitable number for a dwelling. When we have tradespeople/visitors, they use one of our household permits, and I have to move a vehicle. This is an inconvenience that I can live with due to the greater benefit of the residential permit system.	31/01/2024 14:02 PM
294	The parking for residents should remain vastly the same. There should be no changes that would result in further charges to residents nor allow the public to park in resident only streets. There are only just enough parking spaces as it is.	31/01/2024 14:24 PM
295	No proposing shared areas within the residents only areas is ridiculous there is not enough space as it is without adding additional vehicles.	31/01/2024 14:42 PM
296	Keep residential permits, people who live in the town centre area deserve to be able to park in the streets that are currently residential	31/01/2024 17:21 PM
297	LISTEN TO THE VIEWS OF THE CURRENT RESIDENTS. THIS IS A HUGE PRIORITY... TAKE ON BOARD THE CURRENT FINANCIAL SCOTTISH PROBLEMSNONE OF US HAVE SPARE MONEY AT THE END OF A MONTH TO PAY FOR PARKING OUTSIDE OUR OWN HOME WHICH WE PAY A HUGE AMOUNT OF COUNCIL TAX ON. KEEP THE STATUS QUO -- IT WORKS	31/01/2024 17:24 PM
298	Resident parking permits should not increase from 50p to £60 annually. This is extremely unfair to residents without a driveway. Also, the new rules would be abused by non-carers or tradespersons as they would park in the residents only streets when they are not visiting, a carer or a tradesperson. I live in Ashgrove street where parking is made worse by parents picking up and dropping their kids off at school. They have even blocked our driveway on a couple of occasions. In my view this street should remain as residents only and parking attendants should be visible when school starts and finishes to deter parents from parking selfishly and dangerously. I strongly disagree with the increase to the residents parking permit price	31/01/2024 17:41 PM
299	Why is South Ayrshire Council making it so difficult for visitors to visit and spend a day with their families in a historic town? Residents penalised for buying a property in town. To try and make Prestwick come under the same rules is madness as it's thriving with shops and people.	31/01/2024 18:00 PM
300	Parking within Ayr is a disgrace, it has been for decades and your proposals are only going to make the situation worse. The cost of parking in Ayr town centre has driven trade from the town centre. The cost to park during the working week has made it very expensive to do so, so car owners are forced to park on surface streets further out, which causes difficulties for residents. It is unbelievable that you think it is fair or appropriate to increase the residents parking permit for Park	31/01/2024 20:47 PM

	<p>Circus and Bellevue Crescent to £60 per annum. It is simply a stealth tax! I have paid a premium to reside in that area and pay my council tax, road fund licence and now have to pay an additional cost to park my car where I reside. If I have to pay to park in the street I live, then I should be able to park at least within 100m of my front door. The road surface in Bellevue Crescent and Park circus is dangerous it is only a matter of time before a cyclist falls from their bike due to the road surface condition. It will also cause damage to car tyres and wheels. The gutters are full of debris and detritus, which blocks the gutters and drains, causing floods. It is impossible to get out of your vehicle without stepping in wet mud. I have reported this several times but as usual nothing ever happens to resolve these issues. The council are only interested in generating revenue by taxing the motorist. Parking attendants: They are a disgrace! Their appearance is shocking with personal hygiene sadly lacking. They are rude and unprofessional. I witnessed a parking attendant ignoring a member of public who was trying to ask their advice.</p>	
301	<p>This proposal should be rejected. There has been no consideration towards Airbnb's whom often have multiple cars (guests, owners and maintenance/cleaners) with little to no monitoring, especially when the council has already stated it is unable to monitor the new legislation in place. Under this proposal they would use standard residential permits. Why should this business model be able to use residential permits yet guest houses would have additional charges within their business whilst doing the same thing. This would discriminate and put other small businesses at a disadvantage. Putting Pay and Display around the County Building (A5) would only push parking onto already congested residential streets and thus unfairly impacting upon the community. Introducing shared use on these streets would be detrimental to the neighbourhoods.</p>	31/01/2024 21:28 PM
302	<p>We need to look at ways to encourage visitors to the town not ways to put people off.</p>	31/01/2024 21:37 PM
303	<p>More free parking making town more accessible should be the priority not creating zones to exclude and make any visit to town more expensive. Business owners having to pay more to people pay huge council tax bills to live in Ayr and businesses are trying to survive. We need footfall throughout the town to make Ayr a place worth dropping into not creating hugely expensive parking. Visitors charged £5 for visiting is not very welcoming however you want to explain it.</p>	01/02/2024 05:16 AM

Consultation Question 9

Question 9		
Please submit any other comments you would like to be considered.		
1	I strongly disagree with charging residents for a permit. I could pay £60 for a permit and still not get parked anywhere close to my house because of visitors, tradespeople and others parking for 3 hours. The permit should be free for residents. Why do we need to register visitor's cars? Why not issue paper permits which can be placed inside the car similar to what happens during the bowling tournament at Northfield? I would imagine that most households will need a resident's permit and a visitor's permit which would cost them £80 per year. I think it's extremely unfair that residents in these zones have to pay this for the privilege of parking in their street and having visitors parking in the street when residents in neighbouring streets don't have to pay.	05/12/2023 19:58 PM
2	Resurrect the plan to provide a Park & Ride site, serving Ayr & Prestwick from an out-of-town site.	06/12/2023 17:30 PM
3	As a resident of Dalblair road with a parking permit it is very hard to get a parking space in my street or surrounding areas because anyone can park and pay and display in the limited parking spaces. I have to park in barns street carpark and pay for parking which is very unfair when I have already payed for a permit. It is very difficult to carry bags of shopping etc. from surrounding streets because I cannot park in my street. We have a problem with large vans parking in the parking bays that overhang into other spaces thus not allowing another vehicle to park in the adjoining spaces. Also we have a problem of vans parked on the pavement across from the shop called carpet king which are large box vans parked on double yellow lines at the side of the Ayrshire and Galloway hotel. I think it would be a good idea to allow residents parking permit holders to park in Barns Crescent carpark without having to pay since we have already payed for our parking. It used to be residents only parking before the pay and display was installed in Dalblair Road and it was much better for residents to park. I can understand why South Ayrshire Council installed them so they can make more money but at least allow residents to park in Barns Crescent carpark using their permits then I don't mind paying an extra ten pounds for my permit. [REDACTED]	06/12/2023 21:29 PM
4	Have all the residents in Ashgrove Street, St Andrews and Dongola Road been advised about these changes. Why was the consultation not sent to every house in these areas The consultation is flawed. The local residents in the bottom half of Dongola Road were informed that due to the development called Holmston Gardens that resident parking was to be removed from one side of the road, but we were assured that the other side would remain resident parking, was also told that there would be adequate parking spaces within Holmston Gardens development for the residents, this is not the case, majority of cars parked in Dongola Road are from Holmston Gardens residents, whilst the parking bays in the development lie empty	12/12/2023 17:16 PM
5	This consultation should be delivered to every property affected either by post or email. To expect residents to complete the consultation online without being informed it is taking place is totally unacceptable.	12/12/2023 19:05 PM
6	I think you should consider the increase in parked cars outside primary schools where at present those picking/dropping up pupils find it difficult. These proposals will increase the risk of accidents as congestion will be higher given residents cars are not usual in the street at these busy times. Parents will be looking to find space at same time as watching out for children. Why all properties in zone B now expected to are pay £60 + £20 annually to allow residents and their visitors to park outside their house? Sounds like a revenue raising exercise to compensate for the loss of parking in the central Zone. Clarification of how the visitors permit will operate is needed. Feels like you are	12/12/2023 23:49 PM

	doing your best to drive visitors away from the centre towards the nearby residential areas thereby making it much harder for residents to park near their home. You are increasing my tax burden over and above other South Ayrshire residents at the same time as providing them with the benefit. Perhaps you should be providing visitors to Ayr with designated car parks rather than spreading the cars over a wider and wider area. The increase in parking spaces outside the centre and the proposed cycle walkway will not lead to increased number of visitors to the town. The hunt for parking places in residential areas is not an attraction most drivers relish. What extra benefit you are providing for those residents paying for parking?	
7	Never give free all day parking as they are being used by shop/office staff so it defeats the purpose. 2 or 3 hour free parking should be available all year round.	13/12/2023 17:24 PM
8	Parking permits should be issued with QR code that can have a registration linked to it online. That way they can't be photocopied and used by short term lets to allow guests to park, whilst not requiring a new pass every time a resident changes their car, they simply go online and update the system. If shared bays are to be allowed then 3 hours is far too long, that would mean a resident would have to find alternate parking for far too long, an hour should be more than enough for anyone needing to use a space to pop in somewhere, 3 hours is excessive, and if someone is going to be there for three hours they should plan to use an official parking bay in a pay and display zone.	13/12/2023 20:19 PM
9	Parking for visitors to the town centre, should still be free from 1pm on a Saturday and a Sunday across the board, and there should be a minimal or no charge for parking around the town centre, you can drive quite easily to Irvine and park for free, we should be encouraging visitors to visit Ayr especially with the sorry state of our town centre at present, also the current bays especially on mill street could be doing with the lines being repainted and the barns street car park could be doing with a resurface, if you are going to charge the people of Ayr for parking the car parks and bays should at least be well maintained.	14/12/2023 18:51 PM
10	Resident permits should be free. If I live in Belmont or Craigie for example I don't get charged to park outside my house so it shouldn't be any different because I live in the town centre	14/12/2023 21:40 PM
11	I live in Bellevue Crescent, close to the town centre which is currently a resident parking only Mon-Sun between 10am and 5pm at a cost of £0.50p per household. I have lived here for 5 years and almost every day get frustrated with non-residents coming in to our street, parking for work, shopping, socialising etc. within the parking areas outside our houses which are resident only. Houses in the street are high value ownerships and we pay one of the highest bands of Council Tax in South Ayrshire (band G) and very often we struggle to manage to park our cars near our house! It's not good enough and the system needs to be tightened up in favour of the actual residents living in these streets, not relaxed!! Therefore, the new proposals putting forward a huge rise in the cost of a permit to £60, whilst trying to open our street to a 3 hour 'free for all', is ridiculous and has no consideration for all of the residents of Bellevue Crescent and Park Circus. It's one thing raising the cost of the Permit, in order for the Council to increase revenue, however any relaxation in resident exclusive parking will negatively impact people's daily lives who own and live in houses on this street. The street then effectively becomes a town centre car park - it's okay if you live in Alloway or anywhere else out with this zone of Ayr and people come in and park for free, whereas, us as residents are having to pay a much higher cost for the privilege of being able to park outside our own houses! Who actually comes up with these proposals! Absolutely absurd! I am strongly against these new resident parking proposals within Zone B3 and I imagine the majority of my fellow neighbours within Bellevue Crescent and Park Circus will be on the same page. I sincerely hope these proposals are rejected ASAP.	15/12/2023 17:04 PM

12	One of the basis for this proposal is to encourage residents to use public transport and to help the council meet its Net Zero goals None of these proposals will do this. It should not be local government role to dictate whether people do or do not use cars. This smacks of an overreach of governmental control which these days seems to be more prevalent.	18/12/2023 13:50 PM
13	As identified in the 2021 Consultation Outcome Report, the previous consultation asked questions that were too general and lacked facility for a free text response. These same mistakes have again been made with this consultation and the questions above wrap too many conditions together. Whereas residents may be supportive of parts of each proposal but unsupportive of other parts, there is no way to express this. For example - the statement 'Existing resident permit schemes require updating and amending' has some merit but many of the changes that are proposed would be detrimental. There is no way to explain this or isolate each aspect. Again, as noted in the Report, the way that these consultations are conducted provide no insight into the status of respondents or where they reside. Anyone with an internet connection can return multiple submissions, even if they do not live in the area or if they have a vested interest in a particular outcome. As most of these consultations return very few responses, a significant skew in true outcomes could be easily achieved. One of the reasons that there are very few responses to these consultations is that most people do not know about them. This consultation can only be accessed via the ARA Website and is not advertised in the SAC Website 'Have Your Say' Section. This is inexcusable and a cynical, yet understandable view could be that this is contrived to ensure that public objections are never voiced.	18/12/2023 19:35 PM
14	Areas such as Park Circus and Belview Crescent can be a nightmare for residents currently due to limited spaces. If what limited spaces were to become available to the public it would be unbearable, especially in the summer months. There's also the fact that currently there are a designated marked bays, therefore, those less able to park correctly do so inconsiderately and can reduce overall parking availability due to the trees planted in the road. Furthermore, due to this area being a conservation area, residents who have no access to off street parking but do have available garden space are forbidden to be granted planning approval for a drive. This further limits those able to get EVs. Your point about a drive for public transport is laughable given the current state of public transport. I personally work in Port Glasgow currently a 100 mile round trip. Public transport would create a 5 hour round trip. I have no choice but the car.	21/12/2023 14:52 PM
15	As far as Park Circus is concerned there is barely enough parking for residents at present with 2 permits per household considering some of the townhouse properties are split into 2, i.e. 4 permits? Allowing non-resident parking will mean that residents won't be able to park their vehicle in the street where they reside.	21/12/2023 14:55 PM
16	I live in a resident only parking street. If you open up parking to everyone we would struggle to get a space close to our house. The street is already busy with resident's cars. A lot of the houses (including ours) do not have garages as they were built in a time before cars were invented. We live in the longest terrace of houses in Ayr and I do not think your proposals are taking into consideration the age/design of the properties. The current system works well and I am strongly opposed to any change. It would be unfair to charge £60 a year to park in our own street when we have no other option. If you make the proposed changes the street would be full of cars of people visiting nearby cafes, with the people who reside there unable to park outside their own home. STRONGLY AGAINST THIS CHANGE.	21/12/2023 16:21 PM
17	Will there be a public consultation?	21/12/2023 20:35 PM
18	I have rang you several times to explain about the dreadful lack of disabled parking in Ayr but every person I have spoken to simply does not care. As a	23/12/2023 16:05 PM

	disabled person I feel marginalised and discriminated against by South Ayrshire Council.	
19	I've lived in this area for many years and already pay more than enough Council Tax. I do not want any more stealth charges being applied to me.	26/12/2023 13:57 PM
20	Park Circus and Bellevue Crescent are full every evening and I struggle to get parked when I finish late shifts. Allowing shared use bays in these streets is completely unnecessary and detrimental to residents. There is no off street parking! I am fine paying more for my permits, and I am fine for other residents and myself to be able to get visitor permits. But people will dump cars there to visit the town centre all day, why? There are so many places available for people to park - it should absolutely not be a free for all in Park Circus and Bellevue Crescent. Strongly disagree.	27/12/2023 11:06 AM
21	As above	27/12/2023 22:53 PM
22	The on street pay and display a) should not include Saturday b) should have a shorter time Mon-Friday 10-3.30pm. Alternatively extend the free parking. I shop far more in Ayr because of the free parking. You need, as a council, to promote business far more in Ayr, rather than try to raise revenue from parking	28/12/2023 18:22 PM
23	The survey does not include the impact of parking on other forms of transport. 8 bicycles can park in a space needed for a car. If you made the roads safe for cycling then you would not need so many parking spaces for cars.	29/12/2023 18:26 PM
24	Making it even more difficult to shop in Ayr will make it more likely that as a family we will travel to Silverburn rather than shopping in Ayr. Many others who we know are of the same opinion. Anticipate this could result in even more businesses in Ayr closing.	29/12/2023 21:09 PM
25	I reside in Arran Terrace and the main issue I have is that visitors to my property are unable to relax for fear of getting a ticket. I do not consider that Arran Terrace and surrounding streets should be permit parking at all. We already pay for our cars, large council tax bills and are now potentially being asked to pay a ridiculous amount to park outside our homes. The council message this Christmas is that Ayr is Open for business, all fine and well but please consider the town centre residents who stay here, pay council tax, road tax etc. and do not penalise them for staying close to the town centre.	29/12/2023 23:14 PM
26	Whilst this survey focuses on the town centre and surrounding streets, more has to be done with parking in the wider Ayr area. Parking penalty charge notices should be increased.	30/12/2023 15:39 PM
27	Monday to Saturday 8 to 6 is going to be completely detrimental to the town. If you are not going to give a two hours free period, you need to have free parking earlier in the day through the week to encourage people to come into a town which is struggling. Also on a Saturday... Please help our town by creating a fairer and more flexible parking system. It works in Prestwick?!?!?	31/12/2023 08:19 AM
28	Introduction of parking charges in areas such as County Buildings, Tams Brig, Cromwell Street and Prestwick Pool/Bowling Club will unfairly impose charges on people who work in the local area. They will effectively impose a £15 weekly charge on people who most likely cannot afford to pay it. This will result in these workers parking on streets further out which are not metered. This will not benefit SAC income potential and will result in a nuisance for residents. These areas proposed for parking charges are not prime locations, needed for regular turnover. They are seen as an easy income target, there is no real pressure on these parking areas midweek to attract visitors to the area. It is noted that post pandemic many businesses, including SAC, are actively trying to encourage staff to be in the office more often. Introduction of parking charges will provide another reason for staff to press to work at home more often. Metered parking on the street could end at say 4pm. This would enable people who have errands to run to do so without the hindrance of having to pay to park. It may also encourage people to pop into town later in the day/after work to shop locally or	05/01/2024 00:58 AM

	meet a friend for coffee etc. Which would provide a welcome boost to the local economy. This is unlikely to result in workers blocking spaces so no real risk to income revenue during the day.	
29	This proposal is a money grabbing ruse. It will do nothing to improve Ayr. It will antagonise and anger residents and visitors.	07/01/2024 16:45 PM
30	The stated aim of pay and display Zone 5 is to allow better access to county buildings and courthouse. These premises are only open Mon to Fri therefore pay and display should be for 5 days only not Saturday or Sunday.	08/01/2024 09:50 AM
31	See Above	08/01/2024 10:11 AM
32	I think the major issue not adequately addressed in the review of parking arrangements is the displacement effect. I am quite clear that we will not visit Ayr town centre as often as currently but move our shopping to supermarkets and out of town retail centres like Heathfield. I also feel that the study exaggerates the impact of visitors to Ayr. Largs has pretty steep parking charges, but I suspect has more day visitors than Ayr. I fail to be convinced that out of town visitors are deterred from coming to Ayr by problems with parking close to the seafront. Nor can I see how asking visitors to pay for parking will attract more visitors. Finally, I think Ayr suffers currently from poor public transport services, lacking joined up bus, train and cycling hubs (currently worsened by a poor rail service). The idea that these proposals will lead to a move to more cycling and public transport seems without foundation. It has real potential to just 'kill' Ayr town centre.	08/01/2024 12:13 PM
33	Please stop this. Ayr is dying, and ludicrous, greedy, money grabbing addition parking restrictions are NOT is what is needed to help breathe a small amount of help to restore the struggling town. I expect no one to listen or care. Money is the only priority here. How to fleece the residents of Ayr as they watch their town expire. Please look at the bigger picture, with a long term focus. If anyone has an ounce of common sense they would see Ayr needs to be more accessible and welcoming. STOP DRIVING PEOPLE AWAY WITH PURE GREED.	08/01/2024 12:46 PM
34	I appreciate that the Council wants you make money but surely it's more important to ENCOURAGE people to come to Ayr. The cost of parking can put people off driving into town and small businesses are suffering. More should be done to encourage business to come to the town and improve the local economy. The state of the High Street and the surrounding areas, especially the top of the town is a disgrace with derelict buildings and closed down shops. Residents should not have to pay to park in front of their own house!	08/01/2024 13:25 PM
35	When Holmston garden properties where built on Dongola Road, the residents parking was removed from one side of the street, we were told that the other side of the street would remain resident parking due to the fact the houses on Dongola road from Holmston road to Ashgrove Street do not have off road parking available, and there is no way that parking spaces could be created in the front gardens. There is already a problem with overspill car owners from Holmston Gardens parking in Dongola Road, even though they have parking bays within the development, which are usually empty, this is probably down to the property factors charging for these spaces, which again we were assured this would not happen.	08/01/2024 15:08 PM
36	When Holmston garden properties where built on Dongola Road, the residents parking was removed from one side of the street, we were told that the other side of the street would remain resident parking due to the fact the houses on Dongola road from Holmston road to Ashgrove Street do not have off road parking available, and there is no way that parking spaces could be created in the front gardens. There is already a problem with overspill car owners from Holmston Gardens parking in Dongola Road, even though they have parking bays within the development, which are usually empty, this is probably down to the property factors charging for these spaces, which again we were assured this would not happen.	08/01/2024 15:08 PM

37	Once again a very biased set of questions that don't allow for consultees to actually add to the discussion, and instead try to trick them into the findings you already want, not to comment on the underhand way this consultation has been conducted, tucked away on the Ayr Roads Alliance website, with next to no advertising to the affected communities, and no notice given locally or to residents, as well as almost no indication on the council website.	08/01/2024 15:35 PM
38	I have to double park as it is to get my shopping from my car to my door Than have to move my car before I can go in and pup shopping away.	08/01/2024 15:39 PM
39	The idea of a permit system in residential areas is flawed. We live on St Andrews Street, have two vehicles registered to our address, have off street parking for both vehicles and have two £0.50 permits. Why would we pay £60.00 per vehicle per year for on street parking? Further, many of our neighbours would be in the same situation. The one exception is an elderly widow who does not have off street parking. She has recently undergone knee surgery but refuses to apply for a blue badge as she feels there are individuals who are more in need than she is. Is the Council going to charge a pensioner on a low fixed income £60.00pa to park her car in front of her house? As demonstrated, of the 18 properties on St Andrews Street between Castlehill Road and Dongola Road (Area B4), the revenue generated MIGHT be £60.00pa, assuming our widow friend does not apply for a blue badge! If the thinking behind the proposed scheme is to encourage visitors into the town then on street parking in residential areas, certainly at weekends, should be free. If the thinking behind the proposed scheme is to raise funds, I would suggest it needs re-thought. As demonstrated above, two parking fines would generate more income than a single annual parking permit. Further, when the current permit system was introduced on St Andrews Street, the Council erected a number of sign posts and signs advising motorists of the parking restrictions. I would like to know (a) how much did these signs cost to purchase and erect and (b) how much revenue the Council has generated through parking fines issued to drivers / vehicles without permits 'illegally' parked? I would be greatly surprised if the revenue generated was greater than the cost of the signs. By implementing the current scheme, the Council have only succeeded in discouraging people from visiting the town-centre. This revised proposal will do the same and does not appear to have been well thought out!	08/01/2024 16:16 PM
40	As above, I would strongly ask that you consider the impact for residents.	08/01/2024 17:38 PM
41	I think the increased charges being proposed from 50p to £60 is outrageous!	08/01/2024 17:45 PM
42	Free parking for residents in their own street	08/01/2024 17:55 PM
43	We live within a Type B permit zone, and while enjoying the right to park in our road, we do appreciate that the system needs to be brought up to date. However having paid our Council Tax, Road Tax, and other taxes, we wonder if the cost of administration of parking in the town should not come out of a general fund rather than the pockets of those residents who happen to live closest to the town centre.	08/01/2024 18:03 PM
44	I disagree with shared spaces being made available in resident parking areas. There is little space available and allowing this would make it increasingly difficult for residents to park at their own homes, notwithstanding parking for which they are to be charged. In summer months beach areas are busy and resident parking is paramount for those that live in streets surrounding beachfront. Happy to pay for resident parking but utterly disagree with shared spaces.	08/01/2024 18:16 PM
45	Don't come into Ayr very often There is very little to attract me into the town, and I certainly would come in even less if I had to pay to park.	08/01/2024 18:17 PM
46	As a resident of St. Andrews St., Ayr, I am very concerned about the proposal to remove resident parking permits (as far as I can understand the rather complex	08/01/2024 18:56 PM

	proposals). During certain busy periods e.g. Christmas, the street is already used as an overspill area from Morrisons Supermarket. There are also instances where cars are left in the street all day when their owners take the train to work/ shopping in Glasgow etc. I would be very concerned that opening the street to everyone will result in residents being unable to park in the street. If I have misunderstood and it is intended to create a shared use street, this would also cause me concern as this could result in paying £60 per annum and still being unable to park in the street.	
47	Why Prestwick and Troon allowed free on street parking but Ayr are is not? They are part of SAC	08/01/2024 19:10 PM
48	Parking in Ayr- park circus and Bellevue is difficult enough without adding extra vehicles into that equation through visitor's passes and tradespeople. There are a lot of flats and split houses in these streets. Therefore double the cars- especially in Bellevue crescent. Visitor permits will cause even more chaos if people are parking outside in our already busy street. I do not have a garage and I do not have a driveway. If you want to fund a grant I will gladly put a garage and put parking in my back garden and would not need to park outside and you can then have that space for people shopping in the town centre or visitor and tradespeople. I regularly park at the bottom of my street and lug heavy shopping up the street. Therefore what you are proposing will not reduce the volume of traffic in our street but increase it. I think it will be difficult to police who has been parked for 3 hours and who hasn't and I will end up parking further away each day when I come home. We pay a high council tax and should be able to park outside our house. These are not decisions to be made lightly and a lot of thought is needed.	08/01/2024 19:49 PM
49	Parking in Park Circus, can be difficult enough. With no off street parking we have to park on the street - Bellevue Crescent is even busier. Parking is further restricted by the cherry trees. I cannot see that introducing parking bays can be appropriate or sensible. Had this arrangement been in place, we would not have considered buying a home in this street. How can you impose a £60 annual charge and then open the parking to all comers if they pay? If residents have to pay £60, this should mean securing a dedicated parking place - not have to drive around trying to find one in amongst those buying a ticket. That is illogical and unfair. We see traffic wardens about twice a year - the extrapolation of your scheme must mean hiring more traffic wardens to police the scheme - what are you trying to achieve? You couldn't possibly generate enough income to hire additional traffic wardens - is a business plan available to see your evidence? Where can I access this?	08/01/2024 20:14 PM
50	As above, I strongly disagree that annual fees should be introduced in areas such as Ashgrove St, Dongola Rd... Why are these outlying areas considered to be within a charging scheme, this does not make any sense, please explain.	08/01/2024 20:18 PM
51	This is just another scam by our so called council under the disguise of making it better for residents and the community but in fact all this is, is a complete money making exercise. Where would all this revenue go? It's certainly not on repairing or resurfacing the roads in and around Ayr?	08/01/2024 20:37 PM
52	Residents should be able to park for free outside their own home. Two Parking permits and one visitor permit should be issued to all households otherwise permit driveways to be built in zones where residents need to buy permits to park. Alternatively, make Bellevue Crescent and Park Circus one way with many more parking spaces for residents	08/01/2024 20:59 PM
53	Limiting the time people can park is restricting. Hair dressing appointments can typically take longer than 3 hours. If going out to a restaurant I don't want to be clock watching. If I am taking my children swimming I am already paying for that, it is unfair to also charge to park (it will not be 50p as nobody uses these facilities for 30 minutes or less). Further parking restrictions will only further strangle an already dead and dying town.	08/01/2024 21:11 PM

54	I do not agree with the proposed 3 hrs waiting in residents' only streets. I do not have a problem with the increase in parking costs, but feel B&Bs and other businesses operating in the area should have to pay more to allow more cars to park.	08/01/2024 21:14 PM
55	I strongly disagree with the proposals. Residential areas should be left as they are with charging remaining the same. Proposals have no benefit other than to the council's coffers. The only point that I would agree with is that there should be provision made for carers or business people working at any of the residents properties.	08/01/2024 21:14 PM
56	It already costs a lot to maintain and heat the mainly old properties in these streets, but they add character and are an asset to the town. I resent paying an additional yearly fee just to park outside my own house. It may encourage more people to increase off street parking by removing front gardens which is contrary to climate saving ideals. Free public parking in Ashgrove Street is likely to encourage more people to park here making it harder for parents to collect children safely from the primary school. Some of the streets where you propose introducing public parking are extremely busy, with residents already finding it difficult to park in the street where they live. I don't think that anyone in Ayr should pay to park in the street where they live. I would be interested to know if this policy extends to any other town in South Ayrshire. If not why is Ayr being singled out? I am unaware of any on street parking charges being applied out with Ayr. I still love living in the town of Ayr but it is no longer the attraction it was. I see no reason why the residents should be paying for parking in their home street when the same policy is not being applied to any of the other towns in the region. If parking is in short supply in Ayr then reducing the parking bays in Riverside Car Park and elsewhere for the proposed new cycle lanes needs to be reviewed. I realise the council needs to raise money but excessive parking charges and more competition for spaces for town residents is not the way to go. As I already stated these old properties need constant repairs and maintenance. Charging workmen extra to work in these areas won't help. Why should it cost those more to carry out work at number 4 in the street than at number 44? Obviously this charge will be passed on to the consumer. This fee may penalise smaller tradesmen and those just starting out who may not have the necessary funds available. If they don't pay up then presumably those people living in the town will have less options to choose from.	08/01/2024 21:16 PM
57	Where do residents park if there are no spaces in their street	08/01/2024 21:23 PM
58	- People who live on the streets in Zone B should be able to park for free. We pay road tax and council tax, which is higher than surrounding areas, without having to pay to park outside our house on top of that when others can park outside their house for free elsewhere. - Either everyone in Ayr should pay for parking permits or we all get to park outside our homes for free. - The three hours maximum stay should be charged. Nobody should be able park on our street in the resident only permit area unless they live here or carers etc. - Our street isn't big enough for residents to park never mind allowing anyone to park for 3 hours. - I don't see why the residents permit needs to change. There is only a problem when there is big events on and there is no traffic warden enforcement. Everyone parks, some less than 3 hours, and there are cars left everywhere, blocking drives and there's not enough space for residents to park. - When residents finish work, there is a high chance that they won't be able to park outside their house or even on their street with this new permit scheme. - Resident only streets should be resident only streets. - The people who live in zone B are going to have nowhere to park.	08/01/2024 21:46 PM
59	We pay road tax, council tax and all other charges imposed on us; this permit charge is unnecessary and discriminatory	08/01/2024 22:11 PM

60	Please see above.	08/01/2024 23:13 PM
61	I thought this council and bodies working in Ayr were supposed to here to enhance the town, create easier means of getting around and try to develop our town to encourage visitors to come to our once great seaside town. It seems that the agenda is to just stop traffic coming to or stopping in Ayr altogether. It's sad to see what our Town has become	08/01/2024 23:17 PM
62	McCalls Avenue and Union Avenue require a different approach. Both of these areas are used by non-residents many working in the council facilities in McCalls Avenue. By introducing permits it will force the non-residents currently parking there to park in the surrounding streets. This is not a solution it's only moving the problem elsewhere	08/01/2024 23:24 PM
63	As above residential streets already being abused by non-resident parking for local businesses in McCalls avenue and now council workers since offices moved there. Residents at present can't get parking in their household street.	08/01/2024 23:33 PM
64	Prestwick town is thriving. It is accessible and well used by many people for a variety of shopping and socialising purposes. Imposing parking charges will stifle business and discourage people from coming to Prestwick. It's a busy wee town and parking is busy, but there's plenty of parking available so charging won't improve the situation.	08/01/2024 23:37 PM
65	I cannot believe that you are charging residents for parking outside their homes. You are going to see a huge increase in people monoblocking gardens, which is awful for the environment. I am unsure what your objective is here??? Trades people have it hard enough at the moment- please do not add to that by charging them. Think about your objectives for the town - yes, you have to consider the environment, but make it easy for people to come here. I think it is accepted that if you want to park in the centre of any town or city that you pay more and if you are willing to go a bit further out you pay less. I am unsure how you have decided on these particular streets. This does not appear to be a well thought out proposal.	09/01/2024 00:09 AM
66	If a resident has a permit and you allow shared use, it could mean there is no space for a resident to park if the bays are in use. Why should residents pay for a parking permit when a space may not be available?	09/01/2024 00:49 AM
67	Please listen to the people of the town as deaf ears have fallen upon their every request they've made.	09/01/2024 01:11 AM
68	I should not have to pay to park outside my own house. I also do not agree that workmen in the area should have to pay to park in my street as this will result in , increase costs to any repairs that need doing or put businesses off attending to any repairs that need doing in the neighbourhood- hope that makes sense	09/01/2024 01:20 AM
69	This is a waste of time and money	09/01/2024 05:42 AM
70	I think, during a cost of living crisis, charging residents to park outside their own home, especially to cover a good news story like the 2 hours free parking in Ayr Town Centre, absolutely disgusting. For the record my street is not affected, yet, however I still think when people are struggling to heat and feed their homes, you shouldn't be taking more money from them.	09/01/2024 06:50 AM
71	I strongly disagree with the proposals to make more residential areas permit parking.	09/01/2024 06:55 AM
72	Car parking in Ayr should be free, the services available for people here are limited, so many derelict buildings and empty shops. Why would people want to visit! I work for a company with a town centre office and I know we will be moving in the next 2 years, Ayr has nothing to offer and adding extra parking charges certainly doesn't encourage people to operate a business or entice people to visit the few remaining decent shops, I visited the high street over the festive period and have to say, I didn't feel comfortable or safe walking down Ayr	09/01/2024 06:55 AM

	High Street in the late afternoon, so many empty and dark shops, some vandalised and boarded up! Ayr is a failing town and all you seem to want to do is discourage visitors!	
73	Please see comments above, disgusting how you want to treat residents that have no alternative but to park on the road as there are no drive ways!	09/01/2024 06:59 AM
74	Having people pay to park outside their own homes in Union avenue and McCall's avenue is an absolute farce. Joke of a council.	09/01/2024 07:18 AM
75	Proposals particularly to residents permits and extending them to new streets will make the town more inaccessible for people	09/01/2024 07:25 AM
76	Sort the town and the parking out!	09/01/2024 07:26 AM
77	Stop trying to punish normal people for financial reasons.	09/01/2024 07:31 AM
78	The questionnaire is weighted to provide the responses desired by the ARA/SAC. It does not provide fair and reasoned questioning.	09/01/2024 07:34 AM
79	People shouldn't have to pay for parking at their place or home or work.	09/01/2024 07:48 AM
80	There is plenty of free parking available opposite the Horizon Hotel and staff at County Buildings should be encouraged to make use of these spaces rather than taking up spaces that could in fact be used to encourage visitors to the town	09/01/2024 08:16 AM
81	Parking charges around the beach front redundant we want to increase the amount of visitors to our seaside town not push them further out to Troon, Prestwick or Irvine that don't have charges.	09/01/2024 08:19 AM
82	Ashgrove street will become parking for rail commuters if restrictions are removed- this will cause greater issue for school kids attending Holmston. It is already dangerous on this street.	09/01/2024 08:23 AM
83	I work in Waggon Rd as do about 75 other people who work for the same company any one of us can start from 05.00 and last man finish anything up to 01.00. Our yard is not big enough for all our cars where are we supposed to park our cars get a grip South Ayrshire Council	09/01/2024 08:23 AM
84	There is currently no particular issues in my opinion on Dongola Rd. There is therefore no justification for charging residents £60 pa to park in their own street. I am also concerned about the impact for tradespeople attending residences. If they aren't local they won't have a permit.	09/01/2024 08:38 AM
85	I ABSOLUTELY disagree with the parking proposals for Union Ave Ayr	09/01/2024 08:41 AM
86	On street parking should be free across the town , road tax is paid and the roads in Ayr are a state with potholes and road markings , You should NOT pay to park outside your house at anytime	09/01/2024 08:43 AM
87	Not everyone has a smart phone, and even when they do, depending on the coverage from their provider, it is not always possible to connect to the parking meter - I use O2 and often in town there is barely even 3G let alone 4G and lots of places where the mobile signal is patchy too e.g. the car park near Dalblair Road, complete dead spot for my phone, yet this is where I park for doctor and optician and sometimes dentist, too. How does all of this fit with the need to use smart technology to pay for car parking in town from now on? I suspect I will be getting a lot of tickets this year as I attend my health checks and appointments. It puts me off wanting to come to the shops - I can see that I will only come in to town for essential appointments in future.	09/01/2024 08:52 AM
88	As a resident who can often not get parked on the street at my home due to high quantity of visitors to a council building I would prefer the visitors to be encouraged to use the car parks that are nearby. The people living in and upgrading their homes /very old buildings ... using many trades should be supported. Making trades pay for permits is ridiculous. It's difficult enough to get trades. Also asking residents to pay as much for parking permits and visitor	09/01/2024 09:17 AM

	permits to their homes is wrong as it will affect the housing market. Resident permits do require to be updated as they are impossible to obtain at present but the cost needs to be lower. Make pay and display more expensive and car parks cheaper.	
89	I don't think that York street or the surrounding areas should be included in any parking charges	09/01/2024 09:24 AM
90	I stay in Union Avenue but park on Alexandria terrace as we are on the gable end of the street. If parking in union avenue is included in this consultation then those not resident will just park in Alexandria Terrace. We already find it hard to get a space when we come home due to the council workers who park here currently. It would just move the problem elsewhere. I also own a business on Green St in the affected area. I don't have a vehicle registered to my business address so how would I park outside my office?	09/01/2024 09:30 AM
91	As a resident in the Ashgrove St/ Dongola Rd area, I fail to understand why those streets remain in a residents parking scheme. This is surely historical in terms of the old hospital and the market when they were in that vicinity and there was a parking problem at times for residents. That no longer applies, so what is the rationale for retaining these streets in a parking scheme now? Please review this point as surely there is no rational argument to include this area in a residents parking scheme at all. Otherwise, I would strongly object to the imposition of a £60 per year charge plus more for any visitors I may have.	09/01/2024 09:42 AM
92	People on low income / young parents need somewhere to go Meet in town for coffee. That will not work if they make the coffee plus the trip in plus the parking a nightmare!	09/01/2024 09:44 AM
93	The council are total idiots. Get rid of these stupid plans and work for the benefit of Ayr instead of trying to kill it. Leave the parking free for visitors, trades and residents. Provide more free parking. Look at the bigger picture of how many people are slipping into poverty. Unbelievable.	09/01/2024 09:59 AM I
94	I would be concerned about enforcement of this, I think it will be ignored by people. £60 a year to park outside where you live is a lot of money in the current financial climate. I already pay council tax, rent and road tax. Residents should get a free parking permit and you should be charging and enforcing charged on businesses and commuters that make the streets congested. I've sent pictures to Councillor Laura Brenning how bad my street can get at times maybe take a look. I would welcome a change that would make parking outside my home easier.	09/01/2024 10:30 AM
95	Parking charges are a barrier to people coming to the town. We should be trying to encourage people to come and visit. Ayr used to have some great shops and a great beach. Now most of the shops are closed and the beach is covered in Christmas trees. The dedicated parking area for campers would work better if there were some facilities provided. At least we don't have so many parked along the shore front now.	09/01/2024 10:35 AM
96	People should not have to pay to park outside of their own house. The council is again monetizing yet another thing that we cannot afford. Living is already expensive enough never mind another expense on top of this. What about vulnerable citizens, what will happen to them when this comes into play. Why is this what we put our money toward and not improving the town, its jobs and its development instead we have to pay to park in front of our own homes, this is a joke.	09/01/2024 10:43 AM
97	Charging people to park in front of their own houses when they already pay council tax is amoral.	09/01/2024 10:55 AM
98	South Ayrshire Council are in desperate need of drastic reform. Ayr is the biggest down and out decrepit town for miles around. South Ayrshire Council should be thankful for the last remaining people who are willing to visit 'Abandoned Ayr'. It shows how pompous this local authority is when they have the audacity to try to charge people more money to visit this abandoned town. South Ayrshire Council should maybe just spend their budgets more wisely instead of constantly wasting	09/01/2024 11:16 AM

	money on bureaucratic garbage. Maybe sort out the power and control culture that thrives within South Ayrshire Council, maybe sort out all the corruption and lies. Everything SAC does is a complete fallacy, desperately trying to make the organisation look good on paper when everything around them crumbles. The parking charges could well be the final nail in the coffin for Ayr Town and I don't even care to be honest. I come to Ayr less and less despite growing up there, Irvine and Kilmarnock are way better	
99	Cheaper or free parking would encourage more visitors to the area and would help boost the local economy.	09/01/2024 11:25 AM
100	Many of the streets being targeted with residents parking charges are in the bottom quartile of the Scottish Index of Multiple Deprivation consideration should be given to this. Charging business to work in the local area is outrageous, the Council should be encouraging local enterprises it is very difficult for small businesses to remain viable, this charge will be too high for many.	09/01/2024 12:23 PM
101	I live in York street, pay my council tax and road tax and think that proposing that residents pay £60 a year to park outside their own house when there is a cost of living crisis happening it ridiculous! This needs reviewed. I agree that cars of people who do not live in that area should be charged but as for residents having to pay, it is a disgrace!	09/01/2024 12:46 PM
102	The proposal particularly around zone B10, will merely shift to move a non-existent problem to other areas. Strongly disagree with charging homeowners, most likely tax paying car owners, to park in the vicinity of their own homes. Concerned that these plans will push a problem out into adjacent streets.	09/01/2024 13:02 PM
103	Will you be numbering the parking spaces in the residential permit areas and only allowing permits for each numbered space, if not I could pay £60 for a permit and not be able to park. There is not enough space to allow 3 hrs parking free to non-residents or visitor permits, there is barely enough space right now just for the residents	09/01/2024 13:18 PM
104	I would like to know where the money goes....we pay road tax so should be able to park anywhere (safely). The land belongs to the people not the council.	09/01/2024 13:26 PM
105	What happens if a resident cannot afford a permit? What happens if you pay for a permit but there are no parking spaces, you will have paid for a service that has not been provided and would want a refund	09/01/2024 13:27 PM
106	Aye is a dump, disgraceful charging anyone? Nobody wants to come here due to the fact your robbing everyone.	09/01/2024 13:34 PM
107	Residents and their visitors should not have to pay to park outside their homes. This is putting an additional strain on vulnerable people during the current cost of living crisis. The priorities of the roads alliance are incorrect. Too priority should be safety - not money making. Street lighting needs to be looked at. The current residential street lighting in many areas is no longer sufficient to light the pavements and therefore people are at increased risk.	09/01/2024 13:54 PM
108	Do not bring in a charge for residents to park outside their home	09/01/2024 14:10 PM
109	Overall i think a better grace period would be also be good to have as people can held up for a number of reasons - children misbehaving, invisible/visible illness/disability should really be taken into account in general	09/01/2024 14:25 PM
110	I think it is ridiculous that it is suggested that residents should pay to park outside their own homes. The cost of living is already extremely high and this is another added expense.	09/01/2024 14:26 PM
111	Ref the remove residents-only exclusivity within existing residents-only streets, I strongly disagree [REDACTED]	09/01/2024 14:56 PM
112	Kyle Street car park is already full most days with paying customers. Why are you letting residents park there all day for next to nothing? It just means less spaces for visitors/workers and much less revenue. Let them park from 6pm to 8am off peak, but not all day! I also see Residents permits in the Ashgrove area of Ayr is to	09/01/2024 14:58 PM

	be cancelled. This is where the workers will park all day now. These streets should remain permit/3 hours like the rest. Bellevue Street and Miller Road should remain 1 hour as it serves many shops/eateries/businesses and needs the turnover. Giving 3 hours is too long and decreases turnover. No residents' permits are required in Bellevue Street, as no houses use it. Cannot understand why you are giving 3 hours free limited waiting on some streets like Garden Street, while only 2 hours free in P&D in River Street right beside it? Makes no sense - give it 2, the same. Who is going to enforce all this extra area? The parking wardens can hardly cover the smaller area, so how can they do extra? Residents now paying far more annually will demand extra enforcement. Who will manage all the new permits, and will residents get new discs or will it be like Prestwick with just car registration numbers? thanks	
113	It may be that giving people blanket access to resident's parking permits is no longer appropriate for those who have their own off street parking. I am not sure why those in B zones are being allowed to register 5 numbers against their permit for free all day parking. Many of these. Streets (Park Circus, Bellevue Crescent, Barns Park, and Park Terrace) are very close to restaurants and shops of town centre and this provision seems excessively generous. There is no doubt carer, tradespeople and visitor provision is badly needed for those of us living within the A zones although there is no indication as to how this will work. Could I suggest that in the interests of fairness, regular family visitors (who under proposals will be charged £5 per day) when they spend significant amounts of money in the town and contribute to residents' wellbeing and care should be considered in a different category than occasional visitors.	09/01/2024 15:02 PM
114	For B9 that affects myself. I feel you can enforce parking charges for on the street. Especially next to the train station. But residents should be exempted. Also, they should have a visitor pass to give to people when they are coming over. Can't go from no chargers at all to what has been proposed. People are struggling as is and these changes only make things harder on the everyday person.	09/01/2024 15:02 PM
115	Parking permits for residents should be free of charge	09/01/2024 15:02 PM
116	People living in Residential areas like Union Avenue shouldn't have to pay for permit to park outside their home. Totally agree with max 3hr for non-residents as commuters parking for train/bus is a problem.	09/01/2024 15:34 PM
117	For some people parking in Ayr is a huge issue. We need to be doing all we can to encourage people to come into the town and as this is cited as one of the major drawbacks to using the town we should be making it as easy and attractive to park in town. Shopping wise Ayr is virtually a ghost town now therefore we need to sustain and encourage more people to come.	09/01/2024 15:39 PM
118	Free parking would make people come to town to shop Dumfries can manage why not Ayr?	09/01/2024 15:51 PM
119	Free parking would make people come to town to shop Dumfries can manage why not Ayr?	09/01/2024 15:51 PM
120	Retail will decline if charges are applied	09/01/2024 15:54 PM
121	As above!	09/01/2024 16:28 PM
122	It's a cash grab pure and simple. At a time when the local authorities should be encouraging people to travel to Ayr, setup businesses within Ayr, this will simply push more and more business away from the town centre and surrounding areas. Businesses should NOT foot a £400 bill/permit cost. There is no requirement whatsoever for these charges. I regularly visit a gym in York Street, as do my wife and kids. There is adequate off street parking for around 40-50 cars here. However, lots of member park out in the street and now under these proposals they will potentially be charged £2.50 for the pleasure. There is currently no issues with the parking as is. Town Centre parking charges (pay and display) in the	09/01/2024 16:35 PM

	main town centre is fine.... However to add in huge swathes of new streets/areas that now suddenly need permits/charges applied is just pushing the cars onto other streets in the same area where permits/charges don't apply. Encouragement is require to regenerate the town, local area.... Bring in new businesses etc. - Not charge them more for the benefit. This is a horrendous and uncalled for proposal for business and residents in all the affected areas..... No one wants this, no one needs this and it simply comes across as another "tax" on local people and businesses.	
123	Do not charge people to park their cars outside of their house	09/01/2024 16:47 PM
124	Under no circumstances should residents that have stayed in the zone B9 area for years might I add be made to pay to park outside our own homes when it's people who don't stay here that clog up the streets!!!	09/01/2024 17:37 PM
125	There are little visitors or reasons to visit to Ayr town centre and parking should be free or as cheap as possible. The council should continue the free parking that they installed in December to encourage people to visit and use the town.	09/01/2024 18:07 PM
126	As above	09/01/2024 18:21 PM
127	I don't believe it's moral to pay a constantly increasing council tax bill then have to pay to park in your own town. I understand funding maybe an issue but you should look deeper into your own spending and consider where you are wasting money instead of passing the cost on to us in the middle of a cost of living crises where most are struggling to make ends meet let alone pay for luxuries like parking. If we pay to pave the streets we should be able to use them!	09/01/2024 18:27 PM
128	How are they expecting small local businesses who own units on the streets expected to be changed to pay and display to run? And for people to pay to park outside their house is absolute madness. This needs strongly reconsidered.	09/01/2024 18:34 PM
129	We live in Union Avenue Ayr and the only trouble with parking is the council workers in McCalls Avenue and residents of McCalls Avenue(across from the industrial estate) parking elsewhere because they get paid NOT to park in their own Road due to the lorries needing the space to manoeuvre in and out of Newton trading estate Also train passengers using Newton on Ayr train station to travel to their work that park near the bottom end of Union Avenue (number 1 etc.) I for one WILL not pay for the parking permit as I pay my road tax and I will not pay for other people selfishness I would just park in Alexandria Terrace and surrounding streets if that is the case! I am fuming with this proposal as the council tax an Ayr town centre is a disaster I am Ayr born and bred like my family for hundreds of years and I'm so embarrassed by my home town and who is running it we definitely need change and an election and change of leader	09/01/2024 18:45 PM
130	Why do you need to change the existing parking? If you do, I will shop / eat out elsewhere where there is free parking. Many other people I know are of the same opinion. I shop locally as much as possible and have a high disposable income. I see paying for parking a waste of my money when I already pay high council tax. I feel you really need to reconsider your strategy. I enjoy going to Ayr high street on a Saturday and Sunday afternoon when I know I can park easily around town for free. You are considering taking this option away, therefore as I say, I along with many others will shop in another area where parking is free. This will affect the local businesses and SAC will be to blame. Surely you should be encouraging people to come and spend time / money in Ayr, but your proposal will make people do the opposite. Your proposal is a terrible idea and I highly object! I really hope you take heed and listen to the local residents who live, work and spend money in our town. Your proposal will only drive people away! DO NOT go through with it! It will be another one of your HUGE mistakes.	09/01/2024 19:18 PM
131	I think the proposals to charge residents in and around Ayr are an absolute disgrace. I do not agree with such payments as many people have lived in these	09/01/2024 19:20 PM

	areas for decades and they will now be charged for the privilege of parking at their homes. How dare this council propose this?	
132	ALL OF THE ABOVE BLURB - I'll paste it again in case it's not clear enough: You have a bloody cheek even singling out streets like Falkland Road where we live - 4 adults all working and all paying tax and contributing to society. Even streets like Glebe Crescent, Glebe Road, Green Street, Waggon Road, York Street - hardly areas where you'd WANT to park your car or van. All that people will do is park round the corner in Falkland Place for example, I have a garage round in this street, and park in the other streets where your permit is not needed. We have a guy up our street who has 5 vehicles outside his door, including 2 works vans. If you are going down the permit route then it should be EVERYBODY in Ayr and surrounding areas, not just the areas you think. You lot probably live in the posh bits anyway and can afford it! Take a visit to the areas and speak to US, the residents, there is not an issue at all with parking but there will be if you intend to go ahead with this. Why not employ a few more traffic wardens and get better tech where they can scan a number plate and see who is parking for work and who actually lives in that area. One show does not fit all BUT IF YOU ARE GOING DOWN THIS ROUTE THEN I'M ALL FOR IT, certainly including the council officials 1st and foremost. [REDACTED]	09/01/2024 19:23 PM
133	People should not be charged for parking outside their own home.	09/01/2024 19:41 PM
134	Union avenue is hardly the centre of Ayr. What exactly are we getting for our money? Or is it just a money making scheme by the council? Does the fact we have a run in matter Do we get charged for parking on our own property? Does it mean our family can't visit or tradesmen do work? It sounds disgraceful. We are not bothered by people parking in our street. So why should we be charged to park at our front door.	09/01/2024 19:47 PM
135	Extending the areas to what is essentially an industrial estate (waggon Road, York street) is ridiculous. Extending pay and display to 6pm on Saturday is also ridiculous The council and ARA are hell bent on killing this town, small business and squeezing every penny they can from motorists, this is plain to see. This is nothing but a money spinning exercise	09/01/2024 19:47 PM
136	I live on Charlotte Street, over Xmas there were no parking charges for on street parking, the area was busier, shops were busier, cafes were busier, and hopefully local businesses got a much needed boost after months of the train station being shut and the drop in footfall that brought to the town. The town centre is dead, even around Tams Brig, around the industrial estate, shops and businesses are shutting at an alarming rate, the town is clearly struggling to attract consumers and retailers, extending parking charges will only damage what little custom the local shops and businesses get.	09/01/2024 20:01 PM
137	Parking permits for residents should be abolished as people already pay council tax and road tax. To pay to park outside your house is really too much	09/01/2024 20:23 PM
138	Pay and display parking in some of areas within Ayr town centre should be done away with, encourage shoppers back to the high street and to socialise	09/01/2024 20:28 PM
139	Charge for use and parking in electric charge bays I have to pay for parking, why don't they	09/01/2024 20:30 PM
140	I don't think you should be made to pay when saying in the streets listed. We have just got a drive way to allow us to park at our house and this is due to the amount of people who have cars now in our street. We don't stay close to the town where this should be an issue. The problem with parking comes when the football is on, permits should be issued when the football is on to avoid this. The same way they do when the bowling is on. There is no reason for it to start now, when the cost of everything else has went up, we shouldn't need to pay to park in our own street as well. If anyone is using them streets to park it's to visit or because they stay there, it's not close enough to leave your car and walk.	09/01/2024 20:35 PM

141	Allowing non-residents to park on my street will mean I am unable to park near my house which is unreasonable	09/01/2024 21:24 PM
142	I strongly object to the extension of parking charges and restrictions beyond the main Street no one would be able to do any significant shopping and then carry it beyond that distance. Public transport would be too expensive	09/01/2024 21:43 PM
143	Changing free parking on a Saturday afternoon is a crazy initiative. Parking at the weekend should be free to allow more people to want to come to the town and spend money. Further clarity is required to why zone B needs to pay for residential parking. This is not within the town centre.	09/01/2024 21:50 PM
144	Monday to Friday parking should be 9.0am to 6.0pm and Saturday 9.0am to 1.0pm. Having already paid council tax and road tax I would resent having to pay to park outside my own home. It is unclear how the system will be policed. If someone randomly parks outside my house how will anyone know how long they have been there?	09/01/2024 22:51 PM
145	I think charging people to park outside their own house is a disgrace. Resident parking should be free. People pay council tax and road tax already. It's like charging people money because they don't have a driveway is not something any council should want to be involved with.	09/01/2024 23:26 PM
146	Parking should be free, parents shouldn't be charged £2 a day, £10 a week to take their kids to school if driving is the only suitable option. We live in a beautiful seaside town but can't enjoy parking near the seafront without getting charged for it and now to suggest residents need to pay is a joke. Cost of living crisis and the SAC concern is how can we charge people more. You don't care about a dying town, make Ayr fun. Need to get an absolute grip, if you're charging folk to park, put the money directly back into the community. Be transparent on how much you are taking in. We want to see where that money is getting spent. I know you won't, because then they'd be an uproar.	10/01/2024 01:41 AM
147	DO NOT ALLOW RESIDENTS ONLY AREAS TO BE SHARED USE. DO NOT CHARGE 60 POUNDS FOR RESIDENTS TO PARK AT THEIR OWN DOOR YES HAVE VISITOR PERMITS DO NOT CHARGE TRADESPEOPLE	10/01/2024 08:36 AM
148	The cost of parking has killed the town centre. Whether it's for work, shopping or visiting family you have to pay to park everywhere - I avoid the town at all costs unless I have to go there for work. I actively look for businesses to use - hairdressers, shops etc. that are out with the town because the parking charges are ridiculous	10/01/2024 09:00 AM
149	As a resident of Taylor Street, businesses like garages are using our street as a dumping ground for their customers' cars, parking far too close to junctions making it difficult to drive around. There are cars that's sat there for 2 months now with no wheels. My worry is having the surrounding areas included in the residential permit is just going to lead to even more cars and vans being parked right outside my house.	10/01/2024 09:15 AM
150	As an elderly home owner on York Street Lane. I have to park my car on Taylor Street during to not having outside parking. I have to walk some distance around the streets to where my car is parked due to all the cars and work vans that are parked on Taylor Street and Green Street from the businesses in the area. I don't want to leave the house due to not being able to get a space close to my house when I come back. It's ridiculous that the police drive down Green Street Lane to the station and haven't done anything about how dangerous the dumped cars and vans are parked along that road. But yes if more areas aren't included down this way it's going to lead to more cars being dumped in non-permit areas.	10/01/2024 09:20 AM
151	The main council car parks should revert to free parking for 3 hours to encourage car drivers to leave their cars for short periods but not all day and park and ride systems should be given priority.	10/01/2024 10:58 AM
152	FREE parking in and around the High Street. This will ultimately generate more income. Parking attendants should be re purposed as Meters and Greeters to attract people to the town centre. Finally do away with the one way system, the	10/01/2024 12:45 PM

	introduction of which started the decline of the town centre. Troon and Prestwick have free parking and look at how successful they are. Your proposal is bonkers.	
153	You haven't consulted the residents in the new proposed area of Falkland Road around your potential to introduce parking charges So much for a road alliance more like a roads dictatorship If you are just going to introduce new areas of charging then do it in the right way with the proper consultation not just sneak in a proposal that without people finding it no one would know about. Your priorities are completely out with the things that need sorted. You introduced free parking in the town which then meant actual residents couldn't park close to their homes over the festive period. I would like to know the reasoning behind the introduction of these charges in Falkland Road area. What is this going to do?	10/01/2024 13:25 PM
154	I see no reason for introducing a resident parking fee for Falkland Road and Falkland Park Road. These are residential streets with no commercial properties. Falkland Road in particular is a street of terraced housing where the majority of residents have no option but to park on the street as they have no driveway. The only time there was a problem parking was when there was a major event at the bowling club in Northfield Avenue and this is effectively managed now by issuing temporary parking permits and providing a park and ride scheme.	10/01/2024 13:56 PM
155	Very concerned that residents parking on some streets in the Newton area will have an impact on surrounding streets as people choose not to pay and park in other streets in the area instead, impacting on residents on those streets who will be left unable to park anywhere. Parking outside of the town centre should remain free.	10/01/2024 14:33 PM
156	I totally disagree with the parking strategy of Ayrshire Roads Alliance for Ayr. Ayr is a holiday town and the present policy on parking discourages visitors. I attended the public meeting that was held in the Horizon Hotel and asked the Ayrshire Roads Alliance representative if he was charged for parking outside his house. I was not surprised when he said no he wasn't. This parking scheme discriminates against me for buying a house in some arbitrarily thought up Zone. It does nothing to enhance the residents or visitor experience of visiting Ayr. Improve traffic flow or anything else. I would like to see the results if you tried to impose parking charges throughout the town of Ayr We have lived in Zone B Queens Terrace for over 20 years and have a residents parking permit. Queens Terrace has a mixture of holiday and residents parking. Even though my wife and I are in our mid-seventies and have to double park at times to offload our grocery shopping we accept Ayr depends on its visitors and we accept that inconvenience of having to find an alternative parking spot. I would be extremely unhappy if I have to pay and cannot get a spot to park. In my mind you are taking nouse for nothing. At this present time of high energy prices, grocery and other bills this is a completely wrong time for implementing this scheme. The proposal does not enhance Ayr to residents or visitors it is just another way of taxing the citizens and visitors to Ayr. Shame on you. Douglas A Herring.	10/01/2024 15:56 PM
157	As long as the same rules apply. As a resident of the fort area we should get the same right to park outside our home as everyone else does. A lot of properties don't have off street parking. So if you charge yearly fees, visitor fees etc., you do it in Kincadston, Belmont, Mainholm, Alloway, Doonfoot etc.	10/01/2024 16:05 PM
158	Your questions are too exact with no place for alternative opinions. You also shoot yourself in the foot with area times as the Mill Street area (for example) has differing times. Carers/Emergency Workers/Tradespeople should have a Town Centre - All Areas Permit for free. Not all Tradespeople live in Ayr - some come from Glasgow / Edinburgh and a lot further afield - even abroad. They will have no knowledge of any Parking System in Ayr. Regarding the Promenade and a comparison with other seaside resorts Ayr is not a particularly attractive town to visit when compared with the like of Brighton so I don't think charging is a good idea along the Prom. I don't know how you are going to manage the Citadel Leisure car park charging exemption for leisure users - the Citadel can't manage	10/01/2024 17:11 PM

	the entry system to the facilities as it is! Good point - contactless charging - at long last! All the jargon that is in the Parking Strategy makes me think that it is mostly about raising funds to keep SAC afloat - that shouldn't be the reason.	
159	Free parking or lack of directly influences whether I shop/eat out in Ayr. The small increase in revenue for the council from extending parking fees will be more than offset by the loss of rates from businesses they go bust. The council should make Saturday parking free everywhere. The free 2 hours didn't work to attract people into Ayr all spaces were filled by employees by 8/9am.	10/01/2024 17:36 PM
160	Stop Charging people to park where they live it's that simple, corrupt council killing the town.	10/01/2024 17:44 PM
161	It is unfair to ask local residents in the Newton area, many whom contribute massively to the local community, to pay for parking outside their house! I understand the aspect of introducing Pay and Display and the revenue this would bring to the Council but each household should receive 2 free parking permits as this would alleviate any complications for Tradesperson/Carers as Newton-on-Ayr has an elderly population. Also if Tradespersons are from out with Ayr, such as Glasgow the Council cannot expect businesses to pay for a quarterly/yearly permit for a one of visit. Introduction of any Pay and Display machines should have facilities to use money as not everyone has a smartphone and can access Apps. There is a lot more pressing issues the Council should be considering and introducing new parking measures at Newton-on-Ayr is NOT one of them....chaos and spending tax payer's money unnecessarily again should NOT be one of them!!!	10/01/2024 18:07 PM
162	Paying to park outside your own home is a disgrace! There is nothing in Ayr town as it is and by trying to enforce pay and display in more areas is only going to discourage everyone to not come into the town. The cost of living is hard enough with bills, food, shops and everything else rising. To add parking charges for parking outside your own home is too far. A big NO from me. Do the right thing SAC don't make everyone's life even harder in these hard, trying times?	10/01/2024 18:56 PM
163	Charging for residents parking, other than a small admin fee is a disgrace. It should come out of council tax if needs be: I should not have to pay to park outside my own door simple because I live close to the town.	11/01/2024 00:02 AM
164	Charging for residents parking, other than a small admin fee is a disgrace. It should come out of council tax if needs be: I should not have to pay to park outside my own door simple because I live close to the town.	11/01/2024 00:02 AM
165	These proposed charges would significantly add to the 'cost of living' burden in current 'Type B' residential parking areas. The proposed cost increase for residents appears to be much greater than any perceived benefits - has any cost benefit analysis been done in connection with this proposal?	11/01/2024 14:32 PM
166	Why expensive residents' charges are being proposed when only a minority of respondents to the last consultation were in agreement - what is the point of a consultation if the respondents are not being listened to?	11/01/2024 14:42 PM
167	This is yet another problem for businesses in this area, anything which makes it more difficult to trade or work in this economic environment is a bad idea, which will have far reaching negative impact on the town centre.	11/01/2024 16:44 PM
168	Take content avenue off of the residents permit areas. This is not town centre and will deeply affect the residents of this street and people who visit us.	11/01/2024 22:29 PM
169	I am a concerned resident of Content Avenue & I am not happy about having to pay for a permit. Basically we are being charged to park outside our homes. This is not a problem area and why are we being singled out when there are other streets closer to town centre that are completely unrestricted. Take content Avenue out of the restrictions.	11/01/2024 23:07 PM
170	I am writing to express my strong objection to the proposed introduction of residents' parking permits on Content Avenue. As a resident, it is concerning that we will now be required to pay for parking outside our homes, especially when	11/01/2024 23:15 PM

	there has never been a need for permits in the past. Content Avenue is not part of the town centre, and this proposal seems unjust considering many other streets in the vicinity remain unrestricted. I urge you to reconsider this plan, as it appears to be an unnecessary burden on the residents of Content Avenue. Thank you for your attention to this matter.	
171	The reason Prestwick is so busy is that you have free parking. Charging for parking at the esplanades in Ayr, Prestwick and Troon means you are going to now push visitors to other areas out with SAC. You are attempting to push everyone onto public transport, pushing people who drive cars into travelling elsewhere. Compare what someone driving a car spends to what a passenger in public transport spends. People in cars will be more inclined to purchase expensive, large and large quantities of items as they will have the funds and also the space in their vehicle to get them. Anyone on public transport will be inclined to order online rather than by from the local shops as carrying things back on public transport is not feasible. The town centre is already in decline, these changes are forcing people with money to go elsewhere with more options. For example Irvine is now a more feasible place to go than Ayr, free parking and a much better selection of shops, so you will be pushing new businesses into moving there and not Ayr.	12/01/2024 08:03 AM
172	I feel the annual fee for business & tradespeople is too high & unfair. We should be encouraging local small businesses including tradespeople to thrive not subjecting them to yet another operational cost during a cost of living crisis. Surely a charge could be means tested in terms of the size of the business & annual turnover?	12/01/2024 10:00 AM
173	Parking charges have greatly contributed to lack of trade in Ayr town and are killing people's livelihoods. These charges deter both tourists and residents!!!!	12/01/2024 10:03 AM
174	See previous answer	12/01/2024 10:23 AM
175	When AHAC decided to start renting 7 York Street, Ayr part of the reason we moved here in 2012 was to ensure anyone needing our service could access it without barriers, including parking and charges. We listened to our service users who told us they would prefer us to be not in but not too far away from the town centre due to parking charges and lack of available spaces nearby. It was for this very purpose we chose York Street as an area near those in need and which had plenty of free street parking. Many who visit us need to be able to park near the office and have no money to be able to pay for parking. This is important for those who are unable to walk far but are without a blue badge e.g. those who struggle to walk, have anxiety about walking past people in town centre/busy streets or those with multiple children where the logistics of parking and walking is too much due to their mental health. The majority of those who use our service are vulnerable, have mental health issues and are in poverty. During a Cost of Living Crisis we cannot add additional poverty to them by them having to pay to park when visiting and using our office. For many we are the only service which is available without appointment to drop in to get regular, face to face information and advice. We would welcome either specific spaces allocated outside our offices for those who work and are visiting us to be free or some reduction, allowance for some cars to be able to park in York street as part of a Charity Permit Scheme. We would be happy to pay a reduced rate – e.g. Charity permit - £100 annually for up to 8 cars Charity visitor permit - free for up to 3 cars at a time – we could give these to service users to display on their cars or Essential Worker permit - Free for up to 8 cars Charity visitor permit - free for up to 3 cars at a time – we could give these to service users to display on their cars There are currently a lot of abandoned cars in York street which have not MOT, Road Tax or Insurance. Some car garages leave cars there and put MOT on them to avoid them being removed.	12/01/2024 12:24 PM

176	Before the final decisions on this matter are brought into action there I believe there should be another option for the public to have their say, either another survey or a public meeting.	12/01/2024 12:37 PM
177	Increased disabled bays for those who struggle to find a parking space near where they need to go Frontline and essential workers who need a car for work must be given a free permit to allow them to continue to do their job	12/01/2024 13:26 PM
178	AHA have been occupying the office in York Street since 2012. The reason for taking the lease were clear: Service users had shared that they wanted to access services where parking was available and the location was in or near the town centre Free on street parking on York street addressed a wide range of needs including but not exclusively: individuals unable to walk but without a blue badge and those with mental health difficulties which may be exacerbated in outside spaces. Other info: We have found that the majority of our customers are dealing with the consequences of poverty and have complex needs including mental health concerns. Whilst parking will not change the situation alone having the option of free parking could see the individual access timely advice that may make a huge difference to their own and any family members life moving forward Suggestions If free permits were not available the introduction of a Charity Permit Rate.	12/01/2024 13:50 PM
179	Work in mc calls avenue as do many others , where do you suggest we park, there is wasteland on McCalls avenue - can this not be turned into free car parking	12/01/2024 18:28 PM
180	The proposed changes to residents parking in Zone B2 (Park Circus and Bellevue Crescent) are completely unworkable and will surely lead to conflict between residents and casual parkers. Has anyone from Ayrshire Roads Alliance (ARA) bothered to carry out a day time survey of these streets. Had they done so it would be obvious that there are almost no spare parking slots? Residents in Bellevue Crescent are now being forced to park two abreast in the street. Park Circus is slightly better but not by much. The proposed 3 hour max time is irrational. Essentially, a casual parker can park all morning or all afternoon. (Free of charge? the strategy does not make this clear) meaning residents will find it almost impossible to park in their streets during morning and afternoons. For example, a resident returning from the school run will find it impossible to park near their house. What is a parking bay in the context of these two streets? There are no street parking lines drawn. Is it proposed to mark out these streets with designated parking grids? Again the strategy does not make this clear. Is ARA aware of the large number of trees on both of these roads? Will there be allowances for these is any designated areas which will in any event, significantly affect the number of available parking opportunities. What about overnight parkers in motorhomes and overnight vans? Being so close to the seafront, this will allow this community to park up at 3.00pm and stay until 12.00 the following day, thus avoiding esplanade overnight charges. And of course the rubbish and litter that often accompanies some "wild campers". Rubbish and litter. Casual parkers litter the streets much more than residents who in general, are mindful of their surroundings. It's already bad at the Bellevue Street end of the zone. How is this going to be controlled? How is it going to be cleaned if vehicles are parked all day long? Neither mini sweepers nor hand brushing will be able to gain access to the gutters. What steps are proposed to keep driveway accesses clear at all times? Casual parkers will always push the boundaries and encroach on driveway access. Residents rarely do, because everyone knows who they are. Will there be a facility for residents to report delinquent parkers?	12/01/2024 21:25 PM
181	Your initial consultation showed a strong desire not to charge residents more money in the areas they live to park at their home addresses, yet you continue to push for this through further consultation in an attempt to justify what you are going to do. The wording of questions are very leading and show a clear desire by south Ayrshire council to railroad what they plan to do anyway, despite no	12/01/2024 21:42 PM

	support from the public they serve. This does not make Ayr or South Ayrshire an attractive place to live, work or spend time recreationally.	
182	Absolutely ridiculous idea to do this! The council will push everyone away from Ayr! Even the people who live here! Do not enforce payment on parking outside your own house! As if people have enough money to even live!, let alone pay ridiculous charges. No no no no no! Do not put these parking permits in place!	12/01/2024 21:58 PM
183	I shouldn't have to pay to park outside my property in McCall's Avenue	12/01/2024 22:55 PM
184	I've never seen a town centre look as horrible as Ayr currently is. Abandoned buildings everywhere you look. No nightclubs for the youth. Not many prospects for businesses. Why would anyone want to come on holiday here? The solution is to extend areas in which parking fees are applicable? Really? I'm glad I've moved out of Ayr and I'm hoping it's a while until I need to come back	13/01/2024 00:13 AM
185	Ayr town Centre is a disgrace. There is no real town centre anymore. Shops need to be encouraged back and shoppers. Free parking is essential for people to retail parks. Charging people to park at home is also a disgrace. This is not Glasgow. If there was a thriving town and reason to charge to prevent people parking where they should there would be a point. There's is not. Charging tradesmen more is awful. As a letting agent it is already hard enough to get good tradesmen and reasonable costs. This will mean they will not work in the town centre or charge more. Scandalous. Unworkable and downright stupid in a dying town centre. Look at how busy it was in December when free parking available. Difficult to get a space but busy. Give people a reason to come not to stay away.	13/01/2024 07:28 AM
186	I feel very concerned about restrictions to parking around Cassillis Street, Charlotte Street, Fort Street and Citadel Place and surrounding area as these streets provide drop-off and pick-up for Ayr Grammar Primary school. The driving, parking and traffic around the school can be very unsafe as things are. I know this is common around schools, however I worry that restricting parking further will drive more cars to take risks, stopping and parking inappropriately around the school causing a risk to the children. Given the reach of the school catchment it is unrealistic to expect people will not drive their children into the town for school, and there needs to somewhere legal, safe and free for them to park within reach of the school. Closing down all drop off options will increase the risk to the school children who do walk & cycle to school, and restrict parents who are trying to do the right thing by parking in a sensible place to access the school. I understand parking must be a frustration for local residents but this will be worse if school parents start parking illegally/erratically around the school.	13/01/2024 10:13 AM
187	ARA and SAC will be aware of the existing traffic difficulties following the relocation of Ayr Grammar primary. As a parent, I'd express huge concerns over extending the pay and display area around this area (Cassillis st, Charlotte st etc.). These are often the only safe areas to park nearby and safely collect young children. Implementing charges here will have inevitable negative impacts: increased temporary "parking" to drop off / pick up outside of the school; bottleneck traffic jams and an increase in danger to the primary school children. The residents of Ayr are already coping with the fact a large commuter town is no longer effectively served by trains. The lack of park and ride options at the station already makes using the shuttle service to Prestwick incredibly difficult. Adding extra parking charges and restrictions in the town centre will only add to this. This is all before you even start to consider businesses / workers in town. Unfortunately a once thriving Ayr has gone downhill already - implementing new charges / restrictions will only deter footfall, increase dangerous driving and make things worse for an already struggling town.	13/01/2024 10:41 AM
188	No residential parking fees. Reduction in town parking as it is a deterrent to the town centre.	13/01/2024 10:42 AM
189	Maximum length of stay should be shorter within permit areas (2 hours max.) Adequate time for attending appointments or undertaking business in the	13/01/2024 13:00 PM

	<p>premises on Alloway Street; within County buildings etc. I presume this will be pay and display as it will be impossible to monitor compliance with max duration of stay otherwise. It is also unfair not to charge for limited time waiting if residents are paying, as residents are then, in essence, subsidising those local businesses which are not providing parking for their customers/ patients.</p> <p>Residents' parking- it is fair that permits should come at the same cost to those in zones A&B, if costs are to be imposed. Of course, our rates are higher than in other areas of the town and paying to park close to our homes is not a consideration for residents in other parts of Ayr. This seems rather prejudicial. There remains quite a discrepancy between costs in the zones for visitors' permits. I think it likely that residents in zone A will be rightly aggrieved at this. If your attempt is to rationalise and make charges fairer, this is inconsistent. This is not to suggest that the cost for visitors permits in zone B should be higher, rather that zone A's should be lower. Alloway Park and Park Terrace are situated around a paddock; the fencing, verges and maintenance of which, residents pay for.</p> <p>What guarantees will be provided that any costs incurred by potential damage to same by the expected increase in non-resident parking, will be paid by SAC who will be overseeing and imposing changes? Consultation mentions 11am to 6pm as time frame for on street charging; why now is this time period extended to 8am to 6pm? Tradespeople running businesses (the purpose of which is to generate profit), who will require to pay for permits to enable work to be undertaken within zones A&B, will pass that overhead on to their clients. Once again, residents in zones A& B will be paying extra. The road surfaces of streets opened to non-residents parking will degrade more rapidly due to increased traffic. Have the costs of this been taken into account? Both Alloway Park and Park Terrace are cul de sacs. It seems foolish to encourage increased traffic movement in these streets. There is mention of the need to provide medical certification to gain a permit in circumstances where a resident requires visits from health care professionals. Has the input of the medical community been sought on this point? The NHS is overloaded and this adds yet another administrative task for primary care, most probably without its knowledge or consent. Much needed revenue will be raised for SAC by the imposition of charges. It is galling that this probably requires to be an even more necessary consideration, given the appalling, unresolved situation of the Station Hotel, with the costs of 'protecting' and dealing with that building astronomical and passed on to residents of the council area. I sincerely hope that the absentee owner is being robustly pursued to repay what he has, in effect, stolen.</p>	
190	<p>Maximum length of stay should be shorter within permit areas (2 hours max.) Adequate time for attending appointments or undertaking business in the premises on Alloway Street; within County buildings etc. I presume this will be pay and display as it will be impossible to monitor compliance with max duration of stay otherwise. It is also unfair not to charge for limited time waiting if residents are paying, as residents are then, in essence, subsidising those local businesses which are not providing parking for their customers/ patients.</p> <p>Residents' parking- it is fair that permits should come at the same cost to those in zones A&B, if costs are to be imposed. Of course, our rates are higher than in other areas of the town and paying to park close to our homes is not a consideration for residents in other parts of Ayr. This seems rather prejudicial. There remains quite a discrepancy between costs in the zones for visitors' permits. I think it likely that residents in zone A will be rightly aggrieved at this. If your attempt is to rationalise and make charges fairer, this is inconsistent. This is not to suggest that the cost for visitors permits in zone B should be higher, rather that zone A's should be lower. Alloway Park and Park Terrace are situated around a paddock; the fencing, verges and maintenance of which, residents pay for.</p> <p>What guarantees will be provided that any costs incurred by potential damage to same by the expected increase in non-resident parking, will be paid by SAC who</p>	13/01/2024 13:00 PM

	<p>will be overseeing and imposing changes? Consultation mentions 11am to 6pm as time frame for on street charging; why now is this time period extended to 8am to 6pm? Tradespeople running businesses (the purpose of which is to generate profit), who will require to pay for permits to enable work to be undertaken within zones A&B, will pass that overhead on to their clients. Once again, residents in zones A& B will be paying extra. The road surfaces of streets opened to non-residents parking will degrade more rapidly due to increased traffic. Have the costs of this been taken into account? Both Alloway Park and Park Terrace are cul de sacs. It seems foolish to encourage increased traffic movement in these streets. There is mention of the need to provide medical certification to gain a permit in circumstances where a resident requires visits from health care professionals. Has the input of the medical community been sought on this point? The NHS is overloaded and this adds yet another administrative task for primary care, most probably without its knowledge or consent. Much needed revenue will be raised for SAC by the imposition of charges. It is galling that this probably requires to be an even more necessary consideration, given the appalling, unresolved situation of the Station Hotel, with the costs of 'protecting' and dealing with that building astronomical and passed on to residents of the council area. I sincerely hope that the absentee owner is being robustly pursued to repay what he has, in effect, stolen.</p>	
191	<p>I don't believe ANY resident should pay to access parking outside their own street. The council tax is high enough in certain zones without imposing further costs. Plus, it's already stressful. Often it is impossible to get parked near one's own front door but residents accept that is the nature of living in the area. It would be an insult to pay more for this. Nor should visitors/trades people be discouraged due to astronomical parking fees. A universal trades pass and careers pass/veto would solve this issue. It's fine the way it is for residents. It's far from perfect but we manage. Focus on a fair system for shoppers/visitors/commuters instead.</p>	14/01/2024 03:23 AM
192	<p>You cannot change without consulting us first. I do not want to pay for parking in my own street.</p>	14/01/2024 15:06 PM
193	<p>Removing the residents' only parking status will encourage more traffic and visitors to an already busy residential street resulting in residents being unable to park outside their own house! There would be more road traffic resulting in more damage to the road surface. The exit from Park Terrace & Alloway PI is already hazardous and with more traffic visibility will be even more restricted. There is plentiful parking around Ayr for visitors and commuters, our Street (Park Terrace & Alloway PI) should be left the way it is as it is busy enough!! Consideration should be taken in view of elderly residents needing to park outside their own house.</p>	14/01/2024 19:24 PM
194	<p>Another trumped up waste of time for some under work bureaucrats. All parking needed for access to public services like courts, solicitors offices, and then shops, bars and restaurants should be free. You have killed trade in the centre of Ayr with your stupid parking charges and fines.</p>	14/01/2024 23:10 PM
195	<p>I would like residential / visitor bays only. I would be prepared to pay an additional minimum fee for parking but not if it is shared multi use and free for everyone else. Residents would be losing out on both sides, being asked to pay but not being able to use the space currently designated for their property.</p>	15/01/2024 10:40 AM
196	<p>I strongly disagree with the proposal that Resident only streets should become shared use parking areas. If a street primarily or entirely consists of residential properties then parking should remain exclusively for residents. Under the existing residents' only parking arrangements, it is already very difficult at times for residents to park close to their homes as the permit system is regularly abused by non-residents parking. This abuse is rarely policed by the traffic wardens. If the streets were to be opened up for non-residents to park under the limited time parking proposals, this would have a significant detrimental impact</p>	15/01/2024 12:21 PM

	on the residents and their quality of life. Where streets have a mixed use of residential and commercial properties, it may be appropriate for limited parking proposals to be introduced to help businesses. However, as stated above, streets that consist entirely of residential properties should continue to have parking exclusively for residents.	
197	I strongly disagree where a street is a residential only street that this could be used for non-residents parking. As a resident in a permit area I find it very difficult to get a parking space close to my property. The street is consistently full of cars which do not belong to residents in the area. The traffic wardens are few and far between. This causes me great difficulty when trying to get within close proximity of my property which is very frustrating especially when I have shopping in my car or my elderly mother in the car who has limited mobility. I do not mind paying for residents parking but I strongly object to paying for a residents parking permit when the street will be open for others to use.	15/01/2024 12:31 PM
198	These plans are killing the town. People don't want to have to think about parking when they are running chores. I am not going to pay 50p to pick up my dry cleaning. And then another 50p to pick up my shoes from the shoe repair shop. And then another 50p if I want to collect a pair of tights for my daughter's school uniform. These shops are not close enough together and sometimes you just want to run an errand on the way home from work. The weather is also not good enough for lots of traipsing through town. Do any of the council have a clue? What's going to happen is that no one will run errands in town any more. I will end up going to the supermarkets where parking is free which is a shame as I have relationships with shops in town. Similarly, why on earth would you charge for parking at the citadel? I have a daughter that swims. She's at the citadel 7 times a week. If you think I'm paying £14 a week just to take her to practice you are insane! Similarly, Prestwick pool, Troon pool. You want to encourage health and fitness not discourage it!	15/01/2024 12:54 PM
199	I have stayed in Falkland Road for 32years and don't see why we and Falkland Park Road residents should pay to park outside our house. Our house is terraced and nowhere else to park our car .if this goes through we'll just park in Falkland place across the road and the residents there won't be happy if they can't get their car parked outside their home. We pay council tax road tax and can't afford to pay any more money. I strongly disagree with these parking restrictions in a quiet residential street.	15/01/2024 16:03 PM
200	Absolute joke. You should not have to pay to park on your own street especially if you do not have a drive or the abilities to make a drive to prevent parking on the street. We do not need added bills on top all our other very overpriced bills. I have a family which includes 3 cars and to be asked to pay to park my car is an outrage and to be honest something myself, as a widow and in a low paying job which most can relate to, can't afford these additional payments. Most of the streets in question do not have parking issues with people outside the street therefore this needs to be revaluated!	15/01/2024 17:43 PM
201	I feel that you should not be charged to park outside own property it's never been an issue before so why now I think it disgusting I'm a widow and feel that yet another bill is just unacceptable	15/01/2024 17:51 PM
202	I live & own a property on Park Terrace-I should not have to pay £100 a year to park my & my daughters' cars outside our house! Surely this cannot be changed- there will be an uproar!! Be careful	15/01/2024 20:57 PM
203	I have always found the pay by app very useful (Ringo & Pay by Parking) - the convenience of extending parking if required by using app was great - think removing this is a backward step.	16/01/2024 11:31 AM
204	While there may be merit in reviewing parking charges in Ayr, the focus should be on improving Ayr as a designation itself, as indicated above. Likewise, long suffering residents continue to pay high levels of Council Tax against a backdrop of diminishing services. The Roads / pavements are a prime example. As such	16/01/2024 15:56 PM

	Ayrshire Roads would be better to concentrate on that than coming up with a hare-brained scheme like this, which will please no one.	
205	I live on Bellevue Crescent where we require a permit to park. Despite a parking permit being required, people still park on the street when shopping in the town centre. Parking on the street is very limited as it is and often I am unable to park my car on the street and have to park on Midton Road or Bellevue Road as people without permits have parked on the street. I believe that increasing permission for anyone to park there would penalise residents as they would find it even more difficult to park if anyone can park there for up to 3 hours and we would also have to pay £60 a year for the privilege! I also can't see whereabouts parking bays could be situated. This would certainly penalise residents living close to these bay as they would never get parked! We give one of our two permits to visitors and tradespeople and this works well for us. I believe asking tradespeople to pay for a parking permit would mean that they would be disinclined to take any work in these permit parking areas again unfairly penalising residents.	16/01/2024 16:53 PM
206	Do not think people should have to pay to park outside their house or have to pay for guests visiting or ask them to pay. Absolutely ridiculous.	16/01/2024 17:47 PM
207	Ayr is a mess. Parking charges are part of the issue. There should be free parking in the town and on then sea front to encourage visitors. You should not charge to use the citadel or walk along the beach. No wonder everyone goes to Prestwick or Troon and it will only get worse. Bellevue crescent and park circus are a nightmare for residents without allowing free parking for others. This parking consultation makes no sense and is obviously only a money making exercise not a way of regenerating Ayr	16/01/2024 18:09 PM
208	Increasing pay and display areas and durations will simply detract people from visiting the town when it desperately needs footfall to attract more shops to the area. Punishing residents for living and working in the town centre is also shocking.	16/01/2024 19:30 PM
209	The inclusion of Bruce Crescent where I reside in the proposed chargeable streets is an anomaly in the strategy for selecting chargeable streets in this proposal and it is illogical to classify it differently from Montgomery Crescent and Eglinton Terrace. It is in essence an extension of Montgomery Crescent in all but name, which is not included, and is an integral part of the inner Fort Conservation Area along with Eglinton Terrace and surrounding streets with identical limited parking issues, which are not included. Bruce Crescent consists of 5 residences which is of little commercial benefit to SAC to include and stands out as a distinct anomaly in the street selection strategy and I would strongly object to its being included in the proposal and would lobby my local councillors to intervene if this inclusion proceeds to the next stage of this process.	16/01/2024 19:41 PM
210	Keep the 3 hours for free in town round the county buildings area. You need to offer free parking areas further out of the town centre. If you charge everywhere it will cause a ripple effect and cause issues in areas which currently have no issue. In a cost of living crisis people cannot afford to pay £5 a day to park. The multi-use resident, visitor or tradesman permit needs applied for in advance if it's Monday to Saturday. You will need to ensure someone is available on Saturdays to put details onto systems as emergency repairs can't be pre planned at times if a permit is required for that area. Business permits need limited to 1 per business.	16/01/2024 20:41 PM
211	I live on Montgomerie Terrace and already parking can be problematic with most households having 2 permits and both utilised. Allowing visitor parking and 3 hour slots would cause chaos. In addition the roads around the area are full of pot holes and decline despite fact we pay highest taxes in UK and now I'm being asked to pay to park outside my own house with a strong possibility there won't be a space available under these new proposals. I realise I am focusing on my street. There is a school, nursery and tennis courts here also so the parking situation could get out of hand.	16/01/2024 21:00 PM

212	Ayr High Street is dreadful, this will be the final death of what used to be a vibrant, good town to live in. You should be trying to open the town for business and make it welcoming rather than destroying what little is left.	16/01/2024 23:23 PM
213	I am concerned Ayr is already being run into the ground compared to how the town used to be. By introducing more parking fees and longer hours the council will turn more people and visitors away. Therefore, the few local shops left will have no foot fall.	17/01/2024 06:54 AM
214	As a resident living on a residents only street, I can tell you that it is already a free for all with parking with people ignoring the residents' only status. They do this not because of lack of spaces on adjacent streets, but because it suits them and they never receive parking tickets. If you plan to take away residents only status and allow 3 hour stay in these areas it would need to go hand in hand with much more effective traffic warden engagement. The reality is that people will just park up all day in residents' only areas with no consequence and residents will be left with nowhere to park or forced to park away from their homes and pay for parking. This is unfair firstly, but also impractical when trying to get things to and from your car like shopping. I appreciate the logic in what you are trying to do but the reality will be very different and cause more issues than it solves. There is a severe lack of action from traffic wardens, which means whatever rules you put in place are largely ignored anyway. Living near the coast, on hot days the road is already jammed full of people just parking wherever suits them and they are never penalised for doing so. Their cars are often left for 6 hours at a time... and that is now, when they aren't supposed to park there at all. What do you imagine will happen when you allow 3 hours of parking? The residents won't stand a chance.	17/01/2024 07:01 AM
215	,DONT OWN A CAR	17/01/2024 10:02 AM
216	I Live at 6b Prestwick Road and currently park on McCalls Avenue and use to park at Union Avenue but parking became impossible because of people parking there and travelling to Glasgow. The proposed parking for these streets don't include my area [REDACTED]. My wife is disabled and has a blue badge under the new parking restrictions we will be unable to park and this will be seriously no good for my wife [REDACTED]	17/01/2024 11:11 AM
217	Removal of residents only parking would result in residents being unable to get parked again if they were to leave the street for a short period during working hours. This is the experience I am presently having due to visitors to Dr Surgery at end of street.	17/01/2024 17:21 PM
218	I sometimes struggle to get a space outside my home on a residential street in Zone B. If free parking (3 hours) was introduced then I may not be able to get parked near my house. Grammar primary is also located in this area. I doubt I would get anywhere near my house at school drop off/pick up time.	17/01/2024 20:49 PM
219	This proposed scheme seems nothing more than a targeted cash grab on a number of selected residents, businesses, and tradespersons, masquerading as an 'update of the Ayr Residents Parking Permit Scheme'. It's a raid on our finances, a tax on residents, a tax on tradespersons, A tax on business! It's anti-resident, anti-trade, and antibusiness! Councillors were elected to represent their residents	17/01/2024 22:50 PM
220	You are scamming [REDACTED]	18/01/2024 09:56 AM
221	As I live in the town centre I already pay now at my work I will also have to pay and my company will have to pay £400 it's an industrial estate always has been no reason to suddenly money grab	18/01/2024 09:59 AM
222	Was there any public/council employee consultations re this? Did anyone ask the council where they expect employees to park? Are the council providing free permits for travelling staff? Has anyone consulted the unions that have fought so hard for employee pay rises, only for it to be taken back if permits have to be paid for?	18/01/2024 10:19 AM

