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south AYRSHIRE COUNCIL
Comhairle Siorrachd Àir a Deas

21 March 2025

To: Councillors Dettbarn (Chair), Bell, Cullen, Kilpatrick, Lamont, McGinley, Ramsay and Weir

All other Elected Members for information only

Dear Councillors

AUDIT AND GOVERNANCE PANEL

You are requested to participate in the above Panel to be held **on Wednesday, 26 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. Call-in from Cabinet of 18 May 2025: Ayr Parking Consultation and General Parking Review (copy of call-in form, minute excerpt and report herewith).

3. Minutes of previous meeting of 26 February 2025 (copy herewith).

4. Action Log and Work Programme (copy herewith).

External Audit Reports

5. Annual Audit Plan 2024/25 – Submit report by the Chief Financial Officer (copy herewith).

6. Best Value Thematic Management Report – Transformation – Submit report by the Director of Communities and Transformation (copy herewith).

Internal Audit Report

7. Proposed Internal Audit Plan 2025/26 (including Annual Review of Internal Audit Charter) - Submit report by the Chief Executive and Chief Internal Auditor (copy herewith).

Other Governance Report

8. Strategic Risk Management – Submit report by the Chief Governance Officer (copy herewith).

For more information on any of the items on this agenda, please telephone June Chapman, Committee Services on 01292 272015, Wellington Square, Ayr or
e-mail: committeeservices@south-ayrshire.gov.uk
www.south-ayrshire.gov.uk

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Agenda
Item No 2

Audit and Governance Panel

Call-In Requisition

We, the undersigned, require that the following decision of the Cabinet be called-in to the next meeting of the Audit and Governance Panel.

Date of Cabinet	18 March 2025
Item No.	4a
Report Title	Ayr Parking Consultation and General Parking Review

	Signature	**Print Name**
Councillors responsible for call-in		
	[redacted]	Craig Mackay
Councillors supporting call-in (three required)		
1.	[redacted]	Ian Cochrane
2.	[redacted]	Laura Brennan-Whitefield
3.	[redacted]	Duncan Townson

Date: **20 March 2025**

Reasons and Desired Outcome

In order to improve information for Councillors, to assist officers in briefing the Panel and to improve the quality of Scrutiny, we confirm that the item is being called-in for the following reason(s).

Councillors are reminded that the 'reasons' section should be completed with sufficient detail as to allow members of the Audit and Governance Panel and officers to appreciate the cause for concern prompting the call-in. (This may be by reference to a part or parts of the Report or Decision or by describing an issue which may not have been adequately addressed or by requesting the provision of additional information which should be specified).

Where a call-in requisition contains any questions, or requests for further or additional information, officers, in consultation with the relevant Portfolio holder, shall, where possible, provide written responses to be intimated to all Councillors in advance of the Panel. Receipt of responses to questions shall not itself preclude further scrutiny of the item called-in for the reason set out in this form.

The 'outcomes' section should also be completed with sufficient detail which allows the Audit and Governance Panel and officers to appreciate the alternative recommendation(s) that is (are) sought.

Reasons for Call-In
The terms of the Call-in are: 1. The decision to refer this matter back to Cabinet rather than Council should be reconsidered; Cabinet has now three times failed to agree the Parking Strategy, and bringing it to Council would afford the matter the full scrutiny and direction which the issue is currently lacking. 2. In delaying any further decision for six months, positive proposals within the paper such as permits for tradespeople and carers cannot be progressed. This requires further and more immediate discussion. 3. Press statements following Cabinet's decision suggest details of "further consultation" will come back to Cabinet in six months rather than a new fully considered proposal. Cabinet gave no direction to officers on what they expect the revised proposals to achieve. Further discussion would help inform the process and baseline requirements before any future paper (or papers) is brought forward.
Desired Outcome
A clear direction to enable officers to prepare the follow-up report so that it will as far as possible meet the expectations and political direction of members. The report to go to Council rather than Cabinet. Straightforward items with a clear business case that do not require a further round of consultation (eg. permits for tradespeople and carers) and which can be progressed in isolation from the contentious aspects, to be considered for earlier approval by Cabinet rather than being delayed further.

Officers to be in attendance
Preferably either Kevin Braidwood or Jane Corrie.

Note

Call-ins must be delivered to the Chief Executive no later than 4.00 pm on the day (usually Thursday) two days following the day (usually Tuesday) on which the Cabinet has met.

13:52	20 March 2025	Mike Newall, Chief Executive
Time received	**Date received**	**Received by**

south AYRSHIRE COUNCIL
Comhairle Siorrachd Àir a Deas

EXCERPT FROM THE MINUTES OF THE CABINET OF 18 MARCH 2025

]

Economic Development.

Ayr Parking Consultation and General Parking Review.

There was submitted a report (issued) of 7 March 2025 by the Director of Housing, Operations and Development presenting

(1) the Outcome Report for the 2023 Ayr Parking Consultation which set out the feedback received in relation to proposals for residents' parking and pay and display parking, along with the resultant recommendations; and

(2) observations on the 2 hours free parking initiative following a public consultation and setting out proposals for the future management of the Council's parking estate.

Having heard the Director of Housing, Operations and Development, it was noted that there was a typographical error on page 2 of Appendix 2 of the report, where it should read "….. a potential loss in parking income for the 2024/25 year of £500,000" and not £700,000 as indicated in the report.

There followed extensive discussion on the proposals.

Councillor Clark seconded by Councillor Shields moved that the status quo be maintained and that the Director of Housing, Operations and Development present revised proposals to Cabinet in six months' time. By way of an Amendment, Councillor Pollock moved the above, but that the revised proposals be reported back to Council instead of Cabinet. He failed to find a seconder and subsequently his Amendment fell.

Contrary to the recommendations contained in the report, the Cabinet

Decided: to agree to maintain the status quo and that the Director of Housing, Operations and Development present revised proposals to Cabinet in six months' time.

DRAFT

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

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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 if 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 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:

Implementation	***Due date***	***Managed by***
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**

Appendix 1

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 become 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 restictions 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 oppossed. It may be that the many respondants 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	1st 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 l stay in Dumfrieshire no parking charges in Dumfries	09/01/2024 15:51 PM
13	I love visiting Ayr as my late mother came from Ayr l stay in Dumfrieshire 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 McCalls 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 McCalls 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 careers 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 got 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 careers 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

	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.	
7	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!	21/12/2023 20:35 PM
8	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	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 looming 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, Britania 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 Rabbie 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 your 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 McCalls 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	Belleview 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

	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	
175	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	21/01/2024 09:15 AM
176	In resident only parking areas marked bays for nominated disabled parking will be required should the parking status be altered.	21/01/2024 11:38 AM
177	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.	21/01/2024 12:10 PM
178	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.	21/01/2024 12:57 PM
179	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	21/01/2024 13:19 PM

	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!	
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	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?	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	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 Terrrace 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,	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 Whittlets 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 Whitletts 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

	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!	
228	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.	28/01/2024 09:26 AM
229	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, came 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.	28/01/2024 11:15 AM
230	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.	28/01/2024 11:29 AM
231	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.	28/01/2024 12:08 PM
232	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?	28/01/2024 14:00 PM
233	Parking around schools, safety needs to be a priority (don't want too many parked cars where there are children crossing roads)	28/01/2024 16:34 PM
234	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	28/01/2024 18:22 PM
235	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 subsiding the changes, and to allow the 2 hours free parking for those visiting the	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 RESIDENTAIL 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 are 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

	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 severally 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.	
290	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.	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 PROBLEMS .....NONE OF US HAVE SPARE MONEY AT THE END OF A MONTH TO PAY FOR PARKING OUTSIDE OUR OWN HOME WHICH WE PAY A HUGE AMIUNT 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

	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.	
301	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.	31/01/2024 21:28 PM
302	We need to look at ways to encourage visitors to the town not ways to put people off.	31/01/2024 21:37 PM
303	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.	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 carparks 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 there 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 Cresent can be a nightmare for residents currently due to limited spaces. If what limited spaces where 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 in 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 change 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 McCalls 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 questioned.	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 of made to use 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 to 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 charge 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 nosey 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 McCalls 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

	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. 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. 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.	
190	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. 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. 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	13/01/2024 13:00 PM

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191	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.	14/01/2024 03:23 AM
192	You cannot change without consulting us first. I do not want to pay for parking in my own street.	14/01/2024 15:06 PM
193	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 Pl 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 Pl) 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.	14/01/2024 19:24 PM
194	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.	14/01/2024 23:10 PM
195	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.	15/01/2024 10:40 AM
196	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	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 ridicules.	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

	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. 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?	
241	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.	18/01/2024 21:46 PM
242	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.	18/01/2024 21:49 PM
243	Strongly disagree with the proposed residents permit parking proposal.	18/01/2024 22:02 PM
244	I strongly disagree to the proposed residents parking permits.	18/01/2024 22:07 PM
245	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.	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 caters 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 is ....most 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 McCalls 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

	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.	
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

	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.	
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

	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?	
314	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.	22/01/2024 15:29 PM
315	I do not believe there is any justification in charging local residents for parking outside their own property.	22/01/2024 15:29 PM
316	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	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

	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 part 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.	
325	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	23/01/2024 14:20 PM
326	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.	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 carparks 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	• 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 play 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 Fothringham 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	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]	29/01/2024 14:09 PM
397	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]	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

	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 resident's 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.	
399	I feel that this parking consultation has been do e 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...	29/01/2024 14:35 PM
400	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.	29/01/2024 15:49 PM
401	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!	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 Fothringham 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

	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]	
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

	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.	
460	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?	31/01/2024 09:05 AM
461	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.	31/01/2024 09:28 AM
462	Parking should be free in Ayr to encourage footfall in the area	31/01/2024 10:24 AM
463	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	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 Belleview 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

	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.	
482	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.	31/01/2024 20:22 PM
483	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.	31/01/2024 20:41 PM
484	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.	31/01/2024 21:28 PM
485	Come on the town and businesses are on their knees. Let's make Ayr a nice tourist town that the visitors enjoy coming to	31/01/2024 21:37 PM
486	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	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		
Charging Period	24/7	24/7
Duration	Tariff A	Tariff B
1 hour	£1.00	£1.00
2 hours	£2.00	£2.00
3 hours	£3.00	N/A
4 hours	£4.00	N/A
6 hours	£5.00	N/A
Over 6 hours	£5.00	£3.00
Quarterly Car Park Permit	£130 (+ vat)	£60 (+ vat)
Annual Car Park Permit	£360 (+ vat)	£200 (+ vat)
(tariff introduced in July 2018)		

ON-STREET		
Charging Period	8am-6pm Mon-Fri, 8am-1pm Sat	9.30am-5pm Mon-Fri, 9.30am-1pm Sat
Duration	Zone A	Zone B
First 2 hours free and thereafter;		
30 mins	£0.50	£0.50
1 hour	£1.00	£1.00
1 hour 30 mins	£1.50	£1.50
2 hours	£2.00	£2.00
2 hours 30 mins	N/A	£2.50
3 hours	N/A	£3.00
(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 competative 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 criterea 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 currents 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		
Charging Period	24/7	24/7
Duration	Tariff A	Tariff B
1 hour	£1.50	N/A
2 hours	£2.50	N/A
3 hours	Removed	N/A
4 hours	£3.00	£1.50
Over 4 hours	£4.00	£2.00
Quarterly Car Park Permit	£130 (+ vat)	N/A
Annual Car Park Permit	£360 (+ vat)	N/A

ON-STREET			
Charging Period	8am - 6pm Mon - Sat	8am - 6pm Mon - Sat	8am - 6pm Mon - Sat (April - Sept)
Duration	Zone A	Zone B	Zone C
First 2 hours free and thereafter;			
30 mins	£1.00	£1.00	N/A
1 hour	£2.00	£2.00	N/A
2 hours	£2.75	£3.00	N/A
3 hours	N/A	£4.00	N/A
4 hours	N/A	£5.00	£2.00
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 average 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 low 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 Meddans - 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**	

Appendix 3

Car Parking Survey

2-Hour Free Parking Initiative Report

13th December 2024

Final Report

streets-uk

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Tel: 07771 978577

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.

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 - 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)	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

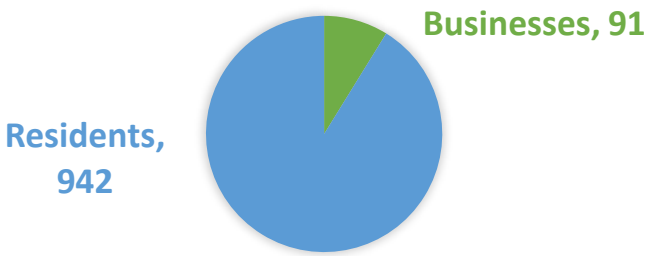


Chart 2

SOURCE OF ENGAGEMENT

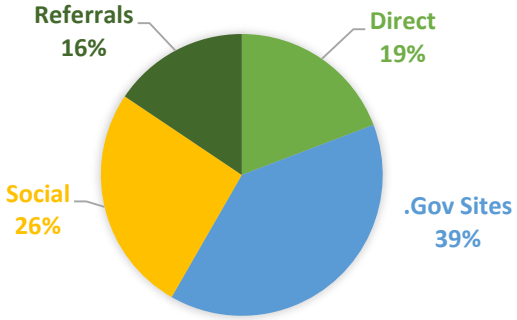
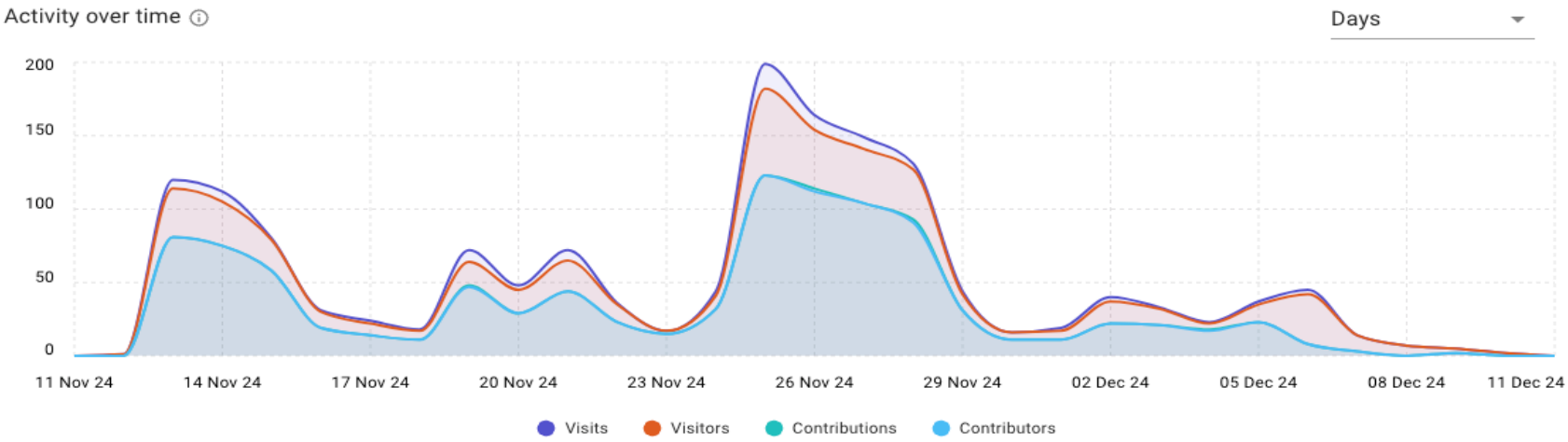


Chart 3

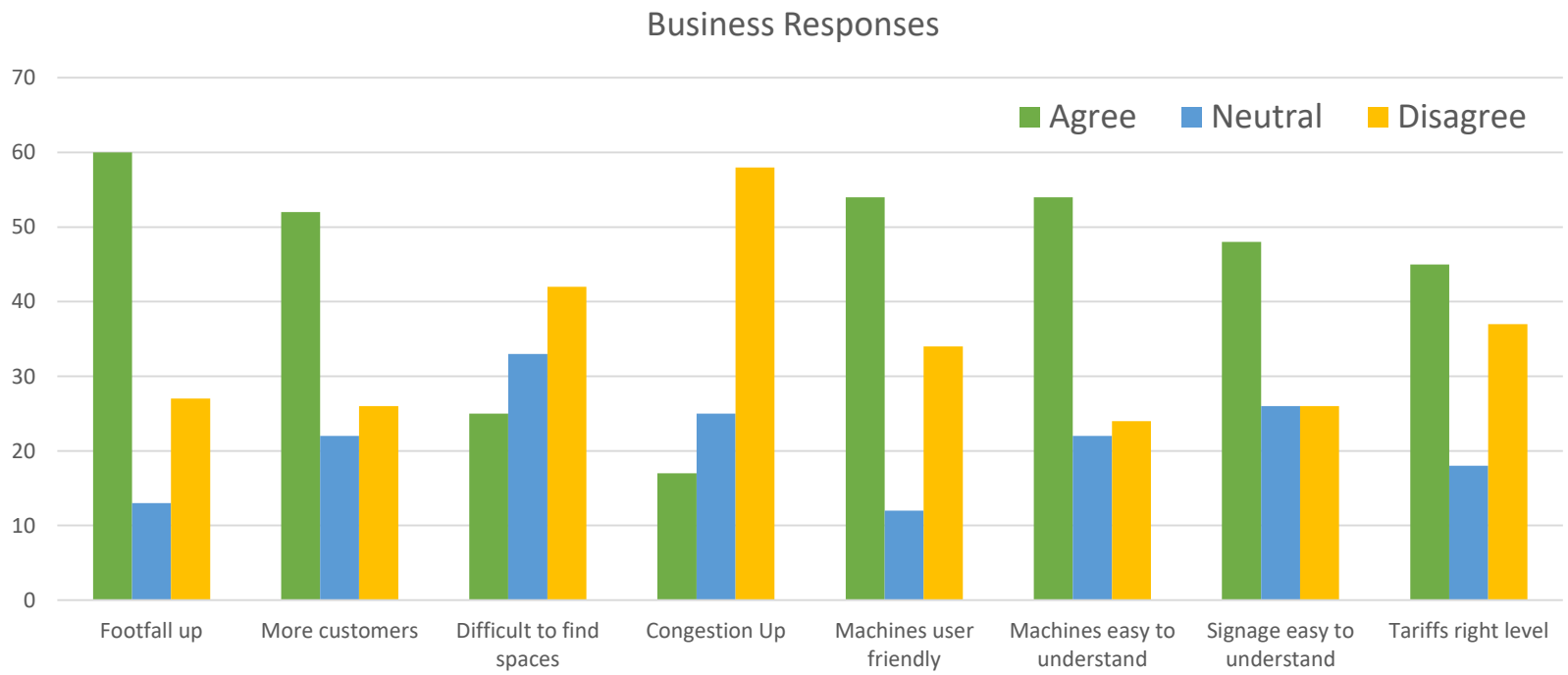


Car Parking Survey – Ayr Town Centre

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.



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

Some of the machines are outdated and need upgrading

4. Use of Machines (9 comments)

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

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

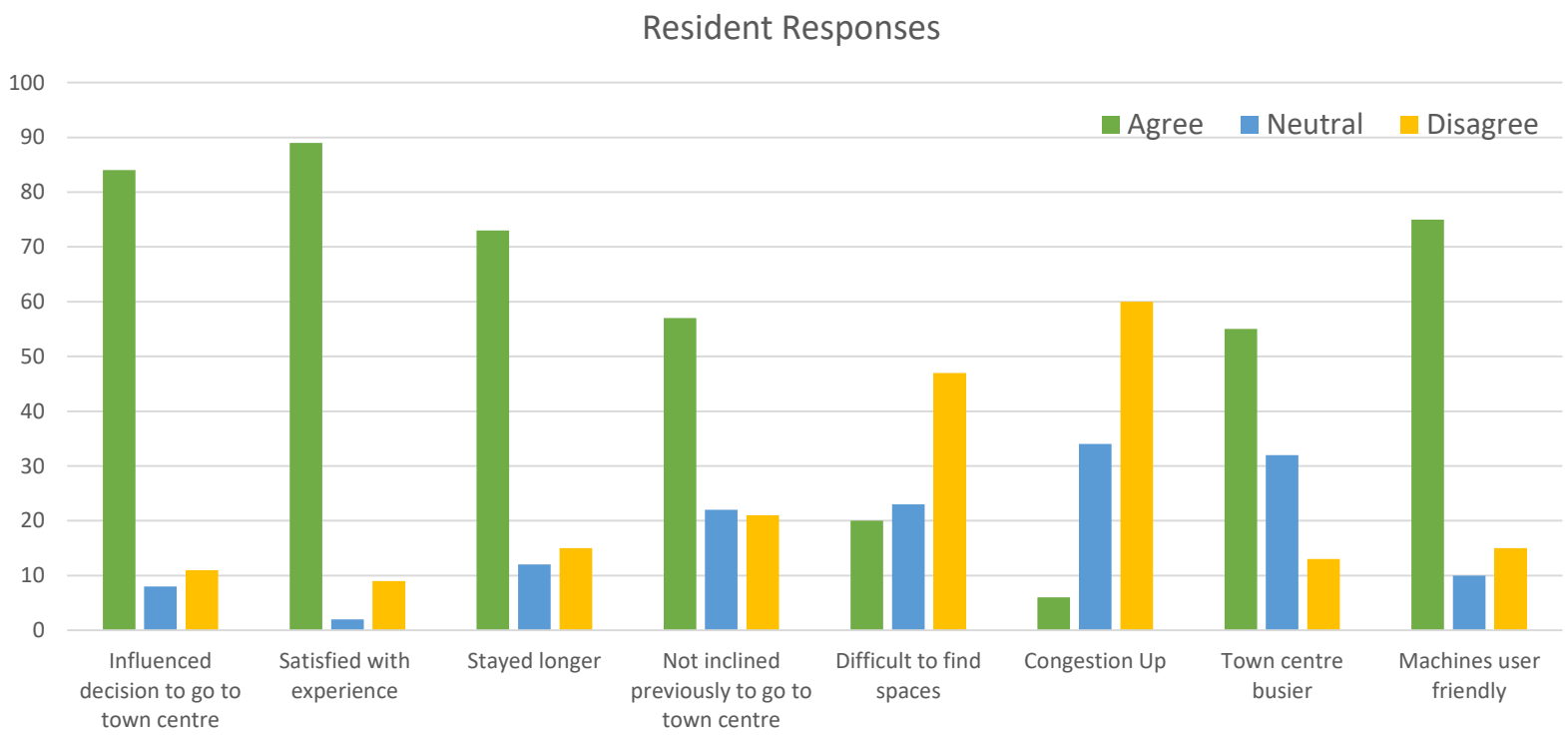
The overall state of the town centre is as important as parking

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

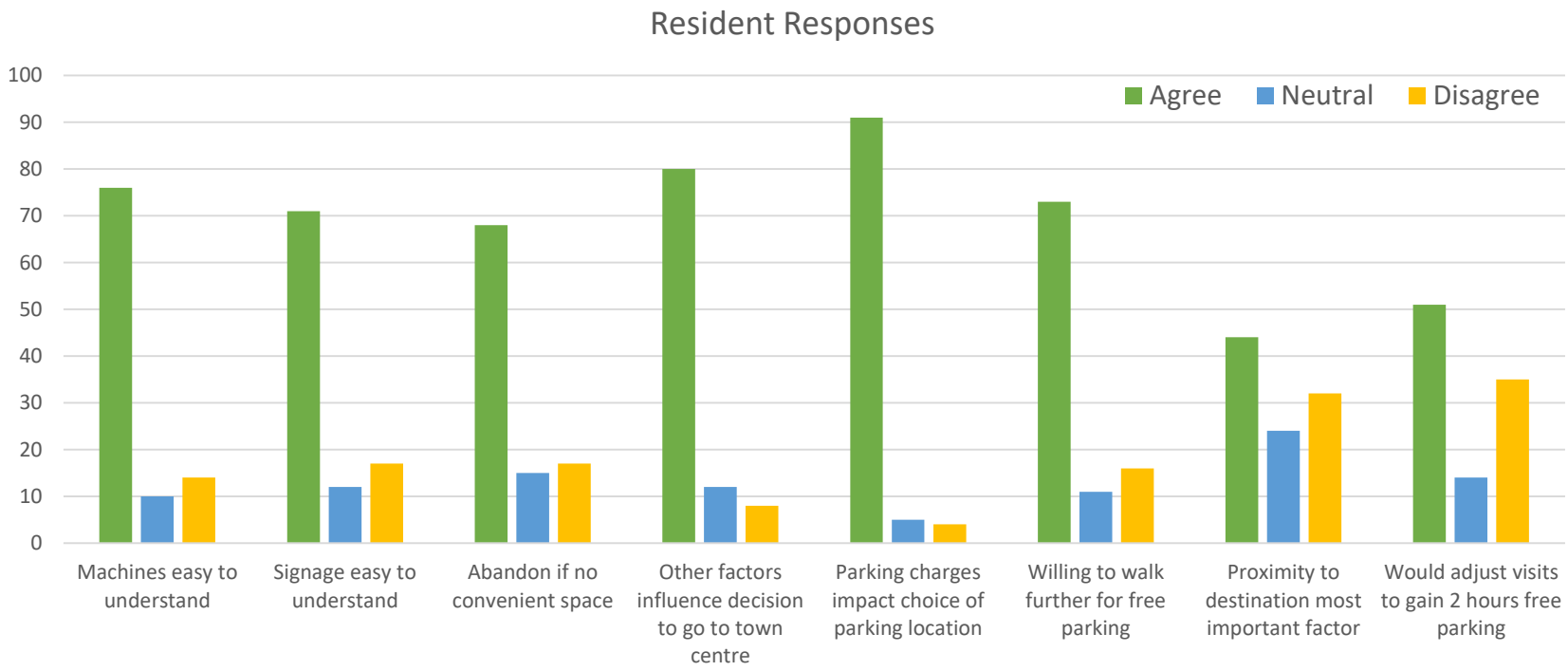
The response from residents is overwhelmingly positive in relation to their decision to go to the town centre and stay longer due to the 2-hour free parking. It has definitely created an opportunity for more people to go to or return to the town centre for a variety of reasons from shopping, eating out 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.

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

This initiative has encouraged me to shop locally more often

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

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.

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

There should be more spaces designated for free parking

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

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

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

Free parking is great, but the town itself needs upgrading

Public spaces should be cleaner and more welcoming

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.

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

Closer spaces would make a big difference for accessibility

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

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

The signs are clear and easy to follow

Parking signs are okay, but could use larger fonts

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 town feels busier, which is both good and bad

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

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

Congestion has increased slightly, but it's still manageable

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

Car Parking Survey – Ayr Town Centre

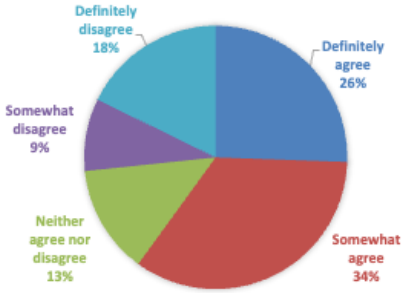
2.0 Executive Summary – Next Steps

Area of Activity	Suggested Next Steps	Timeline
2- hour free parking Initiative	• 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)	• 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

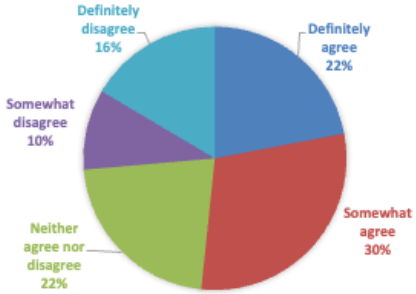
Car Parking Survey – Ayr Town Centre

3.0 Survey Analysis – 91 Businesses

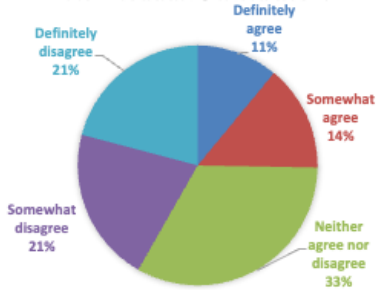
THERE APPEARS TO HAVE BEEN AN OVERALL INCREASE IN TOWN CENTRE FOOTFALL.



