

South Ayrshire Council

**Report by Depute Chief Executive and Director
of Housing, Operations and Development
to Cabinet
of 20 January 2026**

Subject: Accessible Ayr Project Update

1. Purpose

- 1.1 The purpose of this report is to provide Cabinet with an update on the progress of the Accessible Ayr project and to seek approval for officers to apply for construction funding on a phased basis in line with current funding scenarios.

2. Recommendation

2.1 It is recommended that the Cabinet:

- 2.1.1 agrees support for the approaches and recommendations noted within this report;**
- 2.1.2 approves the project design updates as detailed within this report and shown in the general arrangement drawings within Appendix A;**
- 2.1.3 approves the funding application strategy as detailed in Chapter 6; and**
- 2.1.4 confirms approval for Phase 1 to proceed to construction stage should funding be secured from Transport Scotland.**

3. Background

- 3.1 Accessible Ayr is an ambitious project which is seeking to make significant improvements to the infrastructure and public realm in Ayr Town Centre and key surrounding areas. This project provides the opportunity for investment in the town centre, making it a vibrant and more attractive place for people to visit and enjoy, as well as make it easier to access by pedestrians and cyclists. The aim is that public investment within the town will support private investment, leading to economic growth and a greater quality of life for those in and around the town of Ayr.
- 3.2 RIBA Stage 3: Developed Design occurred from 2022 to 2024. Stage 3 of Accessible Ayr was approved by South Ayrshire Council Cabinet in two stages: [20 June 2023 Interim Stage 3 Cabinet Report](#) and [14 February 2024 Stage 3 Cabinet Report](#).
- 3.3 On [27 August 2024](#), it was agreed by South Ayrshire Council Cabinet to progress Accessible Ayr in two phases. Phase 1 focusses on areas primarily south of the River Ayr, with Phase 2 focusing on areas north of the River Ayr. Network plans highlighting the extents of both Phase 1 and the current Phase 2 proposals have been provided below:



Figure 1: Accessible Ayr Phase 1 Network Plan



Figure 2: Accessible Ayr Phase 2 Network Plan

3.4 100% of funding for the design of Accessible Ayr has come from the Scottish Government via the Places for Everyone programmed administered by the Walk Wheel Cycle Trust (formerly Sustrans). Funding to progress Stage 4 of Phase 1 was secured from Places for Everyone during the 2024/2025 financial year. Subsequent

funding from Places for Everyone (Sustrans) was secured for Phase 1 for 2025/26 financial year to complete the remainder of Stage 4. These designs are currently progressing and will be completed in March 2026.

- 3.5 The Accessible Ayr project and the Burns Statue Square project are interdependent and with the successful delivery of one being reliant on the other. This approach aims to reduce the Council's match-funding requirements, reduce delivery timeframes, and coordinate works to reduce impact on the public.

4. Detail

- 4.1 The purpose of RIBA Stage 4 is to further refine the previously approved Stage 3 designs based on technical and operational requirements. Key activities that have taken place at Stage 4 included: additional engagement, further traffic modelling, further analysis of parking impact from proposals, design changes at the Fullarton/Fort Street/Sandgate junction and Alloway Street, finalisation of materials and operational details, and updated visualisations.
- 4.2 **Engagement:** Alongside previous extensive engagement at Stage 3, two additional rounds of engagement in 2025 with key stakeholders and the public informed Stage 4 designs. The core purpose of this engagement was to inform operational requirements, design changes at Alloway Street and Fullarton/Fort Street/Sandgate junctions, and proposed materials. A comprehensive report of this engagement was developed at Stage 4 (Ref: 65213908-SWE-XX-00-T-O-00003). A summary of this engagement report is included in Appendix A.
- 4.3 **Parking Impact Assessment:** To achieve the significant benefits made possible by Accessible Ayr, adjustments to existing parking provision are necessary. A comprehensive assessment of the impact of Accessible Ayr Phase 1 on on-street parking has been developed at Stage 4 (Ref: 65213908-SWE-XX-00-T-AT-000101). A summary of the parking impact assessment including the changes in parking from Stage 3 to Stage 4 has been provided in Appendix A.
- 4.4 **Traffic Modelling:** To improve junction design and better align Phase 1 of Accessible Ayr with improvements at Burns Statue Square, additional traffic modelling was carried out using the revised designs for Accessible Ayr Phase 1 and the proposed road layout for Burns Statue Square. A summary of this modelling is summarised in Appendix A.
- 4.5 **Materials:** A proposed material palette has been created alongside consultation with key stakeholders, including South Ayrshire Council departments, the South Ayrshire Access Panel, and the public. For consistency, this material palette is also anticipated to be used within the Burns Statue Square project. The proposed material palette for Accessible Ayr Phase 1 is included in Appendix A.
- 4.6 **Visualisations:** Images of what the Stage 4 designs may look like once constructed have been provided. Four visualisations are included in Appendix A.
- 4.7 **Designs:** Overall, Stage 4 designs are largely similar to what was approved at Stage 3. Core changes to designs since Stage 3 and their justification are outlined below in Table 1. General arrangement drawings detailing the full Stage 4 designs have been provided in Appendix A.

Table 1 Summary of design changes since Stage 3: Developed Design.

Fort Street/Fullarton Street Junction	Alloway Street
<ul style="list-style-type: none"> - Fort Street North, between the junction of Sandgate/Fullarton Street to Citadel Place changed from two-way street to a one-way street northbound - Signalised crossings have been slightly adjusted to support traffic flow - These changes were introduced to improve crossing provisions for pedestrians and cyclists and to improve the capacity of the Fort Street/Sandgate/Fullarton Street junction 	<ul style="list-style-type: none"> - Introduction of a bi-directional cycleway on east side of Alloway Street. Disabled parking and dedicated loading bays are re-located on west side of Alloway Street - Signalised crossing moved further north to provide safer crossing point closer to the High Street - These changes were introduced to improve connectivity with wider improvements planned for Burns Statue Square. This adhered to the approach of ensuring coordinated delivery between Accessible Ayr and Burns Statue Square, as approved by Cabinet on 29 April 2025. Beyond improving links between the two projects, these Stage 4 improvements also better align with the Scottish Government’s Sustainable Transport Hierarchy and funding guidelines for the Active Travel Infrastructure Fund.

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. Though any future works identified would be subject to tender rules and procedures and subject to approval.
- 5.3 To progress the project timely Ayrshire Roads Alliance is considering for early contractor engagement during the design stage but would be subjected to procurement rules.

6. Financial Implications

- 6.1 Current funding acquired from Places for Everyone (Sustrans) will allow completion of the Stage 4 designs for Phase 1.
- 6.2 Due to recent changes to the Active Travel Infrastructure Fund (ATIF) application window, there is a requirement to submit funding applications earlier than expected, and prior to this Cabinet meeting. An ATIF application has therefore been prepared and submitted to Transport Scotland for the full Accessible Ayr Phase 1 anticipated construction costs. A 30% match funding contribution from the Council is expected.

- 6.3 The total construction cost for Phase 1 has been estimated at £19.9m. Through early construction funding discussions with Transport Scotland, it is anticipated that a further phasing approach for Phase 1 would be required to limit the construction value to no more than £5m per financial year. Transport Scotland have indicated that additional internal funding approval, including a full business case (FBC), would be required if the construction value exceeds £5m within the financial year. Although a construction phasing approach may extend the total construction duration, it will limit the disruption to localised areas of the town centre taking into consideration the construction of the Burns Statue Square project. Figure 1 and Table 1 provide further details of the construction phasing approach, highlighting the different phases, the expected construction costs for each phase and the financial commitment per year.
- 6.4 A further funding application has been submitted to ATIF to revisit the Phase 2 proposals to align with a wider strategy, linking schools and areas of deprivation. Table 2 below details the Accessible Ayr Phase 2 design stage funding application.
- 6.5 Accessible Ayr has a natural dependency on the development of the Burns Statue Square project, and as per previous Cabinet approvals, Ayrshire Roads Alliance are progressing both projects taking cognisance of each other to streamline delivery and reduce the Councils financial contribution.

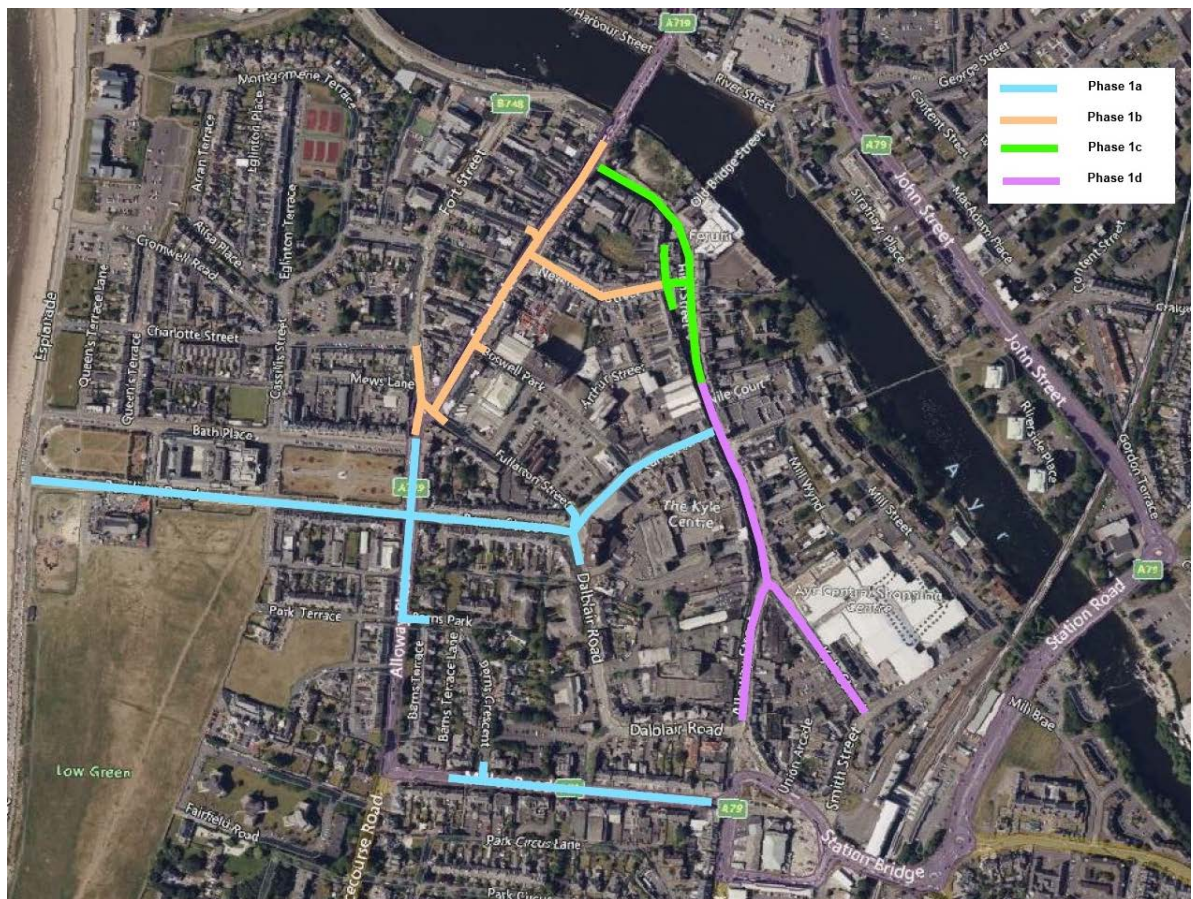


Figure 3: Accessible Ayr Phase 1 Construction Phasing Plan

Table 2/

Table 2: Phase 1 (Construction)

Project Title	RIBA Stages	Anticipated Financial Year	Comments
Accessible Ayr Phase 1a	5	FY 2026/27 (£5,000,000)	Blue sections within Figure 1
Accessible Ayr Phase 1b	5	FY 2027/28 (£4,950,000)	Orange sections within Figure 1
Accessible Ayr Phase 1c	5	FY 2028/29 (£5,000,000)	Green sections within Figure 1
Accessible Ayr Phase 1d	5	FY 2029/30 (£4,950,000)	Purple sections within Figure 1

Table 3: Phase 2 (Design)

Project Title	RIBA Stages	Anticipated Financial Year	Comments
Accessible Ayr Phase 2	1-2	FY 2026/27 (£TBC)	At the time of writing this report the full value of anticipated Stage 1-2 design costs are still be finalised.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 There are no risks associated with adopting the recommendations.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 The risk associated with rejecting the recommendations is the missed opportunity to obtain substantial external funding to deliver economic, social and environmental benefits associated with significant investment in the town centre.

8.2.2 The risk associated with rejecting the recommendations is that future applications to ATIF for both design & construction funding (Tier 2) may not be successful without Council approval and affect other Active Travel projects.

9. Equalities

9.1 The proposals in this report have been assessed through the Councils Integrated Impact Assessment process, a copy of this is attached as [Appendix A](#).

10. Sustainable Development Implications

10.1 The Accessible Ayr project will be delivered in strict accordance with Council policies and the Ayrshire Roads Alliance Carbon Management Policy

11. Link to Council Plan

- 11.1 The matters referred to in this report contribute to all three priorities within the South Ayrshire Council Plan 2023-2028, including: Priority One (Spaces and Places), Priority Two (Live, Work, Learn) and Priority 3 (Civic and Community Pride).

12. Results of Consultation

- 12.1 There has been significant public consultation over the course of the Accessible Ayr project and has been previously reported, most recently summarised in the 14 February 2024 Cabinet Report.
- 12.2 Further engagement informed Stage 4 design proposals. Public engagement has informed street furniture preferences, higher rates of planting integrated into design, and the removal of proposed decorative lighting columns along the High Street. Key stakeholder engagement with businesses, the South Ayrshire Access Panel, and South Ayrshire Council departments has informed operational requirements including loading, signalling proposals, an increase in disabled bay parking, and proposed materials. Continued engagement and awareness raising with both the public and key stakeholders is anticipated through the completion of Stage 4 and upon successful progression to construction. An executive summary of this engagement is attached to this report as Appendix X. The full report on Stage 4 engagement (Ref: 65213908-SWE-XX-00-T-O-00003) can be provided on request.
- 12.3 Consultation has taken place with Councillor Alec Clark, Depute Council Leader, Policy Lead for Operational Services, and the contents of this report reflect any feedback provided.

