

South Ayrshire Council

**Report by Director of Housing, Operations and Development
to South Ayrshire Council
of 1 March 2025**

Subject: Redevelopment of Y

1. Purpose

- 1.1 The purpose of this report is to provide an update on the early work undertaken on the Burns Statue Square Project and to seek approval for the next steps.

2. Recommendation

2.1 It is recommended that the Council:

- 2.1.1 notes the finalised traffic modelling for the proposed reconfiguration of roads through and around Burns Statue Square as set out in Appendix 1A;
- 2.1.2 notes the outline design proposals for the project by Ironside Farrar as set out in Appendix 2;
- 2.1.3 notes the approval of the realigned Levelling Up Fund (LUF) funding from the UK Government of £16M to cover the cost of the project;
- 2.1.4 agrees that, on the basis of 2.1.1 and 2.1.2 above, the project should progress to appointment of a main contractor and design team by Ayrshire Roads Alliance to carry out the design and construction of the project, with a further report to Cabinet prior to entering into the construction contract;
- 2.1.5 agrees that officers commence early public consultation on the traffic changes and concept design and agrees that the finalised design will be subject of further public consultation;
- 2.1.6 notes that a further report will be submitted to Council in October to approve the construction stage of the contract, following detailed design and outcome of public consultation.

3. Background

- 3.1 On 12 March 2024, the Cabinet endorsed the Ayr Town Centre Framework as a key document for the regeneration and development of Ayr Town Centre. The Cabinet also approved the development of a 3-year Project Plan to advance concept ideas for the identified priority projects supporting the Ayr Town Centre strategy. The redevelopment of Burns Statue Square is one of the priority projects, creating a major gateway into the town centre. The redevelopment objectives are to reconfigure the existing Burns Statue Square and surrounding streets away from the current arrangement of a traffic island with civic space in the middle of traffic circulation flows to develop an improved public realm space. The public realm would have many benefits including providing a high quality place to improve walking connections from Ayr Station toward the town centre and also to provide a high quality place to visit, dwell and enjoy.
- 3.2 Consultants, Ironside Farrar, were appointed in April 2024 to develop outline proposals for the project to facilitate further discussion/consultation with stakeholders. At the same time consultants SWECO were appointed to undertake traffic modelling of 4 scenarios. The outcome of these two studies was discussed at the Ayr Town Centre Member Officer Working Group (ATC MOWG) on 17 January 2025 and guidance from Members was given to officers. Members indicated support for the proposals.
- 3.3 In terms of the traffic modelling options, Members expressed favour with the traffic route option of closing the existing road that runs westward through Burns Statue Square to create a wider public realm space. This option included remodelling traffic by creating two-way traffic through Burns Statue Square as set out in Appendix 1B. Since the meeting in January this year, further traffic modelling has been undertaken to understand the impact the proposals will have on traffic flows, parking and servicing arrangements, as set out in Appendix 1A.
- 3.4 Members also indicated support for design concept set out. In the Concept Design Report included in Appendix 2. The Design Concept creates a new expanded public realm space in Burns Statue Square based upon high quality paving seating and sculptures based upon Burns poetry themes of wildlife and the environment. The seating and paving would be laid out in an organic form taking its shape and form on the flow of the River Coyle.
- 3.5 On 12 December 2024, South Ayrshire Council agreed to assign £16m from the £22m Ayr Town Centre Regeneration Works budget line in the General Services Capital Programme to allow work to continue whilst discussions were ongoing with UK Government in relation to LUF funding.
- 3.6 The UK Government has now approved the Council's bid to re-align the previously approved £16m LUF funding to cover the cost of the Burns Statue Square project.
- 3.7 It was noted in the report to Council on 12 December 2024 that the project will be delivered by Ayrshire Roads Alliance with Special Property Projects acting as Intelligent Client.
- 3.8 The funding source from Ayr Regeneration budget is no longer required as the LUF bid was successful and the £16m required is being met through that source now

4. Proposals

4.1 Members are asked to:

- 4.1.1 note the finalised traffic modelling for the proposed reconfiguration of roads through and around Burns Statue Square and approves option 1, as set out in Appendix 1A, as the basis for working up detailed designs and public consultation;
- 4.1.2 note the outline design proposals for the project by Ironside Farrar;
- 4.1.3 note the approval of the realigned Levelling Up Fund (LUF) from the UK Government for £16M to cover the cost of the project;
- 4.1.4 agree that, on the basis of 4.1.1 and 4.1.2 above, the project should progress to appointment of a main contractor and design team by Ayrshire Roads Alliance to carry out the design and construction of the project, with a further report to Cabinet prior to entering into the construction contract;
- 4.1.5 agree that officers commence early public consultation on the traffic changes and concept design and agrees that the finalised design will be subject of further public consultation. Early public consultation will be considered in the design process and the ATC MOWG will be kept up to date on progress; and
- 4.1.6 note that a further report will be submitted to Council in November to approve the construction stage of the contract, following detailed design and outcome of public consultation.

5. Legal and Procurement Implications

- 5.1 A full title search is being undertaken by Legal Services on the land earmarked for development to identify ownership (including Common Good), wayleaves and rights of way. Until this has been concluded this will be a risk to the project.
- 5.2 There are no procurement implications associated with the recommendations in this report. The proposed procurement method will be a two stage Design and Build contract through a compliant framework, in accordance with the council's Standing Orders for Contracts.

6. Financial Implications

- 6.1 The previously approved Council capital budget is no longer required and can be returned to the Ayr Town Centre Regeneration Works budget line for further future projects consideration as the project is now being funding through the successful LUF bid.

7. Human Resources Implications

- 7.1 Not applicable.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

- 8.1.1 There are a number of significant risks associated with the delivery of the project including costs, funding, land, consultation, and planning matters. A full risk register has been developed for the project and is attached in Appendix 3.

8.2 *Risk Implications of Rejecting the Recommendations*

- 8.2.1 There is a risk that not proceeding with the project will result in the watering down of the aims and aspirations of the Ayr Town Centre Strategy.

9. Integrated Impact Assessment (incorporating Equalities)

- 9.1 The proposals in this report have not been subject of an Integrated Impact Assessment, however, this will be undertaken in preparation of a draft development strategy for Burns Statue Square that will be the subject of further consultation.

10. Sustainable Development Implications

- 10.1 ***Considering Strategic Environmental Assessment (SEA)*** - The proposals in this report do not represent a qualifying plan, programme, policy or strategy for consideration for SEA. An SEA has not been undertaken at this stage but will be undertaken in preparation of the Draft Burns Statue Square Development Strategy.

11. Options Appraisal

- 11.1 A study of roads designs options has been carried out by Sweco. The report includes an appraisal of the options considered and is included in Appendix 1B.

12. Link to Council Plan

- 12.1 The matters referred to in this report contribute to Priorities 1, 2 and 3 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1), Live, Work, Learn (Outcome 2) and Civic and Community Pride (Outcome 3).

13. Link to Shaping Our Future Council Yes ☐ No ☒

- 13.1 Not applicable.

14. Results of Consultation

- 14.1 Public consultation was undertaken as part of the Ayr Town Centre Framework exercise in January/ February 2024.
- 14.2 Consultation has taken place with Councillor Martin Dowey, Portfolio Holder for Corporate and Strategic, and Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

15. Next Steps for Decision Tracking

- 15.1 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 Cabinet in the 'Council and Cabinet Decision Log' at each of its meetings until such time as the decision is fully implemented:

Implementation	Due date	Managed by
Instruct Ayrshire Roads Alliance to proceed with procurement of the design team and contractor for the first stage of the design and build contract	8 May 2025	Service Lead - Special Property Projects
Submit a further report with the outcomes of public consultation	6 November 2025	Service Lead - Special Property Projects
Submit a further report prior to Concluding the stage 2 construction contract	6 November 2025	Service Lead - Special Property Projects

Background Papers **Report to Cabinet of 12 March 2024 – [Ayr Town Centre Framework](#)**

Report to Council of 12 December 2024 – Proposed Public Realm and Redevelopment at Y (Members only)

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Date: 25 April 2025

BURNS STATUE SQUARE

Microsimulation Modelling

6 March 2025

Contents

- High Street traffic flow
- Parking survey
- Burn Statue Square Option 1
- Accessible Ayr cabinet report (Aug '23)
- Speed and traffic flow heat maps
- Vehicle journey time
- Conclusion
- Potential Amendments



POINTS FOR CONSIDERATION

- Surveys show a significant number of vehicles using the high street, to match the base model to the existing real world situation we modelled the same usage of the high street (essentially no enforcement)
- Enforcement of the high street would likely result in longer journey times in the base situation
- We have assumed no modal shift therefore the same vehicle volumes in the option tests (post infrastructure delivery)

WEEKDAY PARKING



	No of spaces	AM Peak Occupancy	PM Peak Occupancy
Cinema	20 P&D 2 EV	10 P&D 1 EV	13 P&D 1 EV
BSS West	4 LB	0 LB	0 LB
BSS East	1 LB	0 LB	0 LB
Smith St	6 P&D 8 Taxi	4 P&D 3 Taxi	4 P&D 3 Taxi
Parkhouse St	12 P&D	2 P&D	8 P&D
Dalblair Rd	12 P&D	7 P&D	11 P&D

P&D – Pay and Display

EV – Electric charging parking space

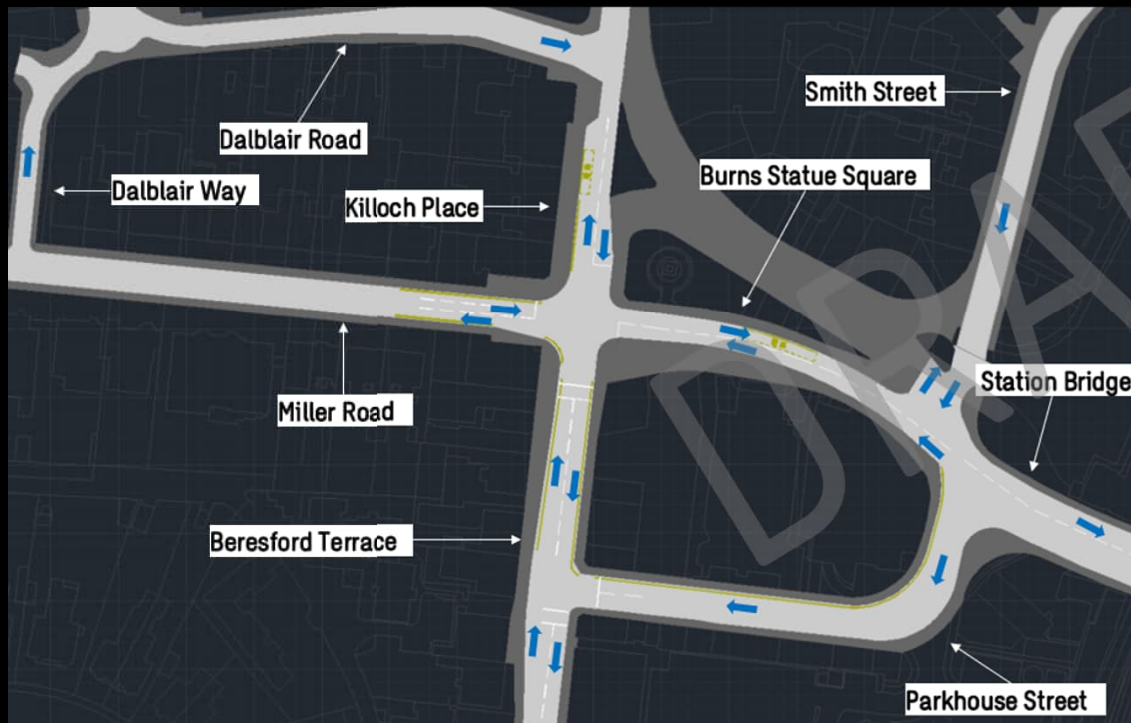
LB – Loading Bay

WEEKDAY PARKING

ABUSED PARKING RESTRICTION

	No of spaces
Cinema	Three cars parked at a double yellow line for approx. 2 hrs and 30 min One car parked at a double yellow line for 2 hrs One car parked at a double yellow line for 80 min
BSS West	23 separate occasion recorded of vehicle waiting, dropping off/picking up at a bus stop between 7:00-19:00 One HGV was loading/unloading for 70 min at a loading bay
BSS East	One HGV was loading and unloading for approximately 40 min at a loading bay
Smith St	Car parked at a drop kerb for approximately 4 hrs 45 min Two cars parked at a double yellow line for approx. 2 hrs One car parked at a double yellow line for 5 hours and 45 min
Parkhouse St	One car parked at a keep clear area for an hour
Dalblair Rd	One car parked at a keep clear area for 90 min One HGV parked at a drop kerb for 50 min

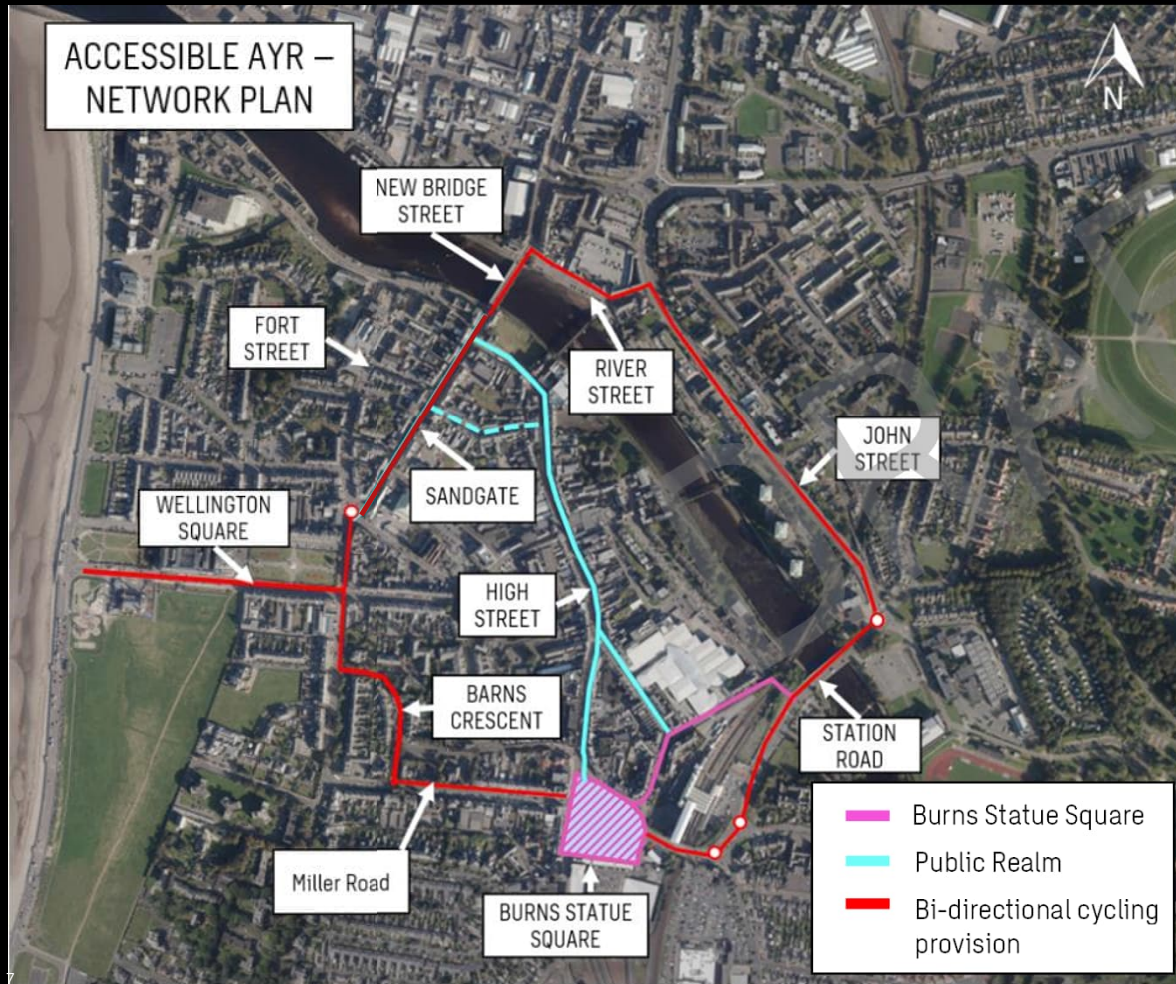
BURNS STATUE SQUARE OPTION 1



The amendments to December Option 1:

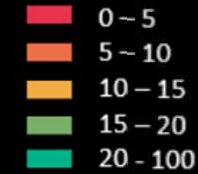
- Smith St open for all traffic, and
- Allowance for two lay-by bus stops at Eastbound direction through Burn's Statue Sq

ACCESSIBLE AYR CABINET REPORT (AUG '23)



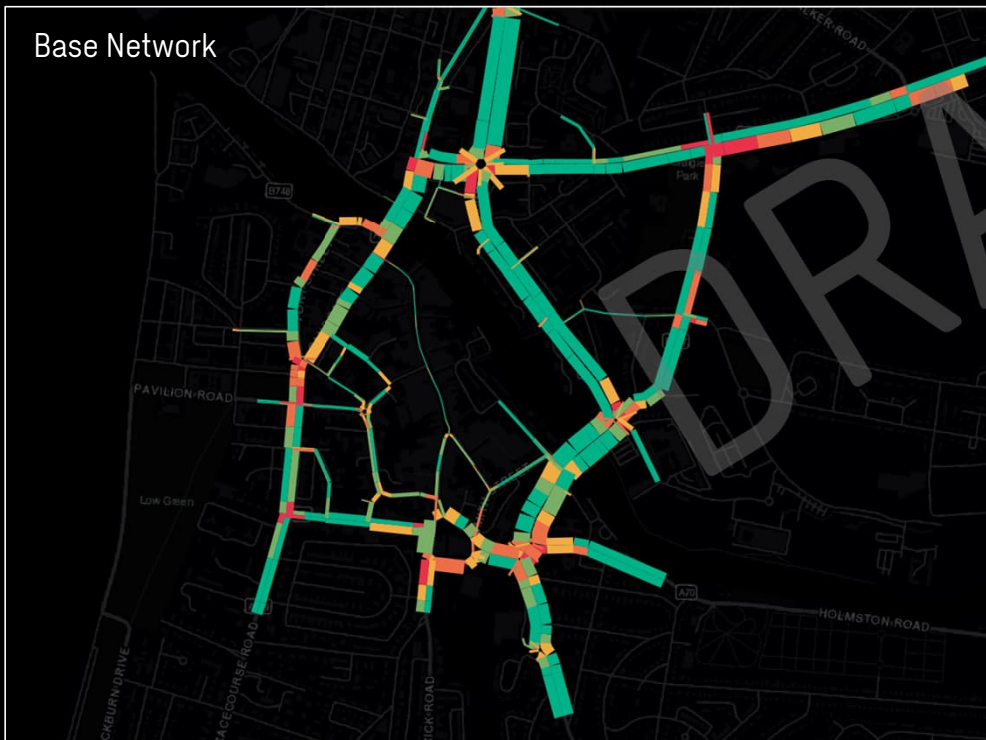
TRAFFIC FLOW AND SPEED MORNING PEAK

Mean speed (mph)