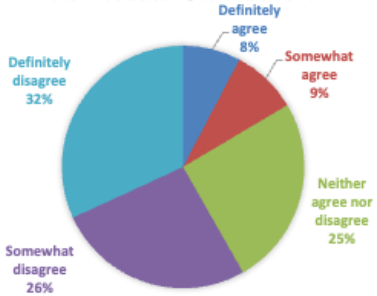
THERE HAS BEEN A NOTICEABLE INCREASE IN CUSTOMERS ENTERING MY SHOP/BUSINESS.



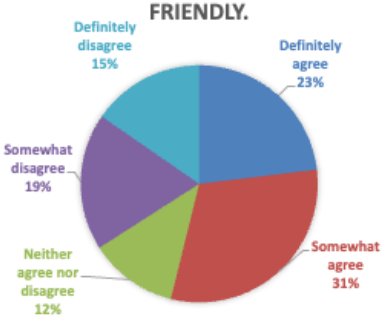
IT IS MORE DIFFICULT TO FIND ON-STREET PARKING SINCE THE INTRODUCTION OF THE 2-HOUR FREE PARKING INITIATIVE.



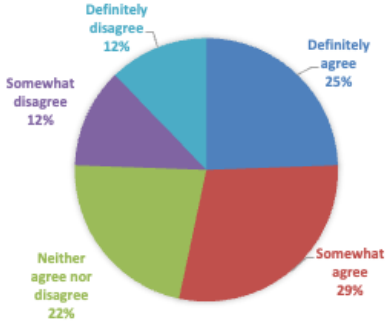
TRAFFIC CONGESTION HAS INCREASED IN THE TOWN CENTRE SINCE THE START OF THE 2-HOUR FREE PARKING INITIATIVE.



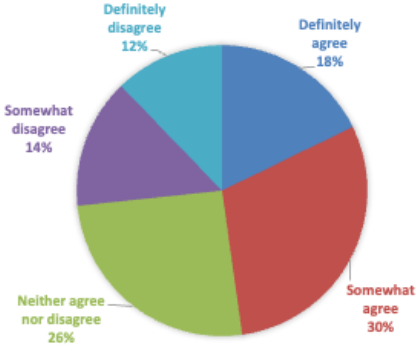
THE PARKING TICKET MACHINES THAT REQUIRE VEHICLE REGISTRATION INPUT ARE USER-FRIENDLY.



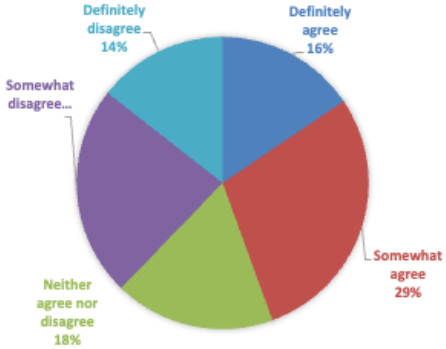
THE INSTRUCTIONS ON THE PARKING TICKET MACHINES ARE CLEAR AND EASY TO UNDERSTAND.



THE PARKING SIGNS ARE EASY TO UNDERSTAND.



THE PARKING TARIFFS ARE APPROPRIATE.

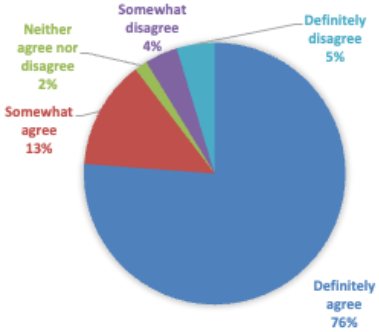


Car Parking Survey – Ayr Town Centre

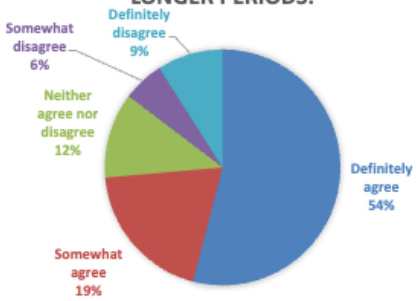
3.0 Survey Analysis – 942 Residents

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

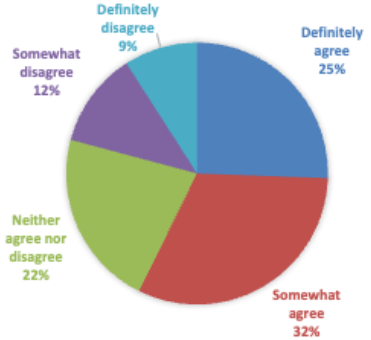
I AM SATISFIED WITH MY OVERALL EXPERIENCE OF THE 2-HOUR FREE PARKING INITIATIVE.



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.



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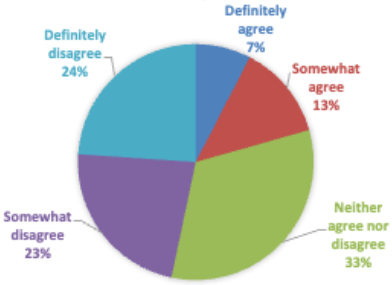
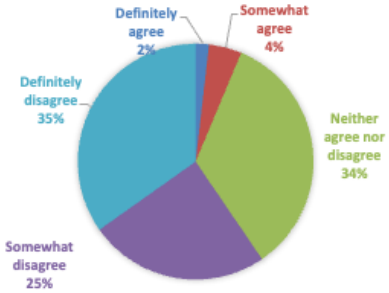
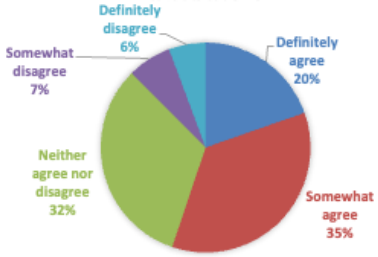


TRAFFIC CONGESTION HAS INCREASED IN THE TOWN CENTRE SINCE THE START OF THE 2-HOUR FREE PARKING INITIATIVE.



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



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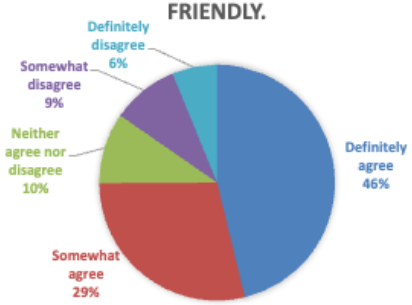
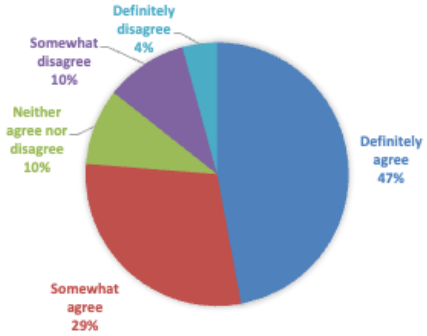


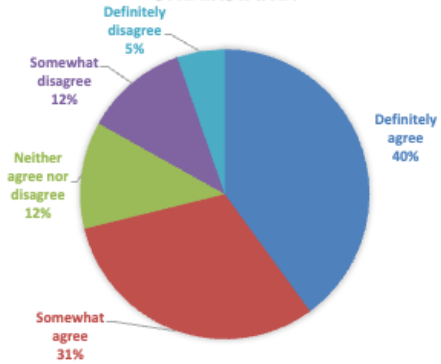
Car Parking Survey – Ayr Town Centre

3.0 Survey Analysis – 942 Residents

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

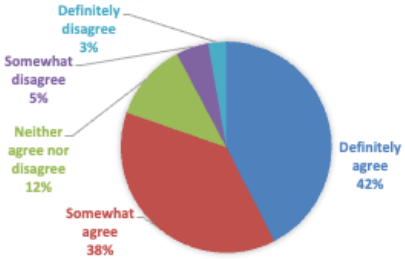


THE PARKING SIGNS ARE EASY TO UNDERSTAND.

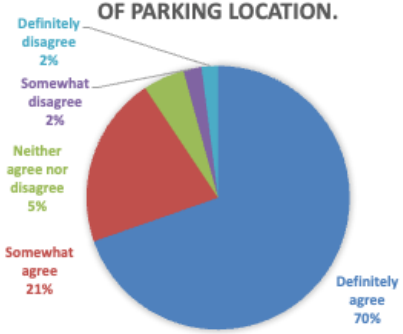


I AM LIKELY TO ABANDON MY TRIP TO THE TOWN CENTRE IF I CANNOT FIND CONVENIENT ON-STREET PARKING.

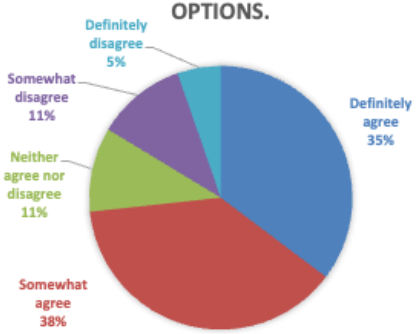
FACTORS OTHER THAN PARKING CHARGES, SUCH AS THE QUALITY OF SHOPS, SERVICES, AND PUBLIC SPACES, INFLUENCE MY DECISION TO VISIT THE TOWN CENTRE.



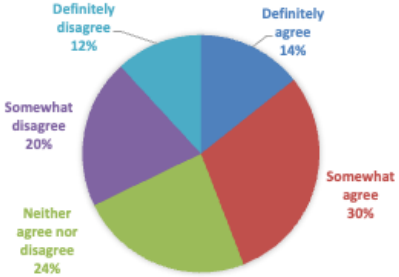
PARKING CHARGES PLAY A SIGNIFICANT ROLE IN MY CHOICE OF PARKING LOCATION.



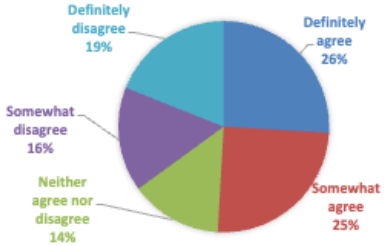
I AM WILLING TO WALK FURTHER TO BE ABLE TO USE FREE PARKING OPTIONS.



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.



Car Parking Survey – Ayr Town Centre

4.0 Appendix a - Timeline

Activity	Lead	November				December					January				February			
		4	11	18	25	2	9	16	23	30	6	13	20	27	3	10	17	24
School Holidays																		
Planning and Preparation																		
Review and feedback on survey	Colette/Fiona	✓																
Meeting with Mark and Barrie - to kick off process	Colette/Barrie/Mark	✓																
Review planned comms for survey release and potential for a press release	Colette/Barrie/Mark	✓																
Discuss and agree social media position	Colette/Barrie/Mark	✓																
Review and update database	Colette	✓																
Contact and arrange meeting with Chamber	Colette		✓	21st														
Agree date for release of all comms and survey	Colette/Barrie		13th															
Engagement and Communications																		
Assess timeframe for inclusion in Going Out magazine, book advert size and send graphic	Colette/Sharon	✓		✓														
Agree and design advert for the Going Out magazine	Sharon/Colette		✓															
Prepare a press release and gain approval from SAC/ARA	Sharon/Kenny/Linda	✓																
Agree and design social media posts for SAC and ARA platforms, and gain approval	Sharon/Colette with Kenny/Linda		✓															
Prepare email to send to all businesses on database and send - seek approval of SAC/ARA	Sharon/Colette		✓															
Agree area for business visits	Colette/Mark		✓															
Visit businesses to encourage engagement	Colette		✓	✓														
Provide feedback on business visit and assess any need for further actions to encourage support	Colette				✓													
Going Out Magazine distributed with advert to 5300 residents	Colette				✓													
Assess level of respopnse to survey and agree any actions required	Colette/Barrie			✓	✓	✓												
Deadline date for Survey	Colette/Barrie	✓				6th												
Report																		
Analysis of data for inclusion in Cabinet report	Colette						✓											
Prepare short report for use in Cabinet Paper	Colette/Fiona						✓	✓										
Cabinet Paper																		
Paper to be prepared for Cabinet and reviewed by Kevin B	Barrie										✓	✓	✓					
Paper to go to Cabinet meeting on 18th Feb 25	Kevin B																18th	

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
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
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 tour thoughts on how its working.

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
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

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://engagementea.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-t1LUCIewQH1PTqUgrybXzNgu9axpV6YzOh2JBkgQspIVxWvZiIFsBnlPhhPSFNCWBmkNScyfQZYxwM2of3JvJU
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

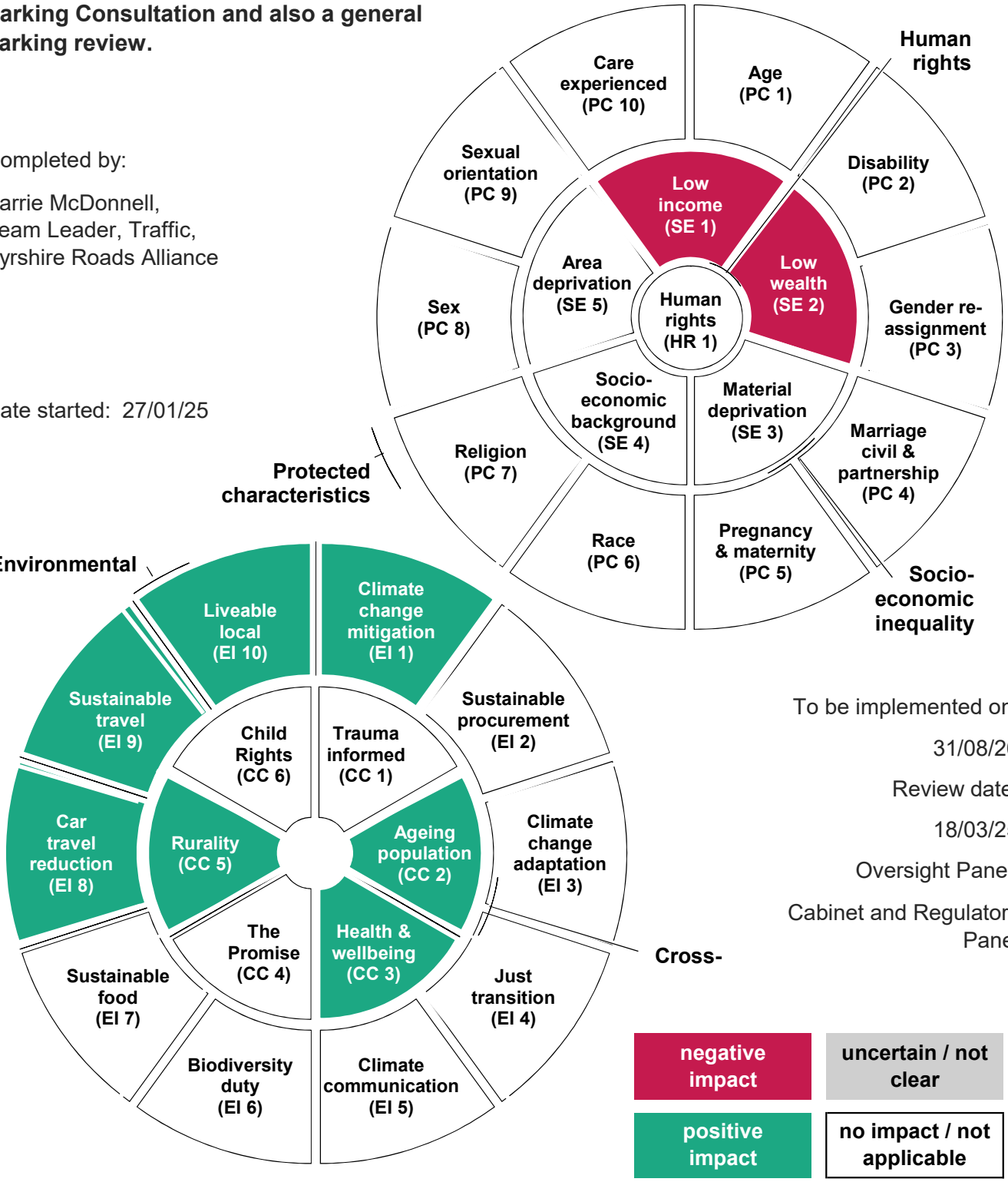
south AYRSHIRE COUNCIL

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



To be implemented on:

31/08/26

Review date:

18/03/25

Oversight Panel:

Cabinet and Regulatory Panel

negative impact	uncertain / not clear
positive impact	no impact / not applicable

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

Agenda Item No. 3

AUDIT AND GOVERNANCE PANEL

Minutes of a hybrid webcast meeting on 26 February 2025 at 10.00 a.m.

Present in County Hall:	Councillors Julie Dettbarn (Chair), Alan Lamont, Mary Kilpatrick, Brian McGinley, Cameron Ramsay and George Weir.
Present Remotely:	Councillors Kenneth Bell and Chris Cullen.
Attending in County Hall:	L. McRoberts, Depute Chief Executive and Director of Education, T. Baulk Chief Financial Officer; W. Carlaw, Service Lead – Democratic Governance; K. Anderson, Assistant Director of Corporate Policy, Strategy and Performance; C. McGhee, Chief Internal Auditor; T. Simpson, Service Lead, Corporate Accounting and Service Finance, D. Love, Corporate Finance Team Co-ordinator, K. Copland, Senior Accountant/Senior Finance Officer (Capital/Treasury), J. Chapman, Committee Services Officer; and E. Moore, Clerical Assistant.
Attending Remotely:	C. Cox, Assistant Director of Planning and Development; and L. Reid, Assistant Director of Communities and Transformation.

Opening Remarks.

The Chair

(1) welcomed everyone to the meeting; and

(2) outlined the procedures for conducting this meeting and advised that this meeting would be broadcast live.

1. Sederunt and Declarations of Interest.

The Chair called the Sederunt for the meeting and, having called the roll, confirmed that there were no declarations of interest by Members in terms of Council Standing Order No. 17 and the Councillors' Code of Conduct.

2. Call-in from Cabinet.

The Panel noted that there were no call-ins from Cabinet of 18 February 2025.

3. Minutes of Previous Meetings.

The Minutes of the meeting of 29 January 2025 (issued) and were submitted and approved.

4. Action Log and Work Programme.

There was submitted an update of the Action Log and Work Programme for this Panel (issued).

The Chief Financial Officer advised there was no actions outstanding.

The Panel

Decided: to note the current status of the Action Log and Work Programme.

External Audit Reports

5. Best Value Action Plan – Progress Update – Submit report by the Depute Chief Executive and Director of Education

There was a submitted a report (issued) of 18 February 2025 by the Assistant Director of Corporate Policy, Strategy and Performance updating Members on the progress toward delivering the Council's Best Value Action Plan.

A member required clarification as to who the Members were that were referred to on Page 16 of the report; and the Assistant Director - Corporate Policy, Strategy and Performance advised that these were all Elected Members referred to.

A Member questioned if it was possible to complete the last unfinished item on Page 23 as it was due to be completed by March 2025; and the Assistant Director - Corporate Policy, Strategy and Performance advised that he was confident it would be completed.

A member queried the use of the word "Implementation" in The Action and Workforce Plan and Implementation as he did not think this word was appropriate and required clarification if what was meant was the work on the Workforce Plan had been completed but the plan itself would not yet have been implemented. The Assistant Director - Corporate Policy, Strategy and Performance stated that was indeed correct and advised that when the Thematic Audit went forward next month, one of the actions would be that a new Workforce Plan would be completed by the end of the year. It would be about the completion of the plan and the implementation would be monitored through Service and Partnerships Performance Plan.

A member stated that he had a difficulty reading a lot of these activities as they were past activities and discreet activities from 2022, 2023 and that there was a lack of narrative. He was keen to know where best value was in the Council, was good progress being made, was it filtering down in the organisation, was the Council ensuring that decisions were being made about school trips or encouraging people to use access and facilities. Also, where was best value in the Council's thinking and where was best value in terms of outcome that was progressing for communities. The Assistant Director - Corporate Policy, Strategy and Performance advised that in terms of the narrative of the report he could see why individuals were disjointed as there were four different reports, actions from a large-scale Audit in 2021 and now three Thematic Audits since then had developed those actions so it probably would not read in the way one action would read and on reflection these could be archived, discussions could be made with the Chair if she was happy for that to occur. In terms of where the Council lay as a Local Authority, he could see a big change in the last 18 months. His impression from the Council Leadership Team was that this was very much at the forefront of their agenda. He could not guarantee this was filtered through the organisation but could certainly be hopeful and optimistic from the language that was used.

The Depute Chief Executive and Director of Education advised that Best Value was an Audit tool that was introduced and created work to allow officers to complete the report and to have a positive report. This was about improvement across the organisation and how the Council used Best Value and the actions of Best Value and the information obtained from Auditors to drive that improvement right across the system.

The Chair commented that it was helpful to have the whole journey in the report and there was a conversation to be had about archiving; she stated that she liked to see people being able to evidence their journey, that was an important thing to do, even though some information was quite dated. She advised that she was happy with the report and was pleased to see the huge amount of improvement activity taking place.

The Panel

Decided: to note the report,

(1) having scrutinised the content of the Best Value Action Plan update report; and

(2) having considered the progress through the narrative set out within Appendix 1.

Internal Audit Report

6. Internal Audit – Progress Report (Quarter 3 2024/25)

There was a submitted a report (issued) of 17 February 2025 by the Chief Internal Auditor advising Members of progress of the 2023/24 internal audit plan, progress of the 2024/25 internal audit plan, directorate's progress against implementation of internal audit action plans and the status of the current Quality Assurance and Improvement Action Plan.

A member asked for clarification as to who the four clients were that rated the Internal Audit four out of four; and the Chief Internal Auditor advised that there were two for Housing, one for Property Maintenance and one for ICT. At the end of the year, a questionnaire would be issued to all Directors, Assistant Directors and to Members to obtain feedback on the Audit Service.

A member queried if the client list would include the external bodies that were worked with e.g., HSBC, Highlands and Islands and would they be included or was that out with the Audit; and the Chief Internal Auditor stated that an Audit Plan was delivered for the IJP and the AVJB, that they would receive questionnaires that would feed into their annual report, and this would be reported through their Audit Committees.

A member queried Page 4, item 4.10 which referred to the occurrence of a link change to grant recipient bank details and questioned the final point on that paragraph where it stated 'new procedures for one-time payments to third parties have been developed and are available to all relevant staff. And finance staff work with the bank to secure repayment of the fraudulent payment.'; and did that refer to that particular payment or was it referring to a general process or policy. The Chief Internal Auditor advised that it was both, that Finance did work with the bank and managed to recover that payment, steps were always taken in an attempt to recover any fraudulent payments that went through the bank.

A member advised that the action on Page 25 had a comment requesting the due date be revised and asked for clarification if that revision should be indicated somewhere. He also asked for clarification as to who the request was directed to and if it should not appear on the table. The Chief Internal Auditor advised that the request was directed at herself, but due to the date not being until April 2025, she would have a full discussion with the Service prior to this being agreed; that the latest note was taken directly from Pentana or ID agenda and that was what the Service had input against that action when they were updating the progress. She further advised that contact would be made with them closer to the date, as part of the next update to ascertain why and what the proposed change would be.

A member queried the overdue actions in Appendix 4 and questioned as if consideration was given to the impact on the delay in services due to second and

third extensions; and the Chief Internal Auditor advised that the first consideration would be the level of risk that the original action was, if it was a high risk, if they were exposed to that risk, she would work with them to get that action implemented. The second consideration would be how far off they were and had they been able to put interim arrangements in place. The impact on the service was always considered.

The Chair sought clarification if there were any concerns about the Actions with extensions; and the Chief Internal Auditor stated that she had no concerns and that extensions would not have been granted if she had any concerns, these actions would have been brough to the next Panel to take forward.

The Panel, having thanked officers for their work on this matter,

Decided: to note the report.

Other Governance Reports

7. International Financial Reporting Standard 16 – Update to Accounting for Lease Contracts - Submit report by the Chief Financial Officer

There was submitted a report (issued) of 17 February 2025 by the Chief Financial Officer informing Members of the upcoming changes to the reporting of leases due to the mandatory implementation of International Financial Reporting Standard (IFRS) 16 and seeking approval to add a new accounting policy in advance of the 2024/25 financial year end.

A member questioned if the changes being described on Page 2, Section 4.1.4, the setting of the de-minimis policy were to achieve a more accurate reflection of asset value; and the Chief Financial Officer advised that getting the value right was an important factor but the implementation of IFRS 16 was aimed at recording assets that the Council had the right to use rather than just getting the actual value right. It was about recording leased assets on the balance sheet that had not previously been recorded as such.

A Member asked if the point about the de-minimis policy meant that items under roughly £6,000 would not be included; and expressed concern that if there were a large number of items about £6,000, then there would a significant amount missing as, if it was a matter of value, that value might not be in the accounts. The Service Lead - Corporate Accounting stated that the reason the Council had a de- minimis was to have a cut-off point and that where an asset was above a certain level, the Council would capitalize, depreciate it and treat it as a Capital Asset. That where the value of the asset was below that level the de-minimis gave the option to account for it through the revenue account rather than capitalizing it, an asset did not get missed, there was a difference in terms of where it was accounted.

A member asked how Appendix 1 worked and how it benefited the Council. The Chief Financial Officer advised that Schools PPP contracts had embedded leases

within them and had been in place for many years. The IFRS16 mandatory changes required the recording of the cost of using that Asset over the life of the Asset rather than the life of the contract and the actual contract payments would remain the same. The Council would record the payments in the bank account as any other payment, but it would be accounted for in a different way by stretching the recording of the payment e.g., if there was a budget of £5 million, it went to the contractor and they received the payment, the Council recorded that £5 million over a longer period in the annual accounts as a technical treatment that reduced costs in that particular year, over the period of the contract and over the life of the asset. Appendix 1 stated that £128 million would be paid under the previous mechanism of recording it, and it still stated £128 million under the new mechanism, it was how it was recorded each year in the annual accounts and in the revenue account, and it brought a financial benefit due to recording less of a cost in a given year.

A member stated that he wished to understand what happened when the payment stopped but was still in the books. The Chief Financial Officer gave an example that if the Council had a budget in the revenue account to pay £5 million each of the next five years for the contract, once the actual contract had ceased, some budget must be retained beyond the end of the contract for a number of years in order for it to be recorded correctly. The Council was not going to have the benefit of a reduced cost in the revenue account once the contract ceased, as a proportion of budget would remain in place for longer in order to match the extended payment timeline.

A member enquired if an example could be given for the lease of transport for the Council, was it treated as a whole and would it be subject to IFRS16. The Corporate Finance Team Co-ordinator advised that the Council currently had operating leases for all of the fleet and all ground maintenance and golf equipment, and these would be dealt with through the new IRFS16 regulations.

By way of an example, if the Council had a current operating lease vehicle valued at say £20,000, it would be above the de-minimis level, therefore it would come under IRFS16, and would now be recorded on the balance sheet as a Right of Use Asset. There were two exemptions for inclusion under IFRS16 which were if a contract was under one year (365 days), it would be still categorized as Revenue and if it was under the de-minimis level then it would still be categized as Revenue and not be entered on the balance sheet.

The Panel

Decided:

(1) to note the mandatory implementation of IFRS16 for 2024/25; and

(2) to approve the introduction of a new draft IFRS16 Accounting Policies shown in 4.3 of the report.

8. Treasury Management and Investment Strategy Quarter 3 Update Report 2024/25

There was a submitted report (issued) of 17 February 2025 by the Chief Financial Officer providing Members with an update on the 2024/25 treasury prudential indicators for the period October-December 2024 (Quarter 3) and providing an update on the latest wider economic position.