13. Next Steps for Decision Tracking Purposes

- 13.1 If the recommendations above are approved by Members, the Director of Director Housing, Operation 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
ATIF funding for Construction (Phase 1) and Design (Phase 2) Cabinet approval to proceed should funding be secured from Transport Scotland	January 2026	Head of Roads - Ayrshire Roads Alliance
Prepare Phase 1 Construction Package	March 2026	Head of Roads - Ayrshire Roads Alliance
Report to the Cabinet with an update on Accessible Ayr project.	May 2026	Head of Roads - Ayrshire Roads Alliance

Background Papers Report to Cabinet of 20 June 2023 – [Accessible Ayr Update](#)
Report to Cabinet of 14 February 2024 – [Accessible Ayr Update](#)
Report to Cabinet of 27 August 2024 – [Accessible Ayr Update](#)

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Date: 10 December 2025



Accessible Ayr Progress Update Appendices

January 2026

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1 Visualisations







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2 General Arrangement Drawings



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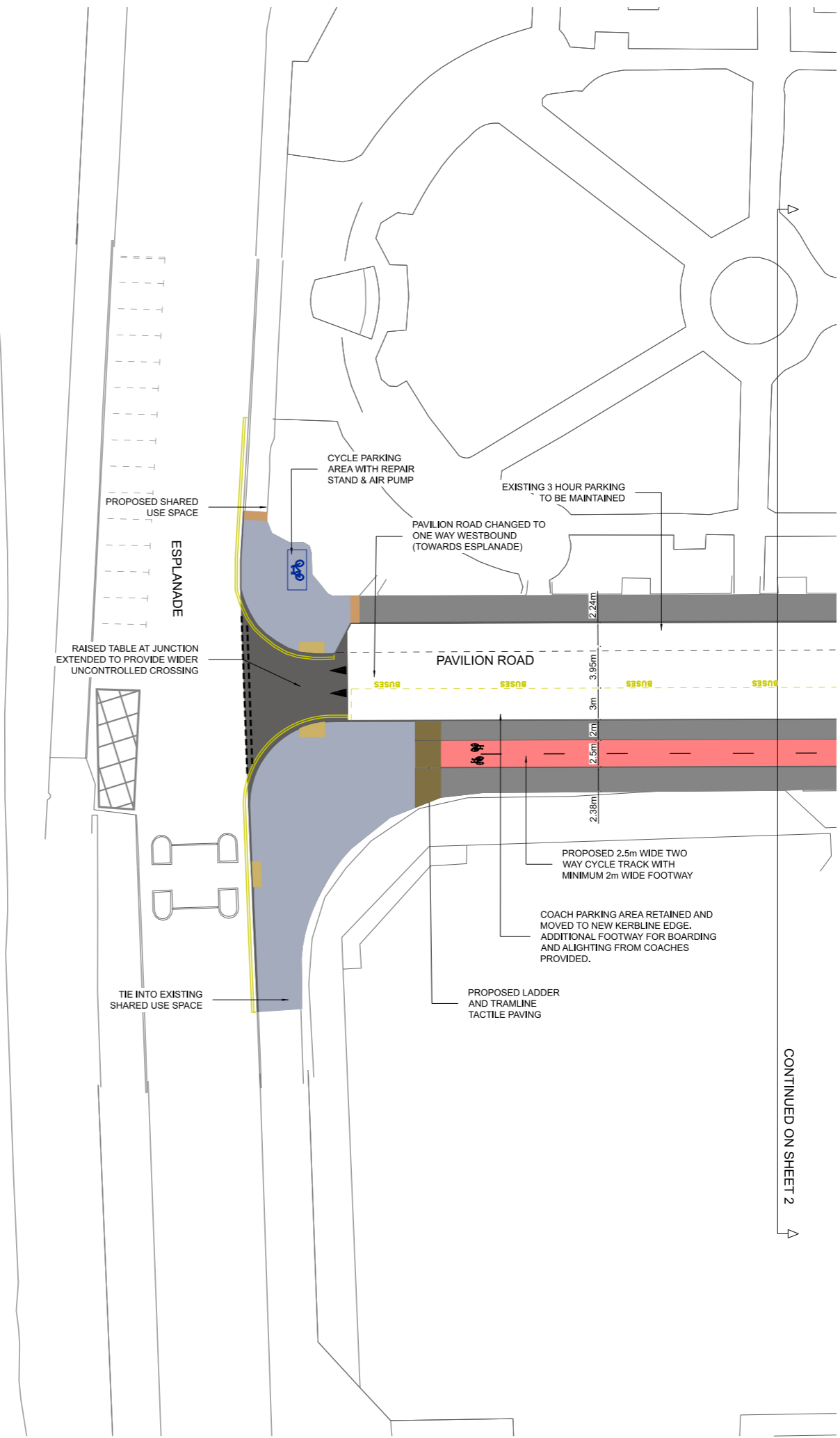
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	FOOTWAY
	SHARED USE SPACE
	BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
	BUFF LADDER AND TRAMLINE TACTILE PAVING
	BUFF CORDUROY TACTILE PAVING
	CARRIAGEWAY RAISED TABLE
	BICYCLE SHELTER
	PROPOSED NEW ROAD MARKINGS



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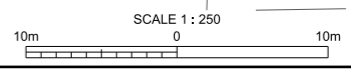
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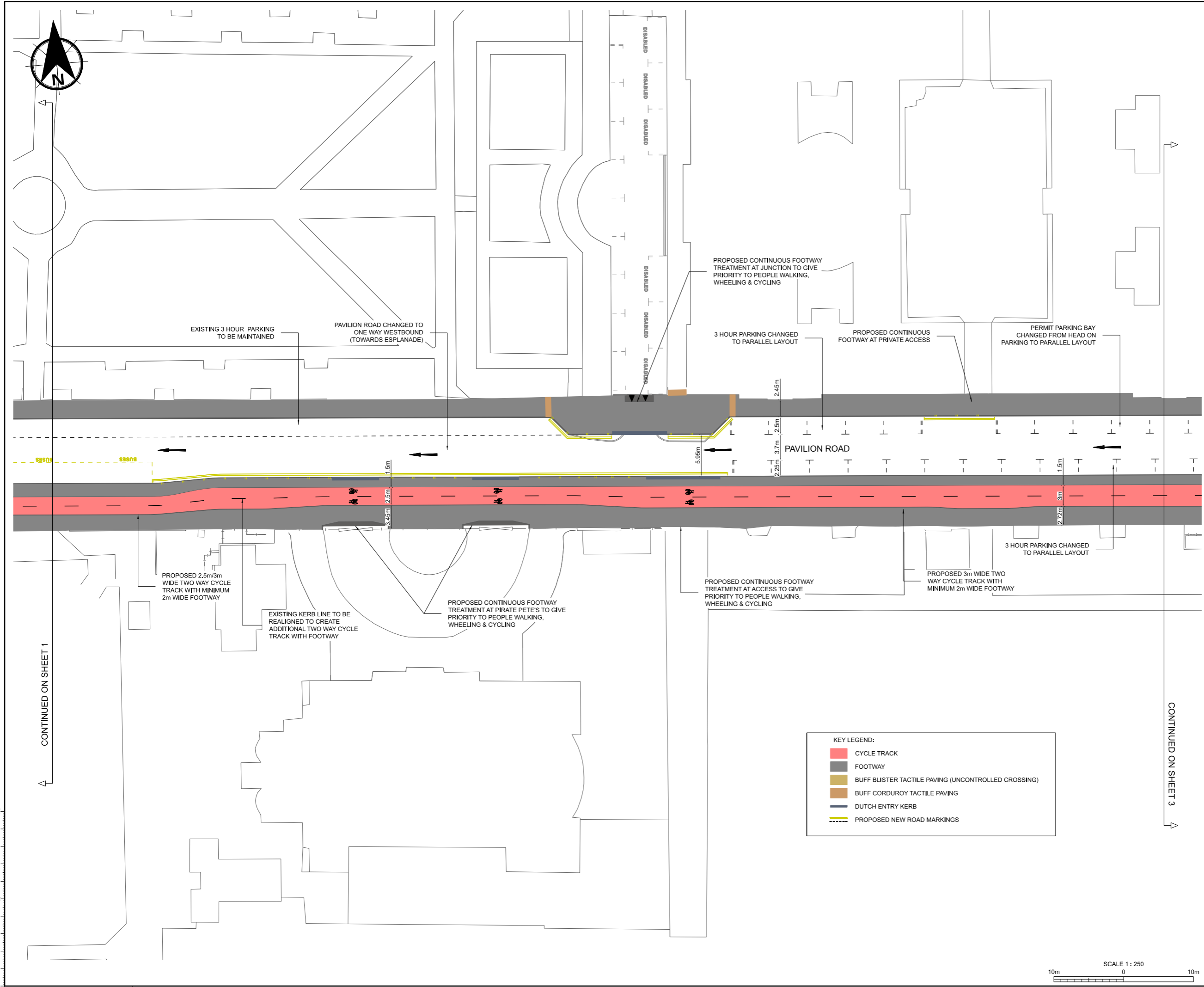
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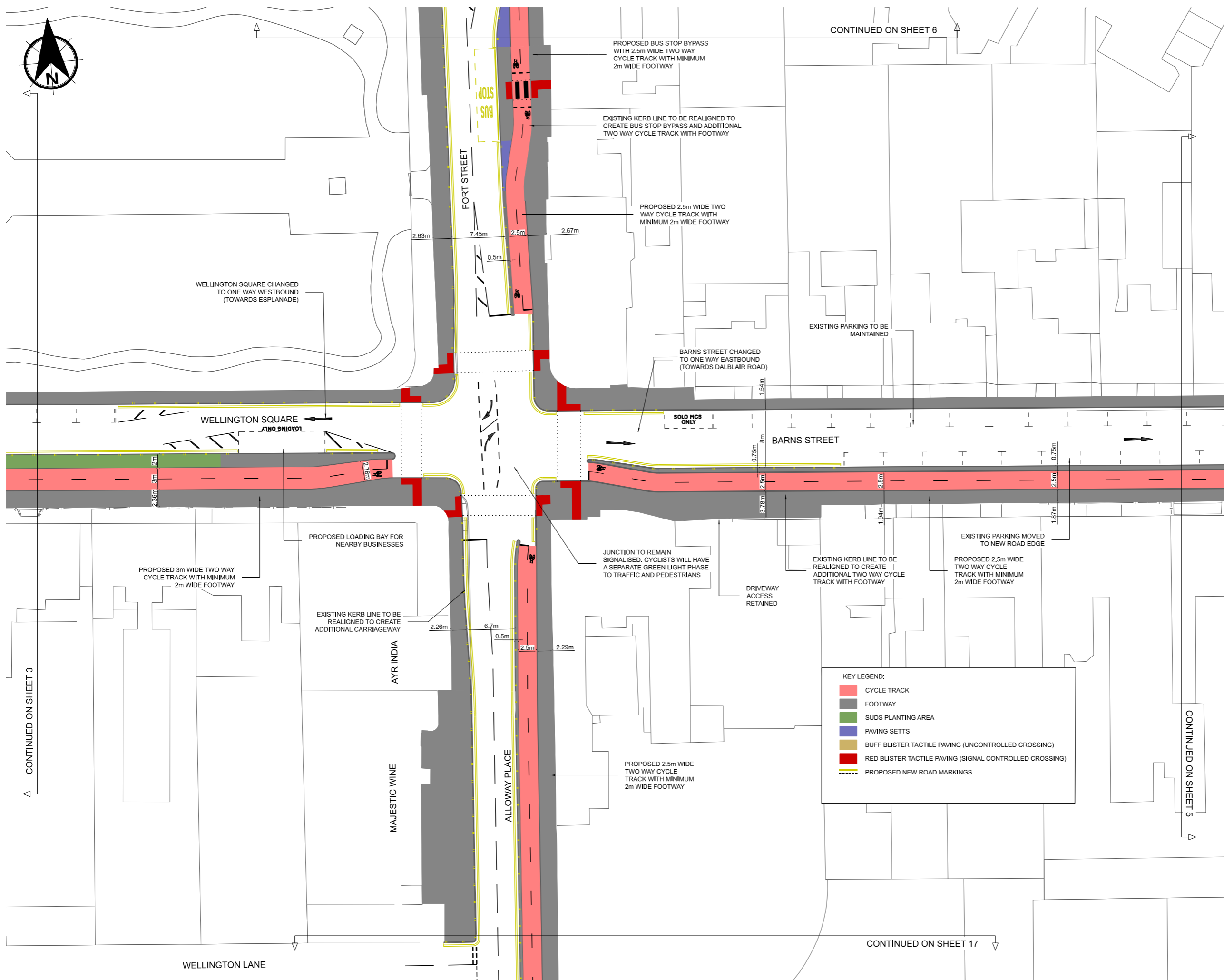
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KEY LEGEND:

- CYCLE TRACK
- FOOTWAY
- SUDS PLANTING AREA
- PAVING SETTS
- BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
- RED BLISTER TACTILE PAVING (SIGNAL CONTROLLED CROSSING)
- PROPOSED NEW ROAD MARKINGS

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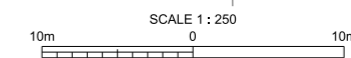
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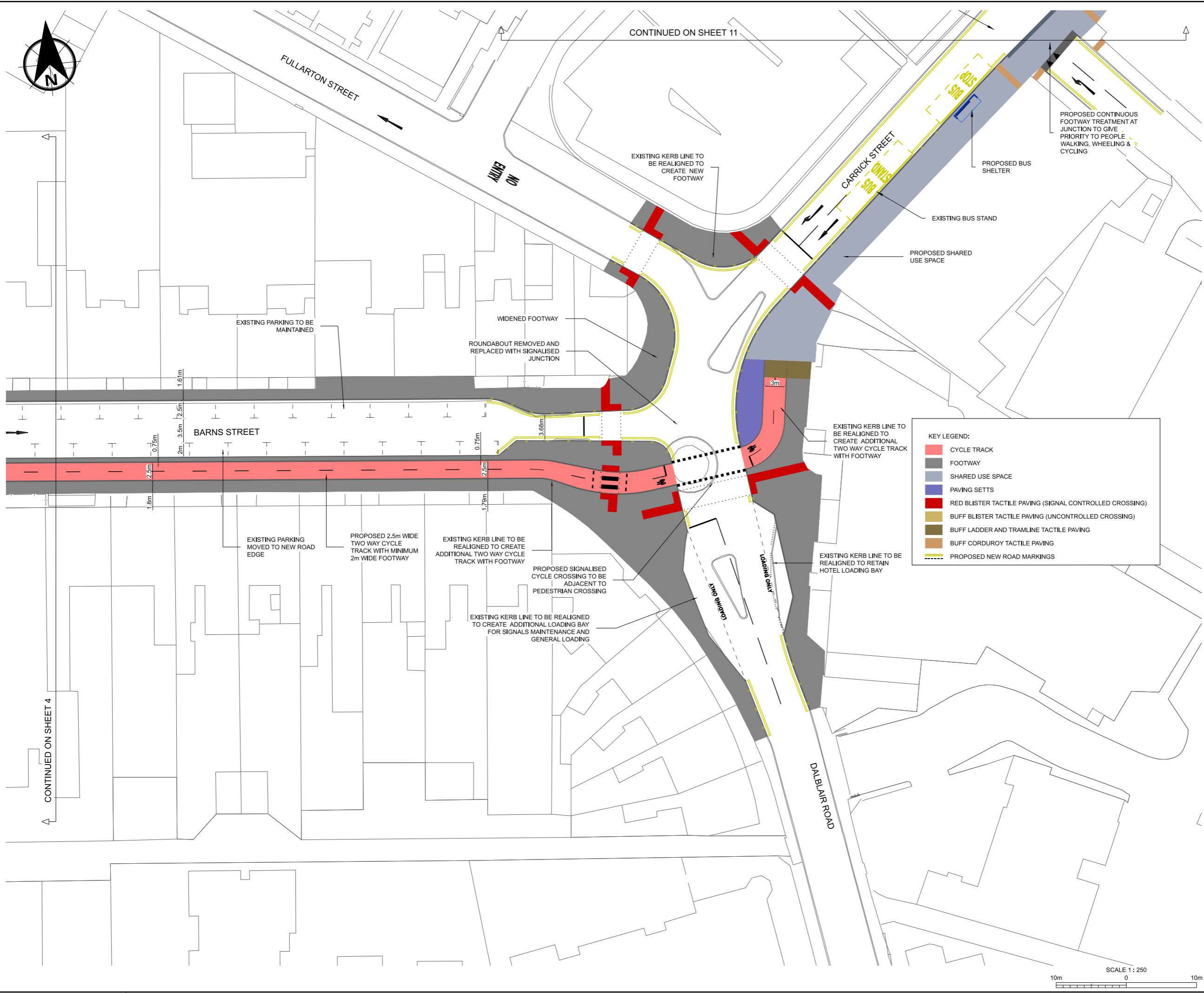
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- BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
- BUFF LADDER AND TRAMLINE TACTILE PAVING
- BUFF CORDUROY TACTILE PAVING
- PROPOSED NEW ROAD MARKINGS

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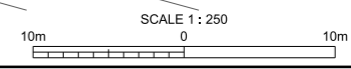