223	As I work at McCalls avenue I am not happy to be paying to park outside! Our work offer no parking for most workers so we have no choice to park on the street outside. McCalls Avenue is a busy and tight street, it's not fair we now have to park further away and walk into work especially with the dark nights it doesn't always feel safe. There should be more car parks build if that's the case as lots of cars get damaged on this street at it is due to big lorries transporting into the business units daily!	18/01/2024 10:49 AM
224	As a business owner for 20+ years on green street the changes being proposed are an absolute disgrace and will cripple business in this and the surrounding area which is a predominately commercial area and has been for over 40 years as customers will not pay to come and park at a suppliers to uplift goods or to do jobs, also the staff that work in these business will not be able to pay for parking permits and should not especially during these financially difficult times. This has been proposed under the radar with no consultation with business in the areas proposed for these plans.	18/01/2024 10:54 AM
225	I'm the assistant manager at an ironmongers in Green Street, charging for parking here. Staff and customers alike won't want to or be able to afford to pay for parking permits to nip into a shop for the sake of grabbing a a box of screws or to get a price to have their cars fixed etc.	18/01/2024 10:56 AM
226	No consideration appears to have been given to the fact that people need to park in many of these streets due to the proximity to their workplace. Many workers have no other practical/cost-effective alternative options, especially when they start/finish at unsociable times. Several of the proposed areas don't have suitable alternative parking nearby that workers could use. Therefore the end result will be that those restricted from parking at/near work due to these permit requirements will relocate to the nearest street that does not have such restrictions, simply causing issues in other parts of the town.	18/01/2024 11:01 AM
227	I live in Queens Terrace. ARA at the moment cannot even properly control residents parking zones, there are often non-resident vehicles parked. Cannot remember last time we saw a traffic warden. In general however I agree the scheme needs amended and if it meant better control I would have no issue with the annual £60 per resident vehicle fee. However to ask for a vehicle resident fee and then open up the street to uncontrolled parking is simply unacceptable. let's be clear charlotte Street next to us is a no return within 3 hours zone, but there are cars parked there for days at a time.- ARA have proven they cannot control these zones so why should they be imposed on residents whilst being asked to pay extra. Given anyone within these zones will now not be able to have a full array tradespersons visit (very few will be willing stump up the extra costs) how will ARA recompenses residents for the additional cost that will be incurred when having work done, the cost of these permits will be passed on by tradespersons via the cost of the work completed. Why the space around the county building should be treated any different than queens terrace, unless it is simply because there are council employees that park there. Let's be clear there were lots of council vehicles parked overnight in the car park at Cromwell road for months, which was in direct breach of the parking regulations but ARA would not act upon this, - complete double standards, how do you expect anyone to trust ARA when you cannot even uphold your own rules consistently	18/01/2024 11:26 AM
228	Many of our clients are by nature of AHAC services, poverty stricken and often have ambulatory disablement Parking charges will result in congested parking in other areas Are there other ways of funding the parking charges if implemented?	18/01/2024 11:39 AM
229	As above.	18/01/2024 12:05 PM
230	I don't think it's fair to get people to pay to park outside their house and making visitors/ tradesmen's pay to also visit - 3 hours free parking is insane to visit your family or friends. The fact this is even being considered is insane, £140 to pay yearly on top of bills, car insurance, petrol, food shopping etc. not everyone can	18/01/2024 12:47 PM

	afford this?? Surely making people to pay to go into town already just to park now you're going to make people to park outside their house.	
231	I feel that without full details of the charging strategy for permit parking, this survey is missing vital details and respondents' answers are therefore based on incomplete information. So - I question the value of the entire consultation. For example, my agreement to some items on question 7 does not mean that I agree with the charging strategy. I don't think it unreasonable that residents should pay for parking permits, but only if they retain residents' exclusive parking zones and arrangements for visitors and tradespeople are more flexible and not prohibitively expensive.	18/01/2024 14:45 PM
232	Traffic has reduced since covid with more working from home. The area around the County Buildings is the beach and some free parking is needed, in this economy it would provide families with a cheaper day out	18/01/2024 15:16 PM
233	Exclusive residential parking (for residents) in wholly residential areas should be maintained. Furthermore, any increase in the cost of resident parking permits should be accompanied by better policing (more parking officer patrols) to stamp out illegal parking in these areas by non-residents. There are plenty of car parks (including free parking areas) available for visitors to the town without creating negative impacts on the people (residents) who contribute to the local shops and businesses.	18/01/2024 15:18 PM
234	As a worker in the horizon hotel i feel you are adding an extra £40 to my wages as i will now be required to pay £10 week which is £40 month just to attend and park in the car park where most of the staff are parked. This is a lot onto our wages, how are people supposed to pay this.	18/01/2024 15:29 PM
235	I have very strong feelings about this position and the sheer lack of consideration for residents. I live in Barns Crescent, currently a residents parking zone and it seems that under this ridiculous review, this is blatantly nothing but a grab for money through essentially extorting residents and opening up resident only parking streets to a free for all. I can only speak for my experience in Barns Crescent, but already our street is over populated by residents' cars, meaning that often both sides of the street are full, leaving little to no space for cars to travel in opposite directions. Add to that the fact that it's treated as a racetrack by some as a shortcut to beat the lights at the bottom of Miller and it's a miracle that there hasn't been a serious injury or fatality in the street. The decision to lift the residents' only parking is simply going to make this even more of a hazard for residents and pedestrians, and I will be writing to all Councillors and MP's to express my sentiments.	18/01/2024 16:25 PM
236	If the council charge my house in queen's terrace for two cars £120, I would like to have two parking bays that no one else can use.	18/01/2024 16:42 PM
237	Even if you do get the go ahead with these proposals, residents are still not guaranteed a parking spot, whereas visitors to the town can park wherever they want within the allotted hours. Why not give residents FREE parking permits and police the vehicles without displayed permits. Also small businesses doing work in any area would incur costs and therefore price them out of the market. Totally shameful proposal. Disgusted with even the thought.	18/01/2024 16:53 PM
238	Please do not introduce additional residential permits. These are not required in my area - Falkland Road/Falkland Park Road. I can find nothing in your consultation documentation that indicates any reason for residential permits in this area. There is no problem with parking here.	18/01/2024 17:16 PM
239	Being able to park for longer than 2hrs.....3 hrs every zone should be available to allow people to shop/use town for longer. 2hrs is not enough time...to spend money	18/01/2024 21:19 PM
240	The questions above appear sensible on first reading. The issue I have is that I do not agree with the detail surrounding the above questions. For example: Resident permits should have a visitor option - YES. Should there be an extra charge for this and limit it to 5 cars permit. - NO - *Are the 5 vehicles registrations	18/01/2024 21:30 PM

	<p>changeable easily through the online system to cover occasions where people turn up with a new vehicle or they have not visited you before? Do I agree that there should be options for tradespersons visiting properties in areas where there are residential permits - YES - BUT should they have to pay £400 per annum for a permit where that cost will be passed on to the customer - No Pricing - It seems strange that you have to pay more for a permit to park in pay and display areas where you are not guaranteed to be able to park in the street that you live.</p> <p>Removing residents only parking means you are expanding this ethos to more people. People will be paying to possibly be able to park in their own street. The idea of removing resident only parking areas and introducing free parking areas are ridiculous. You want to charge people that live in Ayr for parking in the street where they live where there may not even be space to park. This is whilst letting everybody else park there for free! I am not completely against having to pay a nominal fee for residential parking in a town centre. But, I would like to think that I would be more likely to get a space. A lot of the streets around where I live are busy streets and there is already limited availability for parking. To allow everybody access to free parking during the day will make this situation worse. The number of people working Monday - Friday 9-5 has decreased in recent times. Although not stated in the consultation - The times where you would be offering parking on the premise that residents will be away at work is no longer the case. I myself work shifts and the number of people in flexible working where they work from home during the day has increased post COVID19. Has this area been looked into to see how many people still have a vehicle parked in the street during the times of the permit?</p>	
241	<p>I strongly object to the proposed removal of residents only exclusivity within the existing residents only streets and I also object to the proposed creation of shared use "Residents Permit / Limited Waiting" parking zones. These proposals are punitive to those of us who live in these areas. I am disabled therefore I could drive my car to the GP in Cathcart St. and potentially be unable to park in my own street on my return. I have a Blue Badge as I'm unable to walk any distance - these proposals would be potentially discriminatory to elderly, disabled residents/drivers. The proposed "shared use" parking bays are a ridiculous idea for residential streets, it will not be "shared" as this would require a level of cooperation between residents and non-residents when it is in neither's interest to cooperate as it would just be first come first served. In addition, the consultation documents/proposals are overly complicated and wordy which may well deter people from registering their objections and undermine the purpose and reliability of the consultation process.</p>	18/01/2024 21:46 PM
242	<p>As a resident in Zone B, we disagree to the permit parking proposals being put forward by the ARA consultation, particularly the proposals to remove the residents' exclusive only areas. If we are going to be charged £60 per annum for a Type B permit, then I would want to be guaranteed we can park on the street we reside.</p>	18/01/2024 21:49 PM
243	<p>Strongly disagree with the proposed residents permit parking proposal.</p>	18/01/2024 22:02 PM
244	<p>I strongly disagree to the proposed residents parking permits.</p>	18/01/2024 22:07 PM
245	<p>Parking on our street (Bellevue Cres) is already extremely limited. Extremely unhappy that there is the suggestion that the residents need to increase the fees (significantly) but with the introduction of parking for up to 3 hours with no permit for non-residents this will make this situation even more challenging. Highly likely that I will need to pay more and not be able to park on the same street that I live. Also feel that the proposed charges for trades' people is exponentially high. All this is taking place during a cost of living crisis putting more pressure on home owners and residents. Ayr Town is in a dilapidated state and these changes make Ayr Town centre less appealing to home owners.</p>	18/01/2024 23:03 PM

246	I strongly disagree with the resident parking permit.	19/01/2024 08:59 AM
247	I strongly disagree with the resident permit parking!!!!!!!!!!!!!!	19/01/2024 09:02 AM
248	I strongly Disagree with the resident parking permit.	19/01/2024 09:04 AM
249	I strongly disagree to the resident parking permit.	19/01/2024 09:07 AM
250	This is an outrageous plan and total extortion. How can you find credibility in going from 0.50pence per annum to £60 per annum for the same benefit? I will venomously object to this with our councillors. Is there anyone with common sense in ARA???	19/01/2024 10:39 AM
251	This is an outrageous plan and total extortion. How can you find credibility in going from 50pence to £60 per annum for the same benefit? I will venomously object to this through our Councillors Is there anyone with common sense in ARA?	19/01/2024 10:47 AM
252	The survey is loaded and unfair. There should be an unbiased independent survey.	19/01/2024 11:03 AM
253	This planned overhaul is seriously flawed, and actually brings into question the integrity of our council. It has to be dropped in its current form and thought out again. I am not opposed to paying an increase for a permit, but the amount proposed is ludicrous, coupled with the annihilation of the attached benefits; being able to park in our own street! I would also like to add that to consider this move when we are living in a cost of living crisis is incredulous, given the hikes in bills, council tax etc. It is simply not acceptable to continue to plunder the pockets of people in certain postcodes.	19/01/2024 12:12 PM
254	The parking in Queens Terrace has always been a problem. Before moving to Queens Terrace from Cassillis Street we knew the parking could give us some difficulty, however we accepted that. The guest houses in Queens Terrace bring much needed income to the Town, this is just another Tax on the visitors and residents of Ayr Your intention now to make me pay over £120 plus any visitors payment and allow 3 hours free parking for others is simply ridiculous, on most days I would not be able to park anywhere near my house. I attended the initial consultation in the Horizon Hotel in 2021 the statement that the Ayrshire Roads Alliance spokesman made was that the new scheme was at zero cost. I don't t think so. This proposal has been ill thought out it is just another Tax on residents and visitors to Ayr. It does nothing to improve traffic flow or visitor experience to the Holiday town of AYR. Most of the population of the country are finding difficulty in makings meet financially at this time. Shame on you for even considering to add to that burden. Douglas Herring 11 Queens Terrace AYR	19/01/2024 12:15 PM
255	Improve bus service to Alloway. Very few people use as it's pointless. Consider timetable and ensure local buses link with X77. Again currently useless. Improve leisure options especially for teenagers/young adults. They now go elsewhere..... What about encouraging new activities such as an Indoor Bouldering gym.	19/01/2024 12:56 PM
256	Why is it always the car owners who are taxed out of towns? You pay tax to be on the roads and that should be it but no, let's also tax cars to park on the very roads that they are already taxed to drive on. Let's tax everything a car does. It already costs car owners a ridiculous amount of money to travel to work in the first place, then they have to pay extortionate rates to park their car in a potholed car park, for the privilege of people reversing into your car, banging their doors off your car, scratching your vehicle with their bags when they squeeze in to the ridiculously small parking spaces. The reform that needs to be made is that car parking is free for all employees and residents. The Councils wouldn't be in such dire straits if the Head Honchos were lining their pockets with their extortionate wages and bonuses. Get the Councils back to the days of old when they had their	19/01/2024 13:02 PM

	own Joiners, Plumbers, electricians etc. and everything was in house instead of outsourcing everything and paying an absolute packet for the privilege.	
257	i feel that parking restrictions in zone b9 are not a great idea as this is a large trade area and will restrict a lot of business as people within the zone will just park along the road in front of units that are not within the zone as per York Street and green street which will affect business in the area as the bulk of the street has no off road parking	19/01/2024 14:00 PM
258	I cannot believe that I will be expected to pay £120 (more if I choose to buy a visitors permit) to park on my own street whilst non-residents will be able to park there for free. The whole scheme is ridiculous anyway and is nothing more than an outrageous attempt to raise money without any outlay by the council. Zone B parking permits are NOT necessary - they never have been. They are not currently enforced anyway. In my street hardly anyone has a permit and I haven't seen anyone checking for years. Go back to the drawing board with this because your current proposal is a nonsense. (Are carers not currently exempt anyway?)	19/01/2024 14:32 PM
259	Rather than exploiting drivers YET AGAIN, perhaps your budget should be more effectively utilised in order that drivers aren't penalised for living within Ayr, or simply attending their place of work. I work in Ayr, and I deliberately park in a free car park, despite the fact that it is a fair way to walk to my work place. This is because I simply cannot afford to pay for parking, fuel and vehicle maintenance. I live rurally, and there are no easily accessible transport links from my home to my place of work. I also like to support local businesses and restaurants, and the reality of me having to pay to park every time means that I am far less likely to come into Ayr, I would rather travel 30 odd miles in my petrol car to a shopping centre in Glasgow on principal, which totally defeats the Climate Change Agenda. I have a friend who lived in Forfar who had to move away because of similar measures, due to the fact that they and their partner couldn't afford the extortionate charges for parking outside of their own home. South Ayrshire Council trying to destroy small businesses and forcing people to move away, yet again!	19/01/2024 14:43 PM
260	I would agree that the cost of a Residents Parking Permit could increase, but certainly not by the huge % proposed!	19/01/2024 15:14 PM
261	1) There should be no changes to the resident parking schemes - especially a) charging residents to park on their own street and b) allowing others to park free for up to three hours. There is no sense in this proposal. Residents are council tax payers as well as road tax payers - why would an additional charge be added to them? Non-residents should always have a maximum of one hour regardless of the area. This is working well and does not require to be changed. The proposal as stated is likely to increase parking issues for residents and cause further frustrations.	19/01/2024 15:43 PM
262	This survey should be targeted only to the residents that it affects. This survey is open to being completed by anyone numerous times. This would make this survey null and void as being completely inaccurate and not fit for purpose. Having lived in a resident permit parking area for 37 years I totally oppose the costs I would incur, when neighbours two doors away would not be affected.	19/01/2024 17:09 PM
263	The existing parking arrangements in my street are a sham. I've paid for a parking permit but more often than not i am unable to park my car in my street due to non-permit holders parking outside my house to go shopping, socialising, commuting etc.	19/01/2024 17:42 PM
264	This consultation is too one sided and fails to properly consult	19/01/2024 17:56 PM
265	Permits to local tradesman and caterers etc. should be free or minimal admin fee, but reapplied for yearly to encourage the use of local firms. When I use tradespeople they use my permit and I relocate my own vehicle if required, or borrow a neighbours which encourages community. Residents in permit areas knew the regulations when we moved here (for many) Parking is already tight	19/01/2024 18:15 PM

	adding visitors permits will escalate the number of cars in permit areas and encourage vehicles parking over driveways - which need to be accessible as many of us are endeavouring to be green and have electric vehicles which require charging. This feels like a scheme to raise revenue for the local authority, instead employ traffic wardens to cover shifts including weekends to fine the huge amount of vehicle drivers who are parking on double yellows and restricting traffic slow and are on occasions dangerous as they restrict your view of oncoming traffic. Plus consider encouraging the use of electric vehicles and introduce local legislation to introduce fines for blocking driveways.	
266	Residents parking should be free as council tax has already been paid and while it makes sense to have visitor or carer options, this shouldn't also be free. Some of the streets Union Ave, McCalls Ave, etc.? included have no bearing on the town centre whatsoever.	19/01/2024 19:31 PM
267	I have recently bought my first home in August 2023 at York Street Lane in Ayr. I park on waggon road or York Street. Not only has my own car been damaged, a second car has also been damaged to which both myself and the other owner has had to pay £200 insurance excess (without glass cover it would have £680 per car) to have our windscreens replaced. By bringing forward a plan to put permits in across these areas is shocking and very disappointing. We are currently in a cost of living crisis, where people including myself are unable to pay for basic essentials such as food or heating, and the council now want to take extra money off home owners so they can park their own car outside their own home. The parking area surrounding york street and waggon road, is never busy. There is always parking available, so i would like to understand why bringing in permits or pay and display meters would change this. Additionally, my partner has a work van which he parks again outside our own home, he does not work in this area, but to propose the charge of £400 per year for a commercial van is ridiculous. Again, another cost that society cannot afford and it is plans like the above that effect honest, hardworking tax payers who then have to go out of pocket again to simply pay to park outside their own home. I totally understand the need for parking restrictions within the town centre such as wellington square etc. But to bring this into action in areas which are not within the main town centre is unfair for the surrounding community who are already battling such a hard time with the cost of living crisis. As a first time home owner, who works full time for North Ayrshire Council, i please urge and beg you to rethink the reasons behind why this is being put in place, and most importantly the consequences it has upon its community. Specifically in Zone B9 where currently parking for both residents and businesses is not an issue. Bringing these restrictions into place will not gain anything but more strain on the home owners and community.	20/01/2024 09:23 AM
268	I live at 10 Prestwick Road Ayr and have no off street parking. Only Union Avenue is available to myself to park and this has been included in the areas that will be subject to resident parking permit. Whilst I support the revised parking plan I would need assurances that I will be able to purchase a residence parking permit for Union Avenue. Unfortunately I am not allowed create off street parking at the front of my house due to the raised kerb for the buses.	20/01/2024 10:58 AM
269	I would suggest that someone else from the council comes and looks at the street on bin day to see the issues or potential issues if you decided to let it be a free for all parking.	20/01/2024 12:14 PM
270	I cannot understand why you would consider introducing mixed pay and residential parking in areas where your own reports show that capacity in resident only parking areas already exceeds 100%. I stay in Bellevue Crescent Ayr and the number of cars belonging to residents which are double parked overnight regularly exceeds 4 or 5 cars. If you allow paid for parking in these areas currently allocated to residents the problem will be exacerbated not cured. If you need to generate more revenue then you could charge more for resident only parking and	20/01/2024 13:18 PM

	examine ways to provide additional public parking from your current estate. The proposals as they currently are would not solve the problem.	
271	Residents have the right to park at their property without it costing them to do so. It is ridiculous expecting payment of up to £140 per household for the right to park outside their home whilst, as per the proposals, non-residents can park for up to 3 hours without having to pay it's ridiculous. It would mean that residents are subsidising non-residents. Equally to expect companies who do work in the properties to pay £400 does not make sense and more than likely they would pass the cost to the residents. Additionally I believe the process is being carried out surreptitiously. For such fundamental changes then the consultation process should be much more directed at the people affected instead of them finding out by chance. I am totally against these proposals.	20/01/2024 13:48 PM
272	Residents have the right to park at their property without it costing them to do so. It is ridiculous expecting payment of up to £140 per household for the right to park outside their home whilst, as per the proposals, non-residents can park for up to 3 hours without having to pay it's ridiculous. It would mean that residents are subsidising non-residents. Equally to expect companies who do work in the properties to pay £400 does not make sense and more than likely they would pass the cost to the residents. Additionally I believe the process is being carried out surreptitiously. For such fundamental changes then the consultation process should be much more directed at the people affected instead of them finding out by chance. I am totally against these proposals.	20/01/2024 13:49 PM
273	I live in Bellevue Crescent, and the street is over committed for parking as it ismost of the houses are converted into 2 flats and therefore each house can have as many as 4 vehicles, this results in parking congestion at best, and double parking at worst ...I cannot understand why you would expect us to pay this very large upgrade for residents permits and be faced with even less parking spaces than we have now if you open the street to shared parking with the general public. I therefore strongly object to the both the cost and the change to shared parking (I think carers should be exempt) and I think the charges outlined for tradesmen working in the area are ridiculous ! ...I will be writing to my local councillors today to make a strong objection and visiting my local MSP to inform them of the situation I also feel that there has been a complete lack of information made easily available to the public on this consultation, I only found out about it in conversation with a traffic warden. There are a large number of residents in this street who are elderly and who may not only not know about these changes, but also may not have the computer skills to find and complete this survey, I would therefore suggest that your original findings in your Consultation Outcome Report are seriously flawed and totally inaccurate as only 1199 in the whole of Ayr actually found and were able to complete the survey.	20/01/2024 13:51 PM
274	The proposal will allow anyone to park in areas which are currently designated for residents only. Where is the analysis of the increased parking in these areas? The proposals would allow any vehicle to park outside my house from 3pm Saturday to 11am Monday. This is an absurd proposal The proposals will change the amenity and character of my street. It will affect the value of my house. What analysis has been done to calculate this? Assuming the effect is negative and added to the new costs for being a resident and having tradesmen work on my house what is the proposed reduction in my Council Tax?	20/01/2024 14:08 PM
275	Residents who pay council tax should NOT have to pay for a parking permit ESPECIALLY when it is proposed that visitors to the area can park FREE for up to 3 hours which will not be EFFECTIVELY MONITORED OR SANCTIONED!	20/01/2024 14:24 PM
276	We need parking permit to park as we live in Prestwick Road but need to park in McCall's Ave or Union Ave and not to offer us parking is a bit extreme	20/01/2024 15:15 PM
277	See question 8 above	20/01/2024 16:08 PM

278	South Ayrshire Council are actively discouraging residents and visitors to the town centre because of their outdated parking laws. Ayr is the largest town in South Ayrshire, it should be treated as a flagship town to encourage residents and visitors alike to want to use it, there are no incentives whatsoever and a lot of the shops have had to close because of the ridiculous rates being charged. Surely better open shops with affordable rates than empty shops and few rates going into the coffers. With some insight Ayr could be a beautiful town instead of the dump it is now beginning to resemble, it's depressing to see it nowadays. That's my rant for the day!!!!	20/01/2024 16:41 PM
279	I OBJECT TO THE AMBIGUOUS NATURE OF THESE QUESTIONS. THIS IS A CASH GRABBING EXERCISE. IF PARKING IS OPENED UP TO EVERYONE THIS IS MAKING IT EVEN MORE DIFFICULT FOR RESIDENTS TO PARK.	20/01/2024 17:12 PM
280	If you relax parking restrictions/charges this results that business employees will just using the parking leaving no spaces for visitors and shoppers. I would support the idea of a free say 1 or 2 HR slot with charges over and above that. Free parking should be available on the outskirts of the town for those who are willing and able to work.	20/01/2024 17:53 PM
281	The use of the flawed 2021 consultation is no basis on which to make proposals given that the charging structure was not disclosed at the time. Residents had no knowledge of the financial consequences of the proposals. The results of this survey alone should become the basis for any proposals. I am opposed to opening up our current residents permit areas to a free for all 3-hour parking limit. This will make it impossible to park in our street - Eglinton terrace - which is already full at many times with residents' vehicles. As noted above, I also strongly object to the proposal for tradespeople to be charged £400 p.a. This will drive up costs not only for the businesses but us as their customers.	20/01/2024 21:08 PM
282	Pleased to see the introduction of a free period in Pay and Display car spaces, which should allow much needed short term car parking within the town without penalty. Extremely disappointed that car parks which bring people in to the town for various reasons (e.g. Citadel Car park, Blackburn car park, Cromwell Road, Castlehill Road, Kings Court, Riverside Place, and New Road, Millbrae) as well as the Prestwick ones at the pool, the train station and the esplanade will now have a charge attached. These bring people in to the various towns, as public transport frankly isn't up to the job. Without car traffic, you are basically stating that the town is closed for business, and you should be ashamed of yourselves for even suggesting putting a charge on these car parks. I really do hope you see some sense and cancel these plans, and make the towns more driver friendly. No wonder out of town centres are doing so well! At the expense of the town centre too! The citadel in Ayr and Prestwick pool are leisure facilities, promoting a healthy lifestyle. You should be encouraging people to come in and use these facilities rather than charging them more for the privilege. This will have a negative impact on people's health levels and as a priority should be cancelled. The car parks at Prestwick Train station and Millbrae & Castlehill road in Ayr (which have both often been used as overspill for the woefully inadequate Ayr Train station car parking) should also not have a charge attached, as this causes an environmental issue, as the railway journeys which are already expensive, become much more so with a daily parking levy. People will just drive to their destinations instead, which raises harmful emissions. The other car parks bring in vital footfall for shopping and leisure activities, and these should be promoted rather than punished. There are many reasons why the town has much fewer shops that 10-20 years ago, but this could be a defining moment as to whether the council gives the message that they are supporting the facilities in the town centre, or simply encouraging those shoppers / tourists to go elsewhere	20/01/2024 21:24 PM
283	This survey is nowhere near extensive enough to effectively gather views and it doesn't ask the right questions. For example, there is no option to provide feedback on proposals for zone B10, therefore it's not really a consultation at all. I	21/01/2024 08:28 AM

	live in McCalls Avenue. Parking for residents only became problematic when SAC expanded its services at McCall's Business Centre and didn't provide parking for its many employees. Employees now take up much of the on street parking in McCalls Avenue and surrounding streets. The proposals mean residents will be charged for parking, with no guarantee of a parking space being available, but SAC employees can continue to benefit from free on street parking, albeit time restricted. This seems very unjust for residents and will not solve the parking issues caused by McCalls Business Centre. Address the SAC employee parking needs and there won't be a need for permits. Furthermore, introducing permits for McCalls Avenue will only serve to encourage drivers to park in the surrounding streets, Alexandria Terrace, Union Avenue, Northfield Avenue, and Campbell Street. These streets are already at FULL capacity, day and night, for on street parking. Rubbish survey.	
284	Introducing parking permits in Newton on Ayr is obscene, there is nothing here and we are a community strongly affected by the cost of living crisis. It's outrageous that this is even being considered, when 1 street away the parking is free. I expected to have a parking permit when I lived a street away from Hampden in Glasgow and I am gobsmacked I'm expected to pay more for one on the middle of a suburban area with high levels of poverty.	21/01/2024 08:53 AM
285	We should certainly not be charged for parking outside our house.	21/01/2024 10:11 AM
286	There has been no issues in Union Avenue with parking so am strongly against residents paying for parking permits. Even when the busy hairdressers was working from Union Avenue parking was never an issue. Why should residents have to pay to park their car and aren't guaranteed a space when others can park for free for three hours People pay Road tax and insurance to have their car on the road and residents pay council tax so why should they pay to park at their house. This is just another unfair way to get money and if residents take down their front wall and install a carriage crossing that is just even more money for the Council and Ayrshire Roads Alliance and this also reduced the number of parking spaces. I know the issue will be the parking at the train station but it's been the same for years with no issues in Union Avenue.	21/01/2024 11:24 AM
287	The above survey demonstrates a level of survey bias that undermines the validity of the survey in that the answer options are based on acceptance that parking charges are required.	21/01/2024 11:38 AM
288	Transport hub Regeneration of town centre Compulsory purchase of redundant buildings, offices and homes Cohesive strategic plan for the future not a quick fix	21/01/2024 12:10 PM
289	I am astonished that anything other than a total abolition of all parking charges would be proposed. You will end up with ghost towns full of empty spaces, closed businesses and unused meters. Ayr is 80% there already. I will absolutely boycott all local services if this proposal goes through and take my car to Silverburn/Heathfield for shopping & recreation.	21/01/2024 12:57 PM
290	The cost increase of a permit from 50p to £60 (a 6,0000%) increase is or will be seen as yet another tax on the car owner, add this to the cost of living crisis this won't go down well with those who chose to live in the affected areas, particularly in the charming Fort area of Ayr, much if not all of which has the additional financial burden of being in a Conservation Area. The tradespersons permit costs will also be passed to the customer, all these costs may make living in or near the town centre very unattractive. The conservation area status can in some instances prevent the introduction of off street parking in certain dwellings. A reasonable cost increase for residents parking is not unexpected nor unreasonable as the current cost at 50p is outdated and unsustainable, any such increase has to be sold to those affected not imposed and the three hours shared space free parking in B zone streets must be rejected. Over the years many original town houses have been split into two flatted dwellings, which in turn increases the number of cars chasing limited on street spaces. This is very evident	21/01/2024 13:19 PM

	<p>in streets such as Park Terrace, Eglinton Terrace, Montgomerie Terrace, Park Circus and Bellevue Crescent To create shared spaces with 3 hours free parking for Tom, Dick or Harriet is simply ludicrous and will not be at all welcome. Those who live there pay every year and others can pop along anytime for three free hours, does not appear to be fair, the three free hours also conflicts with 1.2 Objective which suggests the review, is aimed at the quality of life for communities. The introduction of shared spaces will prove detrimental to the quality of life for permanent residents within the residents Parking Scheme. The tradespersons permit at £400 per year will simply be added to the customers' bills, further adding to household costs. Should common sense simply be applied as it has done for over 50 years since the introduction of the Residents Parking Scheme around 1971? The unnamed street in front of the Fort Tennis courts should be named to remove the anomaly e.g. Tower Lane. The 1971 parking scheme was most welcome and the car usage and parking demand has increased exponentially since then, the shorefront remains popular for day visitors and to remove the scheme from areas bordering the shorefront would be bad politics as would the shared space concept. It's a difficult situation but to have a reasonable charge to retain the Residents Parking Scheme would be fine but not with the shared space add on, it's simply madness and bad politics. Town centre dwellers should not be seen as cash cows for councils or the Roads Alliance.</p>	
291	I feel that resident permits should cover a maximum of 3 vehicles.	21/01/2024 13:38 PM
292	Blue badge holders .they are allowed to park on double yellow lines or parking bays for as long as they want .this is totally wrong .they should be limited to two hours max same as everyone else .they park on Fullarton Street and the buses struggle to get past parked cars .also the amount of blue badge holders that park up and jump on the x77 and go into Glasgow or Prestwick etc. because they can park for unlimited time .also free parking at Christmas. All the spaces get taken up by bus drivers, post office workers by 7.30.this doesn't help the businesses in Ayr .now we have the two hours free parking this doesn't need to happen.	21/01/2024 13:53 PM
293	Allowing non-residents to park in areas that residents have to pay for is unfair. This would cause animosity in an area that is often already congested. As a resident, I would be willing to pay an annual fee for parking, but not if non-residents can park in the same area free of charge. Tradespeople and carers should be able to apply for special passes.	21/01/2024 14:23 PM
294	The statistical analysis on usage and capacity and volume of traffic is totally lacking from the consultation.	21/01/2024 14:59 PM
295	I have grave concerns that enabling public parking in residential streets near the town centre will be detrimental to the future of Ayr. I believe that encouraging people to live near the centre will bring new life into the town. By making parking worse for residents this will hinder the revitalisation process. In certain town centre areas it is already difficult to park near our homes as there is insufficient parking space for the residents as it is. I live in Park Terrace and I value the work the traffic wardens do to prevent cars without permits blocking our road at the moment. There is already insufficient room for all the residents without enabling non-residents to park. I also fear the increasing the volume of traffic which would enter and exit from Park Terrace onto Alloway Place would be very dangerous! it is already very difficult to exit and non-residents would be unaware of how to negotiate this manoeuvre safely. It would greatly endanger pedestrians and other road users. I live in Park Terrace and depend on my family to visit and support me as I am widowed and in poor health. If I do not have a visitor's permit this change will make their visits harder and prevent them coming. As my health deteriorates I will find life increasingly difficult if I am unable to park near my house. I am more than happy to pay £60 for a residents permit and £60 for a visitor's permit but would expect to be able to park in my street without battling for an already hard	21/01/2024 15:27 PM

	to find space. This proposed scheme will punish residents and drive people out of living near the town centre.	
296	I think it would be unfair to allow non-residents to park in areas where residents have to pay an annual fee for parking. This would cause animosity in areas that are often already congested. As a resident, I would be willing to pay an annual fee for parking, but not if non-residents can park in the same area free of charge. There must be exclusivity for residents, with that exception that tradespeople and carers should be able to apply for special passes which must be carefully monitored.	21/01/2024 15:41 PM
297	Taking away residential parking will have a massive effect on the residents. Crossing your fingers and hoping you can get parked outside your house when you have just done 'the big shop' is not good enough. It is already a concern for me as I shouldn't be lifting anything heavy for a great length of time. Will you allow driveways to be put in to areas of conservation to compensate? Will you paint in the parking spaces? People who do not know the Park Circus and Bellevue crescent streets are not aware that you need to park tight up to the trees so 2 cars will fit and this causes much consternation to residents when visitors park in the middle cutting down the amount of cars that will fit on the street. I agree that having the ability for visitors, trades people and carers to park would be of great benefit however I was under the belief that carers and doctors had permits that allowed them to park in such areas. We have had trades people parking outside our house and as a consequence we have parked our car elsewhere so they could use our permit. When we have family from out of town staying, we park our car elsewhere and give the visitors the permit. This is not ideal, but it is preferable to allowing anyone to park on our street.	21/01/2024 16:18 PM
298	Your proposals are ill thought out and do not consider the needs of vulnerable residents who have visitors for health and care needs.	21/01/2024 17:15 PM
299	Some of the questions are too specific. Giving a space for qualitative information to be gathered would be of greater use. E.g. 3 hours maximum length stay within the shared use bays within the Type B permit areas is the right amount of time. This could be broken down into a couple of different questions to elicit better responses.	21/01/2024 17:43 PM
300	As There Is No Need For Additional Car Parking Facilities In The Town Centre, The Changes As Proposed, Is Nothing More Than An Easy Cash Grab Required To Help Prop Up The Inefficiencies Of Both The Local And National Governments. There are Numerous Areas Of Land Within The Town Centre That Could Be Adapted To Form Car Parking Facilities Therefore Generating An Income (Although As I Have Stated Previously I Doubt If Additional Parking Is Required). Going This Route Would Eliminate The Possible Confrontation With Residents And Visiting Vehicle Parking Drivers. Furthermore We Already Pay The Second Highest Council Tax Bracket In The Town And This Proposal Should Not Be Given Any Consideration.	21/01/2024 17:48 PM
301	Not providing permits for carers will directly impact my ability to care for my elderly mother. This plan has not taken into account the concerns of people who live in the town centre. The plan to rejuvenate the town centre should include making provision for existing residents to continue to have a quality of life they deserve.	21/01/2024 18:10 PM
302	Make it free to park. People will come to Ayr & spend money if they aren't getting robbed of parking.	21/01/2024 18:42 PM
303	Penalising residents for parking on the street is unjust. Asking residents to pay for parking their cars outside their houses on the street is grossly unfair and highly biased towards more affluent areas where they will mostly have a driveway with their house and don't need to park on the street and therefore don't pay.	21/01/2024 19:55 PM
304	Having previously lived close to Ayr Town centre I appreciate the difficulties experienced by residents needing to park close to their houses and not being able to do so. To extend residents parking to be shared with paid parking is in no way acceptable. It fails to take into account the needs of young families/weekly food	21/01/2024 21:28 PM

	shopping trends/ visitors etc. asking visitors to pay each time they visit is not viable especially if people are elderly and less mobile! Asking businesses and carers to pay is unacceptable too. These proposals need more open discussion and consultation. Surveys are designed to limit responses and therefore do not provide a true reflection of the various points of view. Ayr town centre is pitiful we should be encouraging people to visit the town not charge them more for the privilege.	
305	Please reconsider permits based on registration. Some flatted properties will have say four permits (couple per flat) whereas one person owning whole house gets one.	21/01/2024 21:38 PM
306	This is unacceptable and the previous consultation did not reach residents, it was selective and low numbers with misleading questions. A fair consultation to take into account of the resident voice is now essential given the way in which South Ayrshire Council deems it unnecessary to do so given that no information was put through my door. This consultation has been open yet I have only found out today 21st January 2024 because a local group posted through my door - this is disgraceful. A very different situation when councillors want to be elected or when the council want to push an agenda - everything is posted through my door!!! This screams of selective and biased behaviour on the part of the South Ayrshire Council. I would like the upgrade plans for the high street to be stopped in terms of making it a pedestrian area, this is an expense that the local area does not require and quite frankly probably as bad as the ridiculous building erected in the waste space in the high street. What council puts up a building that has no facilities or even income generating options for the public that is essentially an empty room!!!!!! Ridiculous, I literally could not believe what I saw, and I worked for a local authority in London, this just wouldn't have been allowed!!! Do another consultation for the public to address the issues that keep arising with bad council decision making such as moving the Leisure centre into Hourstons, at least that was stopped!. Why not show a real consultation like reviewing real examples of the impact of change such as review Paisley, they pedestrianised the high street there - now it is dead, that helped kill the high street, so why does Ayr Council not show a real consultation with examples of where this money is spent that actually is tangible to the local area! Fix up the shops, fix the buildings as it is a disgrace, make the owners/landlords fix their building - I have to as a resident! Reduce the charges for shop rentals, allow artists in empty shops, to make the high street come alive, since COVID businesses have left the high street due to the lack of footfall, this will not alter just because the council wastes money changing to pedestrian high street! https://www.local.gov.uk/our-support/financial-resilience-and-economic-growth/economic-growth-hub/dealing-empty-shops the council needs to listen to the residents as suggestions and advice is being ignored by councillors. It is disgraceful, we are in an economic crisis and you want to charge more but waste money on ridiculous ideas - lack of transparency as to why this is all occurring. I think Ayr is the worst council I have ever seen and I worked for local authority in London!	21/01/2024 23:36 PM
307	1. Removal of residents only parking will cause significant disruption. Instead of 2 permits per household, the new draft strategy is suggesting 7 permits per household (2 for registered vehicles and 5 for visitors). Human nature being what it is, a resident who has 5 visitors' permits and 5 friends who work in the town centre can give these permits to their friends who can then park all day, taking up spaces. 2. With each property now having a greater number of parking permits, have you thought about how many cars that in fact gives "permission" to park in any given street? Realistically, I would suggest that the street parking infrastructure is insufficient to facilitate this. 3. If these proposals are accepted, there is a real danger of reputational damage to the council and an onslaught of ongoing complaints from those unable to park in their own street as a direct result of choices made. 4. Have you given consideration to older people or those	22/01/2024 09:55 AM

	<p>with young children? Is this policy disadvantaging them by making it more difficult for them to secure a parking space close to their own home in their own street? 5. I currently live in a Zone B street. I have no objection to paying more for my parking permit. However, I do object to paying for my (and my visitors) parking when anyone can park free - even if that is only for 3 hours. 6. Residents with lease cars are going to be disadvantaged - lease cars V5's are held by the leasing company, not the user. Residents in this category will not be eligible for a residents permit, and instead will require to purchase a visitor permit - this is unfair. 7. In December 2023, the decision was taken to remove parking charges in a drive to support local business and increase town centre footfall. This backfired when workers parked in spaces all day, meaning parking spaces were not available for those who genuinely wanted to come into the town to shop. This proposal seems to me to be building on this same principle i.e. more opportunity for parking = more footfall, when this is not the case. 8. Ayr Grammar primary school, now located on Fort Street means an increase of children walking to/from school along busy town centre routes. Have you asked children for their views and have these been incorporated into your proposals? 9. I am unsure how the increase of parking opportunity for cars sits alongside other plans to introduce more cycle lanes and safe walking routes? This proposal seems to be encouraging more cars into the town centre whilst other proposals seem to be encouraging less - this makes no sense.</p>	
308	Don't agree with payment of up to £140 pa with no guarantee of parking outside my home in [REDACTED].	22/01/2024 10:16 AM
309	Businesses in Ayr cannot survive if they are not accessible. Are people less likely to go to Silverburn if they had enough shopping and free parking in Ayr?	22/01/2024 10:41 AM
310	If the resident's only status is removed from the streets near the seafront it will be impossible to get a space during the summer season and it will severely affect the guest house industry because of the limited spaces in these streets already. You are also creating unnecessary extra work by guest houses having to go online to enter every guest's vehicle details, to obtain a permit at a cost of £2.50 per day that will not guarantee them being able to park.	22/01/2024 11:42 AM
311	The use of the flawed 2021 consultation is no basis on which to make proposals given that the charging structure was not disclosed at the time. Residents had no knowledge of the financial consequences of the proposals. The results of this survey alone should become the basis for any proposals. As noted above, the proposed charge for tradespeople / carers is completely wrong and will result in difficulty for businesses including private care firms and increased costs for residents.	22/01/2024 12:11 PM
312	Why should we be paying £140 per annum (plus on top of this, as you are proposing, having to pay extra for visitors, health visitors and tradesmen to come to the property) to park outside our own property that we are already paying premium rates for and someone from out with the area can come along and park for free for 3 hours. The residents in the street could return from work or shopping and not be able to park outside their houses or even in the street due to other people parking for free. Older residents, people with children/grandchildren could end up having to walk a distance to their properties so what we are paying £140 for! This will obviously also lead to more wear and tear on our road which is already in a bad state of repair due to the increased traffic.	22/01/2024 14:36 PM
313	When AHAC decided to start renting 7 York Street, Ayr part of the reason we moved here in 2012 was to ensure anyone needing our service could access it without barriers, including parking and charges. We listened to our service users who told us they would prefer us to be not in but not too far away from the town centre due to parking charges and lack of available spaces nearby. It was for this very purpose we chose York Street as an area near those in need and which had plenty of free street parking. Many who visit us need to be able to park near the	22/01/2024 15:16 PM

	<p>office and have no money to be able to pay for parking. This is important for those who are unable to walk far but are without a blue badge e.g. those who struggle to walk, have anxiety about walking past people in town centre/busy streets or those with multiple children where the logistics of parking and walking is too much due to their mental health. The majority of those who use our service are vulnerable, have mental health issues and are in poverty. During a Cost of Living Crisis we cannot add additional poverty to them by them having to pay to park when visiting and using our office. For many we are the only service which is available without appointment to drop in to get regular, face to face information and advice. We would welcome either specific spaces allocated outside our offices for those who work and are visiting us to be free or some reduction, allowance for some cars to be able to park in York street as part of a Charity Permit Scheme. We would be happy to pay a reduced rate – e.g. Charity permit - £100 annually for up to 8 cars Charity visitor permit - free for up to 3 cars at a time – we could give these to service users to display on their cars or Essential Worker permit - Free for up to 8 cars Charity visitor permit - free for up to 3 cars at a time – we could give these to service users to display on their cars There are currently a lot of abandoned cars in York street which have not MOT, Road Tax or Insurance. Some car garages leave cars there and put MOT on them to avoid them being removed. These cars have flat tyres and can clearly see abandoned. There should be something in place to ensure cars cannot be dumped and left for months even with road tax on them. You can clearly see the cars which as being used and those (including a disused caravan) which are dumped, left to rot, taking up valuable parking space in an already congested street. If parking charges are brought in it will simply move congestion to surrounding streets in the area as we will all have to park elsewhere instead?</p>	
314	<p>I totally disagree that residents in these areas should be punished for the inability of councillors to manage the current parking areas and, disagree that you consider current regulations unfit for purpose. I am a dog walker that frequently walks around the area. Most days I will see large swathes of unused local parking areas. Both Cromwell Road and the Horizon hotel spaces remain underused on a daily basis. Equally Charlotte Street car park is rarely at capacity. To inform me that I will be taxed a huge sum for parking near my home in these times of economic difficulty and, with no guarantee that I will be able to do so is an outrage. If have voted for my local councillor to now kick me up the rear for my support, I will vote with my feet at the next election in an effort to remove that councillor.</p>	22/01/2024 15:29 PM
315	<p>I do not believe there is any justification in charging local residents for parking outside their own property.</p>	22/01/2024 15:29 PM
316	<p>Proposal to remove Zones B09 and B10 from the proposal. If parking permits for residential areas outside of Ayr town centre are being proposed, they should be open, transparent and encompass the entire area. The proposed zones look like 'beachheads' for future zone expansion under the next review. Permits in these two zones will reduce residential quality, affect property value and certainly displace vehicles to the surrounding 'free' streets. The latter will inevitably be exacerbated if a 'visitor' plans to stay for longer than 3 hours - far easier to just park around the corner. From page 9 of the parking strategy report, it is clear that the proposal is VERY much against the stated objectives. It is within this context that this Parking Strategy will seek to: Provide an appropriate level of parking to support economic vitality - NO Ensure that parking is inclusive for all users with on and off street charges aligned - NO, the very opposite Ensure efficient parking and traffic management to support the local economy, provide access to key services and facilities and reduce congestion from inconsiderate and irresponsible parking - NO Use parking assets to the best advantage through pricing, promotion and information whilst safeguarding access for blue badge holders, for loading, deliveries and for emergency vehicles - NO Reinforce business and visitor</p>	22/01/2024 17:13 PM

	confidence in available modern parking options whilst also promoting walking, cycling and the use of public transport - no Use modern technologies and encourage low emission vehicle use, and - NO Discourage irresponsible and dangerous parking - NO	
317	Again another way of sac, robbing the working man. Idiots	22/01/2024 19:56 PM
318	While I don't object to paying for a residents permit I do object to the possibility of returning to my street to find it full of cars parked for free. In addition, Ayrshire Road Alliance's track record of providing adequate traffic wardens I find it difficult to believe that the 3 hour limit could be policed to any sort of acceptable standard. In short I believe the scheme is simply unworkable.	22/01/2024 20:16 PM
319	I would like to lodge my objection to the proposed changes to the Residents Parking permits for the Ayr Fort and adjacent area in Ayr West. It would appear that residents will be disadvantaged in several ways. Firstly, each household is to be charged £60 per car specifically registered to the household but this does not guarantee that they will be able to park outside their house or even in their road. Would residents then have to drive around to find a parking spot possibly streets away? Secondly, they would be deprived of their designated road parking by someone who is parking for free. This seems totally unjust. It could be that they are unable to park for a large part of a day. Thirdly, who would be responsible for regulating this 3 hour period if there are a lot of people parking randomly throughout the day? Another issue is that of accommodating parking for spasmodic visitors if every household can only hold permits for nominated cars. For example, we have family members who can only visit for a few days once or twice a year. Of course, none of the above begins to address the issues regarding tradespeople.	22/01/2024 20:17 PM
320	How can a resident in Zone B be assured they can park their vehicle in their street if they have shared use bays as proposed? There currently are certain streets in Zone B where the number of resident cars already outstrip the number of spaces e.g. Bellevue Crescent If a resident has to park their car out with their Zone but display a valid permit for their house, would they still be penalised. I have concerns regarding the increased illegal parking and usage of back lanes for Park Circus and Bellevue Crescent if this plan for shared use bays is introduced.	23/01/2024 11:41 AM
321	I live in Riverview flats which are above old BHS building. Whilst we have garage parking at end of alleyway access this alleyway is often obstructed by vehicles using it as a free parking area despite signage requesting to keep clear. This is also access for emergency vehicles. I realise this area is not enforceable by parking wardens but there has to be some solution to this. Regards Tom Malone.	23/01/2024 12:00 PM
322	Parking charges will cause congestion to surrounding areas as staff/visitors will have to park elsewhere. This will also have an impact on Disabled Users of our service.	23/01/2024 12:35 PM
323	Introducing paid for permits when the parking spaces on some of these streets is already beyond repair is utterly ridiculous. What is a resident to do if they've paid for their permit and arrive home from work to find that all of the spaces are taken by the '3 hour free parking' vehicles? It is an utterly ridiculous idea to begin allowing free parking on these streets but expect residents to pay their way. Shame on you, South Ayrshire.	23/01/2024 14:18 PM
324	Why does someone need to provide a driving licence to buy a parking permit this precludes a person buying someone else a permit, it makes no sense at all. Regarding the requirement of a driving licence, I would suggest that you leave police matters to the police. It should be of no interest to you who pays for a permit, only what car the permit goes to. Furthermore your proposal that "All permits will be issued virtually via an online booking system (assistance available if required), and applicants shall be required to provide relevant documents to prove eligibility, such as a driving license or medical certificate." makes the very bold assumption that everyone has a computer, is on-line and has a scanner. I	23/01/2024 14:20 PM

	<p>would suggest that this may not be the case. As one further point on this part of the proposal, parking permits are related to vehicles and not people, therefore I would suggest the requirement and retention of irrelevant and dare I say, personal information like a driving licence would place yourselves in breach of GDPR. You are proposing Type A parking to move from £50 per car to £60 per car per annum. This is a 20% increase which although an above inflation increase, it could perhaps be justified in there being no increase for a number of years. You are further proposing Type B parking to move from £0.50 for 2 cars to £60 per car per annum. This is a 24000% increase which, I would suggest is slightly more than inflation, even if considering the years since an increase. I don't think anyone would argue about a reasonable or even proportionate increase, but 24,000% is beyond ridiculous. This is especially true when we all know that the wardens never come by and many residents can't park in their own street especially during the school run. The 24,000% increase in costs will also have a knock on affect to the saleability of these properties. Add to this the preposterous £20.00 per annum to allow guests to visit! The proposal to remove the residents parking in favour of a 3 hour stay with 1 hour away now makes a complete mockery of the idea of a parking permit. A parking permit definition is: "(UK) A pre-printed card, issued by several local authorities, that a resident (or his visitor) can display in his car when parking in a designated roadside place." If you now say that anyone can park there even for a limited amount of time then it is no longer a designated parking place it is in fact a public parking space, thus making the idea of a parking permit null and void. You certainly cannot have this both ways. It is either a parking permit designated area or it is a public parking area. I also note that on the original consultation that the majority did not want you to remove parking areas. I did not take part in this survey as I was completely unaware of its existence. I would further suggest that your proposal is anti-small business and anti-competition. The fact that you are proposing that trades pay £400 for the privilege to come and work at houses nearer the town centre means that many, if not all, single and small traders will simply no longer offer their services to those households and why should they when they have the rest of Ayr and Alloway to work in. Yet another penalty for the households affected. I completely reject this ill thought through plan as a whole for the above reasons.</p>	
325	<p>Remove all current resident parking charges, but keep residents only streets and permits with cost of administration self-funded by a common charge across all relevant streets without any SAC financial gain. Property is residents registered address that is their permanent home Tradesmen can get exemption from ARA in advance for large scale work Two per household one of which a joint resident/visitor this will allow a carer and for tradesmen, with residents required if necessary to park elsewhere temporarily. This will provide for local people who contribute massively to the local economy 365 days a year whilst recognising and limiting the amount of vehicles to 2 per property, which many do not have. Thus reducing the contribution of pollution from fossil fuel burning that is complicit in environmental deterioration such as acid rain with the subsequent decimation of Salmon breeding pools. This will be brought about by a reduced level of traffic movement by none residents</p>	23/01/2024 14:20 PM
326	<p>You should be ashamed of yourselves. We are in the middle of a cost of living crisis and you intend to charge people for parking in front of their own home? The fact that a complete stranger could park on my street for free while myself, my family, and my boyfriend are expected to pay is absolutely ridiculous, and I am shocked that the ARA thought they would be able to get away with this. You have no shame, and are transparently only interested in lining your own pockets at the expense of residents who will take the brunt of the cost. Frankly, you should all resign from your positions, as you are clearly unfit for any kind of purpose.</p>	23/01/2024 14:25 PM

327	The thought of charging people to park outside their own home is ridiculous. The notion that anyone operating a business vehicle has to pay 100 times the residents is also absurd. Pushing the wrong people if you want to charge people from out with the area ok but if you live own or rent or own a business vehicle and live in the area you should be exempt from any fees	23/01/2024 17:23 PM
328	This is the most ridiculous proposal that I have yet seen coming from SAC. I am a resident in Barns Crescent and it would appear that I am being asked to pay £140/year for the privilege of not being able to park outside my house whilst others can park free of charge for up to 3 hours. Abject lunacy. Barns Crescent is already a nightmare for residents parking for the following reasons. 1. The southern end of the crescent is constantly used by patients visiting the nearby doctors' surgeries. The patients seem to park here in preference to paying to use the car park. This frequently results in cars parked on double yellow lines on and near the junction with Miller Road. I have never seen any action taken against this dangerous situation. 2. There is a Bed and Breakfast business in Barns Crescent which attracts a significant number of cars which park on the street and not on the 'off street' paved area at the business. These two factors combine to create a large number of vehicles which frequently denies access to the residents in the Crescent. The idea of a parking 'free for all' for 3 hours in Barns Crescent has clearly been proposed by a body totally unaware of the situation. 3. Barns Crescent is constantly used as a 'rat run' by drivers attempting to cut out the traffic lights at the junction of Miller Road and Alloway Place. There have been many near accidents as a consequence of this but again, no action ever seems to be taken. I therefore object to the ARA/SAC proposal which seem to have been derived from a flawed consultation process. I fully intend to vehemently object to my Councillors and would be quite prepared to go to Law in opposing this.	23/01/2024 19:02 PM
329	Disagree completely with resident only parking, where are carers meant to park, what about the mobile attendants when a client falls, Ayrshire roads alliance refuses to give us special permits for our vans as they think we're idiots who would abuse the scheme umm my job is more important to me	23/01/2024 21:44 PM
330	The Parking Strategy considers there's a need to overhaul the Resident's Parking Permits scheme to make it "fit for purpose". The Parking Strategy recommends the introduction of charging for Residents Parking Permits in various zones. I do not object to this concept, although I am aware it is a contentious issue for many. Where an area is covered by a Resident's Parking Permit Scheme, allowing free parking to Visitors within these residential zones seems very unfair. I do not believe that every reasonable effort has been made to accommodate and balance the views of residents in this case. - How is it fair that Residents have to pay for parking in the street where they live and Visitors do not? Everyone - including Visitors - has to pay to park in non-residential designated parking places. - Where do Residents park when visitors freely occupy the parking that Residents pay for?	24/01/2024 11:18 AM
331	The 3 hour proposal allow enough time for office staff to use residential streets as car parks. It is known the county building staff car shuffle already this makes it even easier for them.	24/01/2024 13:43 PM
332	Please keep us updated on how things are progressing. We are council tax payer, so, why do we have to pay an additional fee for a permit that doesn't guarantee a space in my own street?	24/01/2024 15:10 PM
333	Park Terrace is in two bits. The red chip area is a private road that is not maintained by the council and should be excluded. The main road is regularly full of residents' cars and should be excluded. It is a dead end with steps at the end of the road giving access to the Low Green. To allow non- resident parking in this area will prevent local residents (prominently retired people) from parking their cars close by. A traffic hub near the station should be a higher priority with new additional chargeable parking where the Station Hotel ruins are.	24/01/2024 15:35 PM
334	The parking schemes on zone B shouldn't be changed as we don't see why we should pay such a high tax for parking in front of our property. We are council	24/01/2024 15:58 PM

	taxpayer, so, why do we have to pay an additional fee for a permit that doesn't guarantee a space in my own street?	
335		24/01/2024 15:59 PM
336		24/01/2024 16:04 PM
337	The red chip part of Park Terrace (on the left near the end of the road) is a private road with no council maintenance. It should be excluded. The rest of the road is regularly fully occupied with residents' cars. The car owners are predominantly OAPs who need their cars close by. Only residents, visitors and tradesmen should be allowed to park.	24/01/2024 16:05 PM
338	Anything that encourages more parking in private residential areas will have a negative impact on safety noise pollution nuisance and access to driveways. Would also have a negative impact on property values as having residents only parking is desirable and a strong selling point	24/01/2024 16:37 PM
339	I am an elderly person that lives in the Newton area and although I don't drive I rely heavily on friends and family to help me on a daily basis. It is not clear whether I would have to purchase numerous parking permits for all those that help and support me! They are sometimes here overnight so parking for 3 hours would not be an option. Seems like local residents are being penalised having to pay to park outside their property even although it is 20 mins from town!!!!	24/01/2024 19:11 PM
340	I live in an area that is proposed to come under the permit scheme and I strongly disagree that this should be introduced. I don't believe there is a strong enough rationale for introducing this on my street (Union Avenue). I have no issues with parking on my street, and my neighbours seem to agree. The proposals may have been initially suggested to address issues with commuter parking due to the train station, but with the increase in people working from home from the pandemic, there is no longer an issue to address. I spoke with someone who lived on Falkland Park Road, closest to the station, who said there was no issue with parking. It's essential that no changes should be introduced without direct consultation with residents of these streets. There has not been adequate consultation with the affected residents - many have been unaware of this consultation and therefore may not have had the chance to respond. If a permit is to be introduced, there should at least be no charge for residents. It is ridiculous to charge people to park in their own street without a good reason, unless to deal with an evidenced and significant problem (which, as above, is not the case for my street).	24/01/2024 19:46 PM
341	See point 8 above. No need to go to the expense of changing the current parking rules.	24/01/2024 19:46 PM
342	Residential zones within this proposed plans are already close to car parks that are not fully utilised. If you think introducing another tax on residents in this area is a good idea please reconsider. It's only residents that park in out street and it's already full. I understand that but I don't think it's right to fight for a parking space in my street with people that don't live here.	24/01/2024 21:31 PM
343	I am really disappointed and concerned about the lack of consultation that has taken place about this initiative! I do not support the proposals...	24/01/2024 23:26 PM
344	The number of people submitting answers to this survey is, in my opinion so low because 1) questions limited and slanted to get replies the council wants 2) many of my friends believe decisions already made so useless to complete thus as won't make any difference 3) Free car parking is needed for regeneration of town centre and to make it more appealing to tourists	25/01/2024 09:13 AM
345	This survey is not honest, transparent or open. It is poorly publicised and deliberately hidden from users of the website. The questions do not provide full information upon the likely effects of answers, for example charging schemes. Your proposed charges are an indirect tax by an unelected body at time of record	25/01/2024 11:11 AM

	high cost of living, record high taxation by government, and do not contain any proof of need or benefit.	
346	Dear Sir/Madam I and my wife are furious with the South Ayrshire Council and Ayrshire Roads Alliance parking proposal for North Ayr and in particular Union Avenue. We have lived here for the last fifty years, pay road tax for our car, and drive daily on the pot-holed poorly maintained roads in Ayrshire. This money-grabbing parking enterprise takes my breath away and generates a huge amount of anger. This is a residential area far removed from the town centre yet due to 50% of the street having a dropped curb to allow cars to be parked in front of houses plus 9 disabled parking places parking is already restricted. That would leave the focus on the spaces left which would victimise these residents of which I am one. My wife and I are totally opposed to what is proposed by the Ayrshire Roads Alliance consultation. [REDACTED]	25/01/2024 16:13 PM
347	Fort Street is within two Zones but has not been linked to Charlotte Street in either Zone. In order to give residents of these streets the best chance of parking please link Fort Street and Charlotte Street in a Zone.	25/01/2024 16:21 PM
348	If residents are required to pay £60 per annum per vehicle for a residents permit then they should have exclusive use of resident parking permit holders only as currently designated. Opening these up to anyone to park for free for up to three hours will mean that residents who have paid for the privilege to park outside their home will find it very difficult to park.	26/01/2024 07:55 AM
349	1. Under the proposal we would be required to pay £140 per annum for parking permits for 2 cars and for a guest permit, but despite this, we may not even be able to park our cars here on this street we would be paying for, because any non-resident would be allowed to park on this street for up to 3 hours per day for free! I object for this reason to the proposal! 2. Tradesmen would be required to pay £400 for a permit to undertake work at our property or at any other property on our street – this is anti-business. Many tradesmen will simply not take on work in our street, or add this cost onto our bills. 3. As a Guest House owner, I have calculated that we would have to pay, in addition to the £140 for our own permits, another £2115 per year on top of this. This is an unfair extra cost to a micro-business providing much needed tourist accommodation in Ayr. If we decided to charge our guests for parking, rather than paying for it ourselves, we still could not guarantee they would be able to find a parking spaces available and, this problem would discourage them to book with us again on their next visit to Ayr – either because there would be an additional charge, or because there would no longer be guaranteed parking available for them on the street where we are located. 4. Clearly on drilling down into the consultation, it is shown to be not fit for purpose. Only 2.5% of the entire population of Ayr actually answered the consultation. This is not a democratic mandate to introduce a parking tax and it would appear to demonstrate that the consultation was poorly advertised to residents. 5. Further evidence that there is no mandate to introduce this tax, is demonstrated in the figures from question 5 of the survey: 48.91% voted against the proposals to remove our existing Residents Exclusive Areas, and only 37.29% voted in favour of removing the Residents Exclusive Areas – the rest were neutral. 6. Some of the questions are misleading to the reader because they do not give all the important information – here is an example of a question from the consultation (Question 6): Do you agree that we need to introduce new permits which make it easier for tradespersons, carers etc. to operate? 69.62% of responses received were positive whereas 19.45% were negative. However if the question were phrased to be honest and transparent it should have been: Do you agree that we need to introduce new permits which make it easier for tradespersons to operate, at a cost of up to £400 p.a.? Any reference to carers should have been omitted, since it states elsewhere in the consultation that carers should not have to pay for parking whilst on duty.	26/01/2024 09:24 AM

350	I don't think anyone that lives or works in the town centre should have to pay for parking, they contribute by other means, i.e. Council Tax & shopping locally	26/01/2024 16:11 PM
351	Having full day free parking in December was an absolute shambles - you couldn't park near the town due to staff working in the town taking up the spaces all day. Having a time limit on how long you can stay for free, i.e. 3 hours, would have worked much better. Why do we need to change to parking charges until 6pm on a Saturday? The busiest day of the week for shopping and you're trying to deter people from coming into the town. Having 2 hours free parking for all spaces would be much better and provide much needed income to the businesses of Ayr. Charging for more parking spaces is a complete backwards step.	26/01/2024 16:32 PM
352	If this is the way forward to encourage visitors into our now defunct town for day visitors and tourism as a whole then god help us Paying for parking has a negative impact on shopping restaurants entertainment and every facility that people have to use a car to enter ayr for So if this council thinks increasing that paying for parking is the way forward were in big trouble the reduction of free parking for locals and visitors must not be allowed	26/01/2024 19:33 PM
353	I live in one of 4 houses in a street with resident only parking. My household only has one car but the other three houses have 7 cars in total. That is 8 cars in total but due to excessive double yellow lines erroneously recently put down there are only three spaces outside for 8 cars. 8 cars and only three spaces! That means some of the cars have to park elsewhere in the street. I often cannot get parked outside my house and have sometimes to park half way up the street. The existing rules mean that I usually can get parked somewhere in my street. Your proposals however would mean I and others could have nowhere to park in the street and could have to park several streets away! Two permits at present is fine and when a tradespeople visits they can use one of the permits so the current system is fine for visitors. I object to the levying of proposed fees per annum. This is extortionate and daylight robbery. I object to creating parking bays available to anyone. The current rules were put in place to protect parking spaces for the residents and therefore should remain. I object to tradespersons having to pay to carry out work in our street. They can use one of the two permits already issued. If more parking fees are needed then it should come from the already existing car parks and meters in the town. Why is there free parking in the town centre if you are needing funds. I don't feel the public was consulted enough and I feel that the questions in previous consultations were not sufficiently worded. I also feel that responses to previous consultations have been ignored and that has led to the current unnecessary consultation. Life is hard and complicated enough so please don't make it worse. To those who are proposing the changes, do you get parked outside your home okay? How would you feel if when you come home, there are no spaces left even though you have paid for a permit and someone is parking outside your house for free?! Think of elderly people too. Your crazy proposals would mean, if they were still able to find a space, the chances are, it would be far away, and further to walk to. In summary, stop creating problems!	26/01/2024 21:51 PM
354	This is quite clearly a cash grab attempt by some crazy people. The fact that a resident has to pay to park on their own street, but anyone can come and park outside their house FREE for 3 hours is just unbelievable. Also trying to charge Tradesmen to park to carry out work in residents property is a disgrace, the Residents should strongly think about collectively paying for a lawyer to challenge these NUTCASES>	27/01/2024 08:58 AM ID: 236448754
355	Living in FOTHERINGHAM ROAD, I do not feel we should be included in resident permits. This street is not used for town parking and only occasionally has an issue when the World Bowling Championships are on. As this is a summer event the college carpark is available to be used. The college itself used to be a problem before lockdown but is no longer. Very little traffic due to Ayr Racecourse use this street. Therefore, I see no need to change things in FOTHERINGHAM ROAD. The restrictions of having to declare the visitor's permits by car registration seem to	27/01/2024 12:27 PM

	be incredibly restrictive when an open permit that could be given to infrequent guests (family) seems much fairer if there are to be permits. I have lived in FOTHERINGHAM ROAD for 42 years and have complained about parking, especially bowlers, from time to time over the years but as we are at the moment, and I am now retired and see daily what is happening, our street does not need permits.	
356	<ul style="list-style-type: none"> • The data and sample used by the ARA and therefore the basis of policy proposed for consultation is flawed, inconsistent and at odds with the consultation sample results, this has resulted in the questions in the consultation being misleading, not informed and the residents from the streets directly impacted were not consulted or considered in a sample. The point of “fairness to all” mentioned, needs to consider the weighted impact on the particular street of density of parking mis-use and limited monitoring of parking mis-use. • The original basis of the existing “residents-only” exclusivity policy was not considered or the change in policy validated against it. The existing parking policy was likely due to the proximity and density of local commercial businesses and Zone A to SAC designated “residents only” streets to retain a strong family housing stock and community close to the town centre. The proposed change in policy proposal will significantly impact families being attracted to these zones due to the lack of amenity and will erode the value and use of these properties close to the town centre, pushing larger families further out of the town due to lack of parking amenity and increased anxiety on a day-to-day basis. • The available parking bays for the residents alone in "residents-only" exclusive areas is arguably lower than would normally be required for compliance of regulations if they were new builds today. • ZONE B streets are residents-only exclusive streets that are locked in by and outnumbered by commercial businesses/ business properties on adjacent streets and immediately adjacent to the town centre Zone A. • The proposed policy change to significantly widen the issue of permits for already limited parking bays in small locked in “resident-only” streets in a location adjacent to Zone A area will lead to significant mis-use and parking problems and complaints. A significant point noted is the mis-use of permits. • Residents already experience daily mis-use of the parking restrictions already due to limited and difficulty in monitoring of the area; typically, it is down to the residents to politely approach individuals who frequently mis-use the parking, this will not be viable if extended. • In response to the carers, tradespersons and visitors parking needs, I believe that providing the existing “residents-only” permit holders on the streets with additional permits would be a viable solution that enables the residents to manage and reduce mis-use. 	27/01/2024 12:53 PM
357	It's extremely unfair to charge residents to pay for parking permits to park where they live but let 'joe public' come along and have either free or pay a small charge for parking. It should either be free for all to park or made residents only. I would like to know why Union Avenue, McCalls Avenue and Falkland Road / Avenue are being added to this system with permits. There are houses/flats on Prestwick Road that also use these streets for parking, my household being one of them. If our streets are added to this scheme will be allowed to buy permits. We have more than 1 family car and frequently have visitors to our home.	27/01/2024 20:14 PM
358	I feel that as a resident during Summer months and when an event is on the Low Green or Ayr Beach and promenade ie Scottish Air Show it is absurd that I may not be able to park in my street even after purchasing a permit for £60.00.	27/01/2024 21:31 PM
359	Could the council not consider an additional category so that people who work in the area could purchase a ticket or permit to be in the space longer than 2hrs without having to return to the meter to add money as this is not always possible	28/01/2024 05:55 AM
360	I don't agree that residents parking zone should be pay and display for general public. Having experienced trying to visit family in this type of zone it's difficult enough trying to get parked without expanding to the public. Questions above aren't giving a true opinion of people's views ie question about should visitors	28/01/2024 08:28 AM

	permits need reviewed, I agree in that more visitors permits should be reviewed but that it's given free of charge to residents. As with carers/workers etc. if you want true reflection of what people think you need to ask for people's written opinion after each question and not just a multiple choice questionnaire. Also these proposals were not made public enough, at the very least every household affected should have been sent a personal letter to then be given the chance to express their views and concerns. When purchasing my house I take into consideration parking as we are a family that all drive and I feel that turning our area into residents parking would firstly enforce me to move house but also I feel it would depreciate house prices. Would there then be compensation given to households for this?	
361	In order for a residents permit scheme to operate successfully, it should be managed, have obvious restriction signage, be affordable to residents and have sensible exemptions for tradesmen, visitors and carers/medical requirements parking. We have a church and funeral directors in the street, so a two hour restriction would enable visitors to park and go in a reasonable time, also with commuter parking restricted this would ensure space could be available for funerals and church events. As stated above I would be happy to pay an affordable fee, e.g. £50 per annum, for parking in my street, but only if I can get parked within reasonable proximity to my residence!	28/01/2024 09:05 AM
362	New road and main street in Ayr still seem to be exempt from these proposed zones, makes no sense when surrounding areas are being considered	28/01/2024 09:26 AM
363	DO NOT penalise local residents who rely on their vehicles and parking facilities for nursery/school/college/university runs and transporting the vulnerable and elderly. Small business vehicles also rely on off street parking as well as many local businesses, including B&Bs who all generate revenue for South Ayrshire Council.	28/01/2024 11:29 AM
364	We live in Park Circus and pay a significant amount of Council Tax. Surely we should be able to park outside our own homes. This is a residential area with many homes and it is not a parking area for other people to use who happen to be visiting the town. It is difficult at the moment with no visitor pass for essential visitors or for friends/family to pop in. Please keep this as Residents Only and issue people with a pass for visitors which could have a time limit. Take a look at Bellevue Terrace, where many of the full houses have been turned into flats and so potentially there are already four cars to what was originally one house. There is often double parking on that street which creates danger for the elderly, infirm and children. They do not need extra people turning up to randomly park for three hours.	28/01/2024 12:08 PM
365	The town centre is a complete failure. What is left of it, should be protected. Why are we making it more difficult for people to visit? Parking charges are unnecessary. All that will happen is that people will start to use the free college car park instead of Millbrae. Seems as though we are clawing back some much needed cash from the station hotel situation. - I understand this. However I don't feel this is the way to generate that	28/01/2024 14:00 PM
366	This town council should be making it easier for people to park in ayr centre not making it harder for people especially in the current climate. We should not be charged to park outside your own home or if visiting friends. We pay enough road tax council tax and this council waste it with stupid thing like the Cutty Sark at the bottom of the town which doesn't bring anything to the town well done Ayrshire Council	28/01/2024 14:11 PM
367	Absolute joke, I live on green street, I have a car and a works van and I highly reject your idea for permit parking, what will it solve exactly, the non-permit surrounding area, will then just be flooded with vehicles solves nothing, also I will not be paying £60 to park on roads that I already pay to use with my road tax. You waste that much money elsewhere, you need to punish businesses and residents with an absolute criminal idea	28/01/2024 15:03 PM

368	Where are the local workers around Wellington square meant to park currently we would use around the court area or the esplanade. Who else parks along the beach in the winter no one as there are no visitors or tourists parking during the winter yet local workers are to start paying £15 per week for parking ridiculous!	28/01/2024 17:12 PM
369	This is not central Glasgow, it's not central Edinburgh or London. There is no requirement for residents' permits here. It's insane to consider implementing this at further costs to the taxpayer and as a resident in Ayr I have never had issues parking anywhere in the town in the 35 odd years of living here. Drive visitors further from the town at your own peril.	28/01/2024 19:32 PM
370	With regard to the proposal to put parking meters in an around the Sheriff Court area and Bath Street, Cassillis Street are will greatly affect people working in that area as there are a lot of office workers and people attending the Sheriff Court either on Jury duty or as witnesses as the parking can become expensive if you have to pay for parking from say 9.00a.m to 5.00p.m. Some sort of permit or consideration should be given to workers in the area.	28/01/2024 19:35 PM
371	Residential permit parking would have a negative impact on my daily life living on Fotheringham Road. There are zero issues parking at any time along my street or surrounding streets, and permits would put off visitors traveling to Ayr. I already contribute over £250 per month on council tax and to seems unfair to pay an additional £60 per car for an issue that doesn't exist on our street	28/01/2024 19:38 PM
372	We were not notified personally as residents directly affected by the changes. It was only by chance and through social media, that we saw this consultation. It would be helpful if residents with current permits, had been notified in person of this consultation! Not everyone who lives in town uses social media. Are the plans to continue the 2 hour free parking for all? I don't think your Parking Strategy makes this clear? If so will it be set times -is that the 9am -11am mentioned? Again I don't feel this is clear. I feel strongly that those requiring residents parking permits are paying for this and that does not seem fare when we are getting less for more money.	28/01/2024 19:47 PM
373	The free parking at Christmas was great - should happen more than just once a year. Bring more people into the town shopping.	28/01/2024 20:09 PM
374	How are we supposed to encourage people to visit Ayr, which is already on its knees, by making it harder for people to park near the centre? Surely the money the council spends installing more pay and display machines and bringing in more wardens would be better spent elsewhere or negates other possible revenue that people would be willing to spend (not to mention the current cost of living crisis). This also creates more barriers for the less able bodied who can't walk long distances, especially when public transport isn't a suitable alternative as its extortionate and unreliable. Extending hours from 8-6 catches people going to early doctor's appointments, especially those who work 9-5. Why should we pay another £60 for ourselves or visitors to park in our own streets when we already pay mortgages and council tax? For our situation, this creates problems for our long distance family members who visit for days, sometimes a week. And when the new Ayrshire Hospice opens on Racecourse Road, parking will already be difficult due to restricted car park space, meaning patients, visitors and staff will be presented with further problems in accessing care (namely finding a free place to park nearby as these will become increasingly congested or will incur charges). This will also deter people from visiting the hospice's fundraising office which is currently on Miller Road, affecting the charity's income and peoples' inclination to go into town. As usual, the council is looking in the wrong direction to solve the problems we face and the people most likely to suffer from these decisions are those who really shouldn't.	28/01/2024 20:48 PM
375	Standardise the hours as 8-6 Monday- Friday and 8-1 Saturday. Stop trying to sneak Saturday parking payment up	28/01/2024 20:56 PM
376	It's ridiculous that my partner and I have to pay £50 a year each to park outside our home (Fort Street), but our neighbours at the bottom of our street have a	28/01/2024 21:28 PM

	one off charge of 50p. This is daylight robbery in my eyes, I pay council tax in relation to where I live. Parking should not be a financial burden for us, or a money maker for the council.	
377	I have read over the parking proposal & established that if you live on Content Ave the proposal is that we pay £60 min per year to be able to park in the Ave (but doesn't guarantee you a space so if you've gone to the shops & come back & no space, tough!) but ANYONE can park 6 days out of 7 for 3 hours at a time without paying anything? Also, we need to pay for a visitors permit if anyone comes to visit you other than a Sunday? But if we wanted to park in the college car parks we wouldn't pay anything is that right? I think the whole proposal is flawed & the fact we have never had to pay or had any residents parking in place previously when we REALLY needed (when there were over 1000 students attending Ayr College each day!) it just seems like a money making exercise to me! Since covid there definitely had NOT been the same issues with parking in the Ave and think the college have been fairly proactive at asking students not to park in the Ave. Personally, and having spoken to most neighbours they all agree we DO NOT need residents permit now, we did try to get this in place 10/15 years ago only to be told our Ave needed to be part of the WHOLE parking review- which has taken a lot longer, due to many factors- most of them of which I'm not really sure of! So I'm now of the very strong opinion, along with the neighbours that we no longer need a resident permit and that this proposal is just years & years too late [REDACTED]	28/01/2024 21:43 PM
378	We should not be expected to pay £60 per year to park outside our own homes. Nor should we need to pay extra to allow our friends and relatives to park at our homes. The 3 hours unrestricted parking offered to anyone on these residential streets will result in residents, who have paid to park outside their homes, being unable to find a space. Residents should have priority on their streets and should not be expected to pay so much for the permit. I would have thought £10 per year would be more reasonable, including 10 permits for friends. I have more than 5 friends/relatives who visit me regularly. Why should I be penalised for this? What would happen to those I am unable to register within the permit scheme? Why are you preventing me from seeing my friends? I have never had to pay to park on my street and this new cost will significantly affect my household budget. You are penalising residents while offering non-residents the chance to park for free. This is completely unfair. I disagree with the plans.	28/01/2024 22:14 PM
379	I think you should consider to stop walk g government money then you wouldn't have to rob the people of Ayr to make up the loses you have created	28/01/2024 22:15 PM
380	No requirement for parking charges on Fotheringham Road. This is where I live. There are rarely a significant number of visitors to the town centre or college who park here, other than very occasional surges for bowling club attendees.	28/01/2024 22:21 PM
381	No residential area should require a permit.	28/01/2024 22:35 PM
382	Parking for free works, why charge for parking when there's less shops and less footfall	28/01/2024 22:51 PM
383	We should be trying to encourage people to come to Ayr, not that there is anything to do when they get here!	29/01/2024 06:43 AM
384	Residents should not need to pay a permit just b	29/01/2024 07:52 AM
385	I strongly disagree with the addition of Content Avenue to a permitted area. It may have been helpful 10years ago however the college is now dealing with their students parking in our street. Therefore if permits are introduced the only people penalised and facing charges will be the residents of the street. I would far prefer for the parking to remain the same.	29/01/2024 07:56 AM
386	Do not introduce parking charges along the esplanade!! This town is dire and needs visitors, and its workers, I work 12hour shifts and simply cannot afford to park nor use public transport as stagecoach don't run a late bus or even run at all.	29/01/2024 09:06 AM

	If you want to make money? Start your own local authority bus routes like Edinburgh.	
387	Extend double yellow lining on Seafield Road as dangerous parking is the norm - close to corners, on double yellow lines, near or over driveways	29/01/2024 10:21 AM
388	You claim that the parking zones haven't been updated since 1970. In 1970 it was correctly decided that residential streets shouldn't be used as overflow parking for the town centre and a cheap way for people to be allowed to park by their homes should be allowed. Now you have decided that not only should people be allowed to use residential streets as free parking for the town centre, the residents of these streets should pay £60 per car for the privilege of parking outside their own homes. This is a disgusting cash grab by the council during a cost of living crisis.	29/01/2024 10:26 AM
389	Why should I have to pay for residential parking only for me to go somewhere and come back later to find I can't park thanks to non-residents cars parking up to 3 hrs free? Where do I park then?	29/01/2024 10:29 AM
390	The parking needs to be considered alongside the wider town centre strategy and longer term plans. It doesn't appear that there are significant plans to introduce major changes around the county building areas. That being the case then there are chargeable car parks (e.g.) Charlotte St & the Horizon hotel area and these are not always at capacity during the week. There is also the opportunity to add capacity to the car park at the Horizon hotel by re-allocating some of the coach parking. The residential areas around the county buildings and next to the beach will be adversely impacted if the current restrictions are changed as per the proposal. The intention to introduce parking charges for contractors will also adversely add to this burden for residents. It appears punitive to introduce restrictions that will make it more difficult to access your property (if you are low mobility but not a registered blue badge holder, especially during summer peak periods), maintain listed properties cost effectively (given that specialised contractors are required from out with the area for certain types of work) and that these restrictions are not being applied to all households in Ayrshire. Furthermore, it is my understanding that the process that you went through to consult and generate the initial information was flawed as was your interpretation of results. In terms of the original questionnaire, it was not fit for purpose and appears to have had a low response rate. As with this consultation, there has been formal communication from SAC. I would suggest that some kind of postal notification would have been appropriate to generate a proportionate and fair view from local residents.	29/01/2024 10:30 AM
391	Residents should be encouraged to use the garage and parking spaces to the rear of their houses. Unfortunately the lanes servicing these amenities, such as Bellevue Lane, are crowded with bins which are not returned to within the curtilage of properties and often cars and vans block access to along the lane despite double yellow lines being present. When the bins and the cars/vans are combined space in the lane becomes very restricted which suggests that residents leave cars in the street to avoid the hassle of trying to gain access to the garages/parking areas. South Ayrshire Council's Tenancy Agreement requires their tenants to return bins to within the curtilage of their homes and if the same requirement were made of owners then more people may utilise the parking available at the rear of properties. The lane surface referred to is also in poor condition.	29/01/2024 11:16 AM
392	Ayr is gradually dying, due to a lack of input from the Council and its managers. Working from home is a great, but people that use the town centre for shopping and recreation are now going to Heathfield also Irvine and Kilmarnock shopping centres free parking, better choice. Continue with this stupidity and Ayr will be a town to be avoided. Bring in more pedestrian friendly actions, close off the Esplanade, the town centre to vehicles, rather than grub about for more cash. Improve the environment. Simples. Why not meter Prestwick Main Street area?	29/01/2024 11:34 AM

393	As above.	29/01/2024 12:43 PM
394	Idiots	29/01/2024 13:36 PM
395	No more than 2 cars per household and give each house a minimum of 1 dedicated space outside their residence	29/01/2024 13:39 PM
396	<p>The New Road Ayr is full of cars from 2 garages which sit for weeks without moving. Rep My Car New Road Ayr has outside my showroom had his own car sitting from before Christmas it has a flat tyre but its road taxes. The other culprit is Caledonian Motors Peeble Street Ayr. They just dump cars here which sit for weeks. We had an old caravan with van attached sitting in the road for about 3 years which I am glad to say has now been removed. It was a fire hazard. The businesses in this road are affected greatly because of this. Delivery's and customer parking is dire. I have heavy marble fireplaces & fires trying to be delivered to my showroom but I am finding that I am having to get them delivered to my home as Delivery Driver's cannot get parked. Thus us not convenient or fair. Also Carrick Bathrooms has a small plastic removable ramp out on the pavement with an electric cable under it which plugs into their store facility to charge the owners electric motor. Bollards are placed out on the road continually so that his car can park to use this facility. It is not every day but it is quite a few days every week. Scary to think that all of the businesses could start to do this. It is very easy to trip over as I have done. Someone from SAC site visited and has deemed this as okay despite Counsellor Cavanagh having put in a complaint as he also thinks it is dangerous. He was dumbfounded to be told that it was okay. Parking meters will help this busy little roads businesses greatly and I think what you are proposing for the town of Ayr is really a great idea despite residents not being happy. I personally think more people will park and use Restaurants etc in the town and surrounding areas if better parking is available. Keep up the great work. Kind Regards [REDACTED]</p>	29/01/2024 14:09 PM
397	<p>The New Road Ayr is full of cars from 2 garages which sit for weeks without moving. Rep My Car New Road Ayr has outside my showroom had his own car sitting from before Christmas it has a flat tyre but its road taxes. The other culprit is Caledonian Motors Peeble Street.Ayr. They just dump cars here which sit for weeks. We had an old caravan with van attached sitting in the road for about 3 years which I am glad to say has now been removed. It was a fire hazard. The businesses in this road are affected greatly because of this. Delivery's and customer parking is dire. I have heavy marble fireplaces & fires trying to be delivered to my showroom but I am finding that I am having to get them delivered to my home as Delivery Driver's cannot get parked. Thus us not convenient or fair. Also Carrick Bathrooms has a small plastic removable ramp out on the pavement with an electric cable under it which plugs into their store facility to charge the owners electric motor. Bollards are placed out on the road continually so that his car can park to use this facility. It is not every day but it is quite a few days every week. Scary to think that all of the businesses could start to do this. It is very easy to trip over as I have done. Someone from SAC site visited and has deemed this as okay despite Counsellor Cavanagh having put in a complaint as he also thinks it is dangerous. He was dumbfounded to be told that it was okay. Parking meters will help this busy little roads businesses greatly and I think what you are proposing for the town of Ayr is really a great idea despite residents not being happy. I personally think more people will park and use Restaurants etc. in the town and surrounding areas if better parking is available. Keep up the great work. Kind Regards [REDACTED]</p>	29/01/2024 14:11 PM
398	Response to Ayr Parking Consultation 2023 1. We do not consider your proposals for residents parking in Park Circus and Bellevue Crescent appropriate, in	29/01/2024 14:15 PM

	<p>particular the proposal to allow shared use parking bays available to anyone for up to 3 hours. 2. In the 2021 Ayr Parking Consultation a majority of respondents disagreed with the proposal for introduction of shared use bays in residents' only streets. Despite this these proposals have still been progressed. It was also advised that it was not possible to determine where respondents resided. Therefore we believe this consultation survey should have asked whether there is support for shared use bays in residents' only streets and asked for residents' post codes thereby determining the views of residents in the streets affected. This consultation has assumed there is support for shared use bays in residents' streets and only asked whether the 3 hours maximum length of stay is the right amount of time. 3. A significant number of the houses in Park Circus and Bellevue Crescent have been converted to flats leading to multiple residents' vehicles at each property. Also the vast majority of properties don't have driveways. As a result of this it is already difficult for residents to find parking places within these streets, without the proposal to introduce limited waiting for non-residents. The number of parking spaces is also restricted due to the tree lined nature of the streets. 4. Currently there are also problems experienced by residents due to non-residents parking in Park Circus and Bellevue Crescent, leading to difficulties for residents finding parking spaces in these streets. This is exacerbated by the fact that enforcement is extremely infrequent. 5. The rationale in the Parking Strategy for changing parking arrangements in Residents Parking areas is to accommodate displaced parking. However, I cannot identify where there is displaced parking in the town centre arising from the proposals. In fact a number of car parks adjacent to the town centre, for example Barns Crescent, are underutilised. 6. It is stated in both the Strategy document and the introduction to the consultation survey that the existing 3 hour limited waiting arrangements around the County Buildings are difficult to manage and demand considerable resources to effectively monitor compliance, thereby not achieving the desired turnover of spaces. This difficulty in enforcement of such limited waiting arrangements would lead to non-residents parking for considerably longer periods than 3 hours in Park Circus and Bellevue Crescent with the consequence of residents being unable to access parking spaces. 7. We therefore consider your proposal to allow non-resident limited waiting for up to 3 hours in Park Circus and Bellevue Crescent entirely inappropriate.</p>	
399	<p>I feel that this parking consultation has been done in an underhand way, a really has made very little effort to ensure contact with residents. It feels like the consultation has been done in the laziest and most self-serving ways to suit the Ayrshire roads alliance and the south Ayrshire Council while pretending to be up front, while just trying to do a money grab. With no consideration for anyone other than themselves, shame on you all...</p>	29/01/2024 14:35 PM
400	<p>If all parking spaces are charged for, six day a week this will adversely affect trading in the town and put shoppers off coming to Ayr to shop. Some free longer stay parking areas should be available for day trippers, and short stay parking for local people to use during the week to encourage shopping in the town and to stop the town centre from dying altogether.</p>	29/01/2024 15:49 PM
401	<p>Residents are being penalised for staying near Ayr Town Centre. We are being advised we can only have 2 resident permits - some have more than 2 vehicles, who are Roads Alliance to say how many vehicles a house may have? This is basically a tax on the householders who already pay Road Tax and also Council Tax to SAC. The streets that are residential should remain that way and they should not have the option of 3hrs free parking for anyone while we have to pay to park at our front door, ultimately this could result in no spaces at my own property and I have paid to park there. SAC recent message was that Ayr was open for business, which is all good and well just don't be a resident as it will cost you!</p>	29/01/2024 16:24 PM