A member stated that the report was a very interesting read and enquired as to how the uncertainty of further interest rate cuts and inflation was managed as it is a difficult time to predict what might occur over the next six months, what did that mean for the Council and what was the thinking behind the implications of the report.

The Chief Financial Officer advised that officers relied on advice from external advisors who had a greater detailed understanding of what was happening in the economy and markets. Advice was taken on a daily and weekly basis to minimise risks.

A member commented that it was referenced in Page 12 to the graph on Page 13 being in colour and that it was not in colour. The Chief Financial Officer stated that he would take that on board.

The Chair commented that she was assured by recent developments that the Council's finances remained on track.

The Panel, having scrutinised the contents of the report,

Decided: that the Quarter 3 Update Report be submitted to the next Cabinet meeting on 18 March 2025 for approval.

The meeting ended at 10:59 a.m.

Audit and Governance Panel

Agenda Item No. 4

Action Log

No	Date of Meeting	Issue	Actions	Assigned/ Re-assigned to	Update	Completed
			No outstanding actions			

Audit and Governance Panel

Work Programme 2025

	Issue	Actions	Assigned To	Due Date to Panel	Latest update
1.	**Annual Audit Plan 2024/25**	Report to Panel	Chief Financial Officer	26 March 2025 (Annually)	Report to this Panel
2.	**Proposed Internal Audit Plan 2025/26 (including Annual Review of Internal Audit Charter)**	Report to Panel	Chief Internal Auditor	26 March 2025 (Annually)	Report to this Panel
3.	**Best Value Thematic Management Report - Transformation**	Report to Panel	Depute Chief Executive	26 March 2025	Report to this Panel
4.	**Strategic Risk Management**	Report to Panel	Chief Governance Officer	26 March 2025 (Biannually)	Report to this Panel
5.	**External Audit Reports – Progress to 31 March 2025**	Report to Panel	Chief Financial Officer	7 May 2025 (Quarterly)	Being drafted
6.	**Best Value Action Plan – Progress Update**	Report to Panel	Depute Chief Executive and Director of Education	7 May 2025 (Quarterly)	Being drafted
7.	**Audit Scotland: A Review of Housing Benefit Overpayments 2018/19 to 2021/22**	Report to Panel	Chief Financial Officer	7 May 2025	Being Drafted
8.	**Audit and Governance Panel – 2024/25 Annual Report**	Report to Panel	Chief Financial Officer/ Chief Governance Officer	4 June 2025 (Annually)	Not yet started

Audit and Governance Panel

	Issue	Actions	Assigned To	Due Date to Panel	Latest update
9.	**Corporate Fraud Team- Activity Report and 2023/2024 National Fraud Initiative Update**	Report to Panel	Chief Internal Auditor	4 June 2025	Not yet started
10.	**The Global Internal Audit Standards (GIAS) in the UK Public Sector**	Report to Panel	Chief Internal Auditor	4 June 2025	Not yet started
11.	**Annual Accounts 2024/25**	Report to Panel	Chief Financial Officer	25 June 2025 (Annually)	Not yet started
12.	**Corporate Lets**	Report to Panel	Director of Communities and Transformation	25 June 2025 (Annually)	Not yet started
13.	**Delivering Good Governance – 2024/25 Assessment**	Report to Panel	Chief Governance Officer	25 June 2025 (Annually)	Not yet started
14.	**Internal Audit Annual Report 2024/25**	Report to Panel	Chief Internal Auditor	25 June 2025 (Annually)	Not yet started
15.	**Treasury Management Annual Report 2024/25**	Report to Panel	Chief Financial Officer	25 June 2025 (Annually)	Not yet started
16.	**Audit Scotland: Integration Joint Boards – Finance and Performance 2025**	Report to Panel	Chief Financial Officer	September 2025 (Annually)	Not yet started
17.	**Internal Audit Annual Update Report – Integration Joint Board (IJB) Performance and Audit Committee (PAC)**	Report to Panel	Chief Internal Auditor	September 2025 (Annually)	Not yet Started
18.	**Internal Audit – Progress Report Quarter 1**	Report to Panel	Chief Internal Auditor	September 2025 (Annually)	Not yet started

Audit and Governance Panel

	Issue	Actions	Assigned To	Due Date to Panel	Latest update
19.	**Treasury Management and Investment Strategy Quarter 3 Update Report 2025/26**	Report to Panel	Chief Financial Officer	September 2025 (Quarterly)	Not yet started
20.	**South Ayrshire IJB External Annual Audit Report 2024-25**	Report to this Panel	Director of Health & Social Care	November 2025 (Annually)	Not yet started
21.	**Audit and Governance Panel – 2025 Annual Self-Assessment Outcome**	Report to Panel	Chief Financial Officer/ Chief Governance Officer	December 2024 (Annually)	Not yet started

Agenda Item No. 5

South Ayrshire Council

Report by Chief Financial Officer to Audit and Governance Panel of 26 March 2025

Subject: Annual Audit Plan 2024/25

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1. Purpose

1.1 The purpose of this report is to provide background to the presentation by Audit Scotland of their Annual Audit Plan 2024/25 (the Audit Plan).

2. Recommendation

2.1 It is recommended that the Panel agrees the attached Annual Audit Plan 2024/25 (Appendix 1).

3. Background

3.1 This is the third year of Audit Scotland's appointment as the Council's external auditor, which will cover the period until 2026/27 (inclusive).

4. Proposals

4.1 The Audit Plan sets out the scope of the audit along with the respective responsibilities of the auditor and the Council.

4.2 Audit Scotland have identified the following three significant risks of material misstatement to the Annual Accounts, which have the greatest impact on their planned audit approach:

4.2.1 Fraud caused by management override of controls;

4.2.2 Valuation of property, plant and equipment; and

4.2.3 Accounting for IFRS 16 Leases.

4.3 The audit goes beyond simply providing assurance on the financial statements and the Council's internal control environment. The Code of Audit Practice (the Code) requires auditors to consider the adequacy of the arrangements in place for the following four wider scope areas in audited bodies: **financial management**; **financial sustainability**; **vision, leadership and governance**; and **use of resources to improve outcomes**.

4.4 Although Audit Scotland's risk assessment process did not identify any significant risks in respect of those wider scope areas, the challenging financial environment in which the Council, along with other public sector bodies, is operating in has been identified as an area of audit focus.

4.5 Audit Scotland will report not only on progress made with the Council's improvement actions arising from the auditor's 2023/24 audit work, but also on the 2024/25 Best Value thematic review covering service transformation.

4.6 Audit Scotland's reporting arrangements and planned audit outputs are summarised in Exhibit 5 of the Audit Plan (Appendix 1).

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 There are no financial implications arising from of this report.

7. Human Resources Implications

7.1 There are no human resource implications arising from this report.

8. Risk

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

8.1.1 There are no risks associated with adopting the recommendation. This paper is based on Audit Scotland's analysis of the risks facing the Council.

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

8.2.1 If the recommendation is rejected, then detailed discussion and negotiation will be required between the Council and Audit Scotland in order to agree a mutually acceptable audit plan for 2024/25.

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/

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 Limited 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.

Background Papers **None**

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Date: 19 March 2025

Appendix 1

South Ayrshire Council

Annual Audit Plan 2024/25

AUDIT SCOTLAND

Prepared for South Ayrshire Council
March 2025

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Introduction

Purpose of the Annual Audit Plan

1. The purpose of this Annual Audit Plan is to provide an overview of the planned scope and timing of the 2024/25 audit of South Ayrshire Council's (the council) Annual Accounts. It outlines the audit work planned to meet the audit requirements set out in auditing standards and the Code of Audit Practice, including supplementary guidance.

Appointed auditor and independence

2. Fiona Mitchell-Knight, of Audit Scotland, has been appointed by the Accounts Commission as external auditor of the council, and its group, for the period from 2022/23 until 2026/27. The 2024/25 financial year is therefore the third of the five-year audit appointment.

3. The audit team are independent of the council in accordance with relevant ethical requirements, including the Financial Reporting Council's Ethical Standard. This standard imposes stringent rules to ensure the independence and objectivity of auditors. Audit Scotland has robust arrangements in place to ensure compliance with ethical standards. The arrangements are overseen by the Executive Director of Innovation and Quality, who serves as Audit Scotland's Ethics Partner.

4. The Ethical Standard requires auditors to communicate any relationships that may affect the independence and objectivity of the audit team. There are no such relationships pertaining to the audit of the council to communicate.

Audit scope and responsibilities

Scope of the audit

5. The audit is performed in accordance with the Code of Audit Practice, including supplementary guidance, International Standards on Auditing (UK), and relevant legislation. These set out the requirements for the scope of the audit which includes:

- An audit of the financial statements and an opinion on whether they give a true and fair view and are free from material misstatement.
- An opinion on statutory other information published with the financial statements in the Annual Accounts, the Management Commentary, and the Annual Governance Statement, and an opinion on the audited part of the Remuneration Report.
- Conclusions on the council's arrangements in relation to the wider scope areas: Financial Management, Financial Sustainability, Vision, Leadership, and Governance, and Use of Resources to Improve Outcomes.
- Reporting on the council's arrangements for securing Best Value.
- Providing assurance on the Housing Benefit Subsidy Claim, Non--Domestic Rates Return and the Whole of Government Accounts return.
- A review of the council's arrangements for preparing and publishing statutory performance information.
- Provision of an Annual Audit Report setting out significant matters identified from the audit of the Annual Accounts and the wider scope areas specified in the Code of Audit Practice.

Responsibilities

6. The Code of Audit Practice sets out the respective responsibilities of the auditor and the council. A summary of the key responsibilities is outlined below.

Auditor's responsibilities

7. The responsibilities of auditors in the public sector are established in the Local Government (Scotland) Act 1973. These include providing an independent opinion on the financial statements and other information

reported within the Annual Accounts and concluding on the council's arrangements in place for the wider scope areas.

The council's responsibilities

8. The council has primary responsibility for ensuring proper financial stewardship of public funds, compliance with relevant legislation and establishing effective arrangements for governance, propriety and regularity that enables it to successfully deliver its objectives. The features of proper financial stewardship include:

- Establishing arrangements to ensure the proper conduct of its affairs.
- Preparation of Annual Accounts, comprising financial statements and other information that gives a true and fair view.
- Establishing arrangements for the prevention and detection of fraud, error and irregularities, and bribery and corruption.
- Implementing arrangements to ensure its financial position is soundly based.
- Making arrangements to secure Best Value.
- Establishing an internal audit function.

9. In line with ISA (UK) 240 (*The Auditor's Responsibilities Relating to Fraud in an Audit of Financial Statements*), in presenting this plan to the Audit and Governance Panel we seek confirmation from those charged with governance of any instances of actual, suspected, or alleged fraud that should be brought to our attention. During our audit, should members of the council have any such knowledge or concerns relating to the risk of fraud within it, we invite them to communicate this to us for our consideration.

Audit of the Annual Accounts

Introduction

10. The audit of the Annual Accounts is driven by materiality and the risks of material misstatement in the financial statements, with greater attention being given to the significant risks of material misstatement. This chapter outlines materiality, the significant risks of material misstatement that have been identified, and the impact these have on the planned audit procedures.

Materiality

11. The concept of materiality is applied by auditors in planning and performing an audit, and in evaluating the effect of any uncorrected misstatements on the financial statements or other information reported in the Annual Accounts.

12. Broadly, the concept of materiality is to determine whether matters identified during the audit could reasonably be expected to influence the decisions of users of the financial statements. Auditors set a monetary threshold when determining materiality, although some issues may be considered material by their nature. Therefore, materiality is ultimately a matter of the auditor's professional judgement.

13. The materiality levels determined for the audit of the council and its group are outlined in exhibit 1.

Exhibit 1
2024/25 materiality levels for the council and its group

Materiality	Council only	Group
Planning materiality: based on an assessment of the needs of users of the financial statements and the nature of the council's operations, the benchmark used to determine materiality is gross expenditure based on the audited 2023/24 financial statements. Materiality has been set at 2 per cent of the benchmark.	£12.720 million	£12.730 million
Performance materiality: this acts as a trigger point. If the aggregate of misstatements identified during the audit exceeds performance materiality, this could indicate that further audit procedures are required. Using professional judgement, performance materiality has been set at 65 per cent of planning materiality.	£8.270 million	£8.275 million
Reporting threshold: all misstatements greater than the reporting threshold will be reported.	£0.630 million	£0.650 million

Source: Audit Scotland

Significant risks of material misstatement to the financial statements

14. The risk assessment process draws on the audit team's cumulative knowledge of the council, including the nature of its operations and its significant transaction streams, the system of internal control, governance arrangements and processes, and developments that could impact on its financial reporting.

15. Based on the risk assessment process, significant risks of material misstatement to the financial statements have been identified and these are summarised in exhibit 2. These are the risks which have the greatest impact on the planned audit approach, and the planned audit procedures in response to the risks are outlined in exhibit 2.

16. The risk assessment process is an iterative and dynamic process. The assessment of risks set out in this Annual Audit Plan and exhibit 2 may change as more information and evidence is obtained over the course of the audit. Where such changes occur, these will be reported to the council and those charged with governance, where relevant.

Exhibit 2
Significant risks of material misstatement to the financial statements

Risk of material misstatement	Planned audit response
Fraud caused by management override of controls Management is in a unique position to perpetrate fraud because of management's ability to override controls that otherwise appear to be operating effectively.	The audit team will: • Evaluate the design and implementation of controls over journal entry processing. • Make inquiries of individuals involved in the financial reporting process about inappropriate or unusual activity relating to the processing of journal entries. • Test journals entries, focusing on those that are assessed as higher risk, such as those affecting revenue and expenditure recognition around the year-end. • Evaluate, and consider the reasonableness, of any significant transactions outside the normal course of business. • Assess the adequacy of controls in place for identifying and disclosing related party relationships and transactions in the financial statements. • Assess changes to the methods and underlying assumptions used to prepare accounting estimates and assess these for evidence of management bias.

Risk of material misstatement	Planned audit response
Valuation of property, plant and equipment The council held £998 million of property, plant, and equipment (PPE) at 31 March 2024, of which £855 million was land and building assets. The council is required to value land and building assets at existing use value where an active market exists for these assets. Where there is no active market, these assets are valued on a depreciated cost replacement (DRC) basis. As a result, there is a significant degree of subjectivity in these valuations which are based on specialist assumptions, and changes in the assumptions can result in material changes to valuations.	The audit team will: • Evaluate the design and implementation of controls over the valuation process. • Review the information provided to the valuer and assess this for completeness and accuracy. • Evaluate the competence, capabilities, and objectivity of the valuer. • Obtain an understanding of management's involvement in the valuation process to assess if appropriate oversight has occurred. • Review the appropriateness of the key data and assumptions used in the 2024/25 valuation process, and challenge these where required. • Review management's assessment that the value in the balance sheet of assets not subject to a valuation process in 2024/25 is not materially different to current value at the year-end, and challenge this where required.
Accounting for IFRS 16 From 1 April 2024, a new International Financial Reporting Standard, IFRS 16, came into effect for Local Authorities. IFRS 16 introduces a new 'Right of Use' asset class to the Balance Sheet and recognises the corresponding lease liability. This applies to all leases - property, land, vehicles, plant and equipment. Specifically, this will impact on the council's school service concession arrangements (PPP and DBFM). IFRS 16 will change the way in which the council accounts for operating leases, including recognising assets and liabilities for the rights and obligations arising from leases previously classified as operating leases. IFRS 16 is a complex accounting standard, and the council has awarded Link Treasury Services the contract for the procurement of leasing advice.	The audit team will: • Evaluate the design and implementation of controls established by the council over the implementation of IFRS 16. • Assess whether service concession arrangements have been accounted for in accordance with the requirements of IFRS 16. • Test the IFRS 16 transitional accounting adjustments and confirm these are accurate and comply with the financial reporting framework. • Review the information provided to management's expert (Link Financial Services) and assess this for completeness and accuracy. • Evaluate the competence, capabilities, and objectivity of management's expert.

Source: Audit Scotland

Key audit matters

17. The Code of Audit Practice requires public sector auditors to communicate key audit matters. Key audit matters are those matters, that in the auditor's professional judgement, are of most significance to the audit of the financial statements and require most attention when performing the audit.

18. In determining key audit matters, auditors consider:

- Areas of higher or significant risk of material misstatement.
- Areas where significant judgement is required, including accounting estimates that are subject to a high degree of estimation uncertainty.
- Significant events or transactions that occurred during the year.

19. The matters determined to be key audit matters will be communicated in the Annual Audit Report. Exhibit 2 outlines the significant risks of material misstatement to the financial statements that have been identified, including those that have greatest impact on the planned audit procedures and require most attention when performing the audit.

Group audit

20. The council is part of a group and prepares group financial statements. The group is made up of seven components, including the council which is the parent of the group. The auditing standard applicable to the audit of group financial statements has been revised for 2024/25 resulting in additional requirements for both parent and component auditors. This revised approach requires additional risk assessment procedures to be performed to identify if there are any risks of material misstatement to the group financial statements, or any components where audit procedures are required for the purposes of the group audit. The outcome of the risk assessment procedures on the group audit are outlined in exhibit 3.

Exhibit 3
Outcome of risk assessment procedures on the group audit

Group component	Accounting treatment	Risk of material misstatement	Audit procedures required	Auditor
South Ayrshire Council	Consolidated on a line-by-line basis	Yes – exhibit 2	Yes – full scope audit	Audit Scotland
The Common Good Fund	Consolidated on a line-by-line basis	No – but is material to the group financial statements (PPE balance)	Yes – analytical procedures at group level	Audit Scotland
Strathclyde Partnership for Transport	Accounted for on equity basis	Yes – risk of material misstatement due to estimation in the valuation of the land and buildings balance included in the council's share of SPT net assets.	Yes – obtaining assurances on the audit procedures carried out on the valuation of land and buildings in SPT	Audit Scotland
Strathclyde Concessionary Travel Scheme Joint Board	Accounted for on equity basis	No – not material	Yes – analytical procedures at group level	Audit Scotland
Ayrshire Valuation Joint Board	Accounted for on equity basis	No – not material	Yes – analytical procedures at group level	Audit Scotland
Ayr Renaissance LLP	Consolidated on a line-by-line basis	No – not material	Yes – analytical procedures at group level	N/A – the LLP is in the process of being wound up
South Ayrshire Integration Joint Board	Accounted for on equity basis	No – not material	Yes – analytical procedures at group level	Audit Scotland

Source: Audit Scotland

21. Where audit procedures are required on a component's financial statements, and the component auditor is different to the council's appointed auditor, group audit instructions will be issued to the component auditor outlining expectations and requirements in performing these audit procedures.

22. As the auditor of SPT, Fiona Mitchell-Knight is also the council's auditor. Assurances will be taken from the SPT audit in reaching the audit opinion on the council's group accounts.

Audit of the Annual Accounts of the four section 106 charities administered by the council

23. Elected members of the council are trustees for four registered Scottish charities:

- **South Ayrshire Charitable Trust**: charity number - SC045677
- **South Ayrshire Council Charitable Trusts:** charity number - SC025088
- **McKechnie Trust:** charity number - SC012759
- **David Elder Edward Fund:** charity number - SC016728

24. Andrew Kerr, of Audit Scotland, has been appointed by the Accounts Commission as external auditor of the charities, for the period from 2022/23 until 2026/27. The 2024/25 financial year is therefore the third of the five-year audit appointment.

25. The Ethical Standard requires auditors to communicate any relationships that may affect the independence and objectivity of the audit team. There are no such relationships pertaining to the audit of the charities to communicate.

26. The trust balances are disclosed in a note in the council's Annual Accounts but do not represent assets of the council so are not included within the council's balance sheet. As a result of the interaction of the Local Government (Scotland) Act 1973 with charities legislation, a full and separate audit and independent auditor's report is required for each registered charity irrespective of the value of its assets.

27. Our duties as auditors of the charities administered by South Ayrshire Council are to:

- express an opinion on whether the charity's financial statements properly present the charity's financial position and are prepared in accordance with charities legislation.
- read the Trustees' Annual Report and express an opinion as to whether it is consistent with the financial statements.

- report on other matters, by exception, to the Trustees and to the Office of the Scottish Charity Regulator (OSCR).

28. Based on our risk assessment, we have identified one significant audit risk for the Trustees' Annual Report and Financial Statements, being "*fraud caused by management override of controls*". Our response to this risk includes the same audit procedures as set out in exhibit 2.

29. Our calculated materiality levels are set out in exhibit 4.

Exhibit 4
2024/25 materiality levels for the charitable trusts

Charitable trust	Planning Materiality	Performance Materiality	Reporting Threshold
McKechnie Library Trust (SC012759)	£125 (Based on 2 per cent of audited 2023/24 net asset value)	£95 (Based on 75 per cent of planning materiality)	£50
David Elder Edward Fund (SC016728)	£15,825 (Based on 2% per cent of audited 2023/24 net asset value)	£11,870 (Based on 75 per cent of planning materiality)	£790
South Ayrshire Council Charitable Trusts (SC025088)	£800 (Based on 2 per cent of audited 2023/24 net asset value)	£600 (Based on 75 per cent of planning materiality)	£50
South Ayrshire Charitable Trust (SC045677)	£675 (Based on 2 per cent of audited 2023/24 net asset value)	£510 (Based on 75 per cent of planning materiality)	£50

30. The Code of Audit Practice includes provisions relating to the audit of small audits. In light of the volume and lack of complexity of the financial transactions, we plan to apply the less complex body provision of the Code to the 2024/25 audit of the charities.

31. No significant risks in the wider scope areas or Best Value were identified from the risk assessment process.

32. Our work on the Trustees Annual Report and Financial Statements of the charities will be undertaken in line with the audit timetable set out in exhibit 5.

Wider scope and Best Value

Introduction

33. Reflecting the fact that public money is involved, the Code of Audit Practice requires that public audit is planned and undertaken from a wider perspective than in the private sector. The wider scope audit set out by the Code of Audit Practice broadens the audit of the Annual Accounts to include consideration of additional aspects or risks in four wider scope areas, which are summarised below:

- **Financial Management:** this means having sound budgetary processes. Factors that can impact on the council being able to secure sound financial management include the strength of the financial management culture, accountability, and arrangements to prevent and detect fraud, error and other irregularities, bribery and corruption.
- **Financial Sustainability:** this means looking forward over the medium and longer term in planning the services to be delivered and how they will be delivered effectively. This is assessed by considering the council's medium- to longer-term planning for service delivery.
- **Vision, Leadership and Governance:** this means having a clear vision and strategy, with set priorities within the vision and strategy. This is assessed by considering the clarity of plans in place to deliver the vision and strategy and the effectiveness of the governance arrangements to support delivery.
- **Use of Resources to Improve Outcomes:** this means using resources to meet stated outcomes and improvement objectives through effective planning and working with partners and communities. This is assessed by considering the council's arrangements for ensuing resources are deployed to improve strategic outcomes, meet the needs of service users, and deliver continuous improvement.

34. A conclusion on the effectiveness and appropriateness of arrangements the council has in place for each of the wider scope areas will be reported in the Annual Audit Report.

Best Value

35. Under the Code of Audit Practice, the audit of Best Value in councils is fully integrated within the annual audit. As part of the annual audit, auditors

are required to take a risk-based approach to assessing and reporting on whether the council has made proper arrangements for securing Best Value, including follow up of findings previously reported in relation to Best Value.

36. The Accounts Commission also reports nationally on thematic aspects of councils' approaches to, and performance in, meeting their Best Value duties. As part of the annual audit, thematic reviews, as directed by the Accounts Commission, are conducted on the council. The thematic review for 2024/25 is on the subject of service transformation and involves considering how the council is redesigning services to maintain outcomes and deliver services more efficiently. Conclusions and judgements on the thematic review are being reported in a separate Management Report and summarised in the Annual Audit Report, where required.

37. At least once over the five-year appointment, the Controller of Audit will report to the Accounts Commission on the council's performance in meeting its Best Value duties. The second year of this programme runs from October 2024 to August 2025. The Accounts Commission considered the Controller of Audit report on the council in October 2023.

Significant wider scope and Best Value risks

38. No significant audit risks in the wider scope areas or Best Value were identified from the risk assessment process.

Financial sustainability

39. Whilst not a significant risk, the challenging financial environment in which the council, along with other public sector bodies, is operating in has been identified as an area of audit focus. There are challenges to the medium and longer-term financial sustainability due to the uncertainty over future Scottish Government funding allocations, the rising cost of inflation and the cost of implementing future pay settlements. Our Annual Audit Report will include comment on the council's 2024/25 financial outturn, 2025/26 budget and its medium-term financial plan.

Governance of the capital plan

40. A recommendation was made in the 2023/24 Annual Audit Report regarding the updated business case for Ayr Citadel Leisure Centre. We are aware that internal audit is undertaking a review of the governance arrangements surrounding the council's ward capital projects and we will consider the results of this work.

Reporting arrangements, timetable and audit fee

Audit outputs

41. The outputs from the 2024/25 audit include:

- This Annual Audit Plan.
- An Independent Auditor's Report to the council and the Accounts Commission setting out opinions on the Annual Accounts.
- An Annual Audit Report to the council and the Accounts Commission setting out significant matters identified from the audit of the Annual Accounts, conclusions from the wider scope and Best Value audit, and recommendations, where required.

42. The matters to be reported in the outputs will be discussed with the council for factual accuracy before they are issued. All outputs from the audit will be published on Audit Scotland's website, apart from the Independent Auditor's Report, which is included in the audited Annual Accounts.

43. Target dates for the audit outputs are set by the Accounts Commission. In setting the target dates for the audit outputs, consideration is given to the statutory date for approving the annual accounts, which is 30 September 2025 for local government bodies.

44. The Independent Auditor's Report and Annual Audit Report are planned to be issued by the target date of 30 September 2025.

Audit timetable

45. Achieving the timetable for production of the Annual Accounts, supported by complete and accurate working papers, is critical to delivery of the audit to agreed target dates. Exhibit 5 includes a timetable for the audit, which has been agreed with management. Agreed target dates will be kept under review as the audit progresses, and any changes required, and their potential impact, will be discussed with the council and reported to those charged with governance, where required.

Exhibit 5
2024/25 audit timetable

Audit activity	Audit team target date	Relevant committee date
Issue of this Annual Audit Plan	26 March 2025	26 March 2025
Issue of Best Value Management Report	26 March 2025	26 March 2025
Annual Accounts:		
• Consideration of unaudited Annual Accounts by those charged with governance		25 June 2025
• Submission of unaudited Annual Accounts and all working papers to audit team	By 30 June 2025	
• Latest date for audit clearance meeting. Issue of draft Letter of Representation, proposed Independent Auditor's Report, and proposed Annual Audit Report	12 September 2025	
• Approval by those charged with governance and signing of audited Annual Accounts		September 2025
• Signing of Independent Auditor's Report and issue of Annual Audit Report	September 2025	

Source: Audit Scotland

Audit fee

46. The council's audit fee is determined in line with Audit Scotland's fee setting arrangements. The audit fee for the 2024/25 audit is £352,740 (2023/24: £346,130). A separate fee of £1,200 (2023/24: £1,150) applies to the audit of the charitable trusts. In setting the audit fee, it is assumed that the council has effective governance arrangements in place and the complete Annual Accounts will be provided for audit in line with the agreed timetable. The audit fee assumes there will be no significant changes to the planned scope of the audit. Where the audit cannot proceed as planned, for example, due to incomplete or inadequate working papers, the audit fee may need to be increased.

Other matters

Internal audit

47. The council is responsible for establishing an internal audit function as part of an effective system of internal control. As part of the audit, the audit team will obtain an understanding of internal audit, including its nature, responsibilities, and activities.

48. While internal audit and external audit have differing roles and responsibilities, external auditors may seek to rely on the work of internal audit where it is considered appropriate. A review of internal audit's 2024/25 audit plan was carried out to identify if there were any areas where the audit team could rely on its work. The audit team concluded it will not rely on internal audit's work. However, the audit team will review internal audit's reports and assess if there is any impact on the audit.