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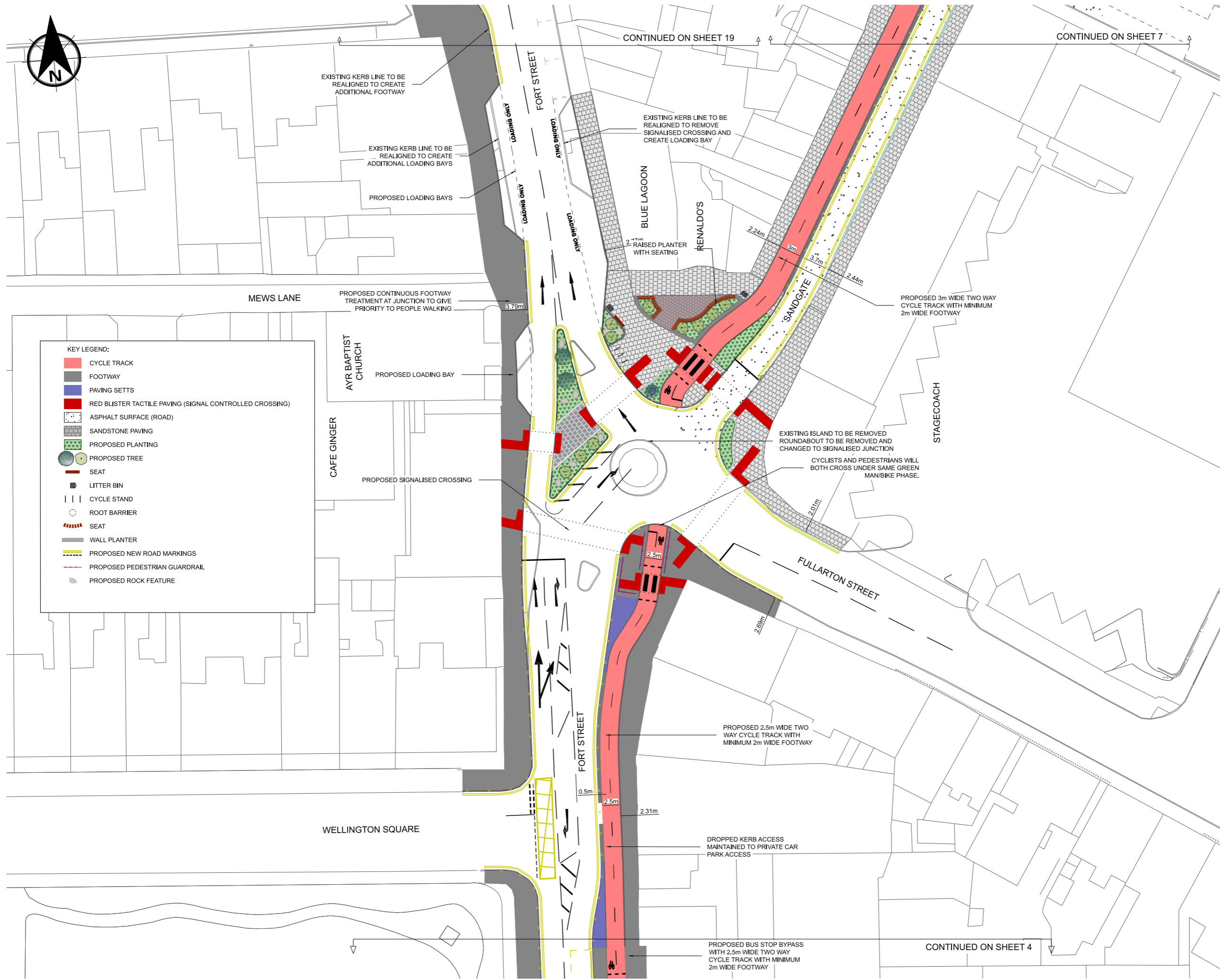


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- ASPHALT SURFACE (ROAD)
- SANDSTONE PAVING
- PROPOSED PLANTING
- PROPOSED TREE
- SEAT
- LITTER BIN
- CYCLE STAND
- ROOT BARRIER
- SEAT
- WALL PLANTER
- PROPOSED NEW ROAD MARKINGS
- PROPOSED PEDESTRIAN GUARDRAIL
- PROPOSED ROCK FEATURE



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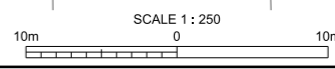
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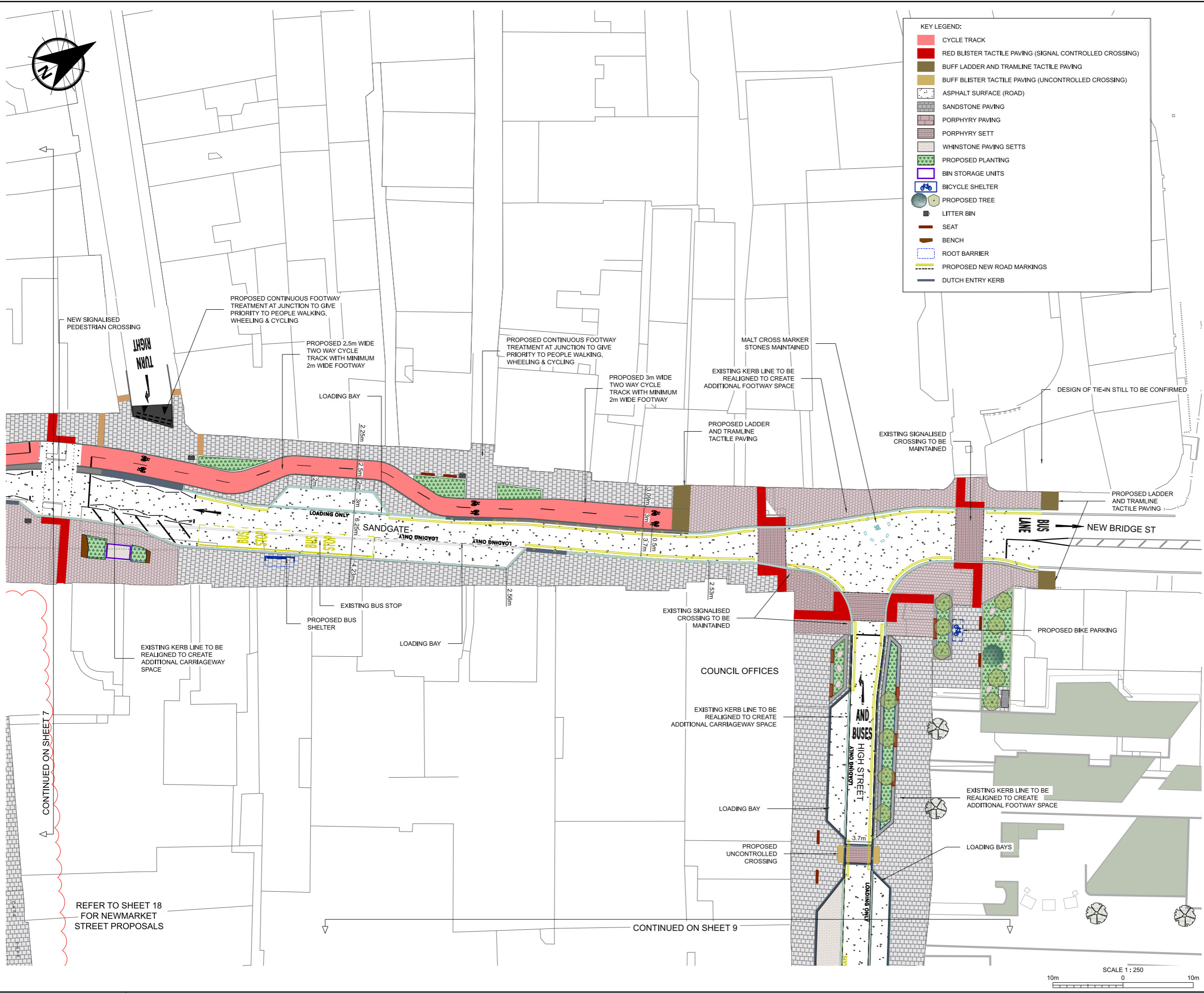


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- BUFF LADDER AND TRAMLINE TACTILE PAVING
- BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
- ASPHALT SURFACE (ROAD)
- SANDSTONE PAVING
- PORPHYRY PAVING
- PORPHYRY SETT
- WHINSTONE PAVING SETTS
- PROPOSED PLANTING
- BIN STORAGE UNITS
- BICYCLE SHELTER
- PROPOSED TREE
- LITTER BIN
- SEAT
- BENCH
- ROOT BARRIER
- PROPOSED NEW ROAD MARKINGS
- DUTCH ENTRY KERB

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Project Title
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Drawing Title
GENERAL ARRANGEMENT (WORK IN PROGRESS) SHEET 8 OF 19

Project Stage
STAGE 4

Status	S4	Status Description	FOR REVIEW AND AUTHORIZATION
Drawn	DDP	Checked	AMcN
Designed	DDP	Approved	AMc
Sheet Size	A1	Scale	1:250
Sweco Ref	65213908	Revision	P02
Drawing Number	65213908-SWE-XX-00-D-AT-00108		

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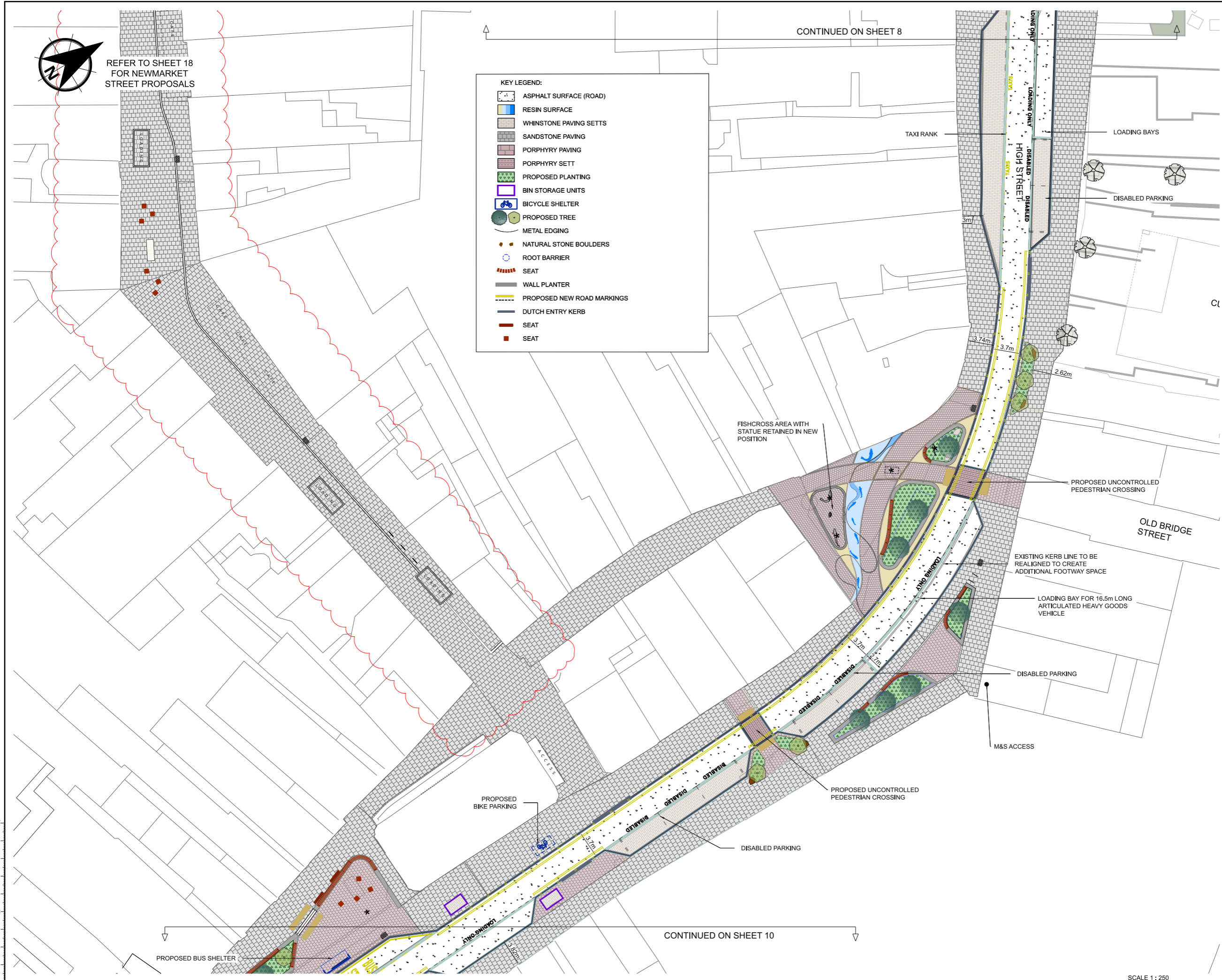


REFER TO SHEET 18 FOR NEWMARKET STREET PROPOSALS

CONTINUED ON SHEET 8

KEY LEGEND:

	ASPHALT SURFACE (ROAD)
	RESIN SURFACE
	WHINSTONE PAVING SETTS
	SANDSTONE PAVING
	PORPHYRY PAVING
	PORPHYRY SETT
	PROPOSED PLANTING
	BIN STORAGE UNITS
	BICYCLE SHELTER
	PROPOSED TREE
	METAL EDGING
	NATURAL STONE BOULDERS
	ROOT BARRIER
	SEAT
	WALL PLANTER
	PROPOSED NEW ROAD MARKINGS
	DUTCH ENTRY KERB
	SEAT
	SEAT



CONTINUED ON SHEET 10

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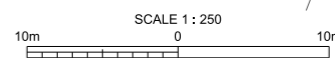


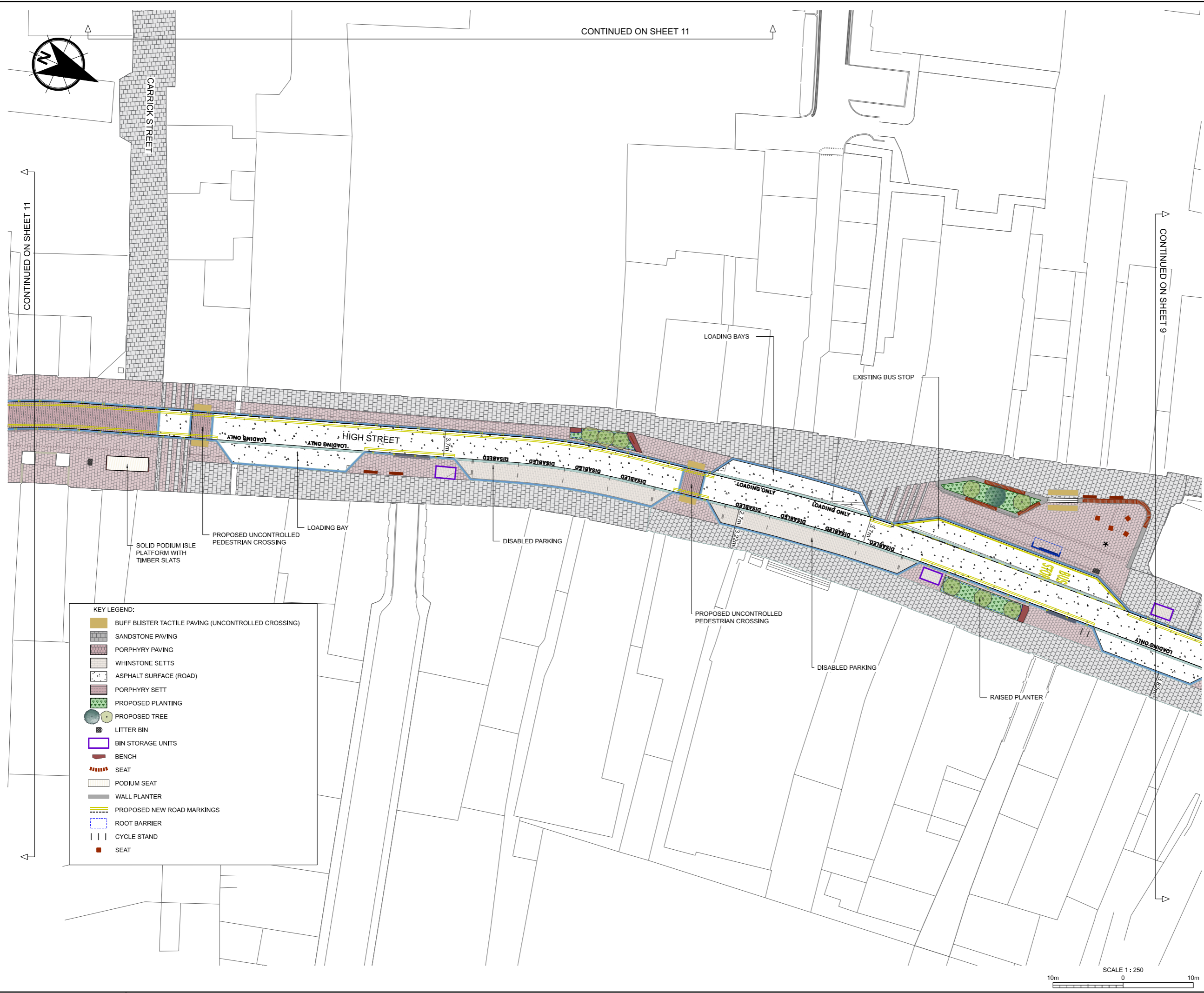
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Drawing Title
GENERAL ARRANGEMENT (WORK IN PROGRESS) SHEET 9 OF 10

