

South Ayrshire Council**Report by Depute Chief Executive and Director of
Housing, Operations and Development
to South Ayrshire Council of 26 March 2026**

Subject: Burns Statue Square Redevelopment

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 Cabinet:**

- 2.1.1 notes the revised traffic modelling for the proposed reconfiguration of roads through and around Burns Statue Square as set out in Appendix 1;**
- 2.1.2 agrees that officers undertake extensive public & stakeholder engagement on the concept design produced by Ironside Farrar (Appendix 2) and that regular digital updates be provided throughout the design process and that two public drop-in events will be held at key project milestones;**
- 2.1.3 agrees to officers undertaking one-to-one meetings with businesses and residents within the extents of the proposed project;**
- 2.1.4 notes a further report will be submitted to Council in September 2026 to approve the final design to allow the project to progress to construction; and**
- 2.1.5 notes the anticipated commencement of construction as January 2027 with completion by 31 March 2028.**

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 Train Station towards the town center and also providing a high-quality place to visit, dwell and enjoy.

- 3.2 A further paper was also submitted to the Council on the 1 March 2025 whereby Members agreed to continued support for the 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.
- 3.3 The Ayrshire Roads Alliance have explored several options to deliver this project and in consultation with senior management within South Ayrshire Council it has been decided to engage a Tier 1 construction company through the SCAPE Framework to deliver this project on a "Design & Build" basis. The initial contract is expected to be awarded on 20 March 2026; a further contract will require to be issued for the construction element of this project in October 2026 subject to Council approval to proceed.
- 3.4 The UK Government has approved the Council's request to re-align £16m of Local Regeneration Fund (LRF) funding formally Levelling Up Fund (LUF) to cover the cost of the Burns Statue Square project, the remaining £4m of the LRF award will be used for Low Carbon Active Travel projects as previously approved. These proposals are contained within a separate report which was submitted to the Service and Partnerships Performance Panel of 11 February 2026, the ARA will continue to explore funding opportunities from external partners which can be used towards the required match funding requirements.

4. Proposals

4.1 Members are asked to:

- 4.1.1 note the revised traffic modelling for the proposed reconfiguration of roads through and around Burns Statue Square and approves option 1 rev A, as set out in Appendix 1, as the basis for working up detailed designs and public consultation;
- 4.1.2 continue to support the concept design proposals for the project produced by Ironside Farrar;
- 4.1.3 agrees that officers undertake extensive public and stakeholder engagement on the concept design produced by Ironside Farrar and that regular digital updates be provided throughout the design process and that two public drop-in events will be held at key project milestones;
- 4.1.4 agrees that officers undertake one-to-one meetings with businesses and residents within the extents of the proposed project;
- 4.1.5 notes a further report will be submitted to Council in September 2026 to approve the final design to allow the project to progress to construction; and
- 4.1.6 notes the anticipated commencement of construction as January 2027 with completion by 31 March 2028.

- 4.2 **Engagement:** ARA will undertake extensive engagement with the public, stakeholders & businesses in the coming weeks, the core purpose of this engagement will be to inform operational requirements, design changes at key locations and proposed materials. Interim engagement summaries will be included in regular members briefings.
- 4.3 **Parking Impact Assessment:** To achieve the significant benefits of the project adjustments to existing parking provision are necessary. A comprehensive assessment of the on-street parking will be undertaken. A summary of the parking impact assessment will be provided to members when available.
- 4.4 **Traffic Modelling:** To improve junction design and traffic flow through Burns Statue Square, additional traffic modelling was carried out. Results of this modelling indicate that reversing the one-way system currently in operation on Dalblair Road and Dalblair Way would significantly improve journey times at the Miller Road/Station Road/Killoch Place junction. A summary of this modelling is summarised in Appendix 1. Consultation of these proposals with affected residents/businesses along with further design work would be required before any decision on these proposals could be taken.
- 4.5 **Materials:** A proposed material palette will be created alongside consultation with key stakeholders, including South Ayrshire Council departments, the South Ayrshire Access Panel, and the public.
- 4.6 **Visualisations:** Images of what the Stage 4 designs may look like once constructed will be produced as the design progresses and these will be presented to members in advance of the proposed drop-in events.