Audit quality

49. Audit Scotland is committed to the consistent delivery of high-quality audit. Audit quality requires ongoing attention and improvement to keep pace with external and internal changes. Details of the arrangements in place for the delivery of high-quality audits is available from the Audit Scotland website.

50. The International Standards on Quality Management (ISQM) applicable to Audit Scotland for 2024/25 audits are:

- ISQM (UK) 1, which deals with an audit organisation's responsibilities to design, implement, and operate a system of quality management (SoQM) for audits. Audit Scotland's SoQM consists of a variety of components, such as: governance arrangements and culture to support audit quality, compliance with ethical requirements, ensuring Audit Scotland is dedicated to high-quality audit through engagement performance and resourcing arrangements, and ensuring there are robust quality monitoring arrangements in place. Audit Scotland carries out an annual evaluation of its SoQM and has concluded it complies with this standard.

- ISQM (UK) 2, which sets out arrangements for conducting engagement quality reviews, which are performed by senior management not involved in an audit, to review significant judgements and conclusions reached by the audit team, and the appropriateness of proposed audit opinions on high-risk audits.

51. To monitor quality at an individual audit level, Audit Scotland carries out internal quality reviews on a sample of audits. Additionally, the Institute of Chartered Accountants of England and Wales (ICAEW) carries out independent quality reviews on a sample of audits.

52. Actions to address deficiencies identified by internal and external quality reviews are included in a rolling Quality Improvement Action Plan, which is used to support continuous improvement. Progress with implementing planned actions is monitored on a regular basis by Audit Scotland's Quality and Ethics Committee.

53. Audit Scotland may periodically seek the views of the council on the quality of audit services provided. The audit team would also welcome feedback at any time.

South Ayrshire Council

Annual Audit Plan 2024/25

AUDIT SCOTLAND

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AS.5.0

Agenda Item No. 6

South Ayrshire Council

Report by Director of Communities and Transformation to Audit and Governance Panel of 26 March 2025

Subject: Transformation - Best Value Thematic Work in South Ayrshire Council 2024/25

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1. Purpose

1.1 The purpose of this report is to present Members with Audit Scotland's thematic report on transformation in South Ayrshire.

2. Recommendation

2.1 It is recommended that the Panel:

2.1.1 scrutinises the content of Audit Scotland's thematic report on transformation in South Ayrshire;

2.1.2 notes the improvement actions identified in Appendix 1 of the report; and

2.1.3 agrees for these actions to be incorporated within the existing Best Value Action Plan and reported quarterly to the Audit and Governance Panel and the Best Value Working Group.

3. Background

3.1 The Accounts Commission's approach to Best Value has evolved since Best Value was introduced 20 years ago and is now fully integrated within annual audit work. Best Value at the Council will be assessed comprehensively over the period of the audit appointment and will include an annual evaluation of the Council's approach to demonstrating improvement in the effective use of resources and public performance reporting.

3.2 In addition to the annual work on Best Value, thematic reviews as directed by the Accounts Commission are undertaken and in 2022/23 the focus was on the effectiveness of Council leadership in developing new local strategic priorities following the elections in May 2022. In 2023/24 the thematic focus was on workforce innovation.

3.3 An action plan based on the recommendations from Audit Scotland is reported to Audit and Governance panel on a quarterly basis.

3.4 This years (24/25) report focuses on transformation and considers:

- To what extent does the council have clear plans for transformation that link to its priorities and support long-term financial sustainability?
- To what extent do the council's programme management arrangements facilitate effective oversight of its transformation plans?
- To what extent are partners and communities involved in the development and delivery of the council's plans for transformation?
- To what extent has the council considered the impact of its transformation activity, including on vulnerable or protected groups?

4. Proposals

4.1 Audit Scotland's report is attached as Appendix 1.

4.2 The report draws out key messages and these include:

- The council has made substantial budgetary savings in recent years whilst still achieving improved service performance.
- The Council has not evidenced the impact of pervious transformation programmes.
- The new Transformation Board provides the strategic integration and ownership of the council's transformation plans.
- There are strong governance arrangements in place to facilitate the effective oversight of these plans and the council has demonstrated a more collegiate approach across its senior leadership to deliver the transformational change needed.
- The council should ensure its plans are sufficiently ambitious to credibly respond to its financial challenges.
- The council, alongside the Community Planning Partnership, has engaged an external consultant, Mutual Ventures, to support service redesign across South Ayrshire. This aims to shift from a service focused approach to one that is person centric, with an emphasis on removing duplication, empowering the third sector, and enhancing outcomes for citizens.

4.3 A draft improvement action plan is included at Appendix 1 of the Audit Scotland report. This sets out audit recommendations in key areas, and the Council's planned response including responsible officers and dates for implementation.

4.4 The improvement actions will be added to Pentana and reported to panel in line with existing Best Value reporting arrangements.

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 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 Rejecting the recommendations would result in reputational damage and criticism from Audit Scotland, the Accounts Commission and the Scottish Government.

9. Integrated Impact Assessment (including Equalities)

9.1 The proposals in this report allow scrutiny of performance. The report does not involve proposals for policies, strategies, procedures, processes, financial decisions and activities (including service delivery), both new and at review, that affect the Council's communities and employees, therefore an Integrated Impact Assessment 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 matters referred to in this report contribute to delivery of all the Council's strategic objectives and strategic outcomes.

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 Martin Dowey, Portfolio Holder for Corporate and Strategic, and the contents of this report reflect any feedback provided.

13.3 The report has been shared with members of the Best Value Working Group.

Background Papers	**Report to Audit and Governance Panel of 28 June 2023 – Best Value Thematic Work in South Ayrshire Council 2022/23** **Report to Cabinet of 29 August 2023 – Best Value Thematic Work in South Ayrshire Council 2022/23** **Report to Audit and Governance Panel of 4 October 2023 – Best Value Action Plan 2023** **Report to South Ayrshire Council of 7 December 2023 – Accounts Commission's Findings on Best Value in South Ayrshire**
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Date: 19 March 2025

Appendix 1

South Ayrshire Council

Best Value thematic management report

Transformation – How councils are redesigning and delivering more efficient services to achieve planned outcomes

AUDIT SCOTLAND

Prepared by Audit Scotland
March 2025

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Key messages

1 In 2023 we reported that the pace of improvement had been slow in some key areas of Best Value, including a lack of progress with transformation in the council.

2 The council has made substantial budgetary savings in recent years whilst still achieving improved service performance. However, it is not clear how the council's established transformation programmes contributed to these savings. Historically, the council's transformation programmes were hampered by a lack of strategic leadership and the silo nature of the programmes resulted in limited buy-in across council services.

3 In 2024 we reported on a greater strategic focus on improving the pace of change. The new Transformation Board provides the strategic integration and ownership of the council's transformation plans. There are strong governance arrangements in place to facilitate the effective oversight of these plans and the council has demonstrated a more collegiate approach across its senior leadership to deliver the transformational change needed. With the governance, resources, and funding in place the council now needs to take forward proposals and deliver on its transformation priorities.

4 We reported in 2024 that the council's underlying cost base is not sustainable. The latest update to the Medium-Term Financial Plan shows a cumulative budget gap of £32.9 million. Savings of £25.8 million need to be delivered in 2026/27 and 2027/28. Savings of £6.6 million have so far been identified to bridge this gap.

5 To date savings of just over £1 million have been identified from the transformation projects in the new programme but this does not represent the full savings forecast as the savings, benefits trackers, and realisation reports, for most projects are in development. The council should ensure its plans are sufficiently ambitious to credibly respond to its financial challenges.

6 The council acknowledges that its transformation programme is not expected to realise the full savings needed to bridge its budget gap. It should therefore clearly set out the extent to which savings from transformation will contribute to bridging its budget gap, prioritising transformation projects that will deliver the most savings. Recent audit reports have been critical of the reporting on

the council's previous transformation programme noting a lack of detail around the projects expected benefits and outcomes. Reporting of progress against delivery of the planned transformation benefits in the new programme will be introduced to allow oversight and scrutiny by officers and elected members. The first reports are planned for March 2025.

7 Alongside this as part of its budget preparations the council is considering areas where costs can be saved and income increased. As part of this picture, financial plans now need to be aligned to the workforce plans to demonstrate how services will be sustainable in the future. Alongside this, it is exploring opportunities for greater partnership working to help contribute to the required savings.

8 Officers and elected members need to work together in identifying how resources are to be effectively prioritised towards delivery of the council plan priorities. Elected members need to make difficult decisions on how the use of resources is prioritised going forward, within the council's recurring funding envelope.

9 The council, alongside the Community Planning Partnership, has engaged an external consultant, Mutual Ventures, to support service redesign across South Ayrshire. This aims to shift from a service focused approach to one that is person centric, with an emphasis on removing duplication, empowering the third sector, and enhancing outcomes for citizens. The new delivery model is being developed and will be piloted in Ayr North during 2025 before being integrated into the transformation programme.

10 The council has a history of collaborating with East and North Ayrshire, for example, through the Ayrshire Growth Deal and Ayrshire Roads Alliance. There are discussions ongoing across the senior leadership of the three councils to explore further opportunities for collaboration in areas such as tourism and economic development. These developments are now to be discussed with elected members.

11 The council has included the requirement for community engagement and integrated impact assessments on specific transformation projects, where applicable, in its new transformation processes. Projects are still being developed, but arrangements are in place to demonstrate that this is happening, particularly on those projects that affect vulnerable groups.

Introduction

1. Transformation is about radically changing how councils operate and deliver services to achieve planned outcomes in a financially sustainable way (Transformation in councils, Accounts Commission, October 2024). The 2023 Local Government Overview (LGO) notes that councils have never faced such a challenging situation. Service demands have increased after the Covid-19 pandemic and funding is forecast to reduce in real terms. Transformation, through greater collaboration with partners, will be key for councils to deliver more sustainable service models in challenging financial climates.

2. This report sets out how the council is redesigning and delivering more efficient services to achieve planned outcomes.

3. The Accounts Commission's Strategy (2021-26) sets out its priorities to focus on inequalities, funding, communities, and recovery. The Code of Audit Practice sets out the Best Value work required to report on these priorities.

4. This report covers the thematic aspect of the Best Value audit requirements. The Commission has directed auditors to report on transformation and how councils are redesigning and delivering more efficient services to achieve planned outcomes. In carrying out the work auditors have considered the following questions:

- To what extent does the council have clear plans for transformation that link to its priorities and support long-term financial sustainability?
- To what extent do the council's programme management arrangements facilitate effective oversight of its transformation plans?
- To what extent are partners and communities involved in the development and delivery of the council's plans for transformation?
- To what extent has the council considered the impact of its transformation activity, including on vulnerable or protected groups?

5. An improvement action plan is included at Appendix 1 of this report. This sets out audit recommendations in key areas, and the council's planned response including responsible officers and dates for implementation.

6. The coverage of the work is in line with the expectations for council's arrangements for the seven Best Value themes in the Local Government in Scotland Act 2003, Best Value Statutory Guidance 2020 and we have

considered the Accounts Commission's transformation principles set out in Transformation in councils.

Principle	
Vision	Have a clear vision that sets out the intended end state of any transformation activity, focused on: • delivering large-scale recurring savings or generating income for the council, contributing to its longer-term financial sustainability • improving outcomes for citizens in line with council priorities • taking a whole-system approach to see and realise opportunities both within councils and more widely • meeting the needs of the people who use services and reduce inequalities • focusing on preventative activity, where applicable, to reduce the demand for services and to make them sustainable in the longer term.
Planning	• Be clear on the scale of the change required and ensure transformation plans are sufficiently ambitious to credibly respond to the scale of the challenge. • Commit staff with appropriate skills, time, and resources to ensure transformation occurs at the scale and pace required and that there is enough capacity for the changes to be embedded. • Be clear about the timescales, costs, outcomes, and anticipated impacts of transformation projects. • Show urgency and progress projects at pace without compromising appropriate governance on projects.
Governance	• Have a clear process for monitoring, evaluating, and reporting progress. • Put in place effective governance and escalation processes so that the transformation activities are well managed in their own right, but also able to be given priority alongside other business-as-usual activities.
Collaboration	• Develop better working relationships with communities and/or partners to achieve a sustainable model of service delivery. • Actively consider the opportunities offered by regional or national sectoral collaboration, or by integrating services locally with partners, or by supporting individuals and communities to achieve desired outcomes in place of an existing service. • Learn from good practice across Scotland and beyond.
Innovation	• Implement new ways of thinking, including innovation, creativity and a desire, willingness, and action to change and do things in new and different ways that achieve the outcomes needed. • Embed the right culture and behaviours to manage change and help maximise the contribution of all the team.

Transformation planning

7. The council needs to ensure it can deliver sustainable services now and in the future, and difficult decisions will need to be made to achieve this. The Accounts Commission's Local government budgets 2024/25 briefing noted that councils' cumulative funding gap between 2025/26 and 2026/27 is £780 million. This means that, cumulatively, councils need to identify and deliver recurring measures such as savings or increased income of five per cent of their overall revenue budget to be financially sustainable in the short-term.

8. In 2023 we reported that the pace of improvement had been slow in some key areas of Best Value including a lack of progress with transformation in the council. In 2024 we reported on a greater strategic focus on improving the pace of change but that the council now needs to deliver on its transformation priorities.

9. The latest update to South Ayrshire Council's Medium-Term Financial Plan (MTFP) shows a cumulative budget gap of £32.9 million to 2029/30, with savings of £25.8 million needing to be delivered across 2026/27 and 2027/28.

Findings	Evidence
Clearer plans for transformation have been developed under a revised approach approved in March 2024 when sound project management and governance arrangements were established.	The council revised its approach to transformation in March 2024 to address issues raised by Audit Scotland on pace of change. It is strengthening its approach, drawing on expertise from the Improvement Service and Angus Council. The council agreed enhanced leadership and new governance arrangements including a Transformation Board and a Transformation Fund. The council has an overarching transformation plan, Shaping Our Future Council, that includes four transformation priorities and a three-year transformation portfolio. Projects within the portfolio are mostly at early stages and some are still to be fully approved. Sound project management and governance arrangements have been established enabling plans for individual projects to be clearly set out and monitored.

The council's project management framework for transformation work includes the requirement to quantify the costs and benefits of projects. Information is being collated as proposals progress in line with the governance approach in place.	Governance arrangements are in place to ensure that the council identifies and reports on the costs and benefits of transformation projects. This includes cashable and non-cashable benefits. The council is at the early stages of project implementation and is in the process of implementing benefits trackers and benefits realisation reports. As at November 2024, the council had approved business cases for 12 projects out of 32 to be prioritised in 2024/25. There are 58 projects being taken forward from 2024/25 to 2026/27.
Individual projects align with the council's priorities and financial plans.	Project management and governance arrangements ensure that approved transformation projects align with the council's plans for transformation, council plan priorities and medium-term financial plans.

Our November 2023 Controller of Audit report repeated previous concerns about the lack of progress with the council's transformation programme urging the council to move at pace and highlighting the need for decisive and focused leadership to deliver the required transformation.

In September 2024, we reported that at 31 March 2024 total usable reserves are now only £42 million, and the underlying service cost base is not sustainable. The council approved a balanced budget for 2024/25, but only after planning to utilise £4 million of reserves and £10.253 million from reduced pension contributions. Given the reducing levels of reserves, future savings must be made through the urgent transformation of services to bridge this gap.

Savings of £25.8 million need to be delivered in 2026/27 and 2027/28. To date savings of £6.6 million have been identified to bridge this gap.

The council has significant budget savings to make in 2026/27 and 2027/28 and transformation is urgently needed to bridge this gap. While not all savings are forecast across the transformation portfolio, the savings projected so far are only around £1 million.

The council has identified savings of just over £1 million from 2025/26 to 2027/28 from its transformation projects. While this does not represent the full savings forecast as many projects have still to identify projected savings each year, there is still a significant funding gap that needs bridged.

The council advised that its transformation programme is not expected to realise the full savings needed to bridge its budget gap.

Pay-related costs account for around 50 per cent. At the December 2024 Council meeting it was acknowledged that a reduction in overall staffing numbers may be required to achieve these savings.

The council now needs to be clear on how it will balance the workforce that it needs, and what it can afford, to deliver its priorities and outcomes in a sustainable way. Given the significant savings required over this period, difficult and transparent discussions and decisions will need to be made including on the council's workforce. As we reported in our year two BV thematic, there remains a need for the council to clearly align its workforce plan to its MTFP. Additionally, from our review of the transformation programme, whilst workforce is listed as one of the four workstreams, from the projects currently identified, it is not clear what is being considered as part of this.

The assets of the council is another of the four transformation workstreams. This workstream will look to ensure the council estate is being fully utilised to deliver services. This may present it with the opportunity

to rationalise the number of buildings occupied and for savings and a reduction in the council's carbon footprint to be realised. In May 2023 Cabinet considered a report from an external consultant on transforming the council's estate. A number of recommendations, including the implementation of a three-phased approach to the transformation of the council's estate were presented and members agreed these together with a further review of the proposals. An update report on progress was due to be provided to Cabinet in June 2024. We have not seen this presented to members. Whilst the new transformation programme was established after this initial report, given the potential opportunities identified regarding cost savings together with investment in key assets to aid income generation, we would have expected this to feature in the current list of transformation projects. From our review of the list, it is not clear how this is being progressed, if at all.

The council has currently identified over 50 projects in its three-year transformation portfolio. Ongoing projects include process automation, technology upgrades (e.g. Microsoft 365), property maintenance process improvement and the introduction of an early payment discount scheme. Some more ambitious projects are at early exploratory stages (Mutual Ventures and the Ayrshire Collaborative).

Previous audit reports have said that the council's historic approach to transformation has been slow, inconsistent, and lacked drive and urgency. The council now needs to demonstrate that its new programme is progressing e with pace to deliver the transformation required (recommendation 1).

Officers and elected members need to work together in identifying how resources are to be effectively prioritised towards delivery of the council plan priorities. Elected members need to make difficult decisions on how the use of resources is prioritised going forward, within the council's recurring funding envelope.

Recommendation 1

The council should ensure its plans are sufficiently ambitious to credibly respond to its financial challenges. It should clearly set out the extent to which savings from transformation will contribute to bridging its budget gap, prioritising transformation projects that will deliver the most impact and savings.

Programme management

10. It is essential that the council has good programme management arrangements in place to ensure it is making sufficient progress against its transformation plans. It is important that the council has the structures and the staffing resource in place to deliver its transformation ambitions. In addition, the council must ensure that both senior officers and elected members have appropriate oversight of progress.

Findings	Evidence
Strong governance arrangements are in place to facilitate effective oversight of transformation plans. These arrangements demonstrate a more collegiate approach across senior leadership to deliver transformational change at the council.	The council established a Transformation Board in March 2024 that meets quarterly. The Board is responsible for upholding and implementing the council's vision for transformation, maintaining the scope of the portfolio and ensuring transformation is resourced and managed effectively to deliver tangible benefits. There is strong senior leadership ownership from across the council with the Board being chaired by the Chief Executive and membership comprising Directors, Assistant Directors, Heads of Service, and the Chief HR Advisor. Previously, the council's transformation activities, the Change Programme, were under the direction of one Director.

The council has created the capacity to deliver its transformation agenda through the establishment of a Transformation Service and a £5 million Transformation Fund. It is developing how it works with services to deliver the transformation agenda.

It is procuring additional capability through a Transformation Partner.

The council created capacity to deliver its transformation programme by setting up the Transformation Service. The new Transformation Service was established in May 2024. It brings together what was ICT Enterprise Architecture, the Strategic Change Team and resource from elsewhere, notably Organisational Development, and comprises 24 dedicated members of staff. Through this the council has built capacity to deliver its new transformation programme.

A Transformation Delivery Group has been established that meets every four weeks. It is chaired by the Assistant Director Transformation and is responsible for the operational oversight of the projects.

Alongside the Transformation Service a three-year £5 million Transformation Fund has been established to invest in transformation projects.

The council is contracting an external Transformation Partner to build capability in specific scope areas.

The council recognises that all transformation activities need engagement and buy in from services to be effective. This risk is being mitigated through the development of a communications approach and plan for the portfolio. The transformation service is engaging with services on the programme to raise awareness and embed its approach.

The council has effective scrutiny arrangements in place for reporting progress to the senior leadership team and elected members. The first reporting, including benefits tracking, will be presented to members in March 2025.

A Transformation Scrutiny and Reporting Schedule was approved by Cabinet in October 2024.

The Transformation Board comprises senior leadership. It receives updates on the overall status of the portfolio and individual projects which show a RAG status for time, costs, and benefits. It also monitors spend from the Transformation Fund, the delivery timescales for all the projects and project benefits trackers when prepared. The first update paper to SPPP is due in March 2025 and the next update to Cabinet will be October 2025.

In October 2024, Cabinet agreed that reports, including benefits reporting will be brought back to Cabinet and Service Partnerships and Performance Panel (SPPP) as described in the schedule.

Partnership working and community engagement

11. The Best Value in Scotland report noted that councils must now rethink how they work together, and with local partners and communities, to provide financially sustainable services. Few councils provide services jointly or share support services across different councils to a great extent.

Findings	Evidence
There are discussions ongoing across the senior leadership of South Ayrshire, North Ayrshire, and East Ayrshire Councils to explore further opportunities for collaboration in areas such as tourism and economic development. These developments are to be discussed with elected members. Scottish Government support is needed for more radical transformation across Ayrshire.	The council is involved in exploring a Pan-Ayrshire approach with North Ayrshire Council and East Ayrshire Council, with a view to potentially sharing services. There are some barriers to this level of joint working including the siloed approach to national funding allocations, governance, and reporting arrangements. Also, in Ayrshire the three different councils have different political make-ups. The council refers to the vital role of national government in enabling more transformational partnership working between different bodies.
The council, alongside the Community Planning Partnership, has engaged an external consultant, Mutual Ventures, to support service redesign across South Ayrshire. This aims to shift from a service focused approach to one that is person centric, with an emphasis on removing duplication, empowering the third sector, and enhancing outcomes for citizens.	The council is at an early, exploratory stage of 'Radical Place Leadership,' working with Mutual Ventures to develop a place-based approach with its partners to think more radically about how to support residents and meet collective financial challenges (Exhibit 1). The council notes that this work is intended to sit under the Transformation Programme but will be CPP-led with a focus on empowering the third sector.

The council has some good examples of working with partners and communities but there is still a way to go to transform services to better meet the needs of its communities.	The council works with a variety of partners and communities to improve services. For example, on The Promise in South Ayrshire, to help create a comprehensive support network for care-experienced children and young people, the council works alongside South Ayrshire HSCP, The Promise Scotland, local community groups, schools, and colleges. Community planning partners' initiatives include the Ageing Well Strategy, Working for Wallacetown approach and CCTV. The council has also worked with neighbouring authorities on the Ayrshire Growth Deal and the roads operating model, Ayrshire Roads Alliance.
The council does not have any joint funding arrangements in place with partners for transformation projects, but it is exploring opportunities to engage the Community Planning Partnership with its Transformation Programme.	The Radical Place Leadership Baseline Report in October 2024 found that a lack of shared budgets or resource hampers long term partnership working. Collaborations across organisations were often project specific with limited funding. The council has confirmed its Transformation Fund can be used to fund joint projects. It will provide the Community Planning Partnership with details on its Transformation programme and fund in May 2025 to highlight the opportunity for greater collaboration.

The council has included the requirement for community engagement on specific transformation projects, where applicable, in its new transformation processes. Projects are still being developed, and we have yet to see any evidence of this being carried out and influencing planned changes.

The council has in place arrangements to demonstrate that this engagement is happening. As the programme progresses, we will look for evidence of the council demonstrating its consideration of the impact of projects on vulnerable groups.

The council's business case template asks whether consultation with the community has taken place. We are yet to see examples of where this has taken place in the new programme, as the business cases approved to date have not required consultation, although the council intends to engage with communities on its Mutual Ventures and Community Venues projects. Additionally, the requirement for an Integrated Impact Assessment forms part of the business case development and we will review these as and when they are completed.

It has demonstrated good community involvement in its Ageing Well Strategy and the South Ayrshire Promise, both of which involve people with lived experience helping shaping decisions and, as such, represent a more co-design approach. As it progresses its revised transformation programme we will review the council's monitoring of projects, and their completed Integrated Impact Assessments. We will be looking for evidence that the council follows its established arrangements to engage with communities and consider the impact of projects on vulnerable groups (recommendation 2).

There are also examples where the council has tended to provide information to communities on transformation projects rather than involving them in development or delivery. For example, the council issued a news release on the new transformation programme linking to the Shaping Our Future Council October 2024 update report.

Exhibit 1
Radical Place Leadership

The council is working with Mutual Ventures to adopt its Radical Place Leadership approach to service delivery. This aims to shift from a service focused approach to one that is person centric, with an emphasis on removing duplication, empowering the third sector, and enhancing outcomes for citizens.

The working group has reviewed how the sharing of data and intelligence from community engagement can help to identify specific cohorts of people needing additional support within the population.

Ayr North has been selected to pilot a new integrated way of working in a neighbourhood to test, learn, and integrate the approach. This will include examining how frontline teams can be co-located to work more effectively and well as learn from other stakeholders who have successfully implemented different approaches.

Source: South Ayrshire Council

Recommendation 2

The council should demonstrate it is engaging with its communities as it progresses its revised transformation programme, particularly on those projects that affect vulnerable groups. It should set out clearly how these activities influence any planned changes.

Impact of transformation

12. It is important that the council has success measures in place to demonstrate the impact of its transformational activity on service quality; outcomes for people who use services, inequalities, and/or savings.

Findings	Evidence
The council has made substantial budgetary savings of over £75 million since 2011 However, it is not clear how the council's established transformation programmes contributed to these savings. It is too early to comment on delivery of the current programme, but arrangements are now in place to better identify and capture the impact of transformation projects. This includes cashable and non-cashable benefits.	As reported in previous audit reports, historically, the council's transformation programmes were hampered by a lack of strategic leadership and the silo nature of the programmes resulted in limited buy-in across council services. Whilst significant savings have been achieved, it is not clear how the council's established transformation programmes contributed to these, how the savings were aligned with the council's strategic priorities, and if the impact of these savings on service delivery and outcomes were assessed. In March 2025, the council reported on the impact of its previous transformation activity covering August 2021 to March 2024. This highlighted that of the 40 projects covered by the programme, 28 were delivered with 12 realising cashable benefits, including cost avoidance, savings, and income generation, of £1.6 million. The council now has arrangements in place to better identify and capture impact on specific projects. A benefits realisation plan has been approved which provides guidance on the different types of benefits and outlines roles and responsibilities for capturing and reporting on benefits. Benefits trackers are being developed and introduced to measure success. This includes savings, improvements to service delivery and outcomes. This is embedded in the project management and governance. The council has committed to reporting this information to members and has a clear process established. The first report is planned to be presented to the Service, Partnerships and Performance Panel in March 2025. We have included a recommendation on this area given its importance. (recommendation 3). The council is preparing a portfolio level assessment of benefits.