402	Resident Parking Permit should be reduced, not increased from £50 a year to £60. Why am I punished for living in a zone that requires a permit to park? If the car is registered to the address, as is mine, then shouldn't need a permit or pay for just needing to park outside of where I live. Also take back Boswell's carpark, the cowboys running that are outrageous, have you seen the state of it in there and they have the cheek to try charging for parking and then threatening court action when you don't.	29/01/2024 18:15 PM
403	I object to the proposed residential parking fee for Bellevue.	29/01/2024 18:20 PM
404	Think this is killing Ayr as people will not come to the town and there is hardly any shops in town and you're not in it long. So try get tourists back in to the town not kill it more.	29/01/2024 18:50 PM
405	I disagree with the proposal to have parking bays for non-residents in Park Circus and Bellevue Crescent.	29/01/2024 19:40 PM
406	To charge £60.00 for residents to park outside their own property is ridiculous! As a tradesmen I work all over Ayrshire and Glasgow but on the off chance I might be working in South Ayrshire and working on someone's property, I have to pay £400 a year???!!!!!! What about someone who have a business from out with the local authority?? They'll then be penalised?! It's wrong. This is small business getting penalised and taxed for South Ayrshire Council to make up the loses elsewhere!! I also feel that the 'option' to have 'carer, business or tradesperson' option is an absolute joke! So someone would have to choose this option and pay on the off chance that they might require a repair or care coming to their house. It is farcical and financially penalising an already struggling town.	29/01/2024 19:41 PM
407	This will deeply affect the buying and selling of houses in the local area. It is an additional cost for people to consider when moving to this area. It will impact on houses which are already impacted by high costs of living by adding additional charges to each household. By having a permit, it does not guarantee a space either therefore you could be paying for something you can't even get access too.	29/01/2024 19:41 PM
408	I'm a resident in [REDACTED] for over 30 years Residents from Content Avenue have campaigned for almost 15 years with SAC to consider resident parking in our street.. The reason requested for residents only parking was the staff & students from Ayr College we're parking in Content Avenue Monday - Friday. However, the residents working together with Ayrshire college regarding parking in Content Avenue has been resolved. With Ayr College providing more parking spaces available to accommodate students/staff attending Ayr Campus. In my opinion Your proposal is 10 years to late [REDACTED]	29/01/2024 19:42 PM
409	The current system of Residents' Parking permits is less than perfect but the proposed changes would render it completely unbearable for residents. People park in Residents' Parking zones and make the short walk in to Ayr town centre not because there isn't ample parking within Ayr town centre itself but because they want to save the small amount parking in town car parks would cost.	29/01/2024 19:46 PM
410	Zone 10 is mainly residential area and residents should not have to pay to park their cars outside their property	29/01/2024 20:09 PM
411	As per my response to Question 8, I think these proposals are a disgraceful tax on residents. To dress this up as something for the benefit of said residents is frankly an outrage. The prospect of charging residents of Ayr more money for less chance of a parking space in their own street is ludicrous. What benefit exactly will this move apparently bring aside from a quite blatant cash grab from ARA? ARA are also being very sneaky in the way this is all being conducted, the wording of questions (particularly Q7) has been crafted very deliberately to confuse readers to give ARA answers that supports their agenda. This will be getting emailed to the Elected Councillors and my dissatisfaction and anger at this move from ARA will be highlighted. ARA should also consider the prospect that such a move (which effectively removes any parking to residents) will very likely have an	29/01/2024 20:15 PM

	impact on property values, which is something that home owners are allowed to take to Court for the lost value. This could work out VERY costly to ARA.	
412	I have stayed in Newton on Ayr for over 20 years and do not believe I should have to pay to park outside my house. Social isolation is the biggest killer in the elderly and most of my neighbours are elderly and rely on their friends carers etc to support them. People would be reluctant to visit with permitted area. As usual the cost of the permits would go up and already the cost of living is driving working people to food banks this is an extra on top of increased council tax road tax insurances. You will deter people visiting Ayr and more people will shop in Irvine Kilmarnock. Most people visit areas where there is free parking. Ayr high street is already nearly derelict because rents rates have increased this will discourage business to trade here. Businesses in York street Green street will suffer as most of them are garages and people will be reluctant to take their cars here. As I've said stayed in my street Union ave for over 20 years and parking has never been an issue here.	29/01/2024 20:20 PM
413	Mostly listed above cannot see the rationale for widening the areas that are going to mean additional costs to those that are still taking the trouble to visit ayr when there is less and less that could be seen to be attractive for them to continue doing so.	29/01/2024 21:10 PM
414	Content Avenue does not need residents parking. There are no parking issues with either college students or the public parking on the street. Historically some parking problems have occurred with excessive student parking but since Covid-19 this has not been the case. Additionally the proposed allocation of 3 hours parking for free for non-residents would result in students parking on our street, should they wish to, and taking up residents parking. Therefore the proposed changes would not help with parking and penalises the residents by charging us to pay to park outside our own homes. While potentially finding our paid-for spaces occupied by non-residents. This will not work. There is no need to add parking permits to this street. A similar case can be said for Fotheringham Road which only has residents parking on it and the odd Bowling member. Permits are unnecessary here too.	29/01/2024 21:38 PM
415	The three hours maximum length stay is acceptable at best, however not acceptable if the residents have to pay £60 per permit! I'm absolutely horrified that residents of a street have to pay park in their own street. Content Avenue (where I live) is not as busy as it used to be, however I still believe there needs to be some kind of parking regulations. We have two cars in our household, and I believe £120 / year for a permit to park in our own street is totally unacceptable.	29/01/2024 21:50 PM
416	I live and work in Ayr and would be victim to the proposed changes in Content Avenue. I have written to various people over the years about the difficulties parking in my street when most of the spaces are used by college students and staff, despite signage from the college advising staff/students not to do this. Instead of helping this situation at the time, nothing was done and now it is proposed that I may have to pay £60 per permit for the luxury of parking my car outside my own house. In addition to this, the college staff and students could still be able to park outside my house and use up the spaces there for three hours a day per person! (Some of which even block my driveway, even if there is a car in it) I'm not sure how this 3 hour limit will be enforced either - will my £60 a year be covering the cost of staff to monitor this situation? I wouldn't have thought so. If no one is enforcing the 3 hour rule then it means nothing. I would like the security of parking outside my house but paying money and then people parking in the street just as much as they have done before with no consequences seems like a waste of my money that I'd rather be spending in the local community.	29/01/2024 22:01 PM
417	More disgraceful revenue collecting schemes designed to penalise people This town needs to encourage people to visit and stay, not to extort and penalise	29/01/2024 22:33 PM

418	I should not need to pay for parking when visiting a friend's house. Outrageous. Maybe put money towards making Ayr town a better place to visit before charging for parking!	29/01/2024 22:38 PM
419	You are absolutely killing the town. There will be no reasons left to visit Ayr and you will be at fault for making it all but impossible to visit. A town centre should not only be accessible to those who can afford it, I deserve to access the seafront just as much as someone who can afford to pay and display. You are creating a two tier town. Ayr town centre is dying, this will only further damage businesses and send shoppers elsewhere.	29/01/2024 23:00 PM
420	Extending the hours of pay and display on a Saturday is going to absolutely kill business in the town. It's a joke this is even being proposed. Shame on you for killing our local economy through parking charges	29/01/2024 23:03 PM
421	Leave things as they are.	29/01/2024 23:11 PM
422	This will destroy the town. Parking should be free (at the very least on the weekends). Why are you killing our town and businesses	29/01/2024 23:12 PM
423	All parking should remain free from 1pm on a Saturday also, with the time being 5pm during the weekdays to encourage out of business hours use, such as bars and restaurants. Also, the logic of knowing that the council is ignoring the fact that free parking over the Holiday period had a significant positive impact on the town, in favour of implementing this restrictive scheme.	29/01/2024 23:18 PM
424	People who reside in this area should not be penalised and made pay to park at their own front door and family visiting should also be able to do so without penalty. Furthermore hard working people who work 8 hour days (not 3) within the town have no parking facilities. Ayr is already a ghost town and this will discourage people to live and work in the town. This will bring moderate financial gain but cost the town massively in the long term. It is also morally wrong to impose this at a time most people are already struggling and will cause added, unfair and needless stress to those affected and also the wider community. I am totally against these proposals.	29/01/2024 23:22 PM
425	As a council you are already killing what was once a great town for residents and visitors, and this latest ridiculous suggestion beggar's belief! The residential parking areas need to be left as they are. I would like to know how many councillors this ridiculous suggestion actually impacts. We sometimes struggle to park near our own property as it is without allowing every Tom Dick and Harry park outside our properties. You will also then also kill the value of all our properties who don't have off street parking....but of course that doesn't matter to those who are not impacted! Hard working people like myself who are spending money on their homes and businesses to help improve these areas are going to lose money on our investments if this stupid Parking tax was imposed. We would also probably not be able to get trades people to work on our properties due to the additional taxes to them or simply be charged an inflated price to cover work being done on our properties because of this ridiculous Parking Tax suggestion, while all the other streets in the town who are not impacted just carry on as normal while we are unfairly penalised???? I have lived in this town for over 40 years, but only moved to Montgomerie Terrace relatively recently. It's an area of town which over time has become a really nice part of town with a great mix of people who have spent their own time and hard earned cash to help improve their properties, only to be penalised by such a decision. Can you also imagine in the better weather where residents are unable to park at their homes while anyone playing tennis just parks up for free!! Maybe should have thought about not doing away with the multi storey car park (now social housing)? And whilst I appreciate there is a lack of social housing.....why should I and all the others be penalised. There is nothing wrong with the parking in the town as it stands as there is very little for anyone to come into this town for anyway. The people and businesses of this town are doing their best to bring this	29/01/2024 23:24 PM

	town back to its glory days, while the council are killing it with an embarrassing high street. It's hard to believe that Prestwick and Ayr are run by the same council. You really need to listen to the good people of Ayr like myself who invest in their homes and shop local. Why oh why should I pay to park outside my own house when someone else's can do it for free??	
426	People shouldn't have to pay through the roof to park their car at their house especially if their house doesn't have access to a driveway. It should be one bill per household and businesses should be subject to the same cost of permit as residents. Not £60 and £400! Make stay up to 4hrs	29/01/2024 23:41 PM
427	There seems to be a lot of empty loading and taxi bays when the disabled bays are full. Maybe these could be reduced to increase disabled parking.	30/01/2024 04:20 AM
428	When traveling into town I purposely park in the side streets which are free such as the bottom half of Mill Street or Mill Brae car park. Especially as most shops are now in Ayr Central. Making these streets pay and display would put me off parking in town. As someone who lives in Ayr, I imagine this would also put off visitors who are traveling from neighbouring towns etc. More needs to be done to generate more footfall into our town, not just focusing on another way as to how money can be made.	30/01/2024 07:45 AM
429	If the waiting restrictions in the new zone are difficult to manage currently, why would a pay and display option be any easier. Furthermore, the 1pm end time on a Saturday seems to work well.	30/01/2024 07:47 AM
430	FREE parking all around Ayr	30/01/2024 07:47 AM
431	I own a business in Ayr based at 108 Green Street, KA8 8BG and this falls within Zone B9 of the planned strategy. We employ 26 operatives, and this property is our office and workshop. Within these premises 9 people are based and work full time commuting to the office and parking on Green Street. We also have 8 vans/commercial vehicles which regularly drop off or pick up materials from our workshop and, being a construction company and joinery manufacturer, we would also therefore be classed as tradespeople. My concerns are as follows: • We have not been formally informed of this and there has been no direct communication regarding this consultation. We only discovered this through a third party by chance and I find this unacceptable given we pay a substantial sum in rates for our property and should be kept informed by South Ayrshire Council of any changes that may affect our business both logistically and financially, after all a consultation can only be effective if it involves consulting the people it will ultimately impact. I have been informed that it has been widely publicised and has been in the local paper however I have not seen this anywhere and neither have a number of business on the street. • The proposal is unclear regarding the impact on businesses within the Zones. As I have stated we pay a substantial amount in rates already for our property and get very little in return and this proposal would appear to have further financial impact on our business as well as having an impact on our employees. The consultation does not refer to how ARA and SAC would treat business like ours who do not trade within the town centre but rather carry out manufacturing. The consultation seems to focus on parking within the town centre and I do not understand why only our section of Green Street requires these restrictions and the remainder of Green Street and the surrounding streets do not. • The proposal is unclear regarding what would be available to businesses within the Zones. It states that "Business and visitor permits would be available to any business within the zone(s)" but it does not state clearly how many permits would be available, if a permit covers only one vehicle, would we require permits for deliveries, would we require permits for our vans, etc.	30/01/2024 08:14 AM
432	I do not like the wording of some of the questions as they can be interpreted as dishonest. For example, 'The price for a Type A (pay & display zone) and Type B (residential area zone) resident permit should be the same' implies that I agree	30/01/2024 08:38 AM

	there should be a charge for a residents permit. In contrast, I DO NOT think people should have to pay to park outside their house at all and would prefer if questions were worded more honestly to acknowledge this.	
433	I stay in Montgomerie Terrace where at times residents struggle at times to get a parking space. Quite a few of the properties have been converted in to upper and lower conversions with up to 4 cars. This is the same for Eglinton Terrace. If the proposals were to go ahead with residents not assured of a parking space where are we expected to go. My downstairs neighbour is 83 and is dependent on her car to get about as her walking is poor. What is she expected to do if there is no available space near her home? This would be exacerbated if nearby streets {Citadel Place, Charlotte Street, Casillis Street} are pay and display then non-residents would head to Zone B areas where they can park for free. Eglinton Place is included in Zone B. This is a narrow lane with garage access needed down both sides - parking here would prevent this.	30/01/2024 09:05 AM
434	I am a resident in the Zone B area. While I recognise updating the Zone B permit in order to allow Visitor or Tradesman / Carer access could be a good idea. I object in the strongest possible terms to the shared use in the Permit areas with the 3 Hour waiting and the high costs as proposed. As a parent of three young children it is difficult even under current set-up to park near my door in adverse weather. The construct and conclusions of the survey are poor in my opinion. The survey does not ask if the Zone B areas should be shared use it pre-supposes this and that effectively amounts to a tax on the people who live and work in the town centre. There are hundreds of empty parking spaces in the town deal with them and let me get my kids from the house to the car in safety.	30/01/2024 09:09 AM
435	Parking should be free to encourage people to visit the Town. The lack of free parking makes people want to Travel to places like Silverburn & Braehead as you can park free, plenty of spaces and accessible.	30/01/2024 09:47 AM
436	An advantage of visiting Ayr town centre is having the choice to park closer and pay for parking, or park further out from the high street and use the streets with no parking charges. I like the option of free parking on Saturday afternoons. The car park at Citadel is often busy and having free parking on Fort street helps ease the congestion there. Under the new scheme I would use Ayr town centre less often as it hasn't got the attractions that would make me want to pay to park and visit.	30/01/2024 10:00 AM
437	Residents pay Car Tax for their vehicles to be on the road - residents' permits should be free as this is another excessive tax. If South Ayrshire Council really value the town then they would be looking at areas for free parking to encourage visitors to visit - stay and spend money in the town. Instead they are killing the town which soon will become a ghost town	30/01/2024 10:10 AM
438	It is shocking that we pay council tax and are expected to pay even more for parking on roads that are not looked after.	30/01/2024 10:57 AM
439	I don't believe that there is any need to change the permitting system in residents parking permit zones	30/01/2024 11:33 AM
440	I live in Park Circus and the existing parking arrangements seem to work well - although there is only one car here, so we can ensure tradesmen can display a permit. Admittedly permits for visitors would be useful - but this seems complex to monitor. No doubt the new parking strategy was commenced before the pandemic - when parking for non-resident workers might have been causing more pressure on availability of parking. But I think that pressure may have declined significantly. When we pay high amounts of Council Tax, why should Zone B residents have to pay more than a token amount for parking? And what would ARA do with the funds raised?	30/01/2024 12:12 PM
441	Content Avenue does not require permit parking. Ayr college are managing student parking effectively.	30/01/2024 13:34 PM

442	To go from 50 pence per permit in perpetuity to £60.00 per permit per annum is a huge leap in cost...a smaller increase might be more acceptable in a street where every other home is owned by retired people on a pension or fixed income .	30/01/2024 14:21 PM
443	To go from 50 pence per permit in perpetuity to £60.00 per permit per annum is a huge leap in cost...a smaller increase might be more acceptable in a street where every other home is owned by retired people on a pension or fixed income .	30/01/2024 14:21 PM
444	Please supply evidence the reasoning behind including Union Avenue in this proposal as there are no problems with parking in this street	30/01/2024 14:36 PM
445	As a pensioner paying to park in my own street is the last thing I need, and I am not ready to give up my car yet. Why, can residents not be issued with own street permits the way they are issued when the bowling is on. By all means put up non-residential parking meters.	30/01/2024 14:55 PM
446	It certainly does nothing to encourage footfall in the town. Penalising residents who have invested in properties in the town centre	30/01/2024 16:56 PM
447	Blue badge holders should be allowed to park in residence restricted areas without payment or penalty	30/01/2024 17:27 PM
448	Points: 1. There is a long-standing parking problem in Bellevue Crescent and it is insoluble. The problem is, there are more residents' cars than there are parking spaces. The problem is particularly acute at night, of course, but as residents have aged and folk have begun working more from home it can sometimes be hard to get a space during the day also. Nothing in the ARA proposals addresses, nor could address, this problem. Residents just manage it as best they can. There's no reason not to let them go on doing so. If it works, don't fix it. You'll risk making the problem worse, which would infuriate everybody. 2. The current parking scheme in Bellevue Crescent requires, and receives, light enforcement. A charge of £60 pounds for this is not unreasonable. The ARA proposals for marked parking places for shared resident/non-resident use is likely to reduce the number of spaces available for residents, thus adding to the problem. We therefore object to the installation of marked bays as being unnecessary and counterproductive. 3. Clearly householders have short-term visitors, like friends and tradespeople, and don't want their visitors incurring parking penalties. People have managed that mainly by lending a residents' permit. We're told now that that's been an abuse. It doesn't need to be - the regulations could be amended to permit it. 4. The ARA proposal is to introduce a three-hour free parking slot for non-residents. The effect will be to further reduce the number of spaces needed for residents' parking. We object to that proposal. 5. The proposed visitor parking scheme is inadequately described. I am to pay £20 per annum for a permit that allows me, presumably, to register five vehicles that may then be permitted to park in Bellevue Crescent. - "Resident visitor permits would be available to anyone who lives in a property within the zone(s). This means that visitors can stay for longer than the maximum permitted stay (proposed as 3 hours). Up to 5 vehicles may be registered against each permit." I hope this doesn't mean I can arrange free all-day parking in Bellevue Crescent for five of my friends whenever they wish to come into town, and that other residents could do the same. And yet, given flexibility and ease of use in the registration process, this system could be used to permit parking for tradespeople carrying out work, as well as for visitors. It's just not clear how it is intended to work. We think flexibility in enforcement is all that's needed to accommodate visitors and tradespeople. 5. The £400 charge on firms to be permitted to park anywhere in the town centre seems unfairly high, and likely to make it harder to get a small firm to do work in town. 6. The proposal expressly indicates that the changes are intended to generate additional revenue. We strongly object to this, in principle. Council tax is the proper means for the raising of revenue. If parking charges are ever adopted as sources of revenue, there will be inevitable and irresistible pressure to increase them at every opportunity. Self-financing of a scheme of parking/enforcement is one thing, cash-raising quite another. The ARA proposes charges for parking on the	30/01/2024 18:39 PM

	<p>sea front, on the grounds that many other towns levy such charges. We think that free parking at the front is a feature of Ayr, and indeed Ayrshire, as a visitor attraction that should be retained. No mention is made in the proposals of where the County Buildings staff are to park their vehicles. Why make a problem for people unnecessarily? 7. We agree that more and easier parking is required to encourage footfall in the town centre. The provision of additional parking spaces, some of them free, should be made a central feature of the Town Centre Development Plan. 8. The comment in the proposal that seems to lament the provision of free parking spaces in supermarket car parks is gratuitous and hostile. We would like to see a mind-set more sympathetic to motorists' legitimate needs. 9. Obviously there is a need to regulate parking in the town centre, to ensure best use is made of the limited supply. And the use of new technology to accomplish this is to be welcomed. But this is just not appropriate in the wider area, like Bellevue Crescent. We strongly believe the status quo is the best that can be achieved, and should be left alone. Best regards, [REDACTED]</p>	
449	To ask people to pay to park outside their own homes is disgusting. We're already charged for road use and parking on public roads... it's called road tax!!	30/01/2024 19:51 PM
450	Living on Montgomerie Terrace where on-street parking is already at a premium, I strongly disagree with any plans to make it other than anything residents only parking. Furthermore, the additional proposed costs for the luxury of parking outside my own house, where I already pay a not significant amount of council tax, smacks of money grabbing. The idea that I would pay a premium for the *chance* of being able to park on my own street, competing with shared used bays is backwards.	30/01/2024 19:57 PM
451	I have two main objections to the proposed resident parking scheme: - 1. The street is busy enough with residents parking that by including non-residents we would be lucky to find a space. And then to be asked to pay for that while non-residents can park for free seems extremely unfair. 2. Asking tradespeople to pay £400 a year seems ludicrous if they only visit for a few days each year. This will discourage local tradesman from taking the work, and if they do, it will make the work more expensive as they seek to recover these costs. I do not believe that a major change is required to the current resident parking scheme. The only possible exception would be to create a scheme for carers or tradespeople to be able to park in the street at no extra cost.	30/01/2024 20:02 PM
452	As per Ayrshire Road Alliance's information about type B parking permits, "The permits can be used on any vehicle and, if necessary, given to visitors for the duration of their visit." Therefore the only potential change necessary would be to allow for residents to apply for an additional resident permit to cover tradespeople or carers if necessary. Parking spaces in residential areas are already scarce - charging residents more money for less availability is a disgrace.	30/01/2024 20:13 PM
453	I live in Ashgrove Street and your proposals will make it very difficult for visitors to park as people will park there for Morrisons and town centre. Across from the school is a death trap for kids trying to cross the road with people parked over driveways and pulling in and out all over the street? The safety of children pedestrians and residents should be the priority and the street should be made less accessible rather than allowing random parking in addition.	30/01/2024 20:26 PM
454	People who park on Union avenue. Get the bus or train to work. By making it permit only. Will make people park on Campbell Street and Gordon. It's hard enough trying to park outside are house without people parking and going to work. Make Campbell Street [REDACTED] parking permit also.	30/01/2024 21:19 PM
455	As an employee of South Ayrshire Council based in County Buildings I think it's disgusting that you are now looking to charge your employees to come to work. You are well aware that most of the time during these hours it is only council employees parking around the county buildings and you are looking to profit from these hard working employees. We get little benefits as it is so to even	30/01/2024 21:43 PM

	consider this knowing full well the people it affects the most is really terrible and shows the complete disregard you have for your workforce.	
456	I currently park further away from town and walk in which should be lower cost than parking near to town which should be higher charge for the extra convenience. In addition charging for all areas including near the beach and surrounding streets hugely disadvantages local workers and residents.	30/01/2024 21:50 PM
457	Why are you trying to discourage people visiting Ayr? Learn from your Christmas time parking flexibility and from other local places such as Kilmarnock, Irvine, etc. You are killing the town centre and encouraging people to go to the cities. Try to think outside of the box. Ayr is not a big city. Encourage visitors. Advertise free parking. Don't limit times - encourage people to stay for meals, cinema, theatre, socialising. Make it a business advantage and not a burden.	30/01/2024 23:19 PM
458	This whole proposal should be rejected. It does not take into consideration the nuances of the community and would have a detrimental impact upon the neighbourhood. There is little to no management or enforcement of the current parking systems, that are flawed but considerably less complicated due to the fewer amount of components. Yes the parking system needs work but this proposal has looked at the needs solely on paper and not the reality on the ground. Opening residential streets for open bays with a three hour limit would be detrimental. It is a common occurrence to see cars parking within the neighbourhood at 3 hour limit conditions, being parked in the same spot for days and even weeks. The community has no confidence that the proposals would be successfully implemented, managed and enforced causing mayhem. This proposal would impose a 'parking tax' on the local community. The proposal to introduce free parking for 3 hours on residential streets that are heavily populated would cause mayhem, anger and frustration for the community and neighbourhood. This would be magnified if the fee for a residential permit is significantly risen whilst the streets would become a free-for-all thus increasing the likelihood of parking being exploited and residents being pushed out of their own street. Some of the residential streets barely/never have enough space of the residents. A considered price for residents permits would be understandable but only if the roads are NOT shared use. This proposal would have a detrimental impact on small businesses such as guest house. There are limited businesses that would require parking for more than three hours but there would disproportionately be disadvantaged by the proposal. There would be reputable businesses that would ensure their customers abide by parking systems who would be significantly impacted whilst others would twist or ignore the system to their benefit. Specific consultation with businesses in specific industries and on different streets where the demographics differ would be beneficial - each area/business have different requirements. The one size fits all approach would be detrimental to small businesses especially within the cost of living crises especially since these organisations facilitate further consumption within the town.	30/01/2024 23:46 PM
459	Post COVID the needs of parking within Ayr Town Centre has changed and these changes are not reflected in the documents which were produced when the strategy was adopted in 2020. There are sufficient car parking spaces to deal with the current number of vehicles in the town. There is an underused multi storey carpark at the rear of the High Street and the private carpark in Dalblair Road is underutilised. Both of these parking areas are in much closer proximity the the shopping centre. There needs a push to increase the footfall and encouragement to bring further business into the area to make the town a viable shopping centre. I do not object to paying a charge for parking in my own street if this guarantees a space. I do not agree with shared parking spaces where the general public can park in my street without charge for up to 3 hours if I am having to pay for the privilege. Living in a terraced property within the conservation area the current parking permits only permits parking in my own street and not in my own back lane. What guarantee is there if i pay for parking that I can park in the immediate	30/01/2024 23:59 PM

	<p>vicinity on another street if my own street has no spaces available? I do not have access to off street parking in my rear garden as there is a telegraph pole which blocks vehicle access to an opening which would be large enough for a vehicle, additionally, i would need planning and listed building consent to open a gate in my garden wall. The availability of a carers permit should be available at minimum or zero cost as any charge is a further tax on sick and vulnerable people. Business Parking permits in mainly residential streets should be charged differently to residential permits. Tradesperson parking permits needs to be addressed differently. Charging a tradesperson to park when completing work is an additional tax which will be passed on to householders thereby increasing further the amount we have to pay to maintain our properties. How can charges be levied for tradespeople who come from further afield than Ayr. Where is the opportunity for competitive charges for businesses to gain work in the area. Set up annual parking charges/permits during weekdays for local workforce i.e. council workers at a minimum cost. Parking charges during the working are a further tax on our workforce. This would avoid the need for them to leave their place of work to move vehicles.</p>	
460	<p>Unsure as to the whole point of this exercise as few people visit the town. Surely the admin & policing costs outweigh the revenue from charges. Is it feasible that businesses will pay? Who will follow up if they refuse?</p>	31/01/2024 09:05 AM
461	<p>a) I live in Zone B and refuse to pay for a permit because: - - I have no car (sold it, replacing it with e-bicycle) - so nothing to register against my property for £60 per annum - I have off street parking for any visitor - so no need to park in the street for the charge of £20. b) Being near to the town there is nothing to prevent anyone parking in my street, so it will have to be ILLEGAL to park across driveways. Double yellow lines? More cost? c) Monitoring in my street will not be so regular, so the free parking is bound to be extended. d) Charges levied against businesses (up to £540+ pa) will be recovered via the charges against their customers - there is no MENTION OF ANY REGULATION to ensure fairness in charging, therefore tradesmen will have total freedom to set any charge they like for the work done. e) The cost to Bed & Breakfast businesses will be prohibitive (£1,520 pa?) putting them out of business reducing the visitor potential, which the town sorely needs.</p>	31/01/2024 09:28 AM
462	<p>Parking should be free in Ayr to encourage footfall in the area</p>	31/01/2024 10:24 AM
463	<p>Clearly this is nothing more than a tax grab by unelected and unaccountable individuals who have no idea what goes in the respective residents' areas. Attempting to charge residents for parking outside their own front door is egregious. Where is the financial projection to support your numbers you're asking consultees to deliberate upon? The truth is that you couldn't care less about the affordability for residents, many of whom are living on the edge, during the worst cost of living crisis since the 1950s. I've got shirts older than council workers that think it's appropriate to sit in a Kilmarnock office and work out ways to screw money out of hard working individuals. Individuals that don't have the benefit of leasing expensive electric cars on their in house salary sacrifice scheme, subsidised by the residents that are being attacked, at a fraction of the cost on the open market, the way you do. You've been launching this offensive on us as far back as I can remember, 1990, and you keep trying it on! There is absolutely nothing wrong with the way in which residents currently park in their streets in Zone B - NO CHANGE REQUIRED. My message is to cease with this relentless decades long attack on our areas. You're probably not aware and no doubt don't care how many residents are 'spitting feathers' over your 'refined' proposals. Our Councillors, who we believe are elected into office to protect us from opportunists such as yourselves, will we hope, see this 'refined' proposal for what it really is and consign it to the bin, where it belongs. We then hope they will launch a series of probing questions into ARA on an accusation of the misuse of</p>	31/01/2024 11:05 AM

	taxpayer funds over four years. If you want to release money for your new IT system, sack a couple of the architects of this debacle, that'll easily get you a £100K. Anyone that thinks it's appropriate to spend four years of OUR MONEY on this claptrap needs to find another career! Please make sure this comment, in its unedited entirety, is sent to our local Ayr West councillors. Thank you for galvanising our community.	
464	As an academic with 20+ years of experience including statistical analysis and surveys, I am afraid to note that the Parking Consultation executed by Ayrshire Roads Alliance is lacking the most basic and fundamental characteristics of survey design and statistical analysis, and therefore, presents significant issues that simply invalidate the conclusions/recommendations made in the consultation outcomes report. This is most clearly observed in the "Permit Parking" section, for example, in Question 5, it is simple to observe (but unfortunately ignored in the report) that responses have different severity and one may not simply aggregate all "agree" and "strongly agree" and then claim it is not significantly different than the aggregate of "disagree" and "strongly disagree", when the highest quartile is "strongly disagree" with over 30% of responses (while only 10% of "strongly agree"). Likewise, Question 6 is falsely leading the respondent, when the respondent is not even aware of the proposed charge - it is like asking a group of people "do you like ice cream?" and then based on the overwhelmingly positive response, claim that the public agreed on paying £30 per scoop of ice cream.	31/01/2024 11:31 AM
465	The restoration of a single authority responsible for roads should take place as the Roads alliance is not serving the residents of South Ayrshire in a fair and appropriate manner.	31/01/2024 11:45 AM
466	You are proposing to charge residents in Park Circus £140 for two parking permits and a visitors' permit, while at the same time opening up the street to free parking by anybody for periods of up to three hours. This is a shocking reduction in amenity at a substantial cost. I have not observed that the existing system restricts the ability of tradesmen to work in the street. In the past few months I have had tradesmen working on both windows and a boiler. They were in no way restricted from parking their vehicles while working. The present permits are not specific to particular vehicles. As an elderly person I rely on visits from family members, who are able to use my second permit. This proposed scheme appears to be nothing but a substantial revenue grab, combined with a distinct loss in amenity.	31/01/2024 11:50 AM
467	We don't think visitors should have any free parking on residential streets as this penalises residents who already pay for a permit and pay council tax. All regulations should be enforced by having more traffic wardens. A requirement for residents to have their vehicles registered to their address is unreasonable as some residents will have company cars or properties elsewhere to which the vehicles might be registered.	31/01/2024 12:49 PM
468	If I were to design a system from scratch, it would probably involve a QR code on resident's permits, coupled with a web portal. Residents would be able to register online, and print their own permits, and delink any permits associated with their address from previous tenants etc. Residents would be able to generate as many permits as they like, but when scanned only the first two on the street are ok, from the third permit fines are issued for having too many vehicles on the street. The same QR code could be used for pay and display allowing a quick "zap" of any ticket/permit to instantly tell the parking warden if a fine is due.	31/01/2024 14:02 PM
469	I reject these new parking proposals. I have resided in Arran Terrace, Ayr for 25 years now and believe the current system for parking where we have access for up to 2 cars via resident permits works well in our street. The only time we have a problem is on the days of the Air Show. I think the proposed new charges of up to £140 a year is very unfair together with the fact there would be no guarantee of a parking space in on own street makes a bad situation worse.	31/01/2024 14:06 PM

470	I reject these new parking proposals. I have resided in Arran Terrace, Ayr for 25 years now and believe the current system for parking where we have access for up to 2 cars via resident permits works well in our street. The only time we have a problem is on the days of the Air Show. I think the proposed new charges of up to £140 a year is very unfair together with the fact there would be no guarantee of a parking space in on own street makes a bad situation worse.	31/01/2024 14:07 PM
471	The parking for residents should remain vastly the same. There should be no changes that would result in further charges to residents nor allow the public to park in resident only streets. There are only just enough parking spaces as it is.	31/01/2024 14:24 PM
472	I teach survey design and statistical analysis at an undergraduate level, and the design of the "Parking Consultation" carried out by Ayrshire Roads Alliance would quite literally fail my class. Aggregating together and so equating "agree" with "strongly agree" and "disagree" with "strongly disagree" across many of the questions is misleading and erroneous - it blatantly neglects the clear difference in the strength of sentiments expressed with these different answers. Several of the questions would be classed as leading questions - written so as to lead the respondent into answering in a particular way. For example, in Question 6, respondents are asked if they wish "new permits which make it easier for tradespeople, carers etc. to operate?" - the permits are portrayed as entirely positive, with the cost of such permits omitted completely from the question. These are major issues which invalidate the entire exercise - it is shameful that South Ayrshire Council feel this is an appropriate way to "consult" the public and make decisions about their day to day lives.	31/01/2024 14:39 PM
473	The way this survey has been worded is ridiculous. Having just agree disagree questions allows any agenda to be pushed. Just because someone votes something to change doesn't mean they want it to change in a way that ARA want. If any additional charge is given to residents or people working/visiting these houses with no guarantee of a space this would be an absolute joke. I don't see how changing the parking will make people visits the town. Focus should be put in areas like the Kyle centre. There's already a multi-story car park in the town centre.	31/01/2024 14:42 PM
474	We are a garage operating in Green Street and would oppose the proposed parking charges and permits for Zone B9. We have customers dropping off cars daily for booked work, and depending on space available on any given day would need to park further up the road, therefore incurring visitation parking charges. This will put customers off driving to our premises (and the various other businesses in Green Street) if they need to pay additional charges to park outside or nearby. There could also be an impact of those directly affected by the charges moving vehicles to different areas of the street/surrounding streets and causing increased congestion and lack of available spaces. We feel there has been limited communication about these proposals and only discovered the information via NextDoor as neighbours were sharing the news there. As a highly commercial area (But not the 'hub' of the town centre) with multiple businesses present, it could deter customers and reduce potential footfall due to having to pay to simply visit a business.	31/01/2024 15:44 PM
475	As a resident in Bellevue Crescent, I am astonished that I will be charged at all to park outside my home. What does not make sense is allowing non-residents to park for 3 hours free of charge. This has not been thought through and it beggars belief that anyone can park free outside my home, yet I have to pay for the privilege. It is unenforceable and will create a very difficult scenario for parking attendants, and should be abandoned. In addition, the cost to small trades people doing business in the street for a few days will be inhibitive and the costs will only be added to the homeowners' invoices. There are already plenty of parking spaces and car parks in the town and these are hardly ever full due to the already inhibitive cost. This is not London nor any big city, and to charge residents	31/01/2024 16:26 PM

	in a small town is an outrage. Any councillor voting in favour of this should take note that their voting behaviour will reflect on them at the ballot box.	
476	I have a driveway and have lived in Content Avenue for 60 years. On-street parking has changed considerably in recent years with formerly both sides regularly full with students driving around at speed looking for a place. Litter used to be a problem, with sometimes half-eaten takeaways left in the street. We pleaded for restrictions. Nowadays there are a few student/staff cars parked (today about 8) with spaces available. (Only one small paper bag!) I think this shows two things - there are sufficient spaces in the college itself and that the college has actively promoted their rules and good neighbour policy. But things could change if a new intake sees street parking is easy and handy for the rear college entrance, and if the college relaxes, we could see the mad scramble coming back. So on balance I would favour restrictions. Parking "bays" are mentioned. Probably not necessary and would limit numbers. But if this means road and kerb markings could I please have an empty bay opposite my driveway! I have a blue badge.	31/01/2024 16:46 PM
477	I have a driveway and have lived in Content Avenue for 60 years. On-street parking has changed considerably in recent years with formerly both sides regularly full with students driving around at speed looking for a place. Litter used to be a problem, with sometimes half-eaten takeaways left in the street. We pleaded for restrictions. Nowadays there are a few student/staff cars parked (today about 8) with spaces available. (Only one small paper bag!) I think this shows two things - there are sufficient spaces in the college itself and that the college has actively promoted their rules and good neighbour policy. But things could change if a new intake sees street parking is easy and handy for the rear college entrance, and if the college relaxes, we could see the mad scramble coming back. So on balance I would favour restrictions. Parking "bays" are mentioned. Probably not necessary and would limit numbers. But if this means road and kerb markings could I please have an empty bay opposite my driveway! I have a blue badge.	31/01/2024 16:46 PM
478	Keep the status quo. I don't have extra money to pay out yearly.... I already have a huge problem with people parking in Queens Terrace Ayr especially during good weather days. Would you like to find rubbish in your gardens after visitors to the beach have been??? Disgusting baby nappies; used sanitary wear - even used condoms..... Not enough policing or parking wardens to prevent it.....dog poo; fish & chip papers which attracts seagulls; rubbish bins overflowing..... How many more examples would you like???? All disgusting and we the residents are always out tidying outside our premises up changing the parking will only INCREASE these problems..... Please don't think police can help!!!! Not serious enough or time enough. THINK AGAIN!!!	31/01/2024 17:24 PM
479	How many consultations did this take and cost. I believe this consultation was started in 2021. SAC didn't notify residents in affected zones but manage to send out council tax reminders. Why??	31/01/2024 18:00 PM ID
480	Nothing but a tax on the hard working people of Ayr. A disgrace	31/01/2024 20:11 PM
481	1- It is unfair to implement a plan where residents in residential streets should be charged a stealth tax to park in their own street. Any permit costs should be minimal if charged at all. 2- Residents should not have to pay contractors extra for the cost of additional parking permits so that they can have maintenance carried out on their properties. Costs would of course be passed to the resident. 3- Streets with trees should not be included in any of the proposed changes as if parking bays are implemented, there will be a large reduction in the number of viable spaces as parking bays are likely to only be installed between trees when the current acceptable situation is to park against and between trees. This is the case in some currently very busy B5 parking streets like Park Circus and Bellevue Crescent. 3- Carers are exempt from parking charges so it is disingenuous to ask	31/01/2024 20:21 PM

	<p>about carers parking along with other visitors. 4- Would visitors parking permits have to be purchased again after the 5th visitor so multiple visitors parking permits would be required if multiple visitors visit though the year? 5- Is there evidence that parking permits are still required in all the B streets in a town which is clearly not used and visited as much as it was in the past? Wouldn't it be better to explore the reduction of the parking permits to the B zones which sit farther from the town as much as possible instead of increasing costs to those who live close to and use the town? 6- Should parking ticket machines, and additional road markings be allowed to be introduced to conservation areas which for instance do not allow residents to install driveways? 7- Permit issuing costs should be recouped from the revenue gained in ticketing illegally parked cars, not charged at high prices to the unfortunate residents of that street. 8- The parking system in Ayr should not be used as revenue generation. It should create a system that residents don't have to pay hundreds of pounds every year to park at their homes.</p>	
482	<p>As a resident in Glebe Street the neighbouring streets aren't used for the town centre to walk into and is primarily used as residential parking. If you want this area to be pay and display a better option would be giving residents' grants to make their garden into drives to prevent over parking. I think it's a disgrace that this street is being considered for pay and display.</p>	31/01/2024 20:22 PM
483	<p>I am a resident of the Ayr West Ward area. I am opposed to the the proposed outcomes of the Ayr Parking Consultation. I have been a resident here for 19 years and have never had any issues with parking on my street. I am greatly concerned that the proposed changes will adversely affect the ability of residents to park where they live. Furthermore, I strongly object to the introduction of an annual parking charge for the privilege of parking outside my own home, especially given that the proposed changes would make it more difficult to do so. In summary, the proposed parking changes address a non-existent problem, and will, in fact only create a problem for residents, as well as unfairly penalising them. The only proposed change to current residents parking permit schemes I consider remotely beneficial is to include a visitor/carer/tradesperson/business option.</p>	31/01/2024 20:41 PM
484	<p>The whole proposal should be rejected. Shared Use parking on residential streets would be detrimental to the community. Streets are already congested with residents, there is no capacity for expansion. Adding a substantial charge whilst opening the street to shared use is fundamentally unbalanced, dishonourable and unscrupulous. What calculations were made to generate the fee amounts? Residents should not have to pay more than the minimal administration cost for permits to park at their own home. What considerations have been taken in regards to the monitoring, implementing and enforcement of parking systems. The current parking system is not effectively monitored, implemented or enforced as there is often blatant misuse which is not challenged. Cars are parked in a 3 Hour Limit areas for multiple days, or on some occasion's weeks, with nothing done. This proposal would only push this issue onto residential streets that have no capacity for further use. What are the considerations for families and those with mobility issues? Shared Use would immediately impact upon their ability to park on the street, let alone outside their home. What are the considerations for different business models - Guest Houses vs Airbnb's - they both provide accommodation but only one would face additional fees, on top of residential permit fees, under this proposal which is discriminative.</p>	31/01/2024 21:28 PM
485	<p>Come on the town and businesses are on their knees. Let's make Ayr a nice tourist town that the visitors enjoy coming to</p>	31/01/2024 21:37 PM
486	<p>There has been suggestions that residents should pay to park outside their homes. In my opinion those who can afford it will remove their front gardens and replace with monoblock or similar, which will cause drainage problems and the loss of habitat for birds and insects etc. There are already many streets in Ayr</p>	31/01/2024 21:49 PM

	with virtually no front gardens in the whole street, aside from the problems I've outlined are aesthetically unpleasant. Keep the flora and fauna!	
487	As resident of Park Circus, which is in the B 3 zone, I strongly feel that it is grossly unfair that we should be charged £60 per permit, without any guarantee of a parking space. We would also have to pay £20 per annum for a visitor's permit up to a maximum of five vehicles. I am not clear as to what this means - does this mean that we have to register individual visitors' cars before they arrive, or can they just come and they can use a permit. As you are no doubt aware, Park Circus is a residential street with one B & B, and most households have two cars. The B & B is allowed permits for its guests, which is quite fair. As a result, parking in the street is fully taken up, and at times it is difficult for residents to find suitable parking near their homes. It has also been proposed that non-residents should be allowed to park free for up to three hours. This will compound an already difficult situation. I feel that these proposals are grossly unfair and will cause great difficulty to the residents, and should be thought through again.	31/01/2024 21:55 PM
488	People in all streets concerned should not be having to be charged £140 per year- and in some busy streets, may not be able to park at all. This is a 'tax' by the council, and the ARA, and people will be even more out of pocket if tradespeople come along, and have to [pay £400 per permit to simply come to your street in the affected areas/ wards and do work for you. Absolutely shocking.....	31/01/2024 22:36 PM
489	Strongly object to removing Residents Only exclusive areas. Strongly object to allowing 3 hours limited parking in resident areas - why should non-residents be allowed to park for free when Residents have to pay? Strongly object to Residents having to pay £60 per car plus £20 for visitor pass - far too high, given the already high band of Council Tax in our street. Strongly object to Tradespeople having to pay £400 per year - this will make it almost impossible to get tradespeople to work in our homes; or they will add the charge onto our bills. While I agree with the first 3 statements in section 7, I do NOT agree with proposed charges. Residents should pay maximum of £10 per year, per car, and be able to purchase permits for every car registered at their address. Limit Visitor pass to 4 per household, these should also be used for tradespeople/carers - maximum cost of £5 each per year. Residents must be prohibited from giving these to friends to use on ongoing basis.	31/01/2024 23:21 PM
490	ARA will no doubt have been forwarded Zone B fellow residents 4 page paper strongly advocating against parking changes proposed coming to our streets. I have just seen this by chance, insofar as AFA have not communicated with myself and many others on this proposal... an allegedly devious manoeuvre to influence the number of residential opinion statics in favour of proceeding with the changes suggested by ARA.....as well articulated in the referred to fellow residents document. The well-researched latter says it all as far as I am concerned. I recommend a well-publicised public gathering consultation, involving a presentation by ARA and affected residents , at the end of which a vote is taken to approve these parking changes, or modification thereof , or not at all	31/01/2024 23:44 PM
491	ARA will no doubt have been forwarded Zone B fellow residents 4 page paper strongly advocating against parking changes proposed coming to our streets. I have just seen this by chance, insofar as AFA have not communicated with myself and many others on this proposal... an allegedly devious manoeuvre to influence the number of residential opinion statics in favour of proceeding with the changes suggested by ARA.....as well articulated in the referred to fellow residents document. The well-researched latter says it all as far as I am concerned. I recommend a well-publicised public gathering consultation, involving a presentation by ARA and affected residents , at the end of which a vote is taken to approve these parking changes, or modification thereof , or not at all	31/01/2024 23:45 PM

END OF REPORT



SOUTH AYRSHIRE COUNCIL PARKING General Parking Review 2025

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2 Hours Free Parking

The 2 hours free parking scheme was fully implemented in January 2024 and, following an initial bedding in period, the system has now been fully integrated. This has allowed for an appraisal process involving engagement with the business community and the general public to establish the effectiveness of the scheme and whether there have been any economic benefits.

An online survey was released to the community on 13 November 2024 and remained live until 06 December 2024. The survey was promoted through social media, press releases and the Council's website. A consultant was also engaged to canvass town centre businesses, manage the survey and prepare the 2 Hour Free Parking Report included at **Appendix 3** to the main Cabinet report.

The survey received 942 public responses and 91 business responses. The overall response from the business community was very positive with many stating the scheme is crucial to maintaining footfall levels within the town. Over 60% indicated they have observed an increased footfall and an increase in customers. This feedback is supported by separate footfall surveys undertaken on behalf of the Council which also indicate an increase in comparison with previous years.

The overall feedback from the public is also overwhelmingly positive with many stating the initiative has influenced their decision to visit the town centre. There were also many positive responses in relation to the ease of use of the ticket machines, the information provided on associated signage and the availability of parking.

The effects of the 2 Hours Free Parking scheme will continue to be monitored. Current projections indicate a potential loss in parking income for the 2024/25 year of **£700,000** compared to the budget target of £1,020,000.

The budget target for 2025/26 has been reduced to £420,000, therefore, the projected shortfall is reduced accordingly to **£100,000**.

It is clear that additional revenue should be sought to offset this deficit. However, with respect to the desired economic benefits the scheme is designed to achieve, it would appear these are being met through increased town centre footfall and increased business activity directly influenced by the parking scheme.

Esplanade Parking

Throughout the peak visitor season the Esplanade is regularly subject to unregulated parking over its entire length on both sides of the road. There is also an opportunity to address known peak demand issues by creating additional parking on the Esplanade to the north of the Bath Place junction by adjusting the cycle route.

Ayr beach front is a popular tourist destination and there is an opportunity to apply parking policy which capitalises on this popularity. Parking charges could be introduced which would support the 2 Hours Free Parking Scheme, manage demand and enable better parking practice to enable the most efficient use of the road space available.

Members will note within the Ayr Parking Consultation Report the proposal to extend parking charges to the west of Wellington Square with a proposed tariff as detailed at Recommendation 13. It is also now proposed to apply a new seasonal tariff to the Esplanade which would apply between 01 April and 30 September.

Approximately 250 on-street parking bays can be installed along the length of the Esplanade and based on a maximum annual income per space of £450 (£3 x 150 days) and assuming 10% uptake, this would equate to **£11,000** in additional revenues (if applying the proposed new tariff detailed in the following paragraphs).

Parking Tariff Review

Amendments to the level of charges and the structure on which the charges are based have been applied periodically over the years and the existing on-street and off-street parking tariffs have not been reviewed since July 2018.

In this time the parking landscape changed due to the Covid-19 pandemic which altered parking demand significantly, but as we see demand for off street parking recover to pre pandemic levels, it would be appropriate to review the current set up.

Further, the on-street situation has been radically changed by the introduction of the 2 Hours Free Parking scheme and with the scheme now fully embedded it would also be appropriate to consider what the tariff set up should be going forward.

The proposals contained within the Ayr Parking Consultation Report include a proposal to amend the existing charging hours in order to simplify the offer in recognition of the fact that the existing free periods have been nullified by the Free Parking scheme.

Also contained within the aforementioned report are significant proposals to amend and update existing residents permit scheme arrangements. In support of these proposals it would be prudent to consider how the Council's car parks can be better managed to encourage greater use through improved tariff options which cater for longer term parking by shoppers and workers alike.

Currently there are two off-street tariffs and two on-street tariffs which apply within Ayr town centre. Kyle Street and Barns Crescent Car Parks are subject to a £1 per hour tariff up to a maximum payment of £5 for over 4 hours. The Charlotte Street Car Park is subject to a similar tariff but the maximum payment is £3 for over 2 hours.

The on-street parking zone is split into two areas with Zone A subject to a £0.50 per 30 minute tariff up to a maximum of £2.00 for two hours (first visit incurs a free 2 hour session). Zone B has a similar set up but with a maximum payment of £3.00 for 3 hours. The tariffs are set out in the tables below:

OFF-STREET			ON-STREET		
Charging Period	24/7	24/7	Charging Period	8am-6pm Mon-Fri, 8am-1pm Sat	9.30am-5pm Mon-Fri, 9.30am-1pm Sat
Duration	Tariff A	Tariff B	Duration	Zone A	Zone B
1 hour	£1.00	£1.00	First 2 hours free and thereafter;		
2 hours	£2.00	£2.00	30 mins	£0.50	£0.50
3 hours	£3.00	N/A	1 hour	£1.00	£1.00
4 hours	£4.00	N/A	1 hour 30 mins	£1.50	£1.50
6 hours	£5.00	N/A	2 hours	£2.00	£2.00
Over 6 hours	£5.00	£3.00	2 hours 30 mins	N/A	£2.50
Quarterly Car Park Permit	£130 (+ vat)	£60 (+ vat)	3 hours	N/A	£3.00
Annual Car Park Permit	£360 (+ vat)	£200 (+ vat)			
(tariff introduced in July 2018)			(tariff introduced in July 2018 and 2 hour free option introduced in Jan 2024)		

The existing tariff set up is anomalous in the fact that there is no distinction in the hourly rate between the on and off-street set ups, whereas, it is common practice to encourage greater use of off-street car parks through a cheaper tariff. On-street parking within the busier town centre areas is traditionally more in demand and should be seen as shorter term parking and as such, the tariff should reflect this.

It should also be noted that previous price increases have been based on flat percentage increases without any real detailed thought given to restructuring tariffs to try and make them more competitive against the two privately operated car parks located at Boswell Park and Ayr Central.

So whilst the core aim of any tariff changes would be to increase revenues in support of other roads functions, it is proposed to try and achieve this through carefully thought out tariff restructuring based on the aforementioned criteria and through a range of price increases and decreases.

In the case of the on-street set up, and in line with the Ayr Consultation Report, there is a further proposal to amend charging periods which simplify the arrangements across the town and help ensure parking availability is maintained Monday to Saturday.

ON-STREET PROPOSAL

There are several proposed changes to the on-street tariff structure whereby the two existing tariffs would incur changes to the increments, charges and charging periods. It is also proposed to create a third tariff to accommodate the proposals outlined above in relation to the Esplanade. Whilst the new charges all represent a price increase, these are proposed within the context of the 2 Hours Free Scheme and the aspiration to encourage longer term parking towards the car parks.

As for the off-street tariffs, it is proposed to retain two tariffs. Tariff A would be subject to a price increase for the 1 and 2 hours increments of 50% and 25% respectively. However, the charge for 4 or more hours is proposed to be decreased by 25%.

Charlotte Street Car Park would move from Tariff B to Tariff A and a new Tariff B is proposed which would provide cheaper all day parking for town centre workers which could be applicable to Cromwell Road and Queens Terrace Car Parks.

There are no proposals to amend the car park permit charges. In holding the permit charges at the current rates this will continue to offer a discount equivalent to approximately 70% of the annual cost to park at the proposed daily rate.

The proposed new tariffs are set out as follows:

OFF-STREET			ON-STREET			
Charging Period	24/7	24/7	Charging Period	8am - 6pm Mon - Sat	8am - 6pm Mon - Sat	8am - 6pm Mon - Sat (April - Sept)
Duration	Tariff A	Tariff B	Duration	Zone A	Zone B	Zone C
1 hour	£1.50	N/A	First 2 hours free and thereafter;			
2 hours	£2.50	N/A	30 mins	£1.00	£1.00	N/A
3 hours	Removed	N/A	1 hour	£2.00	£2.00	N/A
4 hours	£3.00	£1.50	2 hours	£2.75	£3.00	N/A
Over 4 hours	£4.00	£2.00	3 hours	N/A	£4.00	N/A
Quarterly Car Park Permit	£130 (+ vat)	N/A	4 hours	N/A	£5.00	£2.00
Annual Car Park Permit	£360 (+ vat)	N/A	Over 4 hours	N/A	N/A	£3.00

Projecting what the potential increase in revenues resulting from the tariff changes is difficult to determine. If simply assuming a modest increase of 10% across both set up, this would equate to **£30,000** based on the current 24/25 parking income projection.

There are also proposals contained within the Ayr Parking Consultation Report to extend parking charges into the streets to the west of Wellington Square. This would add an additional 249 chargeable parking spaces to the mix. Based on 10% maximum occupancy over the course of a year these additional bays could incur an additional **£50,000** in revenues.

Off-Street Car Parks

The purpose of this exercise is to establish the feasibility of introducing charges within South Ayrshire Council's free public car parks, establish the appropriate level of charges and prepare revenue projections.

There are currently 39 public car parks managed by Ayrshire Roads Alliance on behalf of South Ayrshire Council which are grouped into two accounts: General (34) and Common Good (5). Common Good car parks shall be dealt with under a separate report due to the different legal arrangements which apply to the management of these facilities.

Surveys have been undertaken within each car park to establish usage levels and this information has been used in conjunction with other relevant information such as location, type of usage (seasonal / tourist) and the likely impact charges may have on the facilities in order to help categorise each car park and set appropriate proposed tariffs which in turn enable estimated income projections.

Using the above methodology the car parks have been grouped into three tiers:

Tier 1	Existing occupancy levels are in excess of 75% and it can be reasonably assumed that the levels can be maintained at fairly <u>average</u> levels due to the location of the car park and the type of demand.
Tier 2	Existing occupancy levels are below 75% and it can be reasonably assumed that the levels can be maintained at fairly <u>low</u> levels due to the location of the car park and the type of demand.
Tier 3	Existing occupancy levels are below 40%. Located in remote areas or areas not likely to be patrolled. Seasonal variations may apply.

In order to establish projected annual revenue, an annual income per bay figure has been calculated using known figures generated within the existing pay and display car parks.

Car Park	Tariff	2023/24 Income	Chargeable Bays	Value per bay
Barns Crescent	£5/day	£83,551.95	122	£684.85
Kyle Street	£5/day	£43,174.75	46	£938.58
Average				£811.72

Car Park	Tariff	2023/24 Income	Chargeable Bays	Value per bay
Charlotte Street	£3/day	£30,922.60	72	£429.48

The above figures have in turn been applied to the tier based system as follows;

Tier	Rationale	Value per bay
Tier 1	Tier 1 car parks similar in nature to existing car parks located at Barns Crescent and Kyle Street, Ayr.	£811.72
Tier 2	Tier 2 car parks similar in nature to existing car park located at Charlotte Street, Ayr – assume 2/3 of bay value.	£283.46
Tier 3	Tier 3 car parks unlikely to accrue any significant revenue. Proposed tariff to consider would be – “Invite to Pay” – assume 1/3 of Charlotte bay value.	£141.73

These figures have been applied to the associated car parks and a detailed breakdown can be viewed at **Appendix 2**. Based on predicted car park usage the application of charges within these additional car parks is projected to be **£230,000**.

Summary

The following table summarises the various figures quoted with this report;

Initiative	Projected Income
Esplanade Parking	£11,000
Streets to west of Wellington Square	£50,000
Tariff Changes	£30,000
Additional Off Street Car Parks	£230,000
Total	£321,000

Off Street Projections

Tier	Town	Car Park	Google Link	Account (pre ARA)	General Spaces	% Usage (existing)	Projected annual income per bay	Maximum Income Based on Maximum stay	75% of Max Income	50% of Max Income	45% of Max Income	35% of Max Income	25% of Max Income	10% of Max Income	Set Up Costs	Operating Costs
1	Prestwick	Bellevue Road	3 Bellevue Rd - Google Maps	Roads	74	95%	810	£59,940.00	£44,955.00	£29,970.00	£26,973.00	£20,979.00	£14,985.00	£5,994.00	£10,300.00	£1,640.00
1	Prestwick	Pleasantfield Road	3 Pleasantfield Rd - Google Maps	Roads	40	80%	810	£32,400.00	£24,300.00	£16,200.00	£14,580.00	£11,340.00	£8,100.00	£3,240.00	£6,300.00	£1,640.00
1	Prestwick	Station Road	Prestwick, Scotland - Google Maps	Roads	81	90%	810	£65,610.00	£49,207.50	£32,805.00	£29,524.50	£22,963.50	£16,402.50	£6,561.00	£6,300.00	£1,640.00
1	Girvan	Chalmers Arcade - Off Hamilton Street	Girvan, Scotland - Google Maps	Roads	80	85%	810	£64,800.00	£48,600.00	£32,400.00	£29,160.00	£22,680.00	£16,200.00	£6,480.00	£6,300.00	£1,640.00
1	Ayr	New Road	75 New Rd - Google Maps	Parks	25	95%	810	£20,250.00	£15,187.50	£10,125.00	£9,112.50	£7,087.50	£5,062.50	£2,025.00	£6,300.00	£1,640.00
1	Troon	South Beach (North)	St Meddars - Google Maps	Parks	58	95%	810	£46,980.00	£35,235.00	£23,490.00	£21,141.00	£16,443.00	£11,745.00	£4,698.00	£6,300.00	£1,640.00
								£289,980.00	£217,485.00	£144,990.00	£130,491.00	£101,493.00	£72,495.00	£28,998.00	£41,800.00	£9,840.00
2	Ayr	Kings Court	7 Kings Ct - Google Maps	Roads	100	50%	280	£28,000.00	£21,000.00	£14,000.00	£12,600.00	£9,800.00	£7,000.00	£2,800.00	£6,300.00	£1,640.00
2	Girvan	Shallochpark (aka Ainslie)	Girvan, Scotland - Google Maps	Parks	37	50%	280	£10,360.00	£7,770.00	£5,180.00	£4,662.00	£3,626.00	£2,590.00	£1,036.00	£6,300.00	£1,640.00
2	Ayr	Queens Terrace	Cromwell Rd - Google Maps	Parks	43	65%	280	£12,040.00	£9,030.00	£6,020.00	£5,418.00	£4,214.00	£3,010.00	£1,204.00	£6,300.00	£1,640.00
2	Girvan	Knockcushan (Quay Zone)	1 Louisa Dr - Google Maps	Parks	50	40%	280	£14,000.00	£10,500.00	£7,000.00	£6,300.00	£4,900.00	£3,500.00	£1,400.00	£6,300.00	£1,640.00
2	Troon	South Beach (South)	Troon, Scotland - Google Maps	Parks	40	75%	280	£11,200.00	£8,400.00	£5,600.00	£5,040.00	£3,920.00	£2,800.00	£1,120.00	£6,300.00	£1,640.00
2	Troon	Titchfield Road	Troon, Scotland - Google Maps	Parks	30	65%	280	£8,400.00	£6,300.00	£4,200.00	£3,780.00	£2,940.00	£2,100.00	£840.00	£6,300.00	£1,640.00
2	Troon	North Shore Road	1 Barassie St - Google Maps	Parks	35	50%	280	£9,800.00	£7,350.00	£4,900.00	£4,410.00	£3,430.00	£2,450.00	£980.00	£6,300.00	£1,640.00
2	Troon	Harbour Road	Troon, Scotland - Google Maps	Parks	25	50%	280	£7,000.00	£5,250.00	£3,500.00	£3,150.00	£2,450.00	£1,750.00	£700.00	£6,300.00	£1,640.00
2	Ayr	Esplanade	National Cycle Rte 7 - Google Maps	Parks	360	30%	280	£100,800.00	£75,600.00	£50,400.00	£45,360.00	£35,280.00	£25,200.00	£10,080.00	£14,300.00	£1,640.00
2	Maidens	Harbour Road - (aka Foreshore)	7 Harbour Rd - Google Maps	Parks	50	10%	280	£14,000.00	£10,500.00	£7,000.00	£6,300.00	£4,900.00	£3,500.00	£1,400.00	£6,300.00	£1,640.00
2	Girvan	The Flushes	33 Bridge St - Google Maps	Roads	110	19%	280	£30,800.00	£23,100.00	£15,400.00	£13,860.00	£10,780.00	£7,700.00	£3,080.00	£6,300.00	£1,640.00
2	Troon	Beach Road - (Barassie Toilets)	N Shore Rd - Google Maps	Parks	50	20%	280	£14,000.00	£10,500.00	£7,000.00	£6,300.00	£4,900.00	£3,500.00	£1,400.00	£6,300.00	£1,640.00
								£260,400.00	£195,300.00	£130,200.00	£117,180.00	£91,140.00	£65,100.00	£26,040.00	£83,600.00	£19,680.00
3	Ballantrae	The Vennel	6 The Vennel - Google Maps	Parks	10	35%	140	£1,400.00	£1,050.00	£700.00	£630.00	£490.00	£350.00	£140.00	£6,300.00	£1,640.00
3	Maybole	Kirk Wynd	3 Kirkwynd - Google Maps	Roads	10	20%	140	£1,400.00	£1,050.00	£700.00	£630.00	£490.00	£350.00	£140.00	£6,300.00	£1,640.00
3	Maybole	The Croft	The Croft - Google Maps	Miscellaneous	20	50%	140	£2,800.00	£2,100.00	£1,400.00	£1,260.00	£980.00	£700.00	£280.00	£6,300.00	£1,640.00
3	Monkton	Burnside Road	12 Main St - Google Maps	Roads	20	30%	140	£2,800.00	£2,100.00	£1,400.00	£1,260.00	£980.00	£700.00	£280.00	£6,300.00	£1,640.00
3	Tarbolton	Montgomerie Street	46 B730 - Google Maps	Roads	20	35%	140	£2,800.00	£2,100.00	£1,400.00	£1,260.00	£980.00	£700.00	£280.00	£6,300.00	£1,640.00
3	Mossblown	Station Road	18 Station Rd - Google Maps	Parks	10	10%	140	£1,400.00	£1,050.00	£700.00	£630.00	£490.00	£350.00	£140.00	£6,300.00	£1,640.00
3	Ayr	Greenan Road	Ayr, Scotland - Google Maps	Parks	30	10%	140	£4,200.00	£3,150.00	£2,100.00	£1,890.00	£1,470.00	£1,050.00	£420.00	£6,300.00	£1,640.00
3	Ayr	Castle Walk	10 National Cycle Rte 7 - Google Maps	Parks	20	10%	140	£2,800.00	£2,100.00	£1,400.00	£1,260.00	£980.00	£700.00	£280.00	£6,300.00	£1,640.00
3	Kirkoswald	Main St opp Soutar Johnnies	47 A77 - Google Maps	Parks	10	10%	140	£1,400.00	£1,050.00	£700.00	£630.00	£490.00	£350.00	£140.00	£6,300.00	£1,640.00
3	Prestwick	Grangemuir	31 Grangemuir Rd - Google Maps	Parks	112	10%	140	£15,680.00	£11,760.00	£7,840.00	£7,056.00	£5,488.00	£3,920.00	£1,568.00	£6,300.00	£1,640.00
								£36,680.00	£27,510.00	£18,340.00	£16,506.00	£12,838.00	£9,170.00	£3,668.00	£63,000.00	£16,400.00
								£587,060.00	£440,295.00	#####	#####	#####	#####	£58,706.00	£188,400.00	#####
											Potential Income Based on Predicted Usage	£230,801.00				

Car Parking Survey

2-Hour Free Parking Initiative Report

13th December 2024

Final Report

streets-uk



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Car Parking Survey – Ayr Town Centre

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-

Car Parking Survey – Ayr Town Centre

1.0 Introduction

ARA created a 2 hours free parking initiative in Ayr in January 2024, where motorists can obtain one free parking session per day from any on street parking ticket machine and any extended stays or subsequent visits are chargeable.

ARA are seeking to establish the effectiveness, impact and any economic benefits of this initiative and have undertaken a survey of the local residents and business community.

The survey was released to the community online via social media, press releases and websites on 13th November 2024 and remained open to 6th December 2024 and 1,033 responses were received.

This report provides both a summary and a full analysis of the results from the businesses and residents in terms of the car parking initiative as well as commentary on the town centre as this was a recurring theme in the feedback from the wider community.

The report can then be used to support a paper to the full Cabinet at South Ayrshire Council in February 2025.



We need your help to plan car parking in Ayr Town Centre.

Please take a few minutes to complete this short survey on the existing free two hour car parking sessions.

Your views matter!



For further information call -
0800 987 5990

Scan here to access the survey
or go to www.south-ayrshire.gov.uk/consultations



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary - Survey Activities

The table below highlights the key activities undertaken to launch and maintain on going communication and awareness of the survey.

Communication Channel	Specific Activities	Outcome																				
Press Releases	13 November - launch of survey 27 November – festive parking and final date for survey engagement (see appendix c for links to releases)	Coverage <ul style="list-style-type: none">- Ayrshire Live- Ayrshire Daily News- Ayr Advertiser- Daily Record- Yahoo News																				
Social Media	Fortnightly posts from ARA and SAC on Facebook and then picked up by others (see appendix b for the posts created)	<table><tr><th>Page</th><th>Likes</th><th>Comments</th><th>Shares</th></tr><tr><td>Ayrshire Daily News</td><td>11</td><td>22</td><td>1</td></tr><tr><td>Ayr Advertiser</td><td>34</td><td>31</td><td>2</td></tr><tr><td>Ayrshire Chamber of Commerce</td><td>228</td><td>0</td><td>0</td></tr><tr><td>Ayrshire Daily News</td><td>45</td><td>58</td><td>11</td></tr></table>	Page	Likes	Comments	Shares	Ayrshire Daily News	11	22	1	Ayr Advertiser	34	31	2	Ayrshire Chamber of Commerce	228	0	0	Ayrshire Daily News	45	58	11
Page	Likes	Comments	Shares																			
Ayrshire Daily News	11	22	1																			
Ayr Advertiser	34	31	2																			
Ayrshire Chamber of Commerce	228	0	0																			
Ayrshire Daily News	45	58	11																			
Advertorial	November Going Out Magazine for Alloway and Doonfoot	Advert and Editorial to launch and inform of survey; went to 5,300 residents																				
Face to Face	Visits to all town centre businesses, leaflet left with QR code to survey and face to face conversations to encourage engagement with survey. Meeting with Chamber to seek member engagement via direct email and social media	Coverage of High Street, Sandgate, Newmarket Street, Kyle Street, Smith Street, Alloway Place, Alloway Street, Fort Street, Dalblair Road, Parkhouse Street, Beresford Terrace, River Street, George Street, Fullerton Street, Academy Street Chamber sent email to all members and undertook social media postings																				

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Survey Respondents

The 3 charts below highlight the number of business and residents who engaged in the survey (Chart 1), the source of the engagement (Chart 2) and the level of activity across the survey period, (Chart 3).

Chart 1
RESPONDENTS TO SURVEY
TOTAL 1033

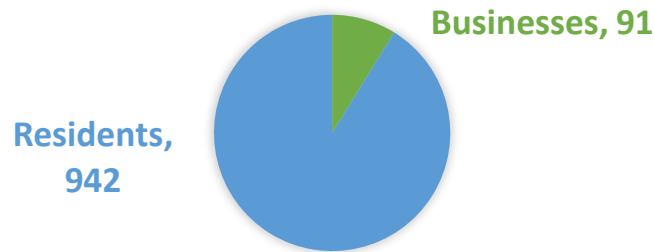


Chart 2
SOURCE OF ENGAGEMENT

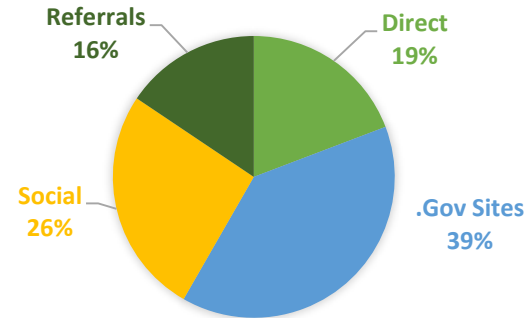
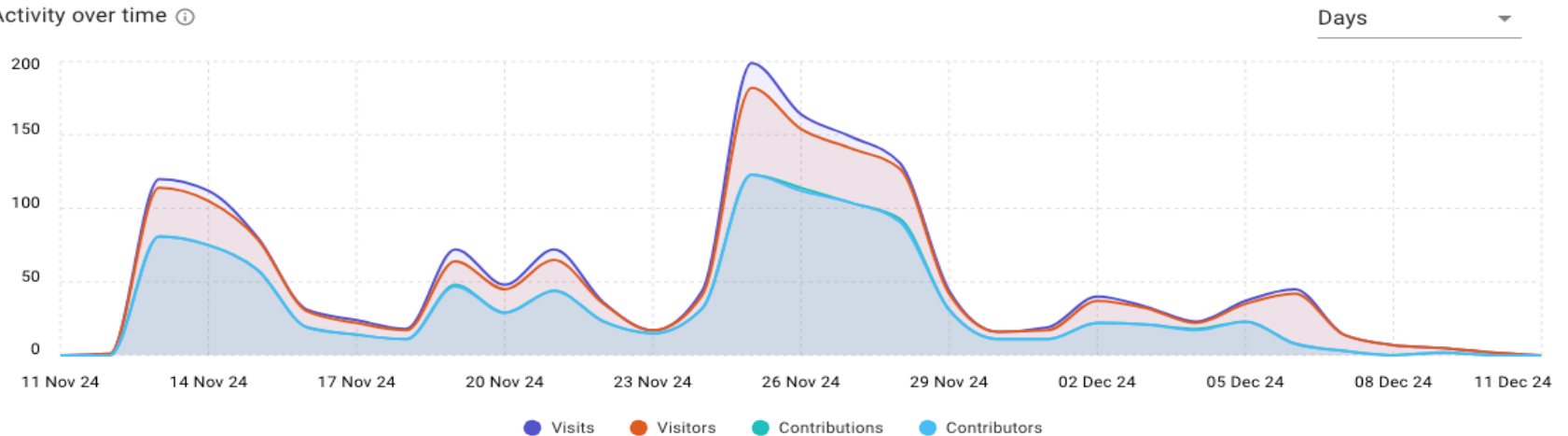


Chart 3

Activity over time ⓘ



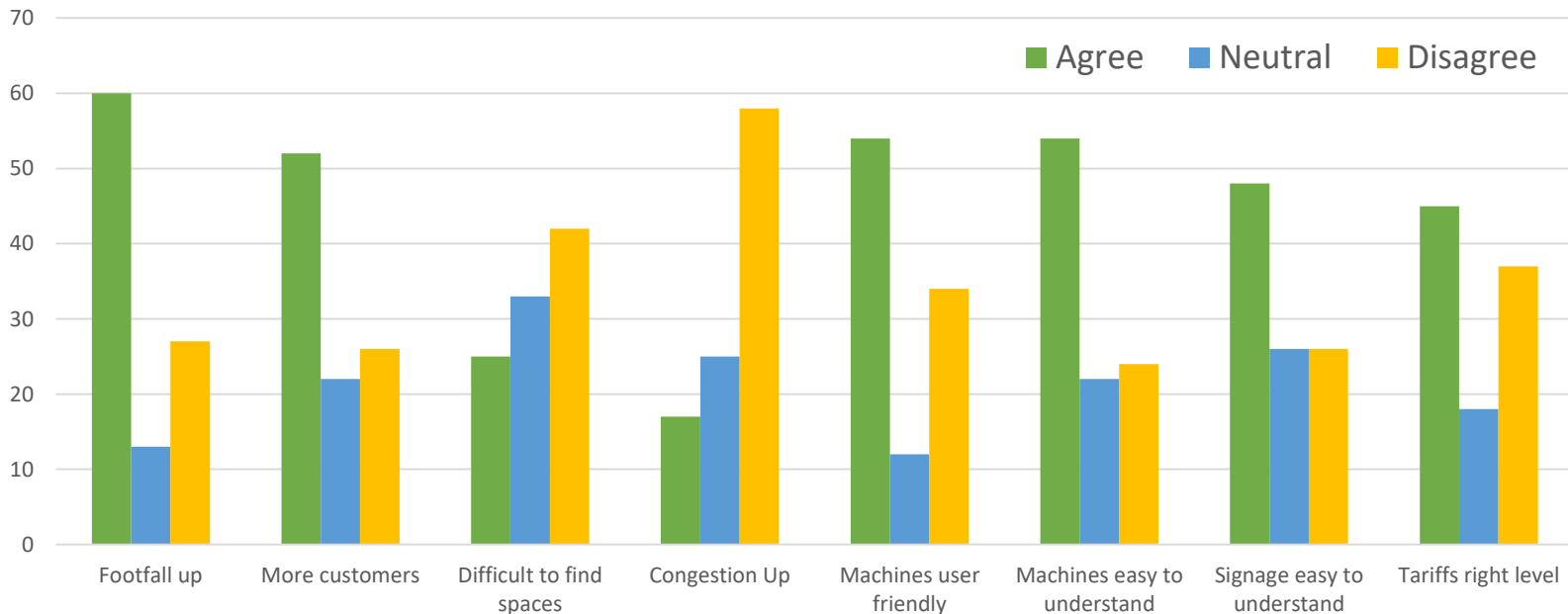
Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business Responses

Overall response from businesses is very positive in relation to the 2-hour initiative with many saying it is crucial to maintaining a level of footfall in the town. Over 60% are seeing an increased footfall and over 50% have more customers entering their business, with one business stating they have increased revenues by 13.8%. In relation to finding spaces and congestion most businesses felt it was easier for customers to find a space and less overall congestion in town as there is a constant turnover of cars.

In terms of specific machines and signage there is a general view that this is all working, especially as people are now more familiar with the machines and know to enter their registration number to gain the 2 free hours. However, in relation to tariffs many felt the duration of the free tariff could be increased to 3 hours to allow for shopping plus a coffee/lunch; this would help the hospitality businesses in the town. Other more service-based businesses were benefitting from customers being able to park for free and find a space easier.

Business Responses



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments (Total of 64 comments)

The following 5 slides is a summary of the **64 comments** received from businesses which have been grouped into the themes noted below in relation to the parking initiative and the town centre. Through the use of AI, the comments fell into the themes and an example of some comments in each area have been shared on each slide. A separate document listing all comments is also available.

The key themes from business comments

1. Footfall and increase in customers
 - 34 comments
 2. Experience of parking in Ayr
 - 36 comments
 3. Duration of parking
 - 17 comments
 4. Use of machines
 - 9 comments
 5. Congestion in town
 - 3 comments
 6. State of Town Centre
 - 10 comments
-

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

1. Footfall/More Customers (34 comments)

Business respondents often highlighted the initiative's positive influence on increasing footfall, with many reporting an increase in the number of customers visiting their establishments. However, some mentioned variability, with the benefits dependent on the location and visibility of their business.

On face-to-face visits many commented on an improvement to footfall and are very keen for the initiative to remain in place.

Sentiments:

- Positive impact on customer volume
- Greater visibility due to more people walking through the area.

We appreciate the effort to bring more customers to the area

The initiative has been fantastic for our shop; we've seen a noticeable increase in foot traffic.

There's been a slight uptick in customers, but it's hard to directly attribute to the parking initiative

It's been a breath of fresh air for my business during difficult times. I calculate a 13.8% increase in revenue largely down to the measures. Thank you

Footfall has improved, but not everyone who parks actually visits our business

Some of my customers say it's easier to stop by now with free parking available

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

2. Experience of Parking (36 comments)

Many business owners shared concerns about the ease of parking, particularly for their customers. The main issues revolved around insufficient availability of spaces during peak hours and challenges with on-street parking.

Sentiments:

- Parking can be difficult during busy periods.
- Positive comments about accessibility in quieter times.

Our customers have mentioned difficulty finding spots nearby

It's an improvement overall, but there are still parking challenges

The experience is better now that parking is free for two hours

Parking congestion hasn't improved much despite the initiative

Parking is fine in the morning, but afternoons are often chaotic

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

3. Duration of Free Parking (17 comments)

Many businesses appreciated the 2-hour free parking but noted that the duration might not suit all customers, particularly those spending extended time in shops or restaurants/coffee shops.

Many noted in the face-to-face discussions the need to extend to 3 hours. The visits covered all types of businesses and an ability to combine going to shops and eating, or shops and an appointment would extend the time people spend and enjoy in the town. Businesses commented on the fact that people wanted to stay longer but had to rush back to car. 3 hours was referenced on a number of occasions. There was also a strong preference for the full day free parking not to return, this being due to workers taking all spaces and then customers could not park.

Two hours is sufficient for most of our customers but not all

We've had customers complain about needing more time

An extension to 3 hours would be even better

Some customers feel rushed with the current time limit

The duration is a great incentive for quick visits

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

4. Use of Machines (9 comments)

Feedback on parking machines was limited but highlighted the need for user-friendly designs and clear instructions.

Some of the machines are outdated and need upgrading

Customers occasionally struggle with the ticket machines

Instructions are clear, but older customers sometimes face issues

No major issues, but there's room for improvement

Information stating the 2 hour concession is in operation attached to street furniture/poles would help as many people spend some time trying to interpret the info displayed only on the machines

5. Congestion in Town (3 comments)

Few comments were made about traffic congestion, with most respondents viewing it as a minor issue.

Congestion hasn't been a significant problem in our area

Traffic is slightly worse during weekends, but manageable

The increased visitors have led to marginally more congestion

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Business' Comments

6. State of Town Centre (10 comments)

Comments about the town centre's condition emphasised the need for improvements in public spaces and the quality of shops and services to complement the parking initiative.

On the face-to-face visits nearly all businesses commented on and wanted to discuss the state of the town centre. The need for improvement, investment and change.

Businesses want to succeed in the town and the clear message which came across was a desire for the town to be a place people want to come to and to regain a sense of pride. A need for clear direction on the town centre after many years of proposed plans and regeneration was a constant sentiment. Some businesses are investing in their own growth and development plans and hence want to know what is next for Ayr.

Newmarket Street traders were very vocal on the potential investment on their street and seeking to know timing for this. Parking was an important factor, and many appreciated this as a start which they hope will remain in place for years to come. However, the bigger picture for Ayr town centre and the question of what next was by far the most frequent query.

The parking initiative is great, but the town needs more vibrant shops and activities

Public spaces should be cleaner to attract more visitors

We'd like to see more investment in the town centre's infrastructure

Shops and services need to match the convenience provided by free parking

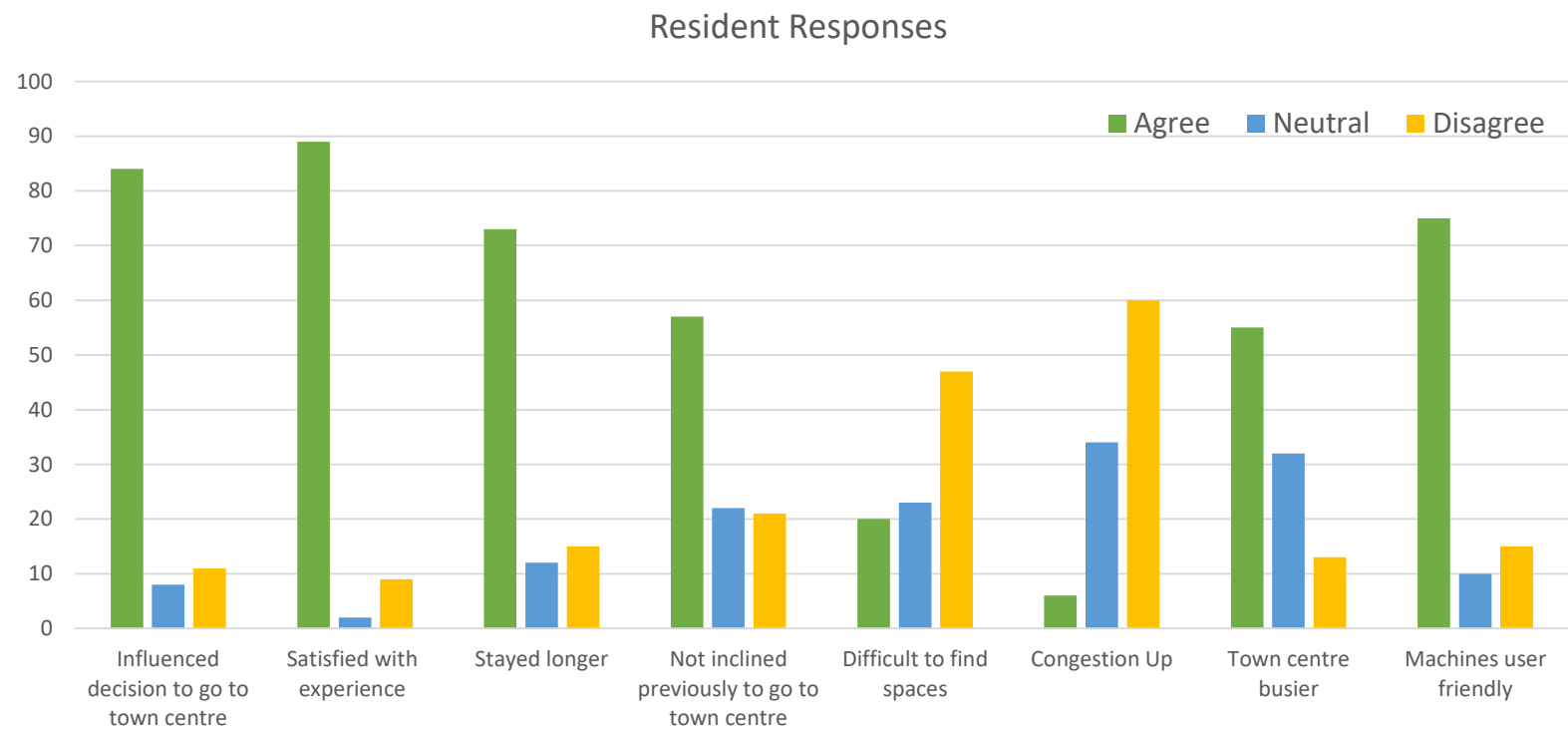
The overall state of the town centre is as important as parking

The town centre is dying on its feet, and any charges are stopping people from coming to the town centre

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident Responses

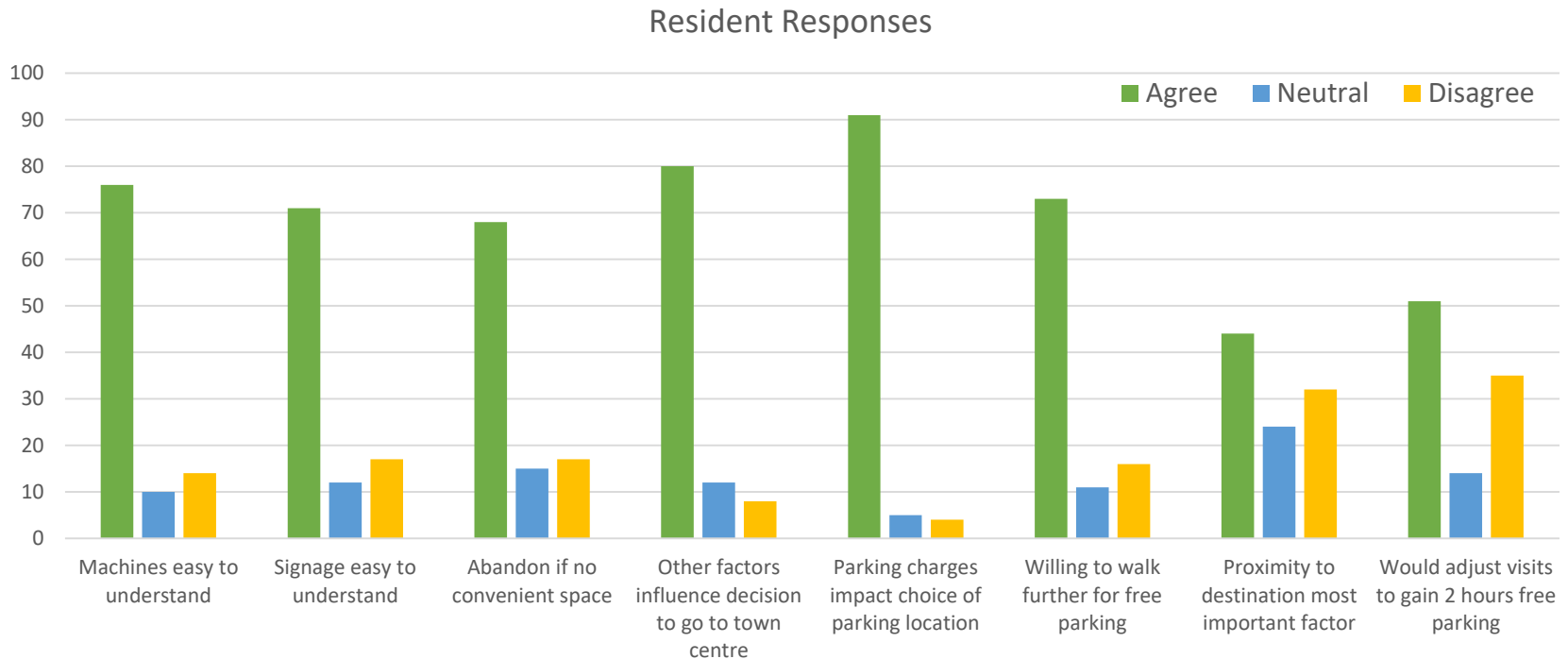
The response from residents is overwhelmingly positive in relation to their decision to go to the town centre and stay longer due to the 2-hour free parking. It has definitely created an opportunity for more people to go to or return to the town centre for a variety of reasons from shopping, eating out or attending a range of services from banking to opticians/dentists and beauticians. They are seeing the town centre busier without it being from traffic congestion and the machines and signage are working for the majority of people now however there are comments to suggest it was not widely known in the early stages of the initiative.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident Responses

The willingness to walk for free parking and proximity to key aspects of the town are important to many people although the factors which influence why people do not go to the town centre are substantially more than just a parking charge. 90% of respondents state other elements being a key influencer and make reference to this as you will see in the analysis of the comments in the next section, in relation to the state of the town centre.



Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments (Total of 502 comments)

The following 5 slides is a summary of the **502 comments** received from residents which have been grouped into the themes noted below in relation to the parking initiative and the town centre. Through the use of AI, the comments fell into the themes and an example of some comments in each area have been shared on each slide. A separate document listing all comments is also available.

The key themes from resident comments

1. Influence of free parking on going to town
 - 310 comments
 2. Experience of parking in Ayr
 - 287 comments
 3. Duration of free parking
 - 85 comments
 4. State of Town Centre
 - 84 comments
 5. Use of machines
 - 56 comments
 6. Level of tariff
 - 25 comments
 7. Proximity of free parking to town
 - 17 comments
 8. Signage for parking
 - 16 comments
 9. Congestion in town
 - 14 comments
-

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

1. Influence of Free Parking on Going to Town (310 comments)

Residents overwhelmingly noted that the free parking initiative has positively influenced their decision to visit the town centre. It serves as a major incentive for residents to shop locally and support town businesses.

It's a fantastic idea and helps bring life back to the town centre

The two-hour free parking is the only reason I come into town now

I wouldn't have considered coming into town without the free parking

This initiative has encouraged me to shop locally more often

Free parking makes a big difference in my decision to visit town

2. Experience of Parking (287 comments)

Many residents shared mixed experiences about parking availability. While some appreciated the ease during off-peak hours, others noted difficulties finding spaces during busier times.

There should be more spaces designated for free parking

The initiative has helped, but finding a spot can still be tricky

It's been easier to park on some days, but weekends are still a challenge

I appreciate having more accessible parking, even if it fills up quickly

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

3. Duration of Free Parking (85 comments)

The two-hour limit was well-received overall, though quite a few residents felt it was insufficient for longer visits or activities/appointments in town.

An extra hour would make a big difference for my visits

I feel rushed to finish within two hours

Two hours is perfect for a quick shopping trip but not one involving lunch

Three hours would be more appropriate for leisurely visits

The time limit works well for me

4. State of Town Centre (84 comments)

Many residents emphasised the importance of improving the town centre's overall condition, including the quality of shops, public spaces and services, to improve the whole town centre experience in Ayr and to maximise the benefits of the parking initiative.

The town centre needs more diverse shops and attractions

Public spaces should be cleaner and more welcoming

Free parking is great, but the town itself needs upgrading

Efforts should focus on revitalising the town alongside parking improvements

The town feels more alive now, but it's still lacking in variety and quality

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

5. Use of Machines (56 comments)

Feedback on the parking machines was varied, with some residents finding them user-friendly and others noting issues with clarity or functionality.

The machines are easy to use most of the time

Clearer instructions would help older users

The machines are fine, but could be updated

It's not always clear how to input vehicle registration

Some machines are out of order too often

6. Level of Tariff (25 comments)

Tariffs were a less common topic but drew mixed reactions, with some appreciating reduced costs and others suggesting further reductions.

The reduced parking costs are appreciated

I still think the tariffs are too high in some areas

Lower tariffs would encourage even more visits

Any reduction in costs is a step in the right direction

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

7. Proximity of Free Parking to Town (17 comments)

Comments on proximity emphasized the need for free parking to be closer to key town destinations, as distance discouraged some residents.

I'd like to see free parking options near the main shopping area

Proximity matters more than the time limit for me

It's good, but not always convenient for all areas of town

The free parking is often too far from where I need to go

Closer spaces would make a big difference for accessibility

8. Signage for Parking (16 comments)

Some residents noted issues with parking signage, particularly with clarity and visibility. However, most feedback suggested signage was adequate

It would be helpful to have signs that indicate free parking zones

Parking signs are okay, but could use larger fonts

The signs are clear and easy to follow

Better signage could help visitors unfamiliar with the area

Car Parking Survey – Ayr Town Centre

2.0 Executive Summary – Analysis of Resident's Comments

9.0. Congestion in Town (14 comments)

Comments on congestion were minimal but highlighted slight increases in traffic, particularly during weekends or busy shopping hours.

The free parking initiative has led to some traffic, but nothing major

I've noticed more cars during peak times, but it's a fair trade-off

The town feels busier, which is both good and bad

Traffic is heavier now, but it's worth it for the benefits of free parking

Congestion has increased slightly, but it's still manageable

Car Parking Survey – Ayr Town Centre

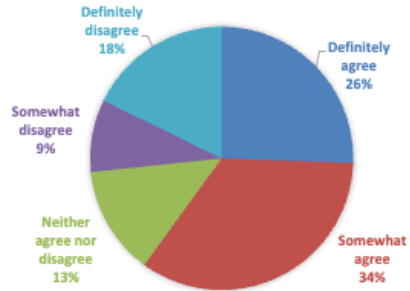
2.0 Executive Summary – Next Steps

Area of Activity	Suggested Next Steps	Timeline
2- hour free parking Initiative	<ul style="list-style-type: none">• Paper to SAC Cabinet to recommend the next steps for the initiative taking account of the survey and feedback from the business and resident community• Prepare a communications statement on the feedback from the survey and proposed next steps (pre or post Cabinet paper?)	February 24 Based on pre or post paper
Ayr Town Centre (feedback from community)	<ul style="list-style-type: none">• Use positives from survey re increased footfall and more customers to drive a campaign in the town re supporting local business (link to the footfall data being gathered by SAC)• Agree a form of communication with town centre businesses re next steps for town centre• Drive forward the plans for Newmarket Street improvements as first step to changes in town centre	To be discussed with SAC

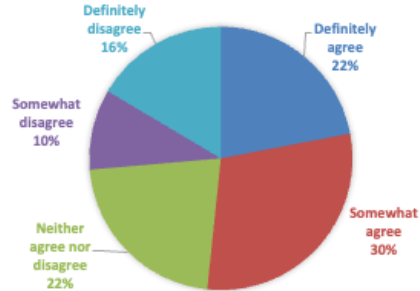
Car Parking Survey – Ayr Town Centre

3.0 Survey Analysis – 91 Businesses

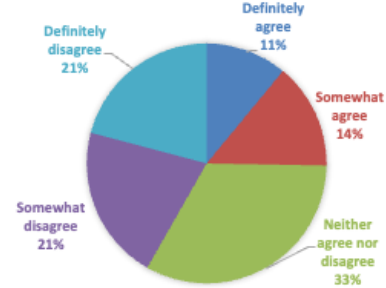
THERE APPEARS TO HAVE BEEN AN OVERALL INCREASE IN TOWN CENTRE FOOTFALL.