Project Stage STAGE 4			
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Checked	AMcN	Approved	AMc
Sheet Size	A1	Scale	1:250
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Rev	Date	Amendment Details	Dr'n	Chk'	App'

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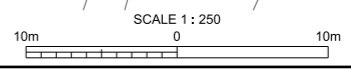


Project Title
ACCESSIBLE AYR PHASE 1

Drawing Title
**GENERAL ARRANGEMENT
 (WORK IN PROGRESS)
 SHEET 10 OF 19**

Project Stage STAGE 4			
Status	Status Description		
S4	FOR REVIEW AND AUTHORIZATION		
Drawn	Designed	Checked	Approved
DDP	DDP	AMcN	AMc
Sheet Size	Scale	Sweco Ref	Revision
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Drawing Number 65213908-SWE-XX-00-D-AT-00110			

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CONTINUED ON SHEET 5

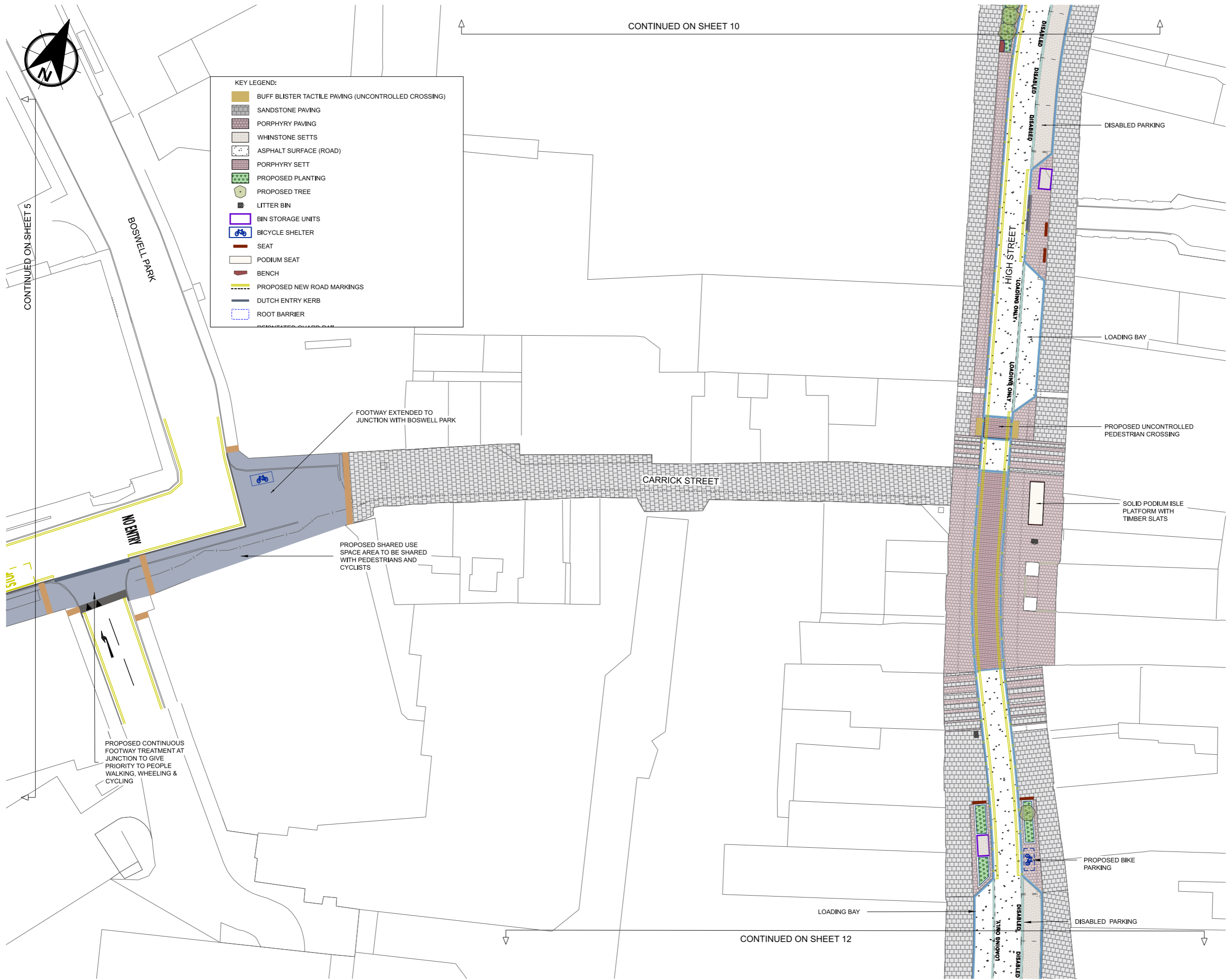
CONTINUED ON SHEET 10

CONTINUED ON SHEET 12



KEY LEGEND:

	BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
	SANDSTONE PAVING
	PORPHYRY PAVING
	WHINSTONE SETTS
	ASPHALT SURFACE (ROAD)
	PORPHYRY SETT
	PROPOSED PLANTING
	PROPOSED TREE
	LITTER BIN
	BIN STORAGE UNITS
	BICYCLE SHELTER
	SEAT
	PODIUM SEAT
	BENCH
	PROPOSED NEW ROAD MARKINGS
	DUTCH ENTRY KERB
	ROOT BARRIER
	DESIGNATED CYCLE ROUTE



NOTES

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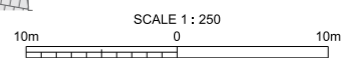
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GENERAL ARRANGEMENT (WORK IN PROGRESS) SHEET 11 OF 19

Project Stage
STAGE 4

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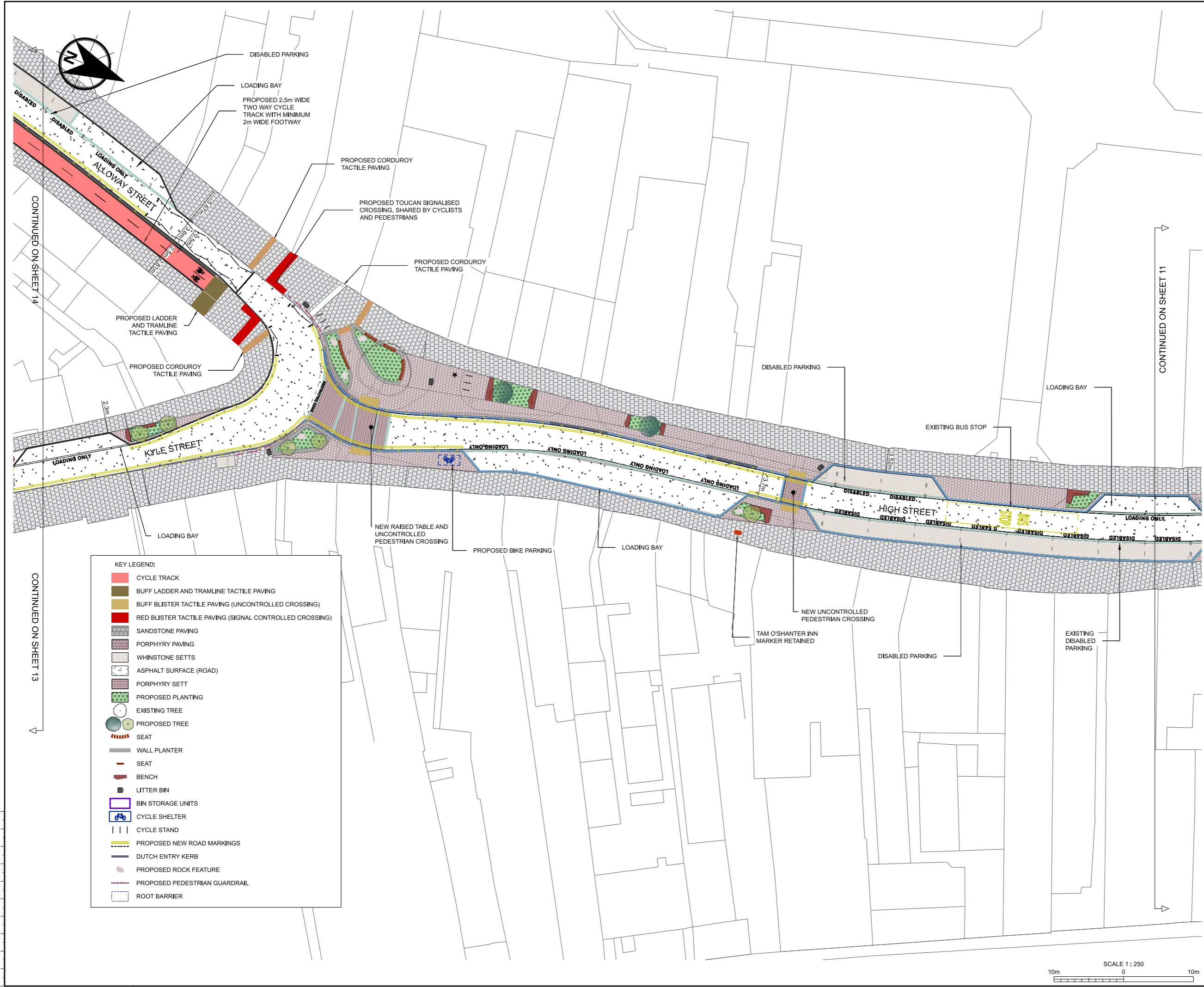
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DDP	DDP	AMcN	AMc
Sheet Size	Scale	Sweco Ref	Revision
A1	1:250	65213908	P02

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KEY LEGEND:

	CYCLE TRACK
	BUFF LADDER AND TRAMLINE TACTILE PAVING
	BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
	RED BLISTER TACTILE PAVING (SIGNAL CONTROLLED CROSSING)
	SANDSTONE PAVING
	PORPHYRY PAVING
	WHINSTONE SETTS
	ASPHALT SURFACE (ROAD)
	PORPHYRY SETT
	PROPOSED PLANTING
	EXISTING TREE
	PROPOSED TREE
	SEAT
	WALL PLANTER
	SEAT
	BENCH
	LITTER BIN
	BIN STORAGE UNITS
	CYCLE SHELTER
	CYCLE STAND
	PROPOSED NEW ROAD MARKINGS
	DUTCH ENTRY KERB
	PROPOSED ROCK FEATURE
	PROPOSED PEDESTRIAN GUARDRAIL
	ROOT BARRIER

P01	09/04/25	First Issue		CSmi	AMcN	ABla
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GENERAL ARRANGEMENT (WORK IN PROGRESS) SHEET 12 OF 19

Project Stage
STAGE 4

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Checked	AMcN	Approved	AMc
Sheet Size	A1	Scale	1:250
Sweco Ref	65213908	Revision	P02
Drawing Number	65213908-SWE-XX-00-D-AT-00112		



KYLE STREET
CAR PARK

LOADING BAY

DESIGN OF TIE-IN STILL TO BE CONFIRMED

KYLE STREET

DISABLED PARKING

NEW UNCONTROLLED
PEDESTRIAN CROSSING














CONTINUED ON SHEET 12

EXISTING RESTRICTED PARKING

EXISTING PARKING
RETAINED

AYR CENTRAL

KEY LEGEND:

-  CYCLE TRACK
-  BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
-  SANDSTONE PAVING
-  PORPHYRY PAVING
-  ASPHALT SURFACE (ROAD)
-  PORPHYRY SETT
-  PROPOSED TREE
-  PROPOSED PLANTING
-  LITTER BIN
-  BENCH
-  ROOT BARRIER
-  BIN STORAGE UNITS
-  PROPOSED NEW ROAD MARKINGS

NOTES

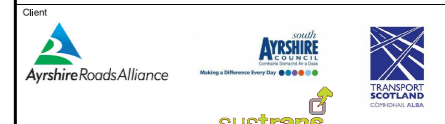
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SHEET 13 OF 19**

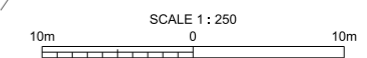
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STAGE 4

Status **S4** Status Description **FOR REVIEW AND AUTHORIZATION**

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A1	1:250	65213908	P02

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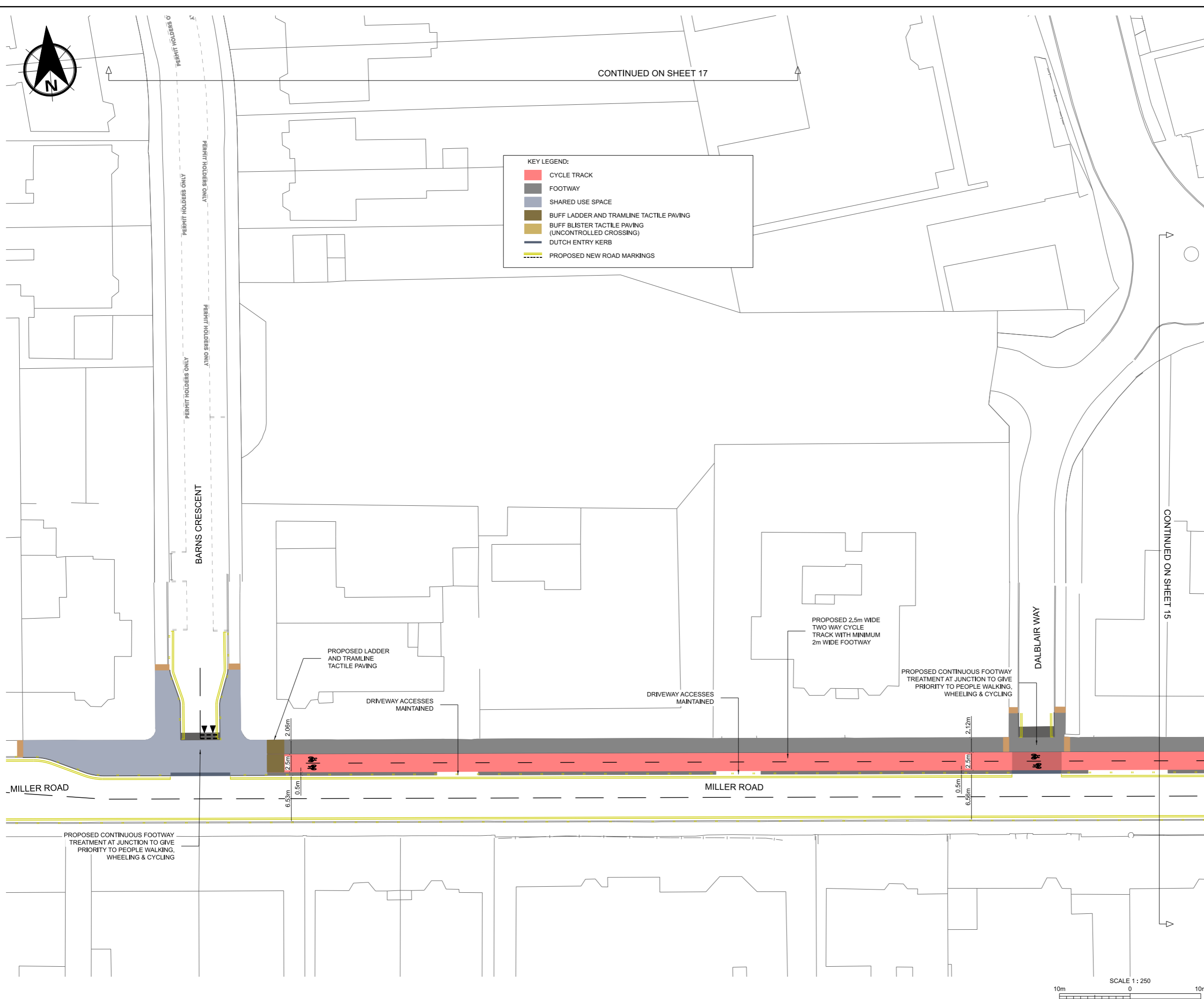
CONTINUED ON SHEET 17