Together, the two examples of successful transformation provided by the council set out one-off savings of £0.850 million and recurring savings of £0.300 million.	The council was asked to provide Audit Scotland with two examples of successful transformation projects. The examples provided were The Promise in South Ayrshire and the council's Thriving Communities service review. The council has set out in detail the expected impact of the Promise in terms of improvements to service quality and outcomes. The Promise runs until 2030 and therefore the majority of benefits have yet to be realised.
The council's work on The Promise details the expected benefits to service quality and outcomes as well as setting out, but not quantifying, areas where cost benefits may occur. However, this work runs until 2030 and so the majority of benefits have yet to be realised.	The council has set out areas where cost benefits are likely to arise, e.g. the reduction of the long-term costs associated with poor outcomes for care-experienced individuals, such as health issues, unemployment, and involvement with the criminal justice system, but these have not yet been quantified. To date it has reported that there have been one-off savings of £0.850 million. The Thriving Communities service review generated recurring savings of £0.300 million through the deletion of posts and the reallocation of European match funding. This service is responsible for developing and delivering a range of employability programmes that help support young people and adults into sustainable employment.
The council has recently developed a new integrated impact assessment tool which is embedded in the project management and governance arrangements, but we have not yet seen any that have been carried out for projects in the new transformation portfolio.	Cabinet agreed a new integrated impact assessment tool in September 2024 following a trial period using a draft tool. The tool looks at the potential impact on protected characteristics, socio-economic disadvantage, human rights, the environment, and some cross-cutting issues. Integrated Impact Assessments (IIA) are required to be carried out, where applicable, prior to business case approval so that they will inform the development of the transformation project. The council advised that so far impact assessments have not been carried out on projects in the new programme due to the internal nature of these. However, there will be assessments completed for upcoming projects covering community venues and the Radical Place Leadership project. For projects that progress to the business case stage officers need to consider whether the full IIA needs to be completed. This section will include a free text box for officers to explain their rational for not completing the full IIA e.g. it is not applicable due to the nature of the project. The HSCP did carry out a full impact assessment before publishing South Ayrshire's Parenting Promise 2021-2030. This did not identify any negative impacts on young people with protected characteristics or affected by socio-economic disadvantage. The CPP carried out an integrated impact assessment on the Ageing Well Strategy as part of the trial of the new tool. They did identify mitigating measures where negative or unclear impacts were identified.

Recommendation 3

The council is introducing reports which will include benefits tracking and realisation progress for all approved projects. These reports are to be provided to members and should set out clearly what has been achieved compared to the expected benefits and the outcomes these changes have delivered.

Appendix - Improvement action plan

Issue/risk	Recommendation	Agreed management action
1. Impact and ambition of transformation plans The council has significant budget savings to make in 2025/26 and 2026/27 and transformation is urgently needed to bridge this gap. While not all savings are forecast across the transformation portfolio, the savings projected so far are only around £1 million.	The council should ensure its plans are sufficiently ambitious to credibly respond to its financial challenges. It should clearly set out the extent to which savings from transformation will contribute to bridging its budget gap, prioritising transformation projects that will deliver the most savings. Transformation planning	**Management response** **Action 1-** Update council reporting format to ensure all transformation activity and proposed benefits are captured. **Responsible officer-** Assistant Director - Transformation. **Due date-** April 2025. **Action 2-** Develop a new workforce plan linked to the medium-term financial plan, Council Plan and LOIP. **Responsible Officer**- Chief HR Officer. **Due date-** December 2025. **Action 3-** Deliver briefings to members and partners as discussions relating to shared services progress. **Responsible officer-** Chief Executive. **Due date-** March 2026. **Action 4-** Develop a project brief relating to Radical Place Leadership in Ayr North for consideration/approval by the Transformation Board. **Responsible officer-** Assistant Director - Corporate Policy Strategy and Performance **Due date-** June 2025. **Action 5-** Provide an update report to Council detailing the financial and carbon impact of the 'Transforming our Estate' strategy. **Responsible officer-** Assistant Director of Planning and Development. **Due date-** July 2025.

Issue/risk	Recommendation	Agreed management action
2. Community engagement Projects are still being developed, and so we have yet to see any evidence of this being carried out and influencing planned changes.	The council should demonstrate it is engaging with its communities as it progresses its revised transformation programme, particularly on those projects that affect vulnerable groups. It should set out clearly how these activities influence any planned changes. Partnership working and community engagement	**Management response** We will include details of the impact community engagement has had on relevant transformation projects as part of the reporting regime. **Responsible officer-** Assistant Director - Transformation. **Actioned by** March 2026.
3. Benefits tracking and delivery reporting Benefits trackers are still being developed to report progress on projects to elected members.	The council is introducing benefits trackers and realisation reports. These reports are to be provided to members and should set out clearly what has been achieved compared to the excepted benefits and the outcomes these changes have delivered. Impact of transformation	**Management response** Benefits realisation and tracking reports now clearly set out what has been achieved compared to the expected benefits and is reported to Members. **Responsible officer-** Assistant Director - Transformation. **Actioned by** March 2025.

South Ayrshire Council

Transformation – How councils are redesigning and delivering more efficient services to achieve planned outcomes

AUDIT SCOTLAND

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Agenda Item No. 7

South Ayrshire Council

Report by Chief Internal Auditor to Audit and Governance Panel of 26 March 2025

Subject: Proposed Internal Audit Plan 2025-26 (including Annual Review of Internal Audit Charter)

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1. Purpose

1.1 The purpose of this report is to seek Audit and Governance Panel approval for the proposed Audit Strategy and Internal Audit Plan and reserve list for 2025-26 and for the revised Internal Audit Charter. The report also sets out a summary of changes relevant to the audit planning process resulting from the new Global Internal Audit Standards (GIAS) in the UK Public Sector for noting.

2. Recommendation

2.1 It is recommended that the Panel:

2.1.1 notes the summary of changes relevant to the annual planning process resulting from the new Global Internal Audit Standards (GIAS) in the UK Public Sector (Paras 3.3 and 4.1) and agrees that a report outlining all requirements and responsibilities of the new standards be brought to a future Audit and Governance Panel;

2.1.2 approves the Audit Strategy (Appendix 1);

2.1.3 approves the Annual audit plan and reserve list for 2025-26 (Appendix 2); and

2.1.4 approves the revised Internal Audit Charter (Appendix 3).

3. Background

3.1 Internal Audit is an assurance function that primarily provides an independent and objective opinion to the Council on the control environment comprising governance, risk management and control by evaluating its effectiveness in achieving the organisation's objectives. It objectively examines, evaluates and reports on the adequacy of the control environment as a contribution to the proper, economic, efficient and effective use of resources.

3.2 Under paragraph 7 of The Local Authority Accounts (Scotland) Regulations 2014, a local authority must operate a professional and objective internal auditing service in accordance with recognised standards and practices in relation to internal auditing. The Global Internal Audit Standards (GIAS) came into effect in January 2025,

replacing the Public Sector Internal Audit Standards 2013 (updated 2017). The GIAS guide the professional practice of internal auditing worldwide and serve as a basis for evaluating and elevating the quality of the Internal Audit function. The Application Note: GIAS in the UK Public Sector, effective from 1 April 2025, provides a framework for the practice of Internal Audit in the UK Public Sector when taken together with the GIAS. The Application Note: GIAS in the UK Public Sector sets out interpretations and requirements which need to be applied to the GIAS, to form a suitable basis for Internal Audit (IA) practice in the UK Public Sector. In addition, CIPFA produced a new Code of Practice for the Governance of Internal Audit in Local Government to support compliance with the principles and standards in Domain III (Governing the IA Function) of the GIAS (UK Public Sector).

3.3 Many aspects of how the Internal Audit function undertakes audits and the principles under which it operates have not fundamentally changed and overall, current arrangements reflect the new Standards and best practice. However, the GIAS (UK Public Sector) formalise some requirements. Key changes relevant to the annual planning process include:-

- a new Purpose statement;
- clearer roles and responsibilities for senior management and the audit committee;
- development and approval of an Internal Mandate and Charter; and
- development and implementation of an audit strategy.

3.4 Consideration was given to the GIAS (UK Public Sector) when developing the proposed Audit Strategy and Internal Audit Plan for 2025-26 and the Internal Audit Charter which are being presented for approval as part of this report.

3.5 An allocation of time is included within the proposed audit plan for 2025-26 as part of the Quality Assurance Improvement Programme (QAIP) to complete a self-assessment of the current audit process to ensure compliance with the new standards. An action plan to address issues identified during the self-assessment will be developed if required. The results of the self-assessment and the action plan will be reported to the Audit and Governance Panel once completed.

4. Proposals

4.1 Domain III (governance of the Internal Audit function) of the GIAS (UK Public Sector) sets out a role for those 'charged with governance' within an organisation. The main elements are to:-

- provide the mandate setting out the authority, role and responsibilities under which Internal Audit operates
- obtain assurance that Internal Audit is fulfilling its mandate
- review and approve the internal audit charter as reflecting the Committee's expectations of the internal audit service that will be delivered within the Council
- meet with the Chief Audit Executive (CAE)[1] or on a periodic basis

[1] The Chief Internal Auditor is the CAE in South Ayrshire Council

- ‘champion’ and demonstrate support for Internal Audit
- review the governance, management and reporting arrangements of the internal audit function
- assist with setting audit priorities
- review and approve arrangements for the external assessment

4.2 Within South Ayrshire Council, the AGP is determined to be ‘charged with governance’ therefore the new Standards have a specific relevance to this Panel. The role of the AGP includes review and approval or the Internal Audit Strategy and Audit Plan and the Internal Audit Charter. Full details on the areas overseen by the AGP are included in section 5 of the Internal Audit Charter at (Appendix 3).

4.3 It is proposed that that a report outlining all requirements and responsibilities of the new standards be brought to a future Audit and Governance Panel.

4.4 The proposed 2025/2026 Internal Audit Plan has been prepared in compliance with the GIAS in the UK Public Sector and is being presented to the AGP together the required Audit Strategy and updated Internal Charter for approval. Audit assignments undertaken in 2025/2026 and Annual Report going forward will also reflect the requirements of the new Standards.

Internal Audit Strategy

4.5 The GIAS (UK Public Sector) require the CAE to develop and implement a strategy for the internal audit function that ‘supports the strategic objectives and success of the organisation and aligns with the expectations of the board, senior management, and other key stakeholders.’ The proposed internal audit strategy included at Appendix 1 underpins the Internal Audit Plan and outlines:

- the approach to annual planning;
- How the annual audit plan will be delivered, including allocation of internal audit resources and the proposed areas of work for 2025-26; and
- Performance monitoring.

4.6 The Inernal Audit strategy will be reviewed on an annual basis and will be presented to the AGP for approval, together with the Internal Audit plan and Internal Audit Charter.

Internal Audit Plan 2025-26

4.7 As outined in the GIAS (UK Public Sector), the CAE is required to create an internal audit plan that supports the achievement of the Council’s objectives. The proposed audit plan at Appendix 2 is based on the Chief Internal Auditors assessment of the Council’s priorities as detailed within the Council Plan 2023-2028 and the strategic risks included within the Council’s current Strategic Risk Register and Directorates’ Risk Registers. This assessment has also been informed by input from the CLT and the AGP and the Chief Internal Auditor’s understanding of the Council’s governance, risk and control processes.

4.8 The proposed plan should be considered to be flexible and will be kept under review, and amended as required to reflect any new arrangement or changing risks and priorities. Any future changes will be based on a full risk assessment during the year and will be presented to the Panel for approval.

Internal Audit Charter

4.9 The CAE is required to provided 'the board and senior management with the information necessary to establish the internal audit mandate' and must develop an Internal Audit Charter covering the governance arrangements for internal audit. The Charter must include the mandate derived form relevant regulations, plus any additional agreed mandate, and include internal audit's reporting line to the audit committee and the administrative reporting arrangements for internal audit and the CAE.

4.10 The Internal Audit Charter at Appendix 3 sets out the purpose of Internal Audit, the Internal Audit mandate, organisational position, reporting relationships, scope of work, types of services, and other specifications in accordance with the GIAS (UK Public Sector).

4.11 The Inernal Audit Charter will be reviewed on an annual basis and will be presented to the AGP for approval, together with the Internal Aduit Strategy amd Internal Audit plan.

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 Not applicable.

7. Human Resources Implications

7.1 The GIAS in the UK Public Sector require Internal Audit to have sufficient staff and other resources to enable it to carry out the objectives of the Charter and to deliver a programme of independent and objective audit assurance work alongside other available sources of assurance to enable the CAE to prepare annual opinions on the adequacy of the overall control environment. The proposed Internal Audit plan will be delivered using existing internal audit staff resources (3.4 FTE). Should staff resources fall below this level within the year alternative external resources may be sought to bridge the gap.

8. Risk

8.1 The risks included within the Strategic Risk Register as at September 2024 and current Directorate Risk Registers were considered in the development of this plan.

8.2 ***Risk Implications of Adopting the Recommendations***

8.2.1 There are no risks associated with adopting the recommendations.

8.3 ***Risk Implications of Rejecting the Recommendations***

8.3.1 Failure to comply with the Global Internal Audit Standards (GIAS) in the UK Public Sector and meet our obligation to provide and annual internal audit opinion.

9. Equalities

9.1 The Internal Audit work is carried out in accordance with the appropriate legislation and professional standards (GIAS in the UK Public Sector). The latter includes compliance by those in the Internal Audit function with the Code of Ethics. The proposal in this report are in relation to the Councils requirements under the GIAS in the UK Public Sector in relation to the operation of the Internal Audit function. Therefore an Integrated Impact Assessment it is not required for this 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 matters referred to in this report contribute to the three priorities in the Council Plan; Spaces and Places; Live, Work, Learn and, Civic and Community Pride.

13. Results of Consultation

13.1 The annual planning process includes consultation with Senior Managers and AGP Members. The results of the consultations were considered when developing the 2025-26 draft Internal Audit Plan.

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.

Background Papers

Internal Audit Charter - March 2024

Local Authority Accounts (Scotland) Regulations 2014

Global Internal Audit Standards

The Application Note: GIAS in the UK Public Sector

CIPFA Code of Governance of Internal Audit

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Date: 19 March 2025

Appendix 1

South Ayrshire Council
Internal Audit Strategy

1. Introduction

1.1 Internal Audit is defined as an 'independent, objective assurance and advisory service designed to add value and improve an organisation's operations. It helps an organisation accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of governance, risk management, and control processes.'

1.2 The aim of an internal audit strategy is to direct the content of the annual audit plan to ensure a sound and effective plan is delivered which can inform an independent and objective assessment of the Council's governance, risk management and control frameworks.

2. Strategic Objectives

2.1 The objectives of this strategy are to outline:

- the approach to annual planning;
- how the annual plan will be delivered, including allocation of internal audit resources and the proposed areas of work for 2025-26; and
- performance monitoring

2.2 The strategy aims to align audit work with the Council's risks, strategic goals and objectives in line with the GIAS (UK Public Sector), national regulations, guidance and other best practice.

3. Annual Planning

3.1 The Internal Audit Plan is risk based. All areas which may be subject to Internal Audit review are recorded within the 'Audit Universe.' The Audit Universe is reviewed on an annual basis and updated to reflect changes in risk scores and new areas of risk identified throughout the previous year.

3.2 The Reserve List from the current year's plan is reviewed to identify assignments that have not been completed but remain an area of risk and which should be reconsidered for the current years' audit plan.

3.3 Consideration is also given to the current strategic and directorate risk registers along with key Council reports for example, the Council Plan, Best Value reports, external inspection reports and local and national Audit Scotland reports when developing audit plans. Panel, Cabinet and Council reports are reviewed on an ongoing basis to identify potential areas of high/increased risk and changes to or implementation of new policies or procedures for consideration during the audit planning process.

3.4 The audit planning process involves consultation with the Corporate Leadership Teams and other key stakeholders including Procurement, Transformation and ICT Service Leads. These consultations focus on areas of risk within the Service and included consideration of changes to organisational structure or operational practices resulting from service redesigns, changes in legislation or external reporting requirements, ICT system developments and additional funding where relevant. Views were also sought from the AGP prior to development of the draft 2025-26 Internal Audit Plan.

3.5 Other Areas to consider during planning process include:

- Materiality Value - Systems that process significant income or expenditure.
- Materiality – volume - An estimate of the number of transactions processed by the systems / activities per annum.
- Significance / profile - The significance of the system / process to the activities of the Council.
- Other areas of assurance (assurance mapping) - The extent to which a service / activity is monitored or audited by an external body
- Prior audits / audit knowledge - Highlighting areas of risk based on IA team knowledge (via output from previous audits, team knowledge/awareness).
- Fraud - Areas where there is 'opportunity' inherent within a system / activity for fraud and corruption to occur.
- Staff turnover - the turnover of staff, especially with key skills

4. Audit Resources

4.1 The budgeted establishment for Internal Audit is 3.4 full time equivalents (FTE) and comprises of, the Chief Internal Auditor, one Senior Auditor and two Auditors. All posts within the Internal Audit team are professionally qualified positions. The draft audit plan has been produced taking into consideration the number of available working days per Internal Audit staff members for 2025-26 allowing for non-audit duties including administrations, training and development and staff meetings. There is a total of 611 days available for direct audit work. It should be noted that this can be subject to amendment during the year, for example for any periods of unplanned long term absence.

4.2 Consideration will be given to engaging the services of Internal Audit from external providers, including from other local authorities, should it become apparent that sufficient work cannot be completed to allow the Chief Internal Auditor to provide an annual opinion.

5. Proposed Areas of Work

5.1 On the basis of the outcomes from 3 and 4 above, the planned audit assignment priorities for the forthcoming year that can be undertaken within the resource time available are identified.

5.2 The main risk factors influencing the proposed audit coverage for the 2025-26 plan include strategic planning, financial constraints, ICT/system changes, transformation and management of assets. The links to the strategic risk register are detailed in Annex 1

5.3 The available days for proposed 2025-26 audit plan is split into the following categories of audit activity:

Category	Description of Work	2024-25 Total Days	2025-26 Total Days
Key Corporate Systems	Systems audits are conducted to ensure expected controls are embedded within the system and are operating effectively.	45	60
Governance/Best Value	Best value is about ensuring that there is good governance and effective management of resources, with a focus	70	95

Category	Description of Work	2024-25 Total Days	2025-26 Total Days
	on improvement, to deliver the best possible outcomes.		
Transformation *(Note 1)*	Audit work will concentrate on providing assurance over delivery of the strategic approach Shaping Our Future Council	0	30
ICT Auditing	ICT audit work focuses on controls which are embedded within systems and technology across the organisation. As well as this specific category, ICT audit testing will also be used in other areas of the plan (e.g. using computer assisted audit techniques to perform continuous auditing and performing logical access testing when reviewing other systems).	15	30
Directorates/Other Systems	The internal audit plan takes account of the council's risk assessment process and includes a review of the strategic and directorate risk registers as well as the audit universe (a list of all auditable entities within the organisation). From this, specific areas are identified for inclusion in this section of the plan, audit assignments focus on internal control arrangements operating in services within the Council.	140	104
Regularity	These audits are used to determine the extent to which Council and departmental policies and procedures are being followed. Continuous auditing is used to analyse large amounts of data on an ongoing basis to ensure controls are operating as expected and highlight potential issues/risk areas which require further review.	80	44
Follow Up Reviews	Internal Audit recommendations due in the period April 2025 to March 2026 will be risk assessed and followed up to ensure implementation of all actions within all limited/no assurance audit reports and high risk actions within reasonable assurance reports including testing to confirm all actions are fully implemented. Medium risk actions will be included in audit testing where time permits.	37	30
Other Entities	The Chief Internal Auditor of the Council is also the Chief Internal Auditor of	50	55

Category	Description of Work	2024-25 Total Days	2025-26 Total Days
	Ayrshire Valuation Joint Board and the South Ayrshire Integration Joint Board and the plan includes resources allocated to these entities. An allocation of time to conduct this audit work is included in the proposed annual Internal Audit plans submitted to the AGP for approval but it is the responsibility of those bodies to approve the planned audit work for their respective areas. The Chief Internal Auditor takes assurance from work conducted by the audit team at East Ayrshire Council on Ayrshire Roads Alliance (ARA) and on the Ayrshire Growth Deal Programme Management Office.		
Other Commitments	Days are allocated in this area to carry out work which cannot be specified at the start of the year, including investigations and provision of ad-hoc advice and guidance. A contingency budget is also included for unplanned commitments arising throughout the year. Activity, and duties which are internal to the service such as reporting, planning, and audit development and review and completion of the Quality Assurance and Improvement Programme (QAIP) are included under other commitments.	191	163
Total of planned days		**628**	**611**

Note 1: 30 days was included within 'Other Commitments' in the 2024/25 Internal Plan to allow Internal Audit to provide advice & guidance and support to the Transformation Programme.

Note 2: The planning process for these organisations is the same as that laid out above for SAC

5.4 The proposed Internal Audit Plan for 2025-26 is appended to this Audit Strategy.

6. Delivery of the Audit Plan

6.1 To facilitate delivery of the annual plan an operational programme of work will be developed which identifies the lead and review auditors responsible for all audit assignments, an indication of when work will be scheduled during the year, agreed with Senior Management, and the availability of Internal Audit staff resources.

6.2 A terms of reference detailing the objective, risk, scope and resources will be prepared and shared with the relevant Director and Service Lead/nominated service contact prior to commencement of the Internal Audit fieldwork. The risk of fraud and other appropriate cross-cutting risks including financial management, data protection, information governance, records management and climate change are considered when planning audit assignments.

6.3 Audit Test Programmes will be developed by Internal Audit for assignments included in the audit plan. However CIPFA, the Institute of Internal Auditors (IIA) and other professional bodies' test programmes may be used to deliver individual audit assignments where appropriated.

6.4 Audit testing will also consider and apply National Reports that give rise to introducing best practice arrangements or lessons learned from other local authorities or other public sector bodies. Internal Audit Engage proactively with, assist, and advise Management on best practice to evidence improvements.

6.5 The use of data analytics within audit assignment will be increased in 2025-26 and skills in this area developed to ensure data analytics is fully embedded within the audit process.

6.6 Audit reports detailing the results of the audit and an action plan where required will prepared and issued to Services for all deliverable assignments, briefing notes may also be used to report the results of investigations or to provide advice and guidance. Copies of the audit reports and briefing notes will also be shared with the Chief Executive, Chief Financial Officer the Chief Monitoring Officer and all Members. Distribution of the output from investigations may be restricted due to their nature.

6.7 All audit work will be completed in line with the Internal Audit Manual and in compliance with the GIAS (UK Public Sector)

7. Performance

7.1 Progress against delivery of the annual Internal Audit plan and Directorates' progress against implementing Internal Audit actions is reported in the Internal Audit Quarterly Progress Reports to the AGP.

7.2 Performance indicators in relation to the delivery of the overall Internal Audit Service have been developed and are also included in all quarterly progress reports to the AGP. Performance of members of the team and identification of training needs will continue to be monitored by the Chief Internal Auditor and corrective action taken where required.

Measure	Description	Target	Reporting Frequency
1. Working Draft Report	Percentage of working draft reports issued within 3 weeks of completion of fieldwork.	90%	Quarterly
2. Final Report	Percentage of final reports issued within 2 weeks of agreeing draft report.	100%	Quarterly
3. Audit Plan Delivery	2023/24 Audit Plan completed to draft by 30 April 2024	90%	Annually
4. Audit Budget	Percentage of audits completed within budgeted days.	80%	Quarterly

Measure	Description	Target	Reporting Frequency
	Direct Audit Days delivered	85%	
5. Audit Recommendations	Internal Audit recommendations agreed (measured from 1 April 2024)	90%	Quarterly and Annually within the Annual Report
7. Client Feedback	Percentage of respondents who rated the overall quality of internal audit as satisfactory or above.	100%	Quarterly for Service Leads Annually for Senior Managers
8. Delivery of Annual Report	Annual opinion /report presented to AGP	By 30 June	Annually
9. Audit Plan	AGP Approval of audit charter and audit strategy and annual plan	By 31 March	Annually

7.3 Internal Audit Annual Plans include an allocation of time to develop and maintain a quality assurance and improvement programme that covers all aspects of the internal audit function. The programme will include external and self-assessments of the internal audit function's conformance with the GIAS (UK Public Sector), as well as performance measurement to assess the internal audit function's progress toward the achievement of its objectives and promotion of continuous improvement. The programme also will assess, if applicable, compliance with laws and/or regulations relevant to internal auditing. If applicable, the assessment will include plans to address the internal audit function's deficiencies and opportunities for improvement.

7.4 Self-assessments will be completed annually using the GIAS assessment toolkit developed by the Institute of Internal Auditors External assessments will be conducted at least once every five years by a suitably qualified, independent assessor as part of the exisitng Scottish Local Audthorites Chief Internal Auditors Group peer review framework. and results included within the Internal Audit quarterly progress reports to the AGP. The results of both internal self-assessment and external assessment will be ireport to the AGP once completed.