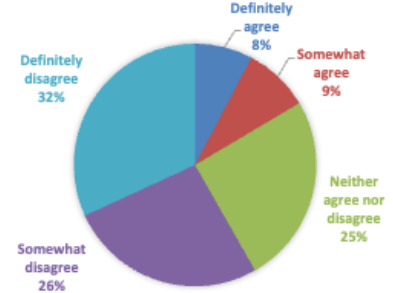
THERE HAS BEEN A NOTICEABLE INCREASE IN CUSTOMERS ENTERING MY SHOP/BUSINESS.



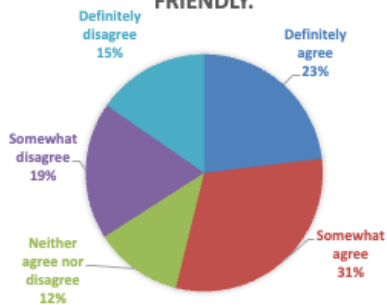
IT IS MORE DIFFICULT TO FIND ON-STREET PARKING SINCE THE INTRODUCTION OF THE 2-HOUR FREE PARKING INITIATIVE.



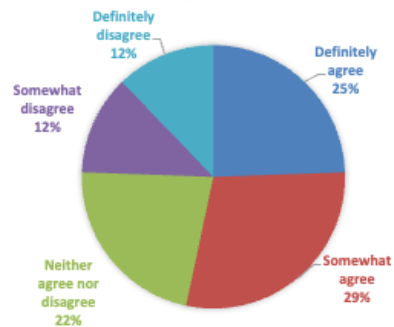
TRAFFIC CONGESTION HAS INCREASED IN THE TOWN CENTRE SINCE THE START OF THE 2-HOUR FREE PARKING INITIATIVE.



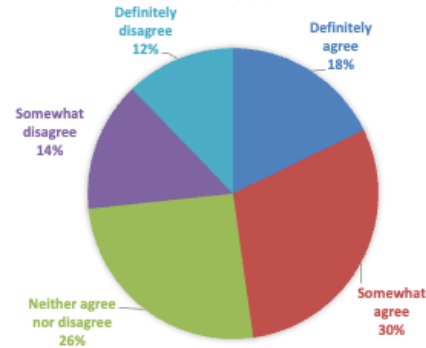
THE PARKING TICKET MACHINES THAT REQUIRE VEHICLE REGISTRATION INPUT ARE USER-FRIENDLY.



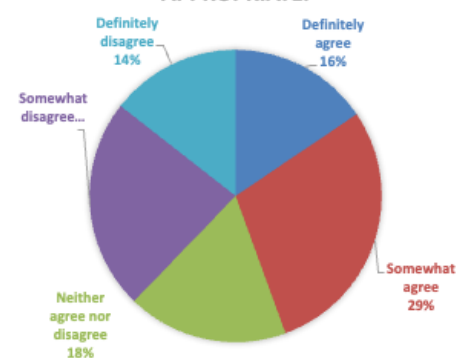
THE INSTRUCTIONS ON THE PARKING TICKET MACHINES ARE CLEAR AND EASY TO UNDERSTAND.



THE PARKING SIGNS ARE EASY TO UNDERSTAND.



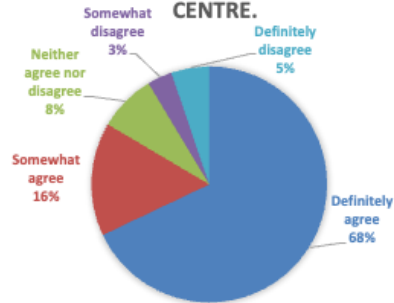
THE PARKING TARIFFS ARE APPROPRIATE.



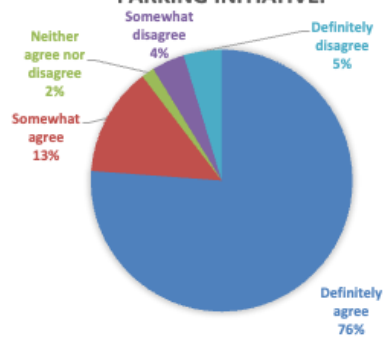
Car Parking Survey – Ayr Town Centre

3.0 Survey Analysis – 942 Residents

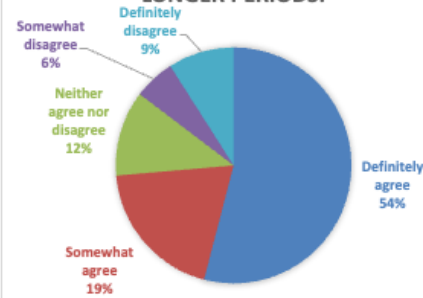
THE 2-HOUR FREE PARKING INITIATIVE INFLUENCED MY DECISION TO VISIT THE TOWN CENTRE.



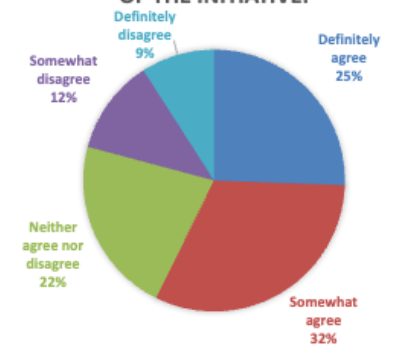
I AM SATISFIED WITH MY OVERALL EXPERIENCE OF THE 2-HOUR FREE PARKING INITIATIVE.



THE 2-HOUR FREE PARKING INITIATIVE HAS ENCOURAGED ME TO STAY IN THE TOWN CENTRE FOR LONGER PERIODS.



I WAS NOT INCLINED TO VISIT THE TOWN BEFORE THE INTRODUCTION OF THE INITIATIVE.



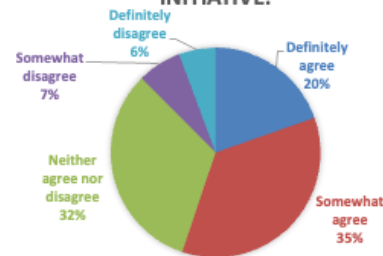
IT IS MORE DIFFICULT TO FIND ON-STREET PARKING SINCE THE INTRODUCTION OF THE 2-HOUR FREE PARKING INITIATIVE.



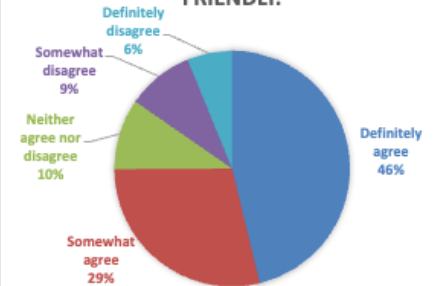
TRAFFIC CONGESTION HAS INCREASED IN THE TOWN CENTRE SINCE THE START OF THE 2-HOUR FREE PARKING INITIATIVE.



THE TOWN CENTRE SEEMS BUSIER WITH MORE PEDESTRIAN ACTIVITY SINCE THE IMPLEMENTATION OF THE 2-HOUR FREE PARKING INITIATIVE.



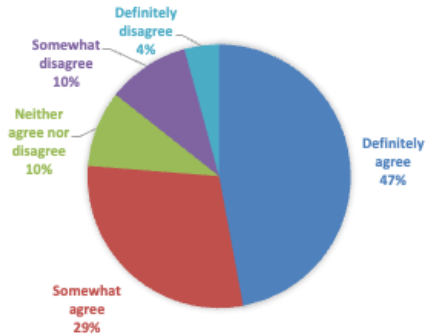
THE PARKING TICKET MACHINES THAT REQUIRE VEHICLE REGISTRATION INPUT ARE USER-FRIENDLY.



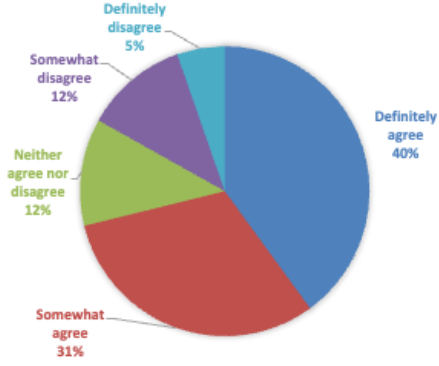
Car Parking Survey – Ayr Town Centre

3.0 Survey Analysis – 942 Residents

THE INSTRUCTIONS ON THE PARKING TICKET MACHINES ARE CLEAR AND EASY TO UNDERSTAND.



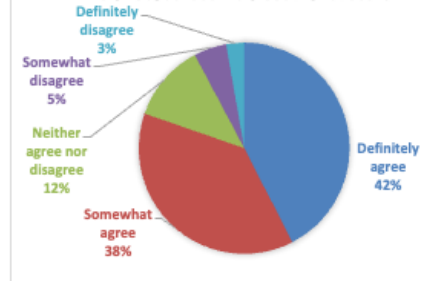
THE PARKING SIGNS ARE EASY TO UNDERSTAND.



I AM LIKELY TO ABANDON MY TRIP TO THE TOWN CENTRE IF I CANNOT FIND CONVENIENT ON-STREET PARKING.



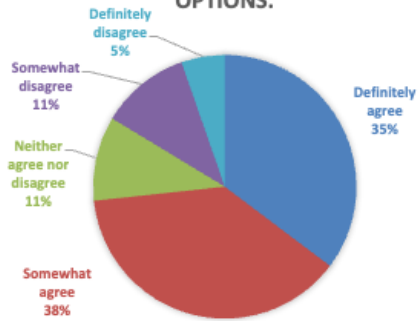
FACTORS OTHER THAN PARKING CHARGES, SUCH AS THE QUALITY OF SHOPS, SERVICES, AND PUBLIC SPACES, INFLUENCE MY DECISION TO VISIT THE TOWN CENTRE.



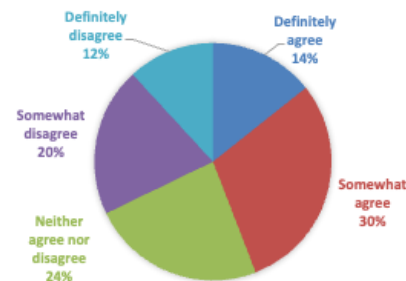
PARKING CHARGES PLAY A SIGNIFICANT ROLE IN MY CHOICE OF PARKING LOCATION.



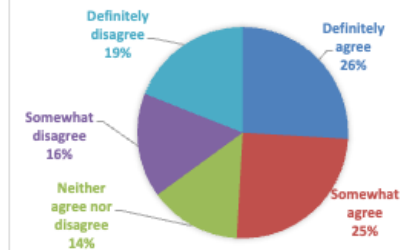
I AM WILLING TO WALK FURTHER TO BE ABLE TO USE FREE PARKING OPTIONS.



PROXIMITY TO MY DESTINATION IS THE MOST IMPORTANT FACTOR WHEN CHOOSING PARKING, EVEN IF THERE IS A FEE.



I WOULD ADJUST MY VISITS TO THE TOWN CENTRE TO COINCIDE WITH THE 2-HOUR FREE PARKING PERIOD IF IT WAS OFFERED ONLY DURING SPECIFIC TIMES OR DAYS.



4.0 Appendix a - Timeline

[illegible]

Car Parking Survey – Ayr Town Centre

4.0 Appendix b – Social Media Posts

<  **Ayrshire Roads Alliance** ...
28 Nov · 🌐

Do you think our free two hour Ayr town centre car parking sessions have helped bring more people into the town centre?
<https://orlo.uk/4YR6C> survey ends 6 December

East Ayrshire Council South Ayrshire Council



<  **Ayrshire Roads Alliance** ...
25 Nov · 🌐

Calling all Ayr town centre businesses, we'd love to hear your opinion on the impact our free two hour town centre car parking sessions, which will remain unchanged over the festive period, might have had on your trade. You can take part in a short survey here > <https://orlo.uk/w765d> The survey will remain open until Friday 6th December.

East Ayrshire Council South Ayrshire Council



<  **Ayrshire Roads Alliance** ...
26 Nov · 🌐

It's just one week before our consultation into our free two hour town centre car parking sessions closes. The two hour free sessions will remain in place over the festive season, but don't let that park your thoughts.

Share them with us in this short survey > <https://orlo.uk/nRIkg> which closes on Friday 6th December.

East Ayrshire Council South Ayrshire Council



 **Ayrshire Roads Alliance**
5d · 🌐

Toot-toot! We'd love to hear your opinion on our free two hour Ayr town centre car parking sessions, which will remain unchanged over the festive period.

You can take part in a short survey > <https://orlo.uk/fd8S0> The survey will remain open until Friday 6th December.

East Ayrshire Council South Ayrshire Council



<  **Ayrshire Roads Alliance** ...
2d · 🌐

We're putting the brakes on our consultation into our free two hour centre car parking sessions today. There's still time to give your feedback in a short survey > <https://orlo.uk/Pn5tL>

We'd love to hear your thoughts on how its working.

East Ayrshire Council South Ayrshire Council



Car Parking Survey – Ayr Town Centre

4.0 Appendix b – Social Media Posts



Ayr Advertiser · Follow

13 Nov · 🌐

"We'd like to establish if this initiative has encouraged people to visit the town centre and if businesses hav... [See more](#)



ayradvertiser.com

Consultation launched on success of free two-hour parking in Ayr

👍 34

31 comments 2 shares



Ayrshire Daily News

13 Nov · 🌐

South Ayrshire Council and Ayrshire Roads Alliance have launched a survey to gain feedback on the deli... [See more](#)



ayrshiredailynews.co.uk

Council After Feedback On Free Ayr Town Centre Car Parking Sessions [...]

👍 11

22 comments 1 share



Like



Comment



Share



Ayrshire Daily News

6d · 🌐

NO CHANGE TO AYR FESTIVE CAR PARKING RULES

South Ayrshire Council and Ayrshire Roads Alliance have confirmed that the current free two-hour Ayr town centre car parking sessions will remain operational during the festive run up to help shoppers and businesses.

Currently motorists benefit from one free parking session per day, up to two hours, on any street within a designated town centre area that has a street parking ticket machine. Extended stays of more than the two hours or subsequent visits are chargeable, and the free session does not apply to car parks.

Both organisations are also encouraging the public and local businesses to take part in a brief car parking survey ahead of the Friday 6th December deadline.



Ayrshire Chamber of Commerce



Posts

About

Photos

More ▾



Ayrshire Chamber of Commerce

3 Dec · 🌐

FEEDBACK ON FREE AYR TOWN CENTRE CAR PARKING SESSIONS

South Ayrshire Council and Ayrshire Roads Alliance are now looking into the impact the delivery of these sessions has had on businesses and we would really appreciate your support by completing a brief survey.

We're keen to understand the impact the initiative may have had on increasing footfall, on trade and encouraging people into the centre.

Ayrshire Roads Alliance and [South Ayrshire Council](#) will then review the feedback from both residents and businesses to support future planning for car parking.

To fill out the survey, visit <https://engagementtea.east-ayrshire.gov.uk/ayr-parking-strategy>

To read further details on the consultation, visit <https://www.south-ayrshire.gov.uk/consultations>



Car Parking Survey – Ayr Town Centre

4.0 Appendix b - Leaflet

We need your help to plan car parking in Ayr Town Centre.

Please take a few minutes to
complete this short survey on
the existing free two hour car
parking sessions.

**Your views
matter!**



For further information call -
0800 987 5990

Scan here to access the survey
or go to www.south-ayrshire.gov.uk/consultations

Car Parking Survey – Ayr Town Centre

4.0 Appendix c – Communication Channels and Links

AYR TOWN CENTRE CAR PARKING PROJECT

MEDIA COVERAGE

Date	Publication	Link
13-Nov	Ayrshire Daily News	https://www.ayrshire-today.co.uk/news/24721408.south-ayrshire-council-consultation-ayr-free-parking/
13-Nov-24	Ayr Advertiser	https://www.ayradvertiser.com/news/24721408.south-ayrshire-council-consultation-ayr-free-parking/
20-Nov	Ayrshire Live	https://www.dailyrecord.co.uk/ayrshire/survey-issued-over-free-two-34100459
20-Nov	Yahoo News	https://uk.news.yahoo.com/survey-issued-over-free-two-165115584.html?guccounter=1&guce_referrer=aHR0cHM6Ly93d3cuYmluZy5jb20v&guce_referrer_sig=AQAAAATijg0pCTWUhUBjksOmGB3eYjdM8TxftmhzsdsO0yWvfQQaqRXIc5l3FREbcxSnO9KligQX6Ykgp3E4_Dtv7-t1LUClewQH1PTqUgrybXzNgu9axpV6YzOh2JBkgQsplVxWvZiIFsBnlPhhPSFNCWBmkNScyfQZYxwM2of3JvJU
27-Nov	Yahoo News	https://uk.news.yahoo.com/free-parking-ayr-town-centre-124155802.html
27-Nov-24	Daily Record	https://www.dailyrecord.co.uk/ayrshire/free-parking-ayr-town-centre-34196848
27-Nov-24	Ayr Advertiser	https://www.ayradvertiser.com/news/24754825.two-hour-free-parking-ayr-town-centre-festive-season/

Integrated Impact Assessment Summary Report

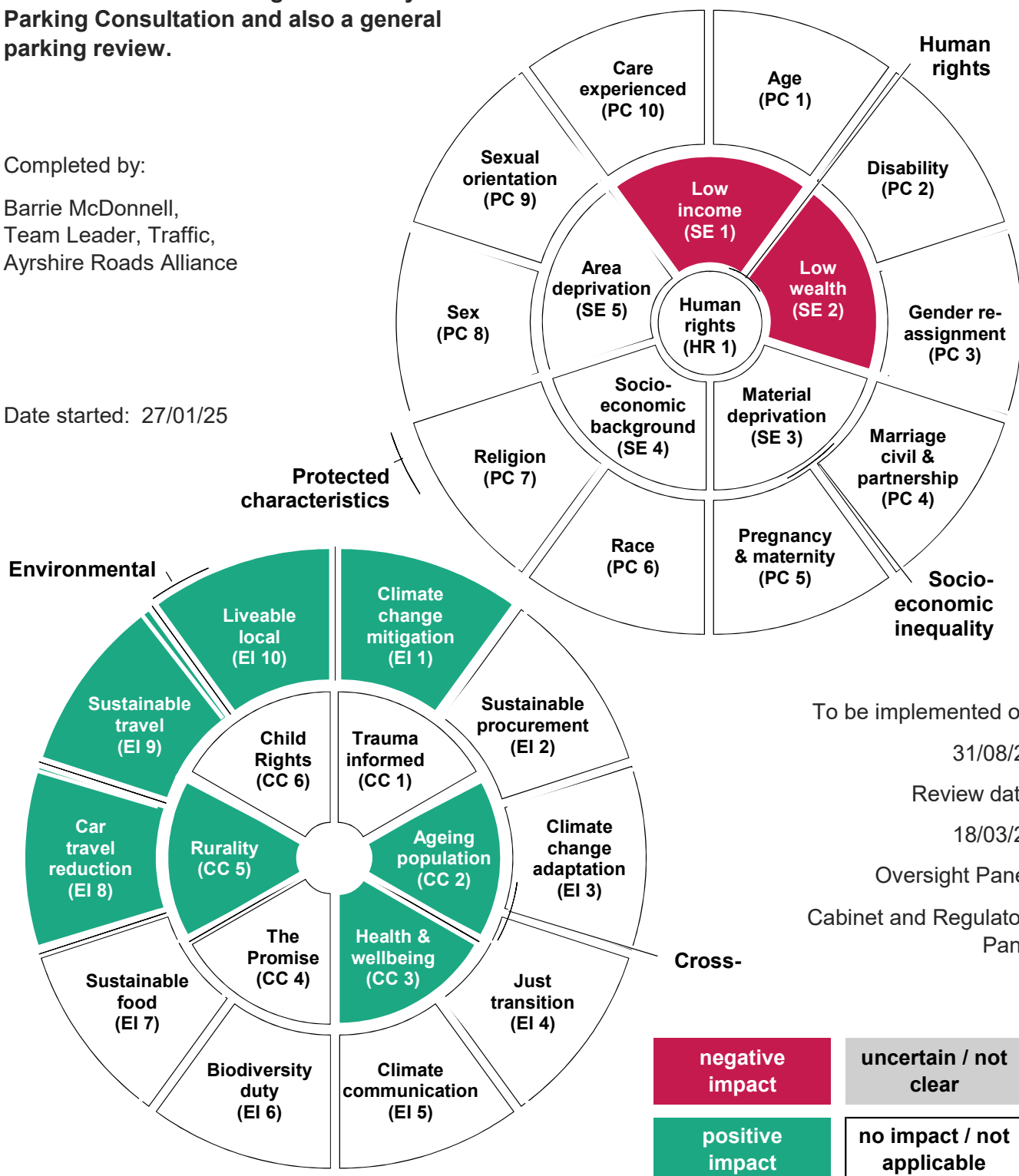
Cabinet report on the outcome and recommendations arising from the Ayr Parking Consultation and also a general parking review.



Completed by:

Barrie McDonnell,
Team Leader, Traffic,
Ayrshire Roads Alliance

Date started: 27/01/25



Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?

Parking policies do not impact human rights.

Advancing equality of opportunity?

Parking policies are designed to enable ease of access to properties, services and town centre businesses.

Fostering good relations?

Key proposals are designed to support the popular 2 hours free parking scheme.

Consultation declaration

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

Mitigating Actions Required (re **negative / unclear impacts)**

EQUALITIES: impact on socio-economic inequality

SE 1	Low Income / Income Poverty	Proposals include a range of modest price increases and decreases as well as special cheap days rates in certain car parks to support workers.
SE 2	Low and / or no wealth	Permit fees will be kept a very low rates and cost spreading payment options could be available

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to Cabinet
of 18 March 2025**

Subject: Prestwick Parking Consultation

1. Purpose

- 1.1 This purpose of this report is to seek Members' approval for a range of recommendations arising from the Prestwick Parking Consultation which took place between 25 March 2024 and 31 May 2024.

2. Recommendations

2.1 It is recommended that the Cabinet:

- 2.1.1 notes the contents of the Prestwick Parking Consultation Outcome Report contained at Appendix 1 and approves the report recommendations;**
- 2.1.2 notes the statutory process to promote Traffic Regulation Orders;**
- 2.1.3 instructs the Head of Roads to prepare draft Traffic Regulation Orders and commence the statutory consultation process for the following proposed amendments to the existing residents permit scheme;**
 - (i) expansion of the permit scheme into the streets highlighted within the outcome report;**
 - (ii) the removal of the existing two permits per household cap;**
 - (iii) the removal of the multi-year permit discount;**
 - (iv) the introduction of a resident's visitor permit option at £2 per permit;**
 - (v) the introduction of a free resident's carer permit option;**
- 2.1.4 instructs the Head of Roads to commence the statutory consultation process for the introduction of a 2 hours limited waiting restriction within the Prestwick Toll parking layby; and**
- 2.1.5 notes the Head of Roads' intention to review various other locations throughout Prestwick and consider appropriate measures to help alleviate indiscriminate parking.**

3. Background

- 3.1 The Leadership Panel of 15 September 2020 approved the [South Ayrshire Parking Strategy 2020 - 2024 \(south-ayrshire.gov.uk\)](https://www.south-ayrshire.gov.uk) which provides a framework for future changes to parking provision across South Ayrshire which is consistent in its application.
- 3.2 Various proposals relating to the management of parking within Prestwick were the subject of the [Prestwick parking consultation 2024](#). The consultation invited feedback on a range of topics relating to on-street parking on Main Street, Prestwick Toll and Links Road, and off-street car parking.
- 3.3 The consultation also tested opinion on proposals to amend the existing residents permit scheme. Residents are currently restricted to two resident's permits per household with no visitor or carer option.
- 3.4 The extent of the scheme has also remained in its current format since it was first introduced in 2016 and officers have received increasing calls to review this due to a perceived increase in long stay on-street parking within the streets not currently subject to the scheme restrictions.
- 3.5 The consultation responses have been examined, collated and set out along with the resultant conclusions and recommendations within the Outcome Report contained at Appendix 1.

4. Proposals

Traffic Regulation Order (TRO) Statutory Consultation Process

- 4.1 If approved, the proposals contained within this report shall be subject to a statutory consultation process. In the first instance draft proposals are presented to Police, Fire and other statutory bodies for their consideration and this stage of the process shall be concluded after 21 days.
- 4.2 Thereafter, the proposals would be subject to a wider public consultation where each household affected by the proposals would be notified and informed of the proposals and the right of objection during the 21 day consultation period (this can be extended as required).
- 4.3 After this engagement process, any maintained objections shall be subject to further panel reports for Member consideration and this will ultimately determine whether the proposals are implemented, or otherwise.

Residents' Parking

- 4.4 The consultation specifically proposed extending the scheme into Links Road which received strong support. The proposals put forward for amending the residents permit scheme to allow for a visitor or carer permit option also received strong support.
- 4.5 And there was enough feedback received to suggest that scheme expansion should be considered. In order to progress matters, further street surveys have been completed to establish if the streets identified through the consultation process warrant inclusion in the permit scheme.

- 4.6 Officers have also reviewed the permit pricing structure which is currently set at £45 for an annual permit or £80 for a two year permit. Whilst there is no proposal to apply a price increase, it is recommended that in order to bring the scheme in line with the Ayr permit proposals, the multi-year option should be removed.
- 4.7 In summary, it is proposed to commence the TRO statutory consultation process based on the following proposals:
- 4.7.1 Engage residents on the proposed expansion of the permit scheme to cover additional streets, as detailed in the Summary Report contained at Appendix 1;
- 4.7.2 Amend the existing residents permit scheme by:
- a) adding Links Road;
 - b) removing the existing two permits per household cap;
 - c) removing the multi-year permit option;
 - d) introducing a resident's visitor permit option (£2 / permit);
 - e) introducing a resident's carer permit option (free).

Prestwick Toll

- 4.8 A proposal to introduce a new 2 hours limited waiting restriction within the parking laybys servicing the Prestwick Toll shops was also included within the consultation and there were no objections raised. It is, therefore, proposed to proceed as indicated.

General Restrictions

- 4.9 Through the free text options within the consultation, there were also a number of locations put forward by consultees for the introduction of parking restrictions to address road safety concerns. It is further proposed to proceed with the associated work to formally identify these locations and prepare proposals for future consideration.

5. Legal and Procurement Implications

- 5.1 In terms of the Council's Scheme of Delegation any proposals arising from the Traffic Regulation Order statutory consultation process shall be referred to the Regulatory Panel within whose remit matters relating to Road Traffic Regulation Legislation rests.
- 5.2 Timescales for the preparation and implementation of new TROs are entirely dependent upon the scope of the proposals. If and when approval is granted, the TRO preparation work shall commence and may take up to 6 months to complete which shall then allow for the statutory consultation process to commence.
- 5.3 The consultation process typically takes 2 months to complete with a period of engagement with any objectors commencing thereafter. Therefore, it is anticipated that officers shall be in a position to report back on the outcome of the statutory TRO consultation process within 12 months. Full implementation of any agreed proposals would then occur within a further 6 months.
- 5.4 Any procurement requirements shall be undertaken following Council Standing Orders and any other relevant guidelines.

6. Financial Implications

- 6.1 In support of the residents permit scheme proposals, a new web hosted permit database which links to the existing parking database and Parking Attendant handheld devices is required. The database costs may reduce if purchased in combination with the Ayr residents parking scheme. In addition to the purchase costs, annual license fees are also applicable.
- 6.2 There may also be costs associated with the advertising of TROs and the installation of new traffic signs and road markings. It would, therefore, be the intention to submit a bid to the repairs and renewals budget for capital investment in all associated new parking infrastructure.
- 6.3 Estimated costs as well as projected income is set out in Table 1 below:

Table 1

Capital Costs	
Permit database (config and integration)	£12,000
TROs (advertising)	£5,000
Additional traffic signs and road markings (inc install)	£20,000
Total	£37,000
Revenue Costs	
Annual permit database license fee	£1,000
Total	£1,000
Projected Income	
Residents permits	£10,000
Visitor permits	£5,000
Total	£15,000

7. Human Resources Implications

- 7.1 All associated work to progress the various matters subject to this report shall be undertaken by ARA officers. There are also various costs applicable for the provision of various parking infrastructure items such, road traffic signs and road markings. And there are further costs associated with the advertising of underpinning TROs.

8. Risk


8.1 *Risk Implications of Adopting the Recommendations*

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

8.2 *Risk Implications of Rejecting the Recommendations*

- 8.2.1 Rejecting the recommendations may impact on the reputation of the Council and hinder the ability to implement the stated objectives contained within the South Ayrshire Council Parking Strategy 2020 - 2024.

9. Equalities

- 9.1 An Integrated Impact Assessment has been carried out on the proposals contained in this report, which identifies potential positive impacts. The IIA Summary Report is attached as Appendix 2.
- 9.2 A copy of the fully completed IIA can be accessed here:  [IIA PRESTWICK PARKING -ARA.xlsm](#)

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 One of the Council Plan: Spaces and Places.

13. Results of Consultation

- 13.1 There has been a public consultation on the contents of this report and the details are contained within Appendix 1.
- 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

- 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>
Prepare draft TROs	30 September 2025	Head of Roads, Ayrshire Roads Alliance
Complete statutory consultation process	31 December 2025	Head of Roads, Ayrshire Roads Alliance

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Prepare and submit Panel report	31 March 2026	Head of Roads, Ayrshire Roads Alliance
Implement new parking schemes	31 August 2026	Head of Roads, Ayrshire Roads Alliance

Background Papers [South Ayrshire Parking Strategy 2020 - 2024](#)

Person to Contact Jane Corrie, Head of Roads
County Building, Wellington Square, Ayr, KA7 1DR
Phone: 01563 503164
E-mail: jane.corrie@ayrshireroadsalliance.org

Date 5 March 2025



SOUTH AYRSHIRE COUNCIL PARKING STRATEGY 2020 - 2024

Prestwick Parking Consultation 2024

Outcome Report

Contents

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Introduction

Demand for parking within Prestwick town centre exceeds that which is available. It could be argued the existing restrictions do not generate the required turnover in availability and, similar to Ayr, an integrated on and off street approach to parking making best use of the limited resources available can and should incur positive results.

The Council's off-street parking provision within Prestwick operates free of charge or time restriction. Existing on street parking controls apply along the Main Street and Station Road where parking sessions are limited to 1 or 2 hours and a 1 hour prohibition of return.

A resident's permit scheme also applies to residential streets off the Main Street where residents with permits can park unrestricted and non-residents are subject to a limited stay.

Residents parking schemes operate within numerous towns and cities across the UK where the control of on-street parking is required to preserve the characteristics of residential streets located within the catchment areas of town centres.

Without control measures, residential streets can be subject to non-residential shopper, worker or commuter parking to the detriment of residents and their visitors particularly those households without access to off-street parking.

Whilst residents parking schemes by their nature aim to serve the needs of residents, there are additional benefits in terms of a reduction in CO2 emissions through encouraging travel behaviour change and a reduction in non-residential traffic.

Permit charges should be set at levels which ensure schemes are self-financing with any surplus revenues re-invested into roads related projects such as maintenance programmes or traffic calming schemes.

Parking charges significantly influence parking space turnover, car use and ownership and it helps regulate supply and demand and discourages unnecessary car use. The increasing turnover of spaces from the introduction of charging can actually help local businesses as well as improve the quality of the local street environment.

Cars remain the dominant mode of transport in Scotland with 65% of all journeys made either as drivers or passengers in a car or a van, up 4% since 2012 and it is clear that a carefully designed parking strategy can be a key tool in the journey to net zero.

Parking Strategy Objectives

The Parking Strategy contained several key objectives for the future management of parking provision within the town centre and the consultation was designed to test public opinion on these topics through a range of questions and free text boxes.

The objective were:

Objective 6

Seek Council approval to undertake consultation exercise on the potential promotion of Traffic Regulation Orders for the introduction of Designated Parking (Pay & Display) which helps better manage on street parking provision and which helps provide better accessibility to local amenities and attractions.

Objective 7

Seek Council approval for the amended proposals put forward for the introduction of pay and display charges within the SAC car parks contained within the Neighbourhood Services and Common Good lists within Prestwick.

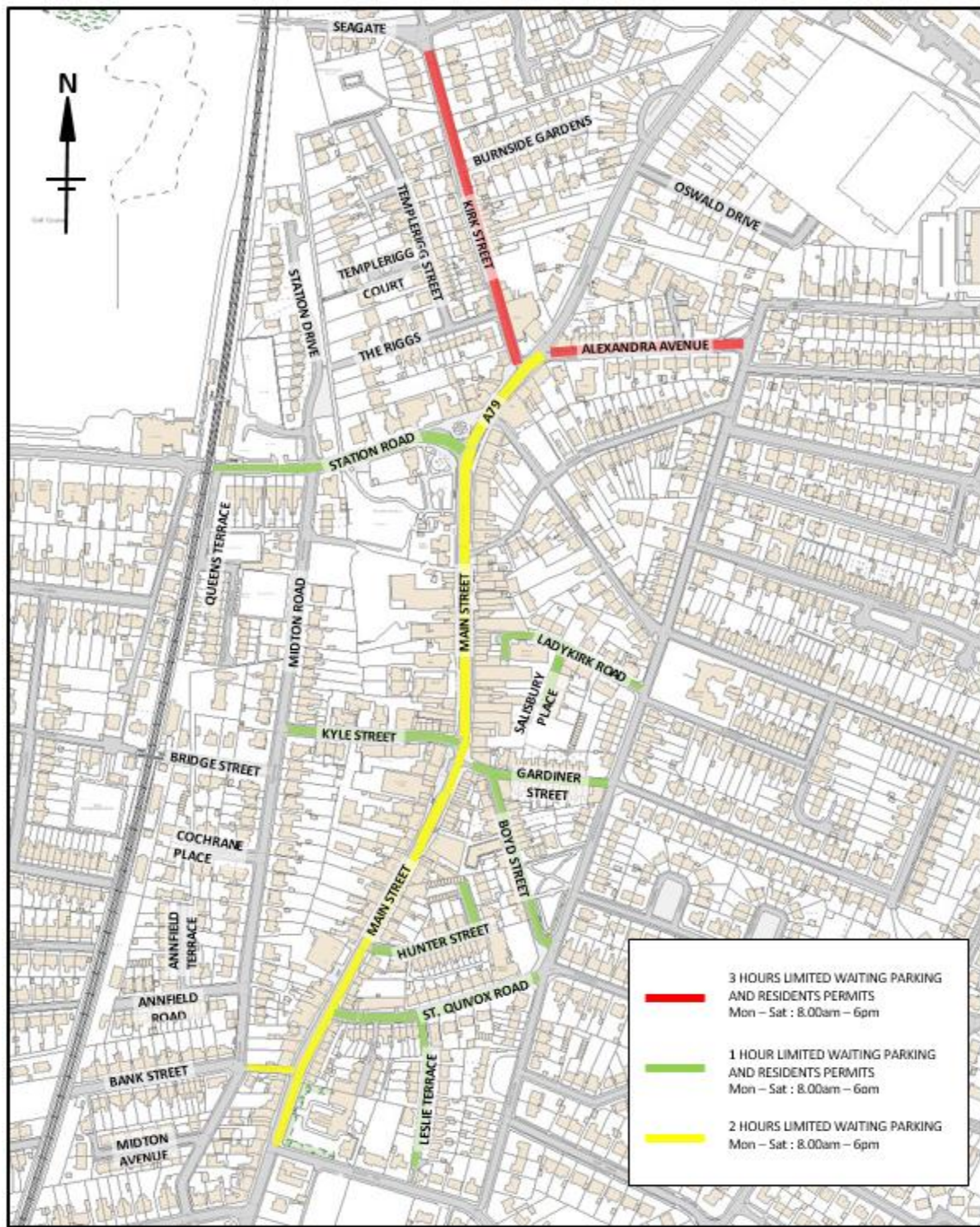
Objective 8

Review existing permit scheme in order to identify changes required to its application and areas covered and take measures to include the administration of the scheme within a proposed overarching permit database to be managed by ARA.

Existing Resident's Permit Scheme

SCHEME EXTENTS

The scheme was implemented in 2016 and covers the following locations:



The extent of the existing residents permit scheme has remained unchanged since its introduction in 2016. The original proposals put forward for consultation covered many of the streets to the west of Main Street

However, following a thorough review of the feedback received through the statutory consultation process which resulted in several maintained objections, the report submitted to the Regulatory Panel contained recommendations which removed several of these streets.

At that time, the majority of feedback received from residents in the streets to the west of Main Street, Prestwick where it was proposed to introduce three hours limited waiting parking restrictions similar to Kirk Street and Alexandra Avenue, indicated that there was no parking issue within these streets and that a number of them perceived a problem being created if the proposed measures were to be implemented.

Coupled with that was the strength of opposition to having to pay for the “privilege” of parking outside resident’s homes.

Feedback at the time suggested very strong opposition to the proposed measures particularly within Burnside Gardens, Seagate, Bank Street, Midton Avenue and Cochrane Place.

Another strong point of contention related to the Bridge Club in ‘The Riggs’ where a petition and numerous letters of objection were received, requesting that the restrictions be extended to four hours limited waiting parking to accommodate the numerous Bridge Club members (many of whom were elderly/infirm/disabled) travelling from afar and required extended time to complete their games.

The request from Bridge Club representatives for four hours limited waiting parking extended to Kirk Street, Templerigg Street & Court and The Riggs whereas the feedback from residents confirmed the over-riding preference was to reduce the restriction to one hour in order to deter long term non-residential parking.

Similar objections were raised in relation to the proposal to include Oswald Drive to the east of Main Street where numerous residents stated that there were no parking issues in this street and that the existing parking arrangements worked.

As a result, Regulatory Panel accepted the recommendation to drop the residents parking restrictions in all of the streets to the west of Main Street with the exception of Station Road, Kyle Street and Kirk Street and also the removal of Oswald Drive.

In summary, it would appear that the streets where resident’s parking proposals were successfully adopted were previously subject to 1, 2 or 3 hour limited waiting restrictions. Resident’s stood to gain from the proposals as the permit scheme offered exemptions to the existing limited waiting restrictions, hence the successful implementation.

There were also numerous comments received from town centre businesses whose employees were placed at a disadvantage by the proposals i.e. where were their employees supposed to park all day whilst at work?

Despite these negative comments, the revised proposals recognised both the views of the residents and those of the business community where a balance was struck between the need to ensure residents were able to park within the vicinity of their properties whilst still maintaining short term parking provision for visitors to the town, supporting town centre vibrancy.

PREVIOUS SCHEME REVIEW

The Scheme first implemented in 2016 was subsequently monitored to establish its impacts and the following report was submitted to ward members in **May 2017**:

Background

Following the introduction of Residents Permit Parking in a number of streets surrounding Prestwick town centre in late September 2016 and the introduction of additional 'Limited Waiting' parking in some of these streets, it was agreed at the outset to monitor the parking patterns/demands and carry out a review within a few months of the revised parking measures being implemented.

This was carried out during the month of April [2017] that not only covered the parking variations over the Easter Holiday period compared to the traditional working week but also looked at the on-street parking that took place in the evenings of the daytime surveys.

The streets surveyed are listed below and effectively covers all of the roads in close proximity to both the east side and the west side lengths of Main Street, Prestwick.

Alexandra Avenue	Annfield Road	Annfield Terrace	Bank Street	Bellevue Road	Berelands Road
Boyd Street	Boydfield Avenue	Briarhill Road	Briarhill Street	Bridge Street	Broompark Avenue
Burnside Gardens	Caerlaverock Avenue	Caerlaverock Road	Cochrane Place	Crofthead Road	Duart Avenue
Gardiner Street	Grey Street	Hunter Street	Kirk Street	Kyle Street	Ladykirk Road
Leslie Terrace	Meiklewood Avenue	Midton Avenue	Midton Road	Morris Road	Newdykes Road
Oswald Drive	Queens Terrace	St. John Street	St. Quivox Road	Salisbury Place	Saunterne Road

Seagate	Station Drive	Station Road	Templerigg Ct. & Street	The Riggs	Whitehall Avenue
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Results

The on-site surveys and observations indicate that the revised parking strategy appears to be working well.

There is little or no real evidence of parking displacement having taken place. The streets that had the limited waiting and residents parking introduced appear to be operating better with parking availability for the permit holders and reserve capacity for short-term general parking turnover.

Concerns had previously been raised by residents of Burnside Gardens regarding displaced parking from the restrictions implemented in Kirk Street but these remain totally unfounded. Daytime and evening observations with photographic evidence indicate that there is more than ample parking availability within this street.

Station Drive is always parked-up on its east side during the working day but virtually clears in the evening suggesting that these are daily commuters utilising both rail and X77 bus services.

A few of the residents in this street have always complained about this daily parking taking place but the properties in this street all have off-road parking (garages/driveways etc.) and to restrict this street to limited waiting parking would not only displace most of these vehicles but would also incur greater traffic movement in and out of this residential street with the short-term parking turnover.

Complaints/concerns were also received from residents in Meiklewood Avenue and some of the other neighbouring streets but again site surveys suggest that this is not a significant problem and substantial reserve parking capacity exists most of the time in these streets.

Recommendations

All of the preliminary studies carried out by external consultants and the detailed consultations carried out over a considerable period of time in order to determine and implement the measures that are now in place in Prestwick town centre highlights the complexity and careful consideration that must be taken into account prior to making any changes to the existing parking regime.

On that basis, it would be reasonable to review and re-assess the parking situation at some future date to determine if there is any significant change to the parking patterns before considering any further changes.

[END OF 2017 REPORT]

2024 Consultation Survey Questions

The following questions, which covered the various topics where officers sought to establish whether further action can or should be considered, were posed within the survey:

The first two questions were designed to help understand people's connection to the town centre –

What is your connection to Prestwick town centre and surrounding areas?

What is your main reason for visiting Prestwick town centre?

The following three questions focussed on residents parking –

When considering the Prestwick Residents Parking Scheme do you feel:

- a. The existing resident permit scheme requires updating and amending
- b. The resident permit scheme should have a residents' visitor option
- c. The resident permit scheme should have a residents' carer option

When considering the proposals for Links Road do you feel:

- d. The proposed introduction of a 3 hour limited stay and residents permit option complimented by additional waiting restrictions are adequate

Would you like your street to be included in the Residents Parking Scheme?

Question 6 focussed on the existing on-street and off-street general parking offer –

Please indicate whether you agree or disagree with the following statements:

- e. On-Street and Off-Street parking demand outstrips supply
- f. The two hour limit of stay on Main Street should be reduced
- g. The two hour limit of stay on Main Street should be increased
- h. The Off-Street car parks should have maximum length stay introduced
- i. On-Street and Off-Street parking charges should be considered to manage demand

And the final question gave respondents the opportunity to suggest any other areas which should be considered –

Are any other priorities or areas we should consider?

2024 Consultation Summary of Responses

Question 1

Question 1, "What is your connection to Prestwick Town centre and surrounding areas," was utilised to determine the level of association individuals have with Prestwick Town Centre and its neighbouring areas. **Out of 818 responses, it was found that 517 respondents reside in or near the town centre, while 178 respondents visit the town centre.**

Question 1		
What is your connection to Prestwick town centre and surrounding areas?		
Answer choices	Responses	Number
I own a business	5.60%	39
I work in the town centre	4.74%	33
I live in or near to the town centre	74.28%	517
I visit the town centre	25.57%	178
I have no connection to the town centre	0.43%	3
Other	6.90%	48
Total		818

Among the respondents to Question 1, 48 individuals indicated "other" as their connection to Prestwick Town Centre. These connections included affiliations such as family ties and membership at Prestwick Golf Club, showcasing the diverse range of associations people have with the area beyond simply residing or visiting. These responses are further detailed within the other responses tables listed in Appendix 1 of the report.

Question 2

Question 2, "What is your main reason for visiting Prestwick town centre," aimed to complement the data obtained from Question 1. It revealed that out of the respondents, 460 individuals visited Prestwick Town Centre for shopping purposes, 378 socialised, and 300 engaged in recreational activities. **This information enhances the understanding of the diverse reasons why people visit the town centre, providing valuable insights into the dynamics of community engagement and the utilisation of local amenities.**

Question 2		
What is your main reason for visiting Prestwick town centre?		
Answer choices	Responses	Number
Work	10.92%	76
Shopping	66.09%	460
Commuting	7.18%	50
Socialising	54.31%	378
Recreational	43.10%	300
Other	17.67%	123
Total (including multiple entries)		1387

However, 123 respondents provided "other" responses, showcasing diverse reasons for visiting Prestwick Town Centre. These included attending church services and healthcare appointments, among other activities. This highlights the multifaceted nature of community engagement and the variety of services and facilities that draw individuals to the town centre beyond shopping, socialising, and recreational activities. These responses are also detailed in Appendix 1.

Question 3

The findings from Question 3 regarding the Prestwick Residents Parking Scheme indicated clarity among respondents.

Specifically, 374 individuals agreed that the existing permit scheme requires updating and amending, highlighting a consensus for necessary improvements. Additionally, 397 respondents supported the inclusion of a residents' visitor option in the permit scheme, indicating a need for increased flexibility and convenience.

Furthermore, 479 individuals agreed that the permit scheme should incorporate a residents' carer option, emphasising the importance of accommodating the needs of residents with caregiving responsibilities.

These results underscore a strong desire among residents for enhancements to the parking scheme to better align with their needs and preferences.

Question 3				
When considering the Prestwick Residents Parking Scheme do you feel:				
Answer Choices	Yes	No opinion	No	Response Total
The existing resident permit scheme requires updating and amending	53.74%	20.55%	25.72%	696
	374	143	179	
The resident permit scheme should have a residents' visitor option	57.04%	24.57%	18.39%	696
	397	171	128	
The resident permit scheme should have a residents' carer option	68.82%	22.99%	8.19%	696
	479	160	57	

Question 4

Results from Question 4 indicate that 350 respondents are in favour of the proposal for a 3-hour limited stay and residents permit option on Links Road, alongside additional waiting restrictions. This suggests support for measures aimed at managing parking duration effectively while accommodating the needs of residents.

However, it's worth noting that 240 respondents disagreed with the proposal, indicating a level of opposition that should be considered in further deliberations.

Question 4				
When considering the proposals for Links Road do you feel:				
Answer Choices	Yes	No opinion	No	Response Total
The proposed introduction of a 3 hour limited stay and residents permit option complimented by additional waiting restrictions are adequate	50.29%	15.23%	34.48%	696
	350	106	240	

Question 5

Question 5 aimed to gather opinions on the inclusion of respondents' streets in the Residents Parking Scheme. Out of 643 responses, 428 individuals expressed opposition to the inclusion, while 215 respondents indicated support. These results provide valuable insights into the preferences and concerns of residents regarding the expansion of the parking scheme to their respective streets.

In particular Montgomerie Road was mentioned numerous times closely followed by Midton Road, Caerlaverock Road, Briarhill Road, Berelands Road, Queens Terrace Annfield Road, St Quivox Road and the Riggs. The detailed feedback is included in Appendix 1.

Question 5		
Would you like your street to be included in the Residents Parking Scheme?		
Yes	No	Response Total
33.44%	66.56%	643
215	428	

Question 6

In relation to Question 6, which provided respondents with the opportunity to agree or disagree with statements concerning parking within Prestwick, the summarised responses indicate:

On street and off street parking demand outstrips supply:

A majority 433 (62.21%) of respondents agree that both on-street and off-street parking demand outstrips supply in Prestwick.

The two-hour limit on Main Street should be reduced:

440 respondents disagree with reducing the two-hour limit on Main Street (63.22% disagreement)

The two-hour limit of stay on Main Street should be increased:

381 respondents disagree with the proposal of increasing the two hour limit of stay on Main Street (54.74% disagreement)

The Off-Street car parks should have maximum length stay introduced:

There is some agreement 199 (28.59%) among respondents with introducing a maximum length stay in off-street car parks in Prestwick. However 378 (54.31%) of respondents disagree.

On-Street and Off-Street parking charges should be considered to manage demand:

474 respondents disagree that parking charges should be considered to manage demand for parking in Prestwick. (68.10% disagreement)

These responses provide insights into the perspectives and opinions of respondents regarding parking proposals within the Prestwick area.

Question 6				
Please indicate whether you agree or disagree with the following statements:				
Answer Choices	Agree	Neither agree nor disagree	Disagree	Response Total
On-Street and Off-Street parking demand outstrips supply	62.21%	20.55%	17.24%	696
	433	143	120	
The two hour limit of stay on Main Street should be reduced	19.25%	17.53%	63.22%	696
	134	122	440	
The two hour limit of stay on Main Street should be increased	22.41%	22.84%	54.74%	696
	156	159	381	
The Off-Street car parks should have maximum length stay introduced	28.59%	17.10%	54.31%	696
	199	119	378	
On-Street and Off-Street parking charges should be considered to manage demand	19.83%	12.07%	68.10%	696
	138	84	474	

Question 7

In Question 7, respondents were given the opportunity to express additional priorities or areas for consideration beyond those already addressed. The responses indicate:

366 respondents agreed with the idea of considering other priorities or areas.

265 respondents disagreed with considering additional priorities or areas.

These responses suggest that a significant portion of respondents see value in exploring further priorities or areas for consideration beyond those already identified.

Question 7		
Are any other priorities or areas we should consider?		
Answer Choices	Responses	Response Total
Yes	366 (58.00%)	631
No	265 (42.00%)	

Respondents who took the time to provide specific suggestions, mentioned roads such as:

Adamton Road North and South, Berelands Road, Biggart Road, Briarhill Road, Caerlaverock Road, Crofthead Road. John Street, Kirk Street, Links Road,	Meiklewood Avenue, Midton Road, Montgomerie Road, Saunture Road, St Quivox Road, Station Drive, Station Road, The Riggs,
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These suggestions reflect specific concerns or issues related to parking, further supporting the notion of considering additional priorities or areas.

Respondents also noted concerns around parking on Adamton Road North due to the presence of a convenience store. This indicates that parking challenges may be exacerbated by local businesses or amenities, emphasising the need for a comprehensive approach to address parking issues. Again, a detailed table of responses is given in Appendix 1.

2024 Consultation Conclusions

RESIDENTS PARKING

The feedback relating to residents parking has been carefully analysed and numerous representations have been received for the inclusion of additional streets. Further surveys have also been completed where all the streets within the town centre catchment area have received driven inspections using AI technology to determine whether there are indeed issues created by town centre worker/shopper/commuter parking.

There are three distinct zones which have been considered through the review –

- **Zone 1 - the north-west area bounded by Kirk Street and Station Road**
- **Zone 2 - the area to the west of Main Street bounded by Midton Road, Station Road and Grangemuir Road**
- **Zone 3 - the area to the east of Main Street bounded by Caerlaverock Road, Newdykes Road and Bellevue Road**

The **Zone 1** streets are located within the vicinity of the train station. Of these streets, Station Drive is the main location that is noticeably busier during working hours due to its close proximity to the train station, a point which has been picked up in previous surveys. There were also several requests for inclusion in the permit scheme received through the consultation.

The others streets in the zone such as The Riggs and Templerigg Street do not appear to be subject to worker/shopper/commuter parking and there was very little in the way of requests for inclusion. It is therefore proposed to consider extending the permit scheme into Station Drive only.

As for **Zone 2**, Midton Road received the most amount of requests for permit scheme inclusion (33) through the consultation and the driven inspections indicate the street is noticeably busier during working hours. Montgomery Road received the second largest amount of requests (20) and this was mostly as a result of concerns around vehicles potentially being displaced from Links Road.

There were further pockets identified both through the consultation and the driven inspections which could suggest the other streets within this zone should be considered for inclusion in the permit scheme proposals.

With respect to **Zone 3**, there have been historic requests for permit scheme inclusion in the streets to the north of the zones such as Newdykes Road and Meiklewood Avenue. The consultation also generated requests from residents of Caerlaverock Road (9) and Bereland Road (6). Whilst the driven inspections appear to indicate many of these streets appear to be busy regardless of the day of the week, there is some merit in reviewing matters again.

The streets to the south of Berelands Road appear to have less support for scheme inclusion and the driven inspections appear to indicate that there is ample road space available during the normal working day. It is therefore proposed to consider the north section of this area only for permit scheme inclusion.

The final point in relation to the residents permit scheme is the fact that **the consultation also generated very clear support for amending the scheme through the introduction of a visitor and carer permit option.**

LINKS ROAD

There was enough positive feedback received to conclude that the proposals for managing parking on Links Roads would be supported. Whilst there were comments received suggesting blanket parking bans for both sides of the road should be considered, a majority of responses indicated support for the introduction of limited waiting / residents permit restrictions along the north side of the road and permanent waiting restrictions on the south side of the road to better manage the situation.

GENERAL PARKING ISSUES

There were other issues highlighted in the consultation responses concerning areas where parking congestion is a cause for concern, therefore, further officer review to identify appropriate measures should be considered.

PRESTWICK TOLL

Proposals for the provision of new limited waiting bays which service the businesses located at Prestwick Toll were also included in the consultation. There was no negative feedback received to this proposal which has already gathered support from the businesses themselves so it would be prudent to proceed with this proposal.

ON-STREET AND OFF-STREET CHARGES

The feedback in relation to the introduction of off-street parking charges received a mixed response but mostly on the negative side. Whilst further consideration is warranted, it is noted that a separate, Council wide review into off-street parking provision shall be commissioned and reported on separately.

As for on-street parking on Main Street, there was no majority support for any changes to the current system both in terms of the length of stay currently permissible or the notion that charges should be considered.

2024 Recommendations

The feedback has been carefully considered and the following recommendations are put forward for further consideration:

Residents Parking Scheme

No.	Recommendation
1	Prepare a draft TRO and undertake a statutory consultation on the proposed expansion of the existing permit scheme to cover the additional streets detailed in the plan below
2	Remove the two residents permits per household cap
3	Introduce a visitor permit option
4	Introduce a resident's carer permit
5	Remove the multi-year discount

Prestwick Toll

No.	Recommendation
6	Introduce limited waiting parking bays with a 2hr maximum stay

General Parking Restrictions

No.	Recommendation
7	Introduce new permanent waiting restrictions at junctions and other areas subject to indiscriminate parking

PROPOSED ADDITIONAL STREETS FOR RESIDENTS PERMIT INCLUSION



Appendix 1 – “Other” Responses and Free Text Feedback

Consultation Question 1

Question 1	“other” responses
25/03/2024 15:26	Landlord of a Property in Prestwick
25/03/2024 17:10	For 25 years.
25/03/2024 20:37	I visit my sister and family who live near to the town centre in Montgomerie Road.
25/03/2024 20:43	I visit my sister and her family who live in a street near the town centre
26/03/2024 00:49	Living in the countryside, the town is my main and closest connection for transport, shopping education and community groups etc.
26/03/2024 07:54	Family who live in Prestwick
26/03/2024 09:07	Prestwick resident
26/03/2024 12:59	Family live near the town centre
26/03/2024 18:29	I have family in town
27/03/2024 12:15	I live in Symington and am a regular visitor to Prestwick Golf Club - see comments below
27/03/2024 16:47	Resident Links Rd
27/03/2024 16:54	I used to live in Prestwick for 20 years and now live in Ayr but often come to Prestwick
02/04/2024 16:36	Member Prestwick Golf Club
02/04/2024 16:50	Prestwick Golf Club
02/04/2024 17:18	I am a member of Prestwick Golf Club.
02/04/2024 17:24	I am a member of Prestwick Golf Club on Links Road
02/04/2024 17:24	Golf club member
02/04/2024 17:33	Member at Prestwick Golf Club.
02/04/2024 17:36	Member at Prestwick Golf Club.
02/04/2024 17:42	Member of Prestwick GC
02/04/2024 19:08	Regular visitor to Prestwick Golf Club
02/04/2024 21:11	Regular visitor
02/04/2024 23:40	Midton Road
03/04/2024 09:11	I am a frequent visitor and member of Prestwick Golf Club
03/04/2024 10:45	I am a member of Prestwick Golf Club, entrance on Links Road
03/04/2024 11:22	I am a member of Prestwick Golf Club and travel regularly to and from the Club
03/04/2024 14:30	I visit Prestwick GC
03/04/2024 15:14	Family and businesses I frequently use
03/04/2024 23:10	Specifically Links Road
04/04/2024 15:55	regular visitor
04/04/2024 16:59	I visit Prestwick Golf Club in Links Road regularly every week.
13/04/2024 13:24	Regular visits to Prestwick Golf Club
14/04/2024 22:32	Resident of Midton Road
21/04/2024 11:41	I park my car as near to the town centre as possible as I have mobility issues
24/04/2024 10:08	Live on residential street in Prestwick
29/04/2024 18:02	I am a member of Prestwick Golf Club and visit the Club and the town centre very regularly.
02/05/2024 16:11	I am a member of Prestwick Golf Club and regularly access the Club car park from Links Road
02/05/2024 16:13	I am a member of Prestwick Golf Club
02/05/2024 16:55	Member at Prestwick Golf Club

02/05/2024 17:19	I visit family and friends.
02/05/2024 17:19	I visit family and friends.
02/05/2024 17:26	Family
02/05/2024 17:26	Family
02/05/2024 17:31	I am a member at Prestwick Golf Club
02/05/2024 17:45	Family
03/05/2024 07:19	Member of Prestwick Golf Club
03/05/2024 08:14	I am the Secretary at Prestwick Golf Club
03/05/2024 09:34	Member of Prestwick Golf Club

Consultation Question 2

Question 2	"other" responses
25/03/2024 15:39	Resident
25/03/2024 15:39	Resident
25/03/2024 19:27	I live/shop/work here
25/03/2024 20:20	Resident
25/03/2024 20:37	I meet with my sister and former work colleagues
25/03/2024 21:01	Live here
25/03/2024 21:10	Live here
25/03/2024 21:27	I live there
25/03/2024 22:13	my residence
25/03/2024 23:23	Visiting family
25/03/2024 23:23	Visiting family
26/03/2024 00:49	Most activities
26/03/2024 05:30	Resident
26/03/2024 07:54	Family
26/03/2024 08:16	Home
26/03/2024 10:21	Resident
26/03/2024 12:44	Live there
26/03/2024 12:59	Visiting family
26/03/2024 13:38	All of the above
26/03/2024 15:36	Health care appointments at Optician's, Dentist and GP
26/03/2024 16:05	Live on Links Road
26/03/2024 16:30	Business meetings and social activity
26/03/2024 18:01	I live there
26/03/2024 18:07	Live
26/03/2024 18:36	Post office or using the chemist
26/03/2024 18:36	I live in the Main Street
26/03/2024 19:38	Live on the Main Street
26/03/2024 20:20	Short stays under 1hr
26/03/2024 20:20	Optician doctor dentist

26/03/2024 20:35	I live here
26/03/2024 20:47	Visit dentist, doctor, optician, barber and shops.
26/03/2024 22:01	Live in it also
27/03/2024 08:22	Live there
27/03/2024 08:30	Resident
27/03/2024 11:29	I live in it.
27/03/2024 11:46	I live here
27/03/2024 16:54	Hairdressers. GP and dentists
27/03/2024 18:16	Live here
27/03/2024 18:17	Live here
27/03/2024 18:34	Family support
27/03/2024 22:10	Doctors, chemists, post office
27/03/2024 23:16	I live there
28/03/2024 10:41	I live at the bottom of St Quivox Road
28/03/2024 20:51	General use of all roads as stay in Templeton Crescent
30/03/2024 09:36	Church
31/03/2024 14:09	I live in Prestwick
01/04/2024 11:54	Resident
01/04/2024 15:09	Resident
01/04/2024 22:42	Visit to doctor
01/04/2024 23:26	Resident
02/04/2024 09:24	Live there
02/04/2024 16:48	Stay on the seafront
02/04/2024 16:48	Stay on the seafront
02/04/2024 18:20	Medical
02/04/2024 19:26	I live here
02/04/2024 23:40	Live here.
03/04/2024 08:38	Resident
03/04/2024 08:42	Resident
03/04/2024 10:23	Family live here
03/04/2024 14:30	Golf
03/04/2024 17:46	I live in the town centre
03/04/2024 19:51	Live in town centre
03/04/2024 21:01	Live in Prestwick
03/04/2024 22:05	Live in station drive
03/04/2024 22:51	Health
04/04/2024 13:37	I live in Prestwick and utilise the centre for shopping, commuting, recreation, socialising,
04/04/2024 18:32	Resident
04/04/2024 22:33	Resident
05/04/2024 21:23	I live just off Main Street
06/04/2024 18:01	I regularly have to make what is now a dangerous manoeuvre from the golf club parking onto Links Road which has cars parked all day
10/04/2024 09:11	Live near the town centre
10/04/2024 19:15	Dr surgery

10/04/2024 20:41	I live here.
12/04/2024 17:29	Live adjacent to Main Street
12/04/2024 19:33	I live here in the town centre.
13/04/2024 11:57	I live in Hunter Street
13/04/2024 13:24	Visiting Prestwick Golf Club
13/04/2024 14:19	Medical, pharmacy and dental visits
13/04/2024 15:48	Resident
14/04/2024 10:57	I live on the Main Street
14/04/2024 15:16	Resident
14/04/2024 19:51	Visiting family
15/04/2024 10:50	I live here
15/04/2024 13:43	I live on Midton Road
15/04/2024 13:58	Doctors.
15/04/2024 16:13	I live here, shop here and TRY to park in Gardiner Street., where I pay for a resident's permit, frequently unsuccessfully.
15/04/2024 17:56	I live there
15/04/2024 17:57	I live there
16/04/2024 11:41	I live there
16/04/2024 11:52	Living
16/04/2024 18:45	I live a street back from it
17/04/2024 18:48	Home
18/04/2024 15:11	I live in Prestwick
18/04/2024 18:25	Resident
20/04/2024 12:25	Resident
20/04/2024 15:31	Live there
21/04/2024 11:41	Health requirements
21/04/2024 19:30	Resident
22/04/2024 09:20	Home owner
22/04/2024 13:31	GP/dentist
23/04/2024 13:39	I live there
23/04/2024 14:21	Medical visits
24/04/2024 10:08	I live in Prestwick
25/04/2024 16:27	I live here
27/04/2024 12:08	Dentist appointments
27/04/2024 16:44	Live there
27/04/2024 16:44	Live there
27/04/2024 20:50	Live in the town
28/04/2024 21:22	Live here
30/04/2024 23:38	Live there
01/05/2024 22:10	Live here
02/05/2024 17:19	Family and Friends
02/05/2024 17:19	Family and Friends
02/05/2024 17:26	Family visit
02/05/2024 17:26	Family visit

02/05/2024 17:31	Dentist and commuting
02/05/2024 17:45	Family visit
02/05/2024 22:31	Home
03/05/2024 09:34	Visiting Prestwick Golf Club
03/05/2024 13:09	Medical consultations
04/05/2024 13:31	Live two minutes from town centre
04/05/2024 21:24	I live here
04/05/2024 22:13	We live in close proximity to the town centre.

Consultation Question 5

Question 5	Specific suggestions
25/03/2024 14:34	Montgomerie Road, KA9 1QT With existing residents parking & proposed Links Road parking this will make Montgomerie Road worse for us residents trying to park on our street. I think a 30 minute waiting time is more than enough for non-residents.
25/03/2024 14:39	Queens Terrace - People for the train station leave their cars for days. People Park on the double yellow lines and the street becomes congested and at times impossible to access your property.
25/03/2024 15:26	Montgomerie Road, this is a narrow road (approx. 4.4m wide) and is used by rail commuters and people going on holiday from the airport plus the Old Prestwick Golf Club caddies. Several houses in Montgomerie Road do not have driveways and are finding it increasingly difficult to park near their properties. Houses that have driveways on the west side of the road are not always able to exit or enter their driveways due to inconsiderate parking by people who are not resident in the Road. This situation will be exacerbated by the proposed restrictions in Links road. Montgomerie Road needs either residents parking or double yellow lines opposite driveways due to the road width to prevent non-residents inadvertently parking across a driveway or within the turning circle of a driveway.
25/03/2024 15:39	Montgomerie Road. This road is used on a daily basis by rail and bus commuters. It is also used for days and weeks at a time by holiday makers and airline pilots departing from Prestwick Airport as an alternative to them paying for the car parks provided. Seasonal caddies from Old Prestwick Golf Club park here as they are discouraged from using the club's private carpark. Driveways are frequently blocked by non-resident vehicles. There is no on-street parking available for residents causing difficulties when unloading shopping, kids etc. A recent request to ARA for assistance to allow a large delivery was denied causing the entire street to be blocked. The end of the road is directly opposite the pedestrian entrance to Prestwick Town Railway Station making it an ideal spot for commuters. This situation was exacerbated by trains terminating at Prestwick due to the fire at Ayr Station. We have noticed an enormous increase in traffic in the past six months.
25/03/2024 15:39	Montgomerie Road. This road is used on a daily basis by rail and bus commuters. It is also used for days and weeks at a time by holiday makers and airline pilots departing from Prestwick Airport as an alternative to them paying for the car parks provided. Seasonal caddies from Old Prestwick Golf Club park here as they are discouraged from using the club's private carpark. Driveways are frequently blocked by non-resident vehicles. There is no on-street parking available for residents causing difficulties when unloading shopping, kids etc. A recent request to ARA for assistance to allow a large delivery was denied causing the entire street to be blocked. The end of the road is directly opposite the pedestrian entrance to Prestwick Town Railway Station making it an ideal spot for commuters. This situation was exacerbated by trains terminating at Prestwick due to the fire at Ayr Station. We have noticed an enormous increase in traffic in the past six months.
25/03/2024 15:44	Montgomerie Road, Prestwick. I think we should have the option of a residents parking scheme because of the proximity to Prestwick Town railway station, currently the terminus for Glasgow/Ayr trains, and Glasgow Prestwick airport, as our very narrow road is used regularly by commuters and holiday makers. During the summer months, we also have to contend with the caddies who work at Old Prestwick Golf Club. This, of course, means that residents have difficulty parking near their own homes, and quite often, have to park in another road altogether, thereby causing problems for residents in other roads. Off road parking is virtually impossible due to the narrowness of the road and the fact that non-resident cars park too close to gates to allow enough manoeuvring for even a small car. Perhaps more visible signage pointing to the free car parks at the end of Links Road may help to alleviate the situation.
25/03/2024 17:10	5 Montgomerie Road Prestwick 1. This is a narrow street with parking on one side of the street only. 2. Only room exists for residents, and 2 or 3 visitors including carers. 3. Non Residents leave their cars when using the railway. 4. Caddies leave their cars all day. 5. Cars are left for weeks as non-residents leave when on holiday via the station or airport. 6. Consideration some non-residents show when confronted, however, most show a complete lack. Most are rude and inconsiderate. If they can afford to go on holiday they

	should be able to pay for parking. 7. Residents when receiving deliveries, having work done, or receiving care packages are hugely disadvantaged.
25/03/2024 17:31	Berelands Road cars being left here for weeks at a time while owners fly out from Prestwick airport for their holidays.
25/03/2024 18:41	Annfield Road Prestwick. The parking here during the week is terrible. People that work in Prestwick Town (My Dentist Staff) often have 7 cars parked on Annfield Road. The standard of their parking is unsafe and it's an accident waiting to happen.
25/03/2024 19:27	Montgomerie Road, KA9 1QT In recent years the parking has become incompatible with the needs of the residents. This is significantly due to non-residents parking on Montgomerie road, It has been spotted that these people are leaving with suitcases to get the train to Prestwick airport resulting in their cars blocking the street for several weeks at a time. There have been times where other residents driveways have been blocked or cars are parked so tightly that people are either unable to leave due to having no room to manoeuvre or risk causing damage to their vehicles/vehicles around them. There have been times I have had to park far from my home and on other streets, as someone who has had his car vandalized, it makes it difficult to rest knowing I am unable to keep an eye on my car. I do believe that the rest of the residents of Montgomerie road share my feelings on this and there needs to be a limit put on those who park on Montgomerie Road who are not residents or visiting/have business on this street. Thank you
25/03/2024 20:20	I live in Montgomerie Road, KA91QT.. And have done for almost 30 years and have been in touch previously with Ayrshire Roads Alliance and our local councillors over the difficulty of being unable to not just park near our home but having to go to an adjacent street to leave our car. Over the year's golf caddies at the nearby golf club have constantly parked in our street -worse during the busy summer season which means during this time there can be up to half a dozen cars from early in the morning for several hours at a time. However, the situation has become unbearable since lockdown ended due to parking outside our houses in our street by regular commuters using the train/ bus to Glasgow either for work /study/ business (made worse by the situation at Ayr station regarding station hotel) or an overnight stay, holiday makers (using Montgomerie Road as an easy, free car park for several days and up to 3 weeks at a time when flying from Prestwick airport) .. One particular vehicle reg D2 HAB does this so frequently that we all know this registration off by heart! Three residents all next door to each other at the beginning of the street work for the emergency services including us and after a long night/day shift of over 12 hours have arrived home to search for a parking space due to the overnight and long term use of our street as a free car park. Both my brother in laws suffer from disabilities and are unable to walk a long distance when visiting as well as some elderly visitors. These people are becoming anxious to visit us now due to these parking problems. Lastly, as the Road here and pavements are so narrow, traffic coming along the street has often to go on the pavement to avoid the parked cars but then there is the problem of toddlers, buggies, wheelchair users being unable to have reasonable access to their homes. Residents parking and limited use by others as well as the possibility of one-way access would certainly stop the long term misuse of this residential area and adequate signing to available parking for dog walkers etc. down the beach at kids play.
25/03/2024 20:20	Montgonerie Road My street is being used for commuter, work and holiday parking. Sometimes there are cars parked on our street for over a week, obviously the owners have gone on holiday via the airport. There is a large majority of cars that are now parked for a full day, every day. Not only is this preventing the residents from parking at their homes, it is also causing problems for contractors, carers, people with children and special needs. There is a large carpark on the seafront both sides of Kidzplay which is under-used by commuters and holiday makers possibly due to lack of signage and people not willing to walk.
25/03/2024 20:37	Montgomerie Road. I take my sister shopping regularly and take elderly visitors to see her weekly but can hardly ever get parked at my sister's house due to people using her street as an extension of the railway and airport car parks. These elderly adults all have mobility issues, some with walking aids and have problems getting along the pavement (non-residents cars often parked partly on it) and her house is on the side of the parked vehicles.

	The main culprits are the long term parked vehicles- from daily, weekend or weekly at a time. My visits are only short so would benefit from a parking time restriction.
25/03/2024 20:43	Montgomerie Road, Prestwick I am rarely able to park my car when visiting my family here. My husband is disabled (has a disabled badge) and more often than not we are unable to get parked near the house at the start of the street.
25/03/2024 20:51	Annfield Road , the business My Dentist park all their cars in our rd , they can park as many as 7 or 8 cars at a time making it difficult for the residents to get parked , staff have also been seen parking on corners which is illegal, residents have approached this company and their attitude is anyone can park in our rd , we also have had people parking and going to the airport and cars lying for one or two weeks at a time
25/03/2024 21:01	My street Links Road is already being included
25/03/2024 21:10	Midton Road. People park all day while at work and during the summer park for up to 2 weeks at a time whilst on holiday. No respect is given to home owners with people parking across driveways and on yellow lines. It's almost impossible to exit the driveway safely due to cars parked close to the driveway or across from it. By introducing the restrictions on the other streets you have noted, will exacerbate the situation on Midton Road!
25/03/2024 21:15	I think it will discourage people from coming to our town to shop. There are no signs for Prestwick, there isn't enough parking and charging people to park in Prestwick or discouraging people not to park will be the end of many small businesses in our town . Please for goodness sake stop coming up with crackpot ideas that won't help!! New rates is another matter crackpot !!
25/03/2024 21:27	It's already included. We have a permit but we can't have guests because I can't pay for a second permit not tied to a particular registration. Yet the landlord who owns properties on my street uses the scheme to park all his work vans when they already have designated parking. There should be a way of making it residents rather than owners.
25/03/2024 21:31	If you want Prestwick to survive and not end up a dump like Ayr there should be no parking restrictions. There should be free unlimited parking
25/03/2024 21:36	Midton Road. This road was originally included in the first draft proposal for the residents parking scheme but then removed. On speaking to councillors at the time they could not provide me with an answer as to why the road was removed. Now we at the review stage again with Midton Road being included yet Links Road is being proposed. Links road has only become an issue following the current problem with Ayr railway station resulting in people getting the train from Prestwick and leaving their cars on Links road. As such when Ayr train station reopens the issue with parking on Link roads will be no longer so I don't understand why it is being included. Midton Road has long had a problem with parking, I'm sure all residents on this road will confirm if you ask them. There has been multiple accidents as a result of the parking. People, leave their cars their all day while they work in shops on the main street, people leave their cars when they are flying from Prestwick Airport on holiday. If resident parking scheme cannot be considered for this road at least consider introducing double yellow lines to one side of the road to reduce parking which will also make it a safer road as drivers won't have to 'zig zag' between cars parked on opposite sides of the road.
25/03/2024 21:40	Dont bring parking charges into Prestwick it will kill our town!
25/03/2024 21:48	The Riggs, there is very limited parking for those who live on The Riggs, people park their cars here and go on holiday for weeks from Prestwick Airport, they park on here and go to work and they park on here leaving their car/van overnight even though they don't live on The Riggs, they park on The Riggs taking up spaces even though they have a drive and/or garage. Resident permits with a visitor permit would really help.
25/03/2024 22:07	Ardayre Road should be included as the road adjoins Links Road and is affected by same parking congestion as Links Road. Double yellow lines on the corner of Links Road and Ardayre Road should also be considered as at present cars are parked so close to the corner and obstruct a clear view down Ardayre Road. There should also be a No Waiting/ Pick Up Drop Off sign erected at the lay-by adjacent to Prestwick Golf Club/entrance to Prestwick Rail Station
25/03/2024 22:13	The Riggs - cars block cycle path Station Road - bottom of the rings again cars block cycle path entrance need double yellow lines Burnside Gardens- cars left then to airport

	Calverock Road - permits need fitted - cars on pavements are narrower sections outside no 35.
25/03/2024 22:22	Calalaverock Road - from Alexandra Avenue to St Quivox Road. Very narrow double parking on both sides of road and often on pavement
25/03/2024 22:25	Cochran place Prestwick Midton Road is becoming dangerous with the amount of non-resident parking. This is leading to cars moving into side streets like Cochrane place. There is days when it is difficult to get in or out of your drive. I feel residents parking is required.
25/03/2024 22:26	Mansfield Road To stop parking by X77 bus users parking here to catch bus to Glasgow. To stop parking by people living in surrounding area of Ayr Road leaving no spaces for Mansfield Road residents.
25/03/2024 22:27	Marina Road. Too far from town however if that was to change due to not adequate parking being available to people to park near town and they began to park further out, then a Residents Parking Scheme would need to be introduced.
25/03/2024 22:29	Caerlaverock Road between Prestwick community centre and Gardener street should be considered due to the amount of cars from out of the area parking on either side of the road causing residents difficulty to park. This is also a hazard as on one side they park on the pavement. Large vehicles and hgv's have difficulty passing.
25/03/2024 22:30	Midton Road - this street is already becoming very busy with parked cars (at times my drive is partially blocked making it difficult to get out). A lot of these cars belong to people working in the main street so they are parked early morning until late afternoon/early evening. Midton Road is becoming increasingly dangerous with cars using it as a short cut for the Main Street speeding, now with the difficulty manoeuvring past parked many many cars. Parking restrictions on Links Road will displace cars to surrounding areas like Midton Road. There is a problem with holiday parking where cars are left for days at a time.
26/03/2024 03:05	Silly idea..leave it as is
26/03/2024 05:30	Annfield Road, Prestwick, we are have lived in Annfield Road for 23 years which I a small Cul de Sac off Midton Road. The Cul De Sac consists of approx. 20 houses with no turning point. Most residents within the road have either one or two cars this in Iredell makes parking difficult however when you throw in that people from out of town very often use the road to park their vehicles not only to go shopping for hours but also very often to fly out from Prestwick airport for weeks and weekends at a time to avoid paying costly airport charges it becomes impossible and very frustrating. The residents within Annfield Road often have to park our cars on Midton Road due people parking outside their homes and abandoning their cars right in front of their residences which again is very frustrating when you consider lifting shopping in, elderly people having to walk 50 yards to their own front doors and having to park in front of some else's drive because someone has taken up your access to your own front door. This has led to some very heated arguments and debates on the morals of some out of town people who think this is fine as it's a public place and they pay their Road tax which is all fair and well however there is a bigger picture here and residents often become very frustrated. Therefore I and most of the residents within Annfield Road and Annfield Crescent would like to see our streets being part of a permit only area. [REDACTED]
26/03/2024 06:43	Links Road should be double yellowed. It's an accident waiting to happen. It seems to be mostly golfers that park there so surely the club could expand its parking
26/03/2024 06:45	Calalaverock Road - from Alexandra Avenue to St Quivox Road. Very narrow double parking on both sides of road and often on pavement
26/03/2024 06:45	Calalaverock Road - from Alexandra Avenue to St Quivox Road. Very narrow double parking on both sides of road and often on pavement
26/03/2024 06:46	Calalaverock Road - from Alexandra Avenue to St Quivox Road. Very narrow double parking on both sides of road and often on pavement
26/03/2024 07:54	Montgomerie Road. My mother in law stays in this street. I have 2 ASN children, the eldest has a blue badge and requires easy access due to his needs. We can never get parked near their gran and papas house due to people parking there for the train. We have parked at B&M in order to visit their grandparents. Its€™s honestly ridiculous. We hardly ever visit the boys' grandparents due to the parking and stress it causes. People using the railway station should park at the beach car parks and walk to the station. Using a residential

	street and it's a very tight / restricted street as a parking lot is u acceptable. I hope you make the road residential so my ASN / disabled children can visit their grandparents.
26/03/2024 08:16	Newdykes Road, Newdykes Road should be one way as a safety issue, school traffic cause havoc in the morning and bottleneck at beginning of the street coming from Alexandra avenue. Far too many kids dropped and picked up by parents is also an issue, they have no consideration for local residents.
26/03/2024 08:29	Broompark Avenue as parking is really bad and also people parking on the grass areas as well
26/03/2024 08:38	I live in Meiklewood Avenue at the closest end to Caerlaverock Road. We have a major issue with airport parkers. This is anti-social behaviour and often creates confrontation. Please consider bringing in residents parking as my street is the first off Alexandra Ave that doesn't have it and is the first port of call for airport parkers.
26/03/2024 09:07	Marina Road / it is a main access road for large vehicles going to and from beach / Links Road. Parts of the pavement are very narrow and some cars park so close to the kerb that it is impossible to push a pram/wheelchair on the pavement. Also, access to other streets off Marina Road can sometimes be difficult because of parked cars. In one instance I've had a car parked in front of my property for two weeks while they use the local airport. On many occasions cars are parked on both sides of the road causing real congestion not to mention emergency vehicles limited access.
26/03/2024 09:12	MacIntyre Road, as we are just off the restrictions at Kirk Street we end up with a lot of people parking for huge periods of time often to go on holiday – it's a narrow street and makes getting out our driveway very difficult.
26/03/2024 10:21	Montgomerie Road. With regard to the proposed introduction of resident parking/time limited parking for Meiklewood Road, Newdykes Road and Links Road. I understand the proposals are in response to complaints from residents about vehicles being left all day by employees and shoppers from Main Street. I would strongly appeal for Montgomerie Road to be included in the proposal as it is actually closer to Main Street than both Meiklewood Road and Links Road and equally distant as Berelands Road. In addition Montgomerie Road is also used on a daily basis by train and bus commuters to Glasgow. It is used by both holiday-makers and airline crew departing PIK who leave vehicles for days and weeks at a time due to the lack of restrictions. Residents of Montgomerie Road simply wish to receive the same consideration as the residents in Station Road. Our road is only 4.4m wide with blind corners at either end there are frequent near-misses, occasions where vehicles have to reverse back onto Station Road and complete blockages due to contractors and delivery vehicles being unable to park. Driveways are either blocked by non-resident vehicles or rendered useless due to the narrowness of the road and vehicles parked either side of access gates - a certain amount of manoeuvrability is required.
26/03/2024 10:24	We have seen what disastrous effect in Ayr with parking restrictions for residents and visitors, Ayr is a dead town now
26/03/2024 10:26	My Address is Links road but you access my address from Ardayre Road. What will happen to me? If you don't restrict the access to Ardayre I will not be able to park near my home. I have mobility problems and can only walk a short distance. My cottage as no off street parking. The issues just now with people parking on Links and Ardayre road. I have had to park on the shore front. I had to stop 3 times returning to my home. I feel you need to think about disabled people like me.
26/03/2024 11:52	Station Drive - permit holders only, residents are unable to park their vehicles close to their properties on Mansewell Road. It's constantly blocked by inconsiderate drivers who are using the station
26/03/2024 12:31	Allanvale Road, only if parking restrictions are in place on links Rd and no alternatives (e.g. park and ride at airport) commuters will look for other streets to accommodate full day parking
26/03/2024 12:44	Caerlaverock Road, parking restrictions on the adjacent roads has made parking on our street a nightmare.
26/03/2024 12:48	Links Road
26/03/2024 12:59	Seabank Road although regularly used for rail and extended airport parking , the prospect of myself or my parents needing to purchase permits to park on streets we already pay tax

	for is simply disgusting. These parking issues need to be dealt with by encouraging people to park in either railway or airport car parks by either increasing capacity (rail) or reducing cost (airport). Links Road has massively wide pavements on both sides. Refuse the width of both, or permanently remove one, and you can make it parking and still have 2 lanes for cars to get to and from the beach car park and access homes. The current situation on links road making it one way is a joke. Additionally, these roads all need resurfaced. The Council ought to be ashamed of the state of them pretty much every road between Main Street and beach needs to be fully resurfaced if you want to attract visitors.
26/03/2024 13:54	Kingcase Road as parking is very limited for residents & it is constantly being used by commuters to Glasgow travelling on the X77 as we are next to one of the very few bus stops used by the service.
26/03/2024 14:01	Montgomerie Road is where my friend stays where I visit often I'm not parked there long as I am usually just picking her up or visiting. I know she can sometimes not even get a space due to the caddies from the golf course parking there, people going on holiday and jump on the train at Prestwick town to get off at Prestwick airport stop (which they won't even pay the train fair for) or the commuters for the train to Glasgow or the X77. I have seen me sometimes having to park at the beach and walk up. There is a very dangerous corner there as well with very little pavement. Maybe even a one way system would help?
26/03/2024 14:21	Seabank Road (where I live), Montgomerie Road, Ardayre Road need to be added Putting restrictions on Links Road will just drive the traffic onto these streets. Ideally developing the waste ground off Midton Road into a car park would help as people need somewhere to park.
26/03/2024 16:05	Links Road
26/03/2024 16:13	With regard to Links Road. If you apply parking restrictions it will only force commuters to use adjacent streets which only shifts the problems rather than solving them. I would also point out that, to my knowledge, no resident of Links Road parks in the road as they all have driveways they use. Why are you not considering widening the road by reducing the huge pavements on at least one side of the road which would allow for legitimate parking on one side and double yellowing the other thus allowing the traffic to flow both ways as well? Commuters need a place to park and if the railways cannot make their car parking larger I feel it is the duty of ARA to facilitate our working population and not be hindering them after all they are the one that are keeping the country going.
26/03/2024 17:14	Weir Avenue. The reason is pupils and parents from the academy park in the street and cause massive congestion twice daily.
26/03/2024 18:02	Bridge street. Parking during the day is really difficult and if links road gets included Midton Road and Bridge Street will be worse
26/03/2024 18:04	Orangefield Drive as lots of people park there to use the airport and leave there cars for up to 2 weeks at a time. Also it would be good if residents could maybe pay £50 a year to have a parking spot outside their house with house number on it
26/03/2024 18:07	Midton Road is very dangerous to cross as a pedestrian. Taxi drivers are now using it as a taxi rank.
26/03/2024 18:25	It's private street anyway
26/03/2024 18:51	My street is a private road.
26/03/2024 18:59	I live in Queens Terrace and feel if parking permits are required for Links Road the railway users will then start using Queens Terrace and Montgomerie Road.
26/03/2024 19:02	I live in Kirk Street, where we have the Residents Parking Scheme. It has been a very successful Scheme and has greatly helped change the problems we were inundated with..i.e. business parkers and holiday parkers which resulted in residents being unable to park near their properties. Long may it continue?
26/03/2024 19:11	Midton Road. Our street should only be included if it's free for residents or a nominal charge. Otherwise, it should not be introduced as we pay enough already for services in the town.
26/03/2024 19:38	Main Street We live on the Main Street have a permit and can never get parked anyway on the included roads near us as always so busy. It's a waste of money as we still have to park far away and walk with shopping

26/03/2024 19:39	Montgomerie Road, Prestwick. Holiday makers, commuters using train station and nearby workers use the street daily resulting in the residents not being able to park on their street. The proposed permits to links road meaning that would not be an option for us. 2 permits per household plus visitors and carers permits should be allowed. 2 per household is not sufficient for modern life.
26/03/2024 19:42	Ayr Road as this should be a clear way due to level of traffic
26/03/2024 19:47	Seabank Road
26/03/2024 19:57	Angus Avenue - we have people who live in Adamton Road who use our street as parking even though they have driveways that they choose not to use. Some of the same people already park second cars on Adamton Road, usually partially blocking the pavement while their driveways remain unused.
26/03/2024 20:08	Adamton Road North Prestwick
26/03/2024 20:15	Caerlaverock Road even more of a visitor parking area due to the Red Lions new set up, reducing parking in the area of the pub and now the bottom end of Caerlaverock Road full of Red Lion guests.
26/03/2024 20:16	Don't include Bruce Avenue. Most houses use their driveways and there is very little outsider parking, although there is occasional holiday parking as there is a convenient bus stop. However, there is a rat run along Bellrock which can be hampered by persistent pavement parking at the south side of the Ayr Road junction. - suggest extended double yellows at the bend.
26/03/2024 20:17	Seabank Road Already we have a lot of cars using our street to park for the train. If you restrict the parking on links road then it will likely greatly increase the number of cars on our road that are not residents and therefore make it difficult to park our own cars at our house. As it is, at times I've not been able to park outside my own house. If it gets worse, we should then have residents parking too.
26/03/2024 20:22	Don't change anything.
26/03/2024 20:28	N/A since I don't live in Prestwick
26/03/2024 20:30	Caerlaverock Avenue. Due to the restrictions on Gardiner Street and Main Street, Caerlaverock Avenue gets absolutely overrun with parking. I live near the bottom of the street and have had people parking over my drive multiple times. Sometimes abandoned for weeks at a time.
26/03/2024 20:35	Midton Rod was originally included in the previous scheme, but for some reason was removed. Since that time there has been a considerable increase in long term parking by non-residents in Midton Road. This year alone we have had non-local vehicles parked outside our home for periods of between 1 and 4 weeks on three occasions. Introducing residents parking to the three addition streets listed will simply make the situation in Midton Road worse!
26/03/2024 20:47	Shaw Farm Court This area is a free for all when the football club is in operation. There is no enforcement out of hours when the activity is on. Event planning is not applied.
26/03/2024 20:47	Biggart Road. Due to having the Biggart Hospital taking up most of one side of the road. The hospital does have 3 car parks but still Biggart Road is used by visitors and staff who park on the opposite side of Biggart Road to the extent that some residents have to park up to 3 streets away from their homes. Some hospital staff are now bumping cars and vans up over the pavement to park on the broad grass verge. Surely this needs addressed.
26/03/2024 20:57	Sandfield Road/Duart Avenue/Gray Street are increasingly being used as a Carpark for restaurant/shop workers in the town leaving residents and carers sometimes unable to park. This is due to these streets being the next street up from resident parking zones. Something to be mindful of in future considerations.
26/03/2024 21:06	Broompark Avenue. Cars parked along the road making it very difficult to pass and to turn into the Avenue. High volume of traffic damaging road surface causing pot holes as council fail to maintain the roads and pavements in an adequate condition.
26/03/2024 21:09	Leslie Terrace already included.
26/03/2024 22:01	Bank Street is a small street with a dead end. It is frequently used by people either , employees of Prestwick, shopping, attending beauty appointments or even church, as it is

	close proximity to Main Street. On several occasions I have not managed to find a space to park on the street where I live. I find this unacceptable especially as there is a public car park close by. If permits were brought in for residents it would certainly alleviate this and hopefully visitors would use the car parks. Midton road is also an issue as people use it as an alternative to Main Street, speeding in this road is dangerous and extremely hazardous to pedestrians and indeed other motorists who need to exit the street where they live and have to pull out on to Midton Road.
26/03/2024 22:10	Burnside Gardens, Prestwick. Our street was previously considered for residents permit parking due to Kirk Street controls being introduced. At this time, the majority of residents in our street complained re: introduction of the permits, however in our letters we asked the council if they intended on introducing controls to Kirk Street to make sure we were included as it would inevitably lead to airport parking happening on Burnside Gardens. The result was Kirk Street became controlled and Burnside Gardens was not. As a result, our predictions have come to fruition and Burnside Gardens is frequently used by airport parkers for up to two weeks at a time as well as persons parking to visit the town centre - congesting what is already a very small street.
26/03/2024 22:31	Meiklewood Avenue should not be included in this scheme, we live on this street and have never had any issue with parking. I see no reason or justification for including it in the scheme. In addition, the thought that we would have to start paying for permits on top of the incoming brown bin charges is completely unfair to residents in the current financial climate. I very strongly disagree and think it should definitely not be included.
26/03/2024 23:10	Berelands Road..... There have been a few times that I couldn't get parked at my door.
26/03/2024 23:10	Berelands Road..... There have been a few times that I couldn't get parked at my door.
26/03/2024 23:24	Ardayre Road. This is an essential thoroughfare for HGVs, buses and large vehicles. These vehicles are essential maintenance and refuse HGVs. Emergency fire and ambulance vehicles has difficulty navigating the north end of Ardayre Road and all of Links Road. This must be considered within the scheme. Not to do so is ignoring a key issue; there is only one route for large vehicles to this end of Prestwick.
27/03/2024 08:08	I live at The Cross and have to go through a series of discussions in order to renew my permit as The Cross is strictly speaking not included in the residents permit zone. I am happy to be able to park on Alexandra Avenue and Kirk Street but I feel that anyone within a certain radius that pays resident council tax should be able to apply for a permit. Alternatively, even better would be that each household would be issued one resident's permit, provided that the household has no access to off-street parking.
27/03/2024 08:22	Meiklewood Avenue, Ka92jr. As previously communicated to local councillors and yourselves Meiklewood Avenue is a favourite street for Airport parkers to leave their cars while they are on holiday. It is very annoying when you cannot park your own, family or visitors cars within a reasonable distance from your home. Sometimes cars are abandoned for as long as six weeks at a time.
27/03/2024 08:30	We live in Links Road, Prestwick and the parking on the street has become unacceptable due to the volume of commuters using it as a car park. On a daily basis there are near misses due to people trying to pass each other and have to revert to mounting the pavement to allow the oncoming car to pass. Pedestrians have to give way to the cars driving half on the pavement and half on the road which is totally unacceptable and an accident waiting to happen. 100 meters away is a newly surfaced car park on the beach which could be utilised to stop parking on Links road.
27/03/2024 09:07	Ayr Road
27/03/2024 09:25	Already included
27/03/2024 11:46	I live in Burnside Gardens, Prestwick. The street is narrow so really only one side is used for parking at kerbside, the left side as you come up the Avenue. This is to allow Bin Lorries and emergency services get up the street without issues. We literally have street parking for around 12 vehicles, no more really without cars up on kerbs on the opposite side of the road to allow space to get through. These 12 or so spaces are regularly taken up by airport parkers often for a week or 2 at a time, sometimes longer. Factor that in with people who work or visit Prestwick for social purposes and we have a street which isn't working

	regarding parking for its residents. I'd be all for a permit scheme here for 3 hrs or 1 hr max parking to non-residents. I've seen cars in Kirk Street next to us with parking tickets on them for overstaying, so it's working for them. I'd finish by saying if ever a street required permit parking then its Burnside Gardens, due to the info above I've mentioned.
27/03/2024 12:00	Burnside Gardens has become a go to place for those who fly from Prestwick Airport but don't want to pay for parking. We often have vehicles left for up to two weeks, sometimes more than one at a time. As a result access to properties can be compromised and residents and their visitors are unable to park near their homes.
27/03/2024 12:32	I think the restrictions on Links Road should be firmer. With the new parking at the shore should be enough for visitors and could be extended further if need be. The problem is that the width of the road does not leave enough room for parking and two way traffic. A number of times I have had to move on the pavement to avoid being run over as cars mount the kerb.
27/03/2024 13:17	Meiklewood Avenue
27/03/2024 14:18	Ayr Road
27/03/2024 15:03	Meiklewood Avenue. Airport parking
27/03/2024 16:24	Although we live on Main Street, myself and my neighbours all access our driveways on our properties via Bellevue Road just before the car park and regularly people park on the double yellow lines directly across from our driveway openings (with or without a disability badge) which causes chaos as any of us try to exit our property onto Bellevue Road. It has to be said that the main offenders attend the church for meetings and services throughout the week and not only on Sundays. Perhaps having a residents parking would help. I have nearly crashed several times now coming out of my driveway as people have to come onto our side of the road to avoid parked cars which is a bad blind spot! Thank you for reading my comment!
27/03/2024 16:42	Links road should be double lined no parking both sides of the road somebody is going to be hit by a car mounting the pavement. Total congestion of cars every day of the week worse in summer time. People parking and leaving car for 1-2 weeks flying out of airport to go on holiday. Its scandalous some body pushing a buggy or a young child is going to be seriously hurt.it has become a nightmare for residents living on links road.
27/03/2024 16:47	Links Road There are cars that park all day and some rime overnight. This particularly bad at present due to the problem with trains in Ayr
27/03/2024 18:16	Station Drive - we missed out last time despite the whole street supporting the proposal. Over the years our parking problems have got worse and sometimes out of hand. We are plagued with commuters, holidaymakers and acting as the overspill from the council car park. A continuous line of parked vehicles in this narrow street means that if we meet an oncoming vehicle someone has to completely mount the pavement to pass. Inconsiderate parking also means that residents have difficulty getting out of their drives. Access to the cycle path is often used as a parking bay despite the road markings and signs. The double yellow lined turning area at the far end of the street is frequently adopted as parking bays.
27/03/2024 18:17	Station Drive - we missed out last time despite the whole street supporting the proposal. Over the years our parking problems have got worse and sometimes out of hand. We are plagued with commuters, holidaymakers and acting as the overspill from the council car park. A continuous line of parked vehicles in this narrow street means that if we meet an oncoming vehicle someone has to completely mount the pavement to pass. Inconsiderate parking also means that residents have difficulty getting out of their drives. Access to the cycle path is often used as a parking bay despite the road markings and signs. The double yellow lined turning area at the far end of the street is frequently adopted as parking bays.
27/03/2024 20:50	Main problem in Links Road is cars parked the full length of the street resulting in difficulty for cars travelling in both directions. To resolve this issue 2 or 3 parking zones should be located on the side of the street where parking is allowed to allow cars to pass freely. Cars are having to mount the pavement to travel along the road if a car is travelling towards it from the beach.
28/03/2024 10:41	I have a permit as I only have space for one car on my driveway (4 St Quivox Road) and therefore to accommodate visitors/workmen - however, I have been made aware that I'm

	not allowed to park opposite my own house in the parking bays outside the shops at the bottom of St Quivox Road?? This is absolutely ridiculous given some of the shop owners park there the entire day and never seem to get a ticket. All the bays further up St Quivox Road are invariably full of the house-owners who live there given none of them on the left hand side going east bound have driveways - so where am I supposed to park? Also, your map is incorrect as it does not have any colour-coding whatsoever at the shops across from my property which would suggest there are NO restrictions whatsoever....? Furthermore, St Quivox Road isn't even mentioned on your list of affected streets? I'd appreciate a reply to this at [REDACTED]
28/03/2024 11:27	[REDACTED]. If the surrounding streets adjacent to the Main Street have further parking restrictions applied, parking close to the Main Street will just clog up the already busy surrounding streets. However, given that the Main Street businesses are struggling, with many units now empty. How will harsher parking benefit businesses to ensure we have a flourishing Main Street that is accessible to those who require car transportation?
28/03/2024 11:31	It's Meiklewood Avenue. Continual airport parking in street. Various angry incidents in street because of unhappy airport parkers and getting notes on windscreen and approaching residents walking by. Taxi picking up or dropping of airport parker sometimes five in morning. If you permit Links road the train traffic will also add to this. Surely it would benefit the airport more if they had to park there.
28/03/2024 14:07	Ardayre Road. The street already takes an overflow from Links Road. When permits are in use in Links Road it will cause further overflow into Ardayre Road. It's narrow and parking is difficult. Large lorries, tractors etc. use Ardayre Road to get along to the east end of the beach.
28/03/2024 15:50	Ardayre Road. Parking is already spilling over from Links Road.
28/03/2024 17:31	Once Ayr railway station car park has reopened the congestion on Links Road should stop as it has only become a problem since the fire at the Station Hotel. Introducing parking restrictions would therefore not be necessary. If it was introduced it would just move congestion onto roads like Seabank Road, Montgomery Road and Ardayre Road. Though at the moment there is some particularly poor parking on Links Road opposite junction with Ardayre Road.
29/03/2024 00:02	Kilmarnock Road in Monkton. Through the day up to 10 vans, lorriess and cars use the street as a park and ride for the X77 bus! I can't remember the last time I got parked safely outside my own home with my children, at times I'm parking at the cross car park. When residents have approached those parking, we have been met with abuse. They wouldn't appreciate parking 2 streets away with young children and the elderly with shopping, yet at least 6 additional vehicles park each day. My housebound neighbours have their windows blocked by big vans 7am-7pm which is so cruel, no consideration whatsoever. District nurses and carers were unable to park near my neighbour who required x4 visits per day. I believe consideration should be made for the Main Street and Kilmarnock Road to be Residents only. These inconsiderate people are cramming an already busy village, residents only is more appropriate and less dangerous. We are not able to have driveways on this part of the road, please consider this request.
29/03/2024 19:12	Berelands Road. Having lived in Berelands Road for many years, we suffer from 'airport parkers' who leave their cars outside our house, and neighboring houses, for anything from a long weekend to three weeks, sometimes longer. During the Easter and Summer holiday periods we have numerous cars along the length of the street. The effect of this is that visitors to our house have to park some distance from our house, we are often unable to park outside our own house and deliveries from long vehicles can be very difficult to sequence. Similarly, numerous 'airport parkers' when leaving their cars choose to park with two wheels on the pavement. Over the years we've had numerous local people knock our front door to remonstrate with what they assume is our decision to park our own car on the pavement. This is an unpleasant experience and we've had to report some instances to the police when the comments made have been somewhat threatening. Any action which would deter people from parking on Berelands Road for period of more than 24 hours would be very welcome indeed and would vastly increase the amenity of the locality for the residents.