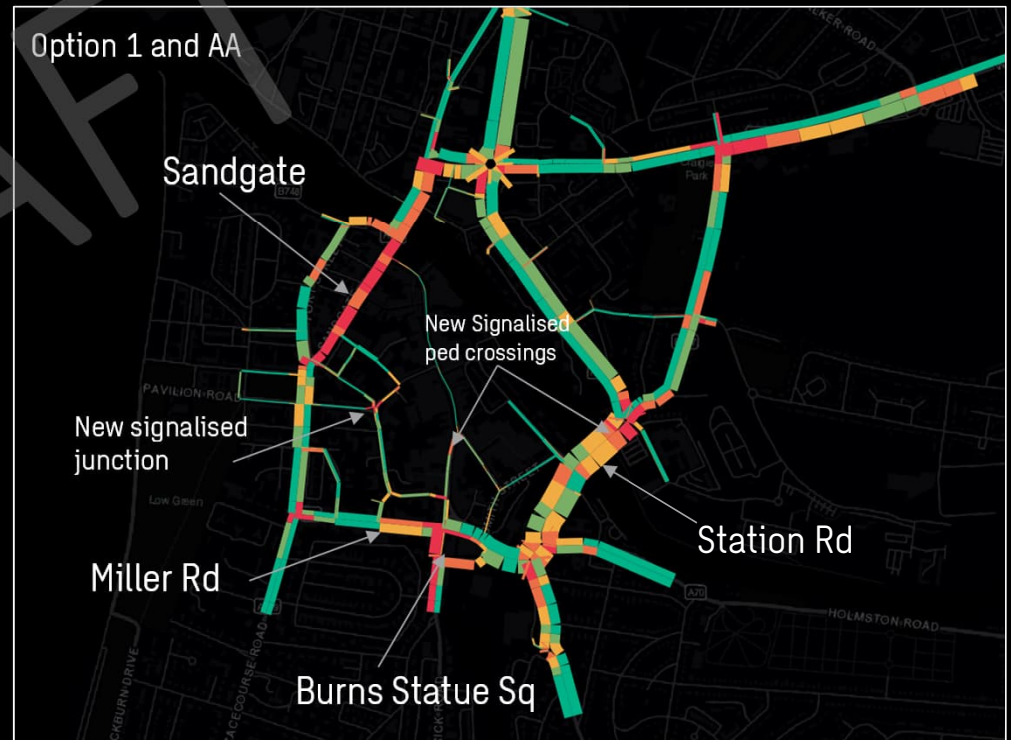


Vehicle Flow
— 0-200
— 200-400
— 400-600

Base Network

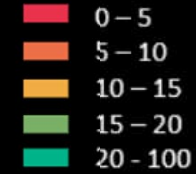


Option 1 and AA

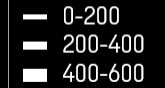


TRAFFIC FLOW AND SPEED EVENING PEAK

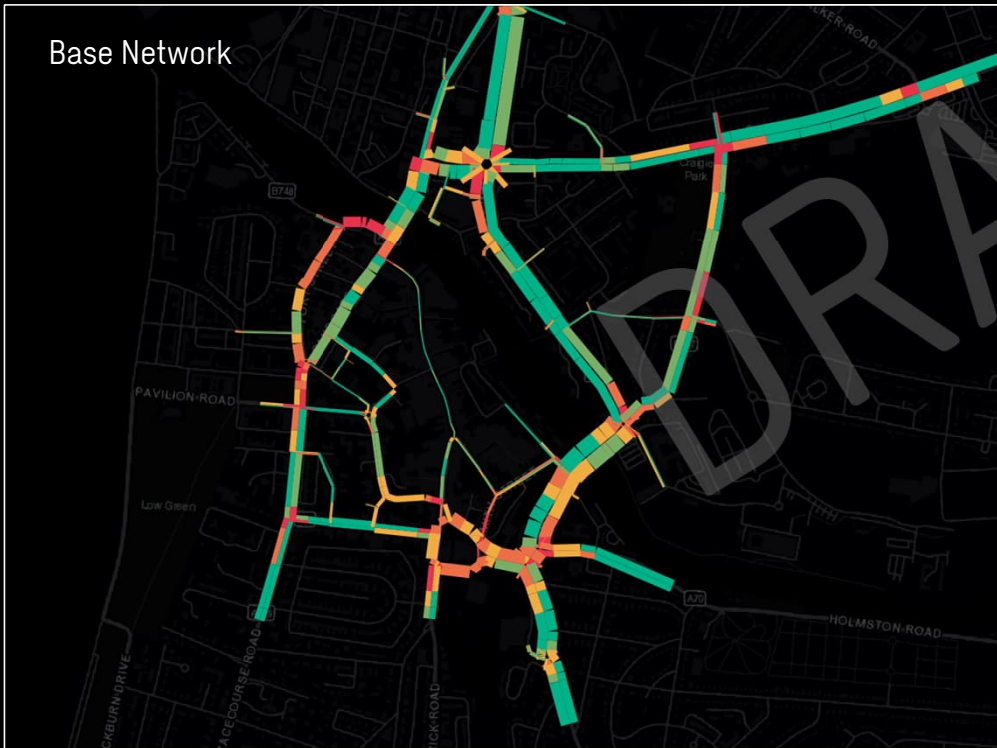
Mean speed (mph)



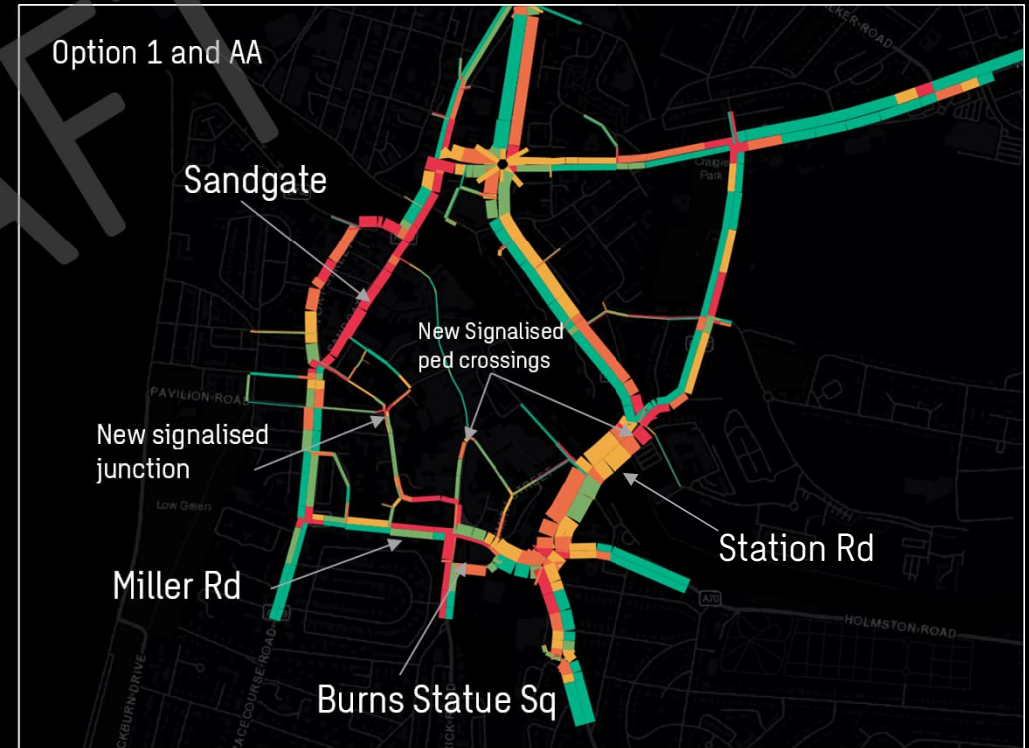
Vehicle Flow



Base Network



Option 1 and AA

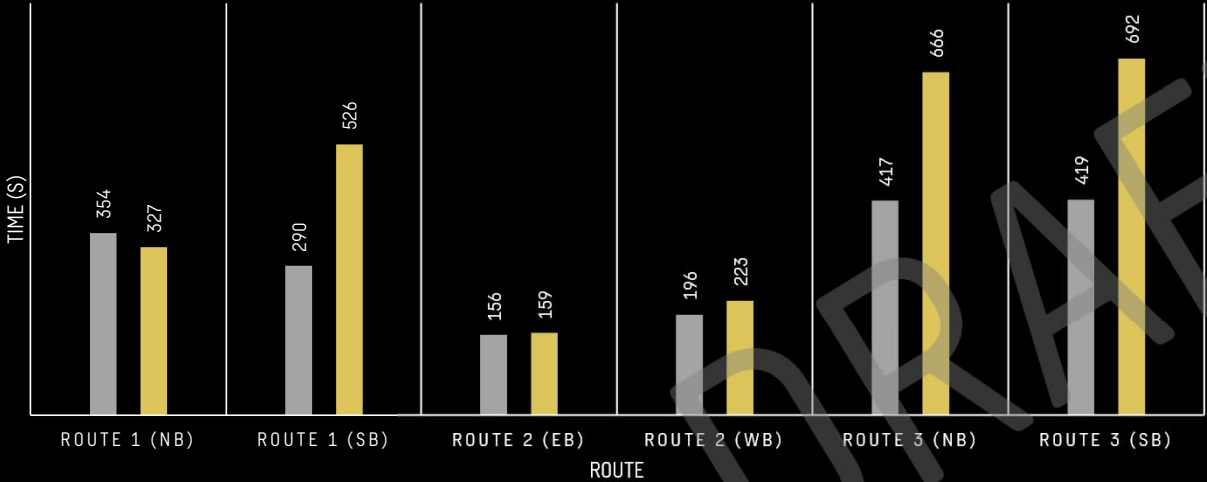


AM JOURNEY TIMES

Journey times in seconds

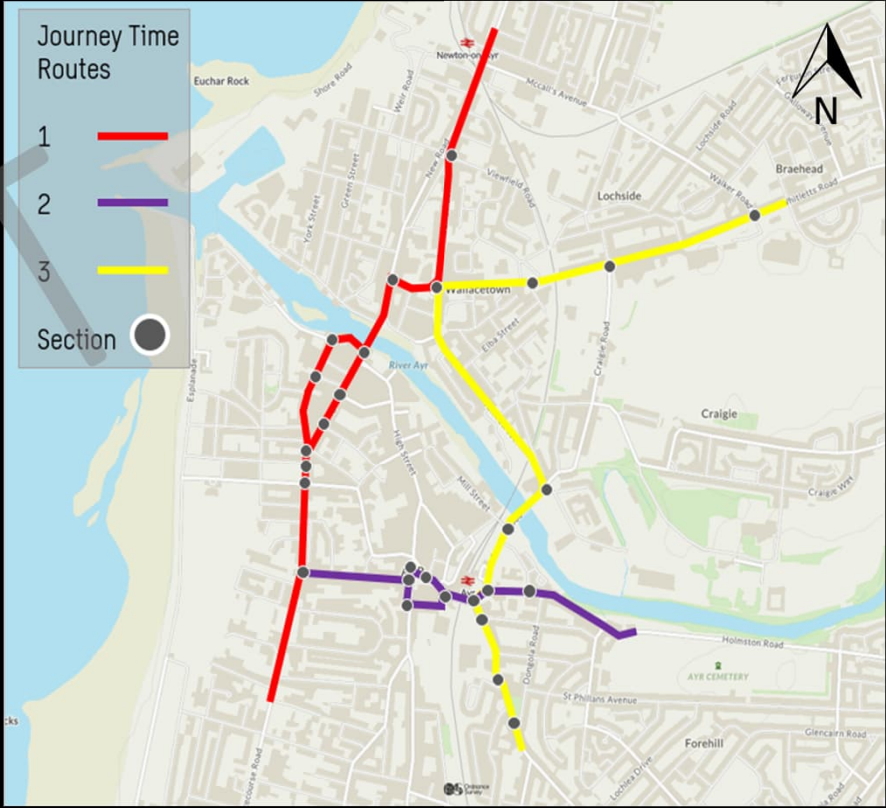
AM PEAK

■ Base ■ Option 1 + AA



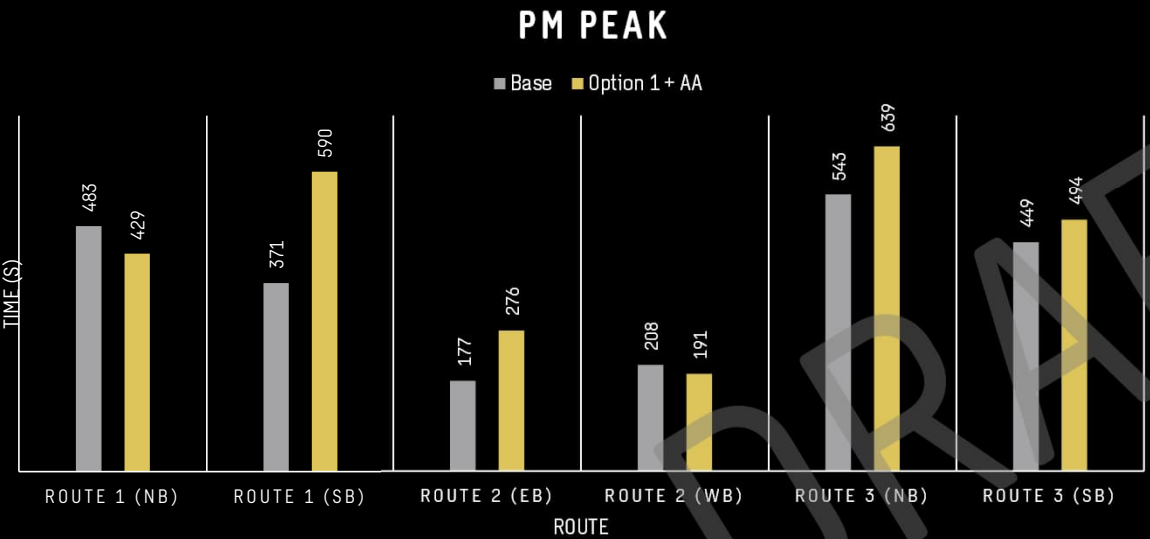
Comparison of journey times in seconds

AM Peak	Base	Option 1 + AA	% Diff Base and op1 + AA
Route 1 Northbound	354	327	-8%
Route 1 Southbound	290	526	+81%
Route 2 Eastbound	156	159	+2%
Route 2 Westbound	196	223	+14%
Route 3 Northbound	417	666	+60%
Route 3 Southbound	419	692	+65%



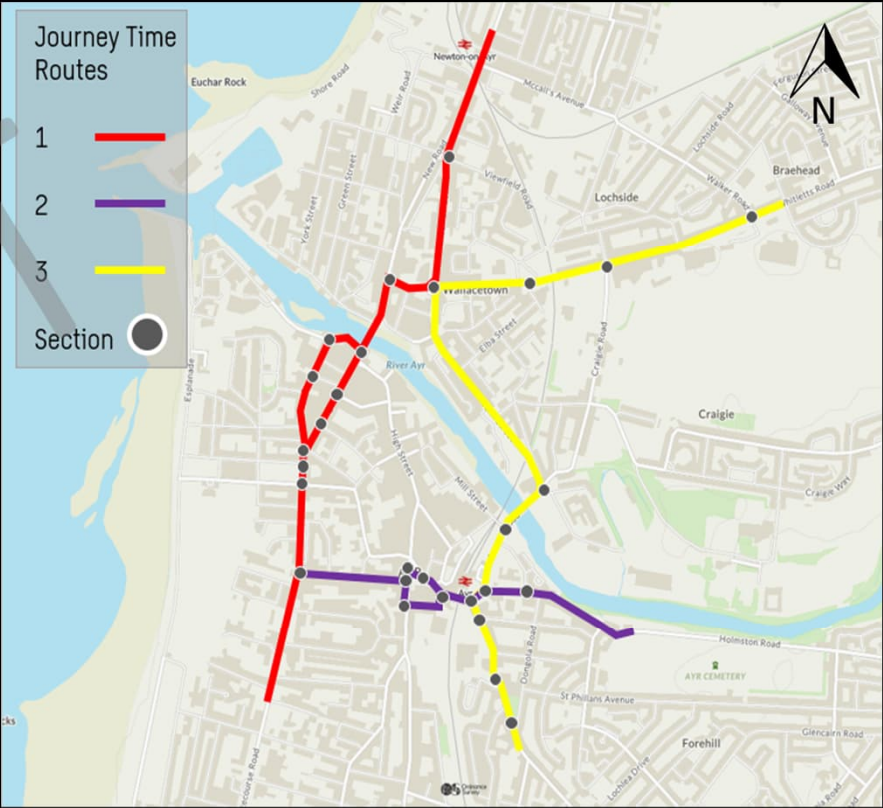
PM JOURNEY TIMES

Journey times in seconds



Comparison of journey times in seconds

AM Peak	Base	Option 1 + AA	% Diff Base and op1 + AA
Route 1 Northbound	483	429	-11%
Route 1 Southbound	371	590	+59%
Route 2 Eastbound	177	276	+56%
Route 2 Westbound	208	191	-8%
Route 3 Northbound	543	639	+18%
Route 3 Southbound	449	494	+10%