Appendix 2

PROPOSED INTERNAL AUDIT PLAN 2025/26

No	Audit Area	Objectives[2]	Link to Council Draft Plan Priorities/ cross cutting themes	Link To Strategic Risk Register as at September 2024	Estimated Days	Total Days
Key Corporate Systems						
1	Main Accounts	Follow up actions from 2024/25 audit work and develop rolling programme of annual audit assignments	Best Value	3/5/12	15	
2	HR & Payroll	Follow up actions from 2024/25 audit work and develop rolling programme of annual audit assignments	Live, Work Learn/Best Value	3/5/12/13	20	
3	Procurement	Review of compliance with the updated One-time Payment process	Best Value	4/12	10	
4	Procurement	Review compliance with the new Framework Agreement procedures	Best Value	4/12	15	**60**
Governance/Best Value						
5	Financial Sustainability	To provide assurance that there are adequate arrangements in place within the Council to manage the Council's financial sustainability	Best Value	2/3/12	15	
6	National Fraud Initiative (NFI)	Co-ordination and Monitoring of Exercise	Best Value	4	10	
7	Following the Public Pound	Ayrshire Growth Deal - Follow Up of actions from 2023/24 Assignment (if required) and review of high risk areas.	Best Value	1	15	

[2] *Objectives will be fully developed for each assignment during the audit planning stage of the audit process and may be subject to change*

No	Audit Area	Objectives[2]	Link to Council Draft Plan Priorities/ cross cutting themes	Link To Strategic Risk Register as at September 2024	Estimated Days	Total Days
8	Following the Public Pound	Obtain assurance that there are adequate arrangements in place across the Council to monitor the receipt and issue of grants.	Best Value	1	20	
9	Capital Contract Management	Review of updated contract management procedures, to provide assurance on the governance arrangements around the management of capital projects	Best Value/Spaces and Places	1/3/12/15	20	
10	Ward Capital Management	Review of the management and delivery of the Ward Capital programme to provide assurance that governance arrangements are in place and operating satisfactorily	Best Value/Civic and Community Pride	1/3/12/15	15	**95**
Transformation						
11	Transformation Programme	To provide assurance that approved governance arrangements are being applied consistently with transformation projects	Best Value/Reporting and Governance	6	30	**30**
ICT Auditing						
12	Cloud Based System	To provide assurance over the Council's arrangements to ensure data security where business is transacted through the Cloud.	ICT supports delivery of the whole Council Plan - not linked directly to individual priorities or cross cutting themes	14	15	
13	Business Continuity and Resilience	To provide assurance that there are adequate arrangements in place to ensure business continuity and resilience within Council hosted and cloud based ICT systems.		2/14	15	**30**

No	Audit Area	Objectives[2]	Link to Council Draft Plan Priorities/ cross cutting themes	Link To Strategic Risk Register as at September 2024	Estimated Days	Total Days
Directorates						
14	Health and Social Care Partnership	To provide assurance that the **Quality Assurance Process** in place is effective	The Promise/Our Ageing Population	7	15	
15	Corporate Policy and Strategy	To provide assurance that the updated **Housing Allocations Policy** and guidance adequately reflects statutory guidance	Live, Work , Learn	3/15	10	
16	Corporate Policy and Strategy	To follow up actions from 2024/25 **Climate Change** audit assignment and confirm Council polices and strategies are in place and effective	Sustainability, climate change and biodiversity	3/5/9	15	
17	Corporate Policy and Strategy	To provide assurance that the **Integrated Impact Assessment** is being completed where required	Equalities and the Fairer Scotland Duty	1/7	15	
18	Communities and Transformation	To provide assurance that there are adequate controls in place and operating effectively within the **Ambition Fund** programme	Live, Learn, Work/Civic and Community Pride	10	12	
19	Housing Operations and Development	To provide assurance that there are adequate controls in place to ensure the Council's estate is properly valued and managed in line with the **Asset Management Plan/Transforming Our Estate** project	Best Value/Spaces and Places	6/15	25	

No	Audit Area	Objectives[2]	Link to Council Draft Plan Priorities/ cross cutting themes	Link To Strategic Risk Register as at September 2024	Estimated Days	Total Days
20	Housing Operations and Development	Review Performance information included in the **Annual Return on the Charter (ARC**).	Best Value/Live, Work , Learn	3	12	**104**
Regularity						
21	Continuous Auditing/Data Analytics	Account Payables, Bank Accounts, Payroll and Expenses and develop the use of Continuous Audit in other Council Services.	Best Value	4	30	
22	Grants	Audit of claims and annual review of procedures, Ayrshire Rural and Island Ambition Fund (ARIA).	Live, Work, Learn	4/10	10	
23	Grants	Review of evidence to support Network Support Grant claim.	Spaces and Places/Our Ageing Population	4/10	4	**44**
Follow Up Reviews						
24	Directorates	Follow up of Actions from 2024/25 Audit Assignment - **Malicious Damage**	-	5/15	5	
25	Governance and Best Value	Follow up of Actions from 2023/24 Audit Assignment -**Participatory Budgeting**	-	5/3	5	
26	Governance and Best Value	Follow up of Actions from 2024/25 Audit Assignment - **Use of Consultancy Services**	-	5/1	5	
27	Follow Up Contingency	Follow up of Actions from 2024/25 Audit Assignment not yet cocluded	-	5	15	**30**
Other Entities						

No	Audit Area	Objectives[2]	Link to Council Draft Plan Priorities/ cross cutting themes	Link To Strategic Risk Register as at September 2024	Estimated Days	Total Days
28	AVJB	To be approved by AVJB	-	-	25	
29	IJB	To be approved by IJB	-	-	25	
30	East Renfrewshire - Audit of Trust Accounts	Part of reciprocal arrangements between South Ayrshire, North Ayrshire and East Renfrewshire Council	-	-	5	**55**
Other						
31	Investigations	Allowance for investigations of irregularities.	-	4	20	
32	Advice and Guidance (general)	Client requests, advice and consultancy - including participation on working groups.	-	-	5	
33	Contingency	Contingency budget for unplanned commitments arising during the year.	-	-	20	
34	Closure of prior year assignments	Allowance of time for the closure of prior year audit work into 2024/25	-	-	53	
35	Management and Audit development	Update of procedures/process to reflect the requirements of the new GIAS in UK Public Sector, Internal Audit planning, annual reporting, and quarterly reporting and Chief Internal Auditor Review of assignments.	-	-	55	
36	Quality Assurance Improvement Programme (QAIP)	Annual self-assessment of compliance with Internal Audit Standards (GIAS in UK Public Sector).	-	-	10	**163**
TOTAL						**611**

PROPOSED RESERVE LIST 2025/26

Rank*	Audit Area	Description	Estimated Days
1	Ayrshire Roads Alliance (ARA) Service Level Agreement	To obtain assurance that there are adequate arrangements in place to monitor ARA's delivery of services to South Ayrshire Council	20
2	Asset Management System (Housing)	To obtain assurance that there adequate controls in place and operating effectively within the upgraded Housing Asset Management System (due to be completed by Nov 2025)	20
3	Regeneration	To obtain assurance that there are adeqaute controls around delivery of the Maybole regeneration project	20
4	Telephony Charges	To ensure there are adequate controls in place to ensure telephony charges incurred by Council Services are propoerly monitored and approved	20

***Ranked in order of risk assessment**

Annex 1

LINKS BETWEEN STRATEGIC RISK REGISTER (SEPTEMBER 2024) AND THE 2025/26 INTERNAL AUDIT PLAN

Risk No	Risk Title	2025/26 Assignment
1	Decision making and governance	Ayrshire Growth Deal, Integrated Impact Assessments, Following the Public Pound (grants), Follow Up - Use of Consultancy Services
2	External factors including contingency planning	Financial Sustainability, Business Continuity and Resilience
3	Strategic planning	Main Accounts and HR and Payroll Fusion audits, Financial Sustainability, Capital Contract Management, Ward Capital Management, Housing Allocation Policy, Climate Change, Annual Return on the Charter, Participatory Budgeting
4	Integrity	One Time Payments, Framework Agreements, NFI, Continuous Auditing, Grant assignments, Investigations
5	Internal Audit Actions	Follow Up audit assignments, Main Accounts and HR and Payroll fusion audits, Climate Change
6	Transformation	Transformation, Asset Management
7	Adult and Child Protection	Quality Assurance Process
8	Public and Employee Protection	-
9	Sustainable Development and Climate Change	Climate Change
10	Financial Inclusion	Ambition Fund, grants
11	Ground Maintenance - Ash Tree Die Back	-
12	Financial Constraints	Main Accounts and HR and Payroll Fusion audits, One Time Payments, Framework Agreements, Financial Sustainability, Capital Contract Management, Ward Capital Management,
13	Employee Absence	HR and Payroll fusion audit
14	ICT – Digital Resilience, Protection and Capability	Cloud Based Systems, Business Continuity and Resilience
15	Management of Assets	Capital Contract Management, Ward Capital Management, Asset Management, follow up of Malicious Damage assignment

Appendix 3

South Ayrshire Council
Internal Audit Charter 2025-26

1. Introduction

Under the Local Authority Accounts (Scotland) Regulations 2014 paragraph 7(1), a local authority must operate a professional and objective internal auditing service in accordance with recognised standards and practices in relation to internal auditing. From 1 April 2025 the recognised standards for Councils' are the Global Internal Audit Standards (GIAS), supported by The Application Note: GIAS in the UK Public Sector which provides a framework for the practice of Internal Audit in the UK Public Sector when taken together with the GIAS and the CIPFA Code of Practice for the Governance of IA in Local Government which support compliance with the principles and standards in Domain III (Governing the IA Function) within local government.

Standard 6.2 Domain III of the standards requires the Chief Audit Executive (CAE) to implement and maintain an Internal Audit Charter with sets out the Purpose of Internal Audit, the Internal Audit mandate, organisational position, reporting relationships, scope of work, types of services, and other specifications in accordance with the GIAS.

The Internal Audit Charter for South Ayrshire Council sets out these requirements and is based on the Institute of Internal Auditor's (IIA) 2024 Model Charter.

Commitment to Adhering to the Global Internal Audit Standards

The Internal Audit function is most effective when:

- Internal auditing is performed by competent professionals in conformance with the IIA's Global Internal Audit Standards, which are set in the public interest.
- The Internal Audit function is independently positioned with direct accountability to the Audit and Governance Panel
- Internal Auditors are free from undue influence and committed to making objective assessments.

The Council's internal audit function will adhere to the mandatory elements of the Institute of Internal Auditors' International Professional Practices Framework, which are the Global Internal Audit Standards (GIAS) and Topical Requirements, and the IASAB Application Note: Global Internal Audit Standards in the UK Public Sector and the new CIPFA Code of Practice for the Governance of Internal Audit in Local Government. The CAE will report annually to the AGP and senior management regarding the internal audit function's conformance with the Standards.

Definitions

The following definitions have been adopted as set out in the GIAS 2024 Glossary:

Internal Audit	*An independent, objective assurance and advisory service designed to add value and improve an organisation's operations. It helps an organisation establish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes.*

Assurance services	*Services through which internal auditors perform objective assessments to provide assurance. The nature and scope of assurance services are determined by Internal Audit.*
Advisory services	*Services through which internal auditors provide advice to an organisation's stakeholders without providing assurance or taking on management responsibilities. The nature and scope of advisory services are subject to agreement with relevant stakeholders.*
Independence	*Freedom from conditions that threaten the ability of the internal audit activity to carry out internal audit responsibilities in an unbiased manner.*

The Key roles as included within the GIAS are defined within South Ayrshire Council as follows:

- Chief Audit Executive 'CAE' - the Chief Internal Auditor (CIA)
- Senior management - Corporate Leadership Team (CLT)
- the 'Board' – the Audit and Governance Panel (AGP)

2. Purpose

The purpose of the internal audit function is to strengthen South Ayrshire Council's ability to create, protect, and sustain value by providing the Council's audit committee (the Audit and Governance Panel) and management with independent, risk-based, and objective assurance, advice, insight, and foresight.

The internal audit function enhances South Ayrshire Council's:

- Successful achievement of its objectives.
- Governance, risk management, and control processes.
- Decision-making and oversight.
- Reputation and credibility with its stakeholders.
- Ability to serve the public interest.

Internal Audit assurance is provided by delivering an annual programme of audit work that independently and objectively assesses the design and effectiveness of the controls established to manage the Council's most significant risks. The scope of Internal Audit covers all activities across the Council Group.

The CAE will report annually to the Audit and Governance Panel (AGP) and senior management on the function's conformance with the GIAS (UK Public Sector), which will be assessed through a quality assurance and improvement programme.

In addition to their primary role, the CAE will also support the Council's Chief Executive, the Section 95 Officer (Chief Financial Officer) and the statutory Monitoring Officer (Chief Monitoring Officer) in undertaking their duties. The CAE will also advise on the control implications of system or process changes; assist management in their duties to prevent and detect fraud and corruption; and aim to add value to the Council in all its undertakings.

3. Mandate

Authority

In local government in the UK, internal audit's primary mandate is drawn from the Local Authority Accounts (Scotland) Regulations 2014.

The mandate sets out the authority, roles and responsibilities, and empowers the Internal Audit function to provide the Audit and Governance Panel and senior management with independent, risk-based, and objective assurance, advice, insight, and foresight.

The internal audit function's authority is created by its direct reporting relationship to the Audit and Governance Panel which allows for unrestricted access. The authority of Internal Audit is also contained in the Council's Financial Regulations.

The internal audit function is authorised to:

- Have full and unrestricted access to all functions, data, records, information, physical property, and personnel pertinent to carrying out internal audit responsibilities. Internal auditors are accountable for confidentiality and safeguarding records and information.
- Allocate resources, set frequencies, select subjects, determine scopes of work, apply techniques, and issue communications to accomplish the function's objectives.
- Obtain assistance from the necessary personnel of the Council, the South Ayrshire Integration Joint Board (SA IJB), the Ayrshire Valuation Joint Board and other specialised services from within or outside the Council to complete internal audit services.

The GIAS set out the duty on internal auditors to be faithful custodians of the information they gather, sharing only in limited, defined and controlled ways, and describes the need for awareness of responsibilities in protecting information and demonstrating respect for the confidentiality, privacy and ownership of information.

In line with the GIAS in the UK Public Sector, internal auditors must also be aware of circumstances under which sharing or publication of information will be required. They must be aware of their organisation's policies and procedures for routine publication of certain information and where there are statutory obligations to share or publish information, for example Freedom of Information requirements.

4. Independence, Organisational Position, and Reporting Relationships

The GIAS in the UK Public Sector state that the CAE should be positioned at a level in the organisation that enables internal audit services and responsibilities to be performed without interference from management, thereby establishing the independence of the internal audit function. Within South Ayrshire Council:

- Internal Audit has a direct reporting line to the Chief Executive and functionally to the Council's Audit and Governance Panel in its role as the Council's audit committee;
- the CAE has unfettered access to the Executive Leadership Team;
- the CAE meets regularly with the Chair and Vice Chair of the audit committee;
- the CAE attends all Audit and Governance meetings; and
- all audit reports are issued directly by, and in the name of, the CAE

This positioning provides the organisational authority and status to bring matters directly to senior management and escalate matters to the Audit and Governance Panel, when necessary, without interference and supports the internal auditors' ability to maintain objectivity.

The CAE will confirm to the AGP, at least annually, the organisational independence of the internal audit function. If the governance structure does not support organisational independence, the CAE will document the characteristics of the governance structure limiting independence and any safeguards employed to achieve the principle of independence. The CAE will disclose to the AGP any interference internal auditors encounter related to the scope, performance, or communication of internal audit work and results. The disclosure will include communicating the implications of such interference on the internal audit function's effectiveness and ability to fulfill its mandate.

To ensure that IA independence and objectivity is maintained for assurance services, IA will remain free from interference from anyone within the Council in relation to audit selection, scope, procedures, frequency, timing, and report content.

For advisory services, the IA role will be specifically restricted to providing guidance, views, and opinions. To comply with independence requirements, IA will not be involved in any aspects of operational decisions subsequently taken by management.

Additionally, IA will not be permitted to audit any activities for which they have previously been responsible within a period of one year and will not engage in any other activity that may impair judgment or independence.

5. Audit and Governance Panel Oversight

To establish, maintain, and ensure that South Ayrshire Council's internal audit function has sufficient authority to fulfill its duties, the Audit and Governance Panel will consider the following requirements for review or approval:

- Consider with the CAE and senior management the appropriate authority, role, responsibilities, scope, and services (assurance and/or advisory) of the internal audit function. *(Review)*
- Ensure the CAE has unrestricted access to and communicates and interacts directly with the AGP, including in private meetings without senior management present. *(Review)*
- Consider with the CAE and senior management other topics that should be included in the internal audit charter. *(Review)*
- Participate in discussions with the CAE and senior management about the 'essential conditions,' described in the Global Internal Audit Standards, which establish the foundation that enables an effective internal audit function. *(Review)*
- Approve the internal audit function's charter, which includes the internal audit mandate and the scope and types of internal audit services. *(Approve)*
- Review the internal audit charter annually with the CAE to consider changes affecting the organisation, such as the employment of a new CAE or changes in the type, severity, and interdependencies of risks to the organisation; and approve the internal audit charter *(Review)*
- Approve the risk-based internal audit plan. (Approve)
- Consider the Internal Audit function's budget and staff resources. (Review)
- Provide input to senior management on the appointment and removal of the CAE, ensuring adequate competencies and qualifications and conformance with the Global Internal Audit Standards. *(Review)*

- Review and provide input to senior management on the CAE's performance. *(Review)*
- Receive communications from the CAE about the internal audit function including its performance relative to its plan. *(Review)*
- Ensure a quality assurance and improvement programme has been established and review the results annually. *(Review)*
- Make appropriate inquiries of senior management and the CAE to determine whether scope or resource limitations are inappropriate. *(Review)*

6. Internal Audit Objectives and Responsibilities

Ethics and Professionalism

The CAE will ensure that internal auditors:

- Conform with the GIAS in the UK Public Sector, including the principles of Ethics and Professionalism: integrity, objectivity, competency, due professional care, and confidentiality.
- Understand, respect, meet, and contribute to the legitimate and ethical expectations of the Council and be able to recognise conduct that is contrary to those expectations.
- Encourage and promote an ethics-based culture in the Council.
- Report organisational behavior that is inconsistent with the Council's ethical expectations, as described in applicable policies and procedures.

Objectivity

The CAE will ensure that the internal audit function remains free from all conditions that threaten the ability of internal auditors to carry out their responsibilities in an unbiased manner, including matters of engagement selection, scope, procedures, frequency, timing, and communication. If the CAE determines that objectivity may be impaired in fact or appearance, the details of the impairment will be disclosed to appropriate parties.

Internal auditors will maintain an unbiased mental attitude that allows them to perform engagements objectively such that they believe in their work product, do not compromise quality, and do not subordinate their judgment on audit matters to others, either in fact or appearance.

Internal auditors will have no direct operational responsibility or authority over any of the activities they review. Accordingly, internal auditors will not implement internal controls, develop procedures, install systems, or engage in other activities that may impair their judgment, including:

- Assessing specific operations for which they had responsibility within the previous year.
- Performing operational duties for South Ayrshire Council or its affiliates.
- Initiating or approving transactions external to the internal audit function.
- Directing the activities of any South Ayrshire employee that is not employed by the internal audit function, except to the extent that such employees have been appropriately assigned to internal audit teams or to assist internal auditors.

Internal auditors will:

- Disclose impairments of independence or objectivity, in fact or appearance, to the CAE at least annually.
- Exhibit professional objectivity in gathering, evaluating, and communicating information.
- Make balanced assessments of all available and relevant facts and circumstances.
- Take necessary precautions to avoid conflicts of interest, bias, and undue influence.

The CAE will disclose impairments of independence or objectivity to the Audit Committee at least annually.

Managing the Internal Audit Function

The CAE has the responsibility to:

- At least annually, develop a risk-based internal audit plan that considers the input of the AGP and senior management. Discuss the plan with the AGP and senior management and submit the plan to the AGP for review and approval.
- Communicate the impact of resource limitations on the internal audit plan to the AGP and senior management.
- Review and adjust the internal audit plan, as necessary, in response to changes in the Council's business, risks, operations, programmes, systems, and controls.
- Communicate with the AGP and senior management if there are significant interim changes to the internal audit plan.
- Ensure internal audit engagements are performed, documented, and communicated in accordance with the GIAS in UK Public Sector.
- Follow up on engagement findings and confirm the implementation of recommendations or action plans and communicate the results of internal audit services to the AGP and senior management quarterly and for each engagement as appropriate.
- Ensure the internal audit function collectively possesses or obtains the knowledge, skills, and other competencies and qualifications needed to meet the requirements of the GIAS in the UK Public Sector and fulfill the internal audit mandate.
- Identify and consider trends and emerging issues that could impact the Council and communicate to the AGP and senior management as appropriate.
- Consider emerging trends and successful practices in internal auditing.
- Establish and ensure adherence to methodologies designed to guide the internal audit function.
- Ensure adherence to the Council's 's relevant policies and procedures unless such policies and procedures conflict with the internal audit charter or the Global Internal Audit Standards. Any such conflicts will be resolved or documented and communicated to the AGP and senior management.
- Coordinate activities and consider relying upon the work of other internal and external providers of assurance and advisory services. If the CAE cannot achieve an appropriate level of coordination, the issue must be communicated to senior management and if necessary escalated to the AGP.

Communication with the Audit and Governance Panel and Senior Management

The CAE will report to the AGP and senior management on:

- The internal audit function's mandate.
- The internal audit plan and performance relative to its plan.
- Significant revisions to the internal audit plan.
- Potential impairments to independence, including relevant disclosures as applicable.
- Results from the quality assurance and improvement programme, which include the internal audit function's conformance with the GIAS in the UK Public Sector and action plans to address the internal audit function's deficiencies and opportunities for improvement.
- Significant risk exposures and control issues, including fraud risks, governance issues, and other areas of focus for the AGP that could interfere with the achievement of Council's strategic objectives.
- Results of assurance and advisory services.
- Resource requirements.
- Management's responses to risk that the internal audit function determines may be unacceptable or acceptance of a risk that is beyond Council's risk appetite.

Quality Assurance and Improvement Programme

The CAE will develop, implement, and maintain a quality assurance and improvement programme that covers all aspects of the internal audit function. The programme will include external and internal assessments of the internal audit function's conformance with the Global Internal Audit Standards, as well as performance measurement to assess the internal audit function's progress toward the achievement of its objectives and promotion of continuous improvement. The programme also will assess, if applicable, compliance with laws and/or regulations relevant to internal auditing. Also, if applicable, the assessment will include plans to address the internal audit function's deficiencies and opportunities for improvement.

Annually, the CAE will communicate with the AGP and senior management about the internal audit function's quality assurance and improvement programme, including the results of internal assessments (ongoing monitoring and periodic self-assessments) and external assessments. External assessments will be conducted at least once every five years by a suitably qualified, independent assessor.

7. Management Responsibilities

Management is responsible for ensuring that internal control arrangements are sufficient to address the risks facing their services.

Management will co-operate with Internal Audit on audits and provide access to records, systems and personnel as required within a reasonable timeframe following the request.

Assurance engagements will be subject to a written terms of reference and report.

Advisory will be agreed in writing (for example via email or written terms of reference) and a relevant output agreed (for example full report/summary findings, focused feedback or an action plan).

Management will nominate a senior point of contact for each engagement.

Audit reports are produced at the conclusion of each assignment, detailing the audit findings and recommended actions where required. Draft reports are shared with audit contacts for agreement as to the factual accuracy of draft findings raised.

It is management's responsibility to consider the recommended actions raised and agree to either:

- accept and fully implement all Internal Audit recommendations;
- agree to address the risks identified by adopting an alternative approach to that recommended by Internal Audit; or
- accept the risk associated with not implementing Internal Audit recommendations with supporting rationale.

Where action to address the risk is agreed management are required to detail the action to be taken, specify the officer responsibility and anticipated dates for the implementation. Internal Audit will consider the timeliness of implementation dates according to the associated risk level identified.

All actions agreed are added to Ideagen to allow implementation to be monitored.

Management is responsible for ensuring that agreed management actions are implemented in full and effectively sustained.

The GIAS in UK public Sector require the CAE to report to both senior management and the Audit Committee, details of management's response to risk that (based on the CAE's judgement) may be unacceptable to the Council. All Internal Audit findings where management has accepted the risk will be highlighted in Internal Audit reports and within the Quarterly Internal Audit progress reports to the AGP

8. Scope and Types of Internal Audit Services

The scope of internal audit services covers the entire breadth of South Ayrshire Council, the South Ayrshire Integration Joint Board and the Ayrshire Valuation Joint Board Council, and included all activities, assets, and personnel as detailed within the Audit Universe. The scope of internal audit activities also encompasses but is not limited to objective examinations of evidence to provide independent assurance and advisory services to the AGP and management on the adequacy and effectiveness of governance, risk management, and control processes for the Council.

The nature and scope of advisory services may be agreed with the party requesting the service, provided the internal audit function does not assume management responsibility. Opportunities for improving the efficiency of governance, risk management, and control processes may be identified during advisory engagements. These opportunities will be communicated to the appropriate level of management.

Internal audit engagements may include evaluating whether:

- Risks relating to the achievement of the Council's strategic objectives are appropriately identified and managed.
- The actions of the Council's officers, directors, assistant directors, management, employees, and contractors or other relevant parties comply with Council's policies, procedures, and applicable laws, regulations, and governance standards.
- The results of operations and programmes are consistent with established goals and objectives.
- Operations and programmes are being carried out effectively, efficiently, ethically, and equitably.
- Established processes and systems enable compliance with the policies, procedures, laws, and regulations that could significantly impact the Council.

- The integrity of information and the means used to identify, measure, analyse, classify, and report such information is reliable.
- Resources and assets are acquired economically, used efficiently and sustainably, and protected adequately.

9. Internal Audit Work Programme

The CAE will submit an annual Internal Audit Plan which is designed to support provision of an evidence-based annual opinion to the AGP for review and approval. This Plan will be developed, based on a risk-based prioritisation of the audit universe. Input will be sought from a range of key stakeholders including AGP Members, the Chief Executive and the CLT.

The nature of evolving risks makes it likely that the audit assignments included work programme may be subject to change. Consequently, the IA work programme will be regularly reviewed and any proposed changes to the approved plan, due to emerging risks, suspected fraudulent activity or other factors that result in changes to planned IA activities, will be brought to the AGP for approval.

Other sources of assurance – coordination and reliance

The GIAS requires the CAE to coordinate with internal and external assurance providers to consider relying on their work and minimise duplication of effort. This is achieved via a shared risk assessment with the Council's external auditors and other sources of external assurance, where relevant.

The GIAS in the UK Public sector recognises that there are various relevant outside assurance providers whose authority flows from separate legal or regulatory sources beyond the control or influence of the CAE and they may not have any ability to access the work of those assurance providers or gain insight into the scope and timing of their work. Under these circumstances the CAE will consider whether it is possible or practical to co-ordinate. Where they do not co-ordinate, they will set out to the Committee the barriers which prevent effective co-ordination

Where adopted, a consistent process for the basis of reliance should be established as, where reliance is placed on the work of others, the CAE remains accountable and responsible for ensuring that there is adequate support for conclusions and opinions reached where reliance has been placed on work performed by other assurance providers.

Therefore, when dealing with an external party, the CAE will clearly define the respective roles, responsibilities, and other expectations (including restrictions on distribution of results of the engagement and access to engagement records).

IA also reserves the right to raise findings on areas that have not been specifically included in the IA work programme where significant or systemic control gaps are evident.

10. Resourcing

The GIAS require the CAE to effectively deploy and manage financial, human and technological resources to implement the IA strategy and achieve its plan and mandate.

The Application Note: Global Internal Audit Standards in the UK Public Sector notes that funding processes for IA functions in the public sector vary and may prevent the CAE from being able to seek or obtain additional funding due to other funding priorities within the organisation. This may impact the way in which the CAE uses resources. In line with the GIAS (UK Public Sector) the basis for conformance is as follows:

- where there are constraints on resources, the CAE must develop a resource strategy which suggests practical approaches for consideration by the relevant Committee

- the CAE must inform the Committee of the impact of insufficient resources and any options available to mitigate that impact
- where there are constraints, the CAE must set out in the Charter what alternative approaches apply to the IA service, and then seek to manage financial, human and IT resources within those constraints.

The CAE must also inform the Committee of any resource management arrangements at the organisation that may put at risk the ability of the internal audit service to fulfil its mandate.

The Council's Internal Audit Plan includes the budgeted resource requirements needed to deliver proposed audit assignment. It will also include a contingency to address unplanned work. Should circumstances arise during the year that suggests that available resource levels will fall or appear to be falling below the level required to deliver the Plan, the CAE will communicate the impact of resource limitations to senior management and the AGP.

11. Fraud and Corruption

In line with the Council's Anti-Fraud and Anti-Bribery Strategy, management is responsible for the prevention and detection of fraud or corruption. The Council's Corporate Fraud Team sit within the remit of the CAE and, together with Internal Audit will assist management in the effective discharge of this responsibility. The Corporate Fraud Team activity will be reported to the AGP twice yearly separately from the Internal Audit progress against internal audit plan.

In addition, Internal Audit will assess the existence of fraud risk during the planning stage for all audit assignments and will exercise an appropriate level of professional skepticism during audit work and be alert to risks and exposures that could allow the opportunity for fraud or corruption to occur.

Discovery of any fraud or irregularity that affects the Council should be reported in line with the Council's Anti-Fraud and Anti- Bribery Strategy and information on suspected or actual fraud may inform the annual audit opinion and the risk-based Internal Audit work programme. The CAE may then direct Internal Audit resources to investigate, or assist management investigations, into suspected and actual cases. An allocation of time for investigations is included in the annual audit plan.

12. Annual Reporting and Overall Conclusion

In line with the GIAS in the UK Public Sector the CAE must, at least annually:

- conclude on the overall adequacy and effectiveness of the Council's framework of governance, risk management and control (annual opinion)
- include a statement on conformance with the GIAS in the UK Public Sector and the results of the Quality Assurance and Improvement Programme.

The annual opinion for the Council is informed by a number of sources including:

- the audit work undertaken by Internal Audit during the year;
- the audit work undertaken by Internal Audit in previous years and knowledge of any significant audit findings after the year end;
- reports issued by the organisation's external auditors and other review and inspection agencies where relevant
- knowledge of the organisation's governance, risk management and performance monitoring arrangements; and

- any other items brought to the attention of internal audit by whatever means which may warrant further investigation.

The Council has adopted the following definitions for the overall annual audit opinion.

- Substantial Assurance A sound system of governance, risk management and control exists across the organisation, with internal controls operating effectively and being consistently applied to support the achievement of strategic and operational objectives.
- Reasonable Assurance. There are generally sound systems of governance, risk management and control in place across the organisation. Some issues, non-compliance or scope for improvement were identified which may put at risk the achievement of some of the strategic and operational objectives.
- Limited Assurance. Significant gaps, weaknesses or non-compliance were identified across the organisation. Improvement is required to the system of governance, risk management and control to effectively manage risks and ensure that strategic and operational objectives can be achieved.
- No Assurance Immediate action is required to address fundamental control gaps, weaknesses or issues of non-compliance identified across the organisation. The system of governance, risk management and control is inadequate to effectively manage risks to the achievement of strategic and operational objectives.