5. Legal and Procurement Implications

- 5.1 Land title searches have been undertaken by Legal Services on the land earmarked for development to identify ownership (including Common Good), wayleaves and rights of way. Until the exact extent of the project has confirmed further searches may be required and this remains a risk to the project.
- 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 the Ayrshire Roads Alliance will appoint Balfour Beatty on a Design & Build basis through the Scape Framework, this appointment fully complies with existing procurement rules.

6. Financial Implications

- 6.1 The previously approved Council capital budget was returned to the Ayr Town Centre Regeneration Works budget line with a large proportion then subsequently reallocated to other Council projects as part of the review of the capital investment programme 2025/26 to 2036/37, agreed by Council in September 2025. The project is now being funded through the successful LRF bid.
- 6.2 The Ayrshire Roads Alliance will continue to explore external funding sources that will be utilised towards the £9m match funding requirement, to date the ARA have successfully secured £3m of the match funding.

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 4.

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 dilution of the aims and aspirations of the Ayr Town Centre Strategy.

9. 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 design options has been carried out and previously submitted as Appendix 1B in the report to Council dated 1 March 2025, a further traffic modelling exercise has been undertaken and the outcomes included in Appendix A.

12. Link to Council Plan

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

13. Results of Consultation

- 13.1 Public consultation was undertaken as part of the Ayr Town Centre Framework exercise in January/ February 2024.
- 13.2 Further engagement with the public, businesses and stakeholders will be undertaken as part of the design process.
- 13.3 Consultation has taken place with Councillor Alec Clark, Portfolio Holder for Commercial/Operational Services and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking Purposes

- 14.1 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
Members Briefings to be provided	Monthly until project completion	Head of Roads Ayrshire Roads Alliance
Material Palette to present to members	May 2026	Head Of Roads Ayrshire Roads Alliance
Report to the Council with recommendations on Burns Statue Redevelopment	Sept 2026	Head of Roads Ayrshire Roads Alliance

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)

