



## **Future East Ayrshire Live transcript: part 2**

**(0:11) Would it not be more cost effective to tackle the heavy traffic going through our small towns, especially Mauchline, instead of maintaining the roads time and time again?**

Chris McAleavey: Anyone who drives though Mauchline on a regular basis will know exactly what you mean. As the local Roads Authority, we have a statutory duty to maintain the condition of our roads. We don't however have any legal powers to enforce how other transport providers use our roads. We do try to negotiate with some of the big commercial haulage companies to try and divert traffic to take the pressure off some of the main busy junctions.

We are working with colleagues in Dumfries and Galloway to develop a joint approach to deal with traffic issues on the A76 and we are working hard to address this.

**(2:15) Why then do Barr Construction come down through Mauchline when the best route for them to get to Ayr is though Ochiltree?**

Chris McAleavey: This is something I'll take back to colleagues and we will talk through these issues and try to persuade these companies to consider changes.

**(3:00) When are you going to fix the road and the bus stop in Gillfoot? When it rains you get soaked by traffic on both sides of the road.**

Chris McAleavey: We have an ongoing programme for roads repairs. Our roads take a battering - particularly in severe weather. We've put more and more resources into roads over the last few years, but we face a constant struggle to maintain our roads. We have the commitment, we have the budget and we have a workforce ready and willing.

**(4:20) Timescale for this?**

Chris McAleavey: Very soon!



**(4:50) East Ayrshire is merging with another council for roads maintenance and repair. How will this affect the services we have at the moment? And how will this affect employees within the council?**

Chris McAleavey: The new Ayrshire Roads Alliance is the first of its type in Scotland. It was not an easy task, to bring two roads service together, but there are real benefits to be gained from this in the mid to long term. One of the reasons we're doing this is to build resilience within the system.

All councils face the same problems about the deteriorating condition of roads and the pressure of trying to keep roads up to the standards that we all expect.

Road are vital to keeping our communities vibrant and alive.

New arrangements will take effect from 1 April next year, when the 2 roads authorities come together. EAC will be the lead authority, but this doesn't change a thing as far as SAC is concerned. SAC will remain the roads authority for roads in SA and they will decide how much money will be spent repairing roads in their area. As it will be with ourselves – we will decide how much money will be spent on improving and maintaining our own roads network in East Ayrshire.

We will report back to our respective councils so that local people understand how the money is being spent. We predict savings and efficiencies will emerge from this. It will remove duplication and make better use of plant and equipment and procurement opportunities.

There is nothing in these plans that would bring about any job losses at this moment in time. There are no compulsory redundancies involved in any of this.

Looking ahead there is a vibrant future for this new service. We will pool our resources and expertise to improve the roads networks across both local authority areas.

**(8:05) With all the savings and efficiencies being made can some priority be given to lowering kerbs for disabled people please?**

Chris McAleavey: You are right – we do a lot of work lowering kerbs in communities throughout the year but there is an increased demand for this and there is a need for us to look again at how we programme this work. I'm happy to follow this up after the event.



**(9:45) If East Ayrshire Council stopped charging for car parking in the town centre, it would regenerate local business and people would be encouraged to rent shops in the town. Families current travel to Braehead and Silverburn where parking is free.**

Fiona Lees: everyone has an opinion on parking – and often not the same opinion. We hear many different views from shoppers, retailers and business.

Christ McAleavey: this issue is raised all the time. Local retailers are supportive of parking in a regulated way – seeking innovative ways to encourage parking but at the same time attract people into their shops. If we don't regulate parking, some people will park on the streets all day which means shoppers can't get access to easy parking.

We're conscious of what's happening elsewhere – with town centre regeneration for example. We offer free off-street parking at weekends and extended hours at the multi storey. There are signs that this has been successful but there is a lot of work involved. We try to be innovative and take account of all these requirements. This is a common issue across many towns – we all want to make our town centres more attractive for visitors and shoppers. There will be a report to cabinet very soon, outlining new ideas and proposals for parking.

**(13:30) Why can't you use your parking ticket in another part of the town?**

Chris McAleavey: We did consider this – and we looked at other areas, but not one council area does this. The key concern is increased risk to road safety particularly in the town centre area.

**(15:10) Why don't you take the bull by the horns and be the first Council to adopt such a parking scheme? Set an example!**

Chris McAleavey: I am happy to take on board these points and will take it back to our cabinet for consideration.



**(16:30) Has the council considered using disc parking which is popular in other areas?**

Chris McAleavey: Am familiar with the scheme – this is one of the package of proposals being considered.

**(17:30) I travel to Glasgow everyday – nowhere to park all day in Kilmarnock**

Chris McAleavey: Park and ride – we are looking at this. We are trying to identify a suitable site for this.

**(18:45) What are the council's plans for increased investment in Early Years and family support? And given the corresponding increase in demands within adult social care and elderly services, what will you stop doing in order to fund this?**

Graham Short: If you give children the best start in life that will follow through to their later life, and onto employment. So this is about the heart of the regeneration of our community and the economy and employment – so early years is one of our highest priority services. Recently we've restyled our nurseries as Early Childhood Centres – it's about recognition of a different way of doing things, about nurturing our young people. We want to do more about nurture for our young people – all research suggests this will yield great results for the young people and their families. The biggest single development is the change in legislation in 2014 with the Children and Young People's Bill. That is looking at extended childcare from 475 hours to 600 hours. That will require an investment in excess of £1million. This will make a significant difference.

Eddie Fraser: We're proud of our services for adults with additional needs and older people. We've had to make changes just like the other services. Instead of a long term care package that stays the same we've changed to offer people an intensive care package at the start to help people become more independent. It's a win-win situation. It helps people become more independent and it costs less. We've also joined up with other people like the NHS to provide joint services (eg helping people get out of hospital more quickly). We've managed to deliver a lot of this without any structural change.

In terms of community care services we are having to do more with less.



**(26:40) Where else are you going to look in the council to support these services?**

Fiona Lees: If we are going to fund these vital services then we might have to spend less on other services or not deliver them at all. For example we're aiming to reduce our energy efficiency bill and our number of properties. We recognise that people prefer to contact us by phone and our local offices aren't busy (average cost of a transaction is £2-£4) – so we're looking to close some of our local offices and offer people the chance to pay their bills at local paypoints e.g. post offices etc. This will save us £100,000. We're also trying to reduce management costs in the council. We can't spend more on everything as something else has to give.