KEY LEGEND:

- CYCLE TRACK
- FOOTWAY
- SHARED USE SPACE
- BUFF LADDER AND TRAMLINE TACTILE PAVING
- BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
- DUTCH ENTRY KERB
- PROPOSED NEW ROAD MARKINGS

BARNS CRESCENT

CONTINUED ON SHEET 15



NOTES

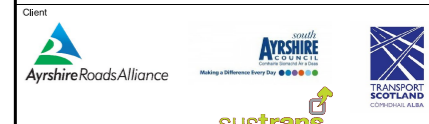
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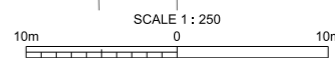
Drawing Title
**GENERAL ARRANGEMENT
(WORK IN PROGRESS)
SHEET 16 OF 19**

Project Stage
STAGE 4

Status **S4** Status Description **FOR REVIEW AND AUTHORIZATION**

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DDP	DDP	AMcN	AMc
Sheet Size	Scale	Sweco Ref	Revision
A1	1:250	65213908	P02

Drawing Number
65213908-SWE-XX-00-D-AT-00116





CONTINUED ON SHEET 4

HOMEBRIAR HOUSE

PROPOSED 2.5m WIDE TWO WAY CYCLE TRACK WITH MINIMUM 2m WIDE FOOTWAY

DRIVEWAY ACCESSES MAINTAINED

TURNING SPACE FOR VEHICLES

BARNS PARK

PERMIT HOLDERS ONLY

PERMIT HOLDERS ONLY

PERMIT HOLDERS ONLY

PARK TERRACE

BARNS PARK JUNCTION TO BE CLOSED TO VEHICULAR TRAFFIC AT ALLOWAY PLACE

AREA TO BE SHARED WITH PEDESTRIANS AND CYCLISTS

ALLOWAY PLACE

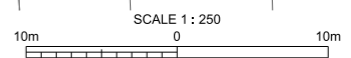
KEY LEGEND:

- CYCLE TRACK
- FOOTWAY
- SHARED USE SPACE
- BUFF LADDER AND TRAMLINE TACTILE PAVING
- BUFF BLISTER TACTILE PAVING (UNCONTROLLED CROSSING)
- PROPOSED NEW ROAD MARKINGS

EXISTING PERMIT HOLDER PARKING TO BE MAINTAINED

BARNS CRESCENT

CONTINUED ON SHEET 16



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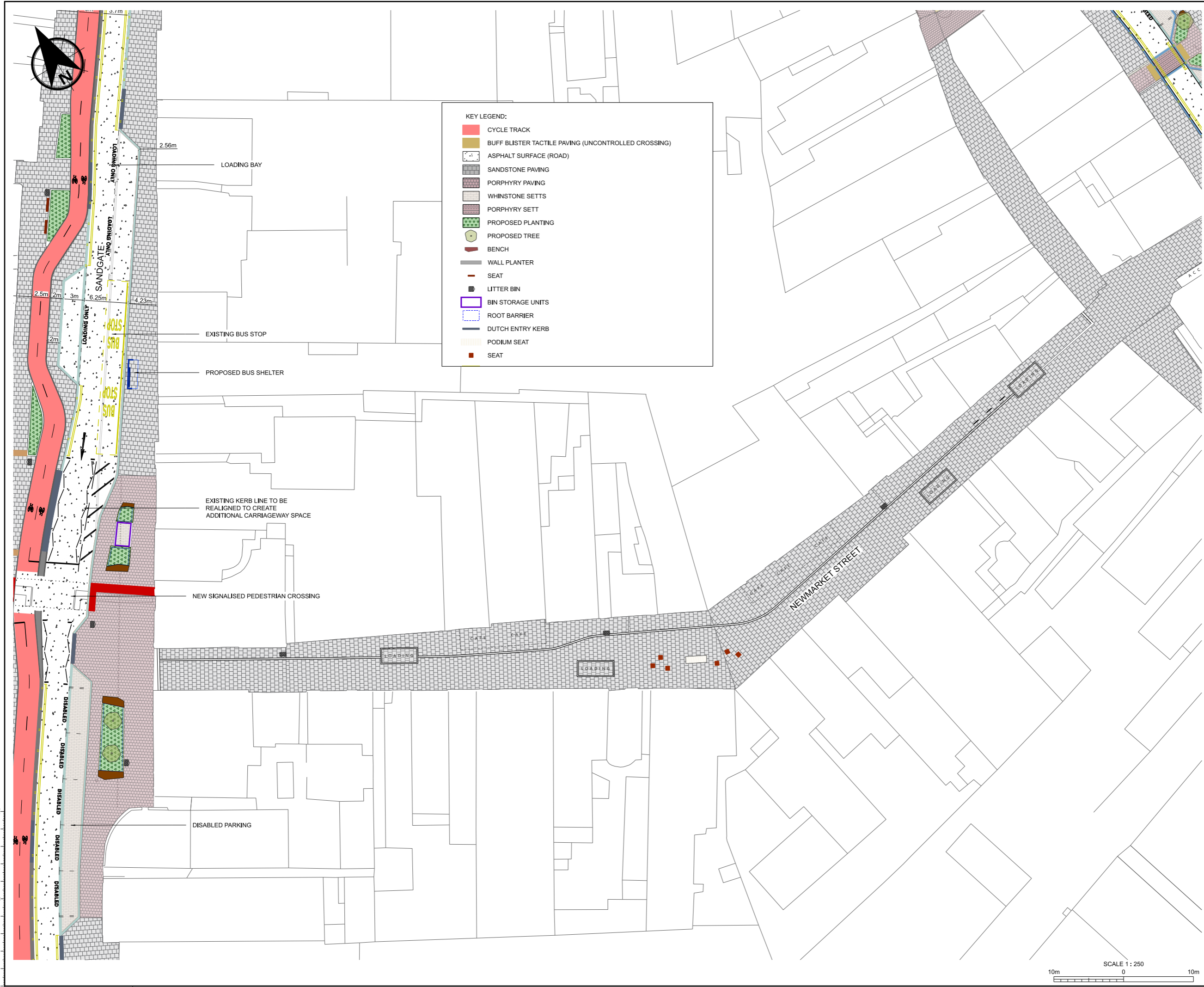
Drawing Title
GENERAL ARRANGEMENT (WORK IN PROGRESS) SHEET 17 OF 19

Project Stage
STAGE 4

Status: **S4** Status Description: **FOR REVIEW AND AUTHORIZATION**

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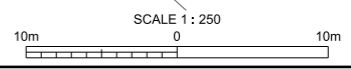
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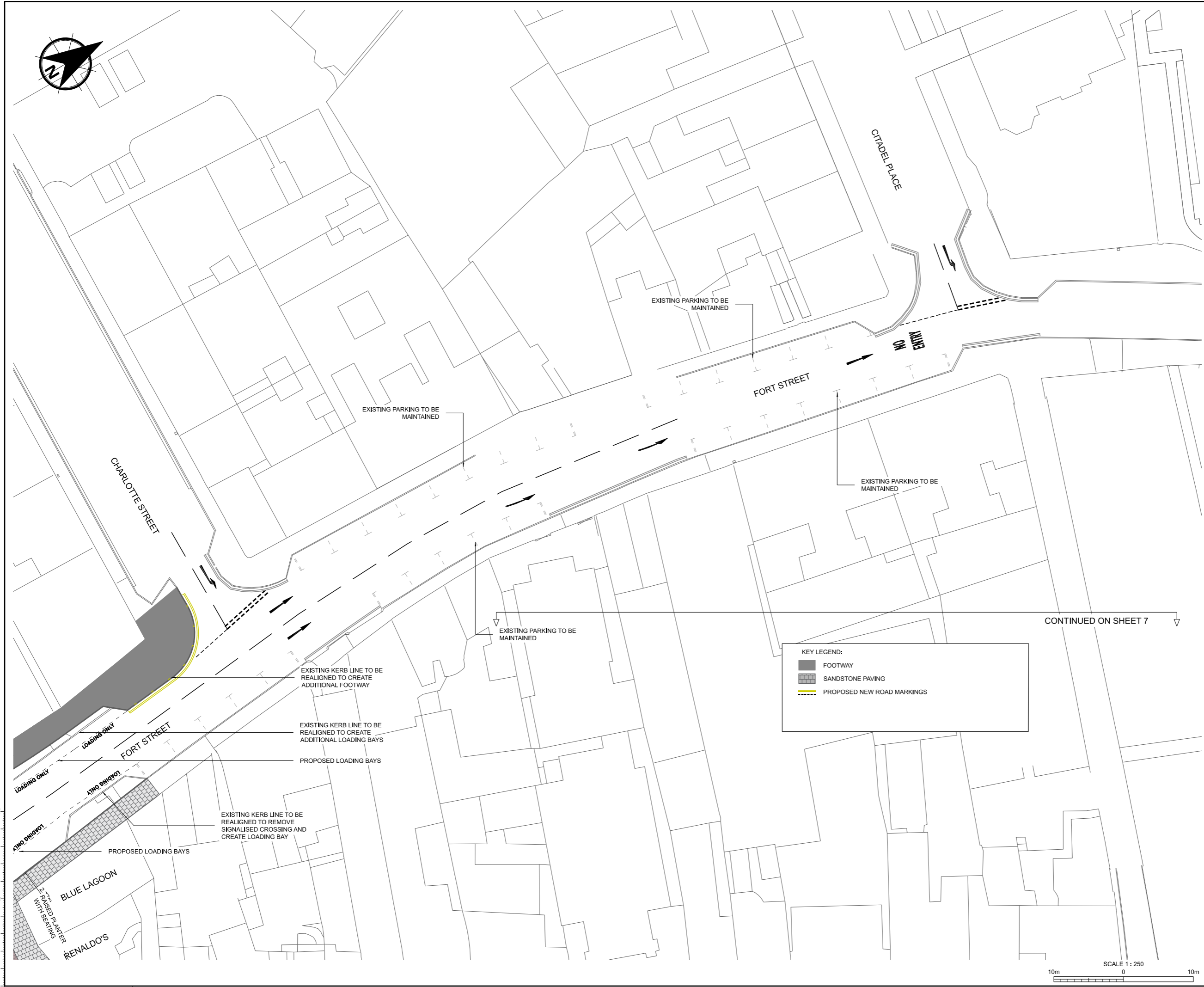


Project Title
ACCESSIBLE AYR PHASE 1

Drawing Title
**GENERAL ARRANGEMENT
(WORK IN PROGRESS)
SHEET 18 OF 19**

Project Stage STAGE 4					
Status	S4 FOR REVIEW AND AUTHORIZATION				
Drawn	Designed	Checked	Approved		
DDP	DDP	AMcN	AMc		
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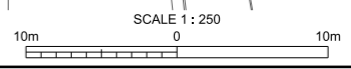




KEY LEGEND:

- FOOTWAY
- SANDSTONE PAVING
- PROPOSED NEW ROAD MARKINGS

CONTINUED ON SHEET 7



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Project Title
ACCESSIBLE AYR PHASE 1

Drawing Title
**GENERAL ARRANGEMENT
(WORK IN PROGRESS)
SHEET 19 OF 19**

Project Stage STAGE 4					
Status	Status Description FOR REVIEW AND AUTHORIZATION				
Drawn	Designed	Checked	Approved		
DDP	DDP	AMcN	AMc		
Sheet Size	Scale	Sweco Ref	Revision		
A1	1:250	65213908	P01		
Drawing Number 65213908-SWE-XX-00-D-AT-00119					

3 Material Palette

Accessible Ayr

Materials Palette

65213908-SWE-XX-00-RP-L-00001
V4

Project Title:	ACCESSIBLE AYR		
Client:	AYRSHIRE ROADS ALLIANCE		
Drawing Title:	MATERIALS PALETTE		
Project Number:	65213908	Doc No:	65213908-SWE-XX-00-RP-L-00001

Date:	30/02/2025	Drawn:	AP
Scale:	N/A	Reviewed:	MH
Status:	For Approval	Approved:	SH

Rev	Date	Rev Note	Org	Chk'd	App'd
P01	30/01/25	INTERNAL COMMENTS	AP	YL	SH
P02	25/03/25	For Approval	AP	SH	CS
P03	07/04/25	For Approval	AP	SH	CS
-	-	-	-	-	-
-	-	-	-	-	-

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1.0 INTRODUCTION

This document is to be used as a reference document for the agreed materials across the Accessible Ayr scheme. The intention is that this document will make all parties aware of the proposed materials and allow for comment to be made prior to detailed design.

The reference numbers shown against each material relates to the drawings 65213908-SWE-XX-00-D-AT-00101 to 65213908-SWE-XX-00-D-AT-00118 where each item reference can be located.

This document will be updated as items are agreed.