BURN STATUE SQUARE

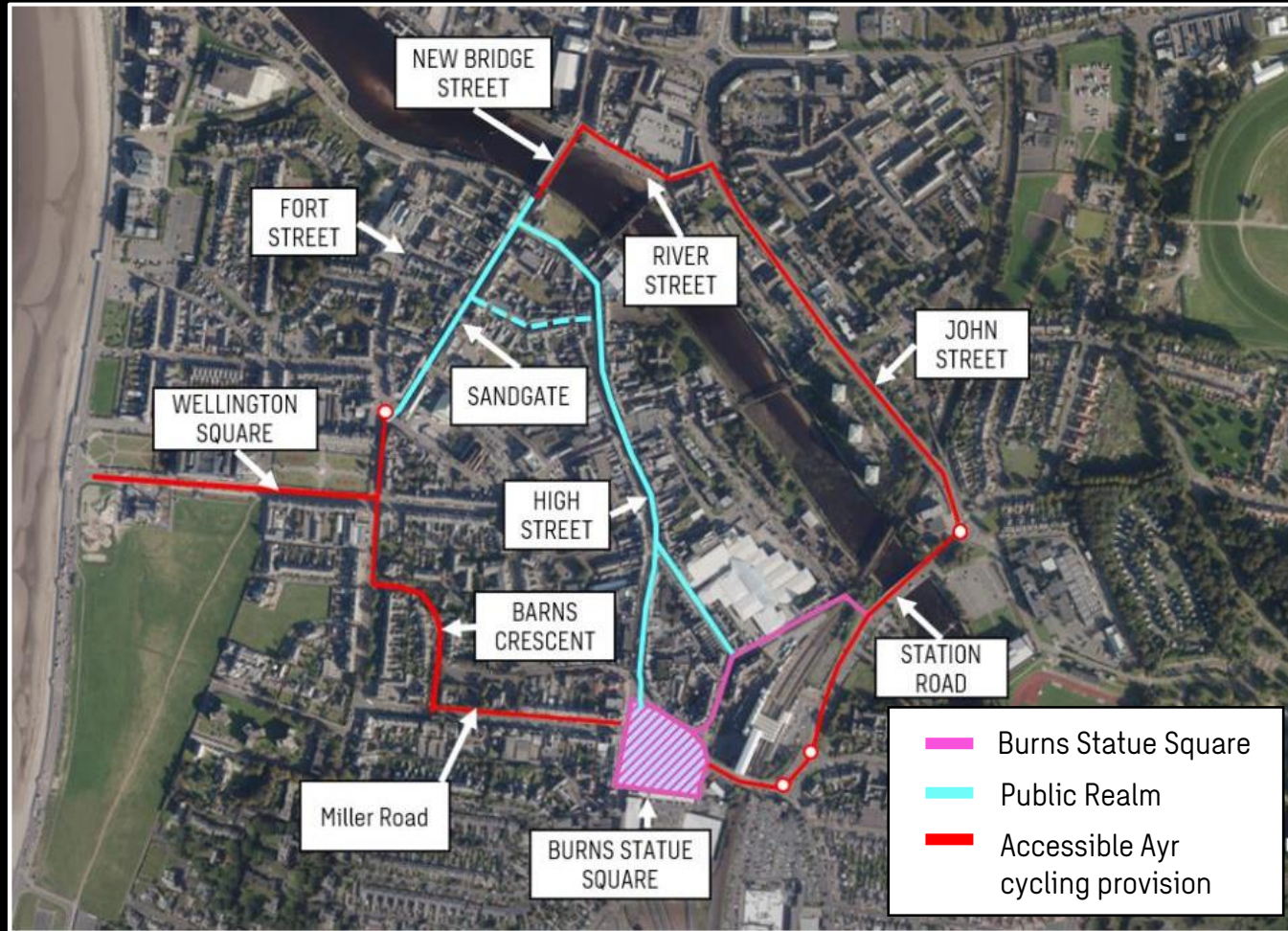
Microsimulation Modelling

11th December 2024

Contents

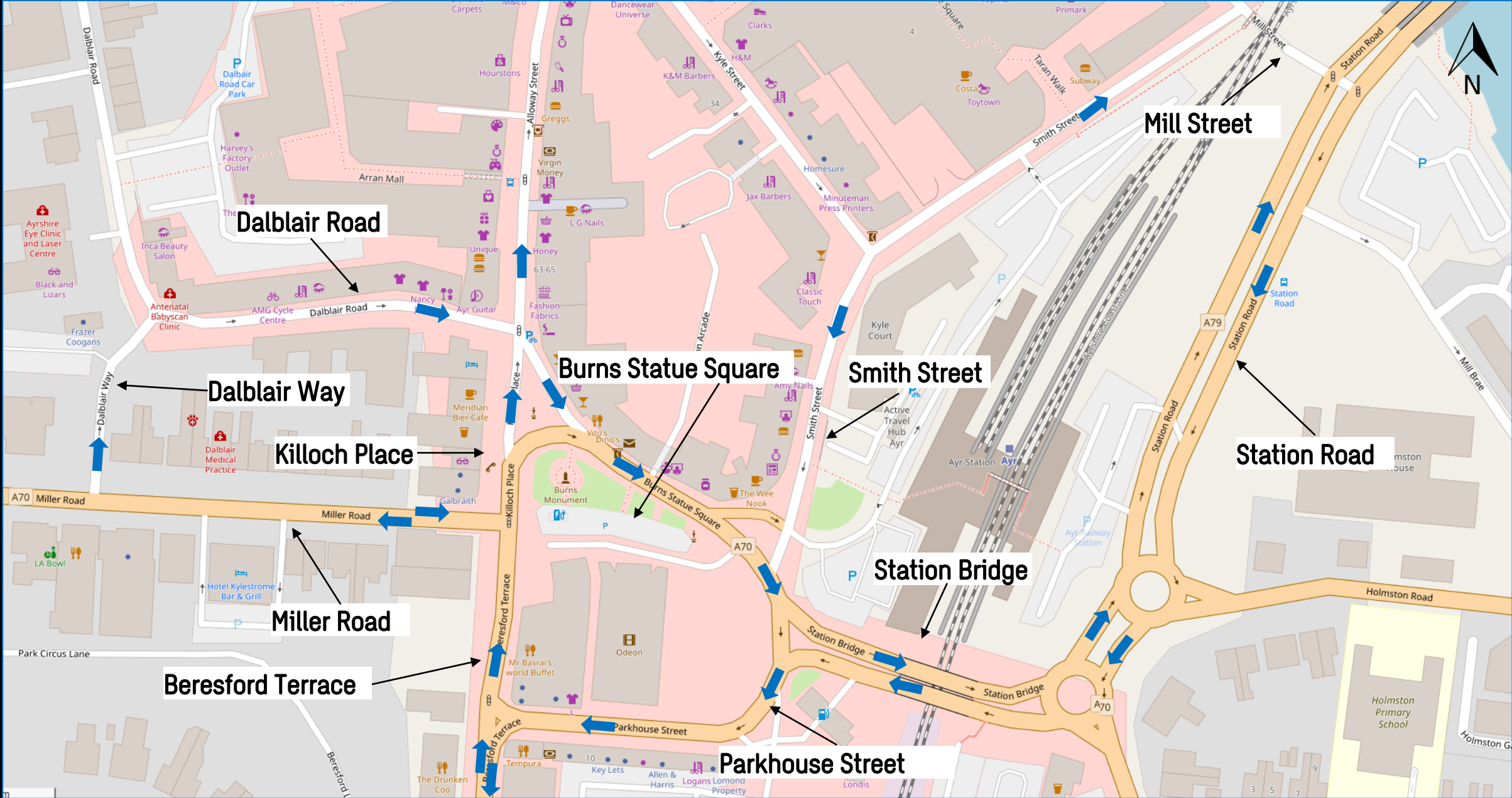
- Overview of existing Burns Statue Square
- Why microsimulation modelling?
- Proposed options
- Burns Statue Square modelling results
- Conclusion

LOCATION OF BURNS STATUE SQUARE



- Burns Statue Square lies on the southern-most section, between Killoch Place, Smith Street, Station Bridge, Beresford Terrace and Miller Road.
- Public Realm
- Burns Statue Square in relation to the wider Accessible Ayr network

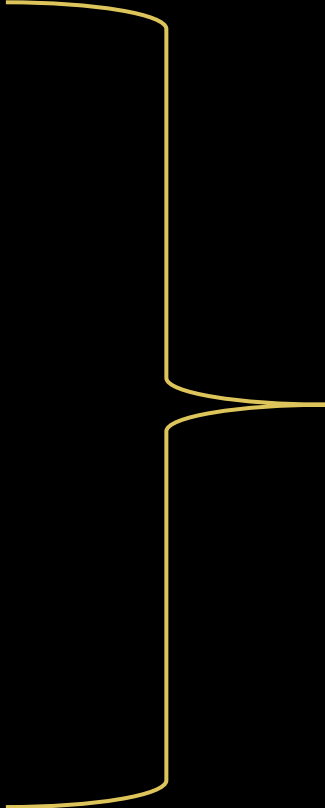
PROJECT AREA ROAD NETWORK



WHY ARE MODELS USEFUL?

- Used in planning to test the impact of:
 - Future traffic levels
 - New infrastructure
 - Alternative management and control strategies
- Appraisal:
 - To quantify the benefits and disbenefits of proposed changes and/or developments
- Implementation and operation
 - To optimise the operation of new systems

to inform
decision-making

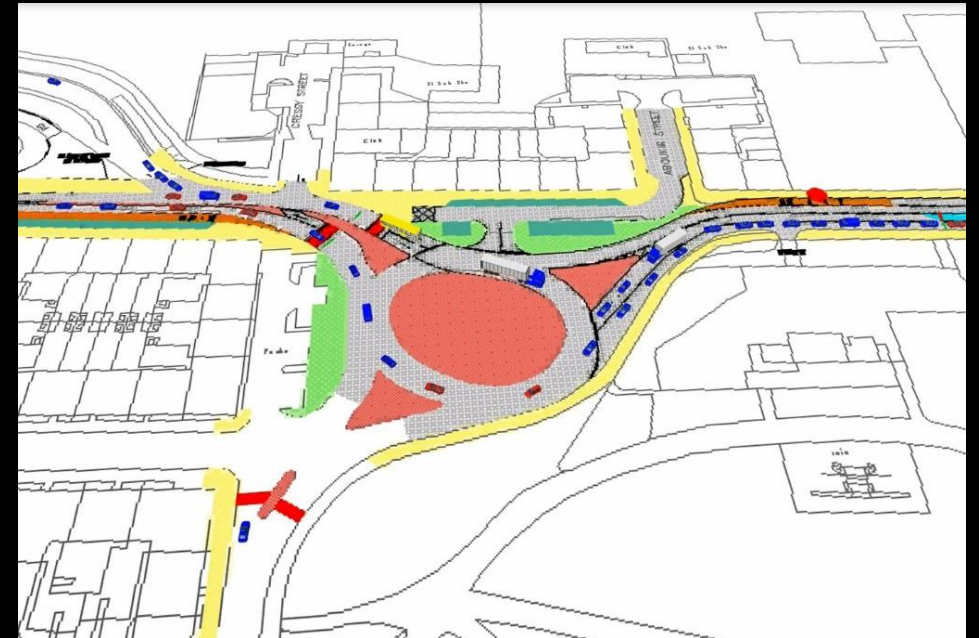


WHAT IS MICRO-SIMULATION?

- Modelling of individual vehicles and their interaction
- Real time visual display through Paramics Discovery software
- Statistics collected from multiple runs

More realistic behaviours:

- Junction interaction
 - Queuing and exit blocking
 - Modelling of different vehicle types
 - Individual behaviour characteristics
 - Accurate interactions with control systems
 - Over-taking
 - Shockwave effects
- Allows insight to knock-on effects of network changes



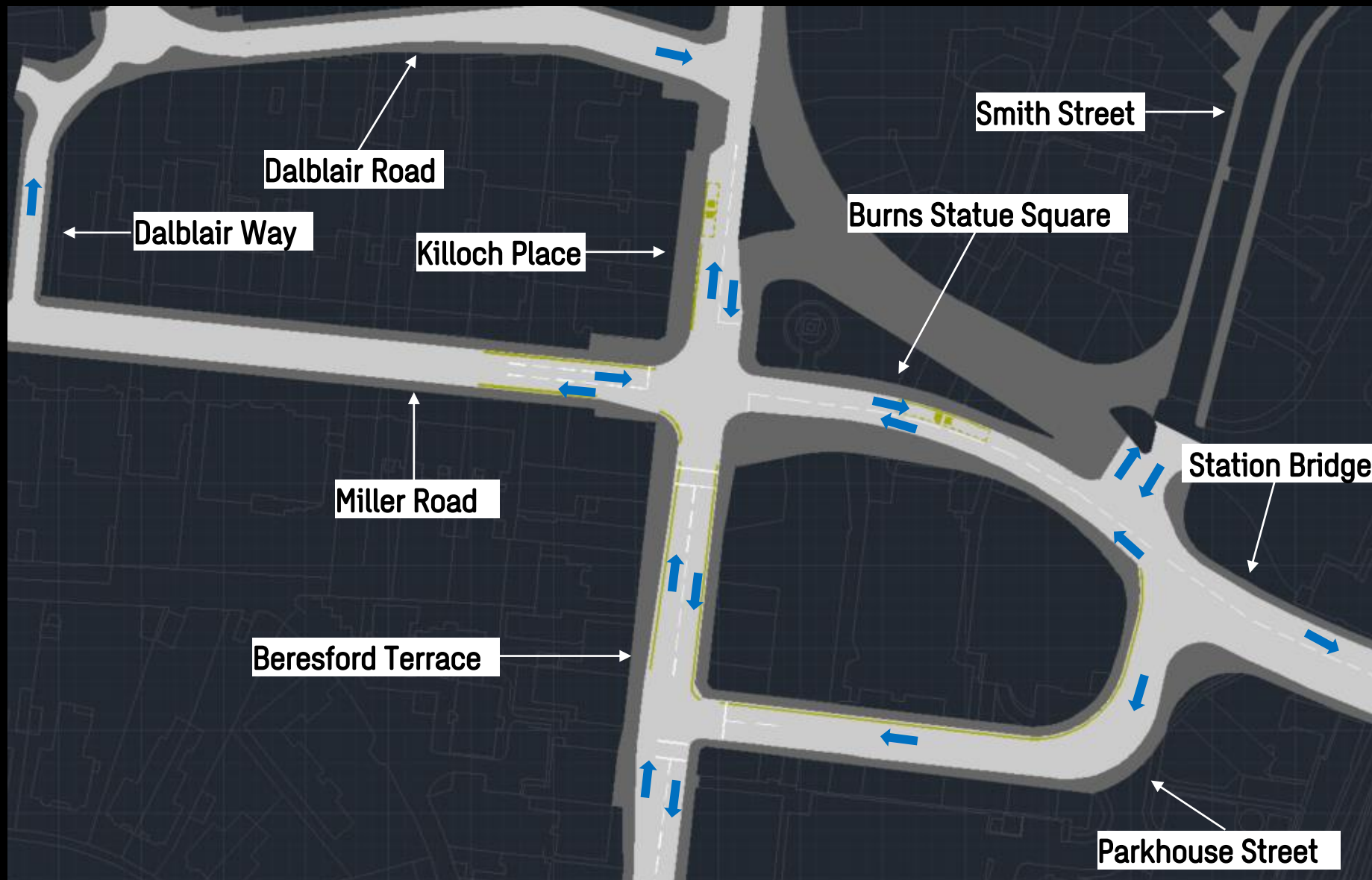
PARAMICS DISCOVERY 25

- Ayr town centre model was created in 2021
- We have applied an increase of vehicle flows and minor network changes to match 2024
- AM (08:15-09:15) and PM (15:15-16:15) peaks
- Vehicles on the model network include cars, vans, buses and lorries.



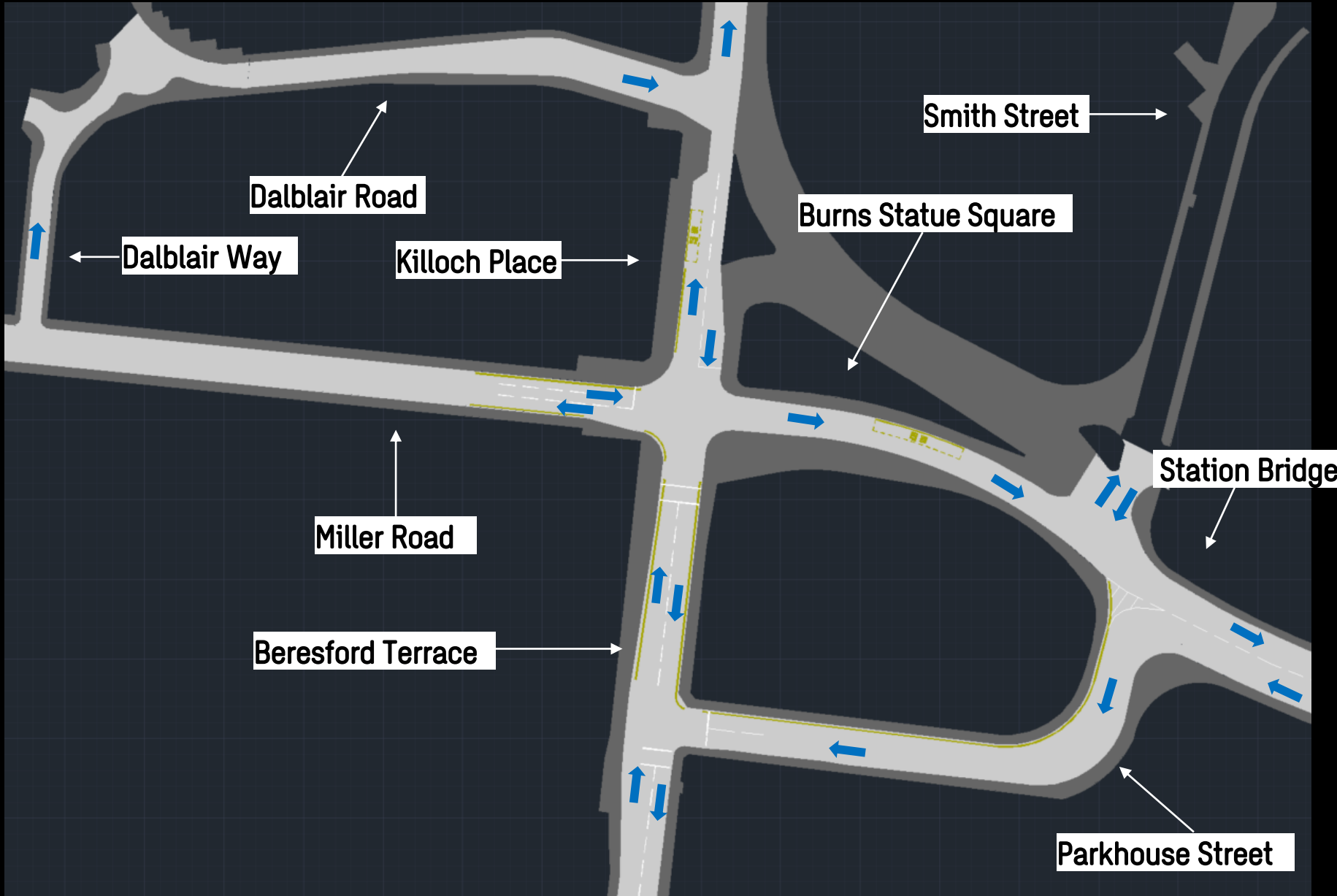
BURNS STATUE SQUARE PROPOSED OPTIONS

OPTION 1



- Two-way traffic through Burns Statue Square
- Two-way traffic at Beresford Terrace
- Smith Street closed for through traffic
- Two-way traffic at Killoch Place

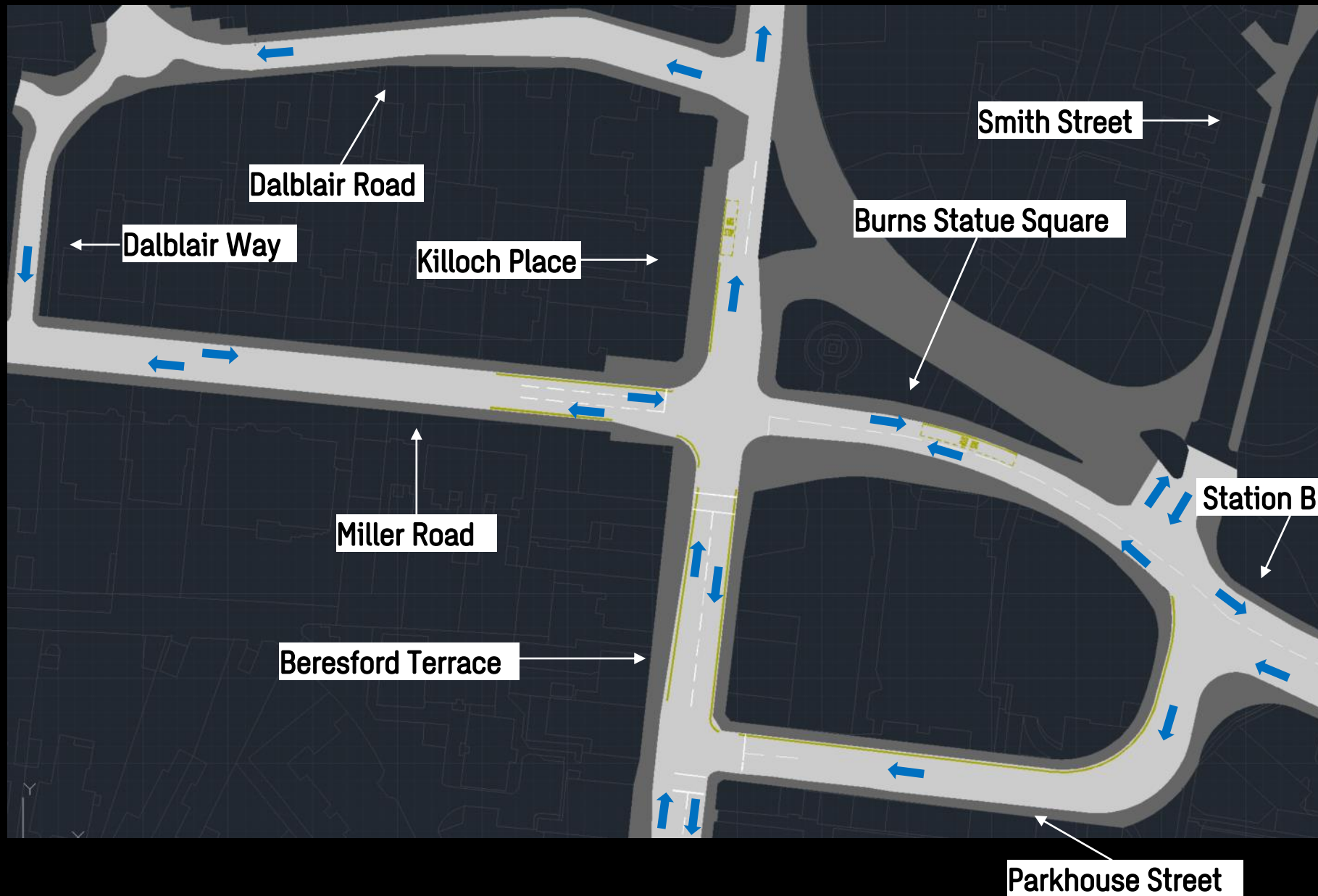
OPTION 2



- One-way traffic through Burns Statue Square
- Two-way traffic at Beresford Terrace
- Smith Street closed for through traffic
- Two-way traffic at Killoch Place