Report to Council of 1 March 2025 – Redevelopment of Y

Official

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Date: 27 February 2026

BURNS STATUE SQUARE

Microsimulation Modelling

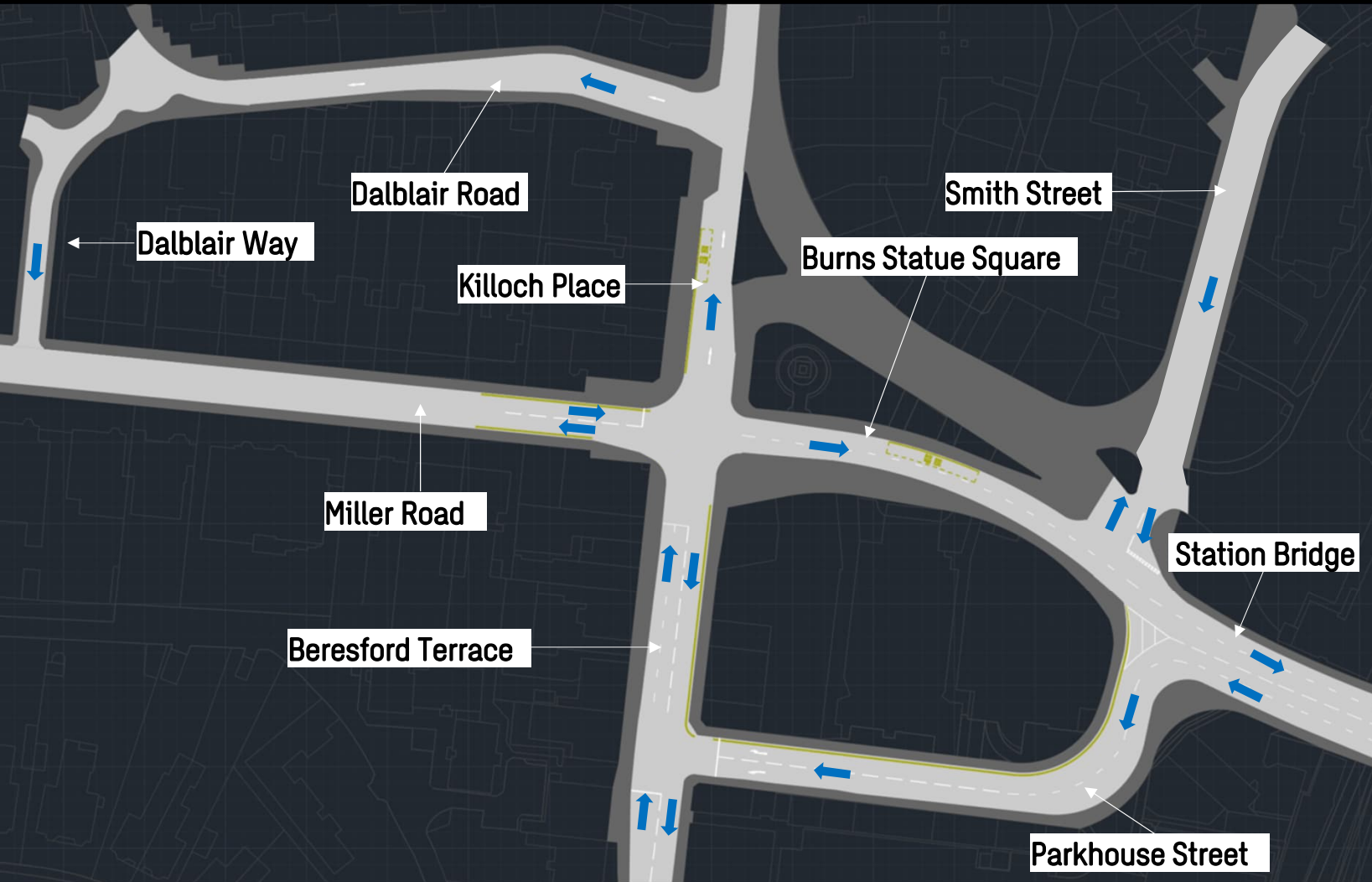
01 August 2025

Contents

- Burn Statue Square Option 1 layout
- Speed and traffic flow heat maps
- Vehicle journey time



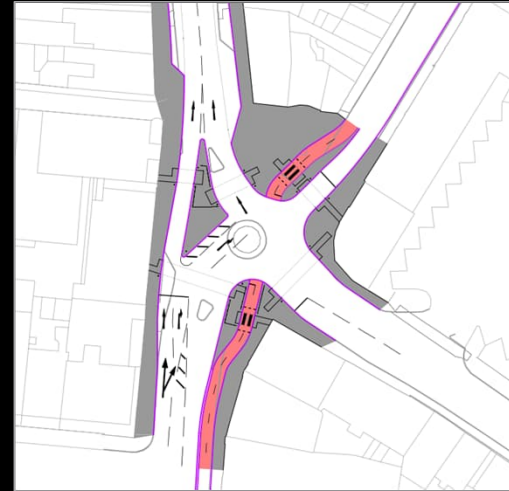
OPTION 1 REV A



- One-way eastbound traffic in front of the cinema
- One-way northbound traffic on Killoch Place
- One-way westbound traffic on Dalblair Road
- One-way southbound Dalblair Way
- One-way southbound on Smith Street, open to all traffic

MODELLING TO DATE

- This Paramics micro-simulation model was created from the Ayr Base Model, using 2024 vehicle demand and included two scheme designs:
 - Burns Statue Square option 1 Rev A (August 2025), detailed in slide above; and
 - Accessible Ayr Phase 1 active travel scheme design (July 2025)