30/03/2024 20:03	Mansfield road
31/03/2024 08:52	Hunter Street - already included
31/03/2024 08:58	Already included - Hunter Street
31/03/2024 14:09	I live in Station Drive. This street is used by train travellers and people flying from Prestwick airport to avoid paying for parking at the airport. This excessive parking narrows the street to one lane and creates an accident waiting to happen. Additionally, the turning point at the bottom of Station Drive is often used for parking resulting in large vehicles like the bin lorries having to reverse back along the street, which has already been reduced to one lane due to cars being parked all along one side of the street. This is very dangerous. Additionally, the owners of Manswell Lane are using Station Drive to park their cars and vans with no restrictions. The solution I propose is to introduce a residents of Station Drive permit system with limited waiting time of 2 or 3 hours for non-residents. Also to repaint a keep clear road marking at the turning point. The existing double yellow lines in this area should also remain.
31/03/2024 21:58	Berelands Road We frequently have cars parked outside our house and impeding our driveway for long periods of time presumably by people leaving their cars to use the airport.
31/03/2024 23:01	I live in Meiklewood Avenue- I do NOT want restrictions brought in for this street.
01/04/2024 11:54	Links Road is being used as a free car park and is now created a single track road with countless near misses and car mounting pavements to pass each other and pedestrians have to give way to the cars on the pavement. Also residents are being caught up in all the issues with safety leaving the property due to people speeding on the road
01/04/2024 15:09	Links Road. It is an accident waiting to happen. There are increasing numbers of people parking here and getting the train to the airport for a holiday or commuting to work by train. Also we have witnessed on a daily basis, many times, vehicles mounting the pavement whilst pedestrians are present. This is mostly at speed and also causes concern for me exiting my driveway as I have limited visibility. I also have a 3 year old child and if he were to run out to the pavement whilst one of these vehicles is driving along the pavement I dread to think what would happen.
01/04/2024 23:26	Saunterne Road
01/04/2024 23:31	Already is
02/04/2024 06:48	Links Road. Many people park their cars on Links Rd then go to the airport leaving their cars for up to 2 weeks. The parked cars on Links Rd are causing congestion so two cars passing can't get passed and on Many occasions one car mounts the pavement and drives along it. A child or elderly person is going to get knocked down. This happens several times an hour.
02/04/2024 16:36	Links Road Parking for the rail station should not be on Links Road but at the improved sea front car park. It is now a one way street with accidents happening and difficulties in exiting Prestwick Golf Club
02/04/2024 16:50	Links Road has become single track as visitors to the beach do not use the beach car park. It makes coming and going from our Club gates hazardous to everyone.
02/04/2024 16:59	Links Road has become dangerous and unusable after being changed to single track road with permanent parking along one side. Cars should be directed to park at the new beach car park.
02/04/2024 17:07	I use Links Road frequently, and the current congestion has been created by cars displaced by the restrictions at Ayr rail station. The volume of traffic forces drivers to mount the pavement to avoid oncoming cars, breaking the law. There is now an unofficial single track road created by cars parked by owners travelling by train on a daily basis to all stations to Glasgow. Attempting to use traffic cones has not helped as these are either moved or stolen. A definitive plan is now required to allow the safe use of Links Road as a two way thoroughfare.
02/04/2024 17:07	I use Links Road frequently, and the current congestion has been created by cars displaced by the restrictions at Ayr rail station. The volume of traffic forces drivers to mount the pavement to avoid oncoming cars, breaking the law. There is now an unofficial single track

	road created by cars parked by owners travelling by train on a daily basis to all stations to Glasgow. Attempting to use traffic cones has not helped as these are either moved or stolen. A definitive plan is now required to allow the safe use of Links Road as a two way thoroughfare.
02/04/2024 17:24	Links Road is currently being over utilised for parking related to the train station. This has resulted in Links Road being single file and that the accesses to the properties and to the golf club are being restricted. Car parking is too close to the egress/ access to the golf club car park and insufficient visual splays are available. This has resulted in a few near misses plus difficulty traversing Links Road.
02/04/2024 17:24	Links Road - danger entering/exiting the pfg gate
02/04/2024 17:33	Links Road in Prestwick was obviously never built for on street Parking in any form, as it is just not wide enough for parking and the safe flow of traffic. Anyone using this road whether resident in Prestwick or as a visitor certainly know the dangers of navigating links road at the best of times. Ample parking has been allowed for through relevant planning permissions etc. for houses and apartments on the South side of Links Road and if it hasn't the roads department are at fault in their recommendations to the council planning department. I'm sure the Ambulance, Police and fire services should be consulted without fail as the road is often impassable safely due to the amount of traffic now using Links Road to access the beach area and parking. My kind regard's [REDACTED]
02/04/2024 17:36	Links Road in Prestwick was obviously never built for on street Parking in any form, as it is just not wide enough for parking and the safe flow of traffic. Anyone using this road whether resident in Prestwick or as a visitor certainly know the dangers of navigating links road at the best of times. Ample parking has been allowed for through relevant planning permissions etc. for houses and apartments on the South side of Links Rd and if it hasn't the roads department are at fault in their recommendations to the council planning department. I'm sure the Ambulance, Police and fire services should be consulted without fail as the road is often impassable safely due to the amount of traffic now using Links Road to access the beach area and parking. My kind regard's [REDACTED]
02/04/2024 17:42	Links Road should be kept as clear as possible at all times. If absolutely necessary, parking on one side of the road only.
02/04/2024 18:18	Links Road is too narrow and too busy to have parking one side, which effectively turns it into a one vehicle width. It is dangerous and a serious accident waiting to happen.
02/04/2024 18:40	Links Road is so narrow with one side rock solid with parked vehicles during the working day - [on the North side (Golf Course side)] that passage along links road is impossible ...it can be made possible by driving with one set of wheels on the pavement on the South side. Presumably this this is an illegal manoeuvre. There is no solution to this except that of making parking in Links Road a No Parking zone. Most, if not all, of the residents of Links Road have off street parking so no adverse consequences would occur for the residents if No Parking is adopted. This is vital ...now that the current free parking is in place it is only a matter of time before there is a serious accident. Right now large vehicles (like Ambulances and fire appliances --not forgetting bin lorries) are struggling to get along Links Road
02/04/2024 19:26	You are mentioning Meiklewood Avenue, it does not need to be included in your scheme.
02/04/2024 23:24	Links Road (with additional driveway access on Montgomery Road). Parking on Montgomery Road has become a particular problem with airport and railway users parking for extended periods and restricting access to my own and my neighbours' driveways.
02/04/2024 23:40	Midton Road KA91PJ. This road continually full of cars seven days a week. Sometimes cars can be parked for three weeks at a time with people using it as a free car park for the Airport. We have cars on both sides of the street, lorries and buses using the road on a daily basis.
03/04/2024 08:35	Please can we focus on resurfacing the dilapidated roads?
03/04/2024 08:38	Park Avenue Ridiculous amount of non-residents parking in this already busy street
03/04/2024 08:42	Seabank Road should be included, otherwise all the traffic will decamp from Links Road to Seabank Road. Allowing parking on one side of Links Road still makes it a one way street

	unless passing places are created. The current arrangement is an accident waiting to happen as people are struggling to exit the golf club.
03/04/2024 08:46	Links road
03/04/2024 08:49	Cochrane place. Because of time restrictions on other streets people use Midton Road and side streets as all day parking especially for Glasgow travel. This is causing dangers congestion on Midton Road and onto side roads like Cochrane place. I think parking on Midton Road and side roads should be Time limited I.e. 2 hours maximum.
03/04/2024 09:59	Ardayre Road, KA9 1QL. - The proposed Links Road restrictions are well overdue. - Longer stay parking is now overflowing from Links Road into the north end of Ardayre Road, especially on the corners due to absence of double yellow lines there. Double yellows are desperately needed here as larger vehicles (e.g. coaches for Prestwick Golf Club and Fire appliances for Links Road and north beach sand dunes fires) cannot pass due to inconsiderate corner parking. This is the only route for these larger & higher vehicles due to the low railway bridge at the east end of Links Road. I remember many, many years ago, the Police would place yellow 'No Waiting' cones on BOTH sides of Links Road and corner of Ardayre Road at weekends during the peak summer months due to their being a charge to use Links Road seafront car park (hut with council operative).
03/04/2024 10:45	Not applicable
03/04/2024 10:56	Berelands Road, for residential access and care and visitors
03/04/2024 11:22	Not relevant
03/04/2024 11:31	Bridge street is inundated on a daily basis by cars from shop workers and shoppers and people who leave their cars for two weeks when they fly out of Prestwick airport to save parking charges at the airport. It is difficult for residents to find a parking place in our own street at times.
03/04/2024 12:01	I enjoy private parking where I live, so do not require a space or right to park.
03/04/2024 17:08	Meiklewood Avenue. We have issues with airport parkers who can stay from one week to several. Elderly neighbours have their vision obstructed by inconsiderate parking and ambulances sometimes have to park several houses away from their patient.
03/04/2024 17:46	I live with my family [REDACTED]. We do not have enough space in our drive for our cars. Therefore on a Saturday or during public holidays we are deemed to be illegally parked outside our own home. My husband has recently been fined. It was Easter Monday and therefore our family were all on holiday. We would be happy to purchase a permit to park our car in the street outside our own home on a Saturday and during public holidays.
03/04/2024 20:59	Mansfield road. Constantly getting people parking there and then getting bus to Glasgow
03/04/2024 21:01	Bridge Street off Midtown Road. We have people parking their cars and leaving them here for days even weeks on several occasions. To help shoppers and workers in the town parking could be free from 0800 to 1800 then a restriction could be put in place from 1800 -0800 2hrs no return? Anything that would deter inconsiderable drivers feeling it is alright to dump their car at our door for days, weeks on end. Restrictions in the surrounding streets also pushes the drivers to use our street for free park and ride to Glasgow.
03/04/2024 21:32	Links Road which is already included. Parking has become very congested and has the potential for an accident over the summer months as visitors to the area increases
03/04/2024 22:05	Why would you not include the nearest road to the railway Station Drive we have cars parked for weeks going by train and plane to destinations! It's a congested dead end street and it was part of the consultation before covid why not this time!
04/04/2024 13:37	You don't have regular warden visits to monitor these permit options. No regular wardens. No regular parking checks. Means no regular penalties or enforcement.
04/04/2024 15:55	Links Road
04/04/2024 18:16	I stay I links road. This road is an utter disgrace on a daily basis, every day people driving on the pavement to get down the road. The whole street should be double yellows. All residents here have driveway access.
05/04/2024 14:56	Berelands Road
06/04/2024 18:01	There are cars parked on the pavement all down Links Road, presumable using the station. Trying to turn left onto Links Road form the golf car park is difficult and often dangerous as

	cars almost block the entrance to the car park. When driving down the road, there is not enough space for 2 cars to pass which causes problems for all and is also unsafe for pedestrians.
09/04/2024 11:24	Links Road is now a nightmare as the road is not wide enough for the amount of traffic it carries. It provides access to the Beach and its facilities, Prestwick golf club and the residents. I have already had a minor bump due to traffic unable to move to get access to Prestwick GC. It needs at the very least passing places. I am not sure the time limit option wooll be effective unless its supervised regularly. The overflow from the railway station plus airport traffic add to all this chaos!!!
10/04/2024 09:11	Montgomerie Road - this is a very narrow street and very close to the train station so a number of people park here to commute on the train / to go to the airport. We don't have a driveway and have a young toddler and a baby on the way and often cannot park on our street because of this issue. The road is very narrow already as are the pavements and it is difficult to walk a pram down the pavement safely due to the number of non-residents parking on the street.
10/04/2024 14:22	My main concern is the complete disregard to the work force in Prestwick many are minimum wage retail and office workers. The bus services have been slashed from many areas through Prestwick, workers can't afford public transport or it has been removed (e.g. x77 refusing to pick up), new electric car chargers are reducing available slots at car parks and are abused by many drivers. My point is the very thing that you are trying to support (a vibrant town centre) will be undermined, we have 60% of our staff travel in to Prestwick, there are alternatives you could consider such as park and ride and remove split routes e.g. Prestwick/ Alloway improve transport coordination!
10/04/2024 19:12	No cars should be allowed to park on Links Road from the railway bridge to the beach. The road is not wide enough for two cars to pass each other when coming in opposite directs.
10/04/2024 19:15	Newdykes Road. This road has for many years been used by holidaymakers flying from Prestwick Airport as a short/long stay free car park. Residents with off road parking have found on many occasions access to their properties difficult to negotiate due to inconsiderate parking e.g. too close to entrances. I personally have had difficulty while reversing out my drive seeing traffic coming as visibility is blocked by parked holidaymakers' cars. Visitors and carers should also be included.
10/04/2024 20:41	Ladykirk road, already included.
12/04/2024 17:29	Briarhill Road west section linking to Caerlaverock Road. Residents are having cars damaged due to the volume of traffic and limited parking. The street is not wide enough in the west section to cope with the traffic whilst cars are located there. Also due to permit restrictions staff from various businesses on the Main Street now see this area as a works car park despite the community centre car park being empty 90% of the week. I have no doubt that more cars will arrive to park once links road restrictions are applied as it seems to be the train station overflow car park at the moment.
12/04/2024 19:26	I live in Bellevue Road and I am aware that that Bellevue Road car a park is full most days. I would like to see some analysis of who the main users of the car park are before I could give a proper answer to some of the questions. If the main users are workers in the town rather than shoppers, then charging or time restrictions will only move the problem not solve it? e.g., How many all-day parkers are going to move onto the street? Has an analysis of users been made recently? I understand that the recent Ayr train disruption has caused issues in Links Road and surrounding streets and even some commuters may have discovered that on an ongoing basis, it is easier to park in Prestwick and commute from there rather than park in Ayr and commute from Ayr depending on where their homebase is. I would prefer there not to be restrictions but understand that you have to deal with the problems but would like to see the data to make an informed answer to your questions
12/04/2024 21:40	Caerlaverock Road. As the proposed additions to the resident parking scheme will only add the pressure of the ability, or rather inability, to park outside one's home on Caerlaverock Road. Especially that part of Caerlaverock Road near to Gardner Street.
13/04/2024 03:55	Briarhill Road
13/04/2024 09:56	Sandfield Road. Answered on the basis the existing double yellow road edge markings do NOT change. History: Specific headache before their introduction of the aforementioned

	double yellow markings with driveway access / egress due A. Visibility for oncoming traffic, often at pace, during egress manoeuvres. B. Parked vehicles opposite driveways when the road isn't wide enough for an average c-class vehicle to make the turn in / out without it being a multi-point affair, often forcing waiting traffic.
13/04/2024 10:27	My street (Boyd Street) is already a Resident Parking zone. I would ask you to consider 30 minutes parking for non-residents on Boyd Street. It is a VERY busy thoroughfare and occasionally I have to drive around/around to find any space near my home. If you are a non-resident- and there are no parking spaces - you simply move on to look elsewhere. Residents do not have that option, I would like to be parked near my home - I pay for the privilege to do so.
13/04/2024 11:57	I live in Hunter Street which is included in the Residents Parking Scheme.
13/04/2024 13:24	Links Road is not suitable for on street parking. It is too narrow between the pavements. See comments at answer 7. Vehicles should be directed to nearby car parks, but if it is decided to allow parking on one side only of Links Road this should be subject to short time limits and there should be a plentiful supply of gaps to allow vehicles to pass. There should also be significant spaces on both sides of entrances to adjoining properties to allow for large vehicles to turn in and out and for safe sight lines for all vehicles. Access for emergency vehicles must be considered as a priority.
13/04/2024 15:48	Meiklewood Avenue should be included in resident parking only with time limit for visitors.
13/04/2024 16:12	Moorfield Road. It should not be included in Residents Parking Scheme as most residents have driveways, it is further away from the town centre and has no room for vehicles to be parked in the street.
14/04/2024 13:03	I live on Meiklewood Avenue and in all the years we have lived here we have never had an issue with parking and don't see why our street should be included. I am heavily against it being included.
14/04/2024 13:46	Midton Road - Our street is being turned into a cheap alternative for Prestwick Airport. I have witnessed cars being left for up to 4 weeks having seen the passengers trundle luggage off in direction of train station. Unfair on residents, local retailers and shoppers. Residents parking in Links Road is a ridiculous proposal - the vast majority of properties there have plenty of off street parking. Cars currently using Links Road will simply move to Midton Road, exacerbating our issue. Why are we being discriminated against?
14/04/2024 14:49	Midton Road. Too many people parking their cars and going to the airport and just leaving their car outside our houses for weeks at a time.
14/04/2024 15:03	Midton Road Prestwick should be included. I have no front drive nor can I afford one, we recently had a car parked for 4 weeks across two spaces out the front of our house and most days following work I could not park near our house. They returned with suitcases in the middle of the night. The street is often used by people going on holiday/using the train station and I am finding it increasingly difficult to get parked near my home. I have found myself having to park on Main Street as it is quieter than Midton Road and walk down to my house before having to return and move this before the two hour limit.
14/04/2024 15:16	Midton Road
14/04/2024 17:26	Midton Road Prestwick as we regularly get cars parking in the street for days at a time. Since the introduction of the initial streets for residents parking there has been a considerable increase in visitor parking. The street is often used as a rat run to as commuters try and avoid travelling the Main Street and a number of cars have had wing mirrors damaged.
14/04/2024 19:00	Midton Road The street is already considerably congested and has substantially increased over the last year or so. It has noticeably increased with the introduction of other resident permit controlled roads locally and also appears to be being used a lot more as daytime parking for those using the railway since the problems at Ayr Railway Station. We are usually unable to find parking near to our own property. If there are no restrictions on Midton Road while further restrictions are introduced elsewhere then the parking situation will only get worse This will also add to pollution reducing air quality. It also feels the the road is being used more frequently as a 'rat run' by motorists avoiding the main street -

	often at excessive speed. The above factors all add to a frustration that reduces quality of living in the area
14/04/2024 19:02	If SAC suggestions are agreed then Midton Road is going to suffer as people try to find alternative parking spots here. It seems to have been very much busier over the last few years and more difficult for residents to find parking. Streets off Midton Road will also become more congested. The Main Street shops/businesses definitely need protected, on the other hand, Prestwick residents should not be disadvantaged, thus quality of life reduced (pollution, no parking for visitors or carers - or even themselves if they don't have a drive). I am not sure whether Midton Road is busier now because people from Ayr park here since the fire at Ayr station and then have continued to make use of the free parking and convenience to Prestwick train station. If so, then this must block parking spaces for shoppers so a time limit, as suggested, would block longer term parking. Also, there are many cars that speed excessively along Midton Road and busier parking on the road may make the road more hazardous to pedestrians, pets and wildlife. At the weekend, I have found that crossing from Midton Road across to the green area on Grangemuir Road has become far busier with cars turning from all directions (into or out of Midton Road). Often the only safe place to cross now is to walk to the pedestrian crossing on Main Street.
14/04/2024 19:51	Midton road is over run by people parking on both sides of the road, especially near the station end. Resident and short waiting time parking should be introduced urgently.
14/04/2024 22:02	Midton Road. Reason: there has been a significant increase in the number of vehicles parked on Midton Road over the last year, many of which are there for a number of days. Many houses do not have driveways, which then inhibits the parking at your house if others are parked there. Vehicles also park across from driveways, making entry and exit challenging. Not only is parking a challenge, it can be dangerous as the number of vehicles parked restricts viewing when exiting a drive. It also encourages road users to drive faster than necessary to nip between parked cars. There are many young children living on Midton Road and speeding cars is a danger. A parking permit would allow home owners to have reassurance of parking outside, or as close to their house as possible. It would allow more space on the roads and hopefully in turn smoother and slower traffic flowing.
14/04/2024 22:32	Midton Road
15/04/2024 06:37	Midton road. As it being one of the roads nearest to the high street and train station, I find myself struggling for parking at my own house. In my household we have 4 cars and we all feel that allowing residents to hold permits to park would help
15/04/2024 09:39	Midton Road Because of so many non-resident vehicles parking, very dangerous trying to get out of our driveway. This is likely to increase if parking time limits are introduced in other streets.
15/04/2024 10:39	Already included
15/04/2024 10:50	My street (Gardiner Street) is already included.
15/04/2024 13:43	Midton Road is a must to be included in the Residents Parking Scheme, both before the proposed additional streets, and imperative once the additional streets are added. Midton Road is already a glorified car park with long stay parkers using, and often dumping, cars on the street before jumping on train for nights out (get the car in the morning), or the airport - dump the car for a few weeks. With many cars parked on Midton Road for people using shops on Main Street, and folk working there, it's ridiculous that there's is no residents parking scheme already. This creates a particular problem as those simply using the road as a rat run for the Main street, but also residents as it is VERY difficult to even access/ exit driveways given parking congestion (a very big problem at school time, but also at weekends when the bowling club also adds to congested parking.) It's only a matter of time before a collision occurs. I'd add that cars also travel too fast on Midton Road. As a rat run it is daft that it isn't a 20mph like many other residential streets in the town, and with some element of traffic calming. Why do other streets have this?
15/04/2024 15:06	The parking situation in Midton Road is unacceptable. Motorists are parking indiscriminately and without consideration of residents and other road users. Double parking, leaving their vehicles for lengthy periods while they commute to work by bus and train and also while they are on holiday via Prestwick airport. Residents continually have

	<p>issues with the access to their property being blocked due to inconsiderate parking. Midton Road is being used as a rat run to avoid traffic lights and congestion on the Main St. Since moving to Midton Road I have had two cars written off by careless and dangerous driving by individuals. Speeding is an issue. It is only a matter of time before there is a serious road accident. Double parking is a huge issue causing aggressive driving and behaviour by motorists. Midton Road would benefit greatly by becoming a one way street with access only from Station Road. It should also have residential parking and traffic calming measures introduced by means of road narrowing. Kyle St should also be one way with access from Main St only. The priority should be for the welfare and safety of the residents and not for visitors. It is the residents and shopkeepers who pay the Council Tax not visitors. There are areas of Prestwick within easy reach of the town which could be utilised for parking . The situation in Main St is also unacceptable. The current state of disrepair of the pavements is dangerous for pedestrians. This is due to vehicles driving onto and parking there. This situation is not being policed. Should Midton Road not be granted residential parking and other safety measures not put in place would only increase the problems as highlighted above. My wife and I are both retired Police Officers and have also been employed by Local Authorities in Legal and Planning Services.</p>
15/04/2024 16:13	<p>I firmly believe that as residents on Gardiner St. have to pay to park here, where visitors do not, even if 'time limited', it should be 'Residents Only' parking. Added to which, given there are no defined parking bays, much of the 'temporary' parking is truly awful... cars practically abandoned or utilising room for two cars with one badly parked vehicle. It's not fantasy but happens despairingly often daily.</p>
15/04/2024 17:56	<p>Midton Road. A vehicle parked on the road for a few hours has little impact, however, we frequently see cars parked on our road for several days/weeks before they are collected again, ?due to its proximity to the train station and airport.</p>
15/04/2024 17:57	<p>Midton Road. A vehicle parked on the road for a few hours has little impact, however, we frequently see cars parked on our road for several days/weeks before they are collected again, ?due to its proximity to the train station and airport.</p>
15/04/2024 18:01	<p>Midton Road. Our street is extremely busy at the best of times. It is often used as a 'park and ride ' option whereby cars are left for long weekends and even longer. We recently had a car directly outside Our front door for nearly two weeks. Clearly this was a holiday, and a means of not incurring any parking cost/ fines. Cars are parked on both sides of the road and it is difficult even reversing from our own driveway at busier times. Surely preference should be for residents who already pay a hefty council and road tax.</p>
15/04/2024 20:07	<p>n/a -street already included.</p>
16/04/2024 11:41	<p>Midton Road It is almost impossible to get parked anywhere near my house for family to visit. People parking on both sides of the road making it impossible for the traffic flow. people parking at my gate and going on holiday making it dangerous to come on to the road as I can't see what's coming. Service vehicles cannot move freely to service the area without causing more traffic tailbacks.</p>
16/04/2024 11:52	<p>Midton Road, Prestwick KA91PJ Our street is continually full of parked cars, some for weeks on end as it is used to avoid paying for parking at either the airport or the train station. Residents cannot get in and out of their driveways, cars parked on double yellow lines and continually parking with 2 x wheels on the pavement. We are completely fed up with it and needs resolved.</p>
16/04/2024 16:16	<p>I live at the junction of Kirk Street and Seagate - there are no parking restrictions on Seagate with the result that we constantly have airport parkers leaving their cars for 2 weeks, often very near the junction of Seagate and Kirk Street which impedes a clear view of any traffic driving up Seagate. This is also a very busy cycle route.</p>
16/04/2024 16:45	<p>Edmiston Avenue, KA9 1RU. Along with a number of other streets off the main Prestwick - Ayr Road. SAC, like all other councils is running a very tight financial 'business'! Whilst motorists are becoming more brazen in their approach to parking, such as on corners, double yellow lines, on pavements and in some cases double parking. Along with long stay, dumping, of cars in awkward positions for other drivers, this includes dumping cars to go to the airport for long holidays. SAC needs to take the opportunity to introduce short stay, measurable, parking around Prestwick, to enable all to reach the businesses around</p>

	Prestwick easily for a reasonable short time. The car park on the edge of the Oval, in front of the dis-used indoor bowling green needs to be better managed to ensure a higher turnover of vehicles, rather than the current situation where the same vehicles are being dumped for the whole day, every day, at no cost to the owners. Several years ago the council did not think they had the funds to update the Prestwick swimming pool, the financial solution is right in front of the pool. Charge for car parking in the car park, place barriers to the entrances and exits and consider some form of bulk chargeable pass for those wishing to drop-off/pick-up to the children's nurseries, and the pool. YES, we want people to come to Prestwick, but let's not make the council bankrupt in the process. The businesses need the turnover and the council needs the revenue to continue to support all the important and necessary services that it supplies. Motorists are one source of revenue that other councils have focused on for years, and have no doubt increased their revenue in doing so. It is about time SAC did the same to support activities such as filling pot holes, etc.
16/04/2024 18:45	Briarhill Road absolutely has to be considered. It is far far far busier than proposed street, Meiklewood Avenue and there is way less room to park than the likes of Berelands Road. Not to mention it is also much closer to all of the main amenities in Prestwick Town Centre. Since the introduction of parking permits in Prestwick, our street and Caerlaverock Road has become chaotic with a crash here just a month or so ago among many other near misses. We have now had our cars (plural) damaged on 3 separate occasions with most recent one happening last week costing 480 to fix with no CCTV. This street was literally built for a horse and cart! It barely fits two cars down it and something needs to be done so it becomes less congested, this once quiet now has nonstop traffic coming through due to the new Keystore and with cars crammed all along Briarhill Road there will just be many more accidents. We have people abandoning their vehicle for weeks as they go to the airport or go drinking all weekend. We now have a young family moved next door with 4 vehicles, one being a work vehicle. We need somewhere to park our cars and it absolutely obscene to think Briarhill Road is being overlooked so far. We want to see something done about this as soon as possible as we have been residents for 25 years and this has never been an issue like it is now. We now have residents needing disabled spaces just so they can get parked with a mile of their home. Please introduce permits to Briarhill Road to save more accidents, make it less congested on what is inevitably going to be a busy road now and allow the residents to park near their home.
16/04/2024 21:37	My street is Kirk Street and anything to reduce airport parkers is welcome
17/04/2024 01:03	St. Quivox Road
17/04/2024 16:35	I don't think we need residents parking anywhere in Prestwick. Roads alliance seem he'll bent on killing the town.
17/04/2024 18:48	Midton Road, it is used by commuters travelling by train daily but also as a free park and ride for the airport. Many people park and get the train to the airport. The road has parking both sides which leaves room for single file traffic along much of it most of the time. I believe this road should be made resident parking and fee paid for others. It would also help to make it parking on one side of the road only.
18/04/2024 08:13	There needs to be more unlimited timed parking areas... More parking bays/spaces/car parks made available in Prestwick main street area Do not introduce parking charges in Prestwick...it's difficult enough trying to find somewhere to park never mind having to pay for a space! Parking charges will only marginalise people even more & businesses will suffer as a result.
18/04/2024 09:48	Marina Road. It is the only route to available to high and wide vehicles that cannot access below the railway line on links road, with pavements no wider than one person wide. It can be a danger to the public.
18/04/2024 12:58	Annfield Road From Monday to Friday it is virtually impossible to get parked in my street after 8.30am as it appears that staff from businesses this end of Main Street park here. Annfield Terrace is also being choked by non-residents
18/04/2024 13:57	I think the whole bottom end of St Quivox Rd should be included from Adamton Road to Main Street, Prestwick. I feel strongly that Midton Road should be part of the residential parking scheme, along with Montgomerie terrace, as if you do links Road, this will make

	parking for residents on Montgomerie Terrace unbearable, the same for all the road in that vicinity. There is a massive amount of free parking down at Prestwick Beach and this should be explained to visitors.
18/04/2024 18:25	Briarhill Street is a very tight no through road street with 6 terraced houses (3 of which have no driveways and have to rely on parking on the road. Parking is extremely difficult for residents and also for the many large delivery vans turning at the top. A number of cars have been damaged whilst parked on the road. If there was a sign to say 'turning area no parking' this would make a significant difference.
19/04/2024 17:30	I would like Bellevue Road to be added. It is a busy through road just off the Main Street, we get cars frequently parking (too) close to our driveway which affects visibility leaving the driveway which can often be tricky and sometimes dangerous. The size of cars is another factor which adds to difficulty seeing whether the road is clear and safe to proceed.
19/04/2024 18:44	Annfield Terrace..... our street is used on a daily basis by workers and visitors to the Main Street which in turn means there is nowhere for residents to park.
20/04/2024 12:25	Please include Midton Road Prestwick in the residents parking Zone. The street has become one long Free Car park for all to use with no regards to residents (Please Help)
20/04/2024 13:53	Caerlaverock Road Because people who work in Prestwick town take any available space which leave none for people visiting the town This is a major issue in the town with workers taken spaces and often park over residential drive certain hairdresser are the worst
20/04/2024 15:31	As it already is, a third option is missing
20/04/2024 16:47	Midton Road. Lots of households can't get parked. Visitors and trades people, as you know, can't get parked so it's not just about residents. The problem has exacerbated since the Ayr train fire. Before that it was manageable so speeding up that process of getting the trains running again will help. There are issues with people parking for the airport. As more people find out about this, it appears to be increasingly used. I think even a four hour parking would be fine. By the time you visit a person, have lunch, and wander round the shops. Four hours is good. Three hours can be a bit of a squish.
21/04/2024 11:41	I would not like my street to be included because in the event of restrictions that would be included in my street, the vehicles that perpetually park in the currently non-included areas, would then move into the unrestricted area around my address and because more parking problems that already exist in my particular area. My address is in Berelands Road. My property is very close to businesses a social club and a school and a currently closed for re-furbishment business. The parking can be horrendous, including the times when Prestwick Academy students are being dropped off and picked up again by people in vehicles. When the social club, the businesses and the school traffic are at a peak time, the Stagecoach, and other large vehicles, have extreme difficulty negotiating through a line of vehicles parked on both sides of the road. Deliveries of large goods to private properties and businesses would more than likely involve a large vehicle having to 'double park' or even close the carriageway until such times as the delivery has been safely delivered. I have witnessed side mirrors being knocked off vehicles caused by the situation that I have just described. There is also a situation on the corner of Berelands Road and McNeill Avenue where vehicles actually park on a lowered part of pavement which restricts wheelchair access. This is dangerous. In the event of large vehicle making a delivery to any of the businesses, or a private property, and the carriageway is 'temporarily' blocked, any emergency vehicle could be delayed in actually accessing an address to which it has been called. This is extremely dangerous and could be 'Life threatening'. My conclusion is that if any of these points are disregarded, then the proposal to change the current parking restrictions, would be inconsiderate and dangerous.
21/04/2024 13:18	My street is already included but sadly residents do not have priority over parking spaces. We have at least 5 vehicles from Main Street who park here all the time plus the local florist who leaves her van parked in the street overnight. The allocation of a 2nd permit is a farce too. When permit one is allocated to a registration number that is fine but our families and visitors are limited to 1hour as it is not possible to allocate permit 2 to any particular registration number. Residents parking should mean just that - RESIDENTS. We have 14 houses without parking provision on their own property, 11 cars belonging to residents

	and we are constantly fighting for a space in amongst Main Street cars and 1 hour parkers. It is intolerable and extremely frustrating - just what are we paying for?
21/04/2024 18:53	I live in a small quiet Cul-de-sac which should have enough parking for all the residents. During the week this is not the case as numerous people that work on the main street decide to use our street as a car park. This can be very distressing for all the residents, especially the elderly, (of which there are quite a few) most weekdays residents and carers cannot park near their home. Our street would definitely benefit from the Residents Parking Scheme as it would be a great relief to everyone to know they can take their car out and have their own space to return to. We have also had people park their car or van in our street and left for two weeks while they fly out from Prestwick Airport to go on holiday, this is unacceptable.
22/04/2024 09:20	I live on Mansewell Road and have no access to off street parking therefore have to park on Station Drive. This street is extremely busy during the day with overspill from the station. Due to this it is difficult to get parked anywhere close to my home. If Station Drive had residents parking this would help with the current issues which is exacerbated by Ayr station problems.
22/04/2024 22:52	Boydfield Avenue. On occasion there are no spaces near our house at the town centre end of the street. I often see people park near the end of the street to walk into the town. Very often I see the same on Caerlaverock Road and parking is often an issue there, driving can also be hindered due to some awful parking on a very busy street.
23/04/2024 13:39	If it was two residents passed and a visitor pass then yes. The proposals for Links Road will mean that people will move into the adjacent streets to park: We already have major issues with people parking for work and the train/airport (Templerigg Street)
23/04/2024 15:57	Newdykes Road School parking on Newdykes Road and surrounding streets Football parking on the streets. And holiday parking where people park up get taxis to the airport and cars are left for up to 2 weeks
23/04/2024 17:07	Hunter Street.
24/04/2024 10:08	To be subject to an additional charge when living costs are already particularly high currently is ridiculous... Especially as the purchase of a residents parking permit will not be any guarantee of having a park space available.
24/04/2024 10:21	I stay on Newdykes Road on would like my street to be included in the parking scheme, if it is not then airport parking will be increased. I also think that Newdykes Road should be a one way street, running from the school, west. This would no doubt increase safety on this road with the school as during the school run it is absolute mayhem At the westerly end there is a tight corner which buses etc. have to navigate while traffic is coming the other way, also as traffic emerges onto Alexandra Avenue/Caerlavarock Road there is clear sight both ways. Having been a resident on Newdykes Road for 25yrs+ I have witnessed numerous accidents on this junction with traffic coming along Caerlavarock Road trying to cut across Alexandra Avenue to access Newdykes Road.
25/04/2024 10:46	St John Street, Prestwick KA9 1HX St John Street approximately 200 metres form Main Street via Ladykirk Road and is on the edge of but out with the current parking zones. As a result cars are parked here in the morning and left for eight hours plus by people working in the town centre resulting in a lack of parking spaces for (1) residents who do not have off street parking and (2) legitimate visitors to the street. We also have people parking in the street for prolonged periods while they go on holiday from Prestwick Airport.
25/04/2024 16:27	I live on St Quivox Road - the end that currently has no parking restrictions. If all of the proposed parking restrictions go ahead it will be even more difficult to park here. It is currently a nightmare. I would like to know why this end of the street is not included considering the number of non-residents, increasingly workmen, who park here.
25/04/2024 16:54	We live in Merrick Avenue which connects Meiklewood Avenue and Berelands Road - both of which have been included in the scheme. Merrick Avenue is a very narrow street which can become very congested if a number of visitors have parked their cars - it is not wide enough to have two cars parked on opposite sides of the road. On street parking is always at a premium and sometimes we get airport parkers who abandon their cars for up to two weeks, and this can severely affect residents parking. Please consider Merrick Avenue for the residents parking scheme

27/04/2024 12:56	I live in [REDACTED] and I know that introducing the new permit situation that this shall force more cars outside my house which shall create additional safety issues as I recently reversed out my drive and because of vans being forced to use space outside my house I couldn't see clearly in both directions and many neighbours close to me have similar safety issues as well as not able to park vehicles which belong to people in their own houses. The bottom of St. Quivox road needs to be considered for permit parking due to the above safety concerns I have.
27/04/2024 16:44	1.. Brairhill road. The street is not wide enough and there is not enough parking for residents. People who do not live on the street park on the street. Solution - give residents permits to park in the community centre.
27/04/2024 16:44	Briarhill Road, it's a very busy road , street is not wide . Give residents parking permits and stop others parking.
27/04/2024 20:50	The Riggs, Prestwick It is full every day of train commuters and airport commuters making it one of the only nearby free streets that are used by commuters - very difficult if you are a resident
28/04/2024 05:17	Broompark Avenue as lots of people working or commuting park at bottom of street making it very hard to exit or enter the street safely. Have had to stop entering my street there and now access via St Quivox Road to top of Broompark Avenue but that street is getting just as bad as people who live on St Quivox now park next to junction meaning if car exiting no car can get in. Too many cars on the road.
28/04/2024 21:22	Currently live at [REDACTED] this junction is highly congested and now is unsafe due to people parking to avoid the permit system on other streets closer to the high street. This clearly hasn't been considered when implementing changes. As only moves the problems to smaller roads further back from the Main Street.
30/04/2024 12:28	Annfield Road. We have the same non-residents parking from 8am to 6pm every week of the year. There is also an increase in overnight parking of non-residents especially at weekends. This is a no through road, and the double parking and lorries etc. causes problems for residents to park outside their property. Possibly public parking at Bellevue Road could be extended and people who are non-residents use this first.
30/04/2024 16:10	I live in Midton Road, and I'm fed up with people parking and going on holiday for a fortnight. I also get really annoyed when they park over your drive (lowered pavement) and leave their car to go to the Main Street shopping. I am disabled and have a blue badge which is visible to anyone who cares to look.
30/04/2024 23:38	Hunter Street Included
01/05/2024 00:05	You are seriously driving people away from Prestwick Town, we park on the Links Road in order for us to spend money in Prestwick Main Street, shopping and going for lunch. Stop pushing us further away from the town and the beach front. Ayr is proposing the same thing. I know you need to claw back some money but look at the alternatives. Retail, hospitality, leisure are all struggling too, so it's about time councils worked with all parties to encourage tourism and find ways of welcoming visitors, nearby residents who need to use cars to get to the said locations and not to become a money grabbing, thoughtless council. Every town/council are pushing for charging for a Every available space, take the lead and not be a follower or Prestwick will become a ghost town with no visitors or shops, restaurants etc. because you have driven them all away with your thoughtless parking plans.
01/05/2024 10:38	I reside at [REDACTED] The congestion is considerable and everyday/all-day. I think a two hour parking maximum would go a long way to solving the problem. There is unrestricted safe parking in the Esplanade car parks less than 100 yards away. I also recommend a few yards 'no parking' either side of the Golf course entrance - I live opposite the entrance and daily see problems with vehicles coming and going leading to altercations between drivers. There is frequent use of Links Road for long term parking while car owners go on holiday - sometimes as long as a fortnight but more often 7 or 8 days. My suggestion would stop that. Lastly, any new restrictions would require to be enforced if they are to succeed.
01/05/2024 20:17	Burnside Gardens. I feel it should be included as we have airport parkers leaving cars for extended periods. This is inconvenient for householders.

01/05/2024 22:10	Already included. It's Hunter Street but current regulations need to be amended and tightened
02/05/2024 05:56	Midton Road We are affected by overflow from the train station, shoppers on the Main Street and people parking for extended periods while they go on holiday.
02/05/2024 16:13	Links Road: We believe that the consultation fails to address the problems caused by cars being allowed to park the length of Links Road: * The road is too narrow to allow cars to pass if there are vehicles parked * Cars are mounting the pavement to pass oncoming vehicles with a resultant danger to pedestrians * Emergency vehicles are unable to access properties in Links Road (Including the golf club) because of parked cars * Access to and from the Club carpark is hazardous because of cars being allowed to park up to almost level with the gate. There have been a number of near misses. * Some parking restrictions should be introduced on either side of the gate to allow clear visibility for vehicles coming in out of the Club. * Coaches bringing visiting golfers have been unable to access the car park. The Club is a major contributor to the local economy and lack of access could impact on this. * If parking is to be allowed in Links Road then sufficient passing places should be created by restricting parking in parts of the length of the road.
02/05/2024 16:18	I visit Links Road very regularly and have now had two difficulties in progressing down the road properly because of the excessive parking in the street. Parking in Links Road should be severely restricted to maintain a proper thoroughfare for two way vehicular traffic, delivery lorries which are already hindered by parked cars and most importantly emergency vehicles. Residents all have off road parking as far as I can see and there is significant parking down by the beach for as much traffic as I am sure is required. Links Road should in my opinion remain a proper fully functioning two way thoroughfare for vehicles.
02/05/2024 16:55	Links Road street v narrow with Parking on the north side, effectively becomes a one way street as cars unable to pass each other. Visibility on leaving Prestwick golf club is hazardous and extremely tight as cars are being parked impeding the entrance. Cars and vans no mounting the outside pavement constantly which is a concern for walkers etc.
02/05/2024 17:19	Montgomery Road
02/05/2024 17:19	Montgomery Road
02/05/2024 17:20	* Links Road is too narrow to allow cars to pass if there are vehicles parked * Cars are mounting the pavement to pass oncoming vehicles with a resultant danger to pedestrians * Emergency vehicles are unable to access properties in Links Road (Including the golf club) because of parked cars * Access to and from Prestwick Golf Club car park is hazardous because of cars being allowed to park up to almost level with the gate. There have been a number of near misses caused by vehicles creating blind spots. * Some parking restrictions should be introduced on either side of the gate to allow clear visibility for vehicles coming in out of the Club. * Coaches bringing visiting golfers have been unable to access the car park. The Club is a major contributor to the local economy and lack of access could impact on this. * If parking is to be allowed in Links Road then sufficient passing places should be created by restricting parking in parts of the length of the road.
02/05/2024 17:26	Montgomerie Road
02/05/2024 17:31	Links Road, Prestwick is totally unsuitable for parking of any nature. When cars are parked on Prestwick Golf club side of the road there is no room for through traffic and passing cars as the road is not wide enough. Ayrshire Alliance Roads must know the problems on Links Road if they manage the area and maintain it. The residents in Links Road all have ample parking space in their respective properties so there is no need for resident parking on any side of the road. When the station car park is full, commuters park their cars on Links Road and this is usually for long periods. There is ample parking on the beach front at the end of Links Road to alleviate this very serious parking problem which is becoming dangerous to road users and pedestrians alike. Something must be addressed before a serious accident occurs.
02/05/2024 17:45	Montgomerie Road my sister living in Montgomerie Road suffers from severe depression and she relies on me to take her shopping. I rarely can get parked near her home because of long term parking by non-residents in her street. They seem to use Montgomerie Road

	when going away on holiday from the airport or travelling to Glasgow. The situation has made my sisters depression worse and since she broke her elbow finds it difficult to carry heavy bags any distance.
02/05/2024 19:48	There is NO need to include Midton Road. Parking is generally NOT a problem. There are usually plenty of parking spaces. I never see cars parked for a long time or overnight except for residents or their visitors. I have lived here for over 20 years and there are less non-residents parking here than there were a few years ago. There have been a few more cars parking at the north end lately because of the problems with Ayr station. Some are parking and getting the train from Prestwick but this is only temporary and should be resolved at some point. I know of a couple of people who park in Midton Road to do a four hour stint in charity shops in the town. That would not be possible for them if they couldn't park. Midton Road and the streets off it need to stay as they are without a permit required. Putting parking permits and restrictions on more town centre streets only pushes the problem of a lack of parking further out. This has come about because a large part of the car park at the station was sold off for housing.
02/05/2024 22:31	Midton Road. Residents cannot park outside (or even close to) their own houses. This is largely due to a combination of businesses on the main street, and commuters from the train station. In many cases cars are abandoned for weeks whilst owners fly out of Prestwick Airport.
03/05/2024 10:10	Meiklewood Avenue. I have no issue with someone wanting to park on our street to go shopping. I also do not want my visitors restricted when they are staying with me.
03/05/2024 10:45	Burnside Gardens. There have been 5 changes of owners in the street since the last survey and many residents have made changes to their properties to enable them to park off the street. Residents have more cars in the street and we have been plagued by airport parkers abandoning their vehicles for up to 4 weeks at a time, with no care or consideration over where they park or the residents they have inconvenienced. This is caused problems over deliveries, bin lorries, and even ambulances. If parking was zoned for the odd side of the street and double yellow lines put on the even side of the street this would allow the free flow of essential vehicles. We would gladly pay for residents/visitors permits. We have no objections to people parking for up to 3 hours which allows them to use Prestwick High Street, but we do object to long time or overnight parking. We would also like to see the turning circle retained.
03/05/2024 13:09	Links Road. * The road is too narrow to allow cars to pass if there are vehicles parked on Links Road. * Cars are mounting the pavement to the other side to pass oncoming vehicles with a resultant danger to pedestrians, dogs and vehicles. * Emergency vehicles are given inadequate access to properties in Links Road including the golf club. * Access to and from the Club car park is hazardous because of cars being allowed to park up to almost level with the gate. * Some parking restrictions should be introduced on either side of the gate to allow clear visibility for vehicles coming in out of the Club. There have been a number of near misses. * Coaches bringing visiting golfers are unable to access the car park. This lack of access might impact on local tradesfolk. * If parking is to be allowed in Links Road then passing places of a sufficient size should be created in parts of the full length of the road.
03/05/2024 16:43	I live on Marina Road in Prestwick and it is becoming increasingly difficult to exit our driveway and out of our street and neighbourhood. Cars are allowed to park very close to or even in intersections leaving drivers unable to see if cars are approaching. The intersection of Marina Road and Burgh Road is particularly bad for this. It is also a popular walking route and the reduced visibility makes it very dangerous. There are also very narrow pavements and when I walk with my small children it is very dangerous with cars driving in both directions on the same side of the street and overgrown hedges further decreasing the pavement available to walk on. You will often find pedestrians with special needs having to use the road because of these issues.
03/05/2024 17:17	Station Drive. People leave cars for up to two weeks instead of using airport car park. The bicycle route from Station drive up The Riggs is very badly marked on the road and people park at the bottom, consequently people on bikes have to negotiate through cars. Commuters going on the train also leave cars all day instead of using long term car parks, taking spaces for people coming in to the town centre shopping.

04/05/2024 13:31	Annfield Road Prestwick which was a lovely quiet residential street has become a nightmare for parking during daytime with employees from local businesses and nearby Midton Road using the street to park all day. If I go out in my car in the morning it is usually difficult to get parked again in the street when I return therefore I feel Annfield Road should be included in the Residents parking scheme. Most days Annfield Road is filled with non-residents cars parked all day which, I feel, is unfair for residents.
04/05/2024 14:02	
04/05/2024 21:24	Often cannot get parked put side our house .
04/05/2024 22:13	<p>As we live in close proximity to the town centre (Broompark Crescent) we are constantly visited by car owners, from out with the area, leaving their cars and vans for durations of anything up to 10-12 hours per day and sometimes for days on end. One particular van was left for several months. I myself have had a large sprinter van parked, on the pavement, literally 3 feet from my front gate (I measured it) causing difficult egress problems for several days. This is unacceptable. This situation is most inconvenient and impractical for local residents who need the constant use of the parking spaces outside their properties during their daily routines. On particularly bad days our grassy crescent area looks akin to a public car park, so much so, that the council bin collection lorry has had great difficulty in servicing our bin collections (which we pay a community charge for) and on occasions has had to abandon their attempt to drive around the crescent, as have larger delivery vehicles. In addition to this, the kerbing stones around our crescent and pavements are now in a state of major disrepair due to poorly or dangerously parked cars and vans. If, as it seems, the waiting times that are being proposed will be more restrictive on the Main Street and surrounding streets, it doesn't take much imagination to work out that the residential areas adjacent to these areas will, by default, become busier than they already are. Therefore, a revised residential and extensive parking permit scheme must be considered and implemented to cover the areas which will be most affected, this will definitely include Broompark Crescent. We would appreciate your cooperation in implementing this much needed measure, going forward, and your continued up to date communication on the progress of this important matter is greatly encouraged by all at Broompark Crescent. I can be contacted at [REDACTED] Yours faithfully [REDACTED]</p>

Consultation Question 7

Question 7	Specific suggestions
25/03/2024 14:34	Montgomerie Road, KA9 1QT. Parking is already really bad and will only get worse with the proposed Links Road. Please introduce residents only parking here!
25/03/2024 15:26	Lay by / drop off area at west entrance to Railway Station should be included in the waiting restriction for Links Road.
25/03/2024 15:39	The large seafront carpark at Kidzplay is under used. The signage on Station Road is barely visible. The recently resurfaced area behind Kidzplay has no clearly marked parking bays and there is no signage encouraging the public to use this space. Links Road - the width of the pavement could be decreased and double yellow lines placed down one side. If the road width was increased this would allow for parking along the golf course side and two-way traffic to move freely.
25/03/2024 15:39	The large seafront carpark at Kidzplay is under used. The signage on Station Road is barely visible. The recently resurfaced area behind Kidzplay has no clearly marked parking bays and there is no signage encouraging the public to use this space. Links Road - the width of the pavement could be decreased and double yellow lines placed down one side. If the road width was increased this would allow for parking along the golf course side and two-way traffic to move freely.
25/03/2024 15:44	It has been suggested that Montgomerie Road be made a one-way street, which I understand requires permission from South Ayrshire Council. This may help to alleviate the situation somewhat.
25/03/2024 17:31	Berelands Road needs speed bumps installed to many drivers exceed the speed limit on this road.
25/03/2024 18:41	People use Prestwick as a car park when they use the airport. I had one car parked outside my front door for 2 weeks whilst they were away on holiday. This should not be allowed.
25/03/2024 20:09	Consideration must be given to those from out-with the area who visit Prestwick, particularly to socialise in the restaurants and bars. We bring much needed revenue but also need areas from which to park safely and securely. All this whilst remaining fair and respecting the requirements of residents (and council tax payers). I fear the above will be beyond the collective wit of ARA
25/03/2024 20:20	Residents in Montgomerie Road are in desperate need of a resolution, I personally know the situation is now having an adverse effect on the health of some of us and sincerely ask for our residents parking issues to be taken seriously and solved as soon as possible. We are a mix of elderly, retired, infirm and those with a young family who need to know you have taken our issues seriously.
25/03/2024 20:20	I note that extending the residents' parking permit scheme is proposed for Meiklewood Road and Berelands Road due to their proximity to Main Street. Montgomerie Road is actually closer to Main Street than both of these streets. Not only is our street used for parking by rail commuters and airport passengers, it is also frequently used by shoppers.
25/03/2024 20:37	Montgomerie Road residents, disabled access and visitors.
25/03/2024 20:43	Parking behind kids play for non-residents
25/03/2024 20:51	Yes permit parking in Annfield Road
25/03/2024 21:01	As a resident of Links Road I am pleased to finally see something being proposed. The amount of cars that park there on both sides cause serious problems, I have trouble getting into my home and for any emergency vehicles it is nearly impossible to pass. I am surprised that there have not been more accidents or someone not knocked down due to vehicles having to use pavements to pass
25/03/2024 21:10	If the parking restriction of 3 hours is not introduced on links road it should be double yellow lined from the top to the sea end. In the height of summer cars can be seen going onto the pavement as no one gives way! It's dangerous.
25/03/2024 21:15	Stop coming up with these silly ideas and not listening to our businesses in the street. It will end up in a mess just like Ayr has!! I worked in Ayr for many years and u have killed that and are now looking to kill Prestwick businesses!!
25/03/2024 21:25	Let's keep our town centres & not discourage people from visiting / shopping & enjoying facilities

25/03/2024 21:27	Residents guests parking needs to be considered
25/03/2024 21:31	You're going to kill Prestwick and shops will close if you introduce parking restrictions. Why do you think people travel to Silverburn - it because of the free parking. What a joke saying the free parking in Ayr over festival period failed to bring in trade. It was because all the restrictions had already killed the town centre and it's not worth visiting. If you want revenue then save Prestwick and allow free unlimited parking.
25/03/2024 21:41	Prestwick town needs more free parking closer to all amenities, parking the last year has become a joke for local business owners / workers. The train station alone could do with a bigger carpark. The waste ground beyond B&M carpark should be flattened and made a carpark. Links road is a riot to try and navigate your way down. Prestwick is a thriving wee town but not enough parking opportunities puts people off stopping by. I alone would rather go to the retail park or a larger supermarket than try find a space if out shopping, for parking convenience, which isn't good for small businesses if everyone thought like myself. The state of the roads around Prestwick are needing dealt with first before any issues regarding parking should be addressed.
25/03/2024 22:07	Montgomerie Road is very narrow and should have one-way system introduced.
25/03/2024 22:13	Kirk Street reduce waiting time to 2 hours. Increase parking wardens - same cars parked and don't receive a ticket. Cars parked on double yellow lines outside 3 Kirk Street to go to dominoes etc.
25/03/2024 22:22	Reduce Alexandra Avenue and Kirk Street to 2 hours
25/03/2024 22:25	The amount of people who park on street all day and take bus or train to Glasgow.
25/03/2024 22:26	More parking areas need to be found to meet demand and allow businesses in Prestwick to thrive. Parking meters should be considered in Main Street and surrounding areas to allow for choice of time limit. Car parks like B&M should be regulated to allow for pay to park and not be run privately with the current fine system.
25/03/2024 22:27	Ensure that parking options remain available to people, be they residents or visitors. I walk into town mostly as it's difficult to park but there are times I need the car to be able to bring heavy / bulky items home.
25/03/2024 22:42	Prestwick Main Street is an exception to the norm these days in Scotland. It has a fantastic complement of local, independent traders who all work very hard to promote and sustain their businesses, whilst maintaining the street look and feel in an admirable manner. High street and small town retail businesses have taken a hammering in recent years, these businesses rely almost 100% on footfall and shoppers having the time and infrastructure to be able to browse and purchase. Prestwick is also home to a good number of food and drink businesses, these in turn play their part in bringing shoppers and visitors to the town. Imposing a two hour limit already impacts what people are able to do whilst in Prestwick, two hours is not a long time to have brunch/lunch and then shop, or vice-versa. Imposing any further parking restrictions on the town will almost certainly lead to its demise, in terms of retail and hospitality, such regulations could literally choke the life out of the businesses who are already finding it hard to compete with online retailers. Why not consider putting a summertime parking charge on the big, seafront car parks, not too expensive but still enough to bring in some income. If you made that a two-part voucher parking system, one part of the voucher could be used to display parking had been paid for and the other part could be redeemable against participating businesses - helping to bring more into the local economy.
25/03/2024 23:23	The more free parking the better as it attracts people to our shops and restaurants etc. don't rush people with limited parking- give them time to spend more!
26/03/2024 00:49	More free parking is required to help support the businesses in the town. Activities are also restricted by time limits. As the President of the Prestwick Town Twinning Association, organising events in local venues is heavily restricted by TV cameras in B&M at night which only allows 2 hours. I understand that we need to prevent parking for the airport and those having a drink and leaving vehicles overnight, but certainly 4 hours is not unreasonable for a meal and event which supports the local community. Organising these events requires 2 hours prep and the event itself. Try getting somewhere close to unload and park up!!!!!! Nightmare. Be very careful of what you decide. Ayr has been ruined by poor planning and

	the lack of forward thinking of knock on effects. The new 2hours free comes way too late. The high street is full of empty properties and a sad to see. Not rocket science to join up the dots. Let's get it right in Prestwick.
26/03/2024 01:04	Mobility scooters and disabled people. Too many cars park on pavements with no thought to mobility scooters or disabled. Drop down at pavements is very poor and should be designed by a disabled person. Road markings are not clear and should be renewed as I have spoken to traffic wardens many times regarding pavement parking at double yellow lines which prevent me from accessing safe passage on a mobility scooter.
26/03/2024 03:05	Fix the potholes in the road
26/03/2024 05:30	Anfield Road, Midton Road , Annfield Crescent , Bank Street.
26/03/2024 06:43	Could you introduce a workers permit, where a company could pay for x number of passes for their employees. Let's say 3 per business. This may increase car sharing and would also make life easier when parking for work. Would generate more money for council also.
26/03/2024 06:45	Reduce Alexandra Avenue and Kirk Street to 2 hours
26/03/2024 06:45	Reduce Alexandra Avenue and Kirk Street to 2 hours
26/03/2024 06:46	Reduce Alexandra Avenue and Kirk Street to 2 hours
26/03/2024 06:46	The pavement in Prestwick Main Street is barely 2.2m wide, including street furniture, while the parking bays are 2.4m wide. Given the majority of Prestwick residents live within a 15 to 20m walk of the high street, and with the evidence relating to the pedestrian pound, I would strongly encourage reduced on-street parking to accommodate more people to walk conveniently without risk of car doors or blockages for wheelchair users with A boards etc. Retaining adequate room for blue badge parking at appropriate points where the road is wider would be possible, along with loading bays. If permit parking is required on adjacent streets perhaps there should be a limit to the number of vehicles residents can apply for permits for? Not everyone can walk or cycle, BUT not everyone can drive. 1 in 5 households don't have access to a car.
26/03/2024 07:32	If parking restrictions or parking fees are introduced it will kill the Main Street. Small businesses are already struggling! More signage to direct customers to free parking areas should be introduced. Don't ruin the business community like Ayr town centre.
26/03/2024 07:52	I agree that parking is busy in Prestwick but I am very wary of enforcing different parking zones and charges. Firstly it is confusing for anyone visiting to know where to park as they will not know which streets have what time limits. Secondly applying charges, unless minimal, always deters visitors and you need to make machines easy to use and accepting of cash and card. I worry all these restrictions will turn Prestwick into Ayr and we all know how thats turned out. Prestwick thrives and we need to keep that. Also, the more restrictions you place, the more you drive traffic into other streets. Are you going to turn our entire town into one big permit zone? I used to live on Midton Road and we had no issue with folk parking outside our house to work or visit the Main Street. We accepted it as we bought the house knowing the area. The biggest problem was the bowlers as they couldn't park properly for toffee, so not parking, just bad parking! Please don't ruin our town, it's great and we love it. Only wish Ayr could be turned into the same, focus your attention there, and not just by planting trees and restricting traffic.
26/03/2024 07:54	Please look at Montgomerie Road!! Areas near the railway station is a complete mess with commuters.
26/03/2024 08:16	Newdykes Road to be one way
26/03/2024 08:18	Buy or rent the car park belonging to B&M, resurface it and charge an hourly rate but with no time restriction
26/03/2024 08:29	Signs up on grass at Broompark Avenue
26/03/2024 08:41	Long-term parking by airport users.
26/03/2024 08:43	Station Drive and Midton Road at the train station end are being used as all day parking for users of railway. Station Drive in particular is impossible for residents and visitors to park on street around their properties and often driveway access is reduced. Would definitely extend one hour limit to this area

26/03/2024 08:52	I think charging people to park is the wrong thing to do. I always manage to get a parking space somewhere in Prestwick therefore I think the 2hr window that is currently in place is fine. I think charging will put people off coming to Prestwick which is a vibrant bustling street and unique compared to neighbouring places like Ayr
26/03/2024 08:55	If the streets were marked with bays a lot more cars could park. At the moment it is a free for all and bad parking taking up space of 1.5 cars. Simple white bays on all streets would provide parkers with guides and allow for more cars to park.
26/03/2024 08:59	The main street should have a 1 hour max stay and all the back streets to the main street should be increased from 1 hour to 2 hours at least. This would keep the parking on the main street more fluid and would give more options of parking longer on the back streets. i.e main street for a quick shop back streets for a longer shop or going for a meal.
26/03/2024 09:07	Grangemuir Road. Difficulty for drivers / pedestrians going under the bridge when cars are parked close to this area.
26/03/2024 09:12	Stopping people parking at end of Kirk Street into Main Road – it's so dangerous when cars are turning into Kirk Street quickly and pedestrians crossing but they keep parking there to go to the pharmacy and dominos. Also needs yellow box painted at end of Kirk Street into Main Road to help with traffic not backing up on Kirk Street.
26/03/2024 10:21	The pavements on Montgomerie Road are unsafe. The side where cars are parked are mostly too narrow for wheelchair users/prams due to parked vehicles mounting the kerb. The opposite side is unsafe as vehicles drive at speed and are very close to pedestrians as both the road and the pavements are extremely narrow. The sunken drains and potholes are causing damage to vehicles.
26/03/2024 10:24	Parking charges is a poor option it will drive visitors away and reduce footfall to the shops I'm strongly against them.
26/03/2024 10:26	You need to consider if there is anywhere you could have a carpark closer to the town centre. Better sights for existing car parks.
26/03/2024 10:27	Existing restrictions can often be seen to be ignored (e.g. cars left unattended on the double yellow lines in Crofthead Road during the day), so more enforcement will be required to make any changes valid.
26/03/2024 12:31	A lot of parking problems are caused by no available longer term parking to meet demand of commuting. The closure of Ayr station has aggravated the problem. There is a large carpark adjacent to the airport, train station and bus stop. This is Scottish government owned. If this was repurposed as a car park for commuters this would alleviate the main parking problems in Prestwick. This would encourage people into town as parking would be easy and footfall, business opportunity would increase. A 4hr stay should be encouraged, 2-3 hours isn't enough to shop/enjoy a meal I live near Links Rd, and majority of parking is consistently used all day by workers. My concern would be that parking restrictions would push traffic into Seabank/Ardayre/Allanvale Road.
26/03/2024 12:44	Traffic management on Caerlaverock Road, Street is a rat run to avoid traffic on Main Street.
26/03/2024 12:48	Links Road traffic, queues of traffic due to parking on one side of road. Issues every day. No parking or waiting should be applied. Speed of drivers- speed bumps
26/03/2024 12:54	Off street parking should be of higher quality and quantity. Other locations for off street parking should be considered. Main issue is lack of capacity and quality off street parking. You should partner with the airport and utilise the car park at the airport train station and use the existing train link to allow for park and ride into Prestwick and potentially Ayr.
26/03/2024 12:59	See comments above about removing pavement on Links Road and resurfacing roads.
26/03/2024 13:01	Parking in Prestwick is limited and often demand outweighs supply. Introducing limits or permits will be absolutely disastrous in terms of access and will deter people from visiting the Main Street. This will have a significant negative impact on the community, local businesses, local residents and the local economy.
26/03/2024 13:38	People leaving their cars if EV charging How will this be managed when the rules come in.
26/03/2024 13:52	Further restricting times around the Main Street will push more businesses to the brink of closure. We need to welcome people in to the town, not limit their stay.

26/03/2024 13:54	There should never be charging for parking anywhere in Prestwick as this will kill footfall and businesses. The town is thriving & expanding, this is largely due to the on & off street free parking.
26/03/2024 13:58	Park and ride near airport?
26/03/2024 14:01	As I said Montgomerie Road. But also I think it's a problem in every town now for parking. Years ago when schemes and towns were built most families only had 1 car. Now as people need transport to work then some households have 2 or 3 cars as they rightly need them for jobs. So maybe on the whole some pavements that are really wide could be shortened and more room for parking a car? Or could the council run a long stay car park in between the train and the airport that would benefit people working in the town too? Charge less than the airport car parks with just anpr and cctv covering? Maybe make some extra revenue? I don't know who owns the land where the old golf driving range was?
26/03/2024 14:21	Develop waste ground on Midton Rd next to B&M.
26/03/2024 14:36	Take control over the idiots parking all day as well as those hogging the electric charging station
26/03/2024 14:39	Why are there waiting restrictions (at any time) outside Costa Coffee in Main Street opposite junction with Station Road? This should be changed to 2hr waiting as per rest of Main Street. Likewise on north kerb of Gardiner Street at junction with Main Street the restrictions could be changed to 1hr. Parking there does not obstruct traffic as it is one way The restrictions at Prestwick Toll in Ayr Road outside Toll pharmacy should be more robustly enforced as particularly when loading ban is in force there is a blatant disregard causing problems when traffic is waiting to turn into Pleasantfield Road
26/03/2024 14:44	Better enforcement of restrictions away from town centre such at the Toll area, why have restrictions if they are not enforced.
26/03/2024 15:04	Divide current Main Street parking in to bays. Too many cars take up space that 2 cars could fit in to.
26/03/2024 15:42	If you introduce parking fees to Prestwick town centre, people will stop visiting and the place will become a ghost town like Ayr has become!
26/03/2024 16:05	Station parking expanded
26/03/2024 16:13	Can the railway car park be double decked as this would go a long way to solving the problem in Links Road too.
26/03/2024 16:30	Designate bays may help with cars taking up more than their fair share of space.
26/03/2024 16:42	We pay for one household (2 permits) in Kirk Street. The street is frequently lined with non-resident cars who stay much longer than the 3 hour limit. Better enforcement procedures on existing regulated streets should be the main priority before expansion is considered.
26/03/2024 17:01	Ayr town centre has been decimated it's so sad walking through the town it used to be a vibrant shopping centre. I believe the start of the demise was the parking restrictions, made worse by online shopping. I don't want this to happen in Prestwick at the moment there is a nice mix of shops, restaurants and bars. If you can't park people take their business elsewhere. Councils don't seem to learn by their mistakes have a walk through Ayr it's soulless now and planners should be ashamed.
26/03/2024 17:56	Introduction of parking charges will negatively impact the businesses in Prestwick and ruin a great main street area. Ayr is a prime example of this
26/03/2024 17:59	School areas, these places are becoming congested with cars, from early morning drop offs, were drivers sit in cars, waiting till start time, not driving away after drop off, causing the road to be clogged during busy times. Arriving up to 1 hour early for pick up.
26/03/2024 18:01	Utilising empty space for car park areas
26/03/2024 18:02	Midton road.
26/03/2024 18:03	I don't wish my street St Andrews Avenue to have residents parking but instead of grass verges it would be useful if made into some parking bays which would widen road for traffic and the grass verges aren't well maintained and cutting just left in gutters causing weeds to grow preventing water drainage.
26/03/2024 18:04	All areas near the airport as people are not using airport parking all the time and taking up residents parking spots outside their houses

26/03/2024 18:04	Bellevue Road car park should be extended
26/03/2024 18:07	Midton Road. Someone is going to get run over Station Drive also
26/03/2024 18:11	Some streets should be made one way. Such as Briarhill Road. This would make the road traffic safer. This could be considered for other roads.
26/03/2024 18:13	I think that the parking bays could be marked out, that way you would get more cars parked. Sometimes one car can take up three spaces , especially on Gardiner Street and Boyd Street.
26/03/2024 18:24	The car park behind B&M is privately run and then there is a big bit of waste ground. Both are an eyesore and not used to their maximum efficiency in terms of layout. Could you purchase these car parks and use them? Would help to clean up the huge amounts of litter there and is the most central location for off street parking
26/03/2024 18:25	Kirk Street parking spaces narrow the road too much at Brysons Garage end.
26/03/2024 18:29	Consider reducing the pavement towards the beach to allow single file parking
26/03/2024 18:31	Adding parking charges is just going to drive people away from Prestwick. The 2 hour window is fine, it allows time for shopping and/or attending appointments. Why can't you look at extending the parking available at the indoor bowling club car park, remove some of the grass at the side of the building. Nobody wants to park and have to walk miles to shop. You need to also look at adding double yellow lines on Biggart Road, stop people from parking on the road.
26/03/2024 18:39	Utilise some of the adjacent land and extend the Bellevue Road car park
26/03/2024 18:39	The vast majority of visitors to Prestwick, particularly those visiting the shops on the Main Street, will be travelling by car. Any measures such as parking charges which dissuade visitors will have a negative impact on our vibrant main street. Since parking charges were introduced in Ayr, Paisley, East Kilbride etc., visitors have reduced and the towns are a shell of their former selves. Shopping habits are already changing, so we need to do everything possible to encourage people to continue to use these shops. The town centre parking arrangements currently work well. In years of visiting the main street, I have never once been unable to find a parking space within reasonable walking distance. Don't ruin another high street by introducing unnecessary charges.
26/03/2024 18:46	Stop continually picking this scab as it will never heal. Prestwick is alive, vibrant and progressive due in part to its current parking restrictions. Look at Ayr - two hours of free parking too little too late. Listen and learn. Thank you and have a nice non-interfering day.
26/03/2024 18:47	Find shopkeepers for all of the empty units on the Main Street please
26/03/2024 18:51	Charges will kill Prestwick Main Street just as it has in Ayr. Time restrictions are adequate.
26/03/2024 18:57	Other areas within South Ayrshire local authority demand priority over car parking. No changes are required. Areas severely underfunded are those protecting children which has resulted in children being put at risk. I would prefer to see the local authority increase funding to support children and families and actually fulfil their duty of care!
26/03/2024 18:59	More free parking needs introduced to prevent people using bus and train parking outside resident's homes.
26/03/2024 19:01	Please stop putting people off visiting Prestwick. All your suggestions don't help with resident extra costs for parking. I just want to be able to shop without looking at my watch and worrying where I can park legally
26/03/2024 19:11	Do not introduce car parking charges in Prestwick town centre. It's the main reason the town has a buzz, whilst the likes of Ayr and many others have died. If you do, you will be responsible for running the town into the gutter. That will be your legacy. Don't dare!
26/03/2024 19:24	Living near Berelands Road I do not see a significant issue in the areas marked on the map. Double yellow lines at the Caerlaverock Road end would make it easier for the buses to turn. The main issue on Berelands Road is at the new North Prestwick school campus at the start and finish of school. This impacts massively on traffic flow and parking back down Berelands Road
26/03/2024 19:29	We often stay at the nearby caravan site next to Airport. Taking the car into Prestwick is a nightmare. We have often tried to get a space to have lunch a haircut or shopping and end up giving up. It must be affecting businesses in Prestwick.

26/03/2024 19:37	Prestwick Town is flourishing and thriving. The free parking in and around the town centre is a huge benefit to both business owners and visitors to the town. Any attempt to introduce parking charges, and or further restrictions will potentially severely affect the success of the town in the current climate. In my opinion, the current facilities may not be perfect, but they certainly continue to attract people to our town and that should not be compromised.
26/03/2024 19:38	why no option to say no to Links Road, Berelands Road or other road proposed for change I don't believe Prestwick requires any further permit restricted zones requiring residents to pay
26/03/2024 19:38	Prestwick needs a car park for visitors, going to drive people away if they have paid parking charges Our family would reconsider visiting us if they had to pay for parking. There is not enough parking for residents or visitors
26/03/2024 19:39	Consideration to include Montgomerie Road with appropriate permits.
26/03/2024 19:42	Main Street Prestwick should have more controls on parking. Pedestrians have narrow pavements
26/03/2024 19:43	Reduce Kirk Street waiting time to One hour parking - cars are parked daily for more than 3 hours and warden does not come round often enough to book these people. I can't park outside my home most of the time even though I pay my residents parking. More wardens needed for Kirk Street so that cars are booked for over stay.
26/03/2024 19:47	Wherever you introduce restrictions, the surrounding streets then suffer with an overflow of people seeking to avoid the restriction which is highly upsetting for those streets. This unintended consequence should be avoided by making the area of restrictions very wide. People don't park for long in the Main Street but nip in to get items from those shops. If you introduce charges, then the shops will lose business & that is to be avoided. The current problem is the closure of Ayr station resulting in an excess of cars parking in Prestwick to access the trains. If you sort the Ayr train parking issue, Prestwick becomes calm again & little needs to be done. So it seems a sledge hammer is being used to crack a nut. But if you are going to introduce residents parking (as opposed to widening Links Road by reducing the pavement), then you need to bring it in on lots of the surrounding streets to force people to use the beach car park which could be extended to cope with demand. The aim would be that the beach car park is a shorter & closer option than clogging up residents streets in the surrounding area. Surely that can be done. Introducing parking charges means people seek to avoid them by clogging up residents streets & causing great upset to the locals. It also means local businesses lose out, so really it becomes a lose lose all round which should be avoided at all costs!
26/03/2024 19:54	I find it disgraceful that any more parking restrictions are being considered. Prestwick Main Street is thriving and what drew us to living here. Should you introduce further parking restrictions you will discourage people from visiting the town centre therefore killing businesses and eventually the town.
26/03/2024 19:57	Adamton Road (north and south) is becoming dangerous due to inconsiderate parking and refusal to use driveways.
26/03/2024 20:04	Prestwick works well with the people who live and work here. Stop messing with it or it will end up like the dump that is Ayr
26/03/2024 20:08	Parking on pavements
26/03/2024 20:13	Main Street reduced to one hour and side streets currently one hour should be increased to two hours which would allow time to shop and have a coffee
26/03/2024 20:14	Keeping Prestwick as it is. Parking on the Main Street may be busy but it is adequate - the parking should remain on a first come first served basis, without parking charges and further restrictions on top of that. Authorities are doing the exact opposite of that and are making it 10x harder to those who need to use the town for its amenities.
26/03/2024 20:16	You can't decrease demand by charging for it!!!! If the need is there, we need to provide space in order to nourish commerce etc. I suspect the real need is for employee longer term parking, which at the moment appears to fill the roads to the west of Main Street. Midton Road is a shambles and a typical example.