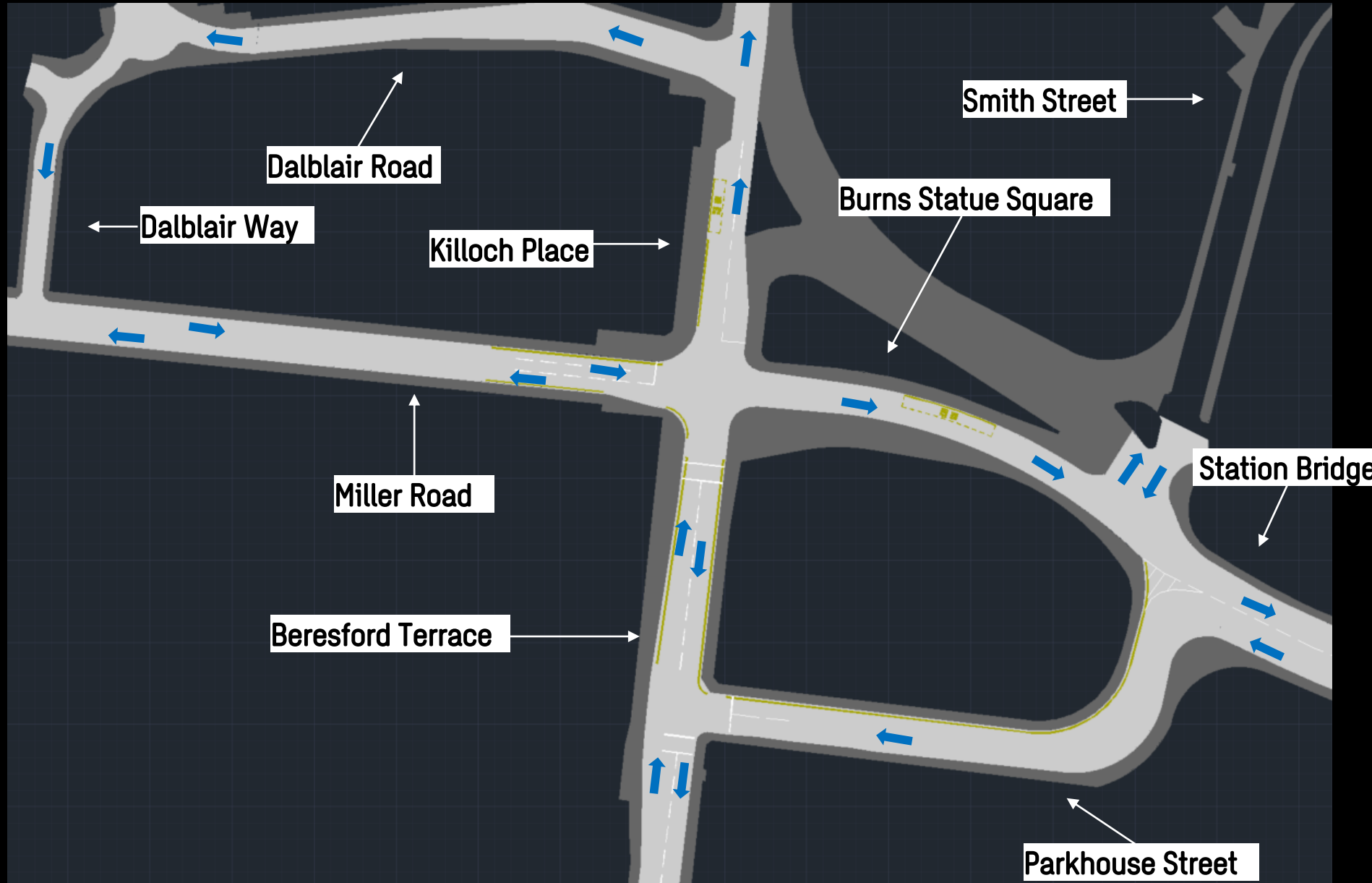
OPTION 3

- Two-way traffic through Burns Statue Square
- Two-way traffic at Beresford Terrace
- Smith Street closed for through traffic
- Killoch place become northbound only
- Dalblair Road becomes westbound only
- Dalblair Way becomes southbound only



OPTION 4

- One-way eastbound traffic through Burns Statue Square
- Two-way traffic at Beresford Terrace
- Smith Street closed for through traffic
- Killoch place become northbound only
- Dalblair Road becomes westbound only
- Dalblair Way becomes southbound only



BURNS STATUE SQUARE MODELLING RESULTS

VEHICLE JOURNEY TIMES AND FLOWS

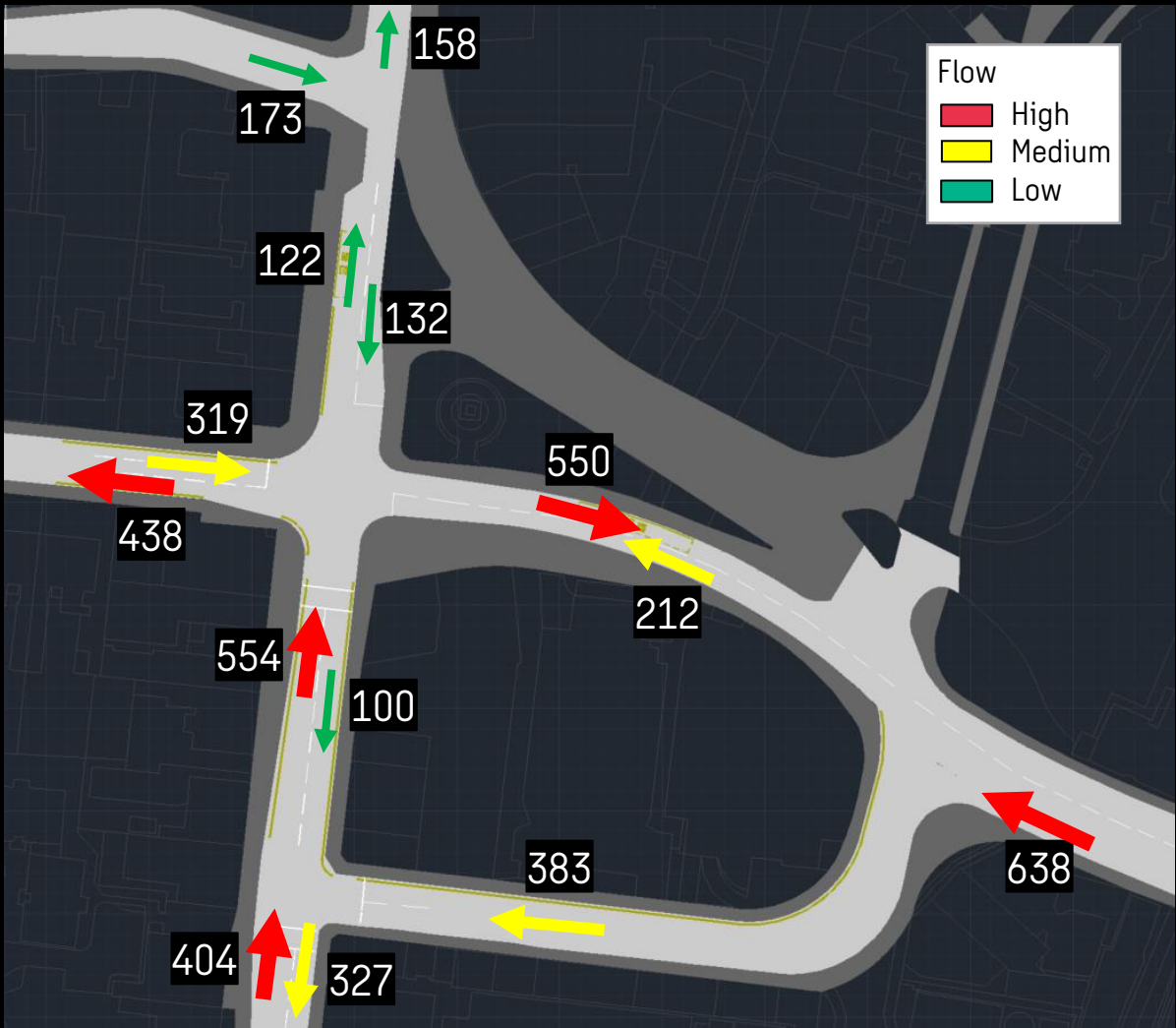
Flows

- Vehicle flows indicate where a change in vehicle numbers occur on the road network within the model.
- Flows can inform where pressure will occur on a transport corridor following a schemes inception.

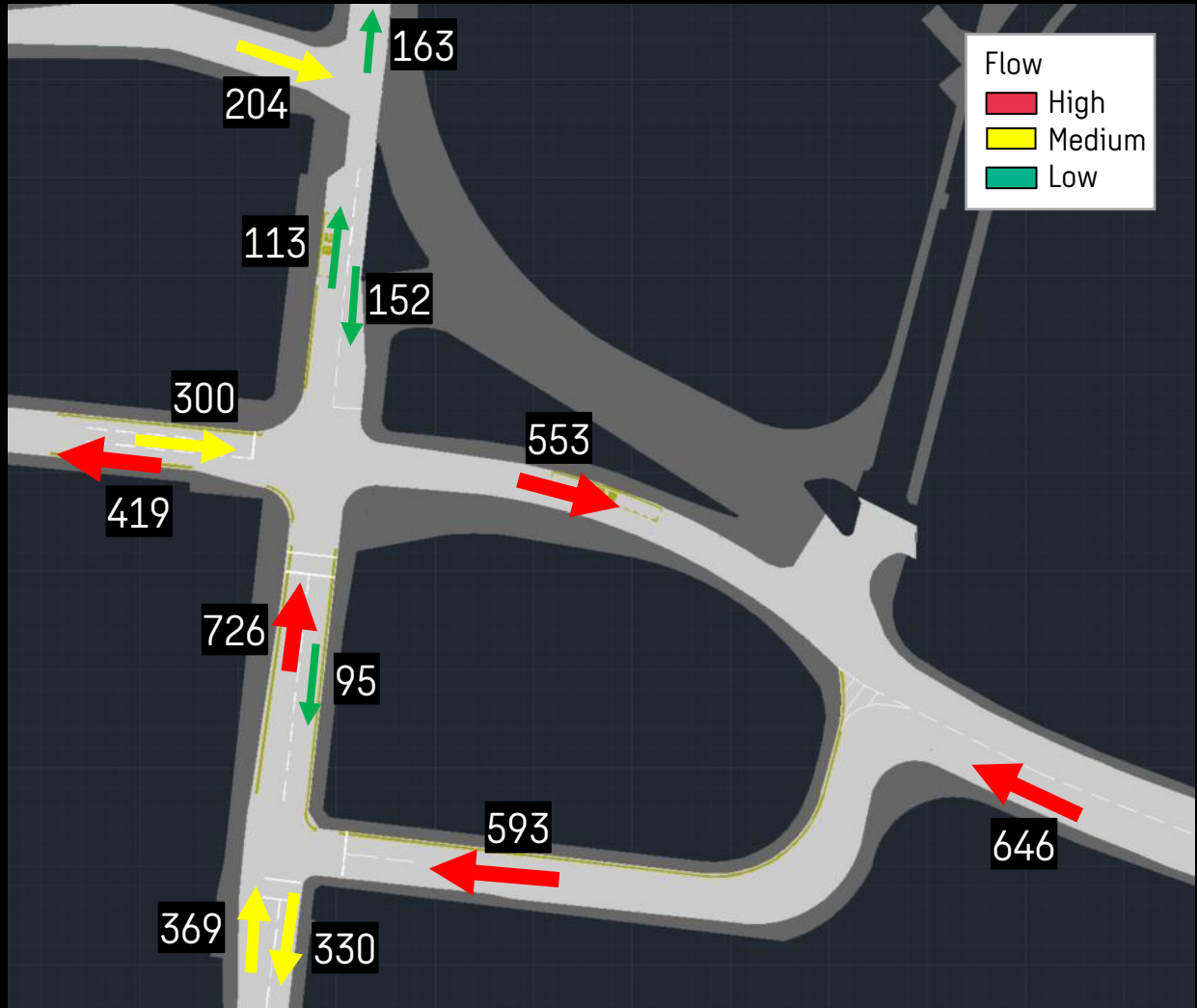
Journey times

- Creating journey time routes allow key network corridors to be analysed following network changes.