13. Communication and Reporting

The CAE will report regularly on the progress with, and results of its work to the AGP enabling review and scrutiny of the following areas as required by the GIAS in the UK Public Sector:

Report	Frequency
Internal Audit annual Charter	annually
Internal Audit Strategy and annual plan	annually
Internal Audit Plan delivery progress	quarterly
Proposed changes to the Internal Audit Plan	At least six monthly
Open and overdue Internal Audit management actions, including ongoing achievement of key delivery performance indicators by both IA and management	quarterly
Annual overall conclusion (opinion), including: • effectiveness of the governance, risk management and control framework • Internal Audit independence • conformance with the GIAS in the UK Public Sector including ethics and professionalism requirements	Annually
Internal Quality Assessments	Annually

• results including corrective action plans • compliance with the CIPFA Code of Practice for the Governance of Internal Audit in Local Government	
External Quality Assessment	At least every five years

14. Approval and Review

The Internal Audit Charter is subject to approval by the AGP on an annual basis. Approval is evidenced through AGP meeting papers and minutes.

Circumstances may justify a follow-up discussion between the CAE, AGP and senior management on the internal audit mandate or other aspects of the internal audit charter. Such circumstances may include but are not limited to:

- A significant change in the Global Internal Audit Standards.
- A significant reorganisation within the Council.
- Significant changes in the CAE, AGP, and/or senior management.
- Significant changes to the Council's strategies, objectives, risk profile, or the environment in which the organization operates.
- New laws or regulations that may affect the nature and/or scope of internal audit services.

All amendments will be subject to approval by the Audit and Governance Panel.

This Charter was approved by the Audit and Governance Panel on 26 March 2025 (tbc following AGP). It will be subject to annual review and update as required.

Agenda Item No. 8

South Ayrshire Council

Report by Chief Governance Officer to Audit and Governance Panel of 26 March 2025

Subject: Strategic Risk Management

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1. Purpose

1.1 The purpose of this report is to update Members on the reviewed Strategic Risk Register (Appendix 1) in line with the agreed reporting framework.

2. Recommendation

2.1 It is recommended that the Panel:

2.1.1 considers the reviewed Strategic Risk Register (Appendix 1) updated by Chief Officers; and

2.1.2 notes the 16 key risks and endorses the work currently being undertaken or proposed by risk owners to mitigate these risks.

3. Background

3.1 The Strategic Risk Register is reported in accordance with the framework within the Corporate Risk Management Strategy.

3.2 The Strategic Risk Register was reported to the Audit and Governance Panel of 4 September 2024 for scrutiny and to Cabinet on 25 September 2024 for endorsement.

3.3 Risk Management is also undertaken at Directorate level, within the Health and Social Care Partnership and by leads undertaking complex projects.

4. Proposals

4.1 The Strategic Risk Register has been reviewed by Chief Officers / Risk Owners and updates provided on progress against implementation of proposed risk mitigations. Risks are referenced against the themes of Governance, Protection and Resources. 16 Strategic Risks are being managed and these are listed as follows:

	Risk	***Risk Rating***	***Theme***
1.	Decision Making and Governance	8	Governance
2.	External Factors including Contingency Planning	10	Governance

	Risk	***Risk Rating***	***Theme***
3.	Strategic Planning	8	Governance
4.	Integrity	8	Governance
5.	Internal Audit Actions	6	Governance
6.	Transformation	9	Governance
7.	Child and Adult Protection	10	Protection
8.	Public / Employee Protection	10	Protection
9.	Sustainable Development and Climate Change	12	Protection
10.	Financial Inclusion	12	Protection
11.	Ash Tree Die Back	10	Protection
12.	Prevent – Counter-terrorism (New Risk)	10	Protection
13.	Financial Constraints	16	Resources
14.	Employee Absence	9	Resources
15.	ICT – Digital Resilience, Protection and Capability	8	Resources
16.	Management of Assets	6	Resources

4.2 Full detail of strategic risk management arrangements is provided within the register (Appendix 1). Ownership is assigned to ensure there is clear accountability and responsibility in terms of risk management. The cause, potential effect, risk score and current mitigations are also recorded.

4.3 Unless considered 'ongoing' throughout the life of the risk register, proposed risk mitigations have a target completion date, and their progress is outlined by use of a percentage completion bar in the report. A status icon is also included which indicates whether or not the specific initiative is on target.

4.4 Members are requested to note that the Health and Social Care Partnership (HSCP) provide information on the risk management of Child and Adult Protection within the Council's Strategic Risk Register. HSCP also develop and report on wider Partnership risk issues within their own bespoke Strategic Risk Register which is presented to the HSCP Performance and Audit Panel on a 6 monthly basis for scrutiny. A link to the most recent HSCP risk register and related reports is provided on page 10 of Appendix 1.

4.5 It has also been considered appropriate to include a new risk in relation to Prevent Counter-terrorism (Risk 12). Current mitigations are in place and proposed mitigations have been identified with target timescales in order to further reduce the likelihood of risks occurring.

4.6 Members are also requested to note that Chief Officers regularly consider new or emerging risks and there is a process whereby significant operational risks, managed at directorate level, can be elevated to strategic level as required.

4.7 It is anticipated that Members will consider the strategic risk management arrangements outlined within this report and be assured that there is a robust system in place for identifying and managing those threats which could have a significant impact on the successful delivery of the Council's objectives.

5. Legal and Procurement Implications

5.1 The recommendations in this report are consistent with legal requirements.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 There are no cost implications associated with the recommendations in this report.

7. Human Resources Implications

7.1 There are no human resource implications associated with the recommendations in this report.

8. Risk

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

8.1.1 Risks have been identified and assessed in line with the Council's Risk Management process. This report seeks to confirm that risk mitigation at Strategic level is ongoing and that risks are being managed in line with an agreed approach and methodology.

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

8.2.1 Rejecting the recommendations may give rise to external criticism, breach of statute or legal challenge.

9. Equalities

9.1 The proposals in this report allow scrutiny of performance. The report does not involve proposals for policies, strategies, procedures, processes, financial decisions and activities (including service delivery), both new and at review, that affect the Council's communities and employees, therefore an equality impact assessment 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 matters referred to in this report contribute to the delivery of all Council strategic objectives.

13/

13. Results of Consultation

13.1 Consultation has taken place with Councillor Martin Dowey, Portfolio Holder for Corporate and Strategic, and the contents of this report reflect any feedback provided.

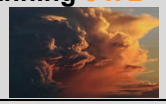
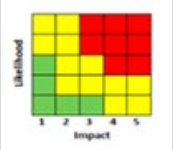
Background Papers	**None**
Person to Contact	**Stephanie Rodger, Acting Risk and Safety Service Lead** **River Terrace** **Phone 01292 613068** **E-mail stephanie.rodger@south-ayrshire.gov.uk**

Date: 19 March 2025

SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Appendix 1

The following risks of strategic significance have been identified by Chief Officers in line with the themes of Governance, Protection and Resources.

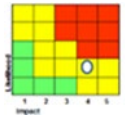
Governance	Protection	Resources
1.Decision Making and Governance 4 x 2 = 8 	7. Adult and Child Protection 5 x 2 = 10 	13. Financial Constraints 4 x 4 = 16
2.External Factors including Contingency Planning 5 x 2 = 10 	8. Public and Employee Protection 5 x 2 = 10 	14. Employee Absence 3 x 3 = 9
3. Strategic Planning 4 x 2 = 8 	9. Sustainable Development and Climate Change 4 x 3 = 12 	15. ICT – Digital Resilience, Protection & Capability 4 x 2 = 8
4.Integrity 4 x 2 = 8 	10. Financial Inclusion 4 x 3 = 12 	16. Management of Assets 3 x 2 = 6
 5. Internal Audit Actions 3 x 2 = 6	 6. Transformation 3 x 3 = 9	11. Ash Tree Die Back 5 x 2 = 10
New12. Prevent (Counter-terrorism) 5 x 2 = 10		

Input is provided by Risk Owners identified at Strategic level to ensure clear responsibility in terms of their management. Detail is provided on risk mitigations – both current and proposed. Target dates are recorded in respect of the achievement of the proposed mitigations, unless agreed as 'ongoing'. The successful mitigation of these risks will support the delivery of the Council Plan.

Page break

SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Risk 1 | **Risk Title – Decision Making and Governance** | **Risk Theme - Governance**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Chief Governance Officer	1. There is a risk that key decisions are taken on behalf of the Council which may contradict agreed Council Plan objectives or increase risk exposure to the organisation.	Updates to Government legislation and advice. Changes to political structure. Levels of scrutiny on information made available or provided.	Lack of compliance. Failure to meet statutory requirements. Poor best value audit. Financial Impact Reputational damage.	 **4 x 2 = 8**	1. Members are supported by a range of training programmes to ensure effective Panel participation and good decision making. 2. Service Leads ensure there is full consultation with PFH's on Panel reports. 3. Webcasting/live broadcasting allows both hybrid meetings and public access. External public website has an area dedicated to this where meetings are live streamed, the future meeting schedule is visible and recordings of the meeting archive can be viewed. 4.Reports outline key headings on legal, procurement, financial, HR, risk, equalities and sustainable development implications of decision making. 5. The new Council Plan is complete and approved, as are the associated Service Plans across all Directorates. (Cross reference - Risk 3 - Strategic Planning).

Proposed Mitigations (with dates)	Status	Progress Bar
1.Members are supported to deliver good decision making through training and briefings. Officers in conjunction with Members felt that Members would benefit from further training on scrutiny and two training sessions were delivered on scrutiny of business cases by the Improvement Service. Both new and more experienced Members of the Service and Performance and Audit and Governance Panels felt this improved their understanding of scrutiny. A & G Panel also undertook a self-assessment and officers are implementing the recommendations identified by the Panel. Specific recommendations were previously made for one-to-one meetings with Members to assess training needs and produce an individualised plan. These take place by request from Members utilising the Improvement Service's Political Skills Self- Assessment tool and this allows Members to consider particular areas that they would benefit from training on. Further steps are being taken by the leads of Democratic Governance and Organisational Development to analyse this process and to fine tune the personal development process for Members. Members' briefings are available online and group officers encourage Members to access these, as well as maintaining records on uptake for future audit purposes. (June 2024)		95%

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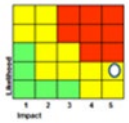
SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Risk 2 | **Risk Title – External Factors including Contingency Planning** | **Risk Theme - Governance**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Chief Governance Officer	There is a risk that a range of external factors out with the Council's control such as pandemic, Brexit, Ukraine, cost of living crisis, inflation, industrial action, disruptive weather or other, may adversely impact on ability to fulfil Council objectives and deliver critical services.	Adverse incidents or Civil Emergencies. Factors imposed upon the Council such as legislative change, Government policy change, cost-of-living crisis, implications of Brexit, Ukraine, political change nationally or locally. Unanticipated updates to Government legislation and advice.	Requirement to re-allocate resources, failure to deliver services to an acceptable level or drive desired improvements. Restrictions on budget, reputational damage.	 **5 x 2 = 10**	1. Continued Horizon scanning to anticipate and respond to risks – four main civil contingencies risks identified for Ayrshire. 2. Watching brief and continual discussion on funding requirements for any unanticipated emergencies. 3. Dissemination of information to Officers and Members around CoSLA and Chartered Institute of Public Finance and Accounting (CIPFA) briefings. 4. The Ayrshire Civil Contingencies Team (ACCT) supports the Ayrshire Local Resilience Partnership (ALRP). Chief Executive attends Strategic ALRP. 5. The level of interaction between Health / Councils and partners has increased and allows for more efficient collaboration in emergency planning. The HSCP Risk and Resilience Forum is well established. 6. 24/7 on call service in place via Civil Contingencies for response and assistance in coordinating the Council emergency input to major incidents. 7. Staffing and resourcing arrangements are in place to support those individuals and families arriving in South Ayrshire from Ukraine. 8. *Cross reference to mitigations at Risk 10 – Financial Inclusion.*

Proposed Mitigations (with dates)	Status	Progress Bar
1.Practitioner Ayrshire Local Resilience Partnership (ALRP) and Strategic Ayrshire Local Resilience Partnership meet with required frequency to co-ordinate individual responses from all agencies to major incidents or adverse events. Ayrshire wide Tactical Groups are established where circumstances dictate. Additionally, the Ayrshire ALRP identifies and manages 4 concurrent civil contingencies risks to support an Ayrshire response. These are 1. Pandemic or Emerging Infectious Diseases, 2. Marauding Terrorist Attack, 3. Disruptive Weather and 4. National Electricity Transmission System (NETS) Failure (Power Resilience/Black Start) (ongoing)		*Ongoing*
2. Risk and Safety Team and the Ayrshire Civil Contingencies Team continue to support SAC civil contingency and business continuity arrangements. SAC Civil Contingencies Response Plan is reviewed annually and Council Incident Officer training has been rolled out to key Chief Officers, operational Service Leads and Coordinators. Council Managers undertake a rolling review of Service Business Continuity Plans on a 6 monthly basis. Civil Contingencies exercises to test plans continue to be developed and rolled out (ongoing).		*Ongoing*
3. The Council is anticipating new legislation (Martyn's Law) governing public safety at events. A business case has been prepared outlining the preliminary indicative resourcing required to demonstrate compliance. Future work in this regard will also allow for the establishment of a bespoke South Ayrshire Council Safety Advisory Group. A part-time seconded officer has been appointed since January 2025 and is currently investigating best practice across Ayrshire and the wider Scotland Local Authorities to develop a robust process to ensure that all events taking place in South Ayrshire are considered in advance of a decision to refer to the Safety Advisory Group (target date TBC)		40%

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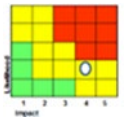
Risk 3 | **Risk Title – Strategic Planning** | **Risk Theme - Governance**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Service Lead Performance, Community Planning and Sustainability	1. There is a risk that the Council fails to fulfil agreed strategic objectives in light of the cost-of-living crisis, staffing, budgetary or external pressures and therefore current service, financial and resource planning is not aligned. 2.There is an associated risk that corporate and service targets and performance measures may be adversely impacted. 3. There is a risk that the Council fails to meet the Accounts Commission Statutory Performance Information Direction (SPI). *(New)*	Recent pressures may have contributed to delays in Corporate and Directorate Planning processes.	Failure to deliver on Corporate and Directorate Plans or achieve priority outcomes. Failure to meet expectations of the public, partners, service users, local businesses. Reputational damage	 **4 x 2 = 8**	1.Existing Council Plan with clearly defined priorities is in place, as are the individual Service Plans. Governance is included and underpinned by the enhanced requirement for performance measures and targets. 2.Plans have been developed by each Council Service Lead to take account of future operational delivery models. These include workforce planning considerations. 3.Delivering Good Governance framework and reporting in place. 4. Robust financial governance, linked to the Council Plan and priorities, is in place. 5.The Future Operating Model has been implemented and the Council is now operating its new ways of working. 6. Council Plan actions were reported to the Service and Partnerships Panel over 2023/24 as part of the Council Plan 23-28 Performance Management Framework. New Council Plan and Service Improvement actions have been developed by all services as part of the 24/25 performance reporting. Performance against the Council Plan and other KPIs are also subject of an annual report to Council. Performance against Council Plan and other KPIs were the subject of a 2023/2024 Annual Performance Report which was approved by South Ayrshire Council on the 12th December 2024. 7. Service Planning session took place with service leads in Feb 24 and new service planning guidance was made available to support planning and improvement. Service planning sessions were delivered and new Council Plan and Service Improvement plan actions have been uploaded to pentana.

Proposed Mitigations (with dates)	Status	Progress Bar
1. Quarterly budget monitoring continues and is reported by Financial Services in order to measure impact.		*Ongoing*
2. Ensure that the Council's public performance reporting webpage is continually reviewed with relevant performance reports added		*Ongoing*

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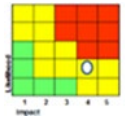
Risk 4 | **Risk Title – Integrity** | **Risk Theme - Governance**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Chief Governance Officer	1. There is a risk that the integrity of the Council is breached through a range of failures such as Information / Asset Security, Cyber Crime, non-compliance with the General Data Protection Regulations (GDPR), CCTV Governance, Procurement Fraud, Contractual Failures, Vetting or Financial Irregularities. 2. There is a risk of failure to maintain sources of assurance and levels of scrutiny.	Existing Council Policy or systems may be ineffective or inconsistently implemented. Lack of ownership, training or communication. Difficulty to respond timeously to FOI and GDPR requests. Additional levels of Cybercrime and Fraud because of external global events.	Reputational damage, financial loss, fines, prosecution, civil liability.	 **4 x 2 = 8**	1. Current policies / encryption / firewalls, specifically mandatory online Data Protection training, robust processes for reporting and dealing with data breaches. 2. Adherence to the Records Management Plan that has been agreed with the Keeper and is being implemented. 3. Standing Orders relating to Contracts and to Meetings, Scheme of Delegation, Financial Regulations, Council Procurement Policy. 4. SAC Code of Conduct, range of HR, H&S, Fleet policies, employee vetting processes. 5. Fraud Officers, Fidelity Guarantee Insurance Policy and National Fraud Initiative. 6. Internal Audit activity. 7. Establishment of Integrity Group / management of Integrity Group Risks. 8. Additional Communications with Staff and Public with advice re Cyber Crime and Fraud. 9. CCTV governance is set out in established policy. Duty Holders in relevant premises are responsible for compliance with GDPR as it relates to CCTV.

Proposed Mitigations (with dates)	Status	Progress Bar
1. The actions referred to above are progressed by an Integrity Group, which monitors existing risks and identifies any new and emerging risks for SAC. The Group monitors and develops appropriate mitigations. The Chief Executive chairs the group and officers responsible for each key heading report on the risks. Various Service Leads attend and report on their operational areas as they relate to integrity. (ongoing).		*Ongoing*
2. The reporting process of the risks from Integrity Group to Members has been reviewed. Reporting mechanisms include regular briefings from relevant Chief Officers or Service Leads on pertinent integrity matters to assist in Member awareness and further support good decision making. This is considered to be an ongoing mitigation through the life of the integrity group. (ongoing)		*Ongoing*

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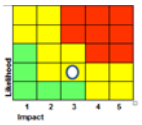
Risk 5 | **Risk Title – Internal Audit Actions** | **Risk Theme - Governance**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Chief Internal Auditor and Service Leads	There is a risk that actions identified by Internal Audit are not progressed within agreed timeframes and improvements to the control environment not achieved.	Staffing resources. Competing Service priorities. Delays in implementation of corporate or service specific systems.	Service Governance arrangements are compromised. Depending on the significance of the outstanding action the Council may be exposed to risks relating to statutory compliance, public or employee safety, financial loss, reputational damage, legal challenge.	 **3 x 2 = 6**	1. The Audit Plan is formulated on an annual basis. There is also a mid-year review and approval is sought from Audit and Governance Panel for any changes. 2. Follow up Audits are undertaken for all 'red' reports as well as a sample of 'amber' reports, where resources permit. These include testing to confirm the service has evidence to support the completion of internal audit actions. 3. Progress against actions is included in Internal Audit update reports the Audit and Governance Panel.

Proposed Mitigations (with dates)	Status	Progress Bar
1. Service Leads are required to attend Audit and Governance Panel to explain any 'red' reports, any overdue or outstanding actions from these and further explanation of requests for more than 2 extensions to due dates. They may be required to bring a formal report to Panel if deemed appropriate. (Ongoing)		*Ongoing*
2. Through the dissemination of Audit reports, Service Leads are reminded to ensure relevant risk registers are updated to reflect risks highlighted in the Audit reports where required. Managers are required to record progress against implementation of all actions in Ideagen (Pentana) and this is the information that is included within the Internal Audit update reports to the AGP. (Ongoing)		*Ongoing*

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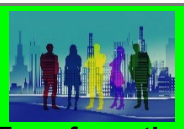
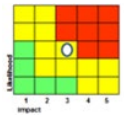


Risk 6 | **Title – Transformation** | **Risk Theme - Governance**

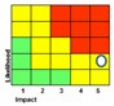
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – CLT Responsible – Director Communities & Transformation Risk Owners – Director of Communities and Transformation, Assistant Director – Transformation, Service Lead - Transformation	There is a risk that the Council will fail to deliver its vision for transformation 'Shaping Our Future Council' set out in the four priority transformation areas (our workforce; our assets; our technology; our delivery model). There is a risk the Council will fail to deliver the projects and programmes defined in the Transformation Portfolio. There is a risk that staff will not engage with the Councils transformation requirements or develop 'change fatigue'	Lack of understanding from elected members and officers of the scope and breadth of change required to meet 'Shaping Our Future Council' aspirations. Officers are not empowered to drive forward the required changes across the Council and services. Services do not have capacity/ capability required to support and deliver the transformation agenda. Staff and services are misinformed/ uninformed on the Councils transformation agenda and delivery activity.	The long-term financial sustainability of the Council cannot be achieved. Transformation cannot be executed in a planned and managed way that delivers the best outcomes for the Council, staff, customers and stakeholders. Instead of a joined up, strategic approach to transformation - 'salami slicing', service closure or cessation is adopted to meet financial pressures. Transformation and change projects and programmes cannot be delivered due to lack of support from required Council services to take activity forward. Transformation fails due to lack of elected member or staff buy in.	 **3 x 3 = 9**	1. Transformation Partner procurement is progressing. 2. Transformation Reporting and Scrutiny Schedule is in place with first scrutiny report due to SPP on 11th March 2025. 3. The Council's Corporate Leadership Team undertook a benchmarking and self-evaluation exercise of its adoption of the five Audit Scotland transformation principles. An update was provided to AGP in January 2025. Remedial activity is ongoing. 4. The Council is currently being audited by Audit Scotland under a thematic review of Transformation. The final report is due in Spring 2025. Any recommendations will be considered in future risk mitigation actions. 5. There are specific examples of staff/ service buy-in or engagement not meeting expectations. Issues are discussed openly at the Transformation Board and escalated to the Chief Executive where appropriate. 6. Full review of the Strategic Change Programme and Lessons Learned complete. Remedial activity agreed with CLT.

Proposed Mitigations (with dates)	Status	% Progress
1. Transformation Portfolio approval by Transformation Board. (August 2024)	✔	*Completed*
2. Scheme of Delegation reviewed to reflect requirements to drive forward Transformation activity at officer level and necessary authority required for approvals. (August 2024) – Assistant Director - Transformation	✔	*Completed*
3. Finalise Transformation Communications Plan and roll out comms activity. (September 2024) – Service Lead - Transformation	✔	*Completed*
4. Finalise Transformation Reporting and Scrutiny Schedule and seek Cabinet approval. (September 2024) – Service Lead – Transformation	✔	*Completed*
5. Tier 1 Project Briefs presented to Transformation Board. (August 2024) – Service Lead – Transformation	✔	*Completed*
6. Business Cases presented to Transformation Board including investment requirements and proposed benefits. (ongoing - various)	▶	*Ongoing*
7. Portfolio issue escalation to Chief Executive. (ongoing - Director Communities and Transformation)	▶	*Ongoing*

Risk 6 (Continued….)	Title – Transformation	Risk Theme - Governance
8. Launch of the Transformation Network. (January 2025)		100% *Increased from 75%*
9. Transformation Partner appointed. (by April 2025)		80% *Increased from 30%*
10. Scrutiny report to Service, Partnerships and Performance Panel. (March 2025)		80% *Increased from 0%*
11. Remedial actions identified via CLT self-evaluation exercise and legacy Strategic Change Programme review. Owners identified and timescales for completion assigned (Ongoing and by June 2025) – Corporate Leadership Team		60% *New*

SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Risk 7 | **Risk Title - Adult and Child Protection** | **Risk Theme – Protection**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible - CLT Risk Owner – Director of Health and Social Care and Chief Social Work Officer (CSWO).	1.There are increased levels of hidden harm in our community as a result of a range of external factors leading to more complex family and adult needs. 2. There is a risk of failure to provide adequate protection and the necessary level of support to vulnerable adults and children. 3. There are additional risks facing the HSCP and these are being managed, monitored and reviewed via the HSCP Performance and Audit Panel. (link to latest reports – February 2025 – below).	Deprivation, cost of living crisis, changing demo- graphic and challenges in the care sector.	Potential harm to clients and vulnerable service users. Potential for litigation, financial loss or reputational damage.	 **5 x 2 = 10**	1.There are quarterly Chief Officer Group (COG) meetings. 2.There are quarterly Public Protection subgroups (Child Protection; Adult Protection; Violence Against Women/Criminal Justice and Alcohol and Drugs Partnership) reporting into COG that are monitoring the operational context and responding in a coordinated way to issues. 3.HSCP Directorate Management Team meets regularly to provide leadership and oversight. 4. Established governance in place via Clinical and Care Governance, Social Work Governance and Adult Governance Groups. 5.APC and CPC meet regularly and review business plans 6.Multi Agency Public Protection Arrangements (MAPPA) including Management Oversight Group and Strategic Oversight Group) are in place and report quarterly to COG. 7.The Community Services Oversight Group supports in house and commissioned services and provides assurance on a range of issues to key local and national stakeholders. 8.Initial Referral Data (IRD) activity is now audited to provide scrutiny and assurance in relation to this key activity. There are now annual Child Protection 'Trend Analysis' produced for the CPC and COG to reflect on the changing culture in South Ayrshire towards Child Protection and to invite scrutiny of annual data. 9.Adult Support Protection Lead Officer engages first line managers in developing our response to vulnerable adults. 10.CSWO engages with operational staff in relation to complex cases in both adult and children's services where there are complex risk factors. 11. Care First implemented across all children and adult social work teams. 12. CPC/APC subgroup structure is now established and the Policy and Performance Subgroup is leading this review work and reports progress at each meeting 13.Governance on new policy and procedure is via CPC/APC through to COG. 14. Development of Practice Standards in Social Work is in progress to support the policy framework.

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Risk 7 (Continued…) **Risk Title - Adult and Child Protection** **Risk Theme – Protection**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
					15. The quality assurance framework is operational providing triangulated information to the Community Services Oversight Group from a range of sources in order to ensure minimum standards are met across all commissioned services. 16. HSCP strategic and operational risk registers are complete and approved by HSCP Performance and Audit Committee. 17. New Adult Services structure fully implemented. 18 Learning reviews implemented in relation to ADP, Public Protection and Adult Social Work services. 19. The Adult Protection Self Evaluation Improvement Plan is reviewed regularly and a review of the impact of actions implemented in response to the Adult Support and Protection Inspection. The establishment of our locality model has also brought with it the formation of multi agency forums to review and support intervention and support for those in our communities with multiple complex needs to promote early intervention and prevention.

Proposed Mitigations (with dates)	Status	Progress Bar
1.The ADP Is developing a framework in relation to risk around drug related deaths. Regular meetings have been established and we are working with Public Health Scotland and other agencies to share information / analyse trends and provide information to public and employees in regard to safety and harm reduction. We have a range of services such as naloxone, standards in relation to medical assisted treatment and through our Start team have established residential rehabilitation pathways to those we are assessed as ready (October 2024)		100%
2.The implementation of the transformational work within Children and Families which has been supported by the Council. Belmont family support has commenced and the implementation of Signs of Safety is progressing in partnership with the National Signs of Safety organisation. This model is being further developed with our Family First Model being rolled out across all secondary schools in South Ayrshire.		90%

Further explanation on progress to date in terms of implementation of the above mitigations can be found by cross-referencing to the Health and Social Care Strategic Risk Register Performance and Audit Committee - 18th February 2025 - Health and Social Care Partnership. Additional information is also provided within this document on a range of other risks being managed by the Partnership including; Climate Change & Sustainability, Communication and Reputation, External Factors including Contingency Planning, Financial Position, Good Governance, Strategic Planning and Business Resilience, ICT, Population, Premises, Provider Organisations,Service Quality, Workforce Protection and Workforce Capacity and Capability.