Phase 1 Accessible Ayr,
July 2025



TRAFFIC FLOW AND SPEED

AM PEAK

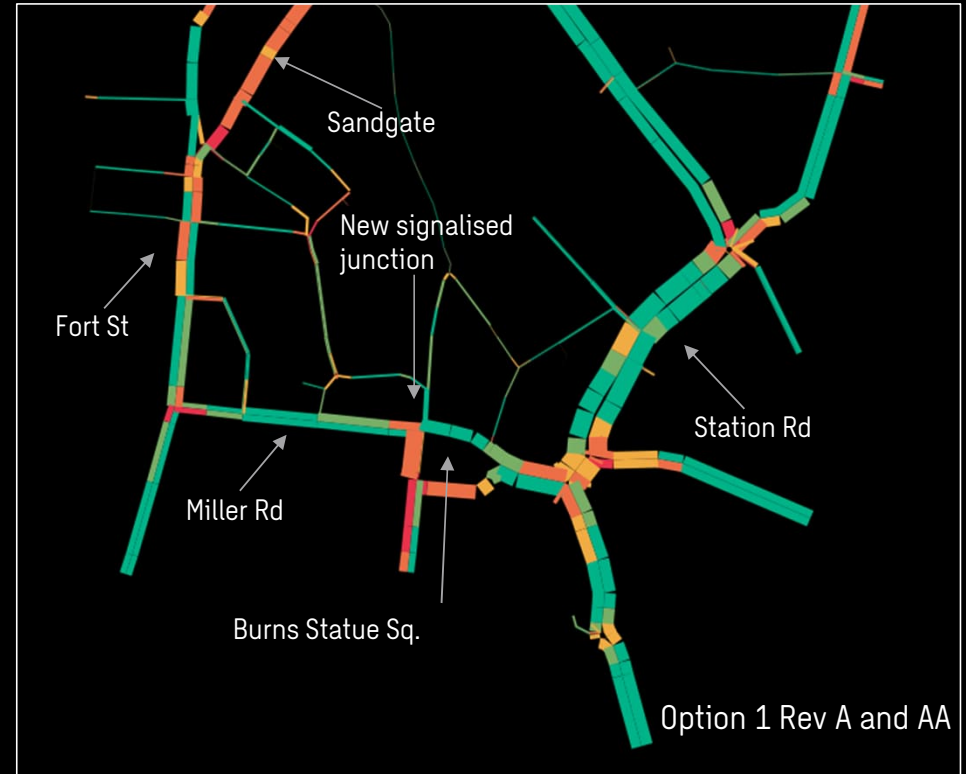
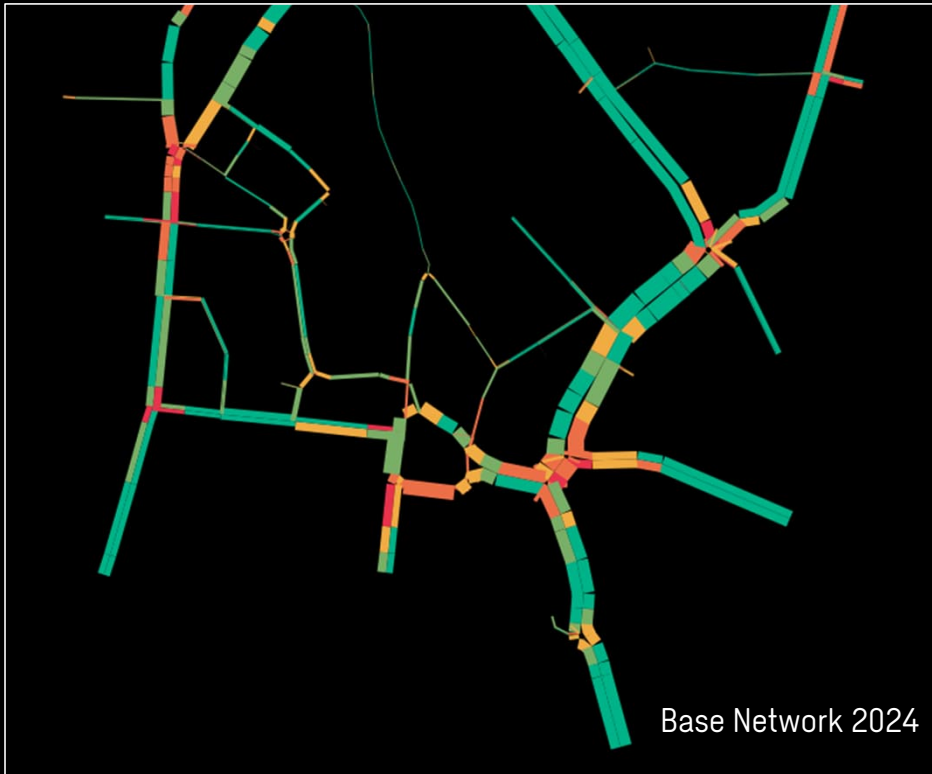