Option 1

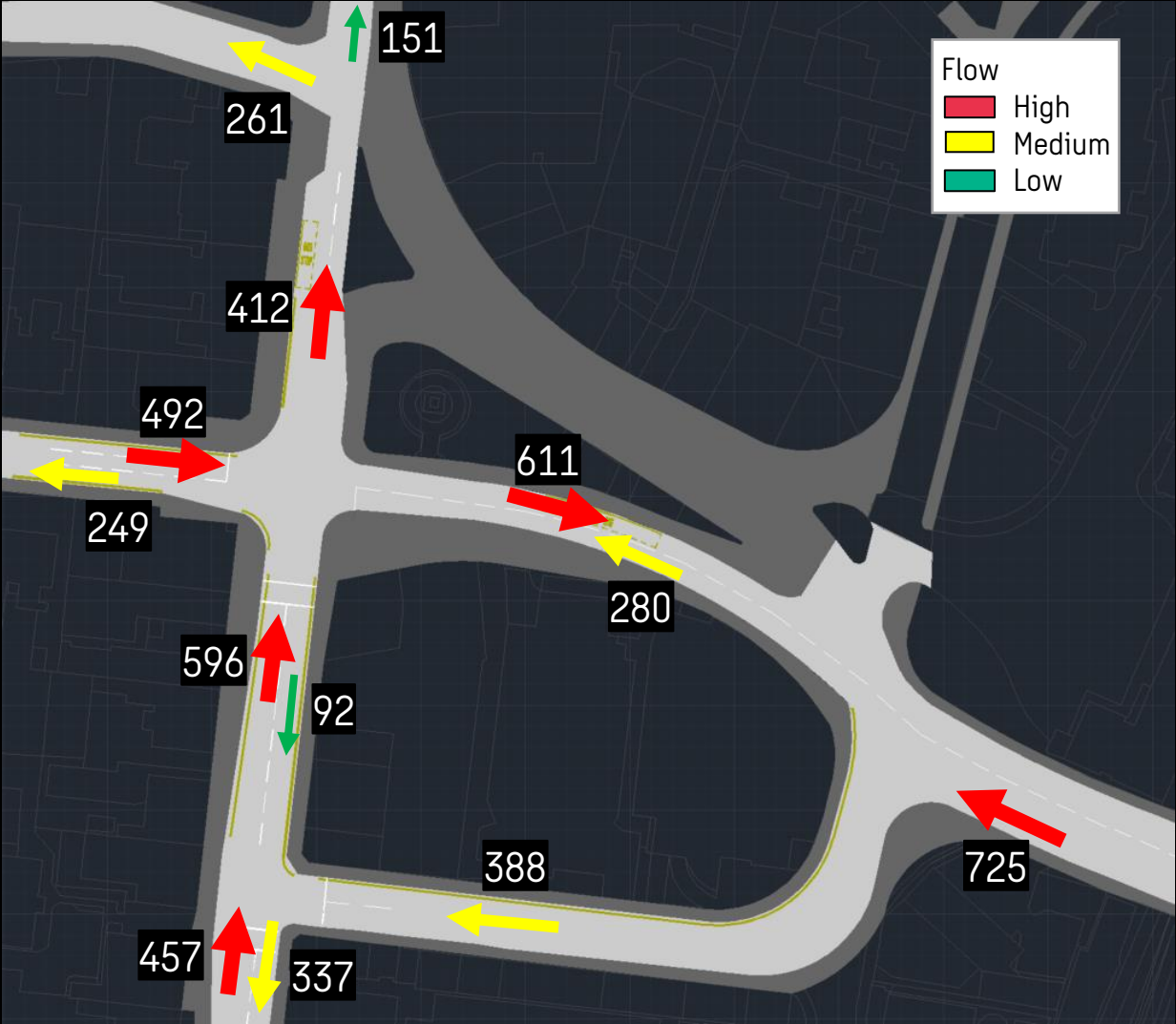


Option 2

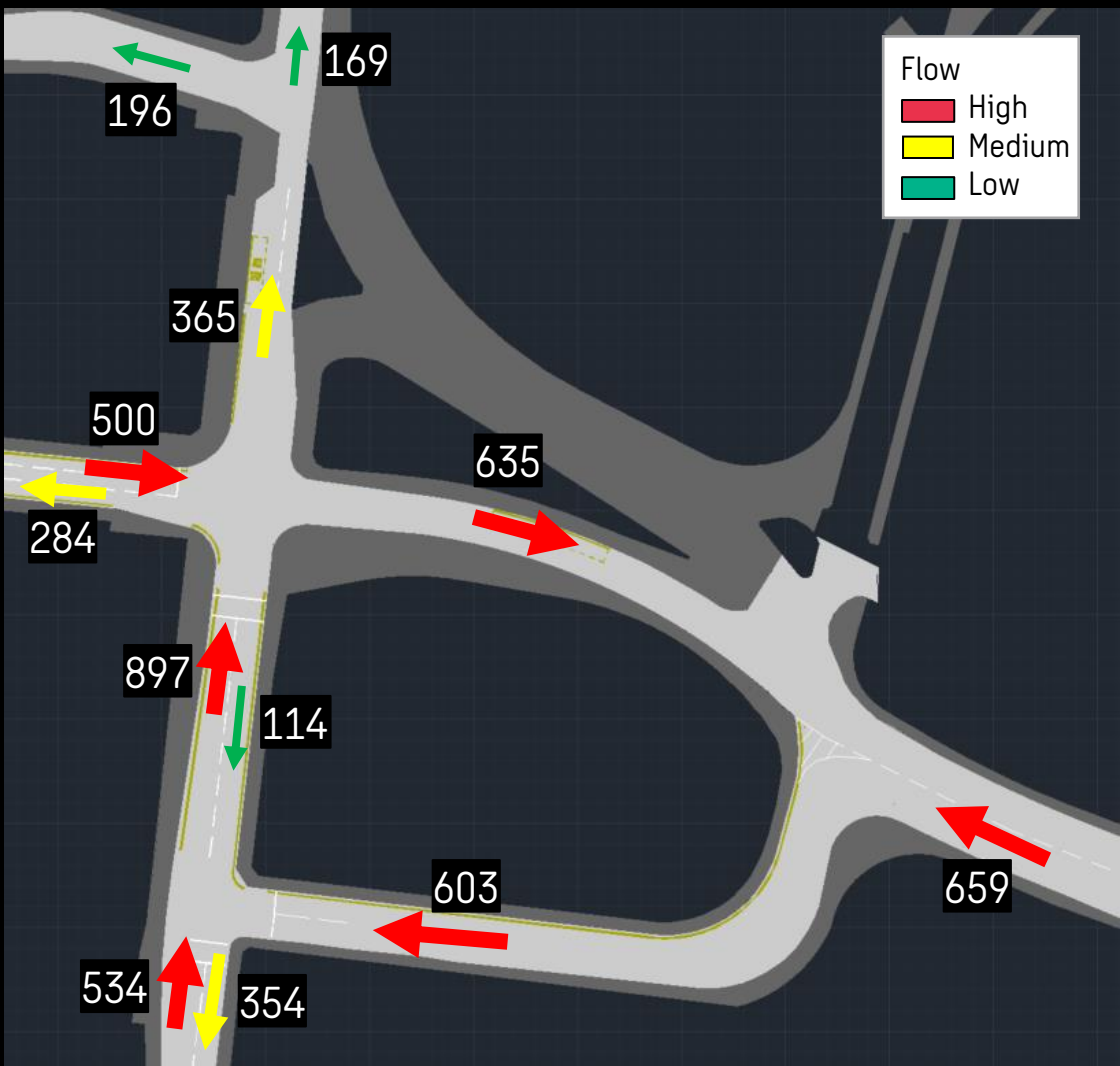


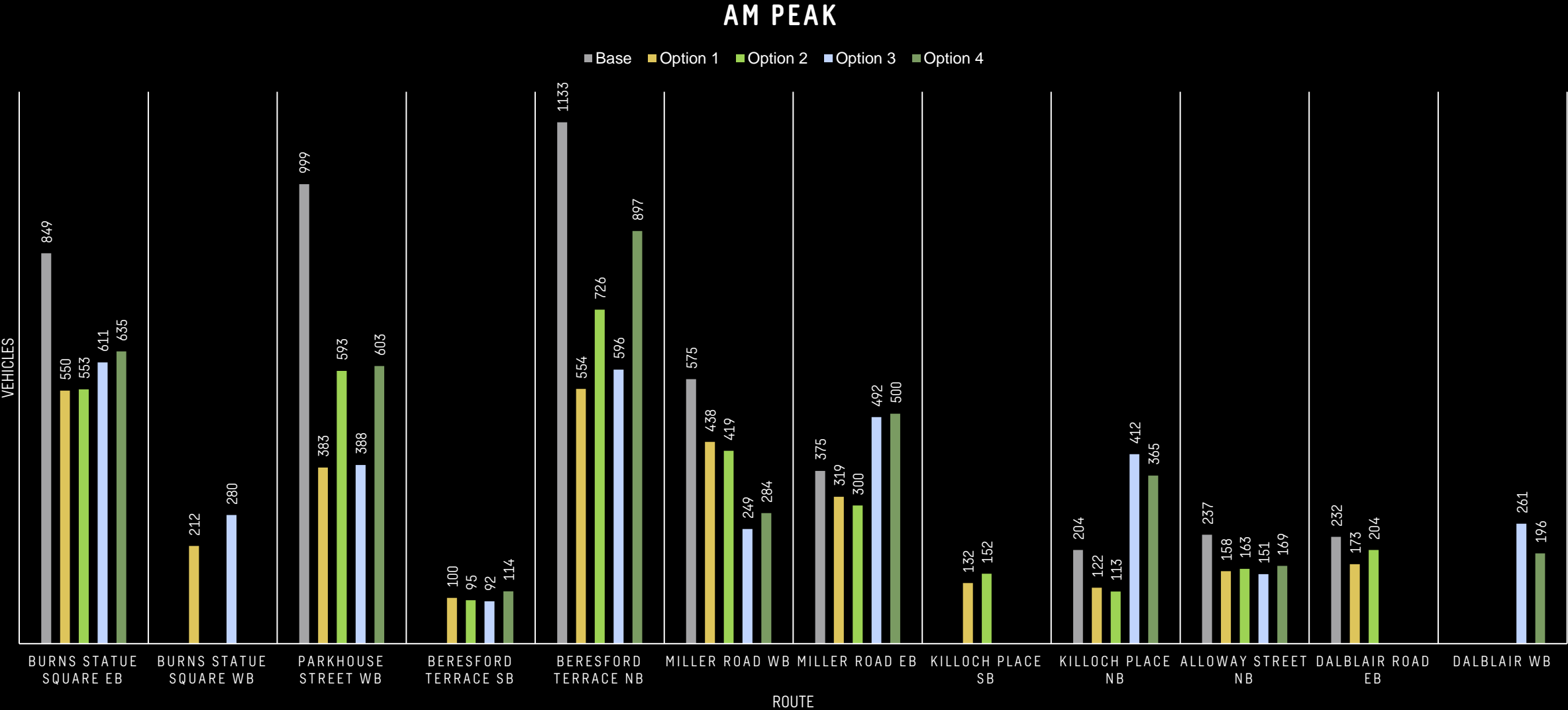
AM TRAFFIC FLOWS

Option 3

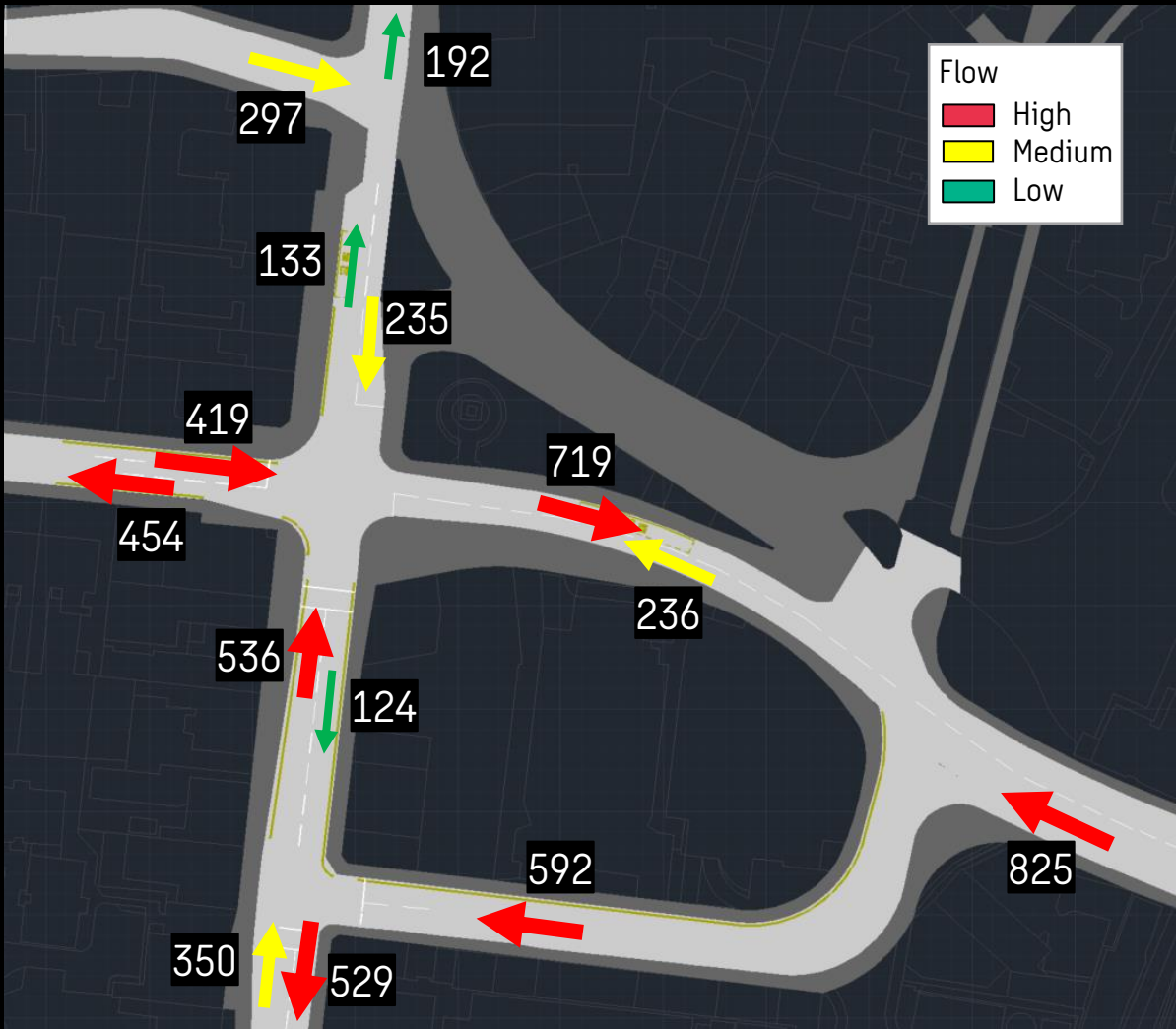


Option 4

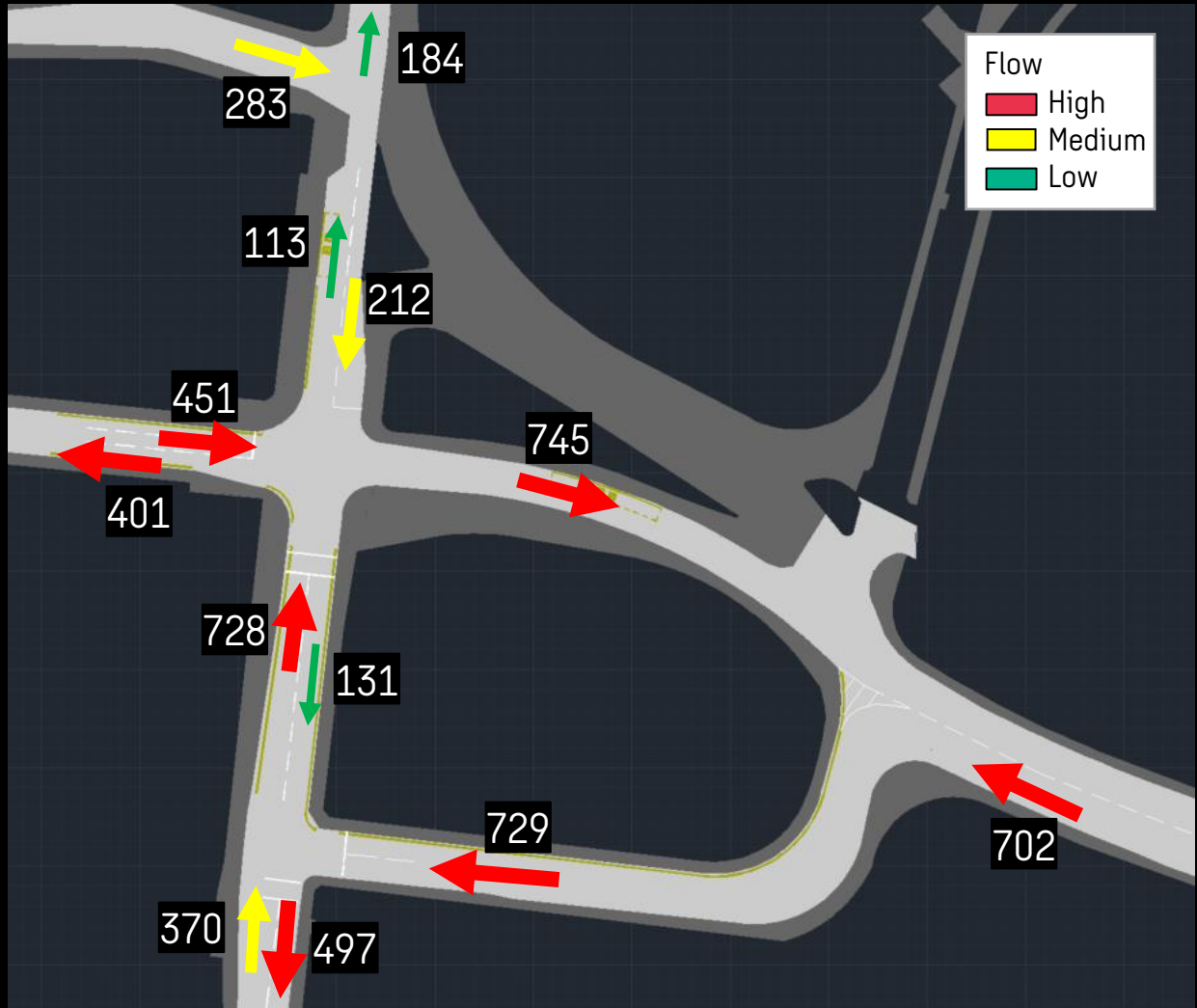




Option 1



Option 2

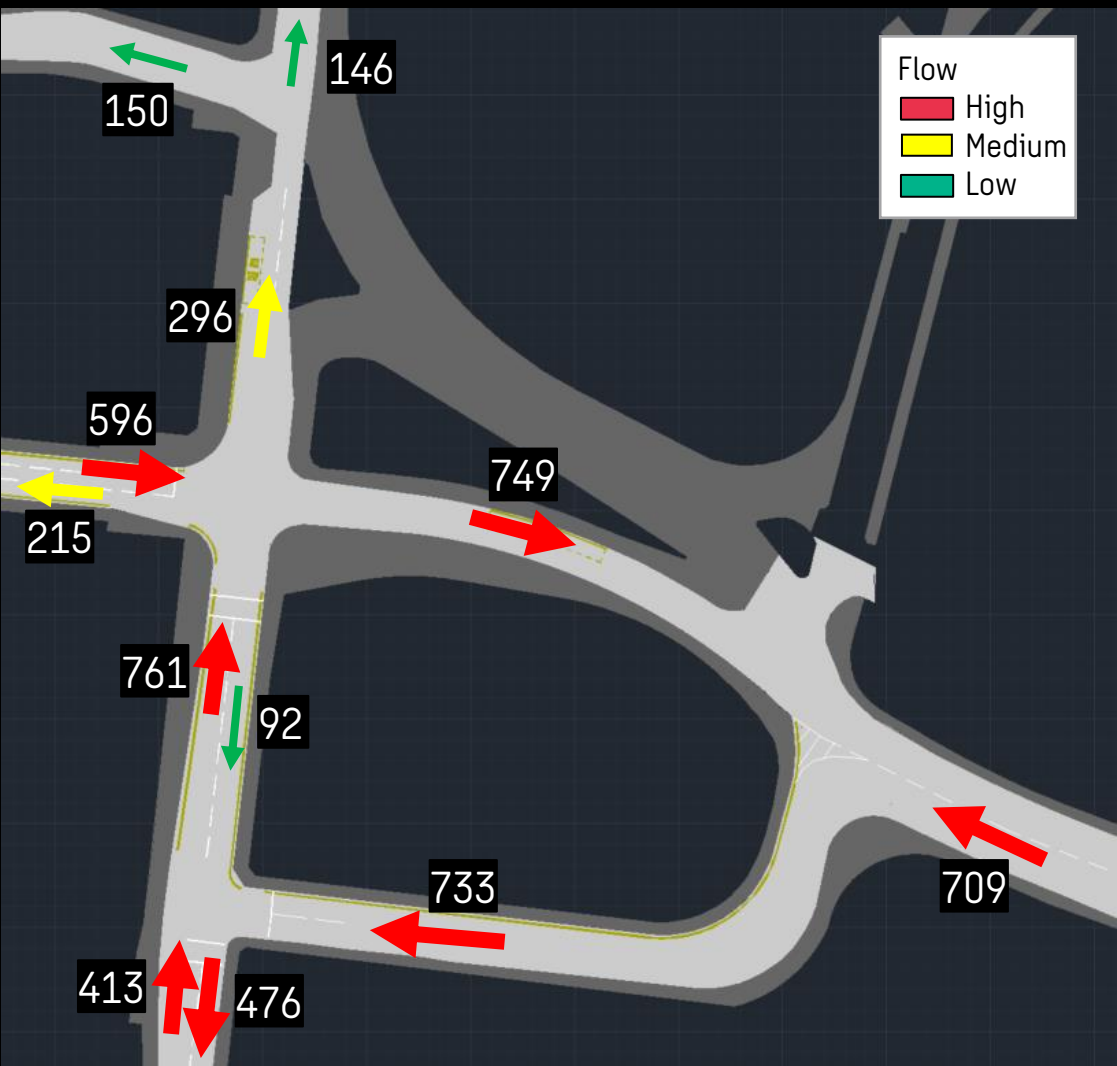


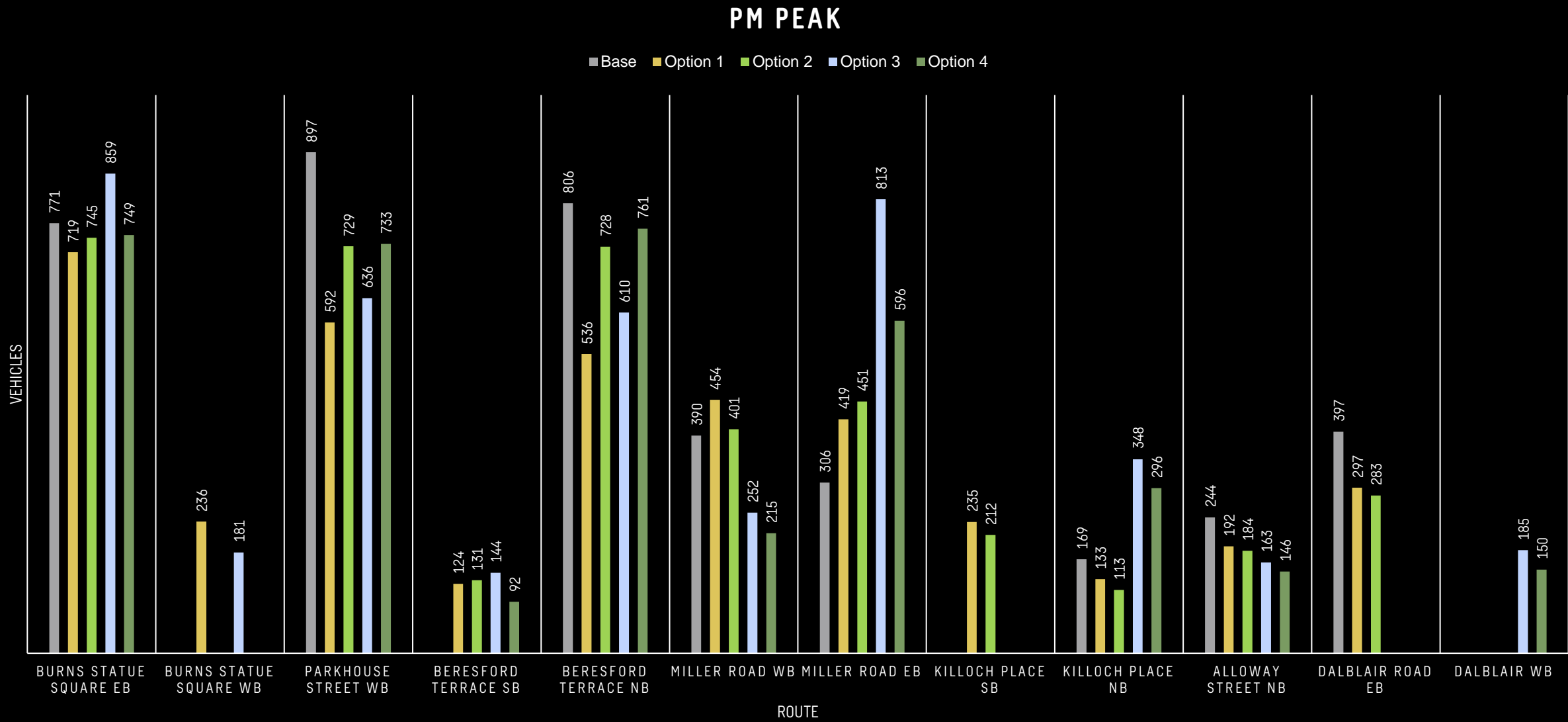
PM TRAFFIC FLOWS

Option 3



Option 4

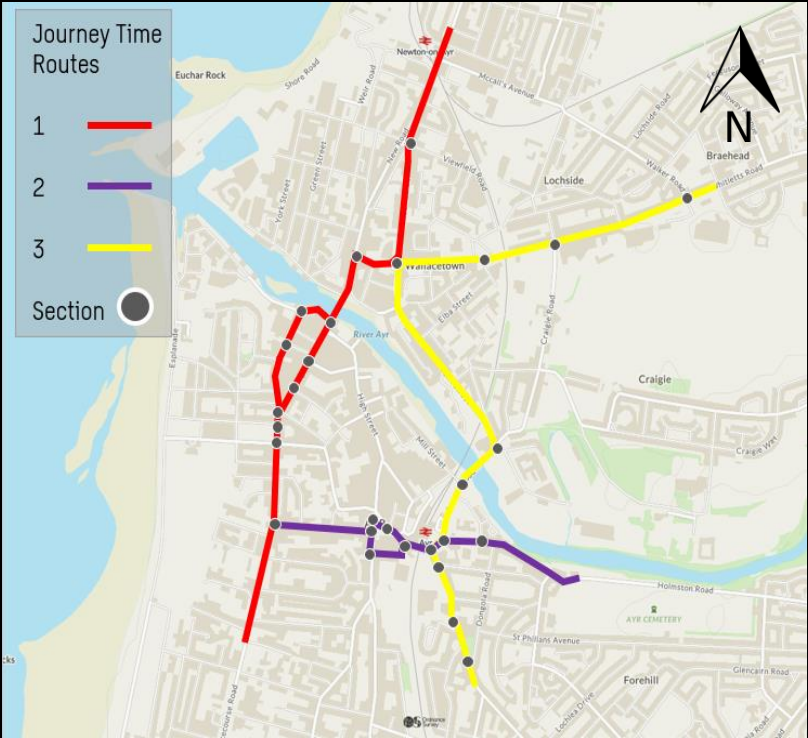
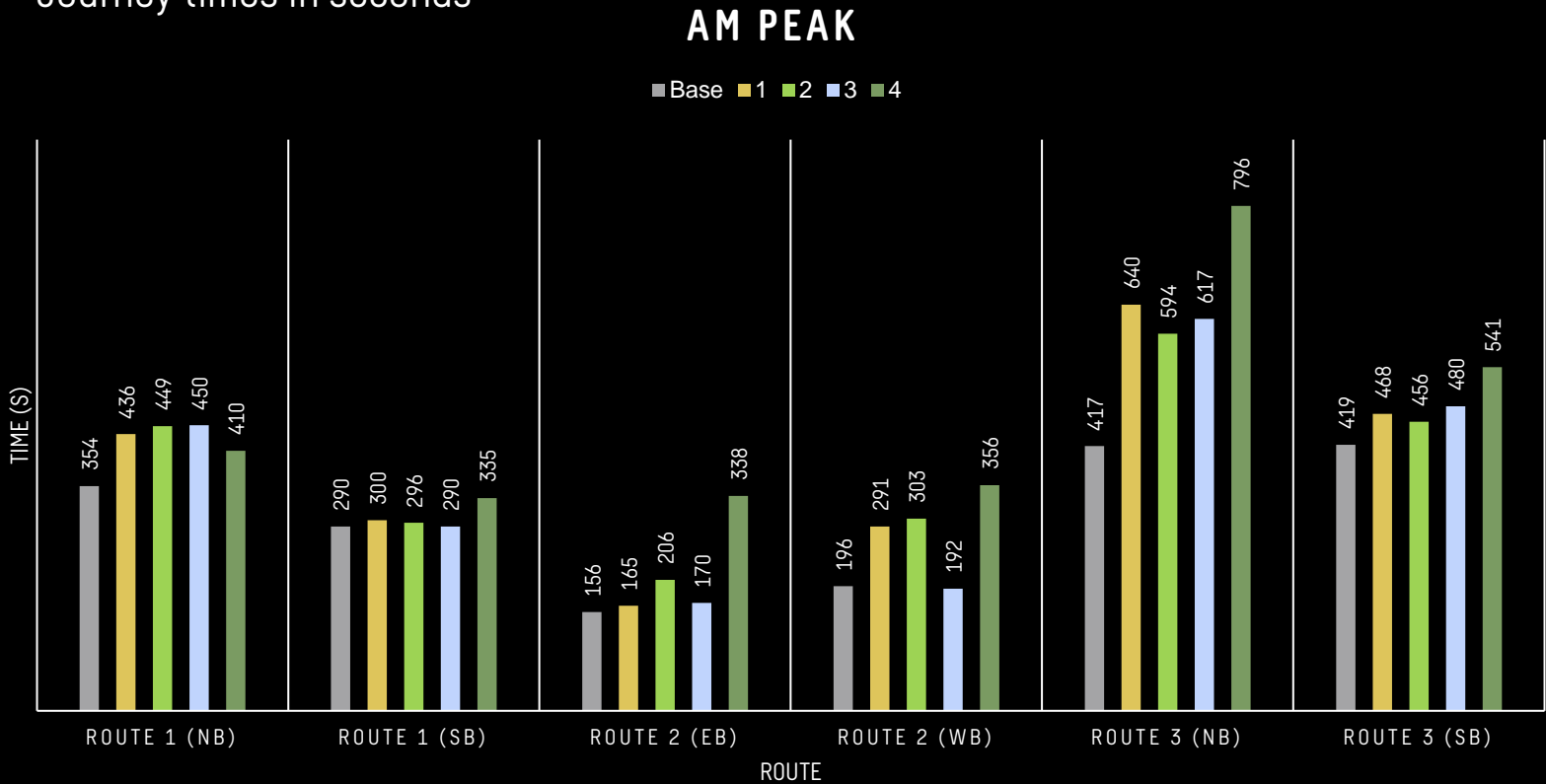