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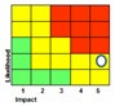
Risk 8 | **Risk Title - Public and Employee Protection** | **Risk Theme – Protection**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owners – Service Lead – Risk and Safety and Service Lead – Asset Management	1. There is a risk of failure to provide the agreed standards of protection to the Public and Council Employees in line Health and Safety Executive and Scottish Fire and Rescue Service legislation and guidance. 2. There is a risk that health & safety risk assessments in some areas may not currently identify adequate mitigations to safeguard employees / service users from hazards such as Violence and Aggression. 3. There is a risk that proposals by Scottish Fire and Rescue Service to reduce response to fire alarms will impact people safety and property protection.	Staffing resourcing pressures. Budget constraints across Services. Ambiguity around responsibilities or inconsistent application of policy	Accident, incident, injury or ill health to employees /service users. Prosecution and Civil litigation. Damage to Council's reputation. Financial impact of claims, increased premiums, or fines.	 **5 x 2 = 10**	1. Existing H&S Policies and procedures. H&S Guidance prepared and issued. Range of resources, information, links and training on H&S CORE page and Learn Pro platform. Sample H&S Risk Assessments developed for Service use. 2. Central H&S team undertake H&S Audits and Fire Risk Assessments (FRAs) over a 1,2 and 3-year rolling programme. Risk Assessment self-evaluation process rolled out. 3. The PDR process allows for identification of key H&S training requirements for all Council employees. 4. Risk Assessment Training & Support, plus Council Standard and a range of courses on Management of Actual or Potential Aggression, Dealing with Difficult Behaviour, De-escalation etc. 5. V&A measures across services including a range of security systems, Campus Police Officers, '2 to attend' protocols, panic buttons in offices, modifications to office design. 6. Review of causes of 'Unwanted Fire Alarm Signals' (UFAS) complete – processes in place to tackle via FRA programme. 7. Revised guidance has been issued along with new online training modules to reflect the changes implemented by SFRS on 1 July 2023. Asset Management team has rolled out bespoke fire panel training to all Council Duty Holders. Change in practice has now been implemented in order to mitigate false alarms including checking double knock systems are working.

Proposed Mitigations (with dates)	Status	Progress Bar
1. Review and refresh a range of health and safety policies, guidance, sample risk assessments and work procedures. Development of new online health and safety training modules for managers / employees. (December 2024)		65% *No change*
2. Asset Management team continue to review and action, based on risk priority, compliance and/or property related issues raised through Fire Risk Assessments, Health and Safety Audits and Vacant Property Inspections. These include the statutory HSB Engineering Inspections (ongoing).		*Ongoing*
3. All duty holders / building managers monitoring and updating outstanding H&S actions via Pentana (ongoing)		*Ongoing*
4. Continue to utilise self-evaluation method to ensure all Services have identified significant hazards and fully developed their H&S risk assessments – (Internal Audit Action). (Ongoing)		*Ongoing*

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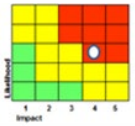
SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Risk 9 | **Risk Title - Sustainable Development and Climate Change** | **Risk Theme - Protection**

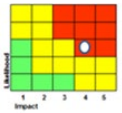
Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owners; Service Leads – Performance, Community Planning and Sustainability, Asset Management (buildings) and Neighbourhood Services (for Fleet)	There is a risk of failure to meet climate change duties, reduce emissions and support the community to adapt and mitigate risks in relation to climate change. Risk of failure to ensure a just transition and a green recovery.	Services do not necessarily recognise the role they need to play, lack of input and accountability by services leaving key areas inadequately addressed. Decisions and infrastructure while meeting short term goals are currently not fit for the future. Actions in place are currently not fully coordinated across services.	Reduction in emissions not achieved to 1.5 degrees scenario therefore accelerating the pace of climate change. United Nations Sustainable Development Goals not adequately addressed. South Ayrshire may not be resilient. Effect may be further detriment to those already disadvantaged, increasing inequalities and exacerbating deprivation. Communities may be unprepared for a low carbon future.	 **4 x 3 = 12**	1. Council approved Sustainable Development and Climate Change Strategy 2. Baseline data on Sustainable Development and Climate Change now assembled to allow future progress to be measured. 3. Proposals endorsed by the MOWG agreed at Cabinet and assigned for implementation. 4. Carbon budgeting in place. 5. Green recovery communications plan and climate literacy training plan in place. 6. Pan Ayrshire Energy Masterplan to be completed by 31st October 2024.

Proposed Mitigations (with dates)	Status	Progress Bar
1. Fully implement Climate Change Strategy (target date 2024, at which point strategy will be reviewed). Review to be pursued to ensure delivery of strategy outcomes in a changed landscape with increased national targets and new duties and supporting the new Local Outcome Improvement Plan (LOIP) which was approved in April 2024. In addition, there has been a new Scottish Government template released in draft form for all Scottish Local Authority Climate Change Strategies. The Co-ordinator will meet with key Service Leads spring time to agree their new targets and actions in relation to the template (along with a wider consultation process) which will form the basis of the refreshed strategy which will be published during 2025 (revised to Dec 2025).	⚠	55% *Increased from 50%*
2. Review the means of 'cross cutting' the Strategy by embedding within Council policy making, as well as service planning. This is now going forward as part of the integrated impact assessment led by Performance, Policy and Community Planning with further climate literacy and service planning work required and likely to be included in the refreshed strategy. (Revised to Dec 2024). Full roll-out of the Integrated Impact Assessment (IIA) (following a test phase) was approved by Cabinet on the 25th September 2025 and is now being used across the Council. Briefing sessions were provided for staff. All completed IIAs and Summary Reports (along with guidance documents) can be accessed on a sharepoint site.	✔	100% *Increased from 50%*
3.Investigation of scope 3 accounting methodologies for Council procurement emissions to develop existing carbon budgeting process. A final decision on this has been deferred pending the outcome of national research. Consultation has now been undertaken by Scottish Government on scope 3 reporting. We aim to build the outcomes into our forward pathway to be set out in refreshed strategy. (Revised to December 2024)	⚠	30% *No change*
4. A Net Zero Estate Strategy review was completed in November 2021. Following this a Net Zero Board group was established in 2022 to drive forward this agenda. The Board has 6 agreed workstreams (noted in Cabinet log) and progress is being against each of these in order that the Council can meet both its own and SG's commitment to 'net zero' in 2045 (ongoing to 2045)	▶	*Ongoing*
5.Adopt fleet decarbonisation strategy in line with targets and duties alongside ULEV (Ultra Low Emission Vehicles) infrastructure for both fleet (SAC) and public charging (ARA). Current position on small SAC vehicles reflects a position where 60 of 80 are now electric. NS continue to implement charging points for staff access and are investigating a charging 'hub' at a location within the vicinity of County Buildings. Ongoing progress is captured as part of Service Plan Improvement Action for NS and forms part of Service Plan Performance Reports to Council.	▶	70% *Increased from 50%*
6. Local Heating Energy Efficiency Strategy (LHEES) strategy has been approved in Sept 2024 by South Ayrshire Council. An action plan has been undertaken. Post funded by Scottish Government for 5 years (up to 2028) to support this strategy.	▶	10% *No change*

SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Page Break

Risk 10 | **Risk Title – Financial Inclusion** | **Risk Theme – Protection**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible - CLT Risk Owner - Assistant Director of Communities and Service Lead Thriving Communities	There is a significant risk that the cost-of-living crisis, rising inflation and the current economic climate is having a detrimental impact on the local community, both public and employees.	Rising energy and food costs. Economic uncertainty. War in Ukraine.	Specific low-income groups are hardest hit. Current crisis is bringing unaccustomed hardships to groups who have previously managed financially. Impact on lowest paid Council staff.	 **4 x 3 = 12**	**Measures in place at National level;** Withdrawal of the National Insurance increase. **Measures in place at Scottish Government level**; Increasing the Scottish Child Payment to £25 per week from 14 November 2022 Winter Heating Payments. Rent Freeze Bill - 'Protecting Tenants during Cost-of-Living Crisis Bill' temporary powers to protect tenants and landlords. Bridging Payments. Best Start Grants. 'One stop shop' website to help those struggling financially. National media campaign. Funding for Scottish Welfare Fund (Crisis Grants & Community Care Grants) and Discretionary Housing Payments **Measures in place at local level;** The Community Planning Partnership has a Financial Inclusion Strategic Delivery Group (SDP) who provide direction, identify any gaps in support and direct resources to areas of most need and demand. They consider themes linked to food, energy, money and community wellbeing. A range of Council services provide support to people most affected by the cost of living crisis. These include Thriving Communities, Housing Services, the Information and Advice Hub and Revenues and Benefits. Cabinet approved a report on 23 May 2023 Financial Inclusion - Cost of Living Crisis which outlined trends identified and the provision of current help available across all Council Services to support residents. There was also a Cabinet paper in January Food Pantries and then again in May Food Pantries that provided information on the food pantries and projects that SAC has funded. A Member Officer Working Group for the Cost-of-Living Crisis has been established to consider the activities being undertaken by the Council to mitigate the impact of the cost-of-living crisis.

Proposed Mitigations (with dates)	Status	Progress Bar
On 23 May 2023, Cabinet approved the development of a Strategy and Action Plan to address the agenda on Financial Inclusion - Cost of Living Crisis. This work is aligned to the Member / Officer Working Group and reports to Cabinet £1.055m was identified to support Financial Inclusion projects. Service Leads have completed requests for funding and a cabinet paper has agreed key projects in support of financial inclusion across SAC and partners. The financial inclusion projects that were funded continue to support a range of interventions and services and including Education, Information and Advice hub and Housing. Progress of these progress is being monitored and will be reviewed by the Service and Partnership and Performance Panel and CPP Financial Inclusion and Growth SDP. Concerns have been raised about the short term and temporary nature of these projects due to the funding that is available. Officers are exploring external funding opportunities and new ways of working that will support and mitigate some of the risks beyond the funding. (March 2025)		80%

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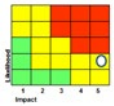
SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Risk 11 | **Risk Title - Ash Tree Dieback** | **Risk Theme - Protection**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Assistant Director - Housing and Operations and Service Lead Neighbourhood Services	There is a risk of injury / damage to SAC residents and infrastructure as a result of Ash Dieback – a disease proliferating through SAC woodland. Disease has been identified and is spreading.	Principle cause is the spread of Ash Dieback throughout South Ayrshire /Scotland. Neighbourhood Services is currently not resourced to manage the extent of Ash Die Back.	Potential for fatality / injury to residents / employees. Potential for damage to property, listed structures, headstones, power / phone lines. Potential of falling Ash trees/limbs on roads/pavements/ footpaths within public open space and schools and associated obstruction to roads. Increased liability to Council in respect of above potential incidents. Financial pressure in terms of significant increased expenditure to mitigate risk including costs for replanting, cost of recruiting skilled operatives. Availability of skilled operatives likely to be restricted by market demand - this is a national problem. Potential for increased flooding risks for changes in waterways eg. banking failures due to tree failure. Loss of Ecosystems- air quality, biodiversity loss, increases in noise levels adjacent to roads, loss of visual screens. Increased liability and insurance premiums for residents due to property risks. Risk to European protected species (roosts/ food source). Loss of biodiversity of species dependant on Ash.	 **5 x 2 = 10**	1.Survey of trees within lands managed by Neighbourhood Services has commenced. 2.Communication with ARA has taken place and regular meetings have been set up. 3.An Ash Dieback Plan has been developed and approved by Cabinet. This includes an inspection programme and cost projections for full implementation. 4.Year 1 delivery of plan almost complete. Yearly target exceeded. 5. SAC is collaborating with recognised arboricultural bodies on managing this disease. A communication plan is being developed to reflect the SAC Ash Dieback plan. Proposed text is with the Tree Council and the Forestry Commission for review and will form the basis of standard text to be used by a number of authorities. Awaiting feedback on this. Communications team involved.

Proposed Mitigations (with dates)	Status	Progress Bar
1.Funding for Year 2 of Ash Dieback Plan approved by Cabinet in January 2024, commenced in April 2024. Work is ongoing. A second survey has been completed and, at this moment in time, we have felled or managed 19% of the trees identified. With regards to year 3, there is concern around future funding in order to implement the ash tree dieback plan. Update Report is going to Cabinet in Feb 2025 in which information of works completed and expenditure is detailed. Funding for the new financial year is being requested to continue delivery. To date we have removed 601 Cat 4 trees; 760 Cat 3; 274 Cat 2 and 58 Cat 1. Second survey shows that 757 trees have progressed from Cat 1 to Cat 2; 114 from Cat 1 to 3. In Cat 2 ,337 progressed to Cat 3 and 155 to Cat 4. In Cat 3 247 have progressed to Cat 4. As of Mid Feb we are 95% complete for year 2.		95% *Increased to 75%*
(New) 2. At Cabinet of 18th February Council agreed to provide funding for year 3 of Ash Dieback Plan (still subject to call in). As such, for new financial year and 3rd year of ADB Plan our status is showing not started and probgess bar at zero, as will not commence till 1st April		0%

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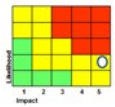
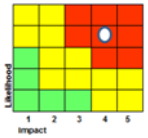
Risk 12 | *****New Risk*** Risk Title – Prevent (Counter-terrorism)** | **Risk Theme - Protection**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Mark Inglis, Prevent Single Point of Contact (SPOC)	There is a risk that of terrorist attack or event, with the potential of causing mass casualties and/or fatalities.	The unfettered development of radical groups, and local networks who are enabled to organise and coordinate significant fear and alarm in South Ayrshire for Political or Religious reasons.	Potential of causing mass casualties and/or fatalities. Terrorist attack which could cause significant infrastructure damage, to buildings, transport networks (including Prestwick Airport, Ferry Terminal and Train travel) and power and energy supply. Resulting in civil disobedience and reaction towards minority people groups who are misunderstood to hold similar radicalised and terrorist views, such as Islamic Fundamentalist and the impact upon law abiding Muslims in South Ayrshire.	 **5 x 2 = 10**	1. The use of the National Prevent strategy in South Ayrshire, together with Partners, specifically Police Scotland and their Prevent Specialist team. 2. The understanding of risk groups nationally will come from the Local Contest Delivery strategy, published by Scot Gov. every three years. 3. South West issues will be identified through Contest boards or Prevent data based on our region. 4. Local issues which become apparent will be passed to the SPOC to inform the Prevent Risk Assessment and appropriate mitigations

Proposed Mitigations (with dates)	Status	Progress Bar
1. The implementation of the Prevent strategy in South Ayrshire		100%
2. Raise awareness across all South Ayrshire Directorates, through the completion of the COAST Prevent Module, (likely to be revised to the New Home Office, Prevent duty training - GOV.UK.)		50%
3. Policies and procedures, for staff, commissioned services and use of SAC buildings and property to align with Prevent. This will ensure that:- • Staff understand how to raise a Prevent concern and that SAC Prevent PMAP process supports the prevention of vulnerable (or non vulnerable) individuals being drawn into Radicalisation and Terrorist activity • all SAC commissioned services understand the Prevent duty and have clear awareness raising approaches in place and know how to raise a concern into the SAC Prevent PMAP process. • SAC have clear policies and procedures in place to address radicalisation with staff groups and know how to raise a concern • SAC has a clear policy and procedure in place for letting and use of all Council properties and buildings, that non are used for the purpose of radicalisation or terrorist propagation and recruitment.		20%
4. Annual Audit and report to COG for Governance of Prevent and its application in SAC		70%

Risk 13 | **Risk Title – Financial Constraints** | **Risk Theme – Resources**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Chief Financial Officer	1. There is a risk that current, planned or expected levels of service cannot be delivered.	UK and Scottish Government reductions in funding over a number of years. Impact of inflation on Council cost base.	Failure to deliver key services or meet change in service demands.	 **4 x 4 = 16**	1. Annual 2024/25 budget prepared and approved in February 2024. 2. Council agreed a programme of future activity as part of the 2024-25 budget proposals to commence immediately following approval of the budget in order to address the significant budget gaps expected in the medium term. 3. £5m Transformation Fund established in February 2024 as part of the budget setting process. With a Transformation team being set up within the newly established Communities and Transformation Directorate in March 2024 to oversee change activity throughout the Council. 4. Maintain pressure on Scottish Government to agree settlements which reflect Local Authority needs through participation in CoSLA groups. 5. Updated five-year Medium Term Financial Plan approved by Council in December 2024 (next update due December 2025) 6. Annual Treasury Management Strategy prepared and approved by Council February 2024. Details credit and counterparty risk. Next update due in March 2025 Treasury Management Practices (TMP's) updated annually to reflect Treasury risk such as credit and counterparty risk management, liquidity risk management, interest rate risk management and exchange rate risk management.

Proposed Mitigations (with dates)	Status	Progress Bar
1. Lobby Scottish Government through discussions via CoSLA, Directors of Finance and Solace to ensure required funding continues to be made available to Local Government (ongoing).		*Ongoing*
2. Rolling annual update of new five-year Medium Term Financial Plan to be implemented (next update due December 2025)		*Ongoing*
3. Assess the impact/outcomes from the new deal between Local Government and the Scottish Government signed in June 2023 (Verity House Agreement) and the associated new Fiscal Framework is being developed. (Ongoing) – Limited progress has been achieved between SG & Cosla to date but discussions are ongoing		30% *No change*

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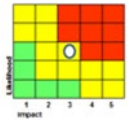
SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Risk 14 | **Risk Title – Employee Absence** | **Risk Theme - Resources**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Chief HR Officer	1. There is a risk that employee absence levels fall below the standards which can be sustained by the organisation. 2. There is a risk that the cost of staff absence significantly increases the financial risk and budgetary constraints already impacting on the achievement of Council objectives. In 2022/23, the average number of days lost per employee due to absence was 9.53 days. In 2023/24, this figure decreased to 9.01 days per employee. However, despite this reduction, the cost of absence increased by 9% for Local Government Employees (LGE) and 16% for Teachers. Notably, the Council ranked first for both LGE and Teachers when compared to its Local Government Benchmarking Framework family group. Link to report: Report 3. There is a risk that the impact of employee absence creates an unsustainable burden and significant extra pressure on colleagues at all levels who are required to assume additional workloads as a result. 4. There is a risk that employee absence has an adverse effect on workforce planning arrangements.	Key reasons reported for employee absence; Psychological Musculoskeletal Hospitalisation Impact of employee 'culture' Further statistical information via report to S&P	Additional risk to Service Users, gaps in Service delivery, slippage on achievement of targets. Additional cost of temporary, agency, supply staff or other additional unbudgeted spend. Adverse impact on health of 'attending' employees.	 **3 x 3 = 9**	**1. Maximising Attendance Framework** – A structured approach to improving employee attendance and well-being. **2. Occupational Health Services** – The Council has recently appointed a new Occupational Health provider, receiving positive feedback from both employees and line managers. **3. Employee Assistance Programme (EAP)** – A comprehensive support service offering 24/7, year-round, in-the-moment telephone support for employees, including access to professional counselling services. Cognitive Behavioural Therapy (CBT) remains available through Occupational Health. **4. Physiotherapy Services** – Supporting employees with musculoskeletal health and rehabilitation. 5. **Employee Self-Referral to 'Access to Work'** – A fully funded initiative providing non-medical interventions, support, and signposting to assist employees in maintaining workplace well-being. **6. Flexible Working and Family-Friendly Policies** – A range of HR policies designed to promote work-life balance and accommodate employees' needs. **7. Mentally Healthy Workplace Training** – Online training available to both managers and employees to support mental health awareness and resilience in the workplace. **8. Be Well Live Well** programme – providing a range of employee events to support health and wellbeing.

Proposed Mitigations (with dates)	Status	Progress Bar
1. A draft Supporting Employee Wellbeing Policy has been developed. Consultation will be undertaken, followed by the necessary approvals. The project is expected to be fully completed by June 2025.		70% *Increased from 35%*
2. The Mental Health First Aid training has been successfully rolled out, with additional sessions to be provided as needed. A lifestyle screening health check pilot was also implemented and received positive feedback. Officers are currently coordinating future screening dates. Additionally, the Live Well Be Well (LWBW) programme has been developed and officially launched. A dedicated LWBW page is available on the Core, providing employees with access to further information and resources.		100% *Increased from 30%*
3.HR, in conjunction with Trauma Informed Officer, is developing a Staff Wellbeing Strategy. The research phase has been completed, and the final employee consultation session is scheduled for 14th February 2025. Following this, the strategy will be developed, with finalisation targeted for March 2025. Subsequent consultation and approval processes will then be undertaken. The full project is expected to be completed by June 2025.		70% *Increased from 20%*

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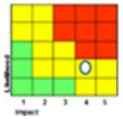
SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Risk 15 | **Risk Title – ICT Digital Resilience, Protection and Capability** | **Risk Theme - Resources**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner/s – Service Leads - ICT	There is a risk that major or widespread ICT failure will adversely affect delivery of Council services. ICT failure risks include non-compliance, failure of business systems, cyber-attack, and failure of ICT equipment.	Lack of corporate ICT planning in a robust and consistent manner. Cyber intrusion. Outdated / obsolete equipment and systems. The Business Continuity Plans of some Services may lack effective arrangements for ICT loss.	Inability to provide key services and recover quickly. Reputational damage, financial loss, litigation.	 **4 x 2 = 8**	1. Resilient infrastructure in place with dual data centres, duplicated network communication paths, internet links, and server hardware. 2. External contracts established with service providers for technical support and expertise across critical technologies. 3. SAC Data Centre's services will be migrated to cloud data centres, with the first phase completed in April 2023. 4. A bespoke ICT Risk Register in place, which is subject to review as part of standard operating practice. 5. The Integrity Group meets regularly to consider cyber security issues and develop further mitigations as required. 6. Compliance standards established as part of technology and process governance framework. 7. Service BC plans include some level of 'manual work around' for resilience in respect of ICT failure. Updates to all BC plans are requested on a 6 monthly basis. 8. ICT Asset Management function established to ensure currency of technology assets is maintained. Additional capacity created. Rolling replacement plans are now in place for technology towers.

Proposed Mitigations (with dates)	Status	Progress Bar
1. Live services are provided by McCall's Avenue Data Centre, which has enterprise facilities management services, with County Buildings being used for resilience purposes. Work is complete in terms of live services being moved from County Buildings to McCall's Avenue, with low volume items remaining which have longer term timelines. (August 2024)	✔	Completed
2. A significant amount of services are now live in Microsoft Azure and phase 2 will complete by Dec 2024. Remaining on premises services will require to be redesigned and are subject to work with specific services.	▶	90%
3. PSN Accreditation achieved for 2024 and works are scheduled for 2025. This remains a recurring activity annually. (ongoing).	▶	Ongoing
4. In light of services migrating to a cloud data centre, work is required with all services to redefine the ICT element of their Business Continuity Plans. Engagement from ICT will take place to define priority applications which align to future plans for application rationalisation/replacement based on off-premises data centre provision. Scenario based planning exercises will require to take place in 2025 with services to take cognisance of increasing cyber threats. (target date March 2025).	⚙	0%

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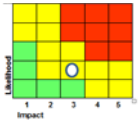
SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Risk 16 | **Risk Title – Management of Assets** | **Risk Theme – Resources**

Ownership	Potential Risk	Cause	Potential Effect	Risk Score	Current Mitigations
Accountable – ELT Responsible – CLT Risk Owner – Service Leads: Asset Management, Professional Design Services and Housing	1.Delivery of the agenda linked to Transforming the Estate may be impacted by a range of factors which could delay any resulting financial gains. 2.There is a risk of delay to projects within the General Services capital programme due to inflation of construction costs which could impact on deliverability of the programme. 3. There is a risk that Council property insurance valuations are out of date – last property valuation exercise was undertaken in 2015.	Decisions re asset rationalisation, delays on asset disposal, staff placing logistics. Inflation Cost of Living Crisis Lack of capacity and funding.	Impact on efficient recovery of Council services. Failure to deliver Asset Management Plan. Project delay or additional costs. Adverse incidents and compliance failure. Damage to Council's reputation. In the event of a loss, where properties are underinsured, insurers will apply average clause – this would result in financial loss to the Council. When insurance valuation exercise is undertaken, and if there is a significant increase in values, then service will incur an significant additional insurance premium. Such mid-term policy adjustments are costs which require to be met by service.	 **3 x 2 = 6**	1. The Transforming the Estate project is underway and has superseded the former Asset Management Plan. 2. Professional Design Services continue to monitor construction costs and contractor's ability to progress and deliver works. 3. Quarterly Capital Monitoring Reports are taken to Cabinet, updating on the progress of the General Services and Housing Capital Programmes. For 2024/25, the P3 (to 30th June) reports were approved by Cabinet of 27th August, 2024 and P6 (to 20th September) reports approved by Cabinet of 26th November, 2024.

Proposed Mitigations (with dates)	Status	Progress Bar
1. The proposed approach to the rationalisation of Council assets was approved by Cabinet on 23 May 2023 in a strategy 'Transforming the Estate'. It has been agreed to note the strategic recommendations following conclusion of an external consultant's review and undertake further work to review the proposals for each asset type and validate cashable benefits and costs for the Council. Substantial progress across each of the strategic themes has been made since May 2023. A report on progress and delivery will be taken to Service and Performance Panel in May 2025. The updated Asset Management Plan, reflecting the strategic objectives of Transforming the Estate, was approved by Council in December 2024.		50% *Increased from 30%*
2. A revised and updated 12 Year Capital Plan is taken to full Council each year, with the next being taken in March, 2025, which will cover the period 2025/26 to 2036/37. In addition, a Capital Review paper was approved by Special Council on 6th February, 2025 with reductions to the overall programme. Quarterly Capital Monitoring Reports will be taken to Cabinet in August and November 2025 and February and June 2025, updating on the progress of the General Services and Housing Capital Programmes. These reports will include any issues that required to be highlighted and any adjustments requested in light of this.		70% *Increased from 25%*
(New) 3. *Non-Residential Property Re-Valuation' Update*: Meeting to take place on 24th February 2025 to confirm resourcing and plan for implementation. Next Risk Register update will confirm timescales and progress.		TBC
(New) 4. *'Residential Property Re-Valuation'* Update: Meeting to take place on 24th February 2025 between Housing and Asset Management to confirm processes for instigating revaluation and resourcing. Next Risk Register update will confirm the processes that have been established and timescales for implementation.		TBC

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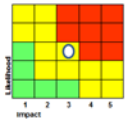
SOUTH AYRSHIRE COUNCIL - STRATEGIC RISK REGISTER (DRAFT – JANUARY 2025)

Guidance - Recording Risks

Risk No. x			Risk Title - xxxxx	Risk Theme – Resources / Protection / Governance	
Ownership	**Potential Risk**	**Cause**	**Potential Effect**	**Risk Score**	**Current Mitigations**
Who is accountable and responsible for managing the risk?	What could go wrong?	What may have caused this risk?	Possible outcomes or adverse effects?	 3 x 3 = 9	What is already in place to manage the risk?
	S	A	M	P	L E

Proposed Mitigations (with dates)	Status	Progress Bar
1. What is planned to mitigate the risk further? (and when it is due to be completed) <enter date>		33% *Increased from…?*

A status icon (Figure 3) is displayed along with a calculation from Risk Owners on percentage completion of the mitigating actions.
This information is closely scrutinised by Chief Officers via CLT and Elected Members through the Audit and Governance Panel and Cabinet and this assists in determining decisions on reducing or increasing risk ratings utilising the matrix at Figure 1.
New risk identification is considered against a broad range of risk types and these are represented at Figure 2.
Risk types are cross-cutting and not considered in isolation.
Further explanation of SAC Council Risk Management Methodology is available within the Corporate Risk Management Strategy RM Strategy

Fig 1

Risk Themes		
Governance	Protection	Resources

Risk Rating				
Impact		x	Likelihood	
1	Minor		1	Unlikely
2	Moderate		2	Possible
3	Major		3	Likely
4	Critical		4	Very Likely
5	Catastrophic		5	Almost Certain

Fig 2

Fig 3	Status
✔	Completed
▶	On Target
⚠	Not on target – some concerns
●	Not on target – major concerns
⚙	Not yet started