Mean speed (mph)

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 100

Vehicle Flow

- 0-200
- 200-400
- 400-600

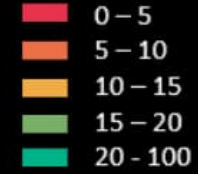


TRAFFIC FLOW AND SPEED

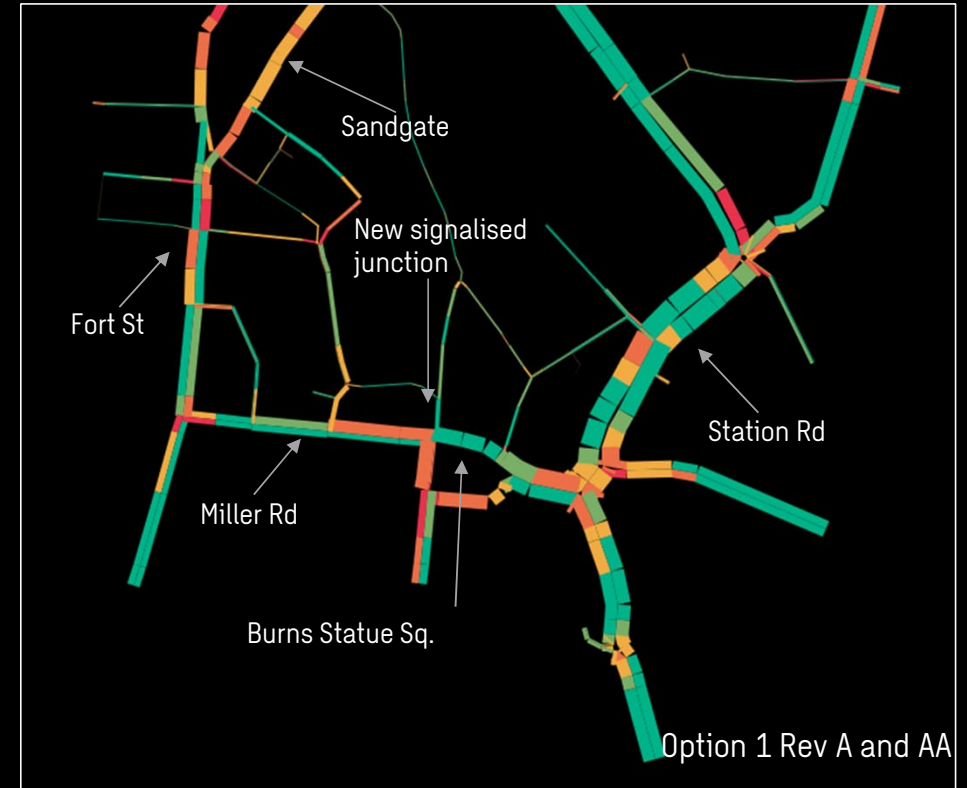
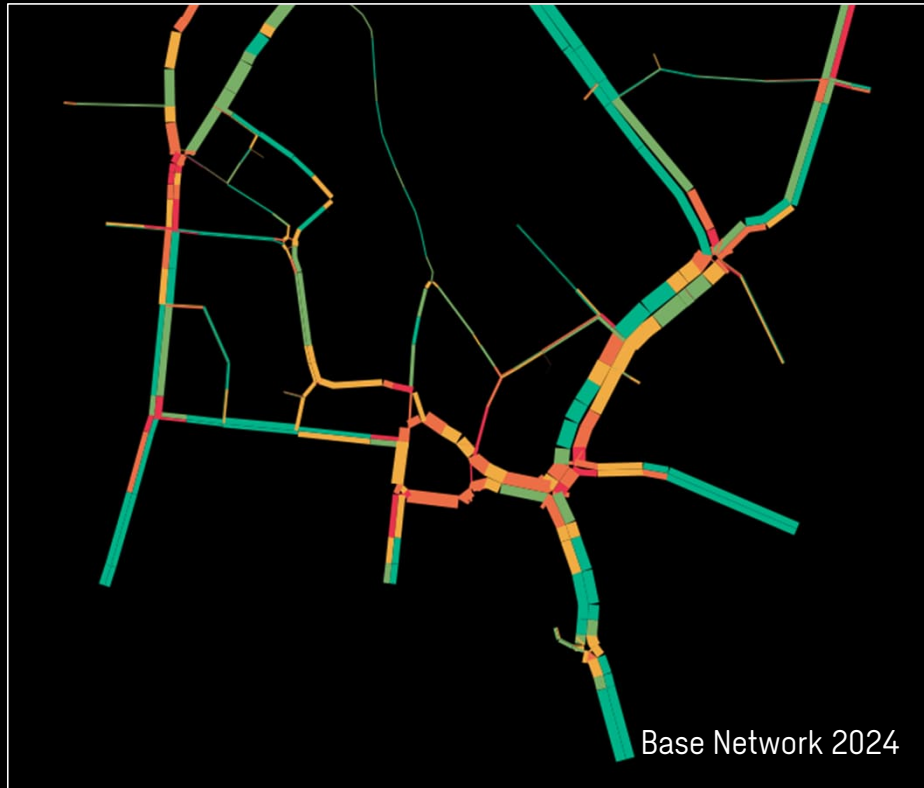
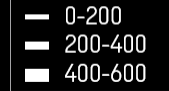
PM PEAK