AM Journey times



Journey times in seconds

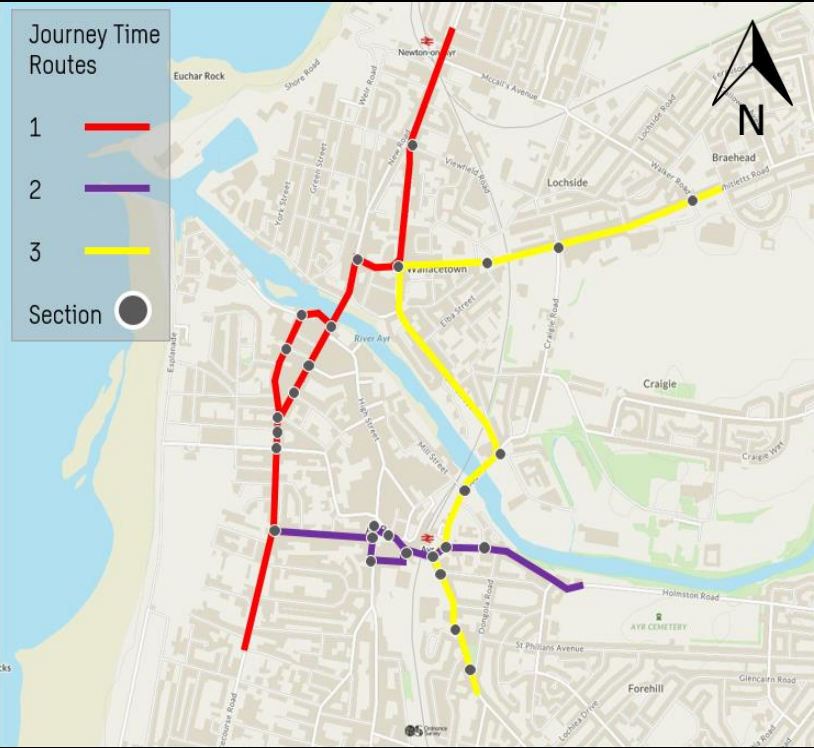
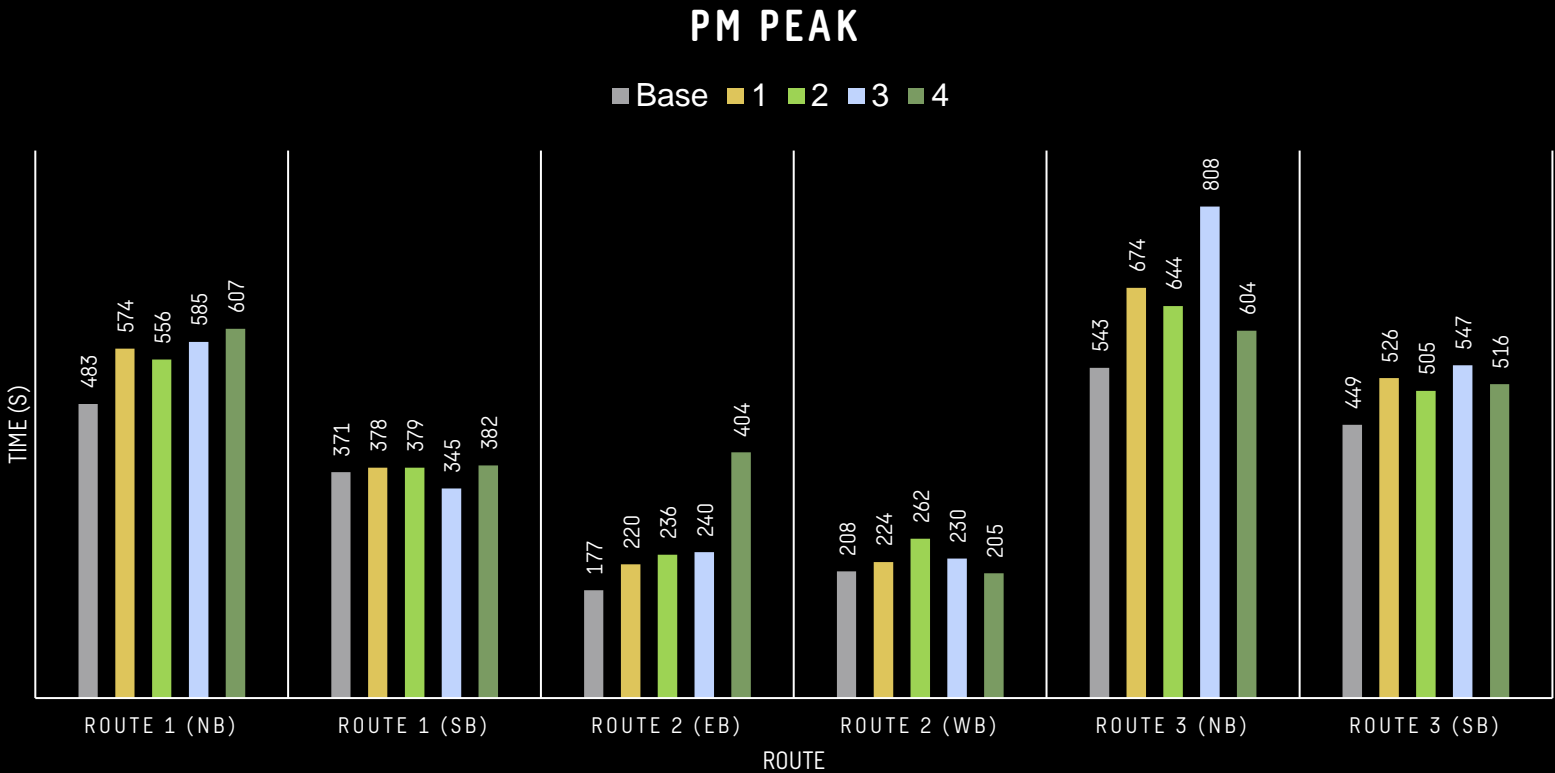


Comparison of journey times in seconds

AM Peak	Base	Diff Base + op1	Diff Base + op2	Diff Base + op3	Diff Base + op4	% Diff Base + op1	% Diff Base + op2	% Diff Base + op3	% Diff Base + op4
Route 1 Northbound	354	+82	+94	+96	+56	+23%	+27%	+27%	+16%
Route 1 Southbound	290	+10	+6	0	+45	+4%	+2%	0%	+16%
Route 2 Eastbound	156	+10	+51	+14	+183	+6%	+33%	+9%	+118%
Route 2 Westbound	196	+94	+107	-4	+160	+48%	+54%	-2%	+81%
Route 3 Northbound	417	+223	+177	+200	+378	+53%	+42%	+48%	+91%
Route 3 Southbound	419	+49	+36	+60	+122	+12%	+9%	+14%	+29%

PM Journey times

Journey times in seconds

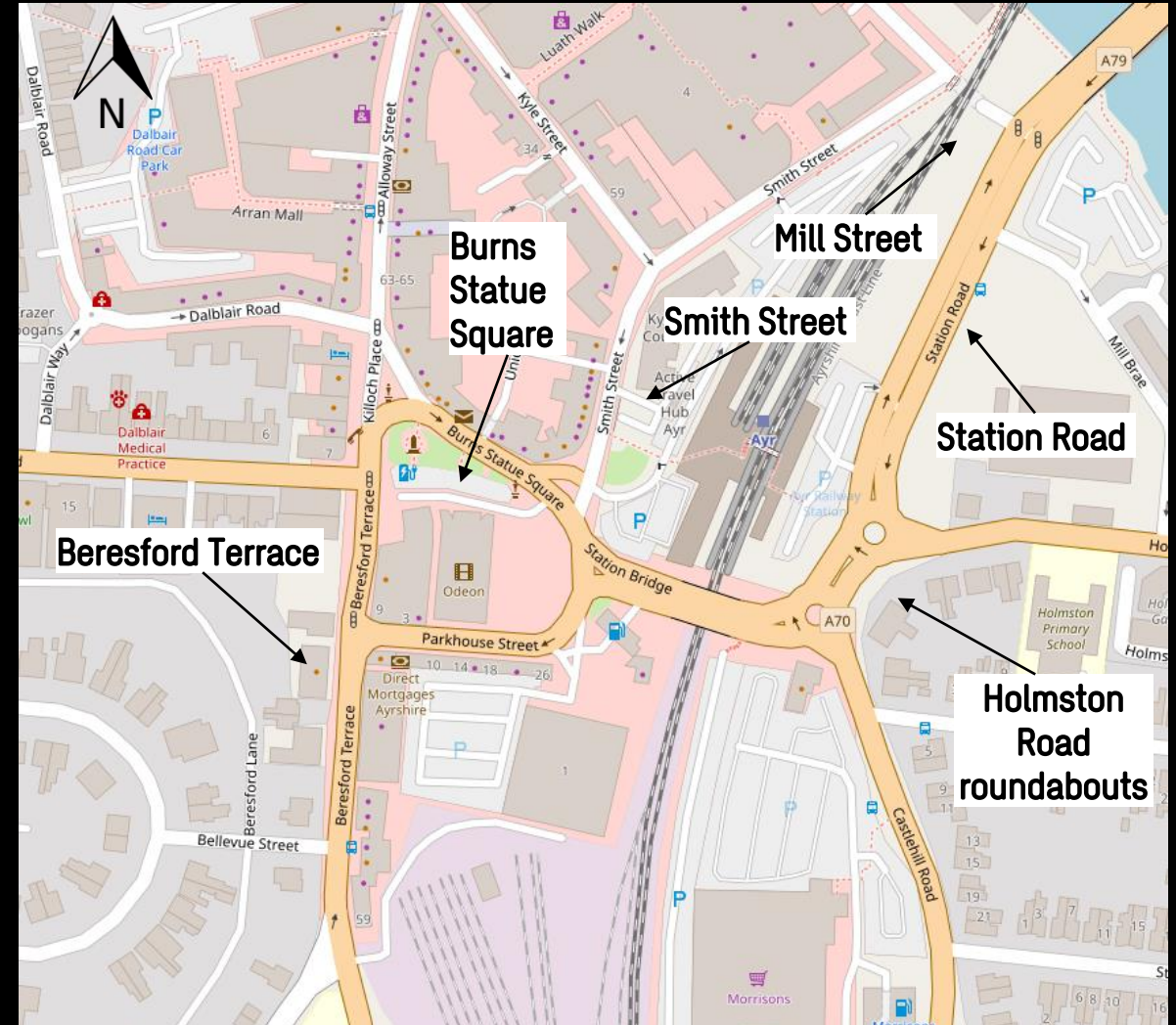


Comparison of journey times in seconds

PM Peak	Base	Diff Base + op1	Diff Base + op2	Diff Base + op3	Diff Base + op4	% Diff Base + op1	% Diff Base + op2	% Diff Base + op3	% Diff Base + op4
Route 1 Northbound	483	+91	+73	+102	+124	+19%	+15%	+21%	+26%
Route 1 Southbound	371	+7	+8	-27	+11	+2%	+2%	-7%	+3%
Route 2 Eastbound	177	+43	+58	+62	+227	+24%	+33%	+35%	+128%
Route 2 Westbound	208	+15	+53	+21	-3	+7%	+26%	+10%	-2%
Route 3 Northbound	543	+131	+101	+265	+61	+24%	+19%	+49%	+11%
Route 3 Southbound	449	+77	+56	+98	+67	+17%	+12%	+22%	+15%

Key characteristics of all option models

- The closure of Smith Street to vehicles significantly increased pressure placed on Mill Street.
- Lane reduction for northbound movement on Beresford Terrace causes a bottleneck for vehicles travelling between Parkhouse Street and Miller Road.
- No crossing facilities or bus stops included in the model at Burns Statue Square at present



Pros and cons of options 1 and 2

Option 1	
Pros	Cons
Best average journey times across full network	Two-way traffic on pedestrianised area of Burns Statue Sq
Most direct route between Miller Rd and Station Bridge for Westbound movement	Lower green time for each stage at Burns Statue Sq junction
Killoch place two-way traffic, reduce flow on Alloway Street	If one lane, Bus Stops at Burn Statue Sq Eastbound direction could cause delay to the traffic
Low northbound flows on Beresford Terrace and reduces bottleneck	Four stages signalised junction at Burn Statue Sq/Millar Rd

Option 2	
Pros	Cons
Reduction of vehicles passing Burns Statue Sq when compared to option 1	Slow journey times for westbound traffic at Option (route 2)
Very similar road layout to the existing Burn Statue Sq	Added strain on Beresford Terrace northbound
Killoch place two-way traffic, reduce flow on Alloway Street	Four stages signalised junction at Burn Statue Sq/Millar Rd
Route 3 of the journey times perform the best compared to other tested options	

Pros and cons of options 3 and 4

Option 3	
Pros	Cons
Most direct route between Miller Rd and Station Bridge	Two-way traffic on pedestrianised area of Burns Statue Square
Killoch place two-way traffic, reduces flow on Alloway Street	Dramatic change to current road network on Dablair Rd and Dablair Way
Journey times indicate that few routes are affected negatively during morning peak	Changing direction of Dablair Way causes congestion for vehicles entering Miller Road at priority junction
Less vehicles using Miller Road westbound	Bus Stops at Burn Statue Sq Eastbound direction could cause delay to the traffic

Option 4	
Pros	Cons
Reduction of vehicles passing Burns Statue Square	Highest flows of traffic using Killoch Place (northbound) and Dalblair Road (westbound)
Very similar road layout to the existing Burn Statue Sq	Changing direction of Dablair Way causes congestion for vehicles entering Miller Road at priority junction
	Bottlenecks at Miller Road eastbound and Beresford Terrace northbound
	Slow journey times for all routes
	Out of 10 runs, only 5 were suitable for model results

CONCLUSION

- Option 1 has the best journey times when compared with the other options
- Option 2 has very similar road space arrangement as the current Burn Statue Sq, with exception of southbound movements on Beresford Terrace and closure of Smith Street
- Option 2 and 4 perform poorly in terms of journey times, due to increased pressure on Beresford Terrace
- Option 1 and 3 appears to cope well with two-way operation on Burns Statue Square
- Option 3 and Option 4 have significant increase of traffic on Miller Road eastbound
- Option 4 struggle across the network, often the network gets to 'locking stage' in model
- No through traffic at Smith Street has put pressure on Mill Street/Station Rd Junction in all options



Burn Statue Square, Ayr

Concept Design Report

IronsideFarrar
Environmental Consultants

Prepared by Ironside Farrar on behalf of
South Ayrshire Council

Ironside Farrar / 111 McDonald Road / Edinburgh / EH7 4NW		
Document Reference: 64016		
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VERSION 01	Date: March 2025	CONCEPT REPORT

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1. Introduction

Burns Statue Square is a key initiative emerging from the Town Centre Framework, it is a priority project to support placemaking and make the town a more successful place to live, work, visit and enjoy. The project's purpose is to reshape the southern entrance to the town centre as a new attractive and appealing gateway, involving rationalisation/ realignment of road carriageways to create opportunity for more useable, connected, pedestrian friendly, high quality public realm space and arrival point.

The project seeks to connect town centre to a new transport interchange, involving a reconfigured rail station and potential co-location of the town's bus station, support retention of the town's major cinema and kick-start regeneration south of the town centre to form a vibrant new southern Gateway to the Town.





Bird's eye view of Burns Statue Square, developed as a new, vibrant town gateway



Burns Statue Square 2024

Design Brief

The design brief seeks to bring about much needed area change; mitigating loss of the Station Hotel and gap sites resulting from earlier office demolition and giving support to the planned redevelopment of Ayr Station. Net Zero policy and a focus on sustainable travel brings new opportunities to reassess and reconfigure the scale of the road infrastructure/traffic management as well as integrate active travel initiatives promoted through Accessible Ayr.

The project brief seeks development of concept design to:

- Create new and distinctive town gateway, civic space and destination
- Celebrate place, identity & heritage of location
- Re-balance all movement needs and requirements (pedestrian/ cycle/ public transport/ traffic)
- Enhance pedestrian & cycle environment & strengthen town centre connections
- Integrate Active Travel & wider Accessible Ayr proposals
- Deliver quality, longevity and distinctiveness

Workscope & Outputs

This report sets out to assess and develop a concept design for the public realm, bringing forward an outline proposal to describe and illustrate key public realm elements, setting the ambition and define an outline order of costs. This exercise has been undertaken based on topographic survey, visual appraisal and initial assessment of utility records/ GPRS survey. Engagement with SAC stakeholders has been progressed through Communities, Economic Regeneration, Planning and Ayrshire Roads Alliance to test in principle viability and secure support.

Accessible Ayr Project - TGP Landscape Architects



2. Context

Proposals carefully respond to and are shaped around an understanding of Burns Statue Square the place and future needs.

Issues considered and of influence address:

- its heritage - reasons for being there/ how it was formed
- its identity - how it is regarded/ how it is valued
- its function - how it is used, what works/doesn't
- its future – what is changing/ future needs and opportunities & how to respond.