Report

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2.0 HARD SURFACING

2.1 Paving - P01 & P01A



Product: Granite Magma;

Dimensions: Random length 400 - 600 max x 300mm (P01) & 300 x 200mm (P01A)

Material: Chinese Granite

Colours: Buff / grey

Finish: Diamond Sawn

Product: Breccia & Liscio Magma

Dimensions: Random length 400 - 600 max x 300mm (P01)
300 x 200mm (P01A)

Material: Concrete with 100% Granite Magma stone coating

Colours: Buff / grey

2.2 Porphyry Paving - P02



Product: Porphyry Multi Mix

Dimensions: Random lengths 350 to 700 x 350 wide

Material: Porphyry

Colours: Red / pink / orange / brown

Finish: Split finish to top and sawn cut bottom surfaces with split sides. Bespoke QC Blend, Class 1 quality

2.3 Whinstone Setts - P03



Product: Smooth Whinstone Setts in disabled bays

Dimensions: 200x100

Material: Whinstone

Colours: Black

Finish: Smooth top

2.5 Porphyry Setts - Crossings - P05



Product: Porphyry setts

Dimensions: 200x100

Material: Italian Porphyry

Colours: Red / Pink

Finish: Split finish to top and sawn cut bottom surfaces with split sides. Bespoke QC Blend, Class 1 quality

2.6 Asphalt Carriageway - P10



Product: Asphalt or similar approved

Dimensions: NA

Manufacture: Tarmac

Material: Asphalt

Colours: NA

2.7 Asphalt Footpath - P11



Product: Asphalt Surfacing or similar approved

Dimensions: NA

Manufacture: Tarmac

Material: Asphalt

Colours: NA

2.8 Cycleway - P12



Product: Coloured cyclepath

Dimensions: NA

Manufacture: NatraTex

Material: Painted asphalt

Colours: TBC

2.9 Resin - P13 Fish Cross Feature Surfacing



Product: Azzuro Blue Resin

Dimensions: NA

Manufacture: Hardy Landscaping

Material: Resin bound kit

Colours: Azzuro Blue

2.10 Resin - P14 Fish Cross Feature Surfacing



Product: Resin

Dimensions: NA

Manufacture: Specialists Aggregates

Material: Resin

Colours: Starburst Blue

2.11 Resin - P15 Fish Cross Feature Surfacing



Product: Resin

Dimensions: As per design (fish imprints)

Manufacture: Specialists Aggregates

Material: Resin

Colours: Sling Back Blue

2.12 Resin - P16 Fish Cross Feature Surfacing



Product: resin surface

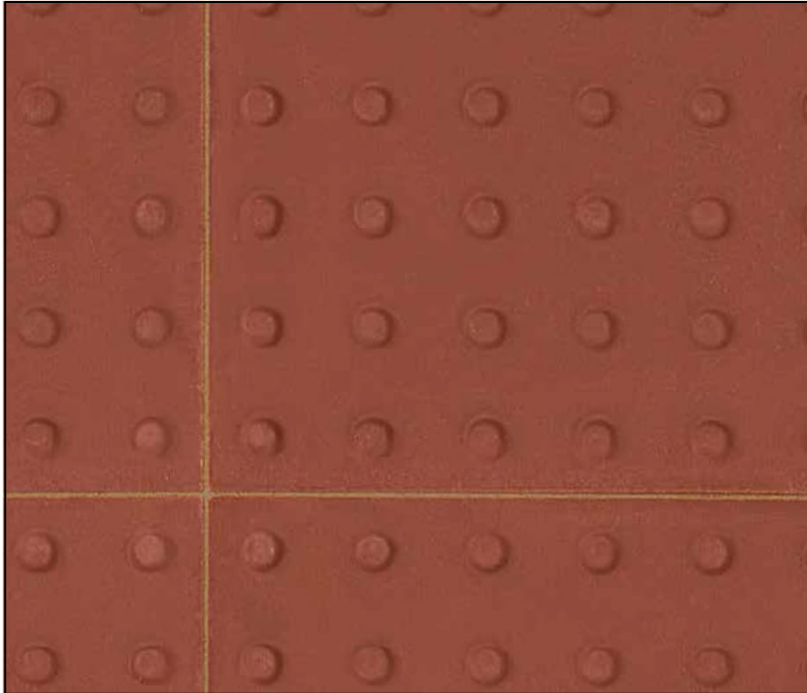
Dimensions: NA

Manufacture: Sureset Resin

Material: Resin

Colours: Aztec

2.13 Tactiles to Controlled Crossing Point - P20



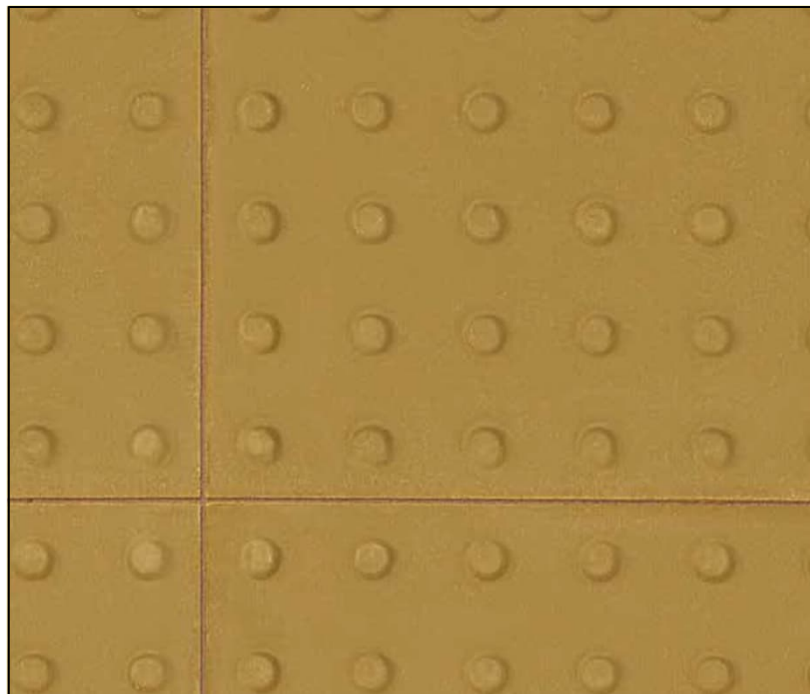
Product: Tactile Blister Paving

Dimensions: 400mm x 400mm / 450mm x 450mm

Material: Concrete

Colours: Red

2.14 Tactiles to Pedestrian Crossing Points (Uncontrolled) - P21



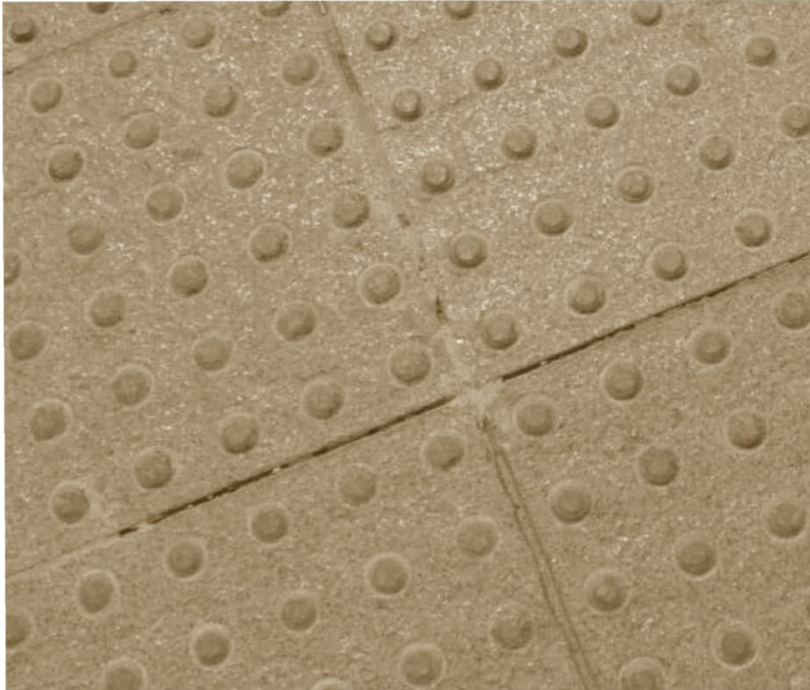
Product: Tactile Blister Paving

Dimensions: 400mm x 400mm / 450mm x 450mm

Material: Concrete

Colours: Buff or Charcoal

2.15 Granite Blister Tactile Paving - P22



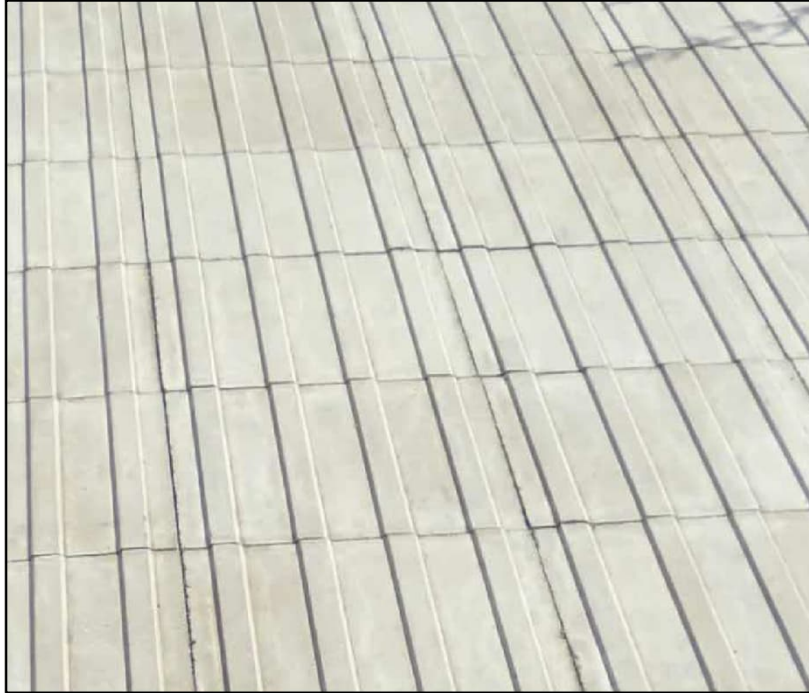
Product: Blister Paving

Dimensions: 400mm x 400mm

Material: Granite

Colours: Buff, Red or Grey

2.16 Concrete Cycleway Demarcation Tactile Paving - P23



Product: Tactile Blister Paving

Dimensions: 400mm x 400mm x 50mm

Material: Concrete

Colours: Buff or Natural (grey)

2.17 Concrete Corduroy Tactile Paving - P24



Product: Tactile Corduroy Paving

Dimensions: 400mm x 400mm / 450mm x 450mm

Material: Concrete

Colours: Buff, Charcoal

2.18 Granite Corduroy Tactile Paving - P25



Product: Tactile Hazard Warning Paving (Corduroy paving)

Dimensions: 400mm x 400mm x 63mm

Material: Granite

Colours: Grey or buff

3.0 KERBS AND EDGING

3.1 Whinstone Kerb - K1



Product: Whinstone Kerbs

Dimensions: 300 x 200 x1000 mm

Material: Scottish Whinstone

Colours: Dark Grey/Black

Finish: Bullnose edge

3.2 Whinstone Edging - K2



Product: Whinstone Edging

Dimensions: 200 x 200 x 400(l) mm

Material: Scottish Whinstone

Colours: Dark Grey/Black

Finish: Review samples

3.3 Whinstone Flush Kerb - K3



Product: Whinstone Kerb

Dimensions: 300 x 200 x1000 mm

Material: Scottish Whinstone

Colours: Dark Grey/Black

Finish: Review samples

3.4 Whinstone Drop Kerbs - K4



Product: Whinstone Kerb

Dimensions: 300 x 200 x1000 mm

Material: Scottish Whinstone

Colours: Dark Grey/Black

Finish: Bullnose edge

3.5 SuDS Kerb - K5



Product: Eden Kerb or similar

Dimensions: TBC

Manufacture: Marshalls

Material: Natural Stone or Concrete

3.6 Natural Stone Bus Stop Kerb - K6



Product: Kasel Bus Stop Kerbs

Dimensions: 1000mm x 275mm x 435mm

Manufacture: Brett

Material: Granite

Colours: To match Whinstone

3.7 PCC Kerb - K10



Product: PCC Kerb

Dimensions: Standard

Material: Pre cast concrete

Colours: grey

3.8 PCC Edging - K11



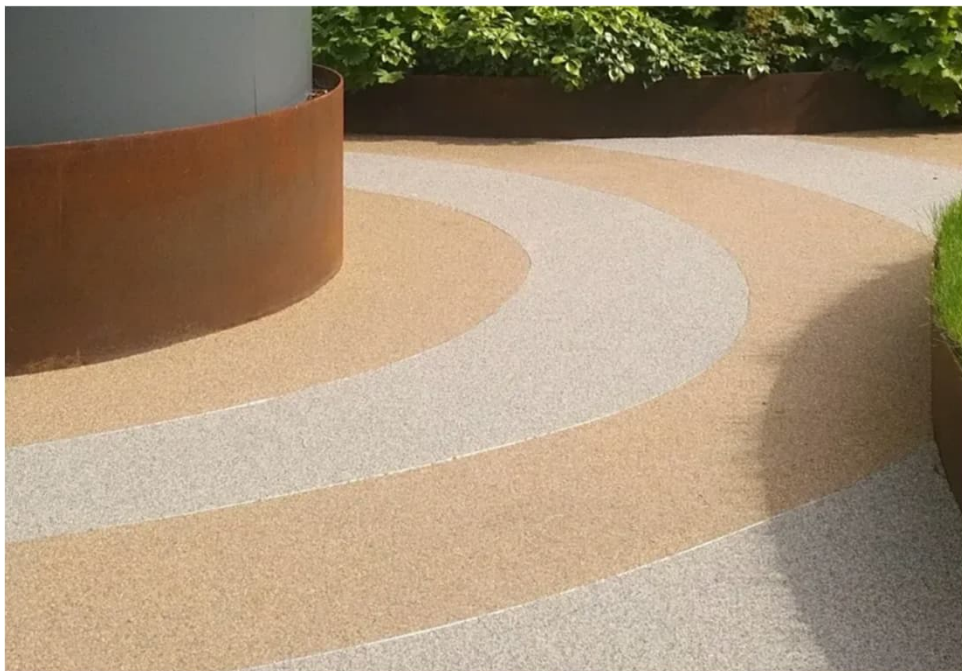
Product: PCC Edging

Dimensions: Standard

Material: Pre cast concrete

Colours: grey

3.8 Metal Edging - EDG



Product: Urban Edging

Dimensions: 100mm (H) x 3 or 6mm thickness

Material: Corten/Galvanised/ Aluminium

Colours: RAL colours available

4.0 STREET FURNITURE

4.1 Top Seat - BN01



Product: Rough&Ready crosswire top seat and Curved top seat

Dimensions: as required (various lengths)

Manufacture: Streetlife

Material: FSC hardwood mounted to the steel supports by means of the integrated anti-theft system. Steel RAL painted

Options: Backrest, armrest

4.2 Seat - BN02



Product: Rough&Ready 6 Benches

Dimensions: 2340 or 3000m long

Manufacture: Streetlife

Material: FSC hardwood mounted to the steel supports by means of the integrated anti-theft system. Steel RAL painted

Options: Backrest, armrest

4.3 Steel planter seating (BN03) & Feature seat (BN04)



Half open with planting and timber BN03



Fully closed with timber slats to top BN04

Product: Drifter Isles

Dimensions: Different size arrangements available.

Manufacture: Bespoke design – Landmark

Material: FSC hardwood mounted to the steel edging. Laid straight on to hard surface.

Options: Fully closed with timber slat top,
Half open with planting, Fully open with planting



Fully open with planting

4.4 Cube Seat - BN05



Product: Rough&Ready Cubes

Dimensions: 450 X 590 X 590

Manufacture: Streetlife

Material: FSC hardwood mounted to the steel edging.
Laid straight on to hard surface.



4.5 Litter Bin - LB01



Product: Derby Double

Dimensions: Height: 1038mm / Width: 880mm / Depth: 519mm
– Capacity 240 Litres

Manufacture: Broxap

Material: Galvanised steel

Colours: Varying color available

Fixing: Bolt Down Fixing – Accessories: Anti-fly coating / Anti graffiti coating / Seagull flaps.

240 litre bin requested by
Neighbourhood Services team

4.6 Bin Storage Units - LB03



Product: Bespoke steel enclosure

Dimensions: Varying size available

Material: Steel, plastic powder coated.

Steel enclosure incorporating Interpretation in response to stakeholder feedback for more Ayr specific designs.

4.7 Cycle Stands - C01



Product: ST18 – Loop the Loop Stand

Dimensions: Width: 750mm / Height: 850mm

Manufacture: SIMBARS

Material: Steel

Colours: Galvanised, stainless steel, rilsan coated

4.8 Cycle Shelter & Stands - C02



Product: AUREO VELO

Dimensions: 4175mm x 2500mm 2655mm 3 bay shelter.

Manufacture: Mmcite

Material: Steel, Glass, Stetched metal sheet

Colours: Varying color available, green roof available.

4.9 Bus Shelter - BS01

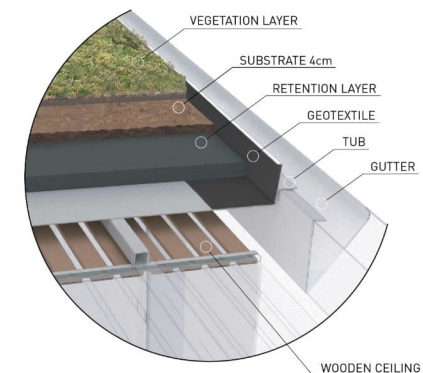


Product: Mmcite Aureo

Dimensions: 5590mm x 1855mm x 2580mm 4 bay shelter.