26/03/2024 20:20	Adequate number of train station places. It's ridiculous that such a widely used station used for commuting doesn't have more car park places. If you're not in the car park for 07:30 then you can't get parked.
26/03/2024 20:20	Consider more longer stay car parks. Could be chargeable but not charging to park on streets
26/03/2024 20:21	Increase parking spaces at Bellevue Road car park. Create car park Salisbury Place.
26/03/2024 20:22	Fix the roads first lol
26/03/2024 20:28	I visit Prestwick from Symington to shop or to catch the X77 for trips to Glasgow. It is increasingly difficult to find places to park. What about a park and ride facility at Prestwick Airport? I am trying to use public transport more often but need a car to get to Symington or Prestwick from the rural pace where I live. It would be good to have a safe, reliably available place to leave my car. The Airport carpark seems to be underutilised and would keep traffic out of the town.
26/03/2024 20:35	See above comment re Midton Road
26/03/2024 20:47	Penalise on pavement parking. Restricting HGV route through Main Street, Restricting delivery and supply to overnight. Improve enforcement and improve enforcement.
26/03/2024 20:51	Utilising all available car parks close to the town centre, i.e. Community Centre car park is closed when centre is not in use, this could be used better.
26/03/2024 20:55	Parking has only become a major issue in Prestwick since the fire at the Station Hotel in Ayr & now all the train commuters are parked in Station Road car park & surrounding areas before 7.30am & then these cars don't move all day! Working locally - previously you could always get parked throughout the day as there was always some movement in these areas. People who visit the area or have appointments are now struggling to get parked. Limited parking times are unfair as most people working in the town work more than 1-3 hours a day!!
26/03/2024 20:57	Consider speed restrictions on Sandfield Road and back streets. Increasing car speeds on residential street/being used as a shortcut between Bellevue Avenue and up to Cavelaerlock Road. Lots of families and young pedestrians use this street to get to/from school/after school clubs and into the Oval.
26/03/2024 21:09	Some of the marked parking spaces are causing real problems for residents getting in and out their driveways in narrow streets. Ayrshire Roads Alliance need to use a bit more common sense when marking out bays in these streets.
26/03/2024 21:44	Do not introduce any charges to parking in Prestwick. These have just been removed in Ayr. Prestwick is doing incredibly well - parking charges will put people off visiting. Public Transport is dreadful. Limited and expensive services. Increase bus capacity, increase routes, and vastly reduce price. This is how to reduce congestion.
26/03/2024 21:50	I note that the street I live on, Berelands Road, has been included on this proposal. I don't know why - parking is not really an issue during the day. There is also a total lack of information on why this has been included in the brief above. What does it mean for residents who live there? What does it mean for those who have off-street parking? It is not very clear. There are other streets in Prestwick where parking is a real issue (St Quivox Road being quite often one car passing at a time), Newdykes Road - they should be prioritised first for restrictions. As for changing things on the Main Street, please just leave it alone, no change is needed. Bringing in stricter parking restrictions can only do damage to what is a thriving wee town, unlike some of the other towns in Scotland which are dying on their feet.
26/03/2024 21:50	I note that the street I live on, Berelands Road, has been included on this proposal. I don't know why - parking is not really an issue during the day. There is also a total lack of information on why this has been included in the brief above. What does it mean for residents who live there? What does it mean for those who have off-street parking? It is not very clear. There are other streets in Prestwick where parking is a real issue (St Quivox Road being quite often one car passing at a time), Newdykes Road - they should be prioritised first for restrictions. As for changing things on the Main Street, please just leave it alone, no change is needed. Bringing in stricter parking restrictions can only do damage

	to what is a thriving wee town, unlike some of the other towns in Scotland which are dying on their feet.
26/03/2024 21:54	Sufficient park and ride capacity to prevent commuters having to park in nearby streets
26/03/2024 21:56	Adamton Road North at Keystore is an accident waiting to happen. Vehicles driving along and parking on pavement often on both sides causing a bottle neck that drivers accelerate to get through first. HGV's from building site at former school speeding to get through gaps, increased traffic due to big school, the road needs traffic calming measures to stop speeding and bollards to stop pavement parking. Witnessed 4 car accidents on Saturday between 11am and 3pm it is ridiculous
26/03/2024 22:01	As mentioned above Bank Street and Midton Road .
26/03/2024 22:10	Links Road stay time should be shorter than three hours.
26/03/2024 22:15	Prestwick businesses are struggling to survive especially since the threshold for 100% rate relief has been reduced and many of us now are faced with £6000 rates. Restricting the parking will only reduce our income and more businesses will fail. SAC has a responsibility to help businesses succeed by promoting the town instead of making it more difficult for people to stay.
26/03/2024 22:21	The status quo should be maintained. Stop interfering with our town. No need to change
26/03/2024 22:31	Please do not introduce any further charges which will only punish residents at a time when costs are going up in every area of life. Occasionally I might not find a parking space but I never need to drive that far and can then walk back. Could maybe increase number of disability spaces if there is feedback to suggest those with limited mobility are struggling to get into the town? However, please do not include further charges and definitely do not include Meiklewood Avenue in the plans, there is no reason or justification to include our street. As a resident I do not want this. I also do not want Main Street parking and surrounding parking to change. I think introducing any further financial penalties to parking in Prestwick will only result in driving people away. It's a bad idea for the town.
26/03/2024 23:05	Vibrancy of the town depends on adequate free parking. We do not want to be in the same position as Ayr's declining high street
26/03/2024 23:24	Ardayre Road and Marina Road. This is an essential thoroughfare for HGVs, buses and large vehicles. These vehicles are essential maintenance and refuse HGVs. Emergency fire and ambulance vehicles have difficulty navigating the north end of Ardayre Road and all of Links Road. At Links Road there are cars parked close to the entrance of Old Prestwick Golf Club. This is a busy entrance and exit and cars and pedestrians are often at risk from very poor visibility. Twenty metre either side of the golf club entrance should be zoned as double yellow lines. This must be considered within the scheme. Not to do so is ignoring a key issue; there is only one route for large vehicles to this end of Prestwick.
27/03/2024 03:09	Park Avenue. The Avenue isn't wide enough for on street parking and would benefit from being able to park on the pavement. It is a dead end Avenue with foot access to the beach, So no passing traffic
27/03/2024 07:22	The north east end of Main St at Prestwick Cross outside Costa has double yellow lines. These were put in place years ago to allow goods vehicles to load/offload. There are no businesses in that area that need such a restriction. It should be changed to the current 2 hour parking elsewhere.
27/03/2024 08:08	As mentioned above, making Prestwick more parking friendly for residents, not just visitors. If residents could register one car per household with Ayrshire Roads Alliance this would support those of us that live in flats or on main streets.
27/03/2024 08:48	The parking is a major issue in Prestwick. Mainly due to the situation with the Ayr Station Hotel. Everyone from Ayr travelling to Glasgow is currently parking in Prestwick causing major congestion. People who work in Prestwick cannot currently park. I have raised this multiple times without response. My staff have to arrive for work up to 2 hours early at the moment to try to secure a space. The train station is full by 7am with people who park and travel to Glasgow for the day. The surrounding streets then clog up and there is nowhere to park without having to move your vehicle throughout the day due to restrictions. Introducing further restrictions will make the situation worse. It will end up people are

	unable to work in the town due to the inability to park and businesses and healthcare will suffer for the community.
27/03/2024 08:51	Main Street should be free to allow businesses to trade.
27/03/2024 08:57	Use of beach car parks encouraged, to allow people to use town centre, Bellevue Road car park remain free, area behind Weatherspoon's converted to proper car park area. We need more free parking to keep town thriving. Look at how bad Ayr is.
27/03/2024 08:59	Once Ayr train station reopens, the issues in the car park at the station, Links Road and nearby streets will go back to how they were before, which was fine. Please wait at least wait until this happens to reassess. What we want is free parking for all where possible.
27/03/2024 10:21	Sort out the Ayr train station and hence it'll take the heat off Prestwick/ parking situation at current. We have a thriving Main Street that's accessible via public transport, walking and by car. By putting permits, reduced parking hours and additional charges, if anything deters visitors and residents alike from heading for a drink, meal or shopping. It'll just encourage more online shopping and hence less trade on the Main Street. Prestwick is a thriving community with people travelling from Glasgow and Edinburgh to spend the day, encourage the growth rather than restrict it for a quick money fix.
27/03/2024 10:28	As soon as you introduce parking charges, you lose potential customers of retail outlets. I'll regularly avoid Ayr and drive to Prestwick, (1) because you're charged for even a short stay (2) because the heart has been ripped out of Ayr Town centre. It needs a huge rethink on what it's going to look like in the future. Biggest problem with Prestwick just now, is rail commuters that used to park at Ayr Station now parking in Prestwick, thereby reducing the amount of short term spaces available in the town, once Ayr Station is reopened this should alleviate the problem
27/03/2024 10:44	Biggart Road. Insufficient parking at hospital to meet demand. As such staff and visitors merely abandon their vehicles on Biggart Road (on double yellow lines, on footpaths etc.) with no regard to others (safety of children, elderly, or other road users alike). Particularly bad times is around 9am and then between 2-4pm during visiting each week day.
27/03/2024 11:29	Having parking the full length of Links Road on one side causes danger to road users and pedestrians. I have already reported this to the police and all four local councillors. There is just enough space left for two vehicles to pass safely if they slow down. However what I witness on a daily basis are vehicles on the south side mounting the pavement rather than slowing down to pass the oncoming vehicle. This occurs when pedestrians are close by, I witness vehicles on the pavement driving behind pedestrians. The older houses (I live in one) have hedges and high walls blocking our view to both sides as we exit our driveways, I have almost had collisions with vehicles driving on the pavement as I exit my driveway. It's an accident waiting to happen. There needs to be some sort of traffic flow system such as there is on Longhill Avenue, Ayr to give traffic from both ends priority at sections as you travel along the road. Either that or place posts along the pavement on south side of the road to stop mounting of the pavement.
27/03/2024 11:46	I have elderly in-laws and a bother in law with MS, in a wheelchair now. When they visit by car, often they cannot get near our house for selfish parkers who don't care where the dump their cars. Make them pay is my opinion.
27/03/2024 12:00	The council should consider working with the airport to increase available parking on their estate. Residents with driveways should be given incentives to use them (grants to have gates widened or kerbs dropped). Support could be offered to businesses to provide car share schemes. Bike to work programs should be promoted.
27/03/2024 12:15	Re question 4, I am a member of Prestwick Golf Club and a frequent visitor. I live in Symington. Exiting the golf club onto Links Road is now incredibly dangerous because of increased parking on the north side of Links Road and the consequent reduction in visibility when turning left (east) towards the station. Also, there is insufficient space for two cars to pass on Links Road which means that a car travelling west towards the beach has to mount the pavement to allow cars in the opposite direction to pass. There should be a no waiting/parking restriction of 5m either side of the golf club entrance/exit. Consideration should also be given to extending the no waiting/parking restriction eastwards from the golf club entrance/exit to the layby 10m short of the railway bridge on Links Road. 3hr limited waiting proposal on the north side of Links Road will not resolve the problem. This

	situation will only become more dangerous as beach traffic increases during the summer months.
27/03/2024 14:18	The now defunct Ambassador Bowling Club (whose loss to the community is tragic) should be returned to council ownership, knocked down and the, very much used and inadequate parking area increased.
27/03/2024 16:24	I think charging for parking could deter people from visiting Prestwick and local businesses need the support. Please do consider the obstructions being caused on Bellevue Road around our driveway.
27/03/2024 16:47	Links Road consideration of speed reduction measures in this road.
27/03/2024 17:35	I work in Prestwick and since the fire at Ayr train station parking is a nightmare. Station carpark in Prestwick is full by 7.30 with commuters and surrounding streets the same. We are getting abuse from residents for parking in streets close by. If any more restrictions are brought in an alternative for working people who are parking for the day needs to be made. Parking is a huge issue it affects people working in Prestwick, people attending appointments and also businesses. People are being put off coming to Prestwick due to impossible parking.
27/03/2024 17:44	There are plenty of huge car parks available around Prestwick airport. Could you not introduce a park and ride service for people visiting or working in the town? This would have been perfect during the demolition of the Station Hotel - as Prestwick is currently (and temporarily) having to accommodate all the cars of people who would normally commute from Ayr. As for the rest leave it alone. Don't kill Prestwick - learn from Ayr's mistakes.
27/03/2024 18:09	Free parking for all to encourage visitors and bring trade to the town.
27/03/2024 18:16	We need a very visible traffic warden presence. The incidence of pavement parking is absolutely shocking and results in pedestrians having to walk in the road because the pavement is impassable on a lot of our streets.
27/03/2024 18:17	We need a very visible traffic warden presence. The incidence of pavement parking is absolutely shocking and results in pedestrians having to walk in the road because the pavement is impassable on a lot of our streets.
27/03/2024 18:26	The traffic situation on Links Road needs addressed as a matter of urgency. It is an accident waiting to happen and has been exacerbated by the closure and or restrictions at Ayr Railway Station. The current situation could have a negative effect on seasonal visitors and golfers alike.
27/03/2024 18:34	How about using the community centre car park at the weekend. The centre is rarely used at the weekend and the whole car park is locked.
27/03/2024 18:53	How about using community centre car park, especially at weekends as the centre and car park are locked up and not used.
27/03/2024 21:33	The streets off of the Main Street i.e. Kyle Street should have an extended time of 2 hours rather than 1.
27/03/2024 22:10	It is difficult to get parked in Prestwick, I agree, but please don't make it any harder or impose ways that will deter people from visiting and enjoying Prestwick Town. It's a thriving wee place, enjoyed by the young and not so young. Buy / rent some land and use it as a car park for free parking. Local businesses would benefit. The locals and visitors would appreciate. Prestwick has a lot of what Ayr has lost. Let's not ruin it.
27/03/2024 23:16	Prestwick street parking and road surfaces: Now we have thousands of square metres of beautiful tar covering on the far side of the Kid's Play area, it is time to question why and if this is a worthy expenditure given the state of parking and the lack of surface integrity on adjacent roads. Links Road: The proposal is suggested to make this available as residents parking why? All the new build and existing properties have adequate parking provision which is used efficiently by the occupants, who would be crazy to place their cars in the way of harm on Links Road! The problem in Links Road MAY exist because of railway overspill car parking, but surely that is a problem that the railway should solve, i.e. double deck the current parking provision similar to Kilwinning or restrict parking to rail travellers only in the existing station car park. To limit the parking in Links Road would only cascade the problem onto adjacent streets, Montgomerie, Seabank and Allanvale which are already

	being used as car parks and now, worryingly, as rat-runs to avoid the current problems associated with the current parking in Links Road. The speed of some vehicles using this by-pass is excessive and will ultimately cause accidents. These are residential streets with children ever present. The only real solution is to widen Links Road to provide 1 parking lane and 2 driving lanes, which could be achieved by reducing the excessive width of the pavements without encroaching into existing adjacent land. Currently local service vehicles like the refuse lorries block the entire road while servicing properties and emergency service vehicles would be delayed if they had to transit the area. And if people want to access the wonderful newly surfaced driver training or play area beyond Kid's Play then Links Road is a problem. Seabank/Montgomerie: Parking here is becoming as much of a problem. The road surfaces are atrocious for one of the higher rated areas of the county. Potholes, ruts, standing water and pavements like mountain paths (an insult to mountain paths) and years of ineffective survey and failed promises of correction, or cunning inspection on dry days! Drain sumps in Montgomerie are so deep that tyres/rims can be scraped/wrecked just by staying on the driving line, causing many vehicles to mount the narrow pavement, just to transit along the road. Wider vehicles, and council service vehicles have no option but to use the pavement. Residents do not have an option for off road parking hence they have to be able to utilise the roadside, if not already used by fly-parkers, and surely examine their vehicle every day in the hope that no damage has occurred. Montgomerie, Seabank and Allanvale should not be subjected to intrusive railway or airport fly-parking nor vehicles transiting these roads to avoid the current stupidity of Links Road parking. Making Links Road a no-parking area is no solution as the cascade effect would impact all adjacent streets, and unfortunately people rushing to catch a train are not the most intelligent parkers, blocking corners and driveway access.
27/03/2024 23:21	Prestwick is fine as it is so leave it alone, but the problem with Ayr station means more people trying to park near Prestwick station to catch the train from here as a temporary solution. Ayr station needs to be sorted out to get things back to normal ASAP. Don't mess around with Prestwick parking - it works!
28/03/2024 09:05	Use more double yellow lines to block out at least 10m from the corners of junctions on side roads leading onto main roads. Consider increasing area of public parking space at south end of Prestwick. Increase signage on main arterial routes to direct drivers to spaces: invest in tech to advise on how many available spaces there are. Consider use of double yellow lines opposite free parking, alternated, along parallel roads to Main Street to enable cars to pass each other.
28/03/2024 10:41	How about reducing the size of the park on Boyd Street/Caerlaverock Road to accommodate parking as trying to drive along Caerlaverock Road is basically like running the gauntlet with more and more cars parked on a too-narrow road.... Whilst the park is nice to look at, it's largely unused.... Greenspace could still be maintained while having diagonal drive in parking spaces to allow the flow of traffic.
28/03/2024 11:27	Links Road. Again, how will parking times proposed in the questionnaire impact surrounding street? Links Road has a huge volume of cars parked in it daily, as does Midton Road due to many commuters parking here to access train links, due to the reduced services departing Ayr central.
28/03/2024 11:31	You need to put residents first .They live here .Pay their council tax. Yes it's great Prestwick so busy but parking is becoming a real problem.
28/03/2024 14:07	Grangemuir Road/Marina Road/ St Ninians Road junction is difficult to negotiate as cars park on the double yellows on the Grangemuir Road side. Visibility is restricted. Cars park across junctions on Burgh Road/ Marina Road causing cars to cut the corner. The double yellows on Marina Road could be shortened.
28/03/2024 16:37	Use the newly surfaced car park at the back of Kids Play as a Park and Ride.
28/03/2024 17:31	We need to avoid charges for parking as we have a very popular town with great footfall and very low empty shop units. If parking charges were introduced we would possibly see a downturn in footfall and business from out with the town. In summary, don't fix what isn't broken.
28/03/2024 19:18	A 3-storey multi car park should be constructed at the Swimming Pool Area to accommodate visitors to the Town. This would enable easier access to the shops, bars and

	beach with long term parking off the busy streets. Appropriate charges can be made for lengths of stay with barrier entry and exit with pay machines on exit.
28/03/2024 19:49	There should be NO parking restrictions in Prestwick. The 1 town in Ayrshire that has some life about it so leave as it is
28/03/2024 20:51	Staying in Templeton Crescent and driving west on Briarhill to Caerlaverock Road junction at community centre. Current double yellow lines on Briarhill Road needed extended back from the junction. Often there is congestion at this junction as currently cars can park legally at end of double yellows but way to close to junction. There is inadequate stacking available on approach to junction due to parking meaning going west you sit in middle of road. Vehicles coming into Briarhill Road often have to mount pavement due to oncoming vehicles in middle of road
29/03/2024 00:02	As above Monkton.
29/03/2024 07:16	The health of Prestwick centre is directly proportional to the degree to which visiting shoppers and trade are welcomed. Visitors and shoppers will go elsewhere if parking charges or unreasonable restrictions and controls are imposed. For reference see Ayr. Please don't destroy Prestwick too.
31/03/2024 08:52	Hunter Street in Prestwick already has restrictions of one hour parking between 08:00-18:00. However business vans park from 17:00-09:00 the following day, taking advantage of the one hour before and after restrictions. Often they are parked before 17:00 but due to zero traffic wardens at this time they get away with it. Paying residents then come home from work at just after 17:00 unable to get parked. I would propose that the restrictions are expanded to 07:00-19:00. This would solve the problem as the businesses close at 17:00 but wouldn't legally be able to leave their cars till 18:00 enabling working residents to get a parking space
31/03/2024 08:58	I am a resident in Hunter Street and have difficulty parking after 5pm due to business vans parked and they are there all night. Could you please change the restrictions to fix this problem? This happens every night when I return from work. It is unfair that I pay for a parking permit but the businesses that don't can park all night free of charge
31/03/2024 11:45	The issues with parking in Prestwick have only become a bit of an issue since Ayr train station closed. I didn't struggle to park in Prestwick prior to this! There is no point implementing changes until this has been rectified then re-assess the situation. If you implement charges or further restrictions you'll lose footfall in Prestwick or create more issues in other streets.
31/03/2024 14:09	Increase the frequency of parking warden attendants visits to the areas where excess and inconsiderate parking is taking place
31/03/2024 17:52	Any changes to waiting limits or on street parking charges will be the death knell for Prestwick business and tourism. I regularly do my shopping, socialising and attend appointments in Prestwick. I do not regularly shop or socialise in Ayr due to the poor parking, charges etc. we want to encourage visitors to the local area! We have a large elderly population in Prestwick who rely on local businesses for all their needs. Restricting parking will discourage them and limit them socially, etc. Prestwick is a fantastic community and thriving small town....you are killing it slowly...step by step. You need to stop!
31/03/2024 22:36	Road surface conditions
31/03/2024 23:01	I do not want restrictions brought in for my street - Meiklewood Avenue
01/04/2024 11:54	Force or encourage people to use the big empty car park at the beach as it's only a few minutes extra walk from parking in Links Road
01/04/2024 22:26	It damages business if you start charging customers and visitors for parking. Small towns need to footfall. Last thing you need is for people to shop in out of town sites and Prestwick businesses suffer.
01/04/2024 22:42	Taxi spaces on Main Street should be given back for general parking as the taxis have no need to use/don't use these as their base is only some metres away from same. Links Road should be a clearway/double yellow lines on both sides from the rail station to the beach as there is insufficient passing space for two cars going in opposite directions. Charging is only a money maker for the council. Having had experience of resident parking permits in

	Glasgow, costs to residents go up and up but do not reduce the amount of traffic parking. There is no need for resident parking in Berelands Road as there is no issue with parking in Berelands Road and this is unjustified (see previous comments). Having worked in economic research for over 30 years, you should consider writing a proper survey with comment boxes as to why people agree or disagree as this survey is insufficient to properly determine people's wishes. There's is no indication of likely cost (if any) of the parking permits, which could influence people's responses. You are only getting quantitative data and little or no qualitative data from the people who are or could be affected by these proposals.
01/04/2024 23:26	Due to the larger beer garden and therefore reduction in car park size of the Red Lion Pub, Saunterne Road is now extremely busy and often dropped kerbs/double yellow lines are parked on for hours. This also includes Prestwick Airport users parking here for days. A resident parking scheme extension would help greatly.
01/04/2024 23:31	If white lines/disabled spaces were correctly designed more cars could fit on the street
02/04/2024 07:35	Midton Road and Caerlaverock Road can be difficult to navigate. While timed parking restrictions may not be necessary, restrictions on where parking should take place would be beneficial. Link Road restrictions need to cover all areas of road round to the parking area and should also be applied on Grangemuir Road.
02/04/2024 09:24	Links Road is a danger zone with so many cars parked along it. I have to use this road frequently to get to my house and actively avoid it and go all through the town instead, adding to traffic issues on the main street. There is not enough space for 2 cars to pass each other when a full lane is taken up with parked cars using the train station. There need to be double yellows at some parts on both sides to allow cars to pull in to pass each other. I have seen so many near misses on a daily basis, with cars having to mount pavements to pass other cars who refuse to stop which is putting pedestrians at risk.
02/04/2024 10:05	Def agree with links road to be included as parking is terrible, made worse by the train situation, perhaps better to deal with use of the station car park for long term not sure how manage this though as it is handy to allow at least one overnight for those getting train to Glasgow for a night out, bowling/swimming pool car park definitely should have a time limit (8 hours?) on it as it's really the only car park for shoppers and workers in the area.
02/04/2024 10:14	Parking charges/ fines are a cash grab scheme that drives visitors away. If you need an example please look at the empty shopping centre in East Kilbride that was destroyed by outrageous parking charges and sky high rents. If a visitor with a car feels parking charges are too high or that length of stay is not long enough they will simply stop visiting. The absolute shambles with the rail links means there are very limited means of people travelling to Prestwick. Further restrictions on length of stay or increased charges will have a direct negative impact on the businesses trading in Prestwick.
02/04/2024 10:46	The town is thriving - SAC have a chequered history destroying town centres. There has been little or no investment compared to Troon. Success of Prestwick is due to local initiatives. The feeling in the Town is that the decision has been made and the consultation will be worthless. You have suggested parking restrictions near a school which has limited safe areas to drop off. Responsible parents use these streets to safeguard kids by not dropping off at main gate - this initiative will discourage the responsible drop offs. Understand things need to progress but the main issue is the station hotel in Ayr... why wasn't free parking and then use of Prestwick Airport considered (It is owned by the Scottish government and the car parks are empty - they also own the land at the old driving range. thesis are the initiatives we need.
02/04/2024 11:17	Do not introduce parking charges! This has killed Ayr town centre, don't kill Prestwick too!
02/04/2024 15:55	Q4 re Links Road is very narrow in its ask. Agree completely that it should be no waiting on south side to allow easier flow of traffic. Any parking provision on the north side should have a limited number of keep clear areas to allow traffic to pass. However the parking on the north side should not be permit holders nor 3hr waiting. The properties along this stretch of road have adequate private off street parking provision and don't need more on street. The beach users have extensive off street parking on both sides of kids play. Given the lack of off-street capacity at Prestwick Station car parks both Network Rail and Council

	means there needs to be availability of parking on Links Road, unless it is proposed to somehow increase the Station car parks capacity by going multi-storey etc. to keep encouraging people onto rail for sustainability.
02/04/2024 16:36	Links Road - no parking unless residents permit holders
02/04/2024 16:37	Links Road is difficult to drive down because of all the parked cars
02/04/2024 16:38	The current parking situation in Links Road is intolerable and dangerous. There is adequate off street parking at the newly resurfaced beach car park and visitors should be encouraged to park there
02/04/2024 16:44	The proposals for Links Road are inadequate. It is now a daily occurrence that traffic has to mount the pavement on the south side of Links Road due to the long line of parked cars from the station to the beach, however there is plenty parking nearby at the beach. There needs to be at least some passing places halfway down Links Road at all times to prevent cars having to mount the pavement and to allow easier access from Ardayre Road and the golf club car park on to Links Road. Limiting the parking time is not the issue - it is the continuous line of parked cars that causes the danger.
02/04/2024 16:48	Ardayre Road at the junction with Links Road cars are always parking on the corner. When turning into Ardayre Road from Links Road you have to go on the other side of the road to see what is coming towards you. Could do with some yellow lines to stop cars parking at the junction only a matter of time before an accident happens.
02/04/2024 16:48	Ardayre Road at the junction with Links Road cars are always parking on the corner. When turning into Ardayre Road from Links Road you have to go on the other side of the road to see what is coming towards you. Could do with some yellow lines to stop cars parking at the junction only a matter of time before an accident happens.
02/04/2024 16:55	The approach of many other local authorities (e.g. Glasgow City Council) to parking and associated charges are such that it has an adverse effect on visitor traffic and resultant trade in the area. This is especially so in the hospitality and retail sectors and should be avoided. Prestwick is one of the few towns whose main street thrives with varied businesses and significant visitor numbers. Visitor parking should be made available in as cost effective and safe manner as possible to attract visitors to the town. The road to the beach area (Links Road) is a real problem. On busy days it becomes in effect a very long single track road with significant visitor traffic parking along one side of it. Visibility is poor as a result and with no "passing places" available, gridlock can ensue resulting in drivers taking to the busy footpath areas and making it difficult for residents to safely enter/exit their driveways. I don't believe resident parking along Links Road is an issue - it is visitor traffic that causes the issue. This area should be kept as free of parked traffic as possible with traffic being directed towards the beach car park. If absolutely necessary, limited parking along Links Road could be allowed although due consideration should be given to the entrances/exits of existing properties and the need for passing places capable of accepting at least 2 or 3 vehicles to ensure smooth traffic flow at all times.
02/04/2024 17:07	Links Road requires a serious review.
02/04/2024 17:07	Links Road requires a serious review.
02/04/2024 17:13	Links Road is dangerous. Currently cars park all along the right side of the road making the road single track with no passing places. Cars have to mount the pavement to pass each other creating a real danger to pedestrians. Preferably there should be no parking along links road. There is plenty of parking on the sea front. Failing that, intermittent no parking sections to allow cars to pass one another should be a minimum option a two hour minimum stay would also deter train travellers from using the road as a car park.
02/04/2024 17:16	Links Road is chaotic, with cars regularly driving along mounted on the pavement. If limited 3hr parking is introduced this should be on one side with numerous breaks in the parking provision to allow passing bays.
02/04/2024 17:18	The current parking situation on Links Road is getting increasingly dangerous. It would appear that many people using the train service from Prestwick Town are parking on Links Road from early morning into the evening, due to the station car park being full. The consequence of this is that Links Road has effectively become a single track road with cars permanently parked on north side of the road. This means that cars are either having to

	<p>wait for oncoming traffic to pass, or drivers are gambling that they can squeeze past oncoming traffic. Quite often cars will mount the pavement on the south side of Links Road to avoid a collision with oncoming traffic, quite clearly posing a very dangerous prospect for pedestrians. It is very common for cars to be parked in a way that obstructs the entrance to Prestwick Golf Club's car park. This has the dual effect of making it difficult, and sometimes dangerous for cars to get in and out of the golf club car park. I believe the dangerous parking and de facto single track nature of Links Road also led to a recent situation where an emergency vehicle could not access one of the houses on Links Road. My experience of being a very regular driver on Links Road is that parking should not be permitted as it is leading to hazardous situations, frustrated drivers taking unnecessary risks to navigate through the "single track road". At the very least, if parking continues to be permitted on one side of the road, then passing places should be added to reduce the risk of collisions between cars, or even worse, potential collisions with pedestrians as car drivers mount the pavement. In regards to the ongoing situation with Troon Town station car park being full, perhaps consideration could be given to directing these train commuters to park in the newly resurfaced beach car park, which is only a short walk to the station. The status quo in Links Road is dangerous to both vehicle drivers and pedestrians and I would encourage SAC and the Ayrshire Roads Alliance to consider putting an end to parking on this busy road.</p>
02/04/2024 17:24	<p>Traffic movement, car parking and access to properties on Links Road. The train station users and visitors should be directed to the newly surfaced car park at the waterfront. Links Road should be either no parking at all or significantly reduced. Within the last month an emergency services vehicle was unable to access a property on Links Road due to crowded and over parking on the street.</p>
02/04/2024 17:30	<p>Links Road is effectively a single lane road due to all day parking on north side. A time restriction should be introduced, say 2 hours, and passing bays introduced, at the very least.</p>
02/04/2024 17:33	<p>Definitely Links Road. It is a danger to both motorists and Pedestrians in its existing set up.</p>
02/04/2024 17:36	<p>Definitely Links Road. It is a danger to both motorists and Pedestrians in its existing set up.</p>
02/04/2024 17:36	<p>The current situation regarding Links Road is intolerable. The incessant parking down one side of Links Road (presumably caused by the closure of Ayr Railway Station) has created various issues which have impacted the safety of drivers accessing Links Road, whether from the shore end or the railway bridge end of the road. Because I live nearby, I have always driven down Links Road when I'm driving away from Prestwick or accessing the town centre. Now, endless problems are arising because the flow of traffic along Links Road is being severely impacted because it is basically one-way only with drivers having to give way to ongoing traffic, which has right-of-way from the Railway Bridge end. Conversely, I have found drivers coming from the shore end not giving way (when they're obliged by the Highway Code to do so), causing a 'stalemate' with cars becoming stationary and forcing a build-up behind them. For residents of Links Road leaving their driveways, it must be a 'nightmare'. Likewise, I've noticed that cars exiting Prestwick Golf Club don't have proper sight allowing them to exit the golf club car park safely. I realise that the current problem with Links Road has been exacerbated by the closure of Ayr Railway Station with commuters using Links Road for their daily parking. Not only has this 'blocked up' Links Road but it is preventing its use by visitors or such like to park on Links Road for short stays. I would urge some action now so that accidents are prevented before they become commonplace on Links Road. It's no longer a joke but crying out for preventative action, not least some double yellow lines either side of the entrance to Prestwick Golf Club to allow proper sight for drivers exiting.</p>
02/04/2024 17:42	<p>There should be no parking permitted on Links Road anywhere near the entrance to Prestwick Golf Club.</p>
02/04/2024 17:46	<p>Links road is too dangerous as it is currently used There are insufficient passing spaces There is poor visibility when turning on to the road</p>
02/04/2024 17:58	<p>Car parking should be minimised on Links Road, the car drivers should be directed to use the newly resurfaced beach car park and the occupants walk into the town centre. Most, if not all houses on Links Road (west of the railway bridge) have their own off street parking</p>

	within the curtilage of their property boundaries, therefore resident parking permits are not necessary for these properties.
02/04/2024 18:02	Parking in Links Road is currently causing dangerous situations for two way traffic, passing places are needed at the least. Parking should be encouraged at the beach car park and only allowed for residents on Links Road
02/04/2024 18:18	Make Links Road a clearway with no parking at any time.
02/04/2024 18:18	Biggart Road congestion during working hours Monday to Friday. Grass verge could be reduced to provide lay-by parking.
02/04/2024 18:20	Provision of dedicated off street parking.
02/04/2024 18:40	A combination of measures is required. 2 hours for day to day shopping is ok, however that should be the maximum...on the other hand because of the situation elsewhere somehow or another longer parking is required for commuters...
02/04/2024 19:08	Links Road is currently dangerous and will become much worse as the summer season develops. Currently cars are driving on the pavement to pass each other. There should be double yellow lines extending on both sides of the Prestwick Golf Club gates to permit safer exit. It is impossible to see traffic coming from either the sea or from town. At the very least there should be clearly defined passing bays along the route. With the height restriction at the railway bridge Links Road is a major access route for the Emergency Services who will have their own views. There is very adequate recently resurfaced parking by the playpark.
02/04/2024 19:26	Links Road is a real problem and should have 2 yellow lines down one side. People should be encouraged to use the parking at the beach area.
02/04/2024 20:32	The parking on Links Road makes it extremely dangerous and difficult to use as it is essentially a single use lane as cars are always parked there. No parking should be allowed on links road as everyone has access to the newly resurfaced beach car park.
02/04/2024 20:54	I work in Prestwick and since the station hotel fire have to come to work an hour and a half early to get parked anywhere near my work. That is unfair when I work here and all these people are coming from Ayr and now you are thinking about limiting parking in surrounding streets. Where exactly do you propose people who work in the area park? It's a disgrace and will be the end of the businesses in town if this goes ahead
02/04/2024 21:06	Too much traffic and lack of parking makes Prestwick less appealing to visit
02/04/2024 21:11	Have car parking facilities off street to meet demand which will increase if situated near shopping area. Blocking up side streets with cars parked is not progress only postponing the issue.
02/04/2024 21:24	Have more designated car parking facilities. Not just up park up the side streets
02/04/2024 21:31	Many more people are using Prestwick Station and parking in adjacent streets as Ayr Station continues to have problems. Fix them before putting in more restrictions.
02/04/2024 21:41	No parking on Links Road. Very dangerous to drive on at busy periods for both pedestrians and car drivers. Parking should be moved to either at the station or down to the beach front. There is not enough width on the road for parking and traffic to move in either direction
02/04/2024 22:36	On pavement parking must be controlled as it is a real hazard to wheelchair users
02/04/2024 23:24	Montgomery Road residents parking and stay limitations. One way system should be considered also. Traffic calming measures for Links Road. Signage to alert drivers of the extensive parking at the beach (behind Kidz Play.)
03/04/2024 06:00	More restrictions on Bellevue road
03/04/2024 06:53	Provide quality free parking to encourage people into Prestwick. Your policy of fees to park only pushes people to go to Heathfield Retail Park and Silverburn. The towns are dying and the concept of limiting time to park makes this worse.
03/04/2024 08:35	Please just focus on resurfacing the dilapidated streets.
03/04/2024 08:38	Comparing zones especially down beach during events - Prestwick Promenade Day and Prestfest as these two events in particular cause real havoc for residents who reside in Marina Road and the side streets

03/04/2024 08:42	Links Rd is currently made worse by the overspill from the station caused by commuters taking the train from Prestwick rather than Ayr. If the Ayr station problems were sorted the congestion would naturally ease.
03/04/2024 08:46	Double yellow lines on links road
03/04/2024 08:49	Midton Road and it's side streets
03/04/2024 08:55	Links Road has become very congested and is often very difficult to safely negotiate due to parking on the golf course side. I think there is a real danger that an accident will occur between vehicles and that pedestrians are also in danger. Could parking be limited and / or areas where cars can pass each other marked out?
03/04/2024 09:11	The current parking on Links Road is a clearly dangerous and not acceptable. Entrance to and particularly exit from the Prestwick Golf Club members' car park is extremely difficult due to the total obstruction of the view along Links Road. Safe egress is not currently possible because of the obstruction of parked car a clear area either side of the entrance needs to be zoned as prohibited from parking to allow adequate vision for safe exiting. In addition the installation a passing places would enhance traffic flow.
03/04/2024 09:59	There is a serious lack of Parking Attendants in the Prestwick area. There needs to be more visibility of Attendants to deter illegal and inconsiderate/overstay parking. I remember years ago when the old eagle eyed Traffic Wardens in Prestwick would put the fear of God into you.
03/04/2024 10:23	Prestwick town centre works well because you can park, unlike so many places where you can't. Being able to park allows people to visit the town which is why the town centre is so much better than most. Introduction of parking restrictions seems to have a detrimental effect on town centres'.
03/04/2024 10:27	Unify the parking duration to two hours in all the restricted areas. This will be easier for all persons parking to understand 2 hours for all on street parking unless you are in an off street car park.
03/04/2024 10:45	There should be no parking permitted whatsoever on Links Road, heading west between the railway bridge and the shore car park. As things are currently, and as is being proposed, the permitted parking on one side of Links Road effectively turns it into a very dangerous, life threatening one lane thoroughfare. Motorcars, motorcycles, cyclists and very often large and weighty commercial, refuse vehicles, need to mount the pavement to allow oncoming vehicles to pass, thereby avoiding vehicular collisions. Vehicles having to mount the pavement to allow oncoming traffic to pass, puts cyclists, pedestrians, be they adults and children, as well as aged and or disabled people walking or in powered wheel chairs for example, in seriously grave and potentially life threatening danger. Something I have witnessed personally. Furthermore, allowing parking on one side of this part of Links Road, makes for perilous exiting from the Prestwick Golf Club car park. If parking is allowed on the south side, then the above "one lane" issues and dangers prevail. If parking - as current - is permitted on the north side, then yes, all the "one lane" issues remain, however the dangers for drivers and pedestrians alike are exacerbated, as the vision of drivers exiting the car park is severely restricted by parked vehicles, and likewise, cars coming along links road, in either direction, negotiating what is effectively a one lane highway, have no vision whatsoever of cars attempting to exit the Prestwick Golf Club car park, again putting the drivers concerned, possibly passing cyclists and those using the pavements in potentially life threatening danger. Allowing any parking whatsoever, and at any time, on this part of Links Road, knowing and acknowledging the significant, and potentially life threatening resultant dangers to drivers and pavement users alike, would be in my opinion a total dereliction of duty and an act of utter madness on the part of the deciding body or council. There is now plenty of parking available in the redeveloped area on the shore at the end of Links Road, where people looking to park should be directed, so there is indeed a more than suitable alternative should there be a complete ban on parking on Links Road, as I sincerely hope will be the case, as a complete ban on parking on Links road, for all the above reasons is really is the only pragmatic, responsible and very importantly, safe, non-life threatening option.
03/04/2024 11:22	The present situation on Links Road is extremely dangerous and action must be taken otherwise it is certain that accidents will happen and if the Council do not take action they

	will be responsible. Most day's cars are parked solidly down the north side of Links Road leaving room for only one way traffic. Parking also takes place right up to the entrance to Prestwick Golf Club so that if exiting ne has to carefully edge out in order to see if any cars coming in either direction. I have almost had the front of my car hit numerous times when doing this. Also when out in the road one has to travel a considerable distance with no passing places before 2 way traffic is possible. This results in cars having to back up or mount the pavement in order to get through. It is also very difficult for emergency vehicles to access. It would be best if no parking was allowed down Links Road on either side from the railway bridge down to the Esplanade with cars required to park in the plentiful car parking down at the sea front. This should be possible as the Club does not need on street parking and all the houses on the south side have off street parking. Failing that there should be no parking down the south side of Links Road and no parking for about 12 feet on either side of the entrance to the Club and also regular no parking slots on the north side to allow for passing places. If the Council do not take action on this they will be negligent and when (not if) an accident happens they will be responsible for allowing a very dangerous situation to continue.
03/04/2024 12:01	I note you have considered Links Road in this questionnaire but with current rail demand, golf demand and day-tripper demand I feel this street needs to be tightly controlled. And some advertising of the large car park by the front be implemented.
03/04/2024 12:12	Introduction of fees and shorter parking limits will stop me visiting Prestwick as a bit of an expensive lunch getting a parking ticket on top of outing. Please don't work turn Prestwick into another wasted high street like Ayr that people don't visit because parking is expensive and difficult.
03/04/2024 12:15	This is a stove piped approach to parking in Prestwick when other options are available. The roads around Prestwick station are already overburdened because of the current restrictions at Ayr Station but there are no signs that this pressure will diminish once Ayr Station is fully opened. Road management experts from other parts of the UK recommend that the best option is to alleviate parking in both Ayr and Prestwick rather than apply further cost pressures on residents and shoppers. The Scottish Towns partnership have been given an outline scheme whereby Prestwick airport which has plenty of car space vacant, becomes an Air/Bus/Transit Hub similar to the model in Oxford. This would reduce car carking pressures in Links Road in particular, for commuters who drive to the station and catch the train. It would also reduce car parking pressure generally from out of town shoppers. Rather than penalise motorists and residents in the way you are proposing, a regular, environmental friendly mini bus service would meet the needs of Prestwick Airport, Prestwick Station, Prestwick High Street and Ayr Town and its environs generally. [REDACTED]
03/04/2024 13:14	Links road is dangerous with parking down one side. It needs passing places at least and would be better directing traffic to the beach car park.
03/04/2024 13:34	Paid parking should not be introduced in Prestwick. This would be awful for businesses as visitors/locals would be deterred from shopping/eating here.
03/04/2024 14:30	Parking on Links Rd is very dangerous. There must be some restrictions added as well as double yellow down the right (heading to the beach) On the left it should be residents only. Signage should advise of the large free car park right at the beach.
03/04/2024 15:14	EV charging points need re-evaluated in regards to locations and expansion to meet demand
03/04/2024 15:46	Prestwick community centre should be available for weekend parking, instead of the barrier being down as the centre is not used most weekends. Are residents in Berelands Road going to be lettered about the proposed permits, as no one seems to be aware of this being required?
03/04/2024 15:48	Links Road has clearly become problematic, with parked cars causing obstructions for vehicles travelling along the road and dangers for pedestrians and vehicles alike, including blue light services. I would support the banning of car parking on Links Road through the installation of double yellow lines on both sides of the street.
03/04/2024 17:33	All streets in vicinity of airport as people are parking poorly and away for weeks at a time. Totally inconsiderate.

03/04/2024 17:46	Oswald Drive - there are also issues with Hansel staff not being able to park on Oswald Drive to go to work - their car park is too small for all their staff who are key workers.
03/04/2024 20:59	Fix the payments and potholes
03/04/2024 21:01	As above Bridge Street
03/04/2024 21:32	Some car parks are underutilised therefore a way to remove peaks and bottlenecks would be welcomed
03/04/2024 22:05	As above Station Drive
03/04/2024 22:51	Station Road limit should be increased to 2 hours to take into account the types of businesses in the area, where one hour is not enough
03/04/2024 23:10	Due to the density and quantity of parked cars on Links Road (24 hours and 7 days a week) the road is dangerous to drive, likewise it is dangerous to walk the pavements on Links Road. Entering Links Road from private property driveways adjacent to Links Road is especially dangerous. Due to the proximity of parked cars there are blind spots and oncoming traffic is not visible. Often cars are parked across private driveways so it is not possible to enter or exit private driveways. In addition some cars are mounting the pavement on the south side of Links Road to avoid oncoming traffic. This is due to the presence of parked cars along the entire length of the north side of Links Road. Two way traffic is not possible from the railway station to Ardayre Road. There is ample parking available in the beach car park as an alternative to impeding traffic on Links Road where there are no parking restrictions. Introducing the proposed new measures in Links Road in the format described will not resolve the current problems endangering life.
04/04/2024 08:12	Please do not introduce parking maximum length to links road until after Ayr train station is fully operational again. The main reason for the parking congestion on Links Road is the increased passengers due to Ayr train station closure.
04/04/2024 15:55	Links Road is too narrow to accommodate on-street parking which causes major traffic problems and on occasion will seriously hamper emergency vehicle access.
04/04/2024 16:59	1) Ensure that the loss of car parking at Ayr railway station is addressed immediately and power switched on for the electric trains to run to Ayr station. (The temporary grassed area at the side of the cinema could be reinstated as a temporary car park. This area was originally a car park.) (Commuters from Ayr and beyond are now parking on Links Road and boarding their train at Prestwick.) 2) That the proposed parking bays on the north side of Links Road incorporate at least two number double bays marked with double yellow lines to allow cars from each direction to pass each other without driving on the pavement or having to reverse.
04/04/2024 18:10	By changing the park again in Prestwick adds to the confusion that it's already on the streets and the visitors of Prestwick. Changing this again will impact the businesses of Prestwick in a negative way.
04/04/2024 18:16	Links Road, but I'm fed up complaining to Roads Alliance about it.
04/04/2024 18:32	Salisbury Place should be residents parking only, as a resident I struggle to find a spot most days as it is always busy with people walking into Prestwick town. There is only limited space, maybe 5/6 with 4 blocks of flats. There is an open space at the end of the road which could be turned into residents parking or used as an "overflow car park" however this is also extremely busy.
04/04/2024 19:42	I work in Prestwick and have done for the past 25 years. I now have to be in Prestwick 40 minutes at least before my start time to try and find a parking space remotely close to my place of work. It has always been tight for parking but since the Ayr train station closure things have become a nightmare due to although buses being available from Ayr to Prestwick commuters are choosing to bring their cars into Prestwick and dumping their car for the day while working in Glasgow etc. why on earth was the large car park at Prestwick airport not offered to these commuters and they could embark the train at the airport leaving what little space there is in Prestwick for those who work in Prestwick and for visitors to which I think will now dwindle due to no parking and therefore cause shop closures due to lack of footfall. Patients at doctors/dentists are unable to get parked anywhere for their appointments so introducing more restrictions is only going to cause more issues for the people required to come into Prestwick for work or pleasure when all

	that is needed to ease things is let commuters use the car park at airport which half the time sits completely empty and for the high season then charge commuters a lower daily rate to use. You may think once Ayr station reopens this will ease the situation but I'm afraid that will be unlikely to happen now these commuters now realise they can park absolutely free in Prestwick for the whole day mostly from before 7am till after 6pm and I know the times as this affects my daily task in trying to get to get parked to attend work each day.
04/04/2024 21:45	Please note Question 4 is very badly worded and by answering no, will not give a clear picture of what residents want. By stating no, this does not indicate if you think more restrictions should be introduced or less restrictions should be included? I do not think they are adequate as I do not think they are required.
04/04/2024 21:53	Although not council owned, the train station car park is not anywhere near big enough for the demand of it, causing more parking on links road and other surrounding streets. Extra parking needs to be provided at the station to counteract this.
04/04/2024 21:55	Feel that introducing restrictions in Links road will only move the issue to surrounding streets such as Seabank Road & Ardayre Road which are already busy enough. Much of the current congestion on Links Road is due to the train situation. Allowing parking only on one side of Links road would enable traffic to flow easy up & down. Also, most of the residents of Links Road live on flats with car parks or houses with drives so I don't believe residents permits are needed.
04/04/2024 22:36	People love Prestwick and visit the town with ease with free parking. Removing this will negatively affect the town. Ayr is a terrible example of this. Yes residents should be allowed to park for as long and whenever they need to but added limits to the surrounding streets will have negative impacts to the town.
05/04/2024 04:33	Leave it as it is. There isn't a problem. There is no need to change anything. Prestwick is a great town and I don't know one person who has expressed any problem with parking. I do know that people like the way it is now. This is a council driven agenda. Stop meddling. Leave it as it is.
05/04/2024 07:28	It is preferable to the residents of Scotland to not have any parking schemes managed by parking eye or similar cutthroat operations. A few kiosks that print a physical ticket or linked to a car's registration and a regular meter reader individual would be the fairest method to enforce any parking limits. Parking eye and similar companies get it wrong often and if the fine is not issued by the council, most residents will not pay it (a simple search on the various Ayrshire/Prestwick Facebook groups will show this is the mentality). Links road is atrocious and the main culprits are the spill over from the train station (hopefully will resolve when the Ayr hotel demolition is completed), the golf course (who have an abundance of available land to increase the size of their parking and should be consulted and advised to do just that), and the residents of links road particularly those closest to the beach (there is a pinch point in this area and with the residents cars parked so close together on both sides near the pedestrian crossing, it is an accident waiting to happen).
05/04/2024 10:35	If you introduce charge and/or restrict parking in Prestwick it will destroy the town. Please look and learn from Ayr town centre.
05/04/2024 12:10	As a resident who lives in Park Avenue, the volume of cars parking in Links Road is a real issue. Turning onto Links Road from Ardayre Road is dangerous. Frequently cars have to mount the pavement on Links Road to pass each other. Most of the parking is due to people having to get the train from Prestwick given the problems with Ayr train station. They need to park in the car parks at the beach. Marina Road is now used as a rat-run for people trying to avoid congestion on the main street. It is dangerous. Speed bumps or a chicane of some kind should be considered to slow traffic down.
05/04/2024 21:23	I feel the proposals are not in the towns' best interest. More free parking locally would be a better way to go.
06/04/2024 07:55	Business owners should be allowed to apply for parking permits to avoid being struck with £50/£100 fines. Either introduce paid parking or remove this for business owners. Being penalised for parking when they bring a service to the community.

06/04/2024 09:08	We don't shop in Prestwick any longer because there's nowhere to park for longer than an hour (the main street 2 hour spaces are always full). Because of this we only use the retail parks.
06/04/2024 09:54	Parking in Prestwick needs to be increased to help businesses not reduced or introducing more charges. The businesses are a lot of social ones which require longer time to eat drink and shop not less. No parking charges should be introduced as this Will deter more people from coming into Prestwick not help it.
06/04/2024 14:00	Stop driving away people, and look after those who do need carers, for example. Advertise parking options too, i.e., Bellevue Road, and the beach/ train station car parks. If folk want to eat lunch 2 hours is not really enough to enjoy your meal and maybe walk along the street window shopping and maybe popping in to try on/ buy something.
07/04/2024 09:17	Links Road is now a one way street, and dangerous. - Twice in the past 2 weeks emergency vehicles have struggled to attend incidents due to parked cars blocking access. - If the Fire Service cannot get access, could the local authority be held responsible? - I have witnessed cars heading towards the beach with 2 wheels on the pavement, at high speed - the proposed permit restrictions, and/or time restrictions will not alleviate the problem. There would need to be passing places - the beach park car park has been resurfaced. Can this not be used in place of parking on Links Road? - There has already been one accident at the Prestwick Golf Club entrance due to lack of visibility.
08/04/2024 19:18	Consider people who work in Prestwick and bring their cars into the town. They need to have somewhere to park without charge.
09/04/2024 11:24	See my comments
10/04/2024 14:22	Q re off street maximum, make it 12 hour to deter Airport parking on street and also camper vans e.g. Prestwick swimming pool and station. The also is a major issue with people taking the bus to Glasgow easy fix is park and ride on the edge of Prestwick (Airport lower is often empty).
10/04/2024 15:37	Regular Traffic Warden patrols. Especially where there is parking taking place on double yellow lines. Unless there are obvious signs of monitoring parking offences, any proposals will fail.
10/04/2024 20:41	Enforcement is sorely inadequate. Ladykirk Road is consistently used as a car park by local business staff, they know they'll get a £30 ticket once in a blue moon, so it's not a huge issue for them. Weekends are also a problem people going on nights out and dumping cars till Sunday night, knowing the wardens only work office hours. I'm happy with the residents parking scheme, on the whole it's been very good, just needs tightening up.
10/04/2024 20:42	I would like consideration given to the fact that I pay for 2 annual parking permits in Gardiner Street and yet neither my wife nor I can get a space to park. Gardiner Street has an abnormal amount of traffic with people continually looking to park for less than 1 hour making it almost impossible for residents to get a space and yet we have to pay an annual fee!! If residents have to pay an annual fee then Gardiner Street should be changed to residents only. Alternatively, introduce charges for the 1 hour parking. Also, there would be no need for a Residents Visitor Pass if each Gardiner Street household bought a required number of passes that were not linked to the cars registration plate. A street pass could then be displayed on the windscreen.
11/04/2024 21:54	I was trying to get a space last week to attend a hair appointment on the Main Street. I do not live in Prestwick therefore walking is not an option. Such a terrible rainy day. No on street parking available, no parking in council car parks available. Went round and round for over 40mins before giving up and having to park all the way down at the beach car park. This is ridiculous as it is making shops inaccessible. I will try again next time however if it continues sadly I will not be able to continue to support local business.
12/04/2024 17:29	Local businesses should be notified of areas where there is ample parking (both shore front car parks and community centre). Clearer public parking signage may help.
12/04/2024 19:00	If the empty area at the end of Salisbury Place, although small, could be resurfaced, that would allow for another free parking area closer to the town centre for those not able to walk any distance.
12/04/2024 19:26	I live in Bellevue Road. Despite the Indoor Bowling Club being closed, the use of Bellevue Road car park has increased substantially in the last few years and on many days, few if

	any spaces are available. I suspect that many of the spaces are taken up by workers rather than people coming to shop or socialise in the town. Creating a minimum stay in the car park or initiating charging will only move those car parkers onto the surrounding streets for the full day. This just moves the problem. Bellevue Road is currently uncontrolled but is a busy thoroughfare with cars and transport vehicles often using it as a preferred route to other parts of the area. Cars and lorries often travel at some speed up this road. Exiting or entering driveways is dangerous for residents. Visibility is poor if cars are parked on the street especially with the slight slope between Sandfield Road and Bellevue Crescent. I cannot see traffic on the road when cars are parked either side of my driveway until I am into the middle of the road - very scary when vehicles are travelling at speed. Cars opting to park in the street because of controls in the car park will create a hazard and at some point a serious accident. Extension of the double yellow lines might alleviate this danger but would create problems for visitors and/or Tradespersons. Consequently I think that if parking restrictions are to be brought in for Bellevue Road car park, then restrictions such as limited waiting time or Residents parking need to be brought in for Bellevue Road up to at least Adamton Road.
12/04/2024 19:33	YES more traffic wardens. We live in a street in the town centre and some people park their cars for 4,5,6 hours when the limit is supposed to be 1 hour. We have to pay for a permit to park outside our own house meanwhile these people pay nothing and park for hours. We have seen the traffic warden just twice this year down our road. This parking problem isn't just now and again it is every single day.
13/04/2024 03:55	Review Crofthead Road - parking is awful - illegal parking on double yellows which is now even worse since red lion reduced car park. Maybe review the opposite grass patch and review options for implementing another car park at the top of the town Parking on Briarhill Road is awful - inconsiderate people dump their cars and head onto town - often overhanging driveways. Consider further one way systems, marking out bay parking and reduced speed limits to push traffic volume back onto the bypass.
13/04/2024 10:27	My street (Boyd Street) is already a Resident Parking zone. I would ask you to consider 30 minutes parking for non-residents on Boyd Street and Gardiner Street. It is a VERY busy thoroughfare and occasionally I have to drive around/around to find any space near my home. If you are a non-resident - and there are no parking spaces - you simply move on to look elsewhere. Residents do not have that option, I would like to be parked near my home - I pay for the privilege to do so.
13/04/2024 11:48	Crofthead Road at the Red Lion. It's a double yellow line but everyone parks there. Double yellow fines should be upheld as it is an accident waiting to happen with cars coming off main road
13/04/2024 11:57	Some cars park in Hunter Street all day. Their owners do not live in the vicinity. They do not get a parking ticket. Why not? Some owners/residents in Hunter Street park very badly i.e. in the middle of two spaces.
13/04/2024 13:24	Links Road is currently used by commuters for all day parking. The road is not sufficiently wide to allow vehicles to pass. No spaces are being left between the vehicles with the result that once a vehicle has started along the road it cannot let one coming from the other direction pass unless that vehicle mounts the pavement. Even then large vehicles would still find it difficult to get by. Currently cars are parked so close to Prestwick Golf Clubs entrance that it is dangerous to exit from there as it is not possible to check that the road is clear until your vehicle is into the carriage way and therefore in the path of any vehicle using the road. Large vehicles, including emergency vehicles, will have great difficulty in turning in and out of the entrance. I understand that recently an emergency vehicle was unable to access one of the properties on Links Road.
13/04/2024 14:19	Disgraceful that this consultation is happening during this abnormal time while extra parking demands are present during the temp closure of Ayr railway station. Therefore the Consultation is flawed and the result can be challenged. 1. Reduced Main Street waiting restriction should only apply during normal hours of commerce e.g. 09:00-18:00. 2. Careful consideration is required for ill citizens visiting the doctors' surgeries and pharmacies in the town centre. 3. Bellevue Road and seafront car parks must remain free. 4. No parking charges anywhere ever. It's outrageous to even consider it. 5. Residents Permits should be

	free. Vehicles parking on the pavements in certain roadways in the town centre should be outlawed (or engineered out). Boyd Street, Main Street, and Kyle Street. etc. ***Basic and consistent enforcement of existing laws and restrictions are required***
13/04/2024 16:12	Bring in restrictions as to length of time owners of EVs can park at charging points.
14/04/2024 10:57	Daytime parking is only being considered here. There is just as much of an issues after the set restriction times, between bars and restaurants and takeaway delivery drivers (some of which sit with motors running and radios blasting for hours. The amount of cars parked on pavements etc. is ridiculous as well. However there is nothing done about this, no parking wardens at this time. There is not enough consideration/importance given to residents. If parking meters are considered then I would hope they will be away from residents houses.
14/04/2024 13:46	The effect of revised parking arrangements on any streets/roads in Prestwick will have a deleterious effect on any neighbouring streets. Unless this strategy takes into consideration the consequences for the town as a whole, the outcome will be very polarising.
14/04/2024 15:03	Midton Road Prestwick.
14/04/2024 15:16	Links Road should have some double lined areas to allow passing No need for any other changes, residents don't park on Links Road
14/04/2024 17:26	Speed restrictions on Midton Road, Prestwick
14/04/2024 19:00	It is clear that Prestwick survives/thrives in large part due to visitors coming for shopping and entertainment. Essential to this is the provision of adequate parking which is difficult to achieve in such a crowded locality. While limits to control parking are helpful it only moves, concentrates and exacerbates the problem in a smaller area if capacity is not provided elsewhere. Perhaps the area behind Kidscape - newly resurfaced - could be used - even consideration of a small shuttle bus at busy times There is also the waste ground at the beginning of Midton Road could be better used there may be ground support concerns to consider however it is usually full of cars. An issue that does not help the congestion problem, is the increasing number of front gardens being paved over . This is obviously extremely detrimental to the environment and the management of water/flooding
14/04/2024 19:02	If people feel forced to take away part of their garden to make way for a drive this would not be a positive move for the environment and detrimental to the management of water/sewage/flooding.
14/04/2024 19:47	Parking at railway car park has become increasingly busy and is often full very early in the morning which affects commuters travelling by train to work (potentially this has been caused by additional commuters bringing their cars to Prestwick because of the lack of trains from Ayr). This often means overspill parking onto Links Road which potentially will have a 3 hour limit - not appropriate for commuters travelling for a full day's work. Until capacity issues are sorted at the station park, restrictions on Links Road would seem inappropriate at this time. Perhaps when (and if) this capacity issue is resolved the 3 hour limit would be fairer.
14/04/2024 19:51	The amount of service vehicles parking on main street on pavements. There are hardly any visible road markings and the queues getting into Prestwick from the north are ridiculous...
14/04/2024 20:26	Ongoing issues around poor parking at Station area and the middle road short cut.
14/04/2024 22:02	Speed bumps on Midton Road. It is obvious that traffic users use Midton Road as a quicker route to the end of the town, and hence drive much faster than they would along the Main Street. Due to the number of young families living on the street, speed bumps would be welcome.
14/04/2024 22:32	Midton road is now showing an increasing volume of traffic particular commercial and bus traffic making passing on oncoming traffic impossible to pass
15/04/2024 09:37	Parking in Prestwick is a joke there should be absolutely no restrictions at all to get people in the town. Nowhere for business owners to park for the day. Definitely shouldn't be any restrictions or permits for business owners or residents. Prestwick pool car park always full and the time restrictions especially on residential streets are ridiculous. I'm actually disgusted that you are thinking about implementing more restrictions within the town. Extremely selfish

15/04/2024 09:39	Speed limit in Midton Road should be adhered to, perhaps by introducing traffic calming measures such as speed bumps. Some vehicles appear to be driven in excess of 50mph i.e. taxis and couriers.
15/04/2024 10:08	The truth of the matter is that car usage will always grow larger than the capacity available to store these cars. Restrictions have limited success but drivers have amazing levels of entitlement and see that when legitimate spaces run out then pavements, corners, in fact any space is a perfectly allowable space for their vehicle.
15/04/2024 10:39	Mark bays you will get more cars parked.
15/04/2024 10:50	As a resident of an area already in the residents parking area it makes me wonder why parts of Prestwick are not covered and people park on pavements etc. and I just don't get it. Parking wardens are not always available and so lots of people just take the risk. Parking wardens ignore things like people parked the wrong way in a one way street. Has any consideration be given to mark out bays, I understand this may be difficult but might help out. I have a strong opinion on the registration of the car being used, I think it should be a badge and residents should be allowed to have another pass for people visiting them.
15/04/2024 11:35	I think careful consideration should be given to any new proposal, as I feel Prestwick is only just surviving in the present current financial climate and is not one of the "Thriving" communities of South Ayrshire as the Council would like have people believe and any wrong decision could impact the prosperity of the area further with disastrous consequences.
15/04/2024 12:05	Residents should not pay for parking outside their own home More parking attendants required, as many people park on double yellow lines with no consideration of other drivers Stop drivers parking on the pavement
15/04/2024 13:43	Speed on Midton Road - see comment above re 20mph and traffic calming. Active Travel - the schools in Prestwick offer an excellent opportunity to improve a fairly negligible active travel offering safer routes to schools. While the ongoing work by ARA re linking Ayr-Prestwick-Troon is to be commended, and excellent work has taken place, there is an open goal for improving provision for cycling/ walking within Prestwick, particularly for the town's children in getting to/from school - a priority for the council surely?!! At the moment there is nothing being done in this regard and could so easily be improved.
15/04/2024 13:58	How can the result of this consultation be evaluated when there is a larger than normal demand due to the closure of Ayr railway station which has temporality caused increased car parking pressure at/near Prestwick railway station? This consultation is therefore flawed. This consultation is a smoke screen for SAC to implement their desired parking charges for off street at Bellevue Road car park and on street charges everywhere else. Disgraceful. Does SAC think we, the citizens, are stupid? It's a disgrace that SAC is so sleekit and cowardly as to use the Ayrshire Roads Alliance quango to implement their new stealth tax parking charges. Go away, hang your head in shame, and leave Prestwick alone.
15/04/2024 15:06	Enforcement of Road Traffic Law and parking restriction needs to be increased and has to be regularly policed by all relevant agencies.
15/04/2024 16:13	Gardiner Street is designated a 'one way' street. However, an increasing number vehicles daily ignore this totally and either 'risk' nipping up the wrong way or don't see the 'no entry' signs at the bottom of the street which are set high up the pole. I did suggest before painting 'no entry' across the road surface but someone on ARA told me the amount of drivers transgressing didn't warrant painting a 'no entry'. I found it remarkable that someone miles away in a Kilmarnock office could determine the number of drivers who daily head up Gardiner Street against the 'one way' flow. Maybe he has telescopic vision like Superman?
15/04/2024 18:01	If you wish to maintain or even encourage commerce into the town you also need to accommodate the most used form of transport. If And when the Broadway cinema is re-opened it will generate increased traffic, Which will without doubt overwhelm the town's already struggling infrastructure. You need to plan and act now rather than await for the inevitable backlash. A local government that cares for, and favours the local population retains power/ positions/ seats. Those that run roughshod over voters and taxpayers reap the consequences.

15/04/2024 20:07	Possibility of more traffic wardens to enforce parking time limits. Stop bad parking-one car taking two spaces.
15/04/2024 21:22	I feel if you introduce charges we may lose visitors and custom. We may become Ayr. It is important to keep the seafront car parks free to use, They are an asset to the town. Overall please avoid charges, don't be over enthusiastic about time limitations, However, do consider residents as a priority. A Prestwick residents pass available for all residents as a catchall for parking in Prestwick could be helpful, and free if possible. Good Luck and thank you for consulting Harry.
16/04/2024 11:36	Community centre car park should be open all the time and have a 3 hour limit.
16/04/2024 11:41	Speed restrictions on Midton Road as motorists use us as a rat run.
16/04/2024 11:52	Midton Road should be reinstated.
16/04/2024 11:57	No parking limits at all
16/04/2024 13:16	Bringing in charges to park will drive away shoppers to the town. This will have a negative impact as independent shops will close down and the town will become a disaster like Ayr. Please don't ruin this lovely, bustling town.
16/04/2024 16:16	Would it be possible to prevent people parking on the double yellow lines at the top of Kirk Street? We continuously have people parking very near the junction with the Main Road, either to go in to the garage shop or to go round the corner to Boots. This is extremely dangerous as it takes up so much road space, there is no room for 2 cars to pass one another at the top of the road and sometimes cars have to stop on the main road at the junction to allow cars out of Kirk Street.
16/04/2024 16:45	Extend the area for resident parking permits to ensure that motorists will not just simply move two streets away from the Main Street to avoid restrictions, and in so doing be a nuisance to other residents of Prestwick. The power to increase revenue for SAC is there through charging the motorists so please use it to the benefit of the residents and businesses, we all pay rates and would like SAC to expand its remit of gathering additional revenue, through motorists etc.
16/04/2024 18:45	Consider Briarhill Road for permits. Save more accidents and damages to property and allow residents to park at their own home.
16/04/2024 21:37	At the top of Kirk Street there are double yellow lines to prevent dangerous parking near the junction with Main Road. This is being ignored by many drivers and near collisions and frustration are frequent. I realise that resources are tight but a regular patrol from enforcement officers would be welcome and if possible appropriate signage. Traffic calming and a 20mph speed limit in Links Road should be considered.
16/04/2024 22:21	Biggart Road - too many cars parking on hospital side - sometimes so near junction of Adamton Road and affecting buses and cars coming around corner at traffic lights
17/04/2024 01:03	Enforcement in Prestwick is very poor, especially in relation to dangerous parking at the bottom (Main Street) end of St. Quivox Road and Crofthead Road. Also, something needs to be done about train passengers parking the length of Links Road all day every day.
17/04/2024 16:35	Please consider rewriting your questionnaire, it's incredibly biased and doesn't allow respondents the opportunity to register their views. It only captures and reinforces the views of the creator.
17/04/2024 18:48	Midton Road as mentioned above
18/04/2024 08:13	More disability bays. A new large car park which is free to encourage people to buy locally.
18/04/2024 09:36	Cars parking on pavements. Prams, disabled scooters, wheelchairs and disabled people have to go onto a road to get past selfish parking.
18/04/2024 09:48	Fixing the states of the roads (potholes), introducing 20mph limit signs, increasing double yellow line and then enforcing it with parking enforcement. Increase the drop kerbs at crossing points.
18/04/2024 10:11	Far too many work vans being parked on the narrow streets. Like John Street. They are also being parked on the double yellow lines, at the top of the street. It's only a matter of time before a child is knocked down. I've seen many close calls, especially with the junior schools, and other users, of the Community Centre. There is no line of sight for vehicles turning any direction, onto and off of, John Street. Bin lorries/deliveries etc. find it very

	hard to pass these parked vans. Residents, with off-street parking, have trouble turning out of their spot. Some residents have at least 2 cars, as well as at least one work van. Also, it makes no sense to have street parking, on BOTH sides, of local through streets. It is absolutely shocking that no collision avoidance has been considered for Briarhill Street to Briarhill Road. Every single day a driver experiences/sees extremely close collision misses making that blind turn. The wall, on the right, completely blocks any view of oncoming traffic. This must have been pointed out many times over the years. Either the wall requires to be lowered, or some type of mirror etc. needs installing. It's even worse if cars are parked opposite the T junction.
18/04/2024 13:32	The proposal for laybys on Prestwick Road should not be included in the Prestwick consultation since this stretch of road is inside Ayr town boundary This consultation is exceptionally narrow in focus and biased toward ARA railroading through their preferred option. Additional charges for parking will deter visitors and destroy business in Prestwick
18/04/2024 13:57	Montgomerie Terrace, Midtown Road and middle part of St Quivox Road should have residential parking permits introduced and a time limit of 1, 2 or 3 hours introduced, as this discourage people who drive their cars to Prestwick to then commute to Glasgow. This happens a lot more than u think, especially with the state of Ayr Railway station and their lack of parking there even before the latest issues.
18/04/2024 15:11	Two of the proposed areas, namely Meiklewood Avenue and Berelands Road, are in the majority residential streets. It would be unfair to target only these two street for resident parking permits when the majority of streets in Prestwick will not have the burden of an additional payment. This is especially important in current times when the cost of living is particularly high. South Ayrshire Council have only just confirmed that they will levy an additional charge for the collection of brown bins as from July 2024 and, therefore, any additional charges for Prestwick residents would be unfair at this time. In my opinion neither Meiklewood Avenue nor Berelands Road are targeted for parking by "town centre shoppers" as they are both some walking distance from amenities. There are other streets which are far closer to the town centre where on street parking is more difficult. I feel that this would simply be another way for South Ayrshire Council to raise funds - albeit unfairly from the residents of these two streets.
18/04/2024 17:11	All of this is all very good but without enforcement for this, and all the illegal and dangerous parking in Prestwick, it is all pointless. Can we have an easy way to report parking infringements so enforcement action can be taken in an effort to make life easier for everyone.
18/04/2024 18:25	There are many cars/vans parked on the pavement making it unsafe for pedestrians and drivers alike. Briarhill Road has many cars parked all day while people walk to work on main street or to the train station
19/04/2024 18:44	As there are ample empty plots around the town these should be reused as Off Street parking where applicable. Also on behalf of the residents in our Cul-de-sac we would welcome a residents only parking permit scheme.
20/04/2024 09:02	Links Road there should be no off street parking from the railway bridge to the promenade - that part of the road is too busy & dangerous when there are parked cars on either side of the road.
20/04/2024 12:25	Midton Road Prestwick
20/04/2024 13:53	Saunture Road. Again town centre staff park all over the street causing road issue for lager vehicles to get through and they are abuse to residents
20/04/2024 15:31	Enforcement, currently the enforcement in Station Road Prestwick is woeful. Cars are left in the parking bay for weeks by airport users and never ticketed. Today, Ayr Grand National day, not an enforcement officer to be seen, meaning the no parking cones are being ignored by cars owners (who have trolley bags and not here to go shopping) and causing chaos at times as the buses for the train station are having to block the road. It's a one hour limit, yet one car un-ticketed and has been there since Thursday, an Audi been there since 11am, and it's 3.30pm. I normally see an enforcement officer one or twice a week, walk down the road but never back up. Yet, my extra parking permits cost money and have to be vehicle specific, But there again I try to obey the parking rules, visitors to the area, predominately for the airport don't.

20/04/2024 16:47	Link in with the airport and introduce a train and ride from the airport car park. It's always virtually empty. Reduce the costs of this parking for airport travellers so they don't park in town for days. I think places like the Bellevue car park or whichever car park it is near the indoor bowling should be free for those who work in the town or nominal. Otherwise charging for that car park and people having a choice in how long they stay would provide flexibility.
20/04/2024 17:20	Midton Road
21/04/2024 11:41	Areas where there are businesses, schools etc. should not be included in any of the proposed parking restrictions which will affect the currently unrestricted parking areas.
21/04/2024 18:53	Prestwick would benefit from additional off- street car parks and the presence of traffic wardens. The main street quite often has cars and vans parked on double yellow lines or in the bus stops. Road and pavement repairs and road markings would be very useful.
22/04/2024 10:48	Links road on pavement parking has become a difficult and dangerous issue. By allowing non-resident parking on the golf course side of the road, rather than insisting that beach visitors drive to the new car park, the pavement is almost entirely taken over by cars. Children cannot walk safely down the road and cars are parked so near to the entrance to that golf club that it is only matter of time before there is a serious accident - I saw someone pull out from there at the end of last summer and they couldn't see left or right, another car was going towards the beach and when they swerved, they nearly hit me and my kids. The golf course side should be yellow lines at best
22/04/2024 11:33	Be careful as you will push people away from shopping in Prestwick if you restrict the parking even further.
22/04/2024 17:06	Provision for disabled parking ensured on any new street proposals Serious consideration given to waste land or undeveloped land areas near town centre required to be made into off street parking - until any developer or development gets its act in order
22/04/2024 18:19	Parking charging will be detrimental to all the local shops cafes and restaurants. Prestwick is one off the best street left for shopping and eating out charging for parking would ruin it
22/04/2024 18:20	Parking charging will be detrimental to all the local shops cafes and restaurants. Prestwick is one off the best street left for shopping and eating out charging for parking would ruin it
22/04/2024 22:52	The streets at the back of the Taj and around Caerlaverock Road are often used for parking and block free flow of traffic.
23/04/2024 13:05	I disagree with a 3 hour parking limit on Links Road - we should be encouraging holiday makers to visit the town and this is where most would choose to park to access the promenade/beach. Introducing a limit will mean people will look to outlying streets near the front where they can park all day free of charge. Links Road should be accessible to holidaymakers visiting the town.
23/04/2024 13:39	Sign post the big car parks on the prom properly. Make all the streets around Links Road/ Station Road/Kirk Street residents only.
23/04/2024 14:21	Discussion should be held with the owners of the towns' biggest car park behind the shops to allow more than 2 hours parking without penalty. This would help alleviate parking in particular around main street.
23/04/2024 17:07	Streets that have Residents Car Parking Permits should be ONLY for residents. Enforcement of car parking particularly in streets that have Residents Car Parking Permits is totally inadequate as a result must be of a higher frequency and on a daily basis. On a regular basis there are cars parked that are over their 1-hour entitlement and other vehicles park for days on end without moving. It would be good to introduce a visible Residents Car Parking Permits to be displayed in the specific car.
24/04/2024 10:08	To introduce parking charges for the area would be extremely detrimental to the business in and around the town centre... We do need the visitors to the town to be able to bring the much needed revenue into the area. Introducing residents parking permits will only levy a further cost to residents in the area (right after the additional brown bin charge!!) And there can be absolutely no guarantees that introducing parking charges or a parking permit area would mean that parking spaces would be available for residents. Residents would likely experience the exact same issues but would be being charged for permits into

	the bargain!! Parking is difficult in certain areas for different reasons... Parking around Prestwick Academy is an issue because of teaching staff and older pupils who can drive parking on residential streets... Parking around the building site on Adamton Road (former St. Ninians Primary) is an issue because of construction workers parking their vehicles... Traffic stopping short-term at the convenience stores on St. Quivox Road and Adamton Road North and Adamton Road South causes traffic chaos for residents... Travellers using Prestwick Airport have been parking on residential streets close to the airport and leaving their cars parked for several days at a time... I simply don't feel that your proposed solution of charging residents for parking will work!!
24/04/2024 10:21	Around Schools
25/04/2024 10:46	There appears to be some enforcement of parking within the controlled areas whilst anything goes appears to apply elsewhere. An example would be Caerlaverock Road where cars are often (nearly always?) double parked (opposite each other) restricting traffic flow. There is also frequent parking on double yellow lines at Caerlaverock Road, Gardiner Street, St John Street, Briarhill Road to name a few this can often be within metres of the junction, hence dangerous. None of the foregoing ever attracts any penalty.
25/04/2024 16:27	All streets in the vicinity of the Main Street should have the same parking restrictions, and opportunity for residents to buy parking permits.
25/04/2024 21:09	There are no parking reconsiderations for people who work in town all day
26/04/2024 09:56	Please do not introduce parking charges. This is a seaside town that has been very successful. I do not want to live in a town where parking becomes a massive financial issue for both residents of the town and visitors.
27/04/2024 12:56	Forcing cars to park just outside these areas for lengthy periods of time affecting safety and the parking of residents in the close proximity forcing residents to have to park far away from their own properties.
27/04/2024 16:44	Please consider making the community centre a free car park
27/04/2024 20:50	Just my street!
28/04/2024 21:22	Junction at St Quivox Road opposite church. This is an accident waiting to happen. Due to people parking to avoid residents parking areas.
29/04/2024 14:57	Consideration made for deliveries to local businesses on the main street. There is no access to the rear of many of the businesses and extremely limited access to the front due to parking restrictions, bus stops and disabled bays and pedestrian crossings all limiting where delivery drivers can safely and legally park to make the deliveries to the businesses
29/04/2024 18:02	The proposed changes in Links Road doesn't really address the difficulty for two cars passing when there are parked cars on one side of the road - passing places don't solve the problem. However, the pavements on either side of the road are far wider than either is normal or is required. I suggest you look at narrowing the pavements to create a wider road that will then allow cars to pass. This will make it safer for both pedestrians and drivers.
30/04/2024 16:10	Midton Road
30/04/2024 18:41	A traffic management scheme for Links Road needs to be developed and implemented. The current arrangements are inadequate. They fail to protect pedestrians, including children, from harm including potentially fatal injuries. They also fail to protect drivers and their passengers from injuries. Currently cars are often parked continuously along the north side of Links Road. The result is that traffic in Links Road is often forced onto the pavement on the south side of the road. That is dangerous given the number of pedestrians on the south side. Additionally, drivers exiting Prestwick Golf Club have severely restricted sight of traffic from the east and the west. That is dangerous and it is only a matter of time before an accident occurs.
01/05/2024 00:05	Don't change anything, it works so leave well alone
01/05/2024 14:42	Consider building a multi storey car park
01/05/2024 18:15	The car park at end of Links Road behind Kids Play - more signage is required so visitors know about new surfaced car park especially to reduce amount of cars parking on Links Road.

01/05/2024 22:10	We need to encourage people to visit Prestwick. Not deter them and end up with a ghost High Street like Ayr. So allow longer parking in Main Street of 3hrs Also in Hunter Street we are struggling to get parked despite paying for permit. The restrictions are not enforced enough by traffic wardens to encourage adherence. Businesses park overnight, and all weekend. Business vans park some days from 3.30pm and no consequences occur to them because traffic wardens do not appear to be about after 4pm to enforce restrictions. I would like residents only parking in residential streets or at least further restrictions to prevent abuse of the current restrictions.
01/05/2024 22:13	Need more all day free parking for the train station.
01/05/2024 22:42	Parking availability should be reduced in favour of greater accessibility to active travel. Streets should be used for travel and not a place for people to store cars.
02/05/2024 16:07	Links road should have double yellows on both sides of the street as getting to the sea front is not satisfactory due to only 1 car being able to get down the road. Cars are driving down the pavement which will result in a person being knocked down.
02/05/2024 16:11	The narrow width of Links Road (which in many parts struggles to allow for two way traffic) allied to the increasing volume of vehicles using the road and what has become an increasing parking presence in the road all contribute to a far from satisfactory free flowing movement of vehicles. Only this morning a tail back was created by three cars driving towards the town, two cars exiting the Golf car park and two cars driving towards the beach. Many of the vehicles using the road are commercial and take up materially more room than the standard cars. All of this ever increasing level of activity, allied to what appears to be permanent on street parking has led to increased levels of congestion which if not curtailed or regulated to permit the free flow of traffic in Links Road will, in my view lead to a significant increase in the potential for an accident.
02/05/2024 16:13	We believe that the consultation fails to address the problems caused by cars being allowed to park the length of Links Road: * The road is too narrow to allow cars to pass if there are vehicles parked * Cars are mounting the pavement to pass oncoming vehicles with a resultant danger to pedestrians * Emergency vehicles are unable to access properties in Links Road (Including the golf club) because of parked cars * Access to and from the Club carpark is hazardous because of cars being allowed to park up to almost level with the gate. There have been a number of near misses. * Some parking restrictions should be introduced on either side of the gate to allow clear visibility for vehicles coming in out of the Club. * Coaches bringing visiting golfers have been unable to access the car park. The Club is a major contributor to the local economy and lack of access could impact on this. * If parking is to be allowed in Links Road then sufficient passing places should be created by restricting parking in parts of the length of the road.
02/05/2024 16:47	Links Road should only have parking on one side. It is dangerous to allow parking on both sides of the road. When vehicles are parked on both sides there is no room for vehicles to pass meaning that vehicles often mount the pavement which is a danger to pedestrians. It is a busy road with vehicles visiting the waterfront and the train station. It should have space for vehicles to pass safely.
02/05/2024 17:19	Montgomery Road for residents and visitors permit. One way would be a big help too as road too narrow.
02/05/2024 17:19	Montgomery Road for residents and visitors permit. One way would be a big help too as road too narrow.
02/05/2024 17:26	Montgomerie Road for residents, visitors and one way as we can rarely park when visiting family in the street. Restricted time limited parking. We have a new baby and a toddler. When we visit we have never been able to get near my mother's house due to people parking for days on end either for the airport or all day for golf or Glasgow. The road is too narrow for traffic and the pavement too narrow for a double buggy.
02/05/2024 17:31	Links road and the promotion of the beach car park and an expansion of the station Parking area.
02/05/2024 17:45	It might possibly help to make Montgomerie Road a one way street as cars cannot get past without having to go on the pavement. Also it would make it easier for service vehicles to get along the street without meeting traffic coming in the opposite direction.

02/05/2024 21:24	I am a member of Prestwick Golf Club. The situation on Links Road is deeply dangerous and it is a matter of time before there is a serious accident. Cars have no option but to mount the pavement to pass each other. It has also been clear that emergency vehicles are struggling to get down Links Road. Having had all of this highlighted from many sources, the Council will be culpable if and when an accident happens. Unfortunately the consultation fails to address the problems caused by cars being allowed to park the length of Links Road: In terms of the Golf Club - a major contributor of tourist income and jobs to the Town - access to the car park is sometimes impossible because of parked vehicles. Offenders point to the lack of yellow lines. As a result some coaches with visiting golfers cannot enter the car park. The optimum solution is to prohibit parking, directing cars to the public car park at the beach. A lesser solution would be to have some parking permitted (with the suggested three hour limit) but with passing bays with double yellow lines, including at the golf club entrance. Finally, if these effective options are rejected, it will be necessary to reduce the size of the pavements on one or both sides.
02/05/2024 22:31	Marina road is becoming dangerous. At the junction with Grangemuir Road the turning is frequently blind due to cars parked on double yellow lines. At the opposite end, at the junction with burgh Road it is often gridlocked due to cars parked all along the end of marina road, cars parked opposite the junction on burgh Road. I believe many of these constitute illegal parking but we've never seen any action taken.
02/05/2024 23:36	I believe that the consultation fails to address the problems caused by cars being allowed to park the length of Links Road: The road is too narrow, so when cars are parked, it becomes single file traffic. In addition cars are mounting pavements to pass each other which is dangerous for pedestrians. Parked cars on links road have caused emergency vehicles, including ambulances to be unable to attend medical emergencies because they stop access. Exiting Prestwick Golf Club is very dangerous because cars are allowed to park so close to the entrance that drivers cannot see oncoming vehicles. I have experienced several near misses. Coaches bringing golf tourists often cannot get into the golf club car park due to the parked cars. This is threatening tourism which is an important part of the local economy. There should be parking restrictions on links road to reduce these issues.
03/05/2024 00:06	If parking charges introduced on Main Street etc. it will only drive people away and will have a detrimental effect on local businesses.
03/05/2024 07:19	Regarding Links Road under present conditions it is sometimes hazardous to access and leave Prestwick Golf Club. There have been a number of near misses. The street is too narrow for two-way traffic when cars are parked on the road. At the very least there should be passing places to allow traffic to navigate but preferably cars should be directed to the free parking just a few hundred yards beside the beach front.
03/05/2024 07:30	No parking on Links Road or at least passing places at regular intervals. The entry and exit to/from Prestwick Golf Club is thoroughly dangerous - with no visibility until your car is in the middle of the road. With parking down one side, it is impossible for two cars to pass therefore on regular occasion cars mount the pavement. This is highly dangerous for pedestrians who regularly use this pavement for access to the seafront. With many visitors each year to the Club from the UK and overseas this is an important income generator to the region. At the moment coaches and minibuses have great difficulty accessing the Club car park due to on street parking right up to the entrance - on regular occasion access is impossible. Emergency vehicles also have difficulty accessing properties and the Club on Links Road. At the very least, parking restrictions on either side of the Club gates along with regular passing places on Links Road would be safer for both pedestrians and vehicles.
03/05/2024 08:14	(Apologies if you receive this twice. The website seemed to crash when I was previously submitting my comments so don't know if they went through). The current parking arrangements in Links Road create a dangerous environment for both drivers and pedestrians. The road is narrow and if cars are parked the length of one side of the road there is insufficient space for two cars travelling in opposite directions to pass. I have regularly seen cars (heading towards the promenade) mounting the pavement at speed to avoid cars travelling in the opposite direction. This creates a real danger to pedestrians on the pavement. We have found that cars park right up to either side of the entrance to the golf club which then means access to and from our premises is restricted and dangerous.

	<p>Cars leaving our car park have to edge out at right angles to the flow of traffic with restricted vision to see if cars are coming from either direction. There have been a number of near misses with cars racing up or down Links Road. We have also had an instance recently where a fire engine had difficulty manoeuvring in through or gate because of parked cars and we are regularly finding that coaches bringing visiting golfers are unable to get into our car park. An ambulance on an emergency call to a resident of Links Road was unable to access the property because of cars parked the length of Links Road. I believe that if parking is to continue to be allowed in Links Road then passing places need to be created to allow cars to pass safely without resorting to having to mount the pavement. Presumably this could be achieved by having some lengths of the road marked by yellow lines. To avoid an accident with vehicles either going into or leaving the golf club and to allow emergency services access I believe double yellow lines extending by about 20m on either side of our entrance should be introduced. A more fundamental solution to some of the Links Road parking issues would be to widen the road by reducing the width of the pavements which are very wide - this would probably allow unimpeded passing for two vehicles. I would be happy to discuss this further if required.</p>
03/05/2024 09:16	<p>Links road is now awful, and the drivers sometimes dangerous, I have observed drivers going in opposite directions not giving way to one or other, causing a jam. I go to the beach most days and it's become a real mess. It was never like this before, so why is it now? It is not to do with the town, I nearly always find a space in and around Main Street. I hope common sense prevails and space is cleared on one side of the road for residents and their guests. Links Road is lovely road being spoiled by overcrowding. Please sort this to stop spoiling a lovely area of town. Regards.</p>
03/05/2024 09:34	<p>I believe that the consultation fails to address the problems caused by cars being allowed to park the length of Links Road: * The road is too narrow to allow cars to pass if there are vehicles parked * Cars are mounting the pavement to pass oncoming vehicles with a resultant danger to pedestrians * Emergency vehicles are unable to access properties in Links Road (Including the golf club) because of parked cars * Access to and from the golf club carpark is hazardous because of cars being allowed to park up to almost level with the gate. There have been a number of near misses. * Some parking restrictions should be introduced on either side of the gate to allow clear visibility for vehicles coming in out of the Club. * Coaches bringing visiting golfers have been unable to access the car park. The Club is a major contributor to the local economy and lack of access could impact on this. * If parking is to be allowed in Links Road then sufficient passing places should be created by restricting parking in parts of the length of the road.</p>
03/05/2024 10:10	<p>My wish is for Prestwick to remain a thriving busy town as there are not many left in the country. The more people who can support the local businesses the better. Do not destroy Prestwick.</p>
03/05/2024 10:45	<p>We want to encourage people to come into the town and use its facilities, a small charge for half a day seems fair or encourage to park down at the shore front if staying longer. We should have short stay (half a day) car parks and also a stay long carpark (not overnight). We have not seen any proposals for creating more car parking.</p>
03/05/2024 16:43	<p>There need to be a lot more parking restrictions in the area to push people to parking in designated lots in order to keep the streets safe. Restrictions on Links Road are definitely welcomed but there also needs to be restrictions on the surrounding streets to keep people from parking for the day on streets like Ardayre Road, Montgomerie Road, Seabank Road, Allanvale Road, Burgh Road and Marina Road. If parking restrictions are not brought in for a number of these streets then a one way system needs to be looked at for Links Road/Seabank/Ardayre Road/Montgomerie Road.</p>
04/05/2024 08:54	<p>Is there no other areas for parking that can be considered when not in use, e.g. Prestwick Academy area during school holidays?</p>
04/05/2024 14:02	<p>The current parking situation on Links Road is extremely dangerous and offers no passing points for cars. The proposed 3 hour limit will not resolve this issue. No parking should be allowed as there is a perfectly suitable and newly resurfaced beach car park at the end of the road. I have witnessed cars mounting the pavement to pass forcing pedestrians to</p>

	move and there are issues with emergency vehicle access to properties due to the current parking situation.
04/05/2024 22:13	If town centre parking becomes more restrictive there will definitely need be a provision for local resident parking in nearby streets.

END OF REPORT

Integrated Impact Assessment Summary Report

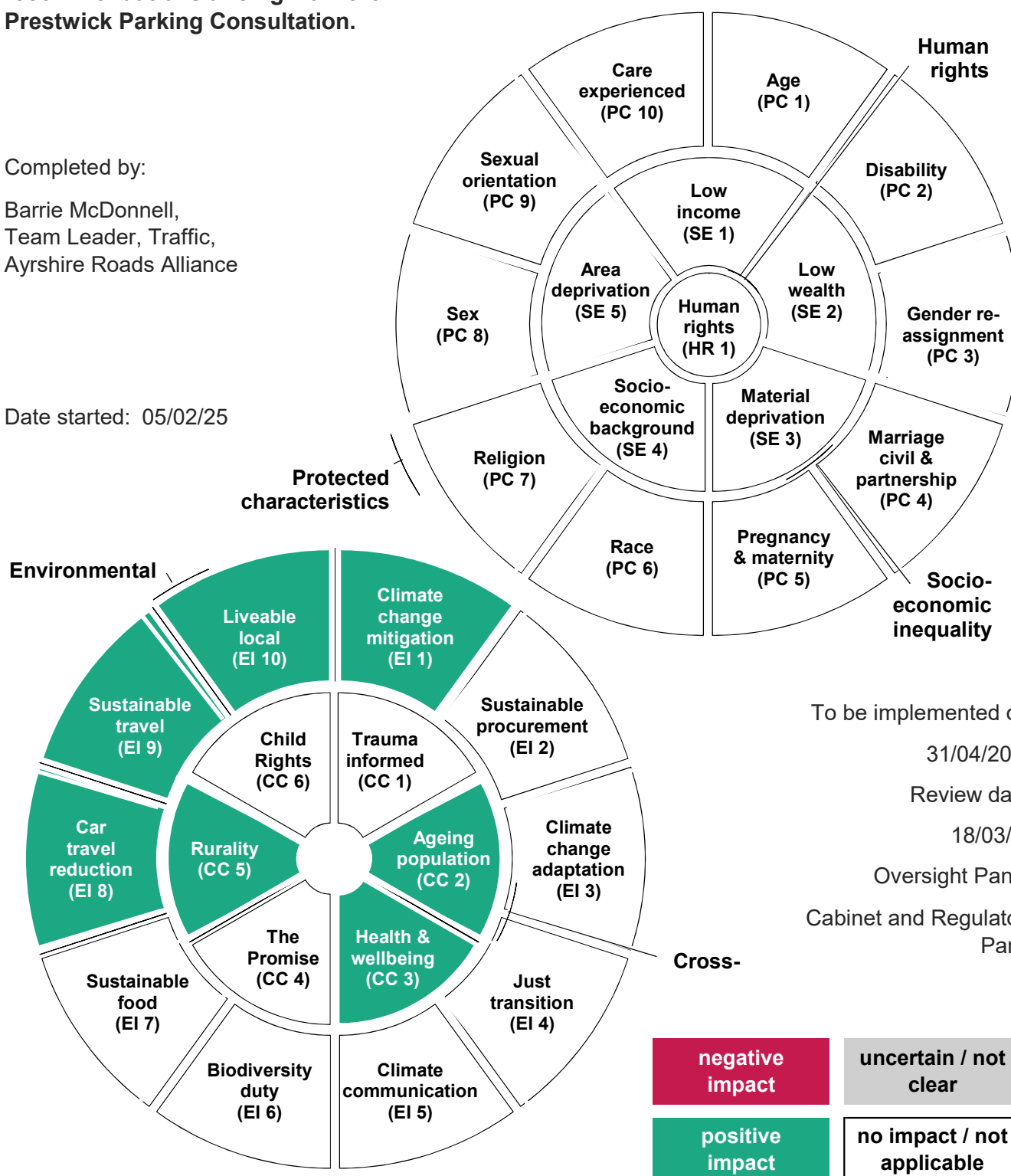
Cabinet report on the outcome and recommendations arising from the Prestwick Parking Consultation.



Completed by:

Barrie McDonnell,
Team Leader, Traffic,
Ayrshire Roads Alliance

Date started: 05/02/25



To be implemented on:

31/04/2026

Review date:

18/03/25

Oversight Panel:

Cabinet and Regulatory
Panel

Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?

Parking policies do not impact human rights.

Advancing equality of opportunity?

Parking policies are designed to enable ease of access to properties, services and town centre businesses.

Fostering good relations?

Parking proposals are designed to assist residents.

Consultation declaration

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

South Ayrshire Council

**Report by Director of Communities and Transformation
to Cabinet
of 18 March 2025**

Subject: UK Shared Prosperity Funding (UKSPF) Year 4

1. Purpose

- 1.1 The purpose of this report is to seek approval from Cabinet to progress with proposals for the final year of UKSPF (Year4 2025/26)

2. Recommendation

2.1 It is recommended that the Cabinet:

2.1.1 approves the Financial Profile for Year 4 (2024/25) (Appendix 1)

2.1.2 approves that officers, in consultation with the Chief Financial Officer, have the flexibility to make changes to Financial Reprofile and Programme Delivery, if required throughout Year 4 (the UK Government will be updated through routine reporting as required); and

2.1.3 requests that a UKSPF Year 4 Progress Report be submitted to the Service and Partnerships Performance Panel in June 2026.

3. Background

- 3.1 A three-year investment from UK Government was award South Ayrshire Council in 2022. The total UK Shared Prosperity investment for the period 1 April 2022 to 31 March 2025 was £5,048,980, which comprised of £4,177,069 core UKSPF and £871,911 ring-fenced specifically for Multiply.
- 3.2 On 30 August 2022, the [Cabinet](#) approved South Ayrshire Council's UKSPF Investment Plan. The plan covered four investment areas - Communities and Place, Support for Local Businesses, People and Skills and Multiply.
- 3.3 On 20 June 2023, the [Cabinet](#) approved amendments to the Investment Plan taking into account changes to local priorities and local labour market demands.
- 3.4 On 23 April 2024, the [Cabinet](#) approved the new financial reprofile to include new proposals in line with the investment plan priorities.

- 3.5 At the Autumn Budget announcement of 30 October 2025, it was confirmed the extension of UK Shared Prosperity Fund (UKSPF) for 2025-26, at a reduced level of £900m.
- 3.6 On 13 December 2024 UK Government wrote to local authority leads confirming [funding allocations](#). For 2025-26 South Ayrshire Council has been allocated £1,655,654, this is split £469,454 Capital and £1,186,200 Revenue. Allocations from the UK Shared Prosperity Fund (SPF) have been cut nationally. SAC have seen a 40% drop in SPF funding since year 3, with figures reducing from £2.759m to £1.657m. This represents an overall drop of 40%, from which key priorities have been considered at Appendix 1.
- 3.7 For UKSPF delivery in 2025-26 local authorities will no longer be required to report on activity under the 2022-2025 interventions. Instead, local authorities will be required to report on information relating to the five UK-wide themes and twelve sub-themes (noted within Appendix 2).
- 3.8 For 2025-26 the Multiply programme will not continue as a specific, ringfenced programme.