Heritage & Conservation

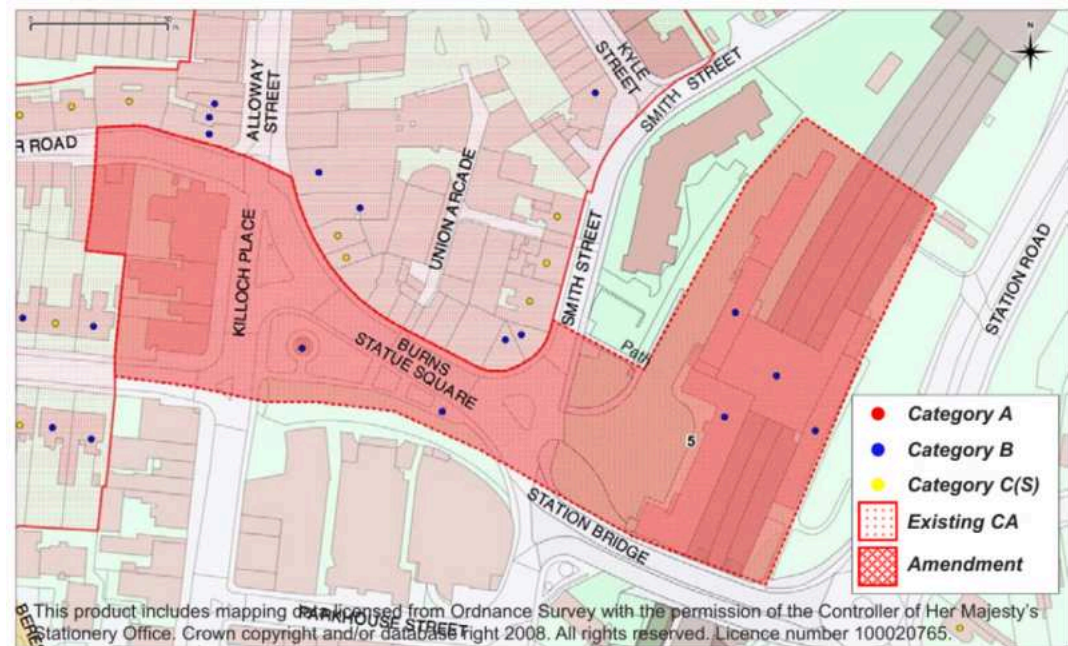
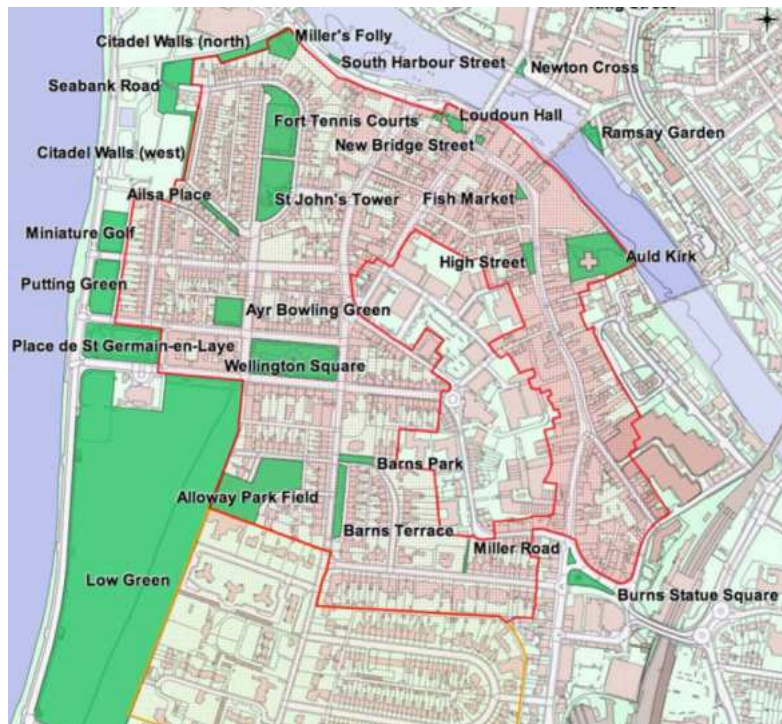
Burns Statue Square currently lies outwith, but on the southern edge of, the Town's Central Conservation Area. On the north & west Listed late 19th/ early 20th Century corner blocks of quality tenement and shops articulate street junctions with a variety of gables, towers and domes. To the east, the majority of the Grade A Listed Station Hotel has now been lost, however boundary walls and railings remain. To the south an Art Deco listed north façade mitigates the large unattractive bulky cinema building behind.

An extract from Ayr Central Conservation Area Appraisal states:

“Burns Statue Square was described by Robert Close, in 1992, as ‘a tawdry ill-assorted space, in no sense a square, containing George Lawson’s exceptionally well-executed statue of Burns (1892) and Thomas Brock’s moving, if rather neglected South African War Memorial (1902).’ Similar comments apply to this small public space and ‘pilgrimage’ site today.”

The two statues within the square are both listed. Isolated on traffic islands, and lost in a myriad of street clutter, there is a need to strengthen their relationship and role within the built environment. Latterly introduced 'protective' railings deter access to and detract from the Burns Statue and The War Memorial

Acknowledging heritage merit of the space, a potential Conservation Area Boundary Amendment is recommended within the Conservation Area Character Appraisal to include the north section of the square.



Potential Boundary Amendment No.5 Ayr Railway Station/Burns Square

Extract for Ayr Conservation Character Appraisal



Burns Statue Square 2024



Burns Statue Square c. 1940

Social & Cultural Identity

Burns Statue Square is a place with strong social & cultural references. Evolving as a three-sided elongated triangular space on the edge of the 19th C town centre, it is a place that has been defined by:

- Strategic Position - a busy throughfare/junction and entrance to town centre, juxtaposed between High Street & Station and access to the strategic road network
- Buildings – a mix of style, scale and quality give a varied and not strongly defined spatial character & identity.
- Railway – connected to the station and giving frontage to the former Station Hotel, the square is synonymous with station access and rail travel
- Movement – originally a simple unified open space, it is now defined by traffic and fragmented by complex road geometry and wide carriageways
- Statues – punctuate the space and bring character and identity – Ayr's association with the Scottish Baird Robert Burns is celebrated in the square in both name and sculpture.
- Greenspace – a small formal, almost civic in style, garden surrounds the Burns Statue, with its shape defined by movement (roads) its size and form has been eroded over the years through expansion of road geometry. Wider areas of uninspiring grass to the south, adjacent to the cinema, provide a temporary solution to a large vacant site waiting for redevelopment.

Role & Function

The current square is a space to drive through or navigate around as a pedestrian, with little to offer as a destination. It is predominantly a space prioritised for vehicle movement and forms a gyratory for traffic and public transport (bus) circulation.

- Traffic – The A70 passes through the square bringing traffic into the town centre from the south, giving access to the beach/ SW town centre and routes south of Ayr. There are no issues with traffic management and the network appears to be working well within capacity.
- Public Transport – a significant number of bus stops give access to/ from bus services, the square has a significant throughput of services. Stops are often situated on narrow / congested pavements without shelter/ real time information.
- Taxis – a number of pickup and drop off points to Rail Station are located on Smith St
- Cycling – provision is currently poor with no designated routes; it is an unappealing and off- putting environment for cyclists.
- Pedestrians – footways are narrow and often congested, signalised junctions provide the key points of crossing/defining route for movement. Pedestrian environment is poor fails to respond to desire lines/ offer an attractive place to move through
- Parking – makes use of the former A70 carriageway, which has been stopped up in front to the cinema. to provide opportunity for 22 spaces
- Servicing & loading is kerbside for properties on Killoch Place and north of Burns Statue Square carriageway as these are properties without rear access.

Whilst no detail surveys have been undertaken, the environment of square is dominated by traffic having detrimental effect on noise, dust and air quality.

Future Needs & Opportunities

Developing a new proposal for Burns Statue Square needs to respond to the new trends and role of town centres, the changing urban form/ new station development, move to sustainable travel associated with net zero/ climate emergency and contribute to making Ayr a thriving and successful place to live, work and visit.

Key opportunities:

Heritage & Conservation:

- Statues - Strengthen association with Burns heritage and setting/ impact of both Statues within the built environment
- Station Hotel – Retain and integrate boundary wall & railings
- Key facades enhance the setting of buildings to conserve heritage merit/ active use
- Conservation Area Status Strengthen case for inclusion through enhancing value & integration of the square

Social & Cultural Identity

- Celebrate Burns – the poet and philosopher and his connection and cultural influence in the town can be better promoted/ exploited to encourage visitors & promote tourism
- Civic Space – promote Burns Statue Square as a contemporary social/ community/ events space capturing opportunities for outdoor venue use and activity
- Gateway – promote Ayr as a contemporary, diverse and culturally rich place

Role & Function

- Create as a new destination enhance character and quality as a place to visit and spend time in

- Active Travel Gateway – promote walking and cycling forming a key point of access into town centre
- Improve public transport access, facilities, quality of experience, operation, and bus/ rail integration
- Support business operation – integrating service access & loading
- Improve quality of the urban environment
- Promote as an outdoor venue – provide access to utilities and

Changing urban form

- Station Hotel – adapt to demolition and proposed redevelopment
- Merlin Cinema – support retention & nighttime economy
- Station Redevelopment – anticipate and integrate within square

3. Design Objectives

The design seeks to build a new civic square at the same time as retain traffic access and circulation, the process seeks to align traffic management to support placemaking

Placemaking Objectives

Design objectives have been developed building on the 6 key place principles (healthier/pleasant/connected/distinctive/sustainable/adaptable) to ensure successful placemaking, enhanced environments for people and communities and support for national outcomes.

- Create place identity – establish a new gateway signalling town centre identity and arrival
- Prioritise pedestrians supporting safe and attractive access to High St and connection to station/ east of town centre
- Support Accessible Ayr integrating active travel connections to the town centre
- Form a civic space & destination which is distinctive, attractive, retains and celebrates association with Robert Burns
- Support town centre businesses/ evening economy – offering improved and enhanced frontages to cinema/F&B businesses, increased footfall and dwell time, and offer outdoor space for spill out activities/ use.
- Enhance environmental quality – reduction to traffic noise/ dust/ pollution by tree planting/ offsetting carriageway to periphery of public space improving quality of destination.









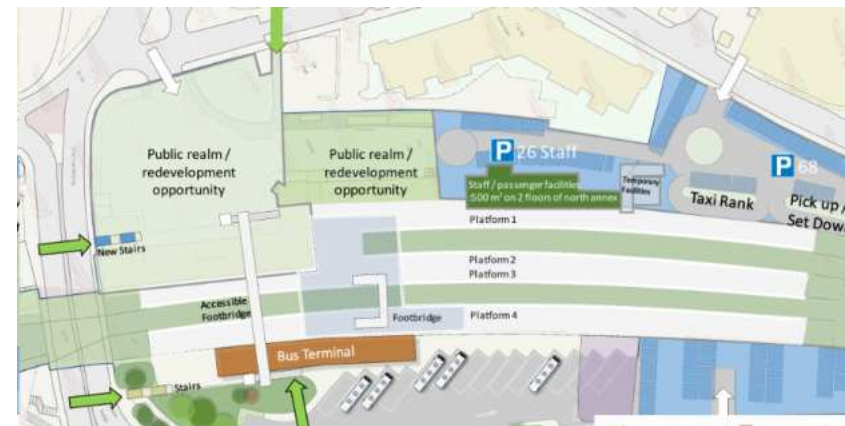
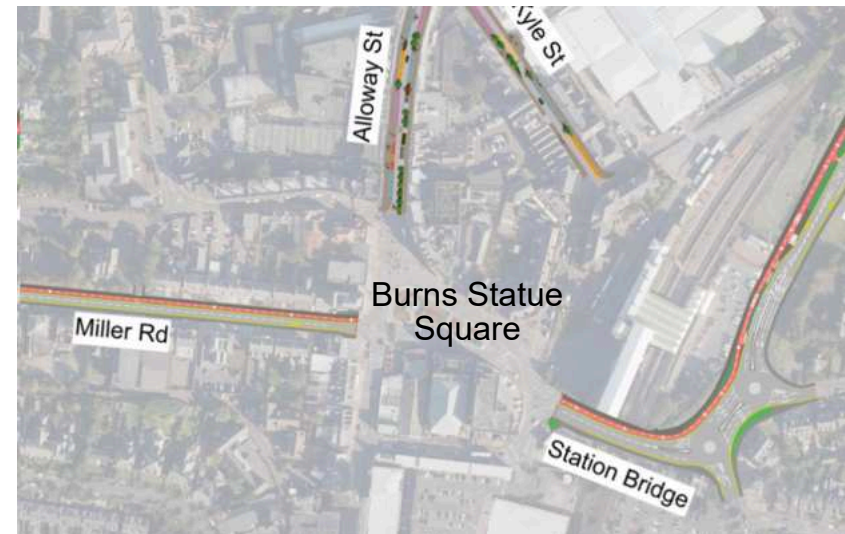
Objectives for Transport Planning/Road Reconfiguration

Reconfiguration of road layout within the square is required to support Placemaking. In selecting the most appropriate way of doing this, transport planning and placemaking need to be carefully aligned to ensure the best solution to road network layout is found which fully responds to placemaking objectives.

These seek to:

- Support realignment of A70 Burns Statue Square carriageway, southwards away from south facing building frontages to create a quality public realm space/ building frontage
- Retain vehicle access (essential only) to town centre/ High St, as currently controlled.
- Give appropriate station access (aligned with/ aligning future development) incl car parking, drop off & taxi access and circulation. Development options are being considered for the station, some with potentially significant impact on Burns Statue Square. These need to be explored with Network Rail to secure compatible outcomes. This document provides an important statement of intent associated with Burns Statue Square
- Accommodate bus stops & loading bays supporting local public transport services & business servicing on carriageway/ layby. A service road across building frontage is to be avoided. Precedents (e.g. Grassmarket, Edinburgh) show how this can fail to deliver fully successful spaces/ become compromised.
- Accommodate active travel infrastructure (Accessible Ayr) likely to be aligned north of cinema and needing to be carefully integrated to give east-west connection and access to town centre without severing usable space/safe pedestrian movement.

- Minimise traffic noise/ pollution/dust/ negative environmental impacts within/adjacent to new public realm space to ensure a quality space is created which is attractive to spend time in.
- Ensure value for money for investment in roads infrastructure which supports and is furthering the placemaking agenda .



Emerging Accessible Ayr active travel routes and Station access proposals

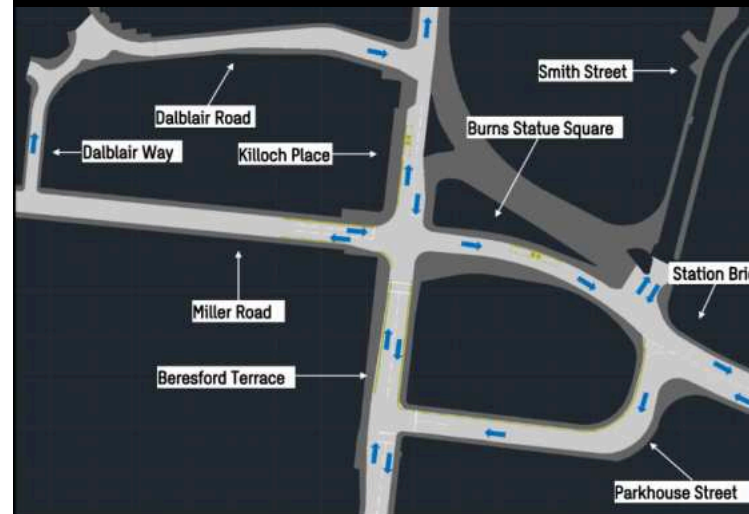
OPTION 1

- Two-way traffic through Burns Statue Square
- Two-way traffic at Beresford Terrace
- Smith Street closed for through traffic
- Two-way traffic at Killoch Place



OPTION 2

- One-way traffic through Burns Statue Square
- Two-way traffic at Beresford Terrace
- Smith Street closed for through traffic
- Two-way traffic at Killoch Place



OPTION 3

- Two-way traffic through Burns Statue Square
- Two-way traffic at Beresford Terrace
- Smith Street closed for through traffic
- Killoch place become northbound only
- Dalblair Road becomes westbound only
- Dalblair Way becomes southbound only



Traffic Modelling

Traffic modelling has tested a range of options for new traffic circulation arrangements developed by SAC/ARA with the objective to assess impact on traffic access & circulation.

A range of options have been explored which address traffic management outcomes, considerations on how to better support placemaking objectives also need to be progressed as a fundamental part of this process & reason for initiating change as follows:

Recommendations to Support Placemaking

Key recommended actions to support placemaking are:

- Avoid increasing traffic volume on Burns Statue Square (adjacent to public space) to minimise noise/dust/pollution.
- Continue to promote traffic use of Parkhouse St/ Beresford Terrace (already a predominantly traffic environment with minimal ped flows)
- Reduce traffic on Killoch Place/Dalblair Road where possible, to mitigate difficult pedestrian crossing at junction/access route to High St which is currently very poor and spatially is difficult to resolve. However, it is noted bus routes require to be accommodated.
- Minimise traffic on Smith Street as it crosses the Square – to improve pedestrian connectivity. NOTE: Verify if station car park access from Burns Statue Square is required – station development options suggest this access point may not in fact be required and it would be prudent to recommend this.

Options which close this point of vehicle access is recommended. Car parking to east of station appears to offer better long-term solution.

Key Findings

Introduction of two-way traffic flow across the realigned road north of Burns Statue Square brings added congestion, severance, noise, dust and pollution into an area of key investment. It also compromises the ability to accommodate relocated bus stops, loading bays and on street parking to retain functionality without significant compromise to both traffic flows and public realm quality.

Options 1 & 3, by introducing 2-way traffic flows, do not address the premise that environmental quality of the newly formed public space is of primary importance.

Option 2 modelling is the exercise that tests retention of one-way flow eastbound as is. It notes added strain on Beresford Terrace and impact of four stage lights at this junction. Mitigation may seek to retain Beresford Terrace one way (northbound as is) and retain southbound flows via the square, however there will be a price to pay in terms of westbound movement that is retained through the square for vehicles ultimately travelling south.

Recommended Next Steps

A Transport Planning exercise needs to be progressed to either further develop Option 2 and/or explore alternative approaches to achieve further refinement/resolution.

Issues to be further considered in traffic management are:

- Bus stops are to be accommodated on Burn Statue Square, one-way flows will give more space for this.
- Loading bays are to be accommodated on kerb lines – one-way flows will give more space for this
- Parking to be accommodated – one-way flows will give more space for kerbside parking.
- Taxis redevelopment of station likely to significantly change requirements, one-way flows will retain flexibility for on road taxi bays to be incorporated.



Emerging concept site plan

4. Concept Design Proposal

Place Identity & Quality

The Ayr Regeneration Strategy identifies the 'Burns Brand' as a route for promotion & identity building. Burns Statue Square can form focus/civic hub for celebrating the Baird.



Case study : Helensburgh -The Outdoor Museum



Dunedin

New York

Ontario

Alloway

Commission Artists/ Sculptors to develop a Statue Collection

Burns is a cultural icon in Scotland and Scottish diaspora around the world. As a result, there are over 60+ statues to the Baird worldwide, more than any other non-religious figure but for Christopher Columbus and Queen Victoria. The building and incorporation of a new 'Burns statue collection' will celebrate his influence around the world, enhance international connections and form part of the placemaking strategy.

This can be developed through a series of new Robert Burns themed sculptural/public art commissions, on a more modest scale to the statue, to be installed in groupings, on plinths throughout the square. The public realm project can install the plinth, for installations to progress through the future, or seek to commission and install as part of the main project. This process presents an opportunity for public artist and community engagement / collaboration.