Manufacture: Mmcite

Details: Galvanized steel structure treated with powder coating. Rear and side walls made of tempered glass, wooden slats or perforated metal sheet. Green roof.



4.10 Bollard - Fixed - B01 TBC



Product: Stainless Steel Bollard

Dimensions: Length: 1200mm / Diameter: 101mm

Manufacture: SFD

Material: Stainless Steel

Colours: Brushed Satin

4.11 Steps with handrails



Product: Stainless Steel Handrail to steps at the Grain Exchange

Dimensions: Length: 1200mm / Diameter: 101mm

Manufacture: Contractor supplied

Material: Stainless Steel

Colours: Brushed Satin

4.12 Tree Grille - TG01



Product: Castle Tree Grille

Dimensions: 1500 x 1500mm

Manufacture: GreenBlue Urban

Material: Galvanised Steel

Colours: Grey

4.13 Wall to Raised Planter - W01



Product: Pre Cast Stone Units

Dimensions: To suit

Manufacture: Plain precast

Material: Pre cast concrete moulds

Colours: Grey or white

4.14 Natural Stone Boulder



Dimensions: Minimum 1.5m to 2.5m

Material: Sandstone natural Stones

5.0 LIGHTING

5.1 Standard Road Lighting Column & Luminaire



Product: New Aluminum 8/10m Road Lighting Column & Thorn Isaro Pro LED Luminaire

Dimensions: Height 8-10m, Diameter 116mm
Bracket N/A (Post Top)

Manufacture: Thorn

Colours: Stainless Steel Finish



5.2a Non-Standard Road Lighting for High Street



Product: New 8m Steel Road Lighting Column and 6m Stepped Bracket with Urbis Hestia LED Luminaires (to match Esplanade as per ARA Lighting Comments.)

Dimensions: Height 8m, Column specification to be confirmed for increased loading capacity capable of supporting luminaire/festive decorations and traffic signs as required, Bracket 0.5m (Side Entry)

Manufacture: Urbis

Colours: Painted Black Marine Grade (to be confirmed as per SAC Conservation Area requirements)

5.2b Non-Standard Road Lighting for High Street



Product: New 5m Steel Raise and Lower Road Lighting Column with Urbis Hestia LED Luminaires

Dimensions: Height 5m, Bracket N/A (Post Top)

Manufacture: Urbis

Colours: – Painted Black Marine Grade (to be confirmed as per SAC Conservation Area requirements)

5.3 Feature Lighting (Tam O Shanter Pub Thatched Roof Illumination)



Note: Image shows Aluminium column with spiked finial column as installed at cutty sark.

Product: New 8m Steel Road Lighting Column with Thorn Contrast RGBW LED Luminaire(s)

Dimensions: Height 8m, Bracket Stub

Manufacture: Thorn

Colours: Painted Black Marine Grade (to be confirmed as per SAC Conservation Area requirements)

5.4a Decorative Lighting Columns for High Street /Sandgate



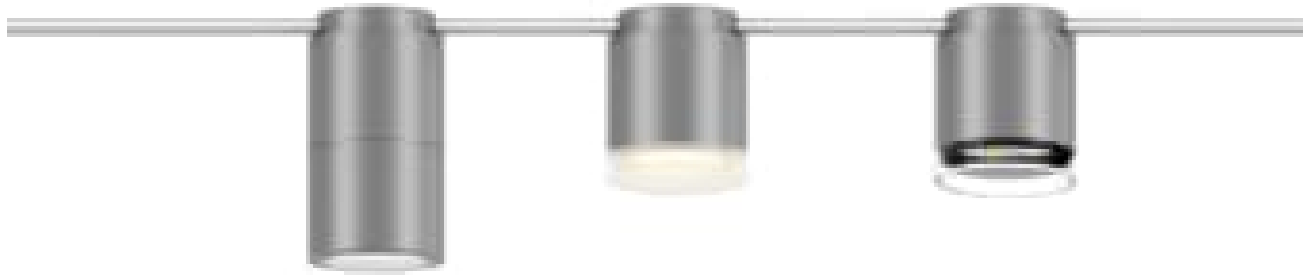
Product: New 5m Steel Road Lighting Column with CU Phosco P111 LED Luminaire

Dimensions: Height 5m, Bracket N/A (Post Top)

Manufacture: CU Phosco

Colours: Painted Black Marine Grade (to be confirmed as per SAC Conservation Area requirements)

5.4b Decorative Lighting System for Newmarket Street



Product: Melli Catenary Lighting System (as per Ironside Farrar Concept Design)

Dimensions: Mounting Height TBC, Mounting System TBC

LED Manufacture: Selux US

Colours: N/A

5.5a Urban Amenity Road Lighting For Pavillion Road



Product: New 5m Steel Road Lighting Column with New Flexia Top LED Luminaire.

Dimensions: Height 5m (Raise and Lower type where required), Bracket N/A (Post Top)

Manufacture: Urbis

Colours: Painted Black Marine Grade

5.5b Urban Amenity Road Lighting For Newmarket Street



Product: New 5m Steel Raise and Lower Road Lighting Column with New Thorn Legend LED Luminaire.

Dimensions: Height 5m, Bracket N/A (Post Top)

Manufacture: Urbis

Colours: Painted Black Marine Grade (to be confirmed as per SAC Conservation Area requirements)

6.0 SOFT LANDSCAPE CHAPTER

6.1 Proposed trees



Field maple 'Elsrijk'
Acer campestre 'Elsrijk'



Sweet Gum
Liquidambar styraciflua



Double Gean
Prunus avium 'Plena'



Common Hornbeam
Carpinus betulus



Flowering Pear 'Chanticleer'
Pyrus calleryana 'Chanticleer'



Tulip Tree
Liriodendron tulipifera



Field Maple 'Elegant'
Acer campestre 'Elegant'



Sycamore 'Brilliantissimum'
Acer pseudoplatanus 'Brilliantissimum'



**Snowy Mespilus
'Ballerina'**
Amelanchier lamarckii



River Birch
Betula nigra (multi stem)



Cornelian Cherry
Cornus mas (multi stem)

6.2 Proposed understory planting



Great Burnet
Sanguisorba officinalis



Small globe thistle
Echinops rito 'Veitch's blue'



Bee balm
Monarda didyma



Dwarf mountain pine
Pinus mugo



Lesser periwinkle
Vinca minor



Lesser calamint
Calamintha nepeta



Culver's root 'Erica'
Veronicastrum virginicum 'Erica'



Big root cranesbill
Geranium macrorrhizum



False indigo
Baptisia australis



Common box
Buxus sempervirens



Sweet box
Sarcococca confusa



Coneflower 'White Swan'
Echinacea purpurea 'White SWAN'



Switchgrass
Panicum virgatum



Tufted hair grass
Deschampsia cespitosa



Common juniper
Juniperus communis

4 Integrated Impact Assessment

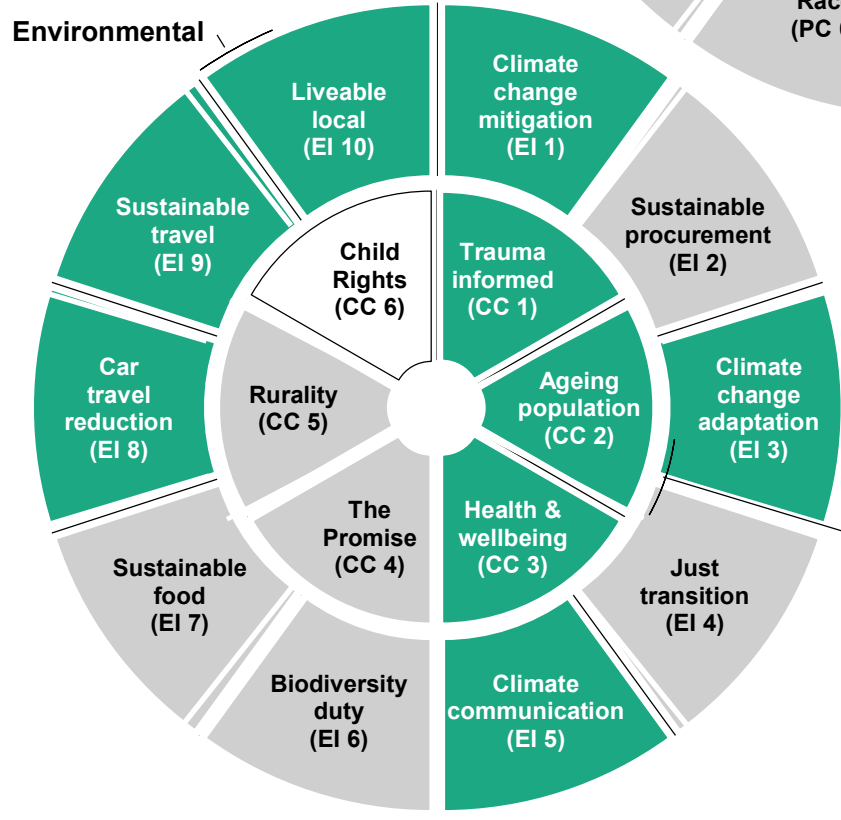
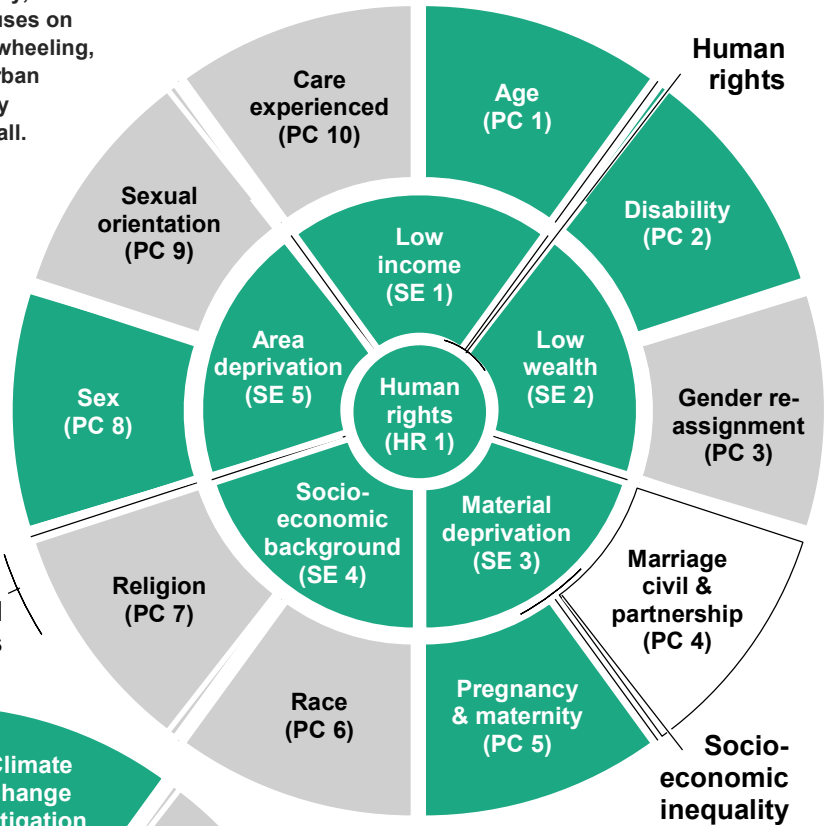
Integrated Impact Assessment Summary Report

The Accessible Ayr project is being assessed. It is an urban regeneration and sustainable transport project aimed at improving Ayr town centre’s accessibility, vibrancy, and economic vitality. The project focuses on enhancing active travel infrastructure (walking, wheeling, and cycling), public realm improvements, and urban placemaking to create a more pedestrian-friendly environment while maintaining accessibility for all.

Completed by:

Jane Corrie,
Head of Roads,
Ayrshire Roads Alliance

Date started: 24/02/25



To be implemented on:

Q3 2027

Review date:

Q4 2027

Oversight Panel:

Full Cabinet

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

Public sector equality duty

Eliminating unlawful discrimination, harassment, and victimisation?

The Accessible Ayr project actively supports the Council’s duty to eliminate unlawful discrimination, harassment, and victimisation by creating a more inclusive and accessible environment for all residents and visitors. By improving pedestrian infrastructure, accessibility features, and public realm enhancements, the project ensures that disabled individuals, older adults, and those with mobility challenges can navigate the town centre without facing physical barriers that could otherwise exclude or disadvantage them. Additionally, the enhanced public lighting, increased footfall, and improved visibility of public spaces contribute to a safer urban environment, reducing the risk of harassment and victimisation, particularly for women, LGBTQ+ individuals, and ethnic minority groups.

Advancing equality of opportunity?

The project significantly advances equality of opportunity by removing accessibility barriers and improving transport equity. The introduction of wider footpaths, additional Blue Badge parking, better crossings, and cycling infrastructure ensures that people with disabilities, older people, and those from lower-income backgrounds can move freely and access services, employment opportunities, and leisure spaces. By reducing transport and mobility barriers, the project enables individuals who lack access to private vehicles or face financial constraints to participate more fully in economic and social activities. Furthermore, the improvements to public spaces and infrastructure enhance the experience of individuals from different backgrounds, making Ayr town centre a place where everyone can feel included and welcome.

Fostering good relations?

The Accessible Ayr project fosters good relations within the community by creating a more connected, welcoming, and inclusive town centre where people of different ages, backgrounds, and abilities can interact and engage in public life. The improvements to public spaces, seating areas, and pedestrian zones encourage greater social interaction, reducing social isolation and creating a more vibrant, cohesive environment. By making the town centre safer and more accessible, the project also promotes a shared sense of belonging, ensuring that people from different socio-economic and protected characteristic groups feel equally valued and able to participate in their community. Through continued public engagement and consultation, the project has actively listened to diverse voices, ensuring that it reflects the needs of all residents and businesses.

Consultation declaration

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

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

EQUALITIES: impact on protected characteristics

<p>PC 3</p>	<p>Gender Reassignment</p>	<p>Further engagement with LGBTQ+ organisations and individuals in Ayr could help assess whether additional measures, such as gender-neutral restroom facilities or inclusive wayfinding signage, would further improve inclusivity. Public safety enhancements, such as better lighting and visibility, indirectly contribute to reducing risks of harassment, but more targeted consultation is needed to fully understand potential barriers.</p>
<p>PC 6</p>	<p>Race (including Gypsy Travellers)</p>	<p>Further engagement with ethnic minority communities in Ayr could help identify whether any cultural or language barriers exist regarding signage, accessibility, or wayfinding. Ensuring that public spaces reflect Ayr’s diverse community through culturally inclusive designs or community-led artwork could help make the town centre feel more welcoming.</p>

Mitigating Actions Required (re negative / unclear impacts)

PC 7	Religion or Belief	If Phase 2 of Accessible Ayr progresses, additional engagement with faith communities is recommended.
PC 9	Sexual Orientation	To ensure the project is inclusive for all, consideration could be given to engaging with LGBTQ+ groups in Ayr to assess whether any additional safety concerns or accessibility issues exist for this community. Representation through inclusive public messaging, events, or artwork in newly designed public spaces could also help foster a more inclusive atmosphere.
PC 10	Care Experienced (SAC-specific)	Further engagement with care-experienced individuals or youth support organisations could help identify specific needs related to safety, accessibility, and social inclusion. Ensuring that public spaces feel welcoming and provide seating, gathering spaces, and wayfinding support could enhance the experience for young people navigating the town independently.