4. Proposals

- 4.1 Officers developed proposals (Appendix 3) for Year4 in line with UK-wide themes and sub-themes. These proposals allow the continuation of priorities while providing new opportunities to support local priorities including:
- Support for local business to increase their capacity to support the International Ayr Show.
 - Ambitions Programme – support for local businesses
 - Destination South Ayrshire Grants
 - Thriving Communities employability support
 - Thriving Communities and Housing to support South Ayrshire Communities Day.
 - Participatory Budgeting and Community Empowerment
 - Active Travel Bike Hub
- 4.2 Members are asked to:
- 4.2.1 approve the financial profile (Appendix 1) and new proposals set out in (Appendix 3);
- 4.2.2 approves that officers, in consultation with the Chief Financial Officer and adherence to appropriate Financial Regulations, have the flexibility to make changes to Financial Reprofile and Programme Delivery, if required throughout Year 4 (UK Gov will be updated through routine reporting); and
- 4.2.3 requests that a UKSPF Year 4 Progression Report be submitted to the Service and Partnerships Performance Panel in June 2026.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report. UKSPF funding requires to comply with the assessment criteria contained within the UK Government guidance and as such there are no legal implications arising from this report

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 The proposal is to utilise and maximise external funding that is available during 2025/26.

7. Human Resources Implications

7.1 If this is not approved there would be an impact to temporary staff contracts across council services, including Thriving Communities and Economic Development.

8. Risk

8.1 Risk Implications of Adopting the Recommendations

8.1.1 No risks in adopting the recommendations

8.2 Risk Implications of Rejecting the Recommendations

8.2.1 The risk implications of rejecting the recommendations will impact temporary staff contracts across council service and limit the ability to deliver on a range of priorities.

9. Equalities

9.1 The proposals within this report have been assessed through the EQIA scoping process and there are no significant potential positive or negative equality impacts in agreeing the proposals, therefore an EQIA is not required.

10. Sustainable Development Implications

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

11. Options Appraisal

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

12. Link to Council Plan

12.1 The above recommendations relate to Priority 2 Live, Work, Learn of the council plan.

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 Director of Communities and Transformation will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Cabinet in the 'Council and Cabinet Decision Log' at each of its meetings until such time as the decision is fully implemented:

Implementation	Due date	Managed by
Implement the priorities noted	April 2025	Assistant Director - Communities
Year 4 Progress Report to Service and Partnerships Performance Panel	June 2026	Assistant Director - Communities

Background Papers **Report to Cabinet of 30 August 2022 - [UK Shared Prosperity Fund](#)**

Report to Cabinet of 20 June 2023 - [UK Shared Prosperity Fund](#)

Report to Cabinet of 23 April 2024 – [UK Shared Prosperity Funding \(UKSPF\) 2022 - 2025](#)

Person to Contact **George Hunter Assistant Director – Communities**
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Email: George.hunter@south-ayrshire.gov.uk

Jamie Tait, Service Lead – Thriving Communities
County Buildings, Wellington Square, Ayr, KA7 1DR
Phone: 01292 559398
Email: Jamie.tait@south-ayrshire.gov.uk

Date: 5 March 2025

Appendix 1

Revenue Allocation £ **1,186,200.00**

Project	Funding Allocated
Community Empowerment Fund Officer	£ 57,037.05
Participatory Budget and Community Empowerment Fund	£ 20,000.00
Thriving Communities Community Programmes	£ 30,000.00
Continuation of Thriving Communities employability support	£ 664,162.95
Destination South Ayrshire Grants	£ 65,000.00
Support for Local Business International Ayr Show	£ 150,000.00
Ambition Programme	£ 200,000.00
	£ 1,186,200.00

Appendix 1

Capital Allocation

£

469,454.00

Project	Funding Allocated
Participatory Budget and Community Empowerment Fund	£ 150,000.00
Thriving Communities and Housing Communities Fun Day	£ 10,000.00
Support for Local Business International Ayr Show	£ 50,000.00
Ambition Programme	£ 150,000.00
Active Travel Bike Hub	£ 109,454.00

£

469,454.00

UK Shared Prosperity Fund Monitoring & Evaluation Guidance

Output and Outcome Indicator Lists 2025-26

Introduction

Funding recipients are required to routinely report on their project outputs and outcomes. There is no requirement to report against all of the output and outcome indicators listed - only those identified as relevant to the activities undertaken.

Purpose of this document

The purpose of this document is to set out the output and outcome indicators for 2025-26.

As set out in the UKSPF Technical Note for 2025-26, the list of outputs and outcomes has been simplified for 2025-26. This is designed to make reporting streamlined based on simple counts of activity/outcomes.

The following lists of output and outcome indicators can be used for all UKSPF projects to measure the activities that are being delivered with UKSPF support, and the outcomes that this investment generates. No changes have been made to the units of measurement or definitions. The outputs and outcomes have been grouped by how the indicator would be counted into the following indicator types:

- Business and Community Assets
- Enterprises
- Events and Activities
- People and Users
- Others

Output and outcome data will be collected at UKSPF sub-theme level as set out in the UKSPF Technical Note for 2025-26.

Any of the listed outputs and outcomes can be reported under any of the sub-themes.

For each of the indicators, the following information is provided:

- The indicator code and name for reporting
- The unit of measurement
- The definition of the indicator

Navigation

Please use the links below to navigate to the relevant indicator lists:

[UKSPF Output Indicators](#)

[UKSPF Outcome Indicators](#)

Output Code	Output Indicator for Reporting	Unit of Measurement	Definition
Business and Community Assets			
OP1	Amount of commercial space completed or improved	Square metres (M2)	<p>The total square meterage of new commercial floorspace completed or improved. Commercial space includes, but is not limited to: retail, hospitality, office and industrial space.</p> <ul style="list-style-type: none"> - A retail space means a fixed location for the display or retail sale of goods or services. Examples include, but are not limited to: supermarkets, shops selling clothing, electronics, furniture, books, etc. - A hospitality space means a space whose primary purpose is for accommodation or food service. Examples include, but are not limited to: restaurants, cafes, pubs, bars, catering, hotels, campsites and other accommodation. - Office space means a fixed location where the primary activities are concerned with financial services, professional services (other than health or medical services), or any other appropriate services in a commercial, business or service locality. - Industrial space means space used for industrial processes, storage or distribution. - Other commercial space means non-public or community spaces that do not fall into the categories above. - Completed means physical completion of the facilities and space is ready for occupancy immediately. A building should be classified as complete once it is on the non-domestic rating list. - Improvement means adding, renovating or repairing facilities with the aim of creating a better space. It does not include maintenance of existing facilities.
OP2	Amount of green or blue space created or improved	Square metres (M2)	<p>The total square meterage of green or blue space completed or improved.</p> <ul style="list-style-type: none"> - Green or blue space means any vegetated land, or water, within an urban area or public space. This includes: parks, public gardens, playing fields, children's play areas, woods and other natural areas, grassed areas, cemeteries, allotments, as well as green corridors like paths. It does not include paved spaces between or around buildings; for this, see indicators relating to "public realm". - Created means physical creation of a green or blue space that did not exist previously and the space is open to the public. - Improved means adding, renovating or repairing facilities and landscaping. It does not include maintenance of existing greenspace, such as grass cutting, pruning, and cleaning.
OP3	Amount of public realm created or improved	Square metres (M2)	<p>The total square meterage of public realm that is created or improved.</p> <ul style="list-style-type: none"> - Public realm means the spaces between and around buildings that are publicly accessible, including squares, courtyards and streets. - Created means new public realm, 'improved' means adding, renovating or repairing facilities with the aim of creating better public space. It does not include maintenance of existing facilities. - Improved means adding, renovating or repairing facilities with the aim of creating better public space. It does not include maintenance of existing facilities. - This indicator should not include parks and green/blue space, for which there is a distinct and separate indicator.
OP4	Amount of rehabilitated land	Square metres (M2)	<p>The total square meterage of derelict land that has been rehabilitated.</p> <ul style="list-style-type: none"> - Derelict land means land that has become damaged by industrial or other development and is beyond beneficial use without treatment. - Rehabilitated means remediated to a point of beneficial use.
OP5	Number of amenities/facilities created or improved	Number of amenities or facilities	<p>The number of new amenities/facilities created or improved.</p> <ul style="list-style-type: none"> - Amenity/facility means any service contained within a physical structure, including, but not limited to, magistrates courts, police stations, town halls, sports facilities, hospitals and public toilets. - Created means the amenity/facility did not previously exist. - 'Improved' means adding, renovating or repairing facilities with the aim of creating better public space. It does not include maintenance of existing facilities. <p>If amenities/facilities are counted as being improved or created in another output indicator (e.g. number of cultural assets supported/created) they should not be counted through this indicator as well. The Local Authority should select where they feel it would best fit with the definition.</p>
OP6	Number of low or zero carbon energy infrastructure installed	Number of units	<p>Number of low or zero carbon energy infrastructure units installed/completed. This may be within existing residential units, non-domestic buildings or other.</p> <ul style="list-style-type: none"> - A residential unit means a home to a 'household', defined in the 2011 Census as being: 'one person living alone; or a group of people (not necessarily related) living at the same address who share cooking facilities and share a living room or sitting room or dining area'. This includes houses, bungalows, flats, and maisonettes. - A non-residential building means any building that is not used permanent or semi-permanent accommodation. This includes, but is not limited to, hospitals, universities, hostels, hotels, retail, and offices. - Low or zero carbon energy infrastructure means any improvements to the units that reduce energy demand, promote the diversification of energy sources, or drive more appropriate use of energy. - Completed means physical completion of the low or zero carbon energy infrastructure and the space is ready for occupancy immediately.
OP7	Total length of new or improved cycle ways or foot paths	KM	<p>"The km of new or improved cycle ways or foot paths completed.</p> <ul style="list-style-type: none"> - New means a cycle way or foot path has been built where it previously did not exist. Constructing cycle ways on existing roads counts as new cycle ways. - Improved means the capacity or quality of the cycle way or foot path (including beautification and illumination) was improved. This excludes routine maintenance of cycle ways or foot paths. - Completed means the cycle way or foot path is fully operational and open to the public, and all planned improvements have been fully implemented and operationalised."
OP8	Number of tourism, culture or heritage assets created or improved	Number of assets	<p>Number of new tourism, cultural or heritage assets completed or improved.</p> <ul style="list-style-type: none"> - Cultural assets mean permanent public buildings or sites for the exhibition or promotion of arts and culture, including, but not limited to museums, art venues, exhibition centres, theatres, libraries, and film facilities. - Heritage assets mean any buildings on an appropriate heritage list, for example the National Heritage List for England (NHLE). - Tourism assets mean permanent public buildings or sites that act as an attraction for visitors to the location. - Created means the tourism, cultural or heritage asset did not previously exist. - Improved/renovated means adding, renovating or making significant repairs to facilities. It does not include maintenance of existing facilities. <p>If assets are counted as being improved or created in another output indicator (e.g. number of facilities supported/created) they should not be counted through this indicator as well. The Local Authority should select where they feel it would best fit with the definition.</p>
Enterprises			
OP9	Number of enterprises receiving grants	Number of enterprises	<p>Number of enterprises that have received grants.</p> <ul style="list-style-type: none"> - Enterprise means a sole trader, micro business, small and medium-sized enterprise, or large business. It also includes social enterprises where these engage in economic activity. - Grant means a cash payment by the project that is not repaid.
OP10	Number of enterprises receiving non-financial support	Number of enterprises	<p>Number of enterprises that have received non-financial support with the intention of improving performance.</p> <ul style="list-style-type: none"> - Enterprise means a sole trader, micro business, small and medium-sized enterprise, or large business. It also includes social enterprises where these engage in economic activity. - Non-financial support means business advice, guidance, mentoring and training. This must involve some form of direct interaction with members of the enterprises, in other words it cannot be broadcasted advice. - Improved performance means reductions in costs or increases in turnover/profit. - Support may be ongoing.
OP11	Number of potential entrepreneurs assisted to be enterprise ready	Number of entrepreneurs	<p>Number of entrepreneurs having been assisted to be enterprise ready.</p> <ul style="list-style-type: none"> - Entrepreneurs mean individuals aged 16 and over currently in employment, unemployed or economically inactive with an interest in exploring creating their own business. - Assistance means business advice, guidance, mentoring and training. This must involve some form of direct interaction with members of the entrepreneurs, in other words it cannot be broadcasted advice.
Events and Activities			
OP12	Number of local events or activities supported	Number of events/activities	<p>Number of local events or activities supported. An event refers to planned activities. These should fall into the below categories:</p> <ul style="list-style-type: none"> - Those related to: (1) Film, TV, Music, Radio (2) Heritage (3) Arts, Museums and Libraries. - Other activities and events include, for example but not limited to, sports, volunteering, tourism and social action.
OP13	Number of tournaments supported	Number of tournaments	<p>Number of tournaments, leagues and teams supported.</p> <ul style="list-style-type: none"> - A tournament is a series of contests between a number of competitors, competing for an overall prize. - A sports league is a group of sports teams or individual athletes that compete against each other and gain points in a specific sport. - A sports team is a group of individuals who play sports on the same team. - Support means provision to aid the regeneration, creation or maintenance of sport facilities.
People and Users			
OP14	Number of economically inactive people engaging with keyworker support services	Number of people	<p>Number of economically inactive people engaging with keyworker support services.</p> <ul style="list-style-type: none"> - Economically inactive individuals are those in work and not actively seeking work (utilise unemployed individuals who are actively seeking work). Not all economically inactive individuals claim benefits. For those that do, this would include those claiming either 'legacy' benefits or those within specific conditionality regimes in Universal Credit (UC). The former includes Employment Support Allowance (ESA), Incapacity Benefit (IB) and Income Support (IS). The latter includes claimants within the Preparation Requirement or Work Focused Interview Requirement conditionality regimes (or equivalent for all of the above). There is no length of time on inactivity required. - Keyworkers are frontline staff supporting residents as part of the UKOP's intervention. - Additional services include but are not limited to: local training in life, maths and digital skills, employment support, health support groups, counselling, mental health and advice services, financial support, specialised support, enrichment activities and housing support.

Output Code	Output Indicator for Reporting	Unit of Measurement	Definition
OP15	Number of people participating in adult numeracy provision	Number of people	Number of people participating in courses designed to improve numeracy skills (numeracy skills are the ability to recognise and apply maths concepts in all areas of life). ■
OP16	Number of adults participating in maths qualifications and courses up to, and including, Level 2 equivalent (numerical value)	Number of adults participating in maths qualifications and courses up to, and including, Level 2 equivalent	Number of adults
OP17	Number of people reached	Number of people	Number of people directly impacted by the UKSPF intervention. The definition of direct impact will vary across interventions e.g.: - Energy efficiency improvements - those living or working within the treated premise. - Engagement schemes - those directly engaging (e.g. reading, viewing, attending). - Direct impact should only be recorded where it can be done so robustly.
OP18	Number of people receiving support to gain employment	Number of people	Economically inactive people, or people who have been unemployed, who are receiving support to be in employment, including self-employment, for at least a 2 week of a four week period following support. - Economically inactive individuals are those not in work and not actively seeking work (unlike unemployed individuals who are actively seeking work). Not all economically inactive individuals claim benefits. For those that do, this would include those claiming either "legacy" benefits or those within specific conditionality regimes in Universal Credit (UC). The former here includes Employment Support Allowance (ESA), Incapacity Benefit (IB) and Income Support (IS). The latter here includes claimants within the Preparation Requirement or Work Focused Interview Requirement conditionality regimes (or equivalent for all of the above). There is no length of time on inactivity required. People count if they are 16+. Unemployed as defined by the International Labour Organisation (ILO) are those: - Without a job, have been actively seeking work in the past four weeks, and are available to start in the next two weeks. - Out of work, have found a job and are waiting to start it in the next two weeks. Not all unemployed persons claim unemployment-related benefits. This is due to either not being entitled to claim unemployment-related benefits or choosing not to do so. Here, unemployment-related benefits is defined as those in receipt of Job Seekers Allowance (JSA) or are in the intensive Work Search Regime within Universal Credit (UC). Employed individuals are people aged 16 and over who do one hour or more of paid work per week, or are temporarily away from work (e.g. because are temporarily sick or on holiday). This includes: - Employees (permanent and temporary workers, the latter including those on fixed period contracts, agency temping etc.) - Self-employed persons - People on government-supported training programmes, engaging in any form of work, work experience or work-related training. - Persons on maternity or paternity leave
OP19	Number of people receiving support to sustain employment	Number of people	Number of people receiving support to sustain employment. - Support includes courses targeting skills, counselling, personalised support and other activities. - People sustaining employment are those aged 16 and over who do one hour or more of paid work per week, or are temporarily away from work (e.g. because they are temporarily sick or on holiday). This can also include people being retained to increase their job sustainability in specific sectors, e.g., high carbon sectors. This includes: - Employees (permanent and temporary workers, the latter including those on fixed period contracts, agency temping etc.). - Self-employed. - People on government-supported training programmes, engaging in any form of work, work experience or work-related training. - Persons on maternity or paternity leave.
OP20	Number of people retraining	Number of people	Number of people training in a different area after having already obtained a qualification or developing experience in a specific role.
OP21	Number of people supported to access basic skills courses	Number of people	Number of people receiving support to attend courses aimed at improving their basic skills. - Basic skills include, but are not limited to: skills in English, Maths, Digital and ESOL (English to Speakers of Other Languages).
OP22	Number of people supported to participate in education	Number of people	"People who have received support to engage in education (lifelong learning, formal education) or training activities (off-the-job/in-the-job training, vocational training, etc.). Education or training is a structured and agreed programme of: - Lifelong learning - Formal education - Educational and/or vocational training activities (this may include on the job and/or off the job vocational training or a combination of the approaches listed). Mandatory training (e.g. job-search related / CV writing) and other non-vocational / non-educational support such as confidence building, life-skills and personal effectiveness support cannot be considered as education or vocational training in this context (even though such activities may, of course, be useful and important support measures)."
Other			
OP23	Number of households receiving support	Number of households	Number of households receiving support to reduce the cost of living. - A 'household', as defined in the 2011 Census is: 'one person living alone; or a group of people (not necessarily related) living at the same address who share cooking facilities and share a living room or sitting room or dining area', includes houses, bungalows, flats, and maisonettes. - Support is provision that helps reduce the burden of the cost of living.
OP24	Number of households supported to take up energy efficiency measures	Number of households	Number of households that have received support to take up energy efficiency measures. - A 'household' as defined in the 2011 Census is: 'one person living alone; or a group of people (not necessarily related) living at the same address who share cooking facilities and share a living room or sitting room or dining area', includes houses, bungalows, flats, and maisonettes. - Energy efficiency means any measures which could improve a household Energy Performance Certificate rating. It is not required to shift the letter rating, only to make progress towards this.
OP25	Number of organisations receiving grants	Number of organisations	Number of organisations receiving grants. Organisations here will either be: - The end beneficiary is the recipient of the award itself, for example, a local authority, higher education institute or an organisation representing specific sector who may be undertaking a feasibility study. - An organisation that is an end beneficiary and does not fit into the above description nor can be classified under the business output indicators, for example, a charitable organisation. - Grant means a cash payment by the project that is not repaid.
OP26	Number of organisations receiving non-financial support	Number of organisations	Number of organisations receiving non-financial support with the intention of improving performance. Organisations here will either be: - The end beneficiary is the recipient of the award itself, for example, a local authority, higher education institute or an organisation representing specific sector who may be undertaking a feasibility study. - An organisation that is an end beneficiary and does not fit into the above description nor can be classified under the business output indicators, for example, a charitable organisation. - Non-financial support means business advice, guidance, mentoring and training. This must involve some form of direct interaction with members of the enterprises - in other words it cannot be broadcasted advice. Support may be on-going. - Improved performance means reductions in costs or increases turnover/profit.
OP27	Number of volunteering opportunities supported	Number of opportunities	Number of organised volunteering roles supported as a direct result of the intervention. This includes opportunities for people to volunteer on a regular basis, and opportunities for one-off volunteering. - Formal volunteering refers to those who have given unpaid help via a group, club, or organisation: for example, leading a group, administrative support or befriending or mentoring people.
OP28	Number of feasibility studies developed as a result of support	Number of studies	An organisation as a result of support produces a feasibility study in relation to the investment priorities of the UKSPF. Funding for projects does not need to be sourced from UKSPF to be eligible.

Outcome Code	Outcome Indicator for Reporting	Unit of Measurement	Definition
Business and Community Assets			
OC1	Increased number of properties better protected from flooding and coastal erosion	Number of properties	The increase in number of properties better protected from flooding and coastal erosion due to the intervention. - Better protected means a reduced likelihood of flooding as a result of the project.
OC2	Increased use of cycleways or foot paths	Number of cyclists or pedestrians	The increase in number of cyclists or pedestrians over a set period of time (e.g. weekly flow) along the specified length of cycleway or foot path that has been created or improved.
OC3	Number of vacant units filled	Number of vacant units filled	The number of residential or commercial units within a specified area that are filled as a result of support at the time of measurement. - Residential unit means a dwelling unit for residential use and occupancy, and includes the structure or part of a structure that is used as a home, residence, or sleeping place by one person who maintains a household or two or more persons who maintain a common household. - Vacant means that the unit is not occupied and is empty. The geography that the measurement relates to should remain the same over time. The time at which the measurement is made should be regular (e.g., at 6-monthly intervals) and consistent (e.g., on the first day of the calendar month), where possible.
OC4	Increased users of facilities/amenities	Number of users	The increase in number of users of facilities/amenities. Users are the people using facilities/amenities. Amenity/facility means any service contained within a physical structure, including, but not limited to, magistrates courts, police stations, town halls, cultural institutions, hospitals and public toilets.
OC5	Increased visitor numbers	Number of people	The increase in number of visitor admissions to the local area, including markets, town centre, tourist attractions, green and blue spaces and cultural and heritage venues. The count of attendance should be based on tickets / entry figures, where applicable. The sample of venues tracked should remain the same over time, unless newly established venues are created during the reporting period which can be included.
OC6	Increase in visitor spending	Amount of visitor spend in £	The increase in visitor spend at venues. This is actual spend at venues and should not include induced or second order spend. For example, credit card transaction data could be used to understand levels/trends in consumer spending or gross revenue as recorded by venues. If gross revenue is used, other sources of revenue should be excluded to ensure only visitor spend is captured. Only one method to estimate consumer spending should be used and this should remain consistent for all data collection periods. Where possible, ensure all major venues are included and tracked. The sample of venues tracked should remain the same over time, unless newly established venues are created during the reporting period which can be included.
OC7	Premises with improved digital connectivity as a result of support	Number of premises	The number of supported premises where the broadband speed accessible is increased. - Premises means a house or building, together with its land and outbuildings.
Enterprises			
OC8	Jobs created as a result of support	Number of Full time equivalent (FTE)	The number of new, permanent, paid, full-time equivalent (FTE) jobs created following support. This includes both part-time and full-time jobs, which should be recorded relative to full-time equivalent (FTE). FTE should be based on the standard full-time hours of the employer. - New means it should not have existed with that employer before the intervention. - Created jobs exclude those created solely to deliver the intervention (e.g. construction). - Permanent means it should have an intended life expectancy of at least 12 months from the point at which it is created. - Only count each individual FTE or job once through the lifetime of a project (i.e. it should not be counted every year) - FTE is a measure of an employees scheduled hours in relation to an employers hours for a full time workweek
OC9	Jobs safeguarded as a result of support	Number of full time equivalent (FTE)	A safeguarded job is a permanent and paid job that was at risk prior to support being provided, and which the support helped the business to retain. This includes sole traders and business owners. Safeguarded jobs exclude those created solely to deliver the intervention (e.g., construction). This includes both part-time and full-time jobs, which should be recorded relative to full-time equivalent (FTE). - FTE should be based on the standard full-time hours of the employer. - At risk is defined as being forecast to be lost within 6 months. - Only count each individual FTE or job once through the lifetime of a project (i.e. it should not be counted every year) - FTE is a measure of an employees scheduled hours in relation to an employers hours for a full time workweek
OC10	Number of new enterprises created as a result of support	Number of new enterprises	A new enterprise is one which has been registered at Companies House or HMRC as a result of the support provided. - Enterprise means a sole trader, micro business, small and medium-sized enterprise, or large business. It also includes social enterprises where these engage in economic activity.
OC11	Number of enterprises adopting new or improved products or services	Number of enterprises	The number of enterprises introducing a new product or service. - Enterprise means a sole trader, micro business, small and medium-sized enterprise, or large business. It also includes social enterprises where these engage in economic activity. - A product or service is new if the enterprise has not previously made this product or service available to the market before. - Support must be for a enterprises to introduce one of the following: • Product - when it is either at pre-launch or launched to the market • Service - when it has been introduced to the market
OC12	Number of enterprises adopting new to the firm technologies or processes	Number of enterprises	The number of enterprises introducing a new to the firm technology or process (through external sources e.g., procurement). - Enterprise means a sole trader, micro business, small and medium-sized enterprise, or large business. It also includes social enterprises where these engage in economic activity. - A technology or process is new to the firm if it did not use a technology or process with the same functionality before, or the production technology or process is fundamentally different from those already used. This may be tangible or intangible. - If an enterprise introduces multiple new technologies or processes, it is still counted as one enterprise.

Outcome Code	Outcome Indicator for Reporting	Unit of Measurement	Definition
OC13	Number of enterprises engaged in new markets	Number of enterprises	Number of enterprises engaged in new markets following support. - Enterprise means a sole trader, micro business, small and medium-sized enterprise, or large business. It also includes social enterprises where these engage in economic activity. - Engaged means they have launched a product or service into a new domestic or overseas market or have undertaken research or attended conferences or events to prepare a launch into a new market. - New market refers to a new product market (i.e. creation of a product/service that doesn't compete or replace previous products produced by the business) or geographic market (i.e. operating in a new area which could be, for example, a new region or country)
OC14	Number of enterprises with improved productivity	Number of enterprises	Number of enterprises with improved productivity. - Enterprise means a sole trader, micro business, small and medium-sized enterprise, or large business. It also includes social enterprises where these engage in economic activity. - Productivity refers to the gross value added per hour worked or gross value added per worker.
OC15	Number of new to market products	Number of products	A product is new to the market if there is no other product available on a market that offers the same functionality, or the design or technology that the new product uses is fundamentally different from the design or technology of already existing products. Products can be tangible or intangible (incl. services and processes). Support must be for a business to introduce one of the following: • Product - when it is either at pre-launch or launched to the market • Process - when it has been introduced into the business • Service - when it has been introduced to the market
OC16	Number of organisations engaged in knowledge transfer activity following support	Number of organisations	This focuses on collaborations which are about transferring good ideas, research results and skills between the knowledge base and businesses to enable innovative new products and services to be developed and includes but is not exclusively limited to: • Research collaborations and free dissemination of research. • Joint and long-term development of new business or services. • Formation of joint ventures and spin-out companies.
OC17	Number of R&D (Research & Development) active enterprises	Number of enterprises	Increase in number of enterprises engaged in scientific and technological development to improve their competitive performance. - Enterprise means a sole trader, micro business, small and medium-sized enterprise, or large business. It also includes social enterprises where these engage in economic activity - R&D stands for Research and Development, it is a narrower definition than innovation active and should be used for enterprises actively working to develop new products or services, either internally or externally through research and development activities. - It may be measured by a declaration from the enterprise that they are investing in internal R&D activity, and/or claiming R&D tax-credits from government.
Events and Activities			
OC18	Improved engagement numbers	Number of people	The increase in number of individuals engaged in the local area / activity during the last 12 months. Engagement can include physical and digital engagements. What is classed as the 'local area' where events are recorded should remain consistent throughout the collection e.g. should not include/ exclude events in neighbouring locations which were excluded/included in previous returns.
OC19	Number of community-led arts, cultural, heritage and creative programmes as a result of support	Number of programmes	Number of programmes started because of support provided by UKSPF interventions. This indicator focuses on programmes that are led by the community groups (self-governing and not for profit group or organisation which works for the public benefit) and focuses on the topics of arts, culture, heritage.
People and Users			
OC20	Number of people in employment, including self-employment, following support	Number of people	The number of people who were previously unemployed or economically inactive, who have received support, and who have been in employment, including self-employment, for at least a 2 week of a four week period following that support. This includes those moving into the "Working with requirements" or the "Working enough i.e. no working requirements" regimes on Universal Credit system. - Unemployed individuals, as defined by the International Labour Organisation (ILO) are those: - Without a job, have been actively seeking work in the past four weeks, and are available to start in the next two weeks. - Out of work, have found a job and are waiting to start it in the next two weeks. - Economically inactive people are those not in work and not actively seeking work.
OC21	Number of people sustaining employment for 6 months	Number of people	Number of people sustaining employment for 6 months after receiving support. Sustaining employment means being employed. Employed refers to people aged 16 and over who do one hour or more of paid work per week, or are temporarily away from work (e.g. because they are temporarily sick or on holiday). This includes: - Employees (permanent and temporary workers, the latter including those on fixed period contracts, agency temping etc.). - Self-employed. - People on government-supported training programmes, engaging in any form of work, work experience or work-related training. - Persons on maternity or paternity leave.
OC22	Number of people in education/training following support	Number of people	People who have received support and who are newly engaged in education (lifelong learning, formal education) or training activities (off-the-job/in-the-job training, vocational training, etc.) immediately upon leaving the project.
OC23	Number of people with basic skills following support	Number of people	Number of people with basic skills as a result of support. - Basic skills means skills in English, Maths, Digital and ESOL (English to Speakers of Other Languages).
OC24	People gaining a qualification or completing a course following support	Number of people	Number of people who have received support to gain a qualification or completed a course following that support.
OC25	Number of adults achieving maths qualifications up to, and including, Level 2 equivalent	Number of adults	Number of adults achieving maths qualifications up to, and including, Level 2 equivalent.
OC26	Number of people reporting increased employability through development of interpersonal skills funded by UKSPF	Number of people	The number of people who have been supported by UKSPF funded activity who have reported increased employability through the acquisition or improvement of interpersonal skills relevant to employment and skills settings, including but not limited to confidence, communication skills, working with others, time management, motivation to work or do training.
Other			

Outcome Code	Outcome Indicator for Reporting	Unit of Measurement	Definition
OC27	Estimated carbon dioxide equivalent reductions as a result of support	Tonnes of CO2e	Carbon dioxide equivalent (CO2e) covers a wide range of greenhouse gases (GHG) that have an impact on climate change resulting from the specific UKSPF intervention. Decrease in tonnes of CO2e should be measured using BEIS Conversion Factors for calculating resulting primary energy savings. The estimate is based on the amount of CO2e saved in a given year, i.e., a projection of estimated savings of either one year following project completion or the calendar year after project completion through a methodology agreed by project appraisers.
OC28	Neighbourhood crimes	Number of crimes reported	Decrease in number of neighbourhood crimes reported within a specified area. - Neighbourhood crime include domestic burglary, theft from the person, robbery and vehicle crime. The geography over which a neighbourhood is measured, and hence data is collected, should remain consistent throughout.
OC29	Number of volunteering opportunities created as a result of support	Number of volunteering roles created	The number of organised volunteering roles created as a direct result of the intervention. This includes opportunities for people to volunteer on a regular basis, and opportunities for one-off volunteering. - Formal volunteering refers to those who have given unpaid help via a group, club, or organisation: for example, leading a group, administrative support or befriending or mentoring people.
OC30	The number of projects arising from funded feasibility studies	Number of projects	The number of projects that have arisen as a result of feasibility studies funded by UKSPF. Funding for projects does not need to be sourced from UKSPF to be eligible.

Project Details

Support for local business to increase their capacity to support the International Ayr Show.

The International Ayr Show is the flagship event in South Ayrshire. It attracts nearly 300,000 over two days and generates £7m in economic impact. UKSPF is used to support infrastructure to allow local traders to benefit from the festival.

£50,000 Capital £150,000 Revenue

Ambitions Programme – support for local businesses

Support for local businesses to support growth (employment/financial) and business start-up for enterprises/social enterprises.

£150,000 Capital and £200,000 Revenue

Destination South Ayrshire Grants

Over the last two years the DSA Grants has helped local groups and communities to deliver events, workshops and activities. Grants are up to £5000 and help small grassroots events which support pride and a sense of community, or help to grow already large events, driving footfall, overnight and economic impact.

£65,000 Revenue

Thriving Communities employability support

This will allow the service to retain good, reliable and knowledge staff, with a wealth of knowledge, to continue to offer employability support across South Ayrshire inline with UKSPF and council priorities.

£664,162.95 Revenue

Thriving Communities Communities Day

This funding will support Thriving Communities and Housing with the Communities Day that attracts over 3000 people. The event is open to all and allows residents the opportunity to engage with a wide range of council services.

£10,000 Capital

Thriving Communities Community Programmes

Our holiday programme provision supports our most vulnerable families and communities across South Ayrshire. The programmes include a wide range of activities for young people, adults, and families. Officers in each of the localities develop the programme in collaboration with communities and partner organisations.

£30,000 Revenue

Participatory Budgeting and Community Empowerment

The Community Empowerment Fund allows SAC to support community groups and organisations at the request from Senior Officers and Elected Members to ensure local communities get access to funding. PB was introduced to help communities come together and make best use of funding available to them.

£150,000 Capital and £20,000 Revenue

Community Empowerment Officers Post

The Community Empowerment Officer post coordinates PB and the Community Empowerment Fund ensuring communities and groups are supported to apply for funding. The officer has also supported a variety organisation to build capacity and overcome challenges faced by managing a voluntary group or organisation.

£ 57,037.05 Revenue

Active Travel Bike Hub

Active Travel Hub linking costal routes in partnership with ARA and Thriving Communities - Health and Wellbeing. The proposal involves the establishment of a Green Health and Outdoor Activity Hub that will serve as a focal point for a range of outdoor activities, with a particular focus on cycling and water sports in Ayr.

£109,454 Capital

South Ayrshire Council

**Report by Director of Communities and Transformation
to Cabinet
of 18 March 2025**

**Subject: Community Councils - Review of the Scheme for
Establishment of Community Councils**

1. Purpose

- 1.1 The purpose of this report is to seek approval for officers to commence a process to review the Scheme for Establishment of Community Councils.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 notes that officers will commence a process to invite views and representations on the current Scheme for Establishment of Community Councils;
- 2.1.2 approves the recommended engagement approaches and consultation plan set out in the Consultation Mandate at [Appendix 1](#) of the report; and
- 2.1.3 agrees that officers submit a further report to Cabinet, with proposals for amendment to the Scheme for Establishment of Community Councils following the initial exercise seeking views, for approval to consult on those proposals.

3. Background

- 3.1 Community Councils were originally established under the Local Government (Scotland) Act 1973, which set out the framework for the approval of a Scheme for Establishment of Community Councils (hereafter the 'Scheme') for each local authority by the Secretary of State, and the process for subsequent amendment of a Scheme. The Local Government etc (Scotland) Act 1994 subsequently made provision for the continuation of Community Councils at the point of local government reorganisation.
- 3.2 The purpose of the Scheme is to define the Community Council areas, outline their roles and responsibilities, the conditions under which they operate, the minimum standards to be met for recognition as a Community Council, and the nature of the support to be provided by the Council.

- 3.3 The current Scheme was adopted in 1998 and revised in 2013 and again by Leadership Panel on 15 September 2020. On 23 June 2023, the Cabinet approved changes to the Scheme and guidance for Community Councils to reflect administrative and Cabinet decisions, including:
- to permit office bearers to be allowed to be directly related by birth, marriage, civil contract or co-habitation.
 - approved the amalgamation of sub-ward Belmont North and Belmont South membership allocations within Kincaidston and Belmont Community Council.
 - approved the removal of Community Council sub-ward membership allocations within Alloway, Doonfoot and St Leonards Community Council.
 - gave approval for officers to carry out a consultation on the proposed boundary changes between Crosshill, Straiton and Kirkmichael and Maybole Community Council ward area and report back the outcome to the Cabinet in September 2023.
- 3.4 On 28 November 2023, the Cabinet approved boundary changes between Crosshill, Straiton and Kirkmichael and Maybole Community Council ward following the consultation (June to September 2023).
- 3.5 On 29 October 2024, the Cabinet approved for Officers to update the Scheme to reflect required administrative updates and to provide clarification on points within the Scheme.
- 3.6 Following a call-in of the Cabinet report, the report and recommendations from the Cabinet on 29 October 2024 were reviewed and presented to the Audit and Governance Panel on 6 November 2024. Subsequently, the recommendations were approved by the Cabinet on 26 November 2024, including an amendment reserving the power of dissolution of any Community Council to full Council.
- 3.7 Since the current Scheme for Establishment of Community Councils and Guidance for Community Councils came in to use in April 2022, there have been concerns raised by both officers and Community Councils regarding the size of the documents and the working practicalities on certain aspects of the Scheme.
- 3.8 On 7 November 2024, officers met with the Chairs and Secretaries of Community Councils and agreed that they would seek approval to carry out a consultation on the Scheme.

4. Proposals

- 4.1 The Cabinet is asked to:
- 4.1.1 approve that officers commence a process to invite views and representations on the current Scheme for Establishment of Community Councils;
 - 4.1.2 approve the consultation plan and approaches set out in [Appendix 1](#); and

- 4.1.3 agree that officers submit a further report to Cabinet following the initial exercise, with proposals for amendment to the Scheme for Establishment of Community Councils, for approval to thereafter consult on those proposals.

5. Legal and Procurement Implications

- 5.1 The recommendations in this report are consistent with legal requirements and reflect appropriate advice. There is no statutory timeframe for the Scheme for Establishment of Community Councils to be subject to review; the Local Government (Scotland) Act 1973 Part IV Community Councils – Section 53 states that *‘every local authority shall from time to time review Schemes’*.
- 5.2 There could be a number of factors which may trigger a review e.g. a number of requests from Community Councils and/or members of the public; emerging knowledge of a Scheme requiring improvement following practical experience of implementation; or changes to geographic and/or demographic circumstances; particular regard may be paid to boundaries of individual Community Councils, where the Council observes significant permanent changes to the population.
- 5.3 All, or a combination of, these factors could be viewed as *‘changing circumstances’*, as stated in Section 53 of the Local Government (Scotland) Act 1973.
- 5.4 Section 53 requires the local authority to seek representations on the Scheme, The current report therefore seeks authority to carry out the first stage of the process ie to seek representations on the Scheme. Thereafter, if amendments to the Scheme are proposed, the local authority must give public Notice of those Proposals, and carry out a consultation on the Proposals. Following consultation on the Proposals, the local authority may then amend the Scheme in accordance with the Proposals, or with amended Proposals which take account of any representations made to them following the public notice.
- 5.5 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 Not applicable.

7. Human Resources Implications

- 7.1 Not applicable.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

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

8.2 *Risk Implications of Rejecting the Recommendations*

- 8.2.1 The risks associated with rejecting the recommendations are that the Scheme is not reviewed and updated to reflect changing circumstances, which may adversely impact the effective operation of the Scheme.

9. Equalities

- 9.1 Officers will carry out a full integrated impact assessment as part of the review process and this will be included in a subsequent report.

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 above recommendations relate Priority 3 Civic and Community Pride.

13. Results of Consultation

- 13.1 The report is seeking approval to commence the review process and therefore no public consultation has been carried out at this stage.
- 13.2 Consultation has taken place with Councillor Martin Dowey, Portfolio Holder for Corporate and Strategic, 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 Communities and Transformation will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Cabinet in the 'Council and Cabinet Decision Log' at each of its meetings until such time as the decision is fully implemented:

Implementation	Due date	Managed by
Commence review process to invite initial views/representations on the Scheme For Establishment of Community Councils	March 2025	Service Lead – Thriving Communities
Report recommendations on Proposals to Cabinet, seeking authority to consult on those Proposals	August 2025	Service Lead – Thriving Communities

Background Papers **Report to Leadership Panel of 15 September 2020 – [Completion of the Review and Amendment of the Scheme for Establishment of Community Councils](#)**

Report to Cabinet of 20 June 2023 – [Community Councils – Amendments to Scheme for Establishment](#)

Report to Cabinet of 28 November 2023 – [Community Councils – Amendments to Scheme for Establishment](#)

Report to Cabinet of 29 October 2024 - [Community Councils – Amendments to the Scheme for Establishment of Community Councils](#)

Person to Contact **Jamie Tait, Service Lead – Thriving Communities**
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Date: 5 March 2025



Consultation Mandate

The Consultation Mandate provides clarity for those involved in the consultation process. The following template should be used by those responsible for the development and delivery of the process. A well-constructed mandate ensures that everyone is clear about the purpose of the consultation.

Contact Name: _Jamie Tait_____

Contact Service: _Thriving Communities _____

Contact Email: __communitycouncils@south-ayrshire.gov.uk____

Stage 1 Invite views and representations Open: 24th March 2025

Final date for 1st Stage comments: 16th May 2025_____

Stage 2 Consultation on Proposals (following approval from Cabinet to consult on these) Open:
August, September and October (Dates TBC)

Consultation Mandate	Proposed Boundary Change Community Councils
We...	South Ayrshire Council is undertaking the consultation regarding proposed updates and changes to current Scheme for Establishment of Community Councils (Scheme) and Guidance for Community Councils
need to hear the views of...	South Ayrshire Council are keen to hear the views of: <ul style="list-style-type: none"> • Local residents from across South Ayrshire • Community Councils • Community Groups and Organisations • Any person who may be directly or indirectly impacted by the proposed changes.
about...	<p>An updated version of the Scheme for Establishment of Community Councils (hereafter the 'Scheme') was approved for implementation by the Leadership Panel of South Ayrshire Council on 15th September 2020. There have been a number of amendments to the Scheme since then, to correct administrative errors and reflect various administrative and Council decisions.</p> <p>Since the current Scheme for Establishment of Community Councils and Guidance for Community Councils came into use in April 2022, there have been concerns raised by both SAC Officers and Community Councils regarding the size of the documents and the working practicalities on certain aspects of the scheme.</p> <p>On 7th November 2024 SAC Officers met with the Chairs and Secretaries from Community Councils and agreed that Officers would seek approval to carry out a review of the Scheme.</p>

	On 18 th March 2025 SAC Officers requested permission from Cabinet to commence a process to invite views and representations on the Scheme, with a view to making proposals for consultation.
so that...	<p>The review process including consultation will be carried out by SAC officers along with Community Council representatives.</p> <p>Following the review process and consultation SAC officers will present the findings to SAC Full Council on 11th December 2025 to allow them to consider recommendations on any proposed changes.</p> <p>The review process and consultation will include online surveys and face to face sessions to allow people to submit their views.</p>
Can...	Council will consider recommendations from SAC Officers on updates and changes to the scheme.
On / by...	<ul style="list-style-type: none"> • Stage 1 Invite views and representations – 24th March – 16th May 2025 • Stage 2 Consultation on Proposals – August, September and October • Present recommendations to SAC Full Council December 2025
so as to accomplish...	Allow officers to present recommendations on any suggested changes or updates to the Scheme.
Communications Team Support requested i.e. Social Media and Webmaster	<ul style="list-style-type: none"> • Stage 1 Open 24th March 2025 – 16th May 2025 • Stage 2 Open August, September and October 2025 (Dates TBC) <p>Information will be shared by South Ayrshire Council Communications Team, Local Press and on Thriving Communities Web Page.</p>

Consultation Details

Officers from South Ayrshire Council including Thriving Communities and Legal will be the Lead Officers supporting the consultation.

SAC Officers will contact each of the Community Councils seeking expressions of interest from Community Councillors to form part of the working group.

The communitycouncils@south-ayrshire.gov.uk inbox will be the single point of contact email for direct enquiries regarding the consultation.

South Ayrshire Council - Thriving Communities Service will be responsible for the costs of the consultation.

South Ayrshire Council

**Report by Director of Health and Social Care Partnership
to Cabinet
of 18 March 2025**

**Subject: South Ayrshire Health and Social Care Partnership -
Social Care Charges for 2025-26**

1. Purpose

- 1.1 The purpose of this report is to present the proposed social care charges for the financial year 2025-26 for approval.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 notes the benchmarking exercise and review of current costs of services to inform charges;**
- 2.1.2 approves the implementation of a financial administration charge for Corporate Appointees; and**
- 2.1.3 approves the increase to the proposed social care charges for 2025-26.**

3. Background

- 3.1 Since the introduction of Community Care and Health (Scotland) Act 2002, local authorities are able to charge for non-residential social care support with the exception of personal care. The Convention of Scottish Local Authorities (COSLA) produce annual guidance which defines a set of principles to underpin the development of local charging policies for social care support for people at home. It is managed by the COSLA Charging Guidance Working Group and any change to guidance requires approval by the political leadership of COSLA.
- 3.2 Charges are an important source of Council income and all income from social care service charges are reinvested through funding the Health and Social Care Partnership in order to maintain and develop services and in so doing are a means to help the Council deliver services within available resources.
- 3.3 South Ayrshire Council charges are set in line with statutory requirements and National Guidance and are subject to approval by elected members.

4. Proposals

- 4.1 South Ayrshire Health and Social Care Partnership have undertaken a review of the current charges and benchmarked the costs and charges with other areas across Scotland. This exercise has resulted in recommended increases for charges for 2025-26.
- 4.2 The proposed rates have been shared and reviewed with South Ayrshire IJB's budget working group, who have recommended the proposed rates for approval.
- 4.3 Meals at Home are commissioned from an external provider, the current cost of a hot meal is £8.01 delivered to the service users home. The current charge is £4.46 per meal, therefore the meal is subsidised by £3.55 (80%) per meal. It is proposed that the subsidy for the hot meal is removed over a period of three years. This will be reviewed annually as part of the budget setting process and an increase proposed for approval each year. An increase of 26% is proposed for 2025-26 to increase the charge to £5.64 per meal.
- 4.4 Community Alarms are charged as a flat rate per week and not means tested, the current charge per week is £4.85 per week. Community Alarms have recently transferred from analogue to digital and the cost of providing the community alarm service including the responder service is £11.42 per alarm per week. An increase of 5% is proposed for 2025-26 to increase the charge to £5.10 per week.
- 4.5 Community Care (Non-Personal Care) is provided to individuals to support them with preparing food, shopping, accessing the community and socialising. The charge for non-personal care is means tested and a financial contribution is based on [COSLA non-residential charging financial assessment guidance](#). The cost of purchasing this service from providers is £23.08 per hour. An increase of 18% is proposed for 2025-26 to increase the charge from £12.16 per hour to £14.39 per hour.
- 4.6 A new charge is proposed to manage Corporate Appointees/Access to Funds. The Adults with Incapacity (Scotland) Act 2000 (AWI Act) was introduced to protect individuals with incapacity and provide support for their families and carers in managing and safeguarding the individuals' welfare and finances. The AWI Act introduced arrangements to help people (age 16 and over) who lack capacity to act or make some or all decisions for themselves. It covers people whose incapacity is caused by a mental disorder, such as dementia, learning disability, acquired brain injury or severe mental illness. The AWI Act supports the organisation in managing and safeguarding the welfare and finances of the person.
- 4.7 The South Ayrshire Council Finance Team provide this service to approximately 180 Corporate appointees. The service provided includes all aspects of financial management, payment of utilities, rent, council tax, insurance as well as day to day living expenses and budget management in conjunction with the Care Manager.
- 4.8 Charging for this service is proposed as a flat weekly rate. For community- based services users £8.00 per week is proposed and for care home-based residents £3 per week is proposed. No charge will be made for the first 8 weeks from commencement of Appointeeship. This will allow a sufficient period to identify and budget income and expenditure on behalf of the individual.
- 4.9 The cost to run the service is £0.160m per year, the income generated from charges will be used to partially fund the service.

- 4.10 Maximum Weekly Charge is the maximum a service user can be charged to contribute to their social care services. This is currently £100 per week and the proposal is to increase this by 2% to £102 per week. Currently no service user pays the maximum weekly charge.
- 4.11 The Council operates two residential care nursing homes, South Lodge in Ayr and Hillcrest in Girvan, it is proposed to increase the weekly charges for the care homes in line with the National Care Home Contract (NCHC) increase for residential care. The NCHC rate is still subject to approval.
- 4.12 The contribution a person makes to their care home fees is determined by a financial assessment following the Scottish Government's [Charging for Residential Accommodation Guidance](#) rules.
- 4.13 Where respite in a care home is required for the persons care needs and not for carers respite there is a weekly charge that is not means tested and based on Department for Work and Pensions benefits for employment support allowance, disability premium less personal expenses allowance. The personal expenses allowance has still to be published by Scottish Government for 2025-26.
- 4.14 Where respite is provided to give a carer a break from their caring duties. The charge for respite is waived.
- 4.15 Appendix 1 provides a summary of the proposed increases for approval.

5. Legal and Procurement Implications

- 5.1 There are no legal implications arising from this report.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

- 6.1 The estimated financial impact is noted in the table below. The HSCP will need to identify savings following implementation of charging increases, due to the current under recovery of income position.

	2025-26
Projected Additional Income	£160,284
Less under recovery of Income	(£300,000)
Less Corporate Finance Resource	(£52,000)
Net Efficiency to be achieved	(£191,716)

7. Human Resources Implications

- 7.1 The proposed charge for the administration of corporate appointees will allow for one temporary post to be made permanent.

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 Rejection of the recommendations will have financial implications to the Health and Social Care Partnership to identify further savings. Corporate Finance Team will also need to identify savings to provide capacity in the team to support the financial management of Corporate Appointee service users accounts.

9. **Equalities**

- 9.1 An Integrated Impact Assessment has been carried out on the proposals contained in this report, which identifies potential positive and/ or negative impacts and/ or areas that require further consideration. The IIA Summary Report is attached as Appendix 2 which includes information on any mitigating or follow-up action required.
- 9.2 A copy of the fully completed IIA can be accessed here:  [HSCP Charging Increase IIA.xlsm](#).

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 Priority 4 of the Council Plan: Efficient and effective enabling services and the report aligns with IJB Strategic Priority 'We are an ambitious and effective partnership'.

13. **Results of Consultation**

- 13.1 The IJB Budget Working Group has been consulted and involved in the scrutiny and review of the charging proposals and recommends these proposals to Cabinet for approval.
- 13.2 Consultation has taken place with Councillor Hugh Hunter, Portfolio Holder for Health and Social Care, 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 Health and Social Care Partnership will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Cabinet in the 'Council and Cabinet Decision Log' at each of its meetings until such time as the decision is fully implemented:

Implementation	Due date	Managed by
Social Care Charges	1 April 2025	Service Lead – Revenues and Benefits

Background Papers **None**

Person to Contact **Lisa Duncan, Chief Finance Officer**
Elgin House, Ailsa Hospital, Dalmellington Road, Ayr
Phone 01292 612392
E-mail lisa.duncan2@south-ayrshire.gov.uk

Date: **5 March 2025**

Health and Social Care Partnership

Appendix 1

2025/26 - Charging increases for Social Care

	£	£	£					
Community Care Charges	Current Charge	Increase	25-26 Proposed Charge	25-26 Cost	Per	Date of implementation	Means tested?	Comments
Meals at Home	£4.46	26%	£5.64	£8.01	Meal	01/04/2025	N	Increase over 3 years to meet Costs of Meals Charged by Provider
Community Alarms	£4.85	5%	£5.10	£11.42	Week	01/04/2025	N	Increase over 3 years to meet additional cost of Analogue to Digital Transfer
Community Support (Non Personal Care)	£12.16	18%	£14.39	£23.08	Hour	01/04/2025	Y	Increase following benchmarking with other HSCP Charges.
Max Weekly Charge	£100.00	2%	£102.00	N/A	Week	01/04/2025	Y	Increase in line with inflation
Corporate Appointees - Financial Administration Charges (Community)			£8.00	£17.09	Week	01/04/2025	N	New charge to support management of individuals finances.
Corporate Appointees - Financial Administration Charges (Care Home)			£3.00	£17.09	Week	01/04/2025	N	
Residential Charges	Current Charge	Increase	25-26 Proposed Charge	25-26 Cost	Per	Date of implementation	Means tested?	Comments
Local authority care home charges (in line with NCHC Residential Base Rate)	£762.62	TBC	25/26 NCHC Residential Increase	25/26 NCHC Residential Rate	Week	07/04/2025	Y	Financial assessment carried out in line with Charging for Residential Accommodation Guidance (CRAG) National Care Home Contract (NCHC) subject to approval
Respite in care home charges - Age 18-24	£118.70	TBC	Based on DWP Benefits	25/26 NCHC Residential Rate	Week	07/04/2025	N	charge related to benefits
Respite in care home charges - Age 25-59	£137.50	TBC	Based on DWP Benefits	25/26 NCHC Residential Rate	Week	07/04/2025		
Respite in care home charges - Age 60+	£257.00	TBC	Based on DWP Benefits	25/26 NCHC Residential Rate	Week	07/04/2025		

Integrated Impact Assessment Summary Report

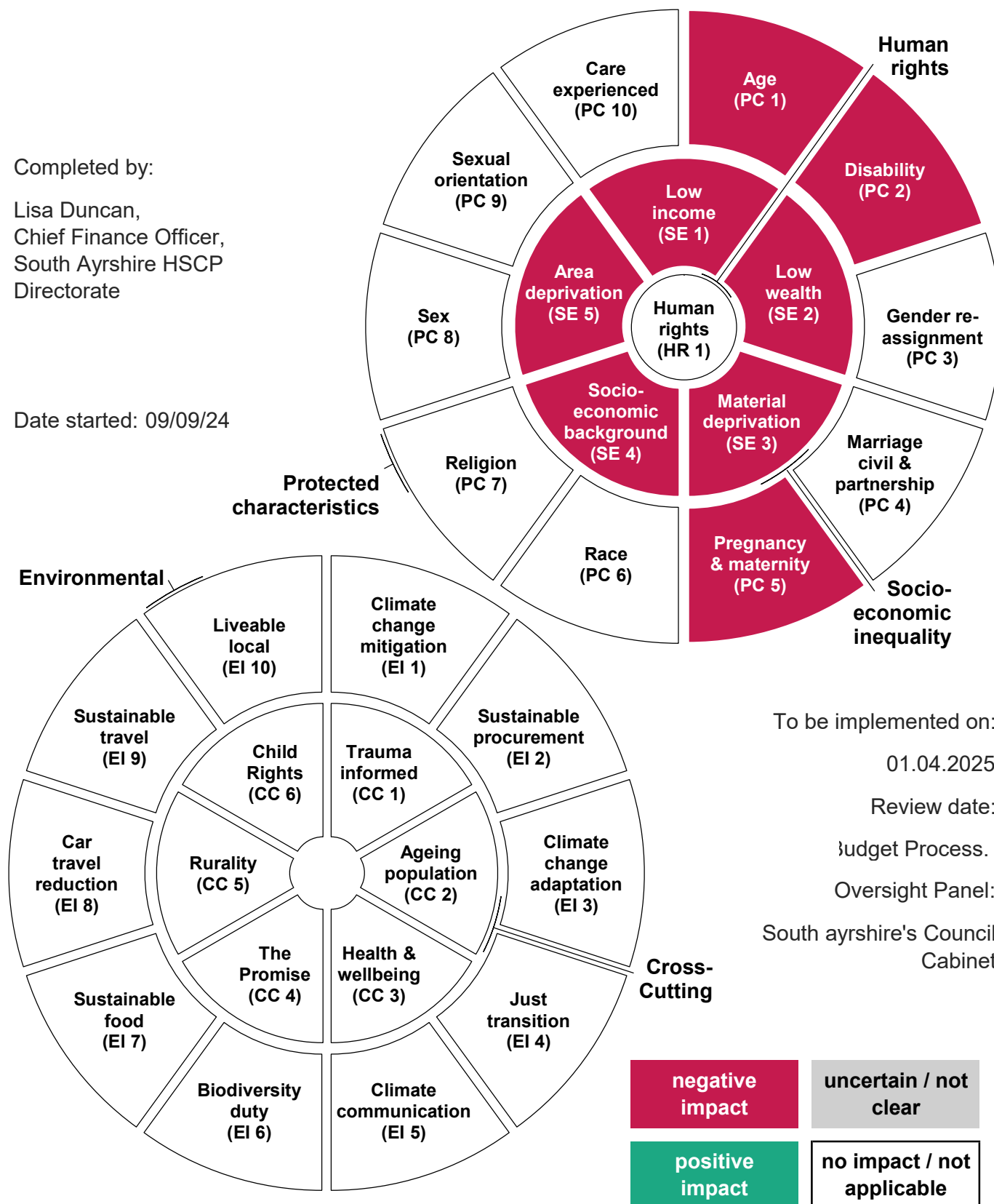
Social Care Charges 2025-26



Completed by:

Lisa Duncan,
Chief Finance Officer,
South Ayrshire HSCP
Directorate

Date started: 09/09/24



To be implemented on:

01.04.2025

Review date:

budget Process.

Oversight Panel:

South ayrshire's Council
Cabinet

Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?

The implementation of this charge will ensure a consistent approach regardless of any protected characteristics.

Advancing equality of opportunity?

The implementation of this charge will ensure a consistent approach regardless of any protected characteristics.

Fostering good relations?

The implementation of this charge will ensure a consistent approach regardless of any protected characteristics.

Consultation declaration

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

Mitigating Actions Required (re **negative / unclear impacts)**

EQUALITIES: impact on protected characteristics

PC 1	Age	A financial assessment will be undertaken to prevent negative impacts. People who are experiencing financial hardship and unable to meet charges, will be reviewed on a case by case basis and some or all of the charge may be waived.
PC 2	Disability	A financial assessment will be undertaken to prevent negative impacts. People who are experiencing financial hardship and unable to meet charges, will be reviewed on a case by case basis and some or all of the charge may be waived.

Mitigating Actions Required (re **negative / unclear impacts)**

PC 5	Pregnancy and Maternity	A financial assessment will be undertaken to prevent negative impacts. People who are experiencing financial hardship and unable to meet charges, will be reviewed on a case by case basis and some or all of the charge may be waived.
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EQUALITIES: impact on socio-economic inequality

SE 1	Low Income / Income Poverty	A financial assessment will be undertaken to prevent negative impacts. People who are experiencing financial hardship and unable to meet charges, will be reviewed on a case by case basis and some or all of the charge may be waived.
SE 2	Low and / or no wealth	A financial assessment will be undertaken to prevent negative impacts. People who are experiencing financial hardship and unable to meet charges, will be reviewed on a case by case basis and some or all of the charge may be waived.
SE 3	Material Deprivation	A financial assessment will be undertaken to prevent negative impacts. People who are experiencing financial hardship and unable to meet charges, will be reviewed on a case by case basis and some or all of the charge may be waived.
SE 4	Socio-Economic Background	A financial assessment will be undertaken to prevent negative impacts. People who are experiencing financial hardship and unable to meet charges, will be reviewed on a case by case basis and some or all of the charge may be waived.
SE 5	Area Deprivation	A financial assessment will be undertaken to prevent negative impacts. People who are experiencing financial hardship and unable to meet charges, will be reviewed on a case by case basis and some or all of the charge may be waived.

Does this proposal require a Child Rights and Wellbeing Impact Assessment (CRWIA)?	no
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South Ayrshire Council

**Report by Chief Financial Officer
to Cabinet
of 18 March 2025**

**Subject: Budget Management – Revenue Budgetary Control
2024/25 – Position at 31 January 2025**

1. Purpose

- 1.1 The purpose of this report is to present Members with a financial overview of the General Services revenue account, Housing Revenue Account and Common Good Accounts for 2024/25 as at 31 January 2025.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 notes the revised Directorate budgets following the budget movements outlined in 3.3 below;**
- 2.1.2 approves the budget transfers and requested earmarking of resources to be carried forward to 2025/26 summarised in 4.1.6 and 4.1.7 below;**
- 2.1.3 notes the projected in year under-spend of £1.089m as detailed in 4.2.1;**
- 2.1.4 approves the two required draws from uncommitted reserves as detailed in 4.2.4 to 4.2.6 below; and**
- 2.1.5 approves the two requested changes to the Housing Revenue Account committed/uncommitted reserves at detailed in 4.3.2 below.**

3. Background

3.1 The budget management report contains overview information for the following:

- 3.1.1 General Services Revenue - Appendix 1a to f (*pages 1 to 19*);**
- 3.1.2 Housing Revenue Account - Appendix 1g (*page 20*); and**
- 3.1.3 Common Good Funds - Appendix 1h (*page 22*).**

3.2 As detailed in the Budget Management – Revenue Budgetary Control 2024/25 – Position Statement at 30 September 2024, presented to the Cabinet of 26

November 2024, revisions to the 2024/25 revenue budget were made in terms of corporate allocations, and other transfers actioned in line with Financial Regulations rules on budget transfers, resulting in revised planned net expenditure of £357.893m at period 8.

3.3 Directorate planned spending has further been adjusted to incorporate several adjustments:

3.3.1 additional notifications of funding from the Scottish Government for:

- (i) £0.421m for Scottish Welfare Fund payments;
- (ii) £1.108m for the Teachers induction scheme;
- (iii) £0.008m for Education Psychology refund;
- (iv) £0.101m for Ukraine support payments; and
- (v) £0.015m for temporary accommodation funding.

3.3.2 Other budget transfers between Directorates and contingency funds actioned in line with Financial Regulations rules on budget transfers.

3.4 Table 1 below summarises the revised 2024/25 General Services budget at 31 January 2025 inclusive of the budget adjustments outlined in 3.3 above.

Table 1 – Budget movement

<i>Directorate/ Account</i>	<i>Original Budget</i>	<i>Budget adjustment (per 3.3)</i>	<i>Revised</i>
	£m	£m	£m
CEX	18.026	0.490	18.516
Education	146.284	1.797	148.081
Housing, Operations and Development	47.059	0.493	47.552
Communities and Transformation	21.637	0.401	22.038
HSC	99.386	0.180	99.566
Misc. Services Account	25.501	(1.504)	23.997
Total Expenditure	357.893	1.857	359.750
General Revenue Grant	(236.429)	(1.678)	(238.107)
NDRI	(46.075)	-	(46.075)
Council Tax	(67.588)	-	(67.588)
Use of reserves b/fwd	(7.801)	(0.179)	(7.980)
Total Income	(357.893)	(1.857)	(359.750)
Net Expenditure	-	-	-

- 3.5 In relation to the Health and Social Care Partnership (HSCP). Table 1 above shows the adjusted 2024/25 budget delegated from the Council to be overseen by the Integration Joint Board (IJB). Appendix 1b provides an overview statement of the current financial budget and projected out-turn position for the Council element for 2024/25.
- 3.6 As outlined in the Annual Accounts 2023/24, the audited General Services surplus at 31 March 2024 was £28.591m and of this, £24.147m was set aside or earmarked for specific purposes, leaving an uncommitted balance of £4.444m. Excluding HSCP, which now holds its own reserves.
- 3.7 Members approved the Housing Revenue Account budget for 2024/25 on 17 January 2024, with total planned expenditure of £33.635m being met from rents and other income. Since the approval of the 2024/25 budget various budget transfers have been actioned in accordance with Financial Regulations resulting a revised total planned spend of £36.361m. The audited Housing Revenue Account surplus at 31 March 2024 was £2.520m.
- 3.8 Members approved the Common Good revenue and capital budgets for 2024/25 on 29 February 2024. The combined unaudited Common Good revenue surplus as at 31 March 2024 for all Common Good Funds was £0.553m.
- 3.9 As a result of changes to the Cipfa Code of Practice, the Council requires to adopt a new accounting standard IFRS16 on a mandatory basis for leases and PFI/PPP arrangements with effect from the 2024/25 financial year. Draft estimates indicate a positive impact on revenue budgets in 2024/25 and beyond when adopting the standard in relation to PFI/PPP arrangements.

4. Proposals

4.1 *Overview of Directorate/ Accounts' position as at 31 January 2025*

- 4.1.1 Appendix 1a to e to this report provides financial performance information in the form of a report for each Directorate/ account for the period to 31 January 2025. The Council's overall General Services revenue position at Period 10, excluding HSCP, is projected to be an in year under-spend of £1.188m prior to earmarking (£0.699m over-spend after earmarking).
- 4.1.2 Table 2 below provides a summarised position on a Directorate/ account basis and provides the overall projected position before and after requested earmarking.

Table 2 – Projected under/(over) spend

<i>Directorate/ Account</i>	<i>Projected under/(over) spend £m</i>	<i>Earmarking approved/requested £m</i>	<i>Revised under/(over) spend £m</i>
Chief Executive	1.881	(0.902)	0.979
Education	0.499	(0.530)	(0.031)
Housing, Operations and Development	(0.201)	(0.214)	(0.415)

<i>Directorate/ Account</i>	<i>Projected under/ (over) spend £m</i>	<i>Earmarking approved/ requested £m</i>	<i>Revised under/ (over) spend £m</i>
Communities and Transformation	0.353	(0.241)	0.112
Miscellaneous Services Account	(1.644)	-	(1.644)
Total Net expenditure	0.888	(1.887)	(0.999)
Council Tax income (see 4.1.4 below)	0.300	-	0.300
Net in year projected surplus	1.188	(1.887)	(0.699)

- 4.1.3 Table 2, above, indicates an overall under-spend for the year (excluding HSCP) of £1.188m prior to approved/requested earmarking of £1.887m. This is again an improvement from the Period 8 position of an overall overspend for the year of £0.415m (prior to earmarking). The improvement continues to be due to a combination of management actions limiting spend to essential only, plus updated information allowing more refined expenditure and income projections.
- 4.1.4 **Council Tax Income** – A review of the current actual collection rates and number of chargeable properties indicates they are slightly ahead of budget. It is anticipated that if trends continue, then Council Tax income will exceed budget expectations by £0.300m.
- 4.1.5 **Health and Social Care Partnership** – details of the projected out-turn information can be found within the Financial Monitoring report that was presented to the Integration Joint Board (IJB) meeting on 12 March. Appendix 1b indicates a projected in year overspend of £0.280m for 2024/25.
- 4.1.6 **Budget Transfers** - Members are asked to consider and approve the budget transfer requests for each Directorate as outlined in Appendix 1a to 1f summarised in total in table 3 below (by Directorate).

Table 3 – Budget Transfers

<i>Directorate/ Account</i>	<i>Dr £m</i>	<i>Cr £m</i>	<i>Appendix ref:</i>
Education	0.035	0.035	1c – page 7
HOD	0.120	0.120	1d – page 12
Communities & Transformation	0.814	0.814	1e – page 15
Total	0.969	0.969	

- 4.1.7 **Earmarking** – Members are asked to consider and approve the new earmarking request to be carried forward to 2025/26 for each Directorate as outlined in Appendix 1a to 1e summarised in total in the table below (by Directorate).

Table 4 – Period 10 Earmarking

Directorate/ Account	Previously approved £m	New £m	Appendix Ref:
CEX	-	0.902	1a – page 4
Education	0.300	0.230	1c – page 7
HOD	0.094	0.120	1d – page 12
Communities & Transformation	0.241	-	1e – page 17
	0.635	1.252	

4.2 **General Services – Summary of Current Financial Revenue Position**

- 4.2.1 **Summary of Current Financial Position** – as outlined in 4.1.2 above, the current projected ‘in-year’ directorate overspend as at 31 March 2025 is £0.699m after earmarking. When this is combined with the expected reduced cost impact of the transition to IFRS16 for PPP contracts of £1.788m, this results in a projected under-spend for the year of £1.089m
- 4.2.2 The audited 2023/24 Annual Accounts showed an accumulated surplus at 31 March 2024 of £258.591m and of this, £24.147m was set aside or earmarked for specific purposes leaving an uncommitted balance of £4.444m for General Services. Appendix 2 provides detail of the amounts set aside from the accumulated sum together with the impact of any in - year movements.
- 4.2.3 **Storm Damage costs** – As a result of the recent Storm Eowyn, the Council incurred a variety of costs in relation to the emergency activity undertaken during the storm and recovery works in the days following the storm. Immediately following the storm, contact was initiated with the Scottish Government to activate the Belwin Scheme whereby, if a certain monetary threshold is exceeded in dealing with the emergency incident, then the Council has the ability to recover some of the costs incurred through claims to the Scottish Government. The Belwin scheme threshold for South Ayrshire is set at £648,578.
- 4.2.4 Costs are currently being collated but early indications show that it is unlikely that the Belwin threshold will be met and therefore no claim can be made to recover any costs incurred. The costs incurred therefore require to be met from uncommitted reserves. At present expenditure is currently being collated and examined to determine a final cost. It is considered prudent to include some level of estimated cost at this stage therefore a figure of £0.500m is requested to be approved as a draw from uncommitted reserves. Updates will be provided in future reports as information crystalises.

- 4.2.5 **Station Hotel** – A Members briefing note was recently issued that outlined the final Station Hotel fire project closure position which stated that the total cost of the safety works since the date of the fire (25th September 2023) was £6,606,342. The Bellwin Scheme claim was for £5,971,449 of which the Council was required to pay the first £635,534. However the extent of the safety works was greater than initially anticipated and therefore the Belwin Scheme claim does not cover the full amount. Hence the Council will require to fund the remaining £634,839. A further request was made to the Scottish Government for this additional cost however, this request was denied. Overall a total cost of £1,270,373 falls to the Council to meet.
- 4.2.6 At the time of the fire, the council held £941,564 in reserves to meet the ongoing safety and security cost commitments at the Station Hotel. Following the fire incident this reserve has been used to mitigate the costs that the Council is required to meet in relation to the fire. After drawing the £941,564 held in reserve there remains an outstanding amount of £328,863 of costs still to be funded, therefore a further draw from uncommitted reserves is requested to be drawn down to fully mitigate the costs.
- 4.2.7 Table 5 below summarises Appendix 2 and indicates that a year-end £5.389m uncommitted general services surplus is currently projected at 31 March 2025 which takes account of the in-year projected overspend (after earmarking) outlined in Table 2 at 4.1.2 and the impact of the matters identified in 4.2.3 to 4.2.6 above. This equates to 2.07 per cent of estimated planned spend (excluding HSCP). This is at the lower end of the 2 to 4 per cent required by Council policy for uncommitted general reserves.

Table 5 – General Services accumulated surplus

	£m
Unaudited opening surplus	28.591
Commitments (per Appendix 2)	(24.147)
Uncommitted surplus brought forward	4.444
Release of committed reserves (August 2024 Cabinet)	0.887
IFRS – PPP transition revenue impact 2024/25 (per 3.9 above)	1.788
Directorate 2024/25 projections (per table 2 above)	(0.699)
Ash tree Dieback (February 2025 Cabinet)	(0.202)
Storm Damage (estimated draw per 4.2.3 to 4.2.4 above)	(0.500)
Station Hotel final drawdown (per 4.2.5 to 4.2.6 above)	(0.329)
Projected accumulated surplus	5.389

4.3 ***Housing Revenue Account Balance***

4.3.1 **Summary of Current Financial Position** – as outlined in Appendix 1e the current projected ‘in year’ underspend as at 31 March 2025 is £0.938m. When the in-year overspend is added to the current uncommitted surplus, identified in Table 4 of Appendix 1g, this results in an overall revised projected uncommitted surplus of £0.745m for the HRA.

4.3.2 Members are requested to approve the following changes to the HRA committed reserves, as detailed in Appendix 1e (within Table 4 – Accumulated Surplus):

- (i) return £0.500m of previously committed funds, relating to the impact of employers eNIC rates, to uncommitted funds, as this is no longer required to be set aside; and
- (ii) set aside £0.250m of uncommitted funds to be committed to support required work on empty properties to reduce the number of unlet properties.

The net impact of the above two request increases the uncommitted surplus to £0.995m.

4.4 ***Common Good Funds***

4.4.1 **Summary of Current Financial Position** – the current projected accumulated revenue surplus for each individual fund is outlined in Appendix 1h. Overall, at 31 March 2025, a combined projected accumulated revenue surplus of £0.428m is anticipated together with a projected combined capital reserve of £0.298m.

5. **Legal and Procurement Implications**

5.1 There are no legal implications arising from this report.

5.2 There are no procurement implications arising from this report.

6. **Financial Implications**

6.1 An accumulated uncommitted surplus of £5.389m is currently projected for General Services, excluding HSCP.

6.2 A £0.995m accumulated uncommitted surplus is projected for the Housing Revenue Account and a combined £0.446m accumulated revenue surplus is currently projected for the Common Good Funds.

7. **Human Resources Implications**

7.1 There are no specific human resource implications arising directly from this report. Any indirect implications are being managed on an operational basis by the Service Directorates.

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 rejecting the recommendations.

9. Equalities

9.1 The proposals in this report do not require to be assessed through an Integrated Impact Assessment.

10. Sustainable Development Implications

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

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 Priority1 of the Council Plan: Efficient and effective enabling services.

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 Davis, Portfolio Holder for Finance, Human Resources and ICT, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking

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

Implementation	Due date	Managed by
Action the budget transfers in the financial ledger as outlined in the Directorate financial performance reports at Appendix 1 and summarised in 4.1.6	31 March 2025	Chief Financial Officer

Background Papers **Report to South Ayrshire Council (Special) of 17 January 2024– [Setting of Council House Rents and Other Rents and Charges \(2024/25 – 2026/27\) and Proposed Housing Revenue Account \(HRA\) Revenue Budget 2024/25 and Capital Budget \(2024/25 – 2028/29\)](#)**

Report to South Ayrshire Council of 29 February 2024 - [Revenue Estimates 2024/25, Capital Estimates 2024/25 to 2035/36 and Carbon Budget 2024/25](#)

[Scottish Government Finance Circular 2/2024](#)

Person to Contact **Tim Baulk, Chief Financial Officer
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Phone 01292 612612
E-mail tim.baulk@south-ayrshire.gov.uk**

Date: 11 March 2025

Budget Management Report to 31 January 2025 (Period 10)

Appendix 1

Ref.	Directorate/ Account	Pages
1a	Chief Executive's Strategic Office	1 to 4
1b	Health & Social Care	5
1c	Education	6 to 8
1d	Housing, Operations and Development	9 to 13
1e	Communities and Transformation	14 to 16
1f	Miscellaneous Services Account	17 to 19
1g	Housing Revenue Account	20 to 21
1h	Common Good Funds	22 to 23

This appendix outlines the **key financial issues** for each directorate or account (**Tables 1 to 3**), together with **other financial information** (**Tables 4 to 8**).

Chief Executive's Office

Table 1 - Objective Analysis

Actual Expenditure to 31 January £'000	Service	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March £'000	Projected FY Variance Favourable /(Adverse) £'000
384	Chief Executive & Support	417	468	(51)
	Finance and Procurement Services:			
138	Chief Financial Officer	161	161	0
1,476	Corporate Finance and Accounting	2,245	1,947	298
5,784	Revenues and Benefits	5,950	5,266	684
576	Strategic Procurement	743	680	63
7,974	Total Finance and Procurement Services	9,099	8,054	1,045
	Regulatory Services:			
127	Head of Regulatory Services	159	159	0
122	Civil Contingencies & Business Continuity	59	37	22
2,129	Democratic Governance Services	2,393	2,301	92
381	Insurance, Risk & Safety Management	582	491	91
606	Legal & Licensing Services	885	762	123
1,364	Trading Standards & Environmental Health	1,726	1,653	73
4,729	Total Regulatory Services	5,804	5,403	401
2,129	Human Resources & Payroll	2,869	2,393	476
250	Performance Appraisal & Audit	327	317	10
15,466	Total Chief Executive's Office	18,516	16,635	1,881

Table 2 - Subjective Analysis

Actual Expenditure to 31 January £'000	Account	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March £'000	Projected FY Variance Favourable /(Adverse) £'000
11,331	Employee costs	15,536	14,457	1,079
128	Property costs	186	124	62
749	Supplies and services costs	615	646	(31)
63	Transport costs	98	73	25
1,021	Administrative costs	691	454	237
936	Third party payments	1,643	1,179	464
20,748	Transfer payments	25,906	25,906	0
18	Financing costs	12	12	0
34,994	Gross expenditure	44,687	42,851	1,836
(19,528)	Gross income	(26,171)	(26,216)	45
15,466	Net expenditure	18,516	16,635	1,881

Table 3 - Analysis of Significant Variances

Projected FY Variance favourable /(adverse) £'000	Chief Executive & Support
(51)	Chief Executive & Support - projected overspend of £0.051m as a result of ; Employee Costs - projected underspend of £0.04m due to the current level of vacancies. Supplies & Services Costs - projected overspend of £0.050m on legal fees.
(51)	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Finance, ICT and Procurement Services
0	Chief Financial Officer - projected online.
298	Corporate Finance - projected underspend of £0.298m as a result of; Employee Costs - projected underspend of £0.286m due to the current level of vacancies. Income - projected over recovery of income of £0.012m from charges to other services.
684	Revenues & Benefits - projected underspend of £0.684m as a result of; Employee Costs - projected underspend of £0.184m due to the current level of vacancies. Cabinet of 18th March approved a service restructure which has removed 4.5 fte posts therefore this level of underspend will reduce significantly in 2025/26. In 2023/24 earmarking of £0.129m was approved for use in 2024/25 to fund Corporate Finance Social Care Support Team support. Members are requested to approve earmarking of the underspend of £0.070m (Table 5 below) to deliver ongoing essential support in 2025/26. Administrative Costs - projected underspend of £0.009m on printing and postage costs. Third Party Payments - projected underspend of £0.421m. The Scottish Government announced additional Scottish Welfare Fund budget in December 2024, due to the timing of this payment, Members are requested to approve earmarking of the funding for use in 2025/26 (Table 5 below). Income - projected over recovery of income of £0.070m mainly due to increased income from Scottish Water, and charges to other services.
63	Strategic Procurement - projected underspend of £0.063m as a result of; Employee Costs - projected overspend of £0.021m in relation to overtime costs and maternity leave cover. Administrative Costs - projected underspend of £0.017m mainly related to reduced printing costs. Income - projected over recovery of income of £0.067m, in contract rebates (£0.030m) and charges for work done for other Council services (£0.037m).
1,045	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Regulatory Services
22	Civil Contingencies - projected underspend of £0.022m as a result of; Employee Costs - projected underspend of £0.022m due to the current level of vacancies.
92	Democratic & Governance Services - projected underspend of £0.092m as a result of; Employee Costs - projected underspend of £0.070m due to the current level of vacancies. Property Costs - projected underspend of £0.062m. Members approved earmarking of £0.055m from 2023/24 to fund dilapidation costs for the Watson Peat Building at Auchincruive. As discussions are still ongoing around this, Members are requested to approve this funding to be earmarked for use in 2025/26 (Table 5 below). Supplies & Services Costs - projected underspend of £0.009m from small underspends across various budgets. Transport Costs - projected underspend of £0.016m due to less vehicle hire, fuel and mileage. Administrative Costs - projected underspend of £0.024m across various small budget lines Income - projected under recovery of income of £0.089m, mainly due to marriage fee income levels being lower than anticipated.
91	Risk & Safety Management - projected underspend of £0.091m as a result of; Employee Costs - projected underspend of £0.095m due to the current level of vacancies. Income - projected under recovery of income of £0.004m due to reduced commission for home contents insurance provided to Council tenants.
123	Legal Services - projected underspend of £0.123m as a result of; Employee Costs - projected underspend of £0.158m due to the current level of vacancies. Members approved earmarking of £0.049m from 2023/24 to fund legal costs in relation to historic child abuse cases. As these are still ongoing, Members are requested to approve earmarking of the £0.049m underspend to use in 2025/26 (Table 5 below).

73	Trading Standards & Environmental Health - projected underspend of £0.073m as a result of; Employee Costs - projected underspend of £0.030m due to current vacancies. Transport Costs - projected underspend of £0.009m due to less private vehicle hire, fuel and mileage. Administrative Costs - projected underspend of £0.002m due to small underspends accross various budget lines.
401	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Human Resources & Payroll
476	Human Resources & Payroll - projected underspend of £0.476m as a result of; Employee Costs - projected underspend of £0.241m due to the current level of vacancies. Members are requested to approve earmarking of £0.049m to fund the remaining cost of the approved temporary post in relation to the development of Oracle Fusion HR in 2025/26. Members approved earmarking of £0.086m from 2023/24 to employ graduate interns in 2024/25, and currently there is an underspend of £0.025m which relates to the remaining part of their contractual costs in 2025/26. Members are requested to approve earmarking of this underspend for 2025/26 to meet this cost (Table 5 below) Supplies & Services Costs - projected underspend of £0.010m on software maintenance contracts. Administrative Costs - projected underspend of £0.189m mainly due to an underspend of £0.170m in the corporate workforce and succession planning fund. Members are requested to earmark this underspend (Table 5 below) for use in 2025/26 where Services would be able to 'bid' for money from this fund to pay for essential training courses to support the development of a future talent pipeline of employees across the Council. Third Party Payments - projected underspend of £0.043m due to savings as a result of the new Occupational Health contract. Income - projected under recovery of income of £0.007m, due to reduced level of commission on trade union fees.
476	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Performance Appraisal & Audit
10	Performance, Appraisal & Audit - projected underspend of £0.010m as a result of; Employee Costs - projected underspend of £0.010m due to the current level of vacancies.
10	Total projected variance

Table 4 - Budget Transfer Requests

Budget Transfer Requests:		DR £'000	CR £'000
N/A			
Total		0	0

Table 5 - Earmarking Requests

Earmarking requests:	Objective/ Subjective	Amount £'000
New requests:		
Corporate Finance SCS Team support	Revenues & Benefits/Employee Costs	70
Scottish Welfare Fund grant	Revenues & Benefits/Third party Payments	421
Temporary staffing to cover maternity leave	Procurement/Employee Costs	63
Temporary HR Oracle Fusion post	Human Resources/Employee Costs	49
Graduate Intern contract costs	Human Resources/Employee Costs	25
Corporate workforce and succession planning fund	Human Resources/Administrative Costs	170
Dilapidation Costs - Watson Peat Building Auchincruive	Democratic & Governance/Property Costs	55
Legal costs - historic child abuse cases	Legal Services/Employee Costs	49
Total		902

Table 6 - Efficiency Savings

Efficiency savings:	Target £'000	Anticipated shortfall £'000
Council Tax premium on second homes	209	0
Revised NDR empty property relief scheme	950	0
Expand employee benefits framework scheme	80	0
Remove Registration & Archives security/ grounds budgets	2	0
Reduce Internal Audit hire car costs	1	0
Reduce various Legal & Licensing supplies/ admin budgets	2	0
Additional Scottish Government DHP admin grant income	53	0
Total	1,297	0
Comments:		

Table 7 - Payroll Management

Payroll Management:	Target £'000	Achieved at period 10 £'000
Payroll Management - Corporate Target	406	406
Total	406	406
Comments:		
It is projected that payroll turnover will be over-recovered by £1.079m as a result of effective vacancy management		

Table 8 - Grant Income

New Grants Received:		
Amount £'000	Grant name/ body	Grant purpose
421	Scottish Government	Scottish Welfare Fund
421		
Comments:		

Social Care

Table 1 - Objective Analysis

Actual Expenditure to 31 Jan 2025 £'000	Service	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
	Community Care Services :			
48,682	Older People	56,235	57,360	(1,125)
3,959	Physical Disabilities	4,940	4,859	80
52,641	Total Community Care Services	61,175	62,220	(1,045)
17,495	Children's Services	23,398	22,285	1,113
(103)	Justice Services	(4)	(4)	(0)
17,392	Total Children and Justice Services	23,394	22,281	1,113
21,539	Learning Disabilities	26,595	26,601	(6)
3,758	Mental Health	4,417	4,893	(477)
1,644	Addiction	2,353	2,351	1
26,941	Total Mental Health Services	33,364	33,845	(481)
4,473	Directorate Services	7,032	6,565	467
0	Other Services	3	0	3
0	Vacancy management	(254)	0	(254)
4,473	Total Support Services	6,781	6,565	216
394	Integrated Care Fund/Delayed Discharges	466	550	(83)
(13,137)	Interagency payments with Health	(19,957)	(19,957)	0
88,705	HSCP Sub-total	105,224	105,504	(280)
495	Aids and Adaptations etc	807	807	0
89,200	Final HSCP total	106,031	106,311	(280)
Earmarking requests				0

Health & Social Care Partnership - the above table provides an overview statement of the financial budget and projected out-turn position for the Council element of the Integration Joint Board (IJB) for 2024/25 as at 31st January (Period 10).

The table above includes £5.628m transferred from reserves, leaving a balance of £11.520m, of which £5.021m is committed and yet to be transferred. The committed balance of £2.500m Improvement and Innovation Fund still to be allocated and £3.999m General Reserves that remains uncommitted.

The Period 10 projections are based on estimates and judgements on spend to date, review of contracts and review of care packages / residential placements, along with discussion with service managers. Period 10 will

Education Directorate

Table 1 - Objective Analysis

Actual Expenditure to 31 Jan £'000	Service	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
538	Directorate	913	913	0
1,801	Corporate Policy, Strategy & Performance	3,150	2,920	230
14,846	Education - Early Years	18,797	18,797	0
79,582	Education - Learning and Teaching Schools	88,407	88,487	(80)
14,229	Education - Learning and Teaching Additional Support	17,120	16,771	349
23,267	Education Support Services	19,694	19,694	0
134,263	Total Education Directorate	148,081	147,582	499

Table 2 - Subjective Analysis

Actual Expenditure to 31 Jan £'000	Account	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
93,585	Employee costs	115,262	114,627	635
30,026	Property costs	27,114	27,114	0
1,980	Supplies and services costs	2,380	2,380	0
5,547	Transport costs	4,811	5,242	(431)
2,083	Administrative costs	1,951	1,951	0
7,473	Third party payments	9,312	9,082	230
384	Transfer payments	405	405	0
8	Financing costs	8	43	(35)
141,086	Gross expenditure	161,243	160,844	399
(6,823)	Gross income	(13,162)	(13,262)	100
134,263	Net expenditure	148,081	147,582	499

Table 3 - Analysis of Significant Variances

Projected FY Variance favourable /(adverse) £'000	Directorate
0	<p>Payroll Management Target - currently projected to be online. This is due the net impact of the following:</p> <ul style="list-style-type: none"> - additional SG funding to support delivery of the £12 per hour pay commitment, which was not allocated to EY as part of the budget process due to information not being received from SG until after budget was approved. - current projections also taking into account two weeks of employers superannuation at 19.3%, rather than the budgeted reduced rate of 6.5%, estimated at approximately £0.133m and is due to the the new reduced rate being applied from the first full pay period in each new tax year (May payrun), as the April payrun includes 16th March - 15th April 2024. - teacher roll adjustment. due to falling school rolls
0	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Corporate Policy, Strategy & Performance
230	Public Sector Reform (LACER) - this pilot within North Ayr, working with Mutual Ventures Trust is currently projected to be £0.230m underspent. Members are requested to earmark these funds to continue with this pilot in 2025/26 (refer Table 5 below).
230	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Education
269	<p>Pupil Equity Funding - currently projected to be online. PEF is provided on a financial year basis but used across an academic year by schools (August 2024 - August 2025) and has permissible carry forward. SG reviewed 2023/24 funding in order to utilise £0.900m of the carry forward funding to manage pay pressures in 2023-24 and have committed that there will be an additional payment in 26/27 when the programme ends (in theory). This should ensure that funding continues to be available at currently planned levels going forward with no detriment to schools.</p> <p>Early Years - projected underspend of £0.035m, which relates to specific Scottish Government funding for Early Years Expansion and is primarily due to posts not being filled as planned, as a result of delays within capital works. This is offset by a projected overspend of £0.035m in Early Years Expansion capital related expenditure (Braehead Playground). Members are therefore requested to approve a temporary budget transfer from the projected underspend within employee costs to fund the capital related expenditure (refer Table 4 below).</p> <p>Pupil Transport - projected overspend of £0.431m, primarily within ASN framework contracts.</p> <p>Other local authority income (ASN) - projected to be over-recovered by £0.100m inter-authority recharges, due to an increase in the number of pupils accessing ASN in South Ayrshire from other authorities.</p> <p>Whole Family Wellbeing Fund (WFWF) - projected underspend of £0.600m in relation to WFWF to support the development of holistic whole family support services. This is primarily due to a delay in filling posts. Members have already approved earmarking of £0.300m of this underspend to fund both internal and external contracts during 2025/26.</p> <p>PPP - currently projected to be online. The utilities reconciliation for 23/24 has been received and budgets have been transferred from miscellaneous to offset increases.</p>
269	Total projected variance

Table 4 - Budget Transfer Requests

Budget Transfer Requests:		DR £'000	CR £'000
1	Early Years - Employee Costs		35
	Early Years - Payments to Agencies	35	
	<i>Underspend in employee costs utilised to fund capital related expenditure - Braehead Outdoor Playground</i>		
Total		35	35

Table 5 - Earmarking Requests

Earmarking requests:	Objective/ Subjective	Amount £'000
Whole Family Wellbeing Funding (WFWF)	Employee Costs	300
Public Sector Reform - North Ayr	Payments to Agencies	230
Total		530
Comments:		
Detail included above.		

Table 6 - Efficiency Savings

Efficiency savings:	Target £'000	Anticipated shortfall £'000
Review Early Learning Team	125	0
Review all current Education external contract arrangements	50	0
Introduce Teacher Turnover Target	500	0
Increase income and fees targets by 20% for Short Term Let Licences	2	0
Realign PSL Bulk Leasing Scheme income budget based on current recovery rates	20	0
Reduced Private Sector Housing Grant budget based on low uptake	15	0
Total	712	0
Comments: No anticipated shortfalls.		

Table 7 - Payroll Management

Payroll Management:	Target £'000	Achieved at period 10 £'000	Remaining to be achieved £'000
Payroll Management - Corporate target	3,748	3,489	259
Total	3,748	3,489	259
Comments: Currently projected to be online.			

Table 8 - Grant Income

New Grants Received:		
Amount £'000	Grant name/ body	Grant purpose
14	Scottish Government	Mental Health and Wellbeing
6	Cycling Scotland	Play on Pedals
41	Ayrshire Chamber of Commerce	Developing Young Workforce
35	Paths for All	Beat the Streets
36	Education Scotland	Cyber First Teachers
107	Education Scotland	HT Secondment
239		
Comments: Additional amounts notified during the financial year, not included in original budget.		