*Burns Birthplace Museum
Artwork by Sarah Jane Coleman*

Statues of the Kings Plaza de Oriente, Madrid

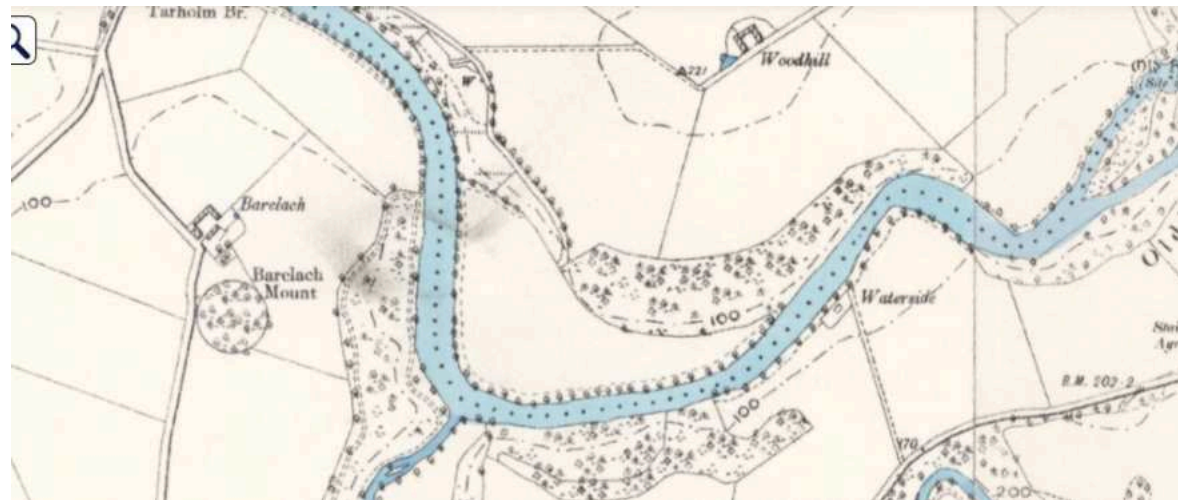


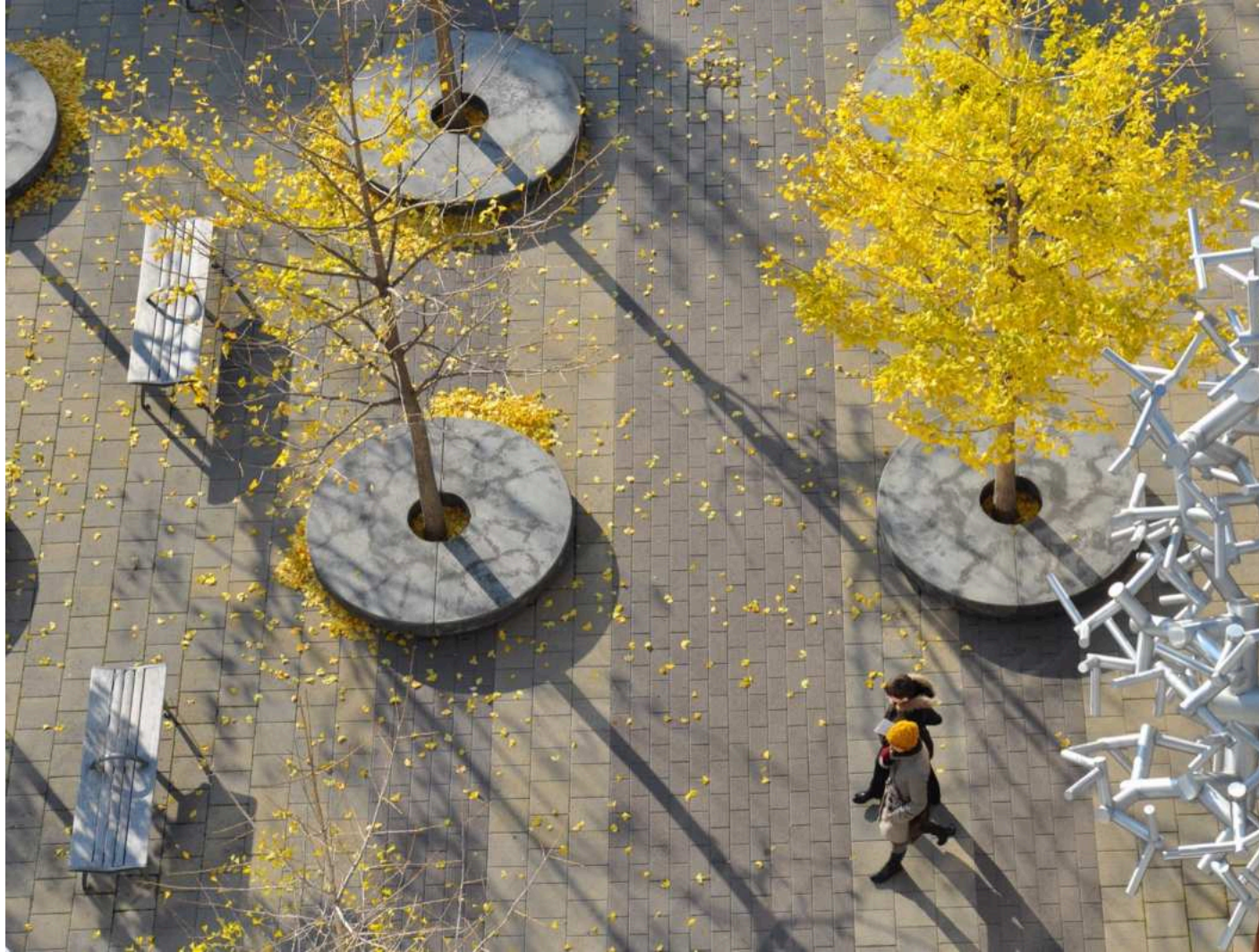
Public Realm delivering a unique Ayrshire Landscape

A unique and very place specific place identity is built around Burns, the Statue, and his love of nature. Burns was a poet, pioneer of the romantic movement and eco-critic, his poetry was written encouraging the preservation of native flora and fauna, and he sought, through poetry, to encourage a harmonious balance between the human world and the natural environment. Ahead of his time, many of these thoughts and principles are expounded today and are of key influence in the placemaking process.

A Burn's influenced 'naturalistic' design approach shapes the character of the new square which is:

- centered on a naturalistic interpretation of the local Ayrshire landscape
- features native trees & planting, making use of specific native species mentioned in Burn's Poetry
- referenced to specifics of local places/ landscapes – the Water of Coyle is mentioned in the poem, The Soldier's Return. It is a watercourse local to the town, forms a tributary of the River Ayr.
- predicated on environment and sustainability



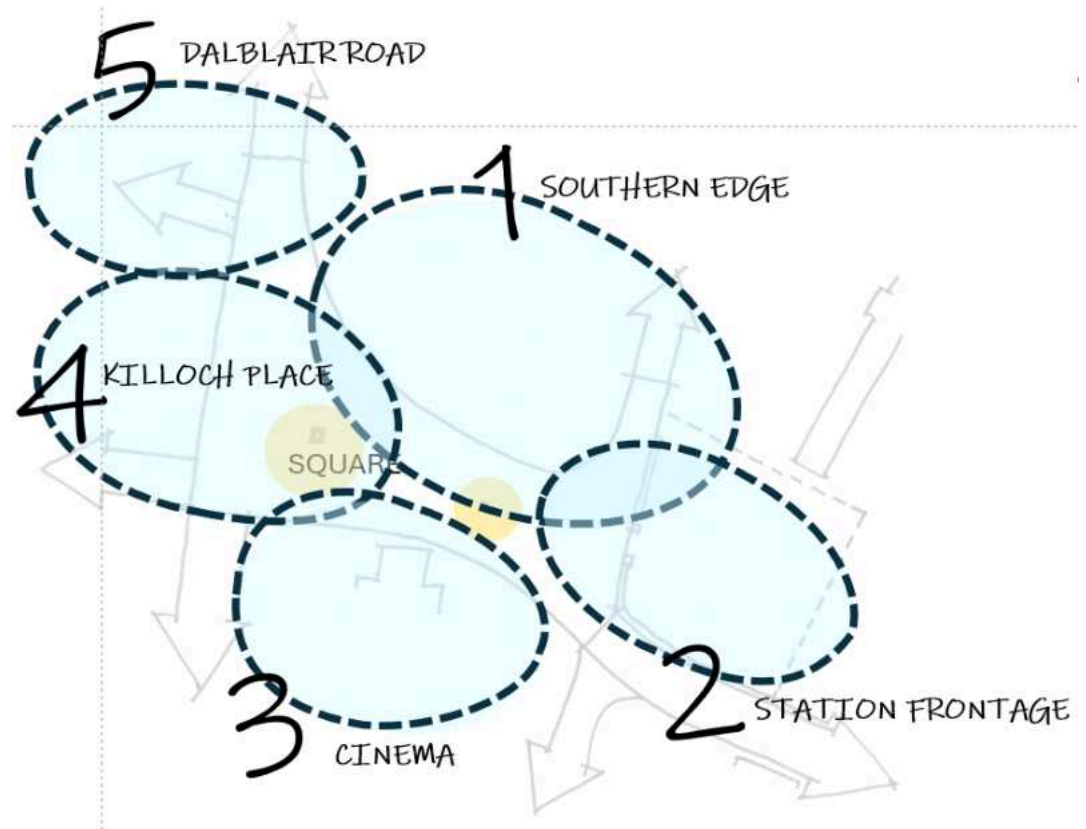


*Place Specific Landscape:
River Ayr and the Water of Coyle
Local landscapes celebrated in Burns' poetry*

Spatial Arrangement

The proposal seeks to redefine the shape and extent of the square, establishing a new order structured by history, built form, access and movement. It seeks to connect the 5 key spatial components associated with its edges.

1. **Town Edge** – long curving south facing tenement/active commercial (F&B/Retail/Service sector) frontage to the square
2. **Station Plaza** – behind the boundary railing and gates, formerly car parking for Station Hotel, long term future unknown
3. **Cinema frontage** – high footfall area at entrance
4. **Killoch Place** – active frontage with retail and F&B activity
5. **Dalblair Rd Corner** – pinch point transition towards High St
6. **Core** - Currently the core of space is the 6th spatial component which for the most part is shaped by road geometry.



The Proposal

Concept design seeks deliver a legible unified space which is clear in use, purpose and character.



- **A new civic space**, a pedestrianised area is formed, extending edge to edge along the south facing tenement frontage from Killoch Place to Smith Street/ Station Hotel boundary walls. A quality homogenous and unifying new surface, in natural materials (porophory/ granites/ sandstone tbc) creates a simple, accessible, legible space, which prioritises pedestrian access and movement.
- **Informal Structure and layout.** Adopting the meandering footprint of the Water of Coyle and contours of its river valley, which are picked out in contrast and finer paving detail, this element brings human scale and adds enrichment and interest as well as signaling the key desire route from Station to High St

- **Carriageways** across this space, Killoch Place and Smith St (if not closed) are surfaced in smaller unit paving (setts) for robustness and defined by low colour contrast kerbs for legibility and safety.
- **A70 carriageway realigned** to form the southern boundary of the Civic Space, width and alignment seeking to maximize scale of space whilst retaining traffic management needs and requirements.





- **Integrated Active travel.** There is sufficient capacity within the space to include a segregated cycleway giving safe cycle access and movement without conflict to pedestrians
- **Primacy of statues**
 - **Burns** is retained in its existing position and promoted as focus of the square. Protective railings and gardens are removed to give full and open access and seamless integration into a new environment, giving a generosity of access and primacy of place which the statue has not previously benefited.
 - **African War Memorial** statue is moved as a requirement of the realignment of A70, this gives opportunity to provide a generous of space and reestablish its pivotal position at the junction of Smith St.



- **Large Mature Native Trees** are introduced and distributed informally throughout to enhance the environment, providing shelter, biodiversity, and a welcome greenery/natural element to town centre. Flexibility of layout ensures that final positioning be adjusted to avoid utilities, a level of sustainable urban drainage can also be incorporated into trees pits.
- **Seating** is again informally arranged, offering a variety of choice, orientation and locations throughout space. Benches are integrated into the meandering pattern to give order, minimise clutter and support legibility.
- **Lighting** – street lighting associated with roads will be upgraded and a new public realm lighting proposal developed for the space to create night-time interest, capacity for Christmas/ other festival use





- **Pedestrian crossings** are re positioned to reflect desire lines and movement
- **Disabled Parking** will be provided on carriageway for cinema patrons
- **Inclusion and accessibility** is ensured
- **Events, Commercial activity & use.** New opportunities are created for small scale events & activities/ the new space becomes as significant asset for business within the square, south facing and now part of an attractive new space opportunities for pavement cafes/uses is compelling and significant
- **Delivery Access and servicing** – to support the above noted opportunity deliveries and areas designated for loading are located kerbside around the periphery of the space.

5. Costs

A capital cost plan for the proposals has been developed assuming construction commencing financial year 2026-27. Costs assume investment in appropriate quality materials and infrastructure, includes drainage, lighting and street furniture and includes cost allowance for all works to existing and commissioning of new statues. Costs allowance have been made for utility diversions and ground works, which require to be confirmed on further investigation and liaison. Costs include for creation of a new road alignment, junction adjustments/ new signals and relocation of pedestrian crossing.

Cost Estimate

The capital cost estimate is **£9.26m** ex VAT for the works described and illustrated, inclusive of preliminaries, contingencies, optimum bias and construction inflation. Costs are exclusive of fees and all other costs.

Cost Summary




A summary of cost is as follows:

<i>item</i>	<i>cost</i>
Site Clearance	£ 182,460
Hardworks	£ 3,571,100
Street Furniture	£ 412,390
Statues and Artwork	£ 430,000
Street Lighting	£ 230,500
Drainage	£ 173,400
Softworks	£ 105,150
Miscellaneous	£ 773,836
Subtotal	£ 5,878,836
Contract Prelims	£ 1,469,709
Contract Contingency	£ 440,912
Optimum Bias	£ 881,825
Construction Inflation	£ 587,883
TOTAL ex VAT	£ 9,259,165



APPENDIX 3
BURNS STATUE SQUARE PROJECT RISK REGISTER

Probability	Almost certain	5	5	10	15	20	25
	Likely	4	4	8	12	16	20
	Moderate	3	3	6	9	12	15
	Unlikely	2	2	4	6	8	10
	Rare	1	1	2	3	4	5
			1	2	3	4	5
			Minor	Moderate	Significant	Major	Catastrophic
Impact							

RISK							RISK ASSESSMENT				RISK ACTION								
Entry Date	Risk Author	Risk Category	Risk Owner	Risk Cause	Risk Event	Risk Effect	Probability	Impact	Risk Score	Threat Response Category	Response	Action Owner Organisation	Action owner Individual	Target Risk Closure date	Actual Risk Closure Date	Date of last Risk review	Movement since last review		
DD/MM/YYYY	Person who raised risk	Risk Category selection	Person responsible for management & control of risk	Describe the source of the risk (e.g. risk triggers internal or external)	Describe the area of uncertainty in terms of threat or opportunity	Describe what will happen if risk occurs	1=rare 2=unlikely 3=moderate 4=more likely than not 5=almost certain	1=minor 2=moderate 3=significant 4=major 5=catastrophic	Total Risk Score	Reduction Removal Transfer Retention Share	Describe responses for a risk	Who is responsible for the action - Organisation	Who is responsible for the action - Individual	Target Risk Closure date date	Actual Risk closure date	Date risk last reviewed	Increase  Decrease  Change  CLOSED	No NEW	Notes
30/10/2024	John Bell	Commercial	SAC	External	Council do not own or control required land, including existing burdens, wayleaves or rights of way, and common good land, to full extent of proposals.	Project cannot proceed	3	5	15	Removal	Title report to be obtained from Estates / Legal. Any obstacle to development or necessary consents, legal agreements or acquisition to be defined and negotiated. Clearly define full extent of land affected by proposals.	SAC - Estates / legal	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	Internal	Other linked SAC projects: Failure to coordinate / projects do not progress / projects proposals change.	Failure to fully deliver project outcomes.	4	3	12	Share	Forum to be established to coordinate linked projects.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Commercial	SAC	Internal	Failure to obtain sufficient funding.	Project cannot proceed / reduced project scope	3	4	12	Removal	Cost consultant to be appointed to produce estimate of full project cost. Funding proposals to be agreed and approved. Budget to be approved before any spend.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	Internal	Failure to define project roles and responsibilities	Delay, additional cost, failure to achieve required outcomes.	3	5	15	Reduction	Detailed project responsibilities matrix to be produced and agreed by all parties.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	Internal	Failure of communication	Delay, additional cost, failure to achieve required outcomes.	3	3	9	Reduction	develop communications strategy, including dat to day running of project, governance arrangements and oversight by Elected Members.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	Internal	Failure to define required project outcomes and aspirations (measurable outcomes)	project does not deliver required outcomes	3	4	12	Reduction	Agree, record and review project deliverables at outset of project.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	Internal	Failure to obtain required SAC approvals.	Project cannot proceed	3	5	15	Removal	Produce a schedule of required approvals. Review schedule at key stages in project. Allow sufficient time in programme for submissions and approvals.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Political	SAC	Internal	Proposals do not deliver value for money.	damage to reputation	3	4	12	Reduction	Cost consultant to be appointed to carry out initial cost estimate. Options appraisal to be carried out, including design, cost and delivery of required outcomes and aspirations.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Commercial	SAC	External	Failure to agree any necessary changes to neighbouring premises access and servicing arrangements.	Project cannot proceed	5	5	25	Removal	Legal advice required on existing rights. Liaise with businesses.	SAC - Estates / legal	TBC	TBC			NEW		
30/10/2024	John Bell	Political	SAC	Internal	Failure to model anticipated pedestrian footfall and other behaviour.	Spaces and routes under-used. Low commercial benefit to businesses. Poor value for money.	3	2	6	Reduction	Assessment of pedestrian activity and movements to be carried out. Comparisons with similar areas.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Political	SAC	Internal	Impact on traffic flow from completed project.	Congestion, inconvenience, accidents.	3	4	12	Reduction	ARA to carry out modelling / assesment.	ARA	TBC	TBC			NEW		
30/10/2024	John Bell	Political	SAC	Internal	Delay in decision making by council.	Project delayed or funding opportunity missed.	3	4	12	Reduction	Approvals strategy to be establishd at project outset and sufficient time to be allowed in programme for submissions and decisions.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	Internal	failure to consult internal stakeholders	Delay, additional cost, failure to achieve required outcomes.	2	5	10	Reduction	Create and agree stakeholder consultation strategy. Include all SAC Services that could be affected by the project.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	External	failure to consult external stakeholders	Delay, additional cost, failure to achieve required outcomes.	2	5	10	Reduction	Create and agree stakeholder consultation strategy. Include all groups and individuals who could be affected by the project, e.g. taxi companies and public transport, neighbouring businesses, community groups etc.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Political	SAC	Internal	Failure to inform public of proposals and timescale.	damage to reputation	3	2	6	Reduction	Create and agree stakeholder consultation strategy	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Commercial	SAC	External	Cost overruns due to construction delays, market conditions, or unforeseen circumstances.	Cost Increases	3	4	12	Reduction	Procurement strategy to minimise cost risk. Cost consultant to monitor cost during construction. Risk to be reviewed during construction.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Commercial	SAC	External	Delay or failure to obtain statutory consents.	project delayed or cannot proceed.	3	5	15	Reduction	Develop Statutory approvals strategy.	SAC	TBC	TBC			NEW		
31/10/2024	John Bell	Construction	SAC	External	Delay due to utilities companies	Project delayed or cost increase	4	4	16	Reduction	Early surveys, communications and applications. Define responsibility for applications	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	Internal	Changes to SAC client requirements.	Project delayed or cost increase	3	3	9	Reduction	Agree design programme to include formal design stage approvals. Submissions to provide full information.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	External	Changes to External stakeholder requirements.	Project delayed or cost increase	3	3	9	Reduction	Develop detailed stakeholder engagement strategy and ensure necessary approvals are obtained.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Regulatory	SAC	Internal	Full Environmental Impact Assessment required	Cost and time implications.	3	2	6	Removal	EIA Screening Opinion to be sought from Planning Authority. ARA to advise if any separate Transport assessment is required.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	Internal	Lack of in-house skilled resource to deliver project.	Programme Delay	2	2	4	Removal	Identify full project team.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	External	Completed project does not deliver client aspirations or requirements.	Damage to reputation	3	3	9	Reduction	Agree, record and review project deliverables at outset of project. Review proposals against required project outcomes at key stages.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Construction	SAC	External	Unexpected site conditions, including contamination, unrecorded services etc.	delay and cost	3	3	9	Reduction	Obtain expert advice on required surveys and carry out all required surveys in advance of site works.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	External	Poor quality design	Damage to reputation	3	2	6	Reduction	Appoint appropriately qualified design team.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	Internal	Completed project creates costly maintenance requirements for the council.	Cost	3	2	6	Reduction	Consult Services responsible for maintenance.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Commercial	SAC	Internal	procuement of consultants or contractors fails to comply with council standing orders	Damage to reputation / cost / delay	2	3	6	Removal	Agree procurement strategy with Procurement.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Commercial	SAC	External	Failure to achieve value for money from construction contract.	Cost	3	3	9	Reduction	Agree procurement strategy with Procurement.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Construction	SAC	External	Excessive construction defects	Damage to reputation / cost / delay	2	2	4	Reduction	Allow sufficient time in construction programme. Select procurment method that allows control of quality. Appoint a clerk of works.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Political	SAC	Internal	Failure to comply with SAC sustainability guidance.	Damage to reputation	2	2	4	Removal	Define relevant guidance and standards to be met.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	External	Failure toi deliver Accessible design	Damage to reputation / legal challenge	2	2	4	Removal	Carry out accessible design review.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Construction	SAC	External	Disruption or risks to neighbours and public during construction, including loss of parking spaces, vehicle or pedestrian access and operation of commercial premises and private residences.	cost / delay / reputational damage	2	3	6	Reduction	Define any known restrictions prior to procurement of contractor. Contractor to develop detailed construction logistics report for review prior to site start.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	External	Design proposals unaffordable	Cost / Delay	3	3	9	Removal	Appoint cost consultant early to report on cost of developing design.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	Internal	Impact on parking provision (completed project)	Damage to reputation	2	3	6	Reduction	ARA to asses requirements for inclusion in project brief.	ARA	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	External	pedestrian / vehicle access over shared not clear.	Risk of accident / congestion	2	3	6	Reduction	ARA to asses requirements for inclusion in project brief.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Design	SAC	External	Insufficient understanding of context and conditions.	Poor project outcomes	2	3	6	Removal	Design team to carry out detailed site analysis.	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	Internal	Failure to record and share project information.	Delay, cost and other risks	2	3	6	Reduction	project information strategy to be agreed and responsibilities defined	SAC	TBC	TBC			NEW		
30/10/2024	John Bell	Management	SAC	Internal	programme is not deliverable	delay / reputational damage	3	3	9	Reduction	project programme to be developed early with relevant specialist input. Programme to be reviewed throughout project.	SAC	TBC	TBC			NEW		