ENVIRONMENTAL IMPACTS

EI 2	Sustainable procurement	The project should ensure that procurement prioritises sustainable, recycled or locally sourced materials to reduce environmental impact. Waste-management strategies should be included to minimise landfill use and encourage recycling during construction. Hold further discussions with the council on procurement and the supply chain to secure sustainable, cost-effective material choices and robust waste-management arrangements for the construction phase.
EI 4	Just transition, green jobs & skills	Further consideration should be given to embedding green skills training within the project delivery and ensuring that procurement policies prioritise local suppliers with sustainable practices.
EI 6	Biodiversity duty	<p>Bats and nesting birds</p> <ul style="list-style-type: none"> •Under current proposals, there will be no additional lighting installed on site and therefore no increase above the current baseline. To mitigate impact to wildlife such as bats and nesting birds during construction, temporary artificial lighting during construction should be hooded to avoid overspill into boundary habitats and will be directed away from buildings and semi-natural habitats including hedgerows and trees. •20 trees on site were classified as 'PRF-I' in accordance with the Bat Conservation Trust Good Practice Guidelines and therefore are suitable for individual or small numbers of bats. No further survey will require to be undertaken on these trees; however, if they are to be felled, they will require to be soft felled in the presence of a bat licenced ecologist. •Whilst tree felling is not anticipated, if felling or vegetation clearance is required, this should be undertaken outside the core nesting bird season (March to August inclusive). If this is not feasible, a pre-works check for nesting birds be undertaken by a suitably qualified ecologist no more than 48 hours prior to the works. <p>Invasive Non-Native Species (INNS)</p> <ul style="list-style-type: none"> •It is recommended that an INNS specialist is consulted to remove invasive species on site to reduce the risk of spreading invasive plant material during construction. Precautionary measures include setting up control areas around each plant prior to removal and providing appropriate wash down areas at entrances or exits to site for machinery and footwear, to reduce accidental translocation of contaminated material. <p>In a broader sense, consideration should be given to incorporating urban greenery, pollinator-friendly planting, and sustainable drainage systems to enhance biodiversity within the town centre.</p> <p>Additionally, creating green corridors and habitat connectivity for local wildlife, via native hedgerow, tree and wildflower planting, erecting bird and bat boxes in appropriate areas to the west of the site, and the use of wildlife friendly lighting during construction, is recommended to mitigate the ecological impact of the proposed development in line with the Fourth National Planning Policy.</p>
EI 7	Sustainable food	0
Does this proposal require a Child Rights and Wellbeing Impact Assessment (CRWIA)?		no

5 Engagement Summary Note

ACCESSIBLE AYR PHASE 1

Accessible Ayr Phase 1 Stage 4 Engagement Report Summary Note

STAGE 4
FOR REVIEW AND AUTHORIZATION | S4
65213908-SWE-XX-00-T-O-00004 | P01.01

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Document control

Client	AYRSHIRE ROADS ALLIANCE
Project	ACCESSIBLE AYR PHASE 1
Document title	Accessible Ayr Phase 1 Stage 4 Engagement Report Summary Note Summary Note
Document reference	65213908-SWE-XX-00-T-O-00004

Revision history

Revision	Purpose description	Originator	Checked	Approved	Authorised	Date
P01.01	For review and issue to client	KHen	KHen	---	---	---

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1. Introduction

1.1. Executive Summary

Accessible Ayr is a transformative project investing in the future of Ayr's town centre. It will make it easier and more attractive to travel sustainably in Ayr, making it a safer and more vibrant place for people to enjoy. The project has been in development since a 2018 public consultation on the Ayr Town Centre Strategy via [Ayr Your Views](#).

RIBA Stage 3: Developed Design occurred from 2022 to 2024. Stage 3 deliverables, including two rounds of engagement, were approved by South Ayrshire Council Cabinet in two stages: [20 June 2023 Interim Stage 3 Cabinet Report](#) and [14 February 2024 Stage 3 Cabinet Report](#).

Following being phased in the Summer 2024, Accessible Ayr Phase 1 continued to Stage 4: Technical Design from Autumn 2024 to Spring 2026. As a part of this, Ayrshire Roads Alliance commissioned Sweco to undertake two rounds of targeted engagement. Round 1 of this engagement focussed on businesses and key stakeholders and occurred from February to March 2025. Round 2 of this engagement focussed on the public and key stakeholders and occurred from September to October 2025. The purpose of this engagement was to inform technical details to prepare the previously approved Stage 3 designs for construction. Targeted engagement focussed on any significant layout changes since the approval of Stage 3 designs, including at Alloway Street and at the Fort Street/Fullarton Street junction, operational details, and on aesthetic elements like materials, street furniture, and planting.

A wider report (65213908-SWE-XX-00-T-O-00004) has been completed and provides a detailed overview of both Round 1 and Round 2 of engagement run by Sweco and also provides a summary of relevant engagement that has informed Stage 4 of Phase 1 of Accessible Ayr, including school engagement undertaken by South Ayrshire Council and Living Streets and wider surveys by Walk Cycle Wheel Trust (formerly Sustrans).

A calendar of recent events from Round 2, including reach has been provided below:

Date	Event/Method	Reach
15 September 2025 – 7 October 2025	Radio advertisements over KA7, KA8, KA9, KA10, KA6, KA19, KA26	93k estimated impressions according to audioXi
w/c 12 September 2025	Letter drop on Alloway Street and Fort Street	366 residences and businesses (Fort Street) 151 residences and businesses (Alloway Street)
13 September 2025	Attendance and presentation during a community event, ExplorAYR	25 visitors to Accessible Ayr booth 15 attendees at presentation
23 September 2025	Briefing for SAC Neighbourhood Services	3 meeting attendees
24 September 2025	Wider SAC Internal Departments	25 department invitees 6 meeting attendees
30 September 2025	South Ayrshire Access Panel	12 meeting attendees
7 October 2025	Drop-In Engagement Event	147 attendees 79 physical feedback forms
9 - 23 October 2025	Public Survey on Materials	152 respondents
16 October 2025	South Ayrshire Access Panel	10-15 meeting attendees

Ongoing	Accessible Ayr website	6,427 interactions November 2024 to November 2025
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Stage 4 designs have been, and continue to be, updated based on actionable feedback from engagement. Public engagement has informed street furniture preferences, higher rates of planting integrated into design, and the removal of proposed decorative lighting columns along the High Street. Key stakeholder engagement with businesses, the South Ayrshire Access Panel, and South Ayrshire Council departments has informed operational requirements including loading, signalling proposals, an increase in disabled bay parking, and proposed materials.

Continued engagement and awareness raising with both the public and key stakeholders is anticipated through the completion of Stage 4 and upon successful progression to construction.

6 Parking Assessment Impact Summary Note

ACCESSIBLE AYR PHASE 1

Parking Impact Assessment Summary Note

STAGE 4
FOR REVIEW AND AUTHORIZATION | S4
65213908-SWE-XX-00-T-AT-00015 | P01.01

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Document control

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Project	ACCESSIBLE AYR PHASE 1
Document title	Parking Impact Assessment Summary Note
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Revision history

Revision	Purpose description	Originator	Checked	Approved	Authorised	Date
P01.01	For review and client issue	KH				

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Executive Summary	4
1.1. Summary on Changes to Parking since Stage 3 Developed Designs	5

Executive Summary

Accessible Ayr is an ambitious project which proposes significant improvements to the public realm of Ayr Town Centre while improving safer connections with surrounding areas and key transport links, including Ayr Train Station and the National Cycle Network. Creating safer, more attractive streets encourages walking and cycling, supporting a vibrant town centre environment in Ayr and economic growth. To make space for these improvements, adjustments to existing parking provision are necessary.

To ensure a evidence-led outcome, Sweco was commissioned to undertake a comprehensive assessment of the impact of the proposed scheme on on-street parking. This included analysing existing parking behaviours within the town centre, quantifying the anticipated changes to on-street provision resulting from the design proposals, and evaluating the capacity of off-street car parks located within a reasonable walking distance of each street (See Figure 1).



Figure 1 Existing Public Car Parks within Study Area

In addition, a car park signage strategy has also been developed to direct vehicles to these available car parks within convenient walking distances to town centre destinations.

Full results, including a street-by-street analysis, are outlined in the Parking Impact Assessment and Signage Strategy (Ref: 65213908-SWE-XX-00-T-AT-000101). This summary note provides an overview of the wider report for the purpose of the 20 January 2026 Cabinet Report.

In summary, the report identified that any proposed alterations in parking – including changes in meterage for loading bays, taxi ranks, blue badge parking, and other on-street parking – are justified based on data regarding existing usage and available capacity at nearby car parks.

1.1. Summary on Changes to Parking since Stage 3 Developed Designs

The most recently approved parking provision is what was included within the Stage 3 designs, which were approved by the South Ayrshire Council Cabinet on [14 February 2024](#). During the development of Stage 4 Technical Designs, proposed parking allocation was further refined based on additional survey work and engagement.

Table 1 outlines a summary of parking impact as a result of the project proposals. This table provides a comparison of parking provision from the previously approved Stage 3 designs to the proposed Stage 4 designs. It also outlines the existing parking provision within the project scope.

Parking Type	Existing	Approved Stage 3 Designs	Proposed Stage 4 Designs	Change from Stage 3 to 4
Blue badge	29	34	38	+4
Taxi	11	11	4	-7
Loading (m)	280	204.5	232	+28
Pay and Display	144	81	84	+3
Taxi (Overnight)	8	5	8	+3
Residents permit	40	40	40	0
1hr Parking	30	14	14	0
Motorcycle Permit	4	0	5	+5
Coach (m)	10	7	12	+5
3hr (Parallel)	53	53	55	+2
3hr (Nose in)	41	52	45	-7
	30	0	0	0

Table 1 Summary of parking impacts from Stage 3 approved designs to proposed Stage 4 designs.

Compared to the previously approved Stage 3 designs, the proposed Stage 4 designs have the following impact on parking provision:

- **Blue Badge:** An increase of four blue badge parking bays
- **Loading:** An additional 28 metres of loading bays
- **Taxi:** A reduction of seven taxi bays, with an additional three overnight taxi bays on Kyle Street
- **Coaches:** An additional two metres
- **Motorcycles:** An additional five spaces
- **Other car parking:** Overall, changes to all other parking allocations (including 3-hour, 1-hour, residents' permit, and pay-and-display spaces) result in a net gain of one additional space

Further analysis of these changes, street-by-street, alongside detailed justification can be found in the wider Parking Impact Assessment and Signage Strategy (Ref: 65213908-SWE-XX-00-T-AT-000101).

7 Modelling Summary Note

ACCESSIBLE AYR PHASE 1

Stage 4 Traffic Modelling Summary Note

STAGE 4
WORK IN PROGRESS | S0
65213908-SWE-XX-00-T-AT-00016 | P01.01

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Background	4
Conclusions	4

Executive Summary

This document provides a summary of the background to modelling from Stage 3 to Stage 4. Further details about Stage 4 modelling results can be provided on request.

Background

Sweco was commissioned by Ayrshire Roads Alliance on behalf of South Ayrshire Council to develop a microsimulation model¹ of Ayr town centre for Stage 3: Developed Design of Accessible Ayr. This model was updated at Stage 4: Technical Design and was used to assess the detailed operation of junctions and corridors based on different scenarios relating to updated design proposals.

The Stage 3 modelling results were last approved by South Ayrshire Council on [14 February 2024 Cabinet Report](#). These results were further updated during Stage 4 to include:

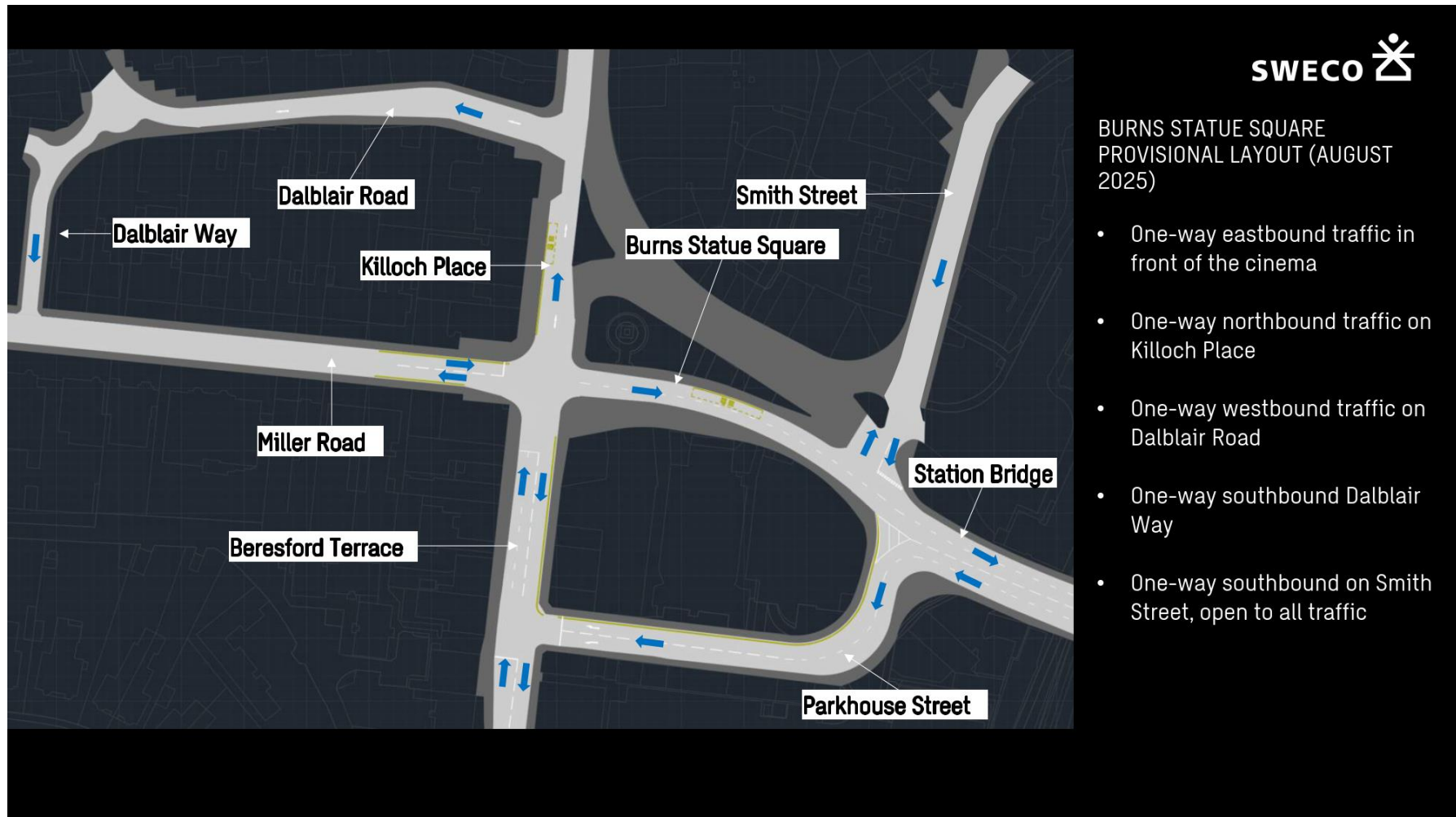
- Implementation of updated data, from both updated traffic counts undertaken in 2025 and updated 2024 Department for Transport counter data
- Removal of Accessible Ayr Phase 2 due to funding uncertainty
- Allowance for additional pedestrian crossing time, as requested through engagement
- Integration of provisional Burns Statue Square layout as shown in Appendix A
- Integration of an updated signalling and layout at the Fullarton Street/Fort Street/Sandgate junction as shown in Appendix B

Conclusions

Based on the modelling results of Stage 4 proposals, there were improvements to journey times and vehicle speeds across the network compared to Stage 3 proposals. Where journey times were increased, the impact was marginal.

¹ A micro-simulation traffic model is a computer simulation representing individual vehicles on a road network. The model network is constructed to scale using detailed mapping. Roads and junctions are simulated using a network of nodes and links. Additional coding represents speed restrictions, give-way rules, public transport routes and traffic signals, which simulated vehicles adhere to. Micro-simulation models seek to represent the random variability of traffic networks. Each simulation run of a model is different and statistics are collected from a number of simulation runs.

Appendix A. Provisional Layout of Burns Statue Square



Proposed Stage 4 signalling and junction arrangement at Fullarton Street/Fort Street/ Sandgate