Housing Operations & Development

Table 1 - Objective Analysis

Actual Expenditure to 31 January £'000	Service	Full Year Budget 2024/25 £'000	Projected Actual to 31 March £'000	Projected Variance favourable /(adverse) £'000
322	Directorate	414	407	7
7,050	Ayrshire Roads Alliance/SPT	8,253	9,366	(1,113)
4,665	Asset Management and Community Asset Transfer	5,700	5,350	350
2,100	Planning and Building Standards	1,435	1,302	133
(39)	Professional Design Services	(456)	(496)	40
289	Special Property Projects	0	0	0
7,015	Planning & Development	6,679	6,156	523
9,450	Facilities Management	11,850	11,850	0
(1,077)	Housing Services	1,276	1,098	178
16,349	Neighbourhood Services	18,885	18,681	204
5,344	Property Maintenance	195	195	0
30,066	Housing & Operations	32,206	31,824	382
44,453	Total Housing Operations & Development	47,552	47,753	(201)

Table 2 - Subjective Analysis

Actual Expenditure to 31 January £'000	Account	Full Year Budget 2024/25 £'000	Projected Actual to 31 March £'000	Projected Variance favourable /(adverse) £'000
28,704	Employee costs	36,372	35,861	511
6,715	Property costs	6,580	6,295	285
15,983	Supplies and services costs	16,763	16,769	(6)
6,370	Transport costs	6,021	6,078	(57)
613	Administrative costs	809	795	14
14,102	Third party payments	16,523	17,516	(993)
7	Transfer payments	0	7	(7)
0	Financing costs	0	0	0
72,494	Gross expenditure	83,068	83,321	(253)
(28,041)	Gross income	(35,516)	(35,568)	52
44,453	Net expenditure	47,552	47,753	(201)

Table 3 - Analysis of Significant Variances

Projected Variance favourable /(adverse) £'000	Directorate
7	Directorate - projected underspend of £0.007m across various small budgets
7	Total projected variance

Projected Variance favourable /(adverse) £'000	Ayrshire Roads Alliance/SPT
(1,113)	Ayrshire Roads Alliance/SPT - projected overspend of £1.113m mainly as a result of overspends in electricity costs for street lighting and electric vehicles (£0.368m), increased sub-contractors costs (£0.218m), increased consultancy costs (£0.373m), committed costs for Christmas Lights (£0.090m) which is unbudgeted and under-recovery of car parking income (£0.500m) as a result of the extension of 2 hour free parking. This is partially offset by underspends in employee costs (£0.355m) as a result of current vacancies and insurance premium costs (£0.081m).
(1,113)	Total projected variance

Projected Variance favourable /(adverse) £'000	Asset Management & Community Asset Transfer
350	<p>Asset Management - projected underspend of £0.350m ;</p> <p>Property costs - projected underspend of £0.422m mainly as a result of Central Repairs Account (CRA) management action to prioritise works which has resulted in planned maintenance being stopped temporarily (£0.500m), and reduced repair and maintenance costs in Health & Social Care occupied buildings (£0.040m). There is also a projected underspend of £0.082m in rent and insurance costs for McCalls Avenue, as these costs are now shared with other Council services. These underspends are offset by an overspend due to the delay in delivering the proposed office rationalisation saving (£0.200m).</p> <p>Supplies & Services - projected overspend of £0.052m, mainly due to legal fees (£0.020m), equipment and materials (£0.012m), and consultancy costs in relation to the 5 year periodic Council property asset valuations (£0.020m).</p> <p>Transport Costs - projected overspend of £0.020m due to increased private contract hire costs.</p>
350	Total projected variance

Projected Variance favourable /(adverse) £'000	Planning & Building Standards
133	<p>Planning & Building Standards - projected underspend of £0.133m ;</p> <p>Employee costs - projected underspend of £0.161m as a result of current vacancies</p> <p>Supplies & Services costs - projected overspend of £0.145m in consultancy costs. This relates to legal and specialist experts costs in relation to judicial reviews and other advice</p> <p>Income - projected over-recovery of £0.117m due to an increase in the number of applications linked to some economic recovery in the second half of the year.</p>
133	

Projected Variance favourable /(adverse) £'000	Professional Design Services
40	<p>Professional Design Services - projected underspend of £0.040m as a result of;</p> <p>Employee Costs - projected underspend of £0.040m due to current vacancies.</p>
40	Total projected variance

Projected Variance favourable /(adverse) £'000	Special Property Projects
0	No material variance to report.
0	Total projected variance

Projected Variance favourable /(adverse) £'000	Facilities Management
0	<p>Facilities Management - the following variances result in an online projection;</p> <p>Property costs - projected underspend of £0.027m within cleaning & domestic supplies due to the essential spend only directive</p> <p>Supplies & Services costs - projected underspend of £0.040m as a result of an underspend of £0.170m in kitchen equipment as most purchases throughout this year have been funded from capital budgets. This is partly offset by an overspend of £0.130m due to the increased price of food products required to produce school meals</p> <p>Transport costs - projected overspend of £0.037m as a result of the increased cost of lease vehicles required to delivery an effective service</p> <p>Income - projected under-recovery of £0.030m as a result of a decreased uptake in staff school meals as a result of the approved price increase</p>
0	Total projected variance

Projected Variance favourable /(adverse) £'000	Housing Services
178	<p>Housing Services - projected underspend of £0.178m as a result of;</p> <p>Employee Costs - projected underspend of £0.186m due to current vacancies.</p> <p>Property Costs - projected overspend of £0.044m due to increased in repair and maintenance costs in homelessness properties.</p> <p>Supplies & Services Costs - projected underspend of £0.073m, due to removal and storage costs (£0.060m), furniture costs (£0.009m) and equipment (£0.003m).</p> <p>Administrative Costs - projected underspend of £0.007m, due to various small underspend in postage, stationery and telecomms.</p> <p>Third Party Payments - projected underspend of £0.120m in relation to the DWP benefits subsidy grant received for homelessness (£0.060m) and the financial inclusion funding approved at Cabinet 12th March 2024 to provide a tenant hardship fund over 2 financial years (£0.060m). The DWP funding is expected to be used to fund homelessness initiatives and will fund additional staffing to deliver these initiatives. Members are requested to approve earmarking of these underspends to delivery on both initiatives in 2025/26 (see Table 5 below).</p> <p>Income - projected under recovery of £0.164m as a result of the current demand for temporary accommodation units being utilised from the HRA stock. This is partly offset by the corresponding underspend in supplies and services costs notes above.</p>
178	Total projected variance

Projected Variance favourable /(adverse) £'000	Neighbourhood Services
204	<p>Neighbourhood Services - projected underspend of £0.204m as a result of;</p> <p>Employee costs - projected underspend of £0.115m as a result of effective vacancy management</p> <p>Property Costs - projected overspend of £0.120m as a result of the necessity to introduce security measures at Heathfield Waste Recycling Centre. Members are requested to approve a Budget Transfer (BTR) (Table 4 below) from income over-recovery below to fund this cost</p> <p>Supplies & Services Costs - projected underspend of £0.080m mainly as a result of underspend of £0.094m for Ash Dieback works which was approved by Cabinet 18 February 2024 to be earmarked for carry forward to be used in 2025/26 (Table 5 below)</p> <p>Income - projected over-recovery of £0.129m as a result of increased bereavement income (£0.265m) offset by an under-recovery in both commercial waste customers (£0.084m) and waste recycling income (£0.052m). It should be noted that bereavement income includes £0.166m which has been identified as prior year income which has been accounted for in 2024/25</p>
204	Total projected variance

Projected Variance favourable /(adverse) £'000	Property Maintenance
0	Property Maintenance Service - projected online
0	Total projected variance

Table 4 - Budget Transfer Requests

Budget Transfer Requests:		DR £'000	CR £'000
1	Neighbourhood Services - Property Costs	120	
	Neighbourhood Services - Income		120
Total		120	120

Table 5 - Earmarking Requests

	Objective/ Subjective	Amount £'000
Previously approved:		
Ash Dieback	Neighbourhood Services/Supplies and Services costs	94
Total		94
New requests :		
DWP funding for homeless initiatives	Housing Services/Third Party	60
Financial Inclusion Funding - Tenant Hardship Fund	Housing Services/Third Party	60
Total		120
Overall Total		214

Table 6 - Efficiency Savings

Efficiency savings:		Targeted £'000	Anticipated shortfall £'000
ARA	Introduction of EV charging tariff for public use.	52	52
ARA	Remove 5.5fte vacant strategic posts (Split EAC/SAC – 50/50%)	104	0
ARA	Increase fees and permit charges to developers, utilities and public by 5%	30	0
ARA	Increase harbour dues by 5%	6	0
Neighbourhood Services	Introduce £50 charge for Garden Waste Collections (based on servicing 1 bin per household)	559	0
Neighbourhood Services	Increase Bereavement prices by 10%	180	0
Neighbourhood Services	Introduce £30 charge to householders for lost, stolen, damaged replacement bins	30	0
Neighbourhood Services	Increasing commercialisation (Heathfield Waste recycling centre)	100	0
Neighbourhood Services	Reduction in Neighbourhood Services overtime	10	0
Facilities Management	Increase cost of public toilets from £0.30 to £0.50 per use	21	11
Asset Management	Transforming the Estate Review - rationalise council assets and remove various property costs	200	200
Property Maintenance	Review internal charging approach to reduce and remove administration	50	0
Planning	Realign Planning fees income budget based on current recovery rates	30	0
Total		1,372	263
Comments:			

Table 7 - Payroll Management

Payroll Management:	Targeted £'000	Achieved at period 10 £'000	Remaining to be achieved £'000
Payroll Management - Corporate target	1,020	850	170
Payroll Management - Directorate target	63	53	10
Total	1,083	903	180

Payroll turnover is projected to be over-recovered by £0.511m as a result of effective vacancy management in particular filling only essential posts

Table 8 - Grant Income

New Grants Received:		
Amount £'000	Grant name/ body	Grant purpose
16	Zero Waste Scotland	Support recycling initiatives
20	Scottish Government	School milk subsidy
36		
Comments:		
The above grants which have been received during the financial year were not part of the approved Directorate budget.		

Communities & Transformation Directorate

Table 1 - Objective Analysis

Actual Expenditure to 31 Jan £'000	Service	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
300	Directorate	790	240	550
	Communities			
3,298	Thriving Communities	4,628	4,628	0
171	Economy and Regeneration	1,221	1,071	150
6,903	Destination South Ayrshire	8,145	8,383	(238)
10,372	Total Communities	13,994	14,082	(88)
	Transformation			
3,380	ICT Strategy & Delivery	4,067	4,067	0
1,652	Customer Services & Public Affairs	2,168	2,077	91
712	Transformation	1,019	1,219	(200)
5,744	Total Strategic Change	7,254	7,363	(109)
16,416	Total Strategic Change & Communities Directorate	22,038	21,685	353

Table 2 - Subjective Analysis

Actual Expenditure to 31 Jan £'000	Account	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March £'000	Projected FY Variance favourable /(adverse) £'000
17,718	Employee costs	23,027	22,568	459
3,266	Property costs	3,178	3,278	(100)
5,263	Supplies and services costs	3,367	3,448	(81)
888	Transport costs	686	786	(100)
806	Administrative costs	522	722	(200)
2,054	Third party payments	2,710	2,798	(88)
7	Transfer payments	10	10	0
0	Financing costs	0	0	0
30,002	Gross expenditure	33,500	33,610	(110)
(13,586)	Gross income	(11,462)	(11,925)	463
16,416	Net expenditure	22,038	21,685	353

Table 3 - Analysis of Significant Variances

Projected FY Variance favourable /(adverse) £'000	Directorate
550	Service - projected over-recovery in payroll management target of £0.550m, primarily due delays in filling vacancies. Current projections also take into account two weeks of employers superannuation at 19.3%, rather than the budgeted reduced rate of 6.5%. This is estimated at approximately £0.093m and is due to the the new reduced rate being applied from the first full pay period in each new tax year (May payrun), as the April payrun includes 16th March - 15th April 2024.
550	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Communities
(88)	<p>Thriving Communities - currently projected to be online.</p> <p>Economy & Regeneration - currently projected to be underspent by £0.150m within LACER - Training and Skills Fund. Members to note that ELT approval has already been sought to earmark this underspend to fund 5 temporary positions within Community Wealth Building until September 2025 (refer to Table 5 below).</p> <p>Destination South Ayrshire (Golf) - currently projected to be online, due to the net impact of a projected over-recovery in income (including R&A income from the Open) of £0.463m, being offset by projected overspends in both employee costs and supplies & services.</p> <p>Destination South Ayrshire (Sport & Leisure) - currently projected to be online.</p> <p>Destination South Ayrshire (Events) - currently projected to be online.</p> <p>International Ayr Show - Festival of Flight 2024 - currently projected to be overspent by £0.238m.</p>
(88)	Total projected variance

Projected FY Variance favourable /(adverse) £'000	Transformation
(109)	<p>ICT Strategy & Delivery - currently projected to be online. However, Members are requested to approve the permanent budget transfer request (refer to Table 4 below), in order to align Oracle budget with actual expenditure.</p> <p>Customer Services & Public Affairs - IAAH (COVID Recovery Project) - projected underspend of £0.091m. ELT have previously approved to utilise this underspend to extend 1fte temp level 8 Senior Advisor Post for 23 months from March 2024 and 1fte 23 month level 5 advisor post with immediate effect. Therefore, Members have already approved the earmarking of this underspend, to extend contracts until 2025/26 (refer to Table 5 below).</p> <p>Transformation - projected overspend of £0.200m due to short term unachievable savings target from 2023/24. This target relates to the Councils previous Strategic Change Programme Programme and not specifically the Transformation team itself. The target will be allocated in future years as part of the overall Council transformation programme as projects are approved and savings identified.</p>
(109)	Total projected variance

Table 4 - Budget Transfer Requests

Budget Transfer Requests:		DR £'000	CR £'000
1	Oracle E-business / Payments to Agencies		814
	Oracle Fusion / Supplies and Services	814	
	<i>Transfer budget E-business budget to Oracle Fusion, to match expenditure.</i>		
Total		814	814

Table 5 - Earmarking Requests

Previously approved:	Objective/ Subjective	Amount £'000
Organisational Development Posts per Cabinet 28/11/23	OD/Employee Costs	91
ELT - LACER funded posts - Community Wealth Building	E&R/Employee Costs	150
Total		241
Comments: Details included above.		

Table 6 - Efficiency Savings

Efficiency savings:	Target £'000	Anticipated shortfall £'000
Maybole Golf - delete vacant post	34	0
Increase monthly Learn2 membership from £23 to £25 per month	50	0
Increase various golf green and membership fees by £5 per annum	40	0
Realign Riverside Sports Arena income budget based on current recovery rates	15	0
Total	139	0
Comments:		

Table 7 - Payroll Management

Payroll Management:	Target £'000	Achieved at period 10 £'000	Remaining to be achieved £'000
Payroll Management - Corporate target	633	989	0
Total	633	989	0
Comments: Currently projected to be £0.550m over-recovered.			

Table 8 - Grant Income

New Grants Received:		
£'000		
188	Scottish Government	CCLD
14	Cycling Scotland	Cycling Grant
2	Scottish Library Information Centre	SLIC Stay Connected
10	MOD	Armed Forces Day
14	NHS Ayrshire & Arran	Weight Management Programme
189	Sport Scotland	Active Schools/Community Sports Hub
73	Sport Scotland	Active Communities
55	Sport Scotland	Closing the Gap
12	Lawn Tennis Association	Refurbishment of Girvan Tennis Courts
44	H&SCP	Invigor8
2	Macmillan Cancer Support	Cancer Support
11	Scottish Enterprise	Modern Apprentice Grant
614		
Comments: Additional amounts notified during the financial year, not included in original budget.		

Miscellaneous Services

Table 1 - Objective Analysis

Actual Expenditure to 31 January £'000	Service	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March 2025 £'000	Projected FY Variance Favourable /(Adverse) £'000
3,555	Miscellaneous Services	23,997	25,641	(1,644)
3,555	Total Miscellaneous Services	23,997	25,641	(1,644)

Table 2 - Subjective Analysis

Actual Expenditure to 31 January £'000	Account	Full Year Budget 2024/25 £'000	Projected FY Actual to 31 March 2025 £'000	Projected FY Variance Favourable /(Adverse) £'000
0	Debt management charges	17,610	19,168	(1,558)
0	Investment income	(2,130)	(2,205)	75
0	Recharges to other services	(1,793)	(1,793)	0
716	Requisitions and other initiatives	859	859	0
652	Employee provision	710	782	(72)
73	Fees and subscriptions	479	521	(42)
1,622	Other payments	5,208	5,439	(231)
80	Covid-19 costs	0	32	(32)
256	Salary sacrifice schemes	574	402	172
193	Equal pay	0	0	0
0	PPP flexibility adjustment	(2,026)	(2,026)	0
0	Contribution to Reserves	4,501	4,501	0
3,592	Gross expenditure	23,992	25,680	(1,688)
(37)	Gross income	5	(39)	44
3,555	Net expenditure	23,997	25,641	(1,644)

Table 3 - Analysis of Significant Variances

Projected	Miscellaneous Services
(1,558)	Debt management charges - the overall budget for loan charges is £17.610m, comprising £6.457m for loan principal, £10.979m for interest costs and £0.174m for loans fund expenses. The current projection for loans charges to the General Fund is an overspend of £1.558m in interest and expenses. This is partly offset by a projected over-recovery of income of £0.075m (refer below), resulting in a net overspend of £1.483m. This has arisen due to higher than forecast interest rates and a subsequent reprofiling of external borrowing. This will continue to be closely monitored between now and the year-end.
75	Investment income - the budget for investment income was set at £2.130m based on an estimate of the average revenue balances held during the year at an assumed interest rate return of 5.50% on those balances. At period 10, full year budgeted income of £2.205m is currently projected (an over-recovery of £0.075m against budget - refer above), due to higher than forecast interest rate levels.
(72)	Employee provision - a projected overspend £0.072m, mainly due to apprenticeship levy costs.

(231)	<p>Other payments - the projected full year net overspend of £0.231m comprised the following significant elements:</p> <ul style="list-style-type: none"> - £0.675m overspend on Non-Domestic Rates due to a combination in reductions in available reliefs and increases in poundage rates; - £0.215m overspend due to unachievable corporate efficiency targets reported in Miscellaneous but allocated to service budgets where appropriate (refer to Table 6 - Efficiency Savings below); and - £0.032m overspend relating to premature pension contributions. <p>These projected overspends are partly offset by the following projected underspends:</p> <ul style="list-style-type: none"> - £0.498m underspend in energy costs across all Council services but reported corporately within Miscellaneous Services, based on estimated forecasts in what continues to be a fluctuating energy price market; and - £0.216m underspend on insurance costs (net of third party claims).
(32)	Covid-19 costs: the projected overspend relates to ongoing costs associated with the lease of a hangar at Prestwick Airport.
172	Salary sacrifice schemes: the projected underspend comprises both car leasing (£0.138m saving) and Viv-up schemes (£0.035m saving), based on projected orders until the end of the financial year end less the cost of administering the schemes.
0	Equal Pay: Second wave equal pay payments during the financial year are expected to be fully met from an existing Balance Sheet provision of £0.282m.
0	Contribution to reserves: the 2024/25 budget includes a £4.053m contribution to the Council's Transformation Fund. In addition, the Scottish Government has provided an additional grant of £0.448m to compensate Councils for using reserves to meet the 2023/24 pay award. This additional funding will be allocated back to uncommitted reserves.
(1,646)	Total Full Year Variance

Table 4 - Budget Transfer Requests

Description	DR £'000	CR £'000
N/a		
Total	0	0

Table 5 - Earmarking Requests

Description	Objective/ Subjective	Amount £'000
N/a		
Total		0
Comments: No earmarking requests identified for Miscellaneous Services.		

Table 6 - Efficiency Savings

Description	Targeted £'000	Shortfall £'000
Procurement (prior year saving)	177	100
Purchase of additional leave: target to be allocated across services	200	0
Additional AVCs: on-cost savings	48	0
Future Operating Model: target to be allocated across services	175	115
Total	600	215
Comments: Work remains ongoing to identify relevant permanent procurement efficiencies. Fewer employees now purchase additional leave due to greater flexibility regarding home-working arrangements. Continuing pressures on service budgets has made it challenging to allocate Future Operating Model savings across directorates, as underspends arising from new ways of working have been utilised to offset overspends due to inflationary pressures and contractual increases. Existing savings targets will be considered as part of the wider Transformation work across the Council, in order to identify opportunities to permanently allocate these targets in 2025/26.		

Table 7 - Payroll Management

Payroll Management:	Targeted £'000	Achieved £'000
	0	0
Total	0	0
Comments: No payroll management target allocated to Miscellaneous Services.		

Table 8 - Grant Income

New Grants Received:		
Amount £'000	Grant Name/ Body	Grant Purpose
0		
Comments:		

Housing Revenue Account

Actual Expenditure to 31 January £'000	Service	Full Year Budget 2024/25 £'000	Projected Actual to 31 March £'000	Projected Variance favourable /(adverse) £'000
(19,153)	Housing Revenue Account	0	(938)	938
(19,153)		0	(938)	938

Table 2 - Subjective Analysis

Actual Expenditure to 31 January £'000	Service	Full Year Budget 2024/25 £'000	Projected Actual to 31 March £'000	Projected Variance favourable /(adverse) £'000
3,947	Employee costs	5,595	5,045	550
8,180	Property costs	14,418	14,225	193
253	Supplies and services costs	334	279	55
40	Transport costs	72	72	0
1,045	Administrative costs	1,523	1,709	(186)
320	Support services costs	1,837	1,837	0
20	Third party payments	30	18	12
91	Transfer payments	117	117	0
0	Financing costs	7,038	6,915	123
1,798	CFCR	5,397	5,397	0
15,694	Gross expenditure	36,361	35,614	747
(34,847)	Income	(36,361)	(36,552)	191
(19,153)	Net expenditure	0	(938)	938

Table 3 - Financial Variance Analysis

Projected Variance favourable /(adverse) £'000	Housing Revenue Account
550	Employee costs - projected underspend of £0.550m due to current vacancies.
193	Property Costs - projected underspend of £0.193m. This is mainly due to a projected underspend of £0.760m in the cost of repairs to council houses, where management action undertaken has reduced the use of sub contractors by increasing efficiency to keep an increased level of work in house. There is also a projected underspend of £0.040m in the costs for Decants. This underspend is partially offset with an increase in Unlets costs projected to overspend by £0.350m, as well as projected overspends in Gas Contracts (£0.137m) and electricity (£0.120m) due to price increases. Joint management action by Housing & Property Maintenance is taking place to prioritise empty properties for relet and to minimise the impact of void rent loss.
55	Supplies & Services - projected underspend of £0.055m, mainly due to lower than expected legal fees (£0.040m) and removal & storage costs (£0.010m).
(186)	Administrative costs - projected overspend of £0.186m. There is an overspend of £0.529m in insurance costs due to the premiums increasing in line with the increased property values after a recent revaluation of properties. This overspend is partly offset by underspends in Feasibility & Design Costs for capital projects being charged to revenue of £0.093m, £0.200m in bad debts based on the current level of arrears of council house rental income, various other underspends in postage, telecomms and stationery costs totalling £0.050m.
12	Third Party Payments and Transfer Payments - projected underspend of £0.012m on charges from other Council services.

123	Financing costs - projected net underspend of £0.123m comprising: - Principal, Interest payments and expenses - projected underspend of £0.021m on principal, interest and expenses, which relates to the timing of loan payments and interest rates of temporary loan debt. - Interest income on revenue balances - £0.102m over recovery as a result of the Loans Fund exceeding the originally estimated rate of interest on investments.
191	Income - over recovery of £0.191m in rental income.
938	Total projected variance
Comments:	

Table 4 - Accumulated Surplus

Accumulated Surplus	Amount £'000	Amount £'000
HRA accumulated surplus as at 1 April 2024	2,520	
Current year projected surplus	938	
Minimum working balance	(2,000)	
Projected surplus for the year ended 31 March 2025		1,458
Current commitments:		
Revenue:		
Transformation within Housing - support costs		(44)
Costs associated with Home Loss Payments at Riverside High Flats and provision for Disturbance Allowance approved by Leadership Panel 26 November 2019		(169)
To fund the impact of the increased pay award in 2024/25 on 2025/26 and 2026/27 budgets and employers national insurance rate changes from April 2025		(500)
Projected uncommitted surplus as at 31 March 2025		745
Comments:		
At period 6 Members approved £0.500m of the uncommitted surplus to be used to fund the unbudgeted impact of the increased pay award in 2024/25 and the impact of the employers national insurance changes in 2025/26 and 2026/27. The HRA 2025/26 revenue budget approved by Council on 3rd March includes the impact of this cost within the previously approved 4.5% rent increase. Members are requested to approve the return of this funding to the uncommitted surplus as it is no longer required.		
Members are further requested to approve £0.250m of the uncommitted surplus be utilised to outsource a parcel of work to sub-contractors to support Property Maintenance complete the required work on empty properties to reduce the number of unlet properties		

Table 5 - Rent Arrears

Rent Arrears	As at 31 Jan 2024	As at 31 Jan 2025	Movement
Current Tenants – Mainstream	1,333	1,334	0%
Former Tenants – Mainstream	635	736	16%
Total	1,968	2,070	5%
Comments:			
Historically, the Council has performed well in the areas of rent arrears management and the collection of rental income. From the 2023/24 benchmarking information, the Council was the best performing local authority in terms of overall arrears at 4.63% of the rent due for the 2023/24 reporting year. Rent arrears is an area of focused activity with a dedicated team managing rent accounts and progressing necessary recovery actions, while supporting tenants in arrears. Officers are continuing to make contact and engage with tenants to provide ongoing advice and support to those households who are experiencing hardship. As an alternative to using legal action for recovery, every effort is being made to secure repayment arrangements and actively apply for Alternative Payment Arrangements (APA's) for housing costs to be paid direct to the Council from the Department of Works and Pensions for households in receipt of Universal Credit. The current increase in rent arrears has been factored into the Bad Debt Provision out-turn figure noted above in Table 3.			

Table 6 - Budget Transfer Requests

	DR £'000	CR £'000
1 n/a		
Total	0	0

Common Good Funds

Table 1 - Objective Analysis

Actual Net Expenditure/ (Income) to 31 January £'000	Common Good Fund	Full Year Budget 2024/25 £'000	Projected Full Year Actual to 31 March 2025 £'000	Projected Full Year Variance favourable /(adverse) £'000
480	Ayr Common Good Fund	0	111	(111)
13	Prestwick Common Good Fund	0	(4)	4
0	Troon Common Good Fund	0	(1)	1
0	Maybole Common Good Fund	0	0	0
43	Girvan Common Good Fund	0	0	0
536		0	106	(106)

Table 3 - Financial Variance Analysis

Projected Full Year Variance favourable /(adverse) £'000	Common Good Fund
(111)	<p><u>Ayr Common Good Fund:</u> The full year budget for repairs and maintenance was fully exhausted at period 6, since when only essential expenditure is being incurred on the Fund's properties, in order to control expenditure between now and the year-end. Accordingly, a full-year overspend of £0.120m is currently projected, comprising overspends of £0.067m on property repairs and maintenance, £0.044m on utility costs including non-domestic rates and council tax and £0.010m on insurance costs. These projected overspends are partly offset by a £0.009m projected over-recovery of interest income. All budgets will continue to be closely monitored during the remainder of the financial year.</p>
4	<p><u>Prestwick Common Good Fund:</u> A favourable variance of £0.004m at the year-end is currently projected, mainly due to additional interest income as a result of interest rate increases.</p>
1	<p><u>Troon Common Good Fund:</u> A favourable variance of £0.001m at the year-end is currently projected, due to additional interest income as a result of interest rate increases.</p>
(106)	Total projected variance

Table 4 - Accumulated Revenue Reserves

Common Good Fund	Reserves as at 31 March 2024 £'000	Reserves as at 31 January 2025 £'000	Projected Reserves as at 31 March 2025 £'000
Ayr Common Good Fund	260	(220)	149
Prestwick Common Good Fund	245	231	248
Troon Common Good Fund	38	38	38
Maybole Common Good Fund	2	2	2
Girvan Common Good Fund	9	(34)	9
Total	554	17	446
Comments: Recent significant increases in the cost of property repairs and maintenance, coupled with relatively static rental and other income continues to put pressure on Ayr Common Good Fund budgets and reserves. A review of Common Good properties and an assessment of income generation opportunities will be brought before Members in early course outlining options.			

Table 5 - Accumulated Capital Reserves

Common Good Fund	Reserves as at 31 March 2024 £'000	Reserves as at 31 January 2025 £'000	Projected Reserves as at 31 March 2025 £'000
Ayr Common Good Fund	711	222	221
Prestwick Common Good Fund	35	35	35
Total	746	257	256
Comments: Approximately £0.480m of a total contribution of approximately £0.500m has been incurred against Ayr Common Good Fund's capital reserve towards the restoration cost of fire-damaged properties at Ayr High Street.			

**Summary of Current General Services Financial Position
as at 31 January 2025**

	<i>£m</i>	<i>£m</i>
1) Accumulated surplus brought forward from 2023/24		28.591
Funds set aside for specific purposes		
2024/25 budget contribution	4.000	
Affordable homes	1.854	
Workforce change fund	5.515	
Transformation Fund	1.163	
Invest in South Ayrshire	0.200	
Community Halls Fund	0.573	
Ayrshire Growth Deal	0.121	
Civil Contingency (3 Ayrshire reserve commitment)	0.124	
Employability	0.100	
Corporate Support Capacity issues	0.226	
Levelling Up - additional capacity funding to be drawn only if required	0.125	
Golf Strategy - to address initial priority and health and safety issues	0.157	
Station Hotel – encapsulation costs	0.306	
Ash Tree Die back	0.312	
PPP Reserve commitment to 2025/26 to 2026/27 budgets	5.000	
Inflation reserve	0.041	
Council Covid-19 earmarking	1.714	
General Service earmarking	2.616	24.147
Uncommitted Council surplus brought forward as at 31 March 2024		4.444

	£m	£m
2) Movement in 2024/25		
i) Directorate budget projections:		
Service projections (per Appendix 1)	1.188	
Previously approved earmarking requests	(0.635)	
Period 10 earmarking requests (subject to Cabinet approval)	(1.252)	
Assessed revenue impact of IFRS16 transition – PPP arrangements	1.788	1.089
ii) Other:		
Ash tree Dieback (approved February 2025 Cabinet)	(0.202)	
Storm Damage estimated draw (subject to Cabinet approval)	(0.500)	
Station Hotel Fire incident final drawdown (subject to Cabinet approval)	(0.329)	(1.031)
iii) Review of committed reserves		
Release fund to uncommitted (August 2024 Cabinet)	0.887	0.887
Projected uncommitted reserves at 31 March 2025		5.389

South Ayrshire Council

**Report by Chief Financial Officer
to Cabinet
of 18 March 2025**

**Subject: Treasury Management and Investment Strategy Quarter
3 Update Report 2024/25**

1. Purpose

- 1.1 The purpose of this report is to provide Members with an update on the 2024/25 treasury prudential indicators for the period October-December 2024 (Quarter 3) and provide an update on the latest wider economic position.

2. Recommendation

- 2.1 **It is recommended that the Cabinet approves the Quarter 3 Update Report (attached as [Appendix 1](#)).**

3. Background

- 3.1 The Chief Finance Officer (CFO) is required to establish procedures to monitor and report performance against all forward-looking prudential indicators at least quarterly.
- 3.2 The Council operates a balanced budget, which broadly means cash raised during the year will meet its cash expenditure. Part of the treasury management operations ensure this cash flow is adequately planned to meet expenditure commitments but also to invest surplus monies in low-risk counterparties (organisations with which the Council has a financial relationship in terms of borrowings or investments), providing adequate liquidity initially before considering optimising investment return.
- 3.3 The second main function of the treasury management service is the funding of the Council's capital plans. These capital plans provide a guide to the borrowing need of the Council, essentially the longer-term cash flow planning to ensure the Council can meet its capital spending operations. This management of longer-term cash will involve arranging long or short-term loans or using longer term cash flow surpluses. In addition, in certain interest rate environments debt previously drawn may be restructured to meet Council risk or cost objectives.
- 3.4 Council of 6 February 2025 considered a report entitled, Review of Capital Estimates: General Services Capital Investment Programme 2024/25 to 2035/36. This report covers the period to 31 December 2024 and therefore the impact of the above report to Council is not reflected in this report. The final Treasury Management and Investment Strategy out-turn report presented to the Panel in June 2025 will incorporate any required updates.

- 3.5 The Audit and Governance Panel of 26 February 2025 considered the Quarter 3 Update Report (attached at [Appendix 1](#)) and agreed that it be remitted to the Cabinet for approval.

4. Proposals

- 4.1 This Quarter 3 report has been prepared in compliance with CIPFA's Code of Practice on Treasury Management and provides an update on Economic activity and Interest rates in [Appendix 1](#) and Prudential and Treasury Indicators in [Appendix 2](#).
- 4.2 Members are requested to approve the Quarter 3 report.

5. Legal and Procurement Implications

- 5.1 There are no legal implications arising from this report.
- 5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 General Services

- 6.1.1 **Interest on Revenue Balances** - The Council budgeted for investment income of £2.130m in 2024/25, based on an estimate of the average revenue balances held during the year. Budgeted at achieving an assumed interest rate return of 5.50% on these balances.

At December 2024 (Qtr 3) the full year budgeted income is projected at £2.205m, a surplus of £0.075m. This surplus has arisen due to a higher than projected level of interest rates, therefore for a similar investment a greater return is being achieved.

- 6.1.2 **Capital Financing Costs** - The budget for loan charges in 2024/25 is £17.610m, comprising £6.457m for loan principal, £10.979m for interest costs and £0.174m for loans fund expenses.

The current projection for loans charges to the General Fund is an overspend of £1.558m in interest and expenses. This is offset by the projected surplus of income of £0.075m bringing an overall overspend of £1.483m.

This has arisen due to higher than projected interest rates and a subsequent reprofiling of external borrowing. This projected overspend will be monitored as the year progresses and borrowing will only be taken if required.

6.2 Housing Revenue Account (HRA)

- 6.2.1 **Interest on Revenue Balances** – The HRA budgeted for investment income of £0.240m in 2024/25, based on an estimate of the average revenue balances held during the year. Budgeted at achieving an assumed interest rate return of 5.50% on these balances.

At December 2024 (Qtr3) the full year estimate for investment income earned is £0.342m resulting in a surplus of £0.102m. Similar to General Services, a higher than anticipated interest rate has resulted in an over achievement of returns on investments.

- 6.2.2 **Capital Financing Costs** – The budget for HRA loan charges in 2024/25 is £7.278m, comprising £2.443m for loan principal, £4.763m for interest costs and £0.072m for loans fund expenses.

The current projection for loans charges to the HRA is a slight overspend of £0.00013m in interest and expenses. This is in addition to the projected surplus of income of £0.1021m bringing an overall underspend of £0.1020m.

This underspend has resulted from greater than anticipated income from higher interest rates.

7. Human Resources Implications

- 7.1 Not applicable.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

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

8.2 *Risk Implications of Rejecting the Recommendations*

- 8.2.1 Should the recommendations be rejected, then the Council will not be in compliance with the CIPFA Code of Practice on Treasury Management.

9. Equalities

- 9.1 The proposals in this report do not require to be assessed through an Integrated Impact Assessment.

10. Sustainable Development Implications

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

11. Options Appraisal

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

12. Link to Council Plan

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

13. 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 Davis, Portfolio Holder for Finance, Human Resources and ICT, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking

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

Implementation	Due date	Managed by
No further action required	Not applicable	Not applicable

Background Papers **CIPFA Code of Practice for Treasury Management in the Public Services**

Report to South Ayrshire Council of 6 March 2024 –
[Treasury Management and Investment Strategy 2024/25](#)

Report to Audit and Governance Panel of 26 February 2025 -
[Treasury Management and Investment Strategy Quarter 3 Update Report 2024/25](#)

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Date: 5 March 2025

1. Economic Activity

- The third quarter of 2024/25 (October to December) saw:
 - GDP growth contracting by 0.1% m/m in October following no growth in the quarter ending September;
 - The 3myy rate of average earnings growth increase from 4.4% in September to 5.2% in October;
 - CPI inflation increase to 2.6% in November;
 - Core CPI inflation increase from 3.3% in October to 3.5% in November;
 - The Bank of England cut interest rates from 5.0% to 4.75% in November and hold them steady in December.
 - 10-year gilt yields starting October at 3.94% before finishing up at 4.57% at the end of December (peaking at 4.64%).
- The 0.1% m/m fall in GDP in October was the second such decline in a row and meant that GDP would need to rise by 0.1% m/m or more in November and December, for the economy to grow in Q4 as a whole rather than contract. With on-going concern over the impact of the October budget and effects from higher interest rates and weak activity in the euro zone, Capital Economics have revised down their forecast for GDP growth in 2025 to 1.3% (it was initially 1.8% in the immediate wake of the Budget.)
- This quarter saw the composite activity Purchasing Manager Index (PMI) dip below the level of 50 that separates expansion from contraction for the first time since October 2023. Although December's composite PMI came in above this level, at 50.5, this was still consistent with the 0% rise in real GDP in Q3 being followed by a flat-lining, or potential contraction, in the final quarter of 2024. However, the economy is unlikely to be quite as weak as that given that the PMIs do not capture rises in government spending, but the data does underline the continued divergence in trends between the manufacturing and services sectors. The manufacturing PMI fell for its fourth consecutive month in December, from 48.0 in November to 47.3. That's consistent with manufacturing output falling by 1.5% q/q in the final quarter of 2024 after flatlining through the summer months. This weakness in the manufacturing sector was offset by a rebound in the services sector. The services PMI rose from 50.8 in November to 51.4 in December, which is consistent with non-retail services output growth increasing from +0.1% q/q to +0.3% for October - December. This suggests that more of the recent slowdown in Gross Domestic Product (GDP) is being driven by the weakness in activity overseas rather than just domestic factors. Additionally, the services output prices balance rose for the third consecutive month, from 55.4 in November to 56.9, showing signs that price pressures are reaccelerating.
- After rising by 1.4% q/q in July - September, the retail sector had a difficult final quarter of the year. Indeed, the fall in retail sales in October (consensus forecast -0.3% m/m) suggested that households' concerns about expected tax rises announced in the Budget on 30 October contributed to weaker retail spending at the start of the quarter. The monthly decline in retail sales volumes in October was reasonably broad based, with sales in five of the seven main sub sectors slipping. However, the potential for seasonally adjusted sales to rise in November - if October's figures were impacted by the timing of the school half term – combined with a rebound in consumer confidence and rising real incomes, points to some promise to the final quarter of 2024

- The Government's October budget outlined plans for a significant £41.5bn (1.2% of GDP) increase in taxes by 2029/30, with £25bn derived from a 1.2% rise in employers' national insurance contributions. The taxes are more than offset by a £47bn (1.4% of GDP) rise in current (day-to-day) spending by 2029/30 and a £24.6bn (0.7% of GDP) rise in public investment, with the latter being more than funded by a £32.5bn (1.0% of GDP) rise in public borrowing. The result is that the Budget loosens fiscal policy relative to the previous government's plans - although fiscal policy is still being tightened over the next five years – and that GDP growth is somewhat stronger over the coming years than had previously been forecasted. By way of comparison, the Bank of England forecasts four-quarter GDP growth to pick up to almost 1¾% through 2025 (previously forecast to be 0.9%) before falling back to just over 1% in 2026.
- December's pay data showed a rebound in wage growth that will likely add to the Bank of England's inflationary concerns. The 3myy rate of average earnings growth increased from 4.4% in September (revised up from 4.3%) to 5.2% in October (consensus forecast 4.6%) and was mainly due to a rebound in private sector pay growth from 4.6% to 5.4%. Excluding bonuses, public sector pay stagnated in October and the 3myy rate fell from 4.7% to 4.3%.
- The number of job vacancies also fell again from 828,000 in the three months to October to 818,000 in the three months to November. This marks the first time it has dropped below its pre-pandemic February 2020 level of 819,000 since May 2021. Despite this, the Bank of England remains concerned about the inflationary influence of high wage settlements as well as the risk of a major slowdown in labour market activity.
- Consumer Price Index (CPI) inflation has been on the rise this quarter, with the annual growth rate increasing from 1.7% in September to 2.3% in October, before rising further to 2.6% in November. Although services CPI inflation stayed at 5.0% in November, the Bank had expected a drop to 4.9%, while the three-month annualised rate of services CPI rose from 5.0% to 5.1%. That shows that there currently isn't much downward momentum. Moreover, the wider measure of core CPI inflation rose from 3.3% to 3.5% in November. Both services and core inflation are currently at rates well above those consistent with the 2.0% target and are moving in the wrong direction. Capital Economics forecast that after dipping to 2.5% in December, CPI inflation will rise further in January, perhaps to 2.8%. Although CPI inflation is expected to be back at close to the 2.0% target by the end of 2025, given that a lot of the rise in inflation in the coming months will be due to base effects that won't persist, the potential for a broader set of tariffs to arise from the US as well as the constant threat of geo-political factors to impact energy and food prices suggest risks remain very much to the upside.
- Throughout the quarter gilt yields have risen. The 10-year gilt yield increased from 3.94% at the start of October to 4.57% by the year end (and has subsequently risen to 4.64% early in 2025). As recently as mid-September 10-year gilt yields were at their low for the financial year, but since then, and specifically after the Budget at the end of October, yields have soared. Overall, the reaction to the UK Budget highlights how bond markets are both fragile and highly attentive to news about the fiscal outlook.
- The FTSE 100 started off this quarter at 8,276, before finishing up at 8,121. In particular, UK markets have continued to fall further behind US equities, a trend which has accelerated since Trump's election victory in November, partly due to the UK stock market being less exposed to AI hype, and it being weighed down by its relatively large exposure to the energy and materials sectors.

MPC meetings: 7 November, 18 December 2024 and 6 February 2025

- On 7 November, Bank Rate was cut by 0.25% to 4.75%. The vote was 8-1 in favour of the cut, the projections by the Monetary Policy Commission (MPC) are for gradual rate reductions with an emphasis on the inflation and employment data releases, as well as geo-political events.
- At the 18 December meeting, members voted 6-3 to keep Bank Rate on hold at 4.75%.
- At the 6 February meeting, members voted 7-2 to cut the Bank Rate to 4.50%.

2. Interest rate forecasts

The Councils appointed treasury advisors MUFG Corporate Markets Treasury Limited formerly known as Link Group assist the Council to formulate a view on interest rates. The Public Works Loan Board (PWLB) rate forecasts below are based on the Certainty Rate (the standard rate minus 20 bps) which has been accessible to most authorities since 1 November 2012. For Housing Revenue Account authorities, the lower Housing Revenue Account (HRA) PWLB rate has also been available since 15 June 2023 (standard rate minus 60 bps) but is available for HRA borrowing only.

The latest forecast, updated on 11 November, sets out a view that both short and long-dated interest rates will start to fall once inflation is under control.

Following the 30 October Budget, the outcome of the US Presidential election on 6 November, and the 25bps Bank Rate cut undertaken by the Monetary Policy Committee (MPC) on 7 November, MUFG significantly revised the central forecasts for the first time since May. In summary, the Bank Rate forecast is now 50bps – 75bps higher than was previously the case, whilst the PWLB forecasts have been materially lifted to not only reflect the increased concerns around the future path of inflation, but also the increased level of Government borrowing over the term of the current Parliament.

Reflecting on the 30 October Budget, the central case is that those policy announcements will be inflationary, at least in the near-term. The Office for Budgetary Responsibility and the Bank of England concur with that view. The latter have the CPI measure of inflation hitting 2.5% y/y by the end of 2024 and staying sticky until at least 2026. The Bank forecasts CPI to be 2.7% y/y (Q4 2025) and 2.2% (Q4 2026) before dropping back in 2027 to 1.8% y/y.

The anticipated major investment in the public sector, according to the Bank, is expected to lift UK real GDP to 1.7% in 2025 before growth moderates in 2026 and 2027. The debate around whether the Government's policies lead to a material uptick in growth primarily focus on the logistics of fast-tracking planning permissions, identifying sufficient skilled labour to undertake a resurgence in building, and an increase in the employee participation rate within the economy.

MUFG consultants view is that monetary policy at present means there may be some reductions, the extent of which, however, will continue to be data dependent. MUFG forecast the next reduction in Bank Rate to be made in February and for a pattern to evolve whereby rate cuts are made quarterly and in keeping with the release of the Bank's Quarterly Monetary Policy Reports (February, May, August and November). Any movement

below a 4% Bank Rate will, nonetheless, be very much dependent on inflation data in the second half of 2025.

Regarding the PWLB forecast, the short to medium part of the curve is forecast to remain elevated over the course of 2025, and the degree to which rates moderate will be tied to the arguments for further Bank Rate loosening or otherwise. The longer part of the curve will also be impacted by inflation factors, but there is also the additional concern that with other major developed economies such as the US and France looking to run large budget deficits that could cause an impact.

Moreover, Donald Trump's victory in the US President election paves the way for the introduction/extension of tariffs that could prove inflationary whilst the same could be said of any further tax cuts and an expansion of the current US budget deficit.

Invariably the direction of US Treasury yields in reaction to his core policies will, in all probability, impact UK gilt yields. So, there are domestic and international factors that could impact PWLB rates whilst, as a general comment, geo-political risks abound.

In summary, regarding PWLB rates, movement in the short-end of the curve is expected to reflect MUFG's Bank Rate expectations to a large degree, whilst medium to longer-dated PWLB rates will remain influenced not only by the outlook for inflation, domestically and globally, but also by the market's appetite for significant gilt issuance (£200bn+ for each of the next few years). As noted at the MUFG November Strategic Issues webinars, there is upside risk to that part of our forecast despite the Debt Management Office skewing its issuance to the shorter part of the curve.

Link Group Interest Rate View	11.11.24												
	Dec-24	Mar-25	Jun-25	Sep-25	Dec-25	Mar-26	Jun-26	Sep-26	Dec-26	Mar-27	Jun-27	Sep-27	Dec-27
BANK RATE	4.75	4.50	4.25	4.00	4.00	3.75	3.75	3.75	3.50	3.50	3.50	3.50	3.50
3 month ave earnings	4.70	4.50	4.30	4.00	4.00	4.00	3.80	3.80	3.80	3.50	3.50	3.50	3.50
6 month ave earnings	4.70	4.40	4.20	3.90	3.90	3.90	3.80	3.80	3.80	3.50	3.50	3.50	3.50
12 month ave earnings	4.70	4.40	4.20	3.90	3.90	3.90	3.80	3.80	3.80	3.50	3.50	3.50	3.50
5 yr PWLB	5.00	4.90	4.80	4.60	4.50	4.50	4.40	4.30	4.20	4.10	4.00	4.00	3.90
10 yr PWLB	5.30	5.10	5.00	4.80	4.80	4.70	4.50	4.50	4.40	4.30	4.20	4.20	4.10
25 yr PWLB	5.60	5.50	5.40	5.30	5.20	5.10	5.00	4.90	4.80	4.70	4.60	4.50	4.50
50 yr PWLB	5.40	5.30	5.20	5.10	5.00	4.90	4.80	4.70	4.60	4.50	4.40	4.30	4.30

- Money market yield forecasts are based on expected average earnings by local authorities for 3 to 12 months.
- The MUFG forecast for average earnings are averages i.e., rates offered by individual banks may differ significantly from these averages, reflecting their different needs for borrowing short-term cash at any one point in time.

1.1 The Council's Capital Expenditure and Prudential Indicators

- (1) The following section provides the information relating to the 2024/25 capital position and prudential indicators.
- The Council's capital expenditure plans.
 - How these plans are being financed.
 - The impact of the capital expenditure plans on the prudential indicators and the underlying need to borrow.
 - Compliance with the limits in place for borrowing activity.
- (2) The tables below draw together the main movement in terms of the capital expenditure plans compared to the original plan, highlighting the original supported and unsupported elements of the capital programme, and the expected financing arrangements for capital expenditure. The borrowing element of Table 1 for both General Services and HRA below revises the underlying indebtedness of the Council by way of the Capital Financing Requirement (CFR).

Table 1

	2024/25 Original Estimate £'000	2024/25 Latest Estimate £'000
Prudential Indicator – General Services		
Capital Expenditure	102,570	52,308
General Services - Financed By		
General and Specific Grant	8,360	10,090
Capital Receipts/Other	32,426	5,047
Borrowing	61,784	37,171
	102,570	52,308
Prudential Indicator – HRA		
Capital Expenditure	64,389	52,189
HRA - Financed By		
CFCR, Draw on surplus	1,798	1,798
Other Receipts/ Grants	1,045	9,560
Borrowing	61,546	40,831
	64,389	52,189

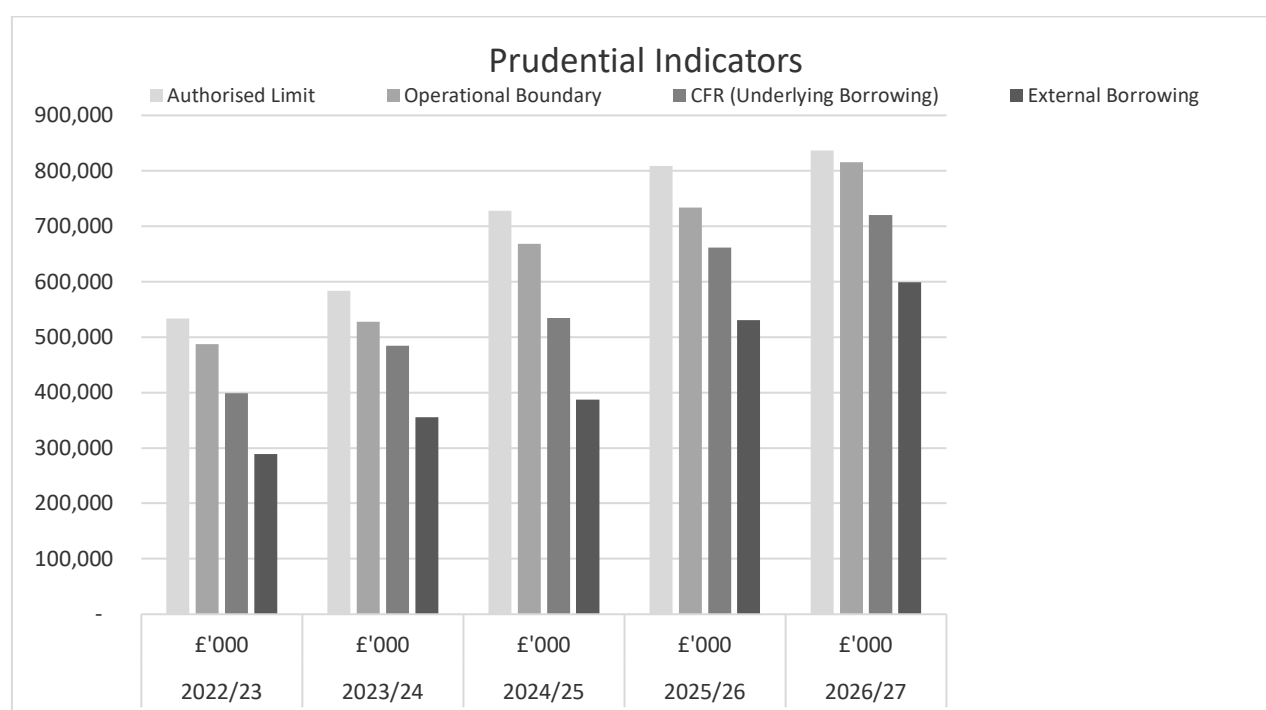
1.2 Capital Financing Requirement, Debt Position and Operational Boundary Indicators

- (1) Table 2 shows the CFR, which is the underlying need to incur borrowing for a capital purpose.

Table 2

<i>Prudential Indicator – CFR</i>	<i>2024/25 Original Estimate £'000</i>	<i>2024/25 Updated Estimate £'000</i>
Capital Financing Requirement – GS	481,816	457,690
Capital Financing Requirement – HRA	171,136	139,468
Total Capital Financing Requirement	652,952	597,158

(2) Prudential Indicators Chart



The chart shown at (2) above shows estimated key prudential indicators in bar chart format:

- External Borrowing** – shows significant increase in the next two years as the Council utilises borrowing to fund capital investment
- Capital Financing Requirement** – shows increases in CFR in line with external debt. The Council ended 2023/24 in an under borrowed position (CFR compared with external debt) of £58.801m. The current strategy will be to reflect an under-borrowed position in the short/medium term as reflected in the chart.

3. **Operational Boundary** – this indicator is higher than external debt and CFR as it includes provision for other long term financing liabilities such as PPP and Finance leases, and short term cash flow variations.
4. **Authorised Limit** – the limit which cannot be exceeded in terms of the Council’s debt position. This indicator is higher than the operational limit as provision is made for other cash flow variation and potential borrowing in advance.

Table 3

<i>Prudential Indicators – Debt</i>	<i>2024/25 Original £’000</i>	<i>2024/25 Updated £’000</i>
Authorised Limit	697,680	653,180
Operational Limit	641,720	606,980
External Debt	507,674	546,982

1.3 Liability Benchmark

- (1) The third prudential indicator for 2024/25 is the Liability Benchmark (LB). The Authority is required to estimate and measure the LB for the forthcoming financial year and the following two financial years, as a minimum.

CIPFA notes in the 2021 TM Code: “The liability benchmark should be analysed as part of the annual treasury management strategy, and any substantial mismatches between actual loan debt outstanding and the liability benchmark should be explained. Any years where actual loans are less than the benchmark indicate a future borrowing requirement; any years where actual loans outstanding exceed the benchmark represent an overborrowed position, which will result in excess cash requiring investment (unless any currently unknown future borrowing plans increase the benchmark loan debt requirement). The treasury strategy should explain how the treasury risks inherent in these mismatched positions will be managed.”

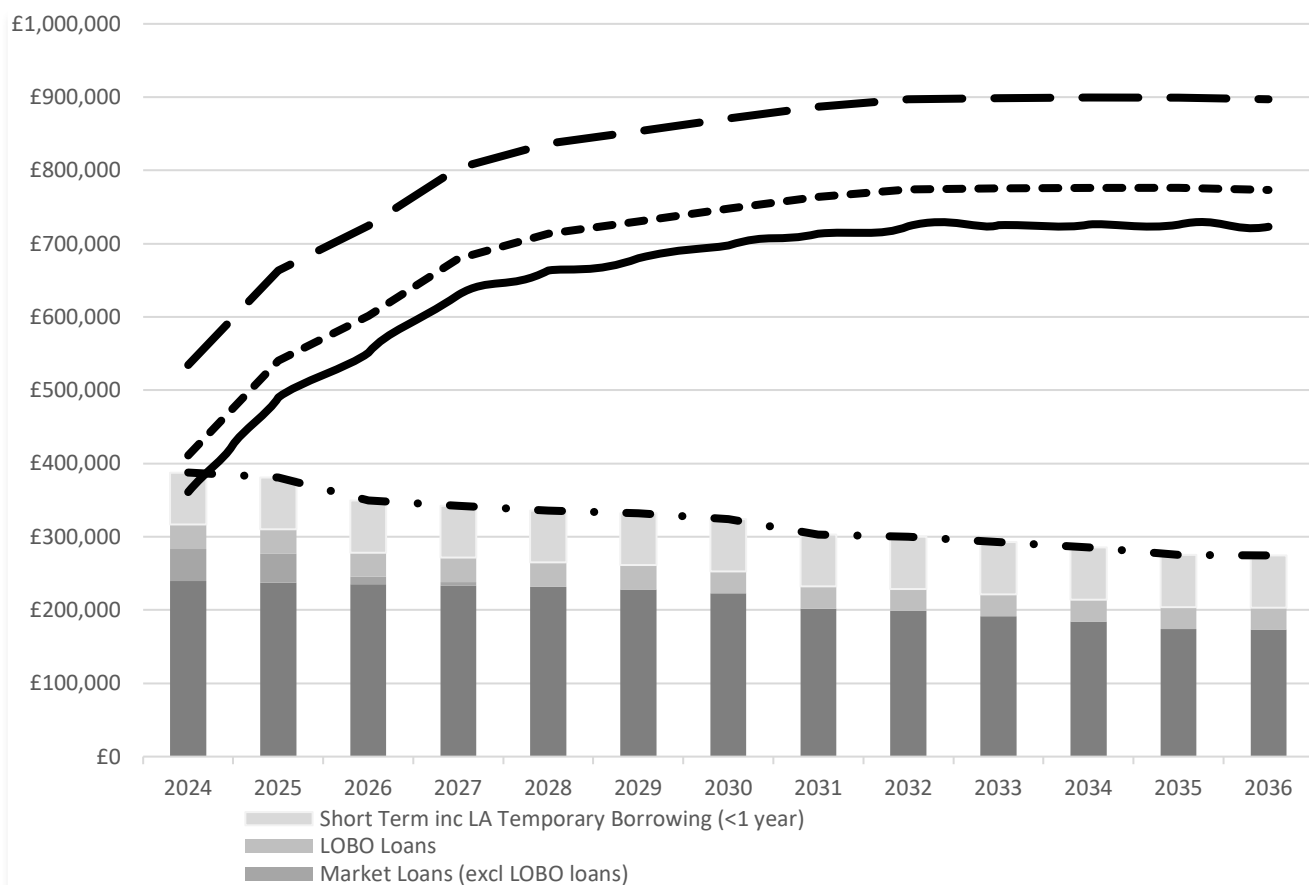
- (2) There are four components to the Liability Benchmark:
 1. **Existing loan debt outstanding:** the Authority’s existing loans that are still outstanding in future years.
 2. **Loans CFR:** this is calculated in accordance with the loans CFR definition in the Prudential Code and projected into the future based on approved prudential borrowing and planned Loans Fund advances/Loans Fund principal repayments. (Note only approved prudential borrowing is included).

3. **Net loans requirement:** this will show the Authority's gross loan debt less treasury management investments at the last financial year-end, projected into the future and based on its approved prudential borrowing, planned Loans Fund principal repayments and any other major cash flows forecast.
 4. **Liability benchmark (or gross loans requirement):** this equals net loans requirement plus short-term liquidity allowance.
- (3) The graph below shows each of the 4 components, Existing Loan Debt Outstanding as shown in the bar chart of graph with overarching pale blue line, Loans CFR as shown by the green line, Net loans requirement as shown in the grey line and finally the liability benchmark as shown in the dark blue line.

This liability benchmark indicator is relevant for all authorities, including those with a net cash surplus. For such authorities, it becomes a measure of the forecast net investment requirement and guides the appropriate size and maturity of investments needed.

Any years where actual loans are less than the benchmark indicate a future borrowing requirement. Any years where actual loans outstanding exceed the benchmark represent an overborrowed position, which will result in excess cash requiring investment.

From chart below you can see SAC loans are less than the benchmark for at least the next 13 years which as stated indicates a future borrowing requirement. This is in line with SAC future capital plans and to replace existing borrowing which is due to mature in the coming years.



South Ayrshire Council

**Report by Director of Communities and Transformation
to Cabinet
of 18 March 2025**

Subject: Business Case: Process Automation

1. Purpose

- 1.1 The purpose of this report is to seek Members' approval to proceed with the Process Automation project and agree £160,000 funding for the project from the Transformation Fund.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 notes the approval of the Business Case for Process Automation by the Transformation Board on 25 February 2025 as detailed in [Appendix 1](#);
- 2.1.2 approves funding of £160,000 from the Transformation Fund to enable appointment of an automation specialist;
- 2.1.3 notes the options appraisal included at [Appendix 2](#);
- 2.1.4 notes the outline Benefits Tracker provided in [Appendix 3](#); and
- 2.1.5 notes that reporting will be in line with established Transformation Reporting and Scrutiny arrangements.

3. Background

- 3.1 On 6 March 2024, Council approved a number of activities to take forward the Council's transformation approach: 'Shaping Our Future Council'. This included the establishment of a Transformation Board that would be ultimately responsible for the Council's transformation programme. Council also agreed that the Transformation Board had authority to allocate and monitor sums from the new Transformation Fund of up to £100,000 for the delivery of transformation projects, subject to business case approvals. Proposals greater than £100,000 would be subject to decision making by Cabinet.
- 3.2 A Business Case to take forward process automation was considered and approved by the Transformation Board on 25 February 2025. As the overall project budget is higher than the approved threshold for the Transformation Board, Cabinet approval is therefore being sought to proceed with the project.

- 3.3 Process automation helps make daily processes more efficient by joining up applications and transferring data between them, carrying out data input or processing information. It involves the use of software to mimic human behaviour and is therefore capable of carrying out repetitive processes that people currently do.
- 3.4 In April 2024, the Transformation Service appointed an automation consultant to work with Services aimed at exploring where opportunities for automation might exist across the Council. Eight Services participated in this discovery phase, which found that:
- There is an appetite from staff to automate processes which they consider non-value added and time consuming.
 - 49 processes that are currently carried out by staff could be automated.
 - Overall, there was scope to develop and implement an automation programme.
- 3.5 The Transformation Service has continued to work with Services to explore further opportunities for automation. To date, over 80 ideas have been identified by staff which, if automated, could improve how they deliver their Service.
- 3.6 The funding will be used to appoint an automation specialist to automate a limited number of processes over an 18-month period. This would have the dual benefit of automating processes identified by staff as non-value added while also proving to other Services the art of the possible and how automation can help improve day to day service delivery. Staff from the Transformation Service are currently working with Council Services to confirm which processes could be ready to be automated in this phase.
- 3.7 Several benefits have been identified by the project, and these are outlined in more detail in the benefit tracker in [Appendix 3](#). It will, however, be the responsibility of Services to make clear the benefits of automating processes within their Service, particularly where there are financial benefits.

4. Proposals

- 4.1 The Cabinet is requested to:
- 4.1.1 note the approval of the Business Case for Process Automation by the Transformation Board on 25 February 2025 as detailed in [Appendix 1](#);
 - 4.1.2 approve funding of £160,000 from the Transformation Fund to enable appointment of an automation specialist;
 - 4.1.3 note the options appraisal included at [Appendix 2](#);
 - 4.1.4 note the Benefits Tracker at [Appendix 3](#); and
 - 4.1.5 note that reporting will be in line with established Transformation Reporting and Scrutiny arrangements.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 Discussions have taken place with Procurement colleagues on the most appropriate method of delivering the project and they will assist with the appointment of the appropriate automation specialist.

6. Financial Implications

6.1 The project cost will be £160,000 to be met from Transformation Fund. Services will be responsible for identifying where automations can deliver financial benefits to the Council, and these will be recorded in subsequent benefit trackers.

7. Human Resources Implications

7.1 Services will identify where any automation will impact on specific posts. Consultation will also take place with the relevant Trade Unions where it is identified that there may be an impact on specific positions.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 The main risks of adopting the recommendations include risks related to procuring technical consultancy support and risk that Services are unable to deliver identified benefits. The project's risk register is provided in [Appendix 4](#).

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 The main risks of rejecting the recommendations include: the Council would continue to resource activity which does not add value, but which occupies staff time; productivity related benefits would not be realised through automation.

9. Equalities

9.1 An Integrated Impact Assessment has been carried out on the proposals contained in this report, which identifies potential positive and areas that require further consideration. The IIA Summary Report is attached as [Appendix 5](#) which includes information on any mitigating or follow-up action if required.

9.2 A copy of the fully completed IIA can be accessed [here](#).

10. Sustainable Development Implications

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

11. Options Appraisal

- 11.1 An options appraisal has been carried out in relation to the subject matter of this report. The following table summarises which options were considered and their ranking of score received.

<u>No</u>	<u>Option</u>	<u>Description</u>	<u>Ranking</u>
1	No change – continue as we are	This would see no investment in software or any form of programme to achieve objectives	4
2	Make use of available automation technology	Making use of available technology: this option would narrow the scope of automations to be based on existing automation solutions	2
3	Managed Service – automations developed by automation partner (12-18months)	Procuring support from an automation partner to develop 3-4 automations in first 12-18months	1
4	Implement a new automation programme: purchase licences and train in-house	In house automation programme: purchase automation software licences, train identified staff and automate identified processes	3

- 11.2 Option 3 was identified as the preferred option for the following reasons:

- It would enable the Council to automate processes in a faster timescale than any of the other options
- It would expand the reach of automation opportunities and possibilities give the software that the Council currently has at its disposal (option 2)
- The Council does not currently have the resources to deliver option 4

- 11.3 Details of the appraisal are contained in [Appendix 2](#).

12. Link to Council Plan

- 12.1 The matters referred to in this report contribute to strategic objective of the Council Plan: Efficient and Effective Enabling Services: increasing the digitisation and automation of services.

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

- 13.1 The matters referred to in this report contribute to the Council's transformation priority areas: Our Delivery Model, Our Workforce and Our Technology and will deliver cashable, qualitative and quantitative benefits.

14. Results of Consultation

- 14.1 There has been no public consultation on the contents of this report.
- 14.2 Consultation has taken place with Councillor Ian Davis, Portfolio Holder for Finance, Human Resources and ICT, and Councillor Martin Dowey, Portfolio Holder for

Corporate and Strategic, and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking Purposes

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

Implementation	Due date	Managed by
Implement benefits reporting via the PMO	31 March 2026	Assistant Director - Transformation


Background Papers **Report to South Ayrshire Council of 6 March 2024 – [Shaping Our Future Council](#)**

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Stewart McCall, Service Lead - Transformation
County Buildings, Wellington Square, Ayr, KA7 1DR
E-mail stewart.mccall@south-ayrshire.gov.uk

Date: 7 March 2025

Appendix 1: Business Case for Process Automation by Transformation Board

TRANSFORMATION BUSINESS CASE		 <p><i>south</i> AYRSHIRE COUNCIL Comhairle Siorrachd Àir a Deas Making a Difference Every Day</p>
Proposed project title:	Process Automation	
Senior Responsible Officer:	Louise Reid, Assistant Director - Transformation	
Business lead:	Stewart McCall, Service Lead - Transformation	
Portfolio Holder engagement: <i>< Business engaged/informed Portfolio Holder on proposal? ></i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Portfolio Holder: Councillor Davis and Councillor Dowey	
Proposed by:	Stuart MacMillan, Transformation Coordinator	
Proposal date:	22 January 2025	
Financial overview		
Proposal type:	<input checked="" type="checkbox"/> Proposal will provide a financial return to Council <input checked="" type="checkbox"/> Proposal will improve a process or introduce a new way of working	

Financial summary:	Recurring saving (annual):	Savings will be forecast by Service Leads and realised at an individual service level. Value will be confirmed in benefits trackers by project leads once service has moved into implementation
	First year of saving:	2025/26
	Recurring investment (annual cost):	Not applicable
	Non-recurring investment (one-off cost):	Year 1 £120,000 Year 2 £40,000
	Income generation - new revenue (annual):	Not applicable
	<i>< Add any narrative required to provide more detail on the figures included above ></i> This is a spend to save proposal. Investment is sought for an automation specialist to deliver proof of concept automations in Services. At the time of writing this business case, the project lead is meeting and working with Services to narrow down a shortlist of areas that can be included in this proof of concept. However, this will rely and depend on Services coming forward with proposals which include benefits in the form of cashable savings. The following Services have proposed processes to be automated which could deliver a saving: <ul style="list-style-type: none">• Neighbourhood Services• Health and Social Care Partnership• Revenues and Benefits• Education Thriving Communities	
Multi-year financial return: <i>< Applicable where project delivers savings over multiple years ></i>	The project will deliver productivity gains beyond 2025/26. Service Leads will clarify any proposed savings within individual Benefits trackers.	
Project overview		
Background:	<i>< What is the context of the project and why is the work needed? Describe the current position. Is this linked to another project, initiative or service review and if yes, provide details ></i> This project will introduce new software to automate processes and tasks that staff currently do. Process automation is designed to make daily processes more efficient by joining up applications and transferring data between them, carrying out data input or processing information. Process automation mimics human behaviour and is	

	<p>therefore capable of carrying out repetitive, non-value added administrative processes.</p> <p>Pre-project planning activity to date has included engagement with other local authorities, automation specialists and important research publications. Every Service across the Council has received a presentation outlining the main principles and benefits of automation. Together, this pre-planning has helped identify:</p> <ul style="list-style-type: none"> • Types of processes that other local authorities have automated and how they have delivered benefits. • Best practice in delivering automation programmes. • Areas where automation can help deliver improvements and benefits. • Which Council Services are advanced in their approach and thinking around improvement processes and making use of new technology, and therefore where process automation can make greatest impact. <p>In October 2023, the Strategic Change Executive approved a discovery phase to develop further understanding of automation opportunities within the Council. The SCE approved funding to appoint consultants and explore where opportunities for automation exist across the Council. Following a competitive procurement exercise, automation specialists VKY were appointed to take the Discovery Phase forward.</p> <p>The Discovery phase took place over Spring and Summer 2024. VKY worked with 8 Services to understand what possible benefits an automation programme could potentially bring. This discovery project identified the following:</p> <ul style="list-style-type: none"> • There is a need to automate the work that Council staff do, evidenced by staff identifying many processes that could be automated and demonstrations that staff are carrying out many manual non-value added processes, committing hours to non-productive processes. • Initially, 49 processes have been considered which together, if automated, could save the Council 8,360 processing hours, for example, automating the existing FOI process, free school meals and school clothing grant applications and processes within Neighbourhood Services • There is an appetite from staff to automate processes which they consider non-value added and time consuming.
Purpose: <i>< Tick all that apply ></i>	<input type="checkbox"/> Mandatory <input type="checkbox"/> Legislative <input checked="" type="checkbox"/> Service improvement

	<p>< Clearly explain the purpose of the project. What is the case for change? Why are you doing this work? What are the advantages of analysing and improving things? What is the desired end result? ></p> <p>The purpose of this project is two-fold:</p> <ul style="list-style-type: none"> • Enable Services to become more efficient by automating processes. • Secondly, to realise savings through productivity gains which ultimately may lead to a reduction in human resource requirements. <p>The Council is committed to making workforce and process efficiencies. Process automation is a tool for Services to achieve this either through staff re-deployment or removing the need to resource processes that can be automated. Each Service will require to clarify the benefits in benefits trackers and consider the impact of automated processes as part of budget setting exercises and service delivery models.</p> <p>The Process Automation Discovery phase also asked consultants to advise on particular models of delivering an automation programme. One of these recommendations, a fully managed service, is at the core of this business case.</p> <p>This would see the appointment of an automation specialist through a procurement exercise to develop and deliver pre-identified processes which have been considered ready for automating. The successful consultant would be tasked with designing and implementing the automation solution and supporting the solution over an 18month period.</p> <p>This project is time-limited to prove the value, or otherwise, of automating processes across the Council. Where benefits are realised, the Council will then need to decide whether or not to invest in its own automation programme, and a subsequent business case would be brought forward for this. To deliver an internal automation programme, Council would need to purchase licenses, the cost of which will depend on the software being used. However, this could be between £50,000 and £70,000. This would be defined in any subsequent business case.</p> <p>To help prepare for any future automation programme, internal staff will be identified for training in the automation software that is used to deliver the new solutions.</p>
<p>Objectives/deliverables:</p>	<ul style="list-style-type: none"> • Deliver three automations that will improve productivity within selected Services within 12-18 months of contract award. • Improve productivity within Services , measured by processing time (number of hours) and resource input.

	<ul style="list-style-type: none"> • Introduce automations that show staff the art of the possible and help encourage new ideas for what could be automated. • Reduce input costs through FTE reduction and other means, e.g. systems being retired. <p>Services will use benefit trackers to detail the impact of automation on their service delivery to ensure all impacts are captured at the individual service level.</p>
Constraints:	<p>The following constraints have been identified at this stage:</p> <ul style="list-style-type: none"> • Resource availability in Services to enable and support project delivery • Training will be provided, however, staff will not be required to use any new systems: only to be aware of what part of each process is automated and understand what the solution will deliver. • Some processes may include paper-based processes which makes automation of the process more challenging. • A possible constraint could be with internal systems within scope being able to interact with process automation technology. • Consideration will need to be given to the systems that are within scope to be automated, e.g. those being replaced in the short term or older legacy applications being phased out
Dependencies:	<p>The following dependencies have been identified at this stage:</p> <ul style="list-style-type: none"> • Service engagement and involvement to participate in automating identified processes. Consultant working on process automation has provided examples of what can be automated across each Service area which can inform pipeline of activity. • Procurement support to assist with tender documentation. • Finance support to verify financial information and savings proposals. • ICT operations resource to enable access to systems, licences and other requests.
Transformation alignment	
Priority area:	<div> <input type="checkbox"/> Assets <input checked="" type="checkbox"/> Delivery Model <input checked="" type="checkbox"/> Workforce <input type="checkbox"/> Technology – Foundations¹ <input type="checkbox"/> Technology – Transform² </div> <p>¹ Centred on maintaining service operations or growing the scope of a service or application.</p> <p>² Moves the business into new ways of working.</p>
Strategic fit:	<input checked="" type="checkbox"/> Council Plan...(please state Priority(ies) aligned to)

	<ul style="list-style-type: none"> • Efficient and Effective Enabling Services <input checked="" type="checkbox"/> Workforce Plan...(please state Theme aligned to) <ul style="list-style-type: none"> • Plan: Embed workforce planning <input checked="" type="checkbox"/> Digital and ICT Strategy <input type="checkbox"/> Legislative requirement...(please state) <input type="checkbox"/> Other...(please state)
Strategic objectives:	Council Plan, 2023-28 <ul style="list-style-type: none"> • Efficient and Effective Enabling Services Shaping our Future Council <ul style="list-style-type: none"> • Our Delivery Model: our processes and procedures are effective and efficient; Good data and analytics identify areas for improvement and transformation. • Our Technology: Digital delivery underpins our transformation; We implement technological solutions that are accessible and deliver tangible benefits for our Council, customers and stakeholders. • Our Workforce: Our people are productive and have the right skills to deliver our services.
Project finances and procurement	
Costs:	The funding request for the project is entirely capital funded from the Transformation Fund: <p style="text-align: right;">2025/26: £120,000 2026/27: £40,000</p> Should the Council wish to develop its own automation programme, licence costs will be required for automation software (c.£50,000 - £70,000) in addition to resources to develop and implement the automations. However, this would be confirmed in any subsequent Business Case/ funding request.
Funding plan:	<input checked="" type="checkbox"/> Transformation <input type="checkbox"/> Workforce Change Fund <input type="checkbox"/> ICT Investment Programme <input type="checkbox"/> Service (state) <input type="checkbox"/> Other (state)
ICT investment budget (if applicable):	<input type="checkbox"/> G19702 <input type="checkbox"/> G19703 <input type="checkbox"/> G19704 <input type="checkbox"/> G19705 <input type="checkbox"/> Other (state)
Return on investment:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No...(state reason why) <input checked="" type="checkbox"/> Financial <input checked="" type="checkbox"/> Non-financial

	<p>This is a spend-to-save project. The ROI will depend on the Services being able to identify savings as a result of the processes automated. The following steps will be taken to capture the ROI for each process:</p> <ul style="list-style-type: none"> • Calculate time taken to do each process. • Calculate volume, i.e. number of times process is undertaken per week, month year, and if seasonal. • Identify FTE that carries out the process and % of role assigned to process – this may be multiple FTEs. • Establish the % of the process that is automated. • Calculate cost of automating the process.
Budget implications:	The project ask is for £160k from the Transformation Fund. There are no ongoing revenue costs associated with this proof of concept.
Procurement: < Has advice been sought from Procurement? >	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable
Procurement implications:	The project will require procurement for an automation specialist to deliver three automations over 12-18months. Discussions have already taken place with Procurement on the most appropriate pathway to obtaining these services. An RPA has been drafted and frameworks are being explored.
Benefits	
Benefits:	<p>It will be the responsibility of Services to make clear the benefits of automating processes with their Service. Support will be provided from the Project Lead to produce individual benefit trackers, however, high level benefits of the project are provided below. The exact value and nature of the benefits will depend on the specific automations that are selected for the proof of concept:</p> <ul style="list-style-type: none"> • Productivity gain: processes becoming more efficient resulting in human cost reduction. • Productivity gain: automation replacing manual processes resulting in cost reduction. • Quantitative: increase in service volume, where automation enables the faster and more accurate processing of forms, applications, data and information • Qualitative: Increased customer satisfaction should automation be introduced which benefits customer journey; improved reputation; increase in functionality <p>Savings will be forecast by Service Leads and realised at an individual Service level. Value will be confirmed in benefits trackers. An overarching benefit tracker has been drafted but will depend upon the processes which are automated and how they are implemented.</p>
Disbenefits:	<p>Possible disbenefits include:</p> <ul style="list-style-type: none"> • Reduction in flexibility – automating processes will remove adaptability of human workers

Benefits owner:	<p>A Service Lead (or nominated officer) within each participating Service will be assigned to each of the processes that are identified to be automated. They will be responsible for identifying and monitoring benefits and ensuring they are achieved.</p> <p>SRO with overall project responsibility for Process Automation at a strategic level will be Louise Reid, Assistant Director - Transformation.</p>	
Project options		<input checked="" type="checkbox"/> Applicable <input type="checkbox"/> Not applicable
Options appraisal: <i>< Summarise the options here. Add others if necessary. Usually the 'Do Nothing' option should also be considered. Options for sourcing delivery, obtaining best value and for technical implementation must also be considered. Higher value/more complex projects should complete separate full options appraisal ></i>	Option 1	Do nothing – continue as status quo
	Option 2	Make use of available automation technology
	Option3	Managed Service – automations developed by automation partner (12-18months)
	Option4	Implement a new automation programme: purchase licences and train in-house
	Recommended option	Option 3.
Workforce		<input checked="" type="checkbox"/> Applicable <input type="checkbox"/> Not applicable
HR involved/consulted:	<input checked="" type="checkbox"/> Required <input type="checkbox"/> Not required <p>HR has been involved in the Discovery Phase of the project, scoping out potential areas for automation and continue to look for opportunities as part of the managed service approach</p>	
HSCP consulted: <i><Impact on their statutory WFP ></i>	<input checked="" type="checkbox"/> Required <input type="checkbox"/> Not required <p>HSCP staff have been involved in discussion around Process Automation, including possible areas that would benefit from new technology.</p>	
Staffing number impact:	<input type="checkbox"/> None <input type="checkbox"/> Additional <input checked="" type="checkbox"/> Reduction <p>This may not be the case for all processes being automated, however, those currently being discussed with Services suggest that FTE reduction may be possible. This will be confirmed within Benefits Trackers</p>	

Other transformation:	PMO Ref number: TP-2025-OW003a The following projects are closely linked to this proposal: <ul style="list-style-type: none"> • Business Support Model • Customer Assistance Model • Generative Artificial Intelligence • Review of Statutory and Non-Statutory Services
Technology	
	<input checked="" type="checkbox"/> Applicable <input type="checkbox"/> Not applicable
Alignment:	<input checked="" type="checkbox"/> Enterprise Architecture Principles <input checked="" type="checkbox"/> Technology standards <input checked="" type="checkbox"/> Cyber security standards
Cyber risk assessment:	<input checked="" type="checkbox"/> Required <input type="checkbox"/> Not required
Delivery model:	<input type="checkbox"/> In-house <input checked="" type="checkbox"/> Managed service <input type="checkbox"/> Cloud – Software as a Service (SaaS) <input type="checkbox"/> Cloud – Platform as a Service (PaaS) <input type="checkbox"/> Other (please state)
Systems retired following introduction:	Not applicable
Legal, consultation and legislative	
Legal: < Has advice been sought from Legal Services? >	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not applicable
Consultation: < Have consultations taken place in line with Community Engagements Strategy? >	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
TU involved/consulted: < Have consultations taken place with the Trade Unions? >	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> Not applicable <p>A presentation was provided to the Trades Union Liaison Meeting on 5 June 2023 which introduced the Process Automation approach which was approved at SCE in May 2023. One member raised concerns about robotic automation leading to a reduction in staff. At the time, it was clarified that process automation is more about streamlining and making processes more efficient.</p> <p>Further liaison with the TU group took place in November 2024. An update on progress was provided as well as an outline of the Council's</p>

	proposed approach. No significant concerns were raised, only to keep the group informed of progress.																						
Data protection (DPIA):	<input checked="" type="checkbox"/> Yes - this is currently being drafted and detail will be added as procurement phase is progressed and contract awarded <input type="checkbox"/> No <input type="checkbox"/> Not applicable																						
Implications: < Has an Integrated Impact Assessment been conducted? >	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable An integrated impact assessment has been drafted and will be updated as the Services define processes to be automated. However, the following impacts have been identified at this stage: <ul style="list-style-type: none"> Disability, positive impact; Automation can improve access and streamline online processes making it simpler for vulnerable people and ensuring they receive timely assistance. 																						
Participatory Budgeting:	<input type="checkbox"/> Considered/adopted <input checked="" type="checkbox"/> No																						
Subsidy control: < Has the UK subsidy control regime been considered? >	<input type="checkbox"/> Yes, exempt <input type="checkbox"/> Yes, not exempt <input checked="" type="checkbox"/> Not applicable																						
Other:																							
Intellectual Property Rights (IPR):	There may be intellectual property right implications associated with the managed service, however, this will be confirmed during tender process.																						
Delivery planning and risk mitigation																							
Project plan:	<table border="0"> <tr> <td>Service Engagement</td><td>Ongoing</td></tr> <tr> <td>Cabinet approval</td><td>Mar 25</td></tr> <tr> <td>Procurement Phase</td><td>Mar - May 25</td></tr> <tr> <td>Contract Award</td><td>May 25</td></tr> <tr> <td>Process 1</td><td>Jun – Aug 25</td></tr> <tr> <td> <ul style="list-style-type: none"> Mapping and scoping Solution design Benefits defined Implementation Benefit realisation Review of Process </td><td></td></tr> <tr> <td>Process 2*</td><td>Sep-Dec 25</td></tr> <tr> <td>Process 3*</td><td>Jan – Mar 26</td></tr> <tr> <td>Evaluation**</td><td>May 2026</td></tr> <tr> <td>Recommendations on next steps*</td><td>Jun 2026</td></tr> <tr> <td>Project close</td><td>Jul 2026</td></tr> </table>	Service Engagement	Ongoing	Cabinet approval	Mar 25	Procurement Phase	Mar - May 25	Contract Award	May 25	Process 1	Jun – Aug 25	<ul style="list-style-type: none"> Mapping and scoping Solution design Benefits defined Implementation Benefit realisation Review of Process 		Process 2*	Sep-Dec 25	Process 3*	Jan – Mar 26	Evaluation**	May 2026	Recommendations on next steps*	Jun 2026	Project close	Jul 2026
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Recommendations on next steps*	Jun 2026																						
Project close	Jul 2026																						

	<p>*Automation of processes 2 and 3 may run simultaneously, rather than sequentially, depending on the successful supplier</p> <p>**This will be an internal evaluation</p>		
Possible resource required:	<i>Service</i>	<i>Stage</i>	<i>Support Responsibilities</i>
	Procurement	Procurement Phase	Assistance with tender documentation and procurement
	ICT	Process 1, 2, 3	Access to systems, licences
High level risk review:	<p>The main risks identified at this stage include:</p> <ul style="list-style-type: none"> • Lack of automation ideas proposed by Services that result in cashable benefits. • Lack of engagement and buy-in from Services. • Procurement risk: no suitable responses to tender. • Services unable to deliver identified benefits. • Automation programme not approved after Services successfully automate processes (an exit plan will be built into the contract with successful tender) • Staff unease at technology replacing work they once did. Staff not adopting new ways of working 		
Sign-off – Delivery Group			
Recommendation:	Option 3 – proceed with the appointment of an external automation partner to proceed with automating identified processes.		
Technology project approval: < If funding source ICT investment programme or service >	<input type="checkbox"/> Approved (Technology) <input type="checkbox"/> Take to Board for visibility <input checked="" type="checkbox"/> Approved for Board sign-off <input type="checkbox"/> No – project not to be taken forward <input type="checkbox"/> Further review needed – proposal to be resubmitted		
Approval to proceed:	<input checked="" type="checkbox"/> Service Lead - Transformation <input checked="" type="checkbox"/> Assistant Director - Transformation		
Date:	3rd February 2025		
Transformation Board approval			<input checked="" type="checkbox"/> Applicable <input type="checkbox"/> Not applicable <small>3</small>
Date of approval:	25 th February 2025		

Board decision and agreed actions:	<input checked="" type="checkbox"/> Yes – approve preferred option and proceed to next Phase <input checked="" type="checkbox"/> Yes – Cabinet approval required (value > £100k) <input type="checkbox"/> No – project not to be taken forward <input type="checkbox"/> Further review needed – proposal to be resubmitted <input type="checkbox"/> Conditional approval of preferred option – proceed to next phase, subject to the following:	
Cabinet approval (proposal cost > £100,000)		<input checked="" type="checkbox"/> Applicable <input type="checkbox"/> Not applicable
Date of approval:		
Cabinet decision and agreed actions:	<input type="checkbox"/> Yes – approve preferred option and proceed to next Phase <input type="checkbox"/> No – project not to be taken forward <input type="checkbox"/> Further review needed – proposal to be resubmitted <input type="checkbox"/> Conditional approval of preferred option – proceed to next phase, subject to the following:	
PMO		
Project reference number:		

Appendix 2: Options Appraisal Table

	Options	Option 1 No change	Option 2 Make use of available automation technology	Option 3 Managed Service	Option 4 Internal Automation Programme
Success Criteria	Ability to implement new automations identified by Services	1 <i>Without investment, Council would be unable to automate areas suggested by staff</i>	3 <i>The Council is limited in what automation technology it can use</i>	4 <i>This option will task automation specialist with automating identified processes using technology available to them, thereby expanding opportunities</i>	2 <i>The Council does not have resource available at this time to implement new automations</i>
	Ability to derive benefits within timescale of 12-18 months	1 <i>The status quo would not be able to deliver the anticipated project benefits</i>	2 <i>Given the limitations of technology available, this would limit the potential benefits. Resource would also be difficult to support the project</i>	4 <i>This option would present the best opportunity to deliver the benefits within the set timescale. Consultant would be tasked with delivering the automations.</i>	2 <i>Any internal automation programme would require upskilling of existing staff which would take a number of months</i>
	Cost of implementation – ability to achieve within budget	1 <i>There is funding available to pursue an automation programme, so the option to not consider this scores low.</i>	4 <i>This option would limit the cost as it would make use of available technology</i>	3 <i>This represents the highest cost option. However, there is opportunity to bid for funding to support this type of project through Transformation Fund</i>	3 <i>Budget would be required to purchase automation licences and training support</i>
	Will the option deliver the project objectives	1 <i>This option scores low as it will not deliver the project objectives</i>	2 <i>The objectives of the project would not be achieved within the outline timescale with this option</i>	5 <i>This option would deliver each of the project's objectives and therefore scores highest</i>	2 <i>This option would not fully deliver the project's objectives, given lack of current resource</i>
	Overall risk associated with delivery option (score of 5 = least risk)	3 <i>While there is a reduced technical risk, there is a high risk of not achieving anticipated benefits</i>	3 <i>This option makes use of the available technology, but would rely on existing resource to deliver objectives. While technical risk is low, there is greater risk of not achieving success</i>	3 <i>There is greater risk with this option as it involves procuring specialist support to implement technical solution, however, it is more likely to achieve project objectives</i>	2 <i>This option is high risk given available resource to deliver project objectives</i>
		7	14	19	11

Appendix 3: Outline Benefits Tracker

Benefit ID	Benefit Type	Benefit Category	Benefit Name	Benefit Description	Status	Benefits Owner	Beneficiary	Enabler
BF-001	Cashable	Productivity Gain	Human/ manual processes/ procedures become more efficient resulting in human cost reduction	Automation of processes will reduce the need for FTE and therefore result in a productivity gain and cashable saving	Open	Stewart McCall / Stuart MacMillan	Tbc	Individual Services will produce their own benefit tracker for each process that is automated in their area
BF-002	Non-Cashable	Qualitative	Increased customer satisfaction	Where an automation leads to an improvement in the customer journey	Open	Stewart McCall / Stuart MacMillan	Tbc	Individual Services will produce their own benefit tracker for each process that is automated in their area
BF-003	Cashable	Productivity Gain	Technology replaces manual processes resulting in human cost reduction	Automation of processes will reduce the need for FTE and therefore result in a productivity gain and cashable saving	Open	Stewart McCall / Stuart MacMillan	Tbc	Individual Services will produce their own benefit tracker for each process that is automated in their area
BF-004	Non-Cashable	Quantitative	Increased service volume	Automation should be enable the faster and increased processing of tasks	Open	Stewart McCall / Stuart MacMillan	Tbc	Individual Services will produce their own benefit tracker for each process that is automated in their area
BF-005	Non-Cashable	Qualitative	Improved reputation	Taking an innovative approach can improve our reputation to customers, but also to partners and other local authorities across the country.	Open	Stewart McCall / Stuart MacMillan	Tbc	Individual Services will produce their own benefit tracker for each process that is automated in their area

Appendix 4: Risk Register

Title (Short heading)	Risk Description ("There is a risk that..")	Risk Cause ("This is due to...")	Risk Impact ("This may result in...")	Rating (auto.)	Risk Action Plan
Ideas for Automation	Project ideas that deliver cashable benefits are not forthcoming	A lack of ideas presented by Service Leads / ADs	The project being unable to deliver cashable benefits through ideas brought forward by Services	12	Proof of Concept project will show art of the possible and how automation can be turned into savings Engagement with Services
Service Engagement	There is a lack of processes brought forward which could be automated	Service Leads and ADs not engaging or considering process automation as a method to help their Service	A lack of scope for automation	8	Continue to engage Services Track all ideas generated
Procurement risk	The tender that is issued for procurement does not attract sufficient suppliers	The scope of the work not being defined appropriately or an inappropriate framework being used	A lack of responses to the tender	4	Engage with other local authorities to seek best practice on procuring this type of service

Appendix 5: Integrated Impact Assessment

Integrated Impact Assessment Summary Report

Process Automation - an approach to automating work that the Council currently carries out



Completed by:
Stuart MacMillan,
Transformation Coordinator,
Transformation

Date started: 01/02/24

