

South Ayrshire Council – 19 February 2026

Formal Questions

Received from:	Cllr George Weir	
Response to be provided by:	Chris Cox and Tom Simpson	
	<i>Question</i>	<i>Response</i>
1	<p><i>For the completed financial year 2024/25 and the current financial year to date, what was the total income received in each of these years by South Ayrshire Council for Council's use of Ayr Common Good Land and any other Ayr Common Good assets?</i></p>	<p><u>2024/25</u> Ayr Common Good Land: £399,384 Other Ayr Common Good Assets: £1,857,242</p> <p><u>2025/26 (YTD)</u> Ayr Common Good Land: £479,078 Other Ayr Common Good Assets: £1,651,171</p> <p>The income information provided does not take account of all the costs and outlays for either providing services from the common good asset/building /land or for the Council running events from the common good land.</p>
2	<p><i>For the completed financial year 2024/2025 and the current financial year to date, what was the total income received in each of these years by Ayr Common Good from South Ayrshire Council for Council's use of Ayr Common Good Land and any other Ayr Common Good assets?</i></p>	<p><u>2024/25</u> Ayr Common Good Land: £11,000 Other Ayr Common Good Assets: £402,740</p> <p><u>2025/26 (YTD)</u> Ayr Common Good Land: £11,420 Other Ayr Common Good Assets: £353,500</p> <p>Market rents between SAC and Ayr Common Good Fund are assessed by an independent third party valuer.</p>

South Ayrshire Council – 19 February 2026

Formal Questions

Received from:	Cllr Craig MacKay	
Response to be provided by:	Kevin Braidwood and Cllr Alec Clark	
	Question	Response
1	<p><i>What impact will Cabinet’s delay on approving the report on Accessible Ayr (20th January) have on the funding for this project, both in terms of inflationary costs should construction be delayed, and the risk of funding from Transport Scotland no longer being available?</i></p>	<p><i>Application deadline was 16th January where the ARA had applied for construction funding for phase 1. After the delay of paper and media comments the application for construction was withdrawn. Should be noted ARA put in a separate application for redesign and Phase 2. If the paper was to be approved in March than the application period starts in Nov 2026 to January 2027 therefore the project will be 1 year late.</i></p>
1	<p><i>Noting the position of the Policy Lead for Operational Services as stated at Cabinet on 20th January, that there should be no cycle lanes in Ayr Town Centre, and notwithstanding that the Cabinet decision was to continue the item rather than to agree with that position: given that the scheme was being taken forward on the basis of a decision by Council to allocate capital funding for a project which included facilities for all user groups, including cyclists, is the potential removal of these considered a significant divergence from this objective that should go back to Council in terms of both the budget allocation and scope of the project?</i></p>	<p><i>The Active Travel Infrastructure Fund has criteria’s that increase the numbers of people walking, wheeling and cycling, and must put people and place before the movement of motor vehicles. Potential removal is a significant change and would be unlikely awarded these funds. South Ayrshire Council would have to allocate cost for this project to go ahead.</i></p>

1	<p>Transport Scotland provided funds for design work to RIBA Stage 3 and 4 based on a concept as approved by Council and on the premise the council continued to support the scope of the project.</p> <ul style="list-style-type: none"> - how much has so far been spent on public engagement and design work and consultants? - if the main points of contention are Stage 4 design changes to Alloway Street and Fort Street/Fullarton Street Junction, can further design work be done on these sections to accommodate public feedback without going two steps back to revisit decisions previously made at Stage 3? - if significant changes are made to the project as a whole, reversing decisions already taken and negating design work funded by Sustrans / Transport Scotland, can the project still be progressed if Transport Scotland are not in a position to provide further funding? 	<p>Since this project was passed to ARA after RIBA Stage 3 to complete the Stage 4 Detail design it has cost £715,953 (This includes ARAs officers time)</p> <p>From stage 0 – 3 but the portal shows a total of £1,796,960 for these stages.</p> <p>The ARA has put in an application to redesign section of Accessible Ayr. Should be noted that the design should show the aims of improving walking and wheeling therefore the main concerns i.e Alloway Street of reduced parking spaces would still remain as the footways would be widened in place of the cycle lane.</p> <p>The project would still go ahead if fully funded by South Ayrshire Council.</p>
1	<p>If Accessible Ayr doesn't proceed, will it have any impact on the viability and funding opportunities for related projects such as the Prestwick to Ayr active travel route, and longer term the Culzean Way, which would bring more cycle traffic into a town centre that lacks the infrastructure to support it?</p>	<p>Our vision of the "Ayrshire Link" a masterplan of all the active travel routes within South and East Ayrshire Council does help in securing funding as a clear vision is seen by the funders. Should note each project is funded on its merits and connection to existing or future routes</p>
2	<p>Does the Policy Lead support a further redesign of Alloway Street (which was a late addition at Stage 4) and make Burns Statue Square the "destination", but to keep existing proposals for Sandgate which were integral to what was already approved at Stage 3?</p>	<p>None. For the avoidance of doubt, ongoing engagement with all stakeholders and agencies is carried out by officers on the Council's behalf.</p>

2	<p><i>If aspects of the project (including cycle lanes) aren't supported by the Administration, why was the Stage 3 and 4 design work progressed with their inclusion?</i></p>	<p><i>The design of Accessible Ayr is an iterative process. The Administration will always seek to balance each design stage with public feedback</i></p>
2	<p><i>Accessible Ayr seeks to improve the town centre for pedestrians, those with mobility difficulties, and those walking or cycling into town, with significant improvement to surfaces, crossing points, dropped kerbs, disabled bays and a refresh of the public realm including new street furniture. In doing so it must be hoped that this will act as a catalyst for improving the town centre economy and encouraging new businesses into town centre streets. Should Accessible Ayr not proceed, what proposals does the Administration have to support Ayr town centre's businesses?</i></p>	<p><i>The decision of the Cabinet was that a further report would be presented in due course. It is therefore not appropriate for other measures to be considered until future decisions are made on Accessible Ayr.</i></p>
2	<p><i>Does the Policy Lead support a further redesign of Alloway Street (which was a late addition at Stage 4) and make Burns Statue Square the "destination", but to keep existing proposals for Sandgate which were integral to what was already approved at Stage 3?</i></p>	<p><i>It is essential that the further report to come to Cabinet takes its course and that any further proposals, including those for Sandgate, are considered with the full picture</i></p>