Mean speed (mph)



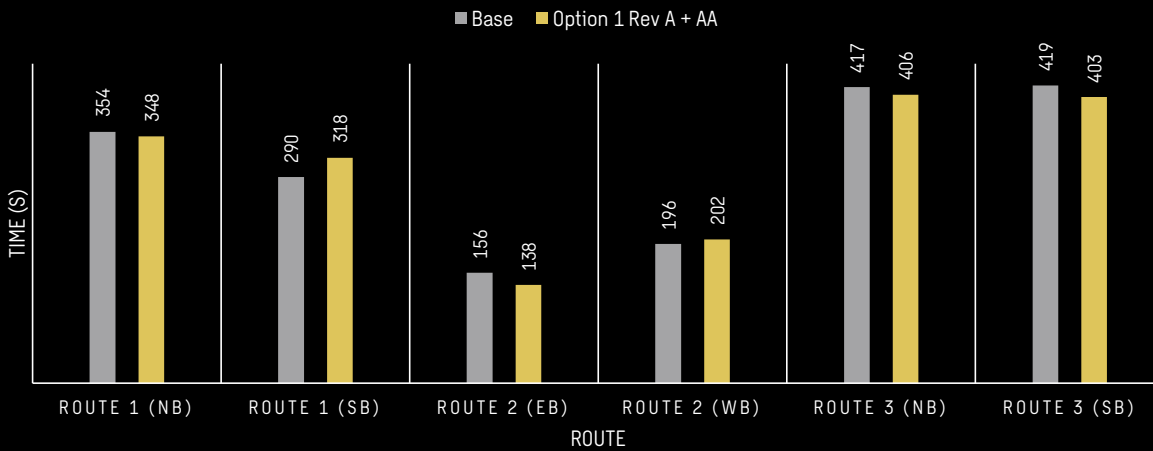
Vehicle Flow



JOURNEY TIMES

AM Peak

AM PEAK



Comparison of journey times in seconds

AM Peak	Base	Option 1 Rev A + AA	% Diff Base and op1 Rev A + AA
Route 1 Northbound	354	348	-2%
Route 1 Southbound	290	318	9%
Route 2 Eastbound	156	138	-11%
Route 2 Westbound	196	202	3%
Route 3 Northbound	417	406	-3%
Route 3 Southbound	419	403	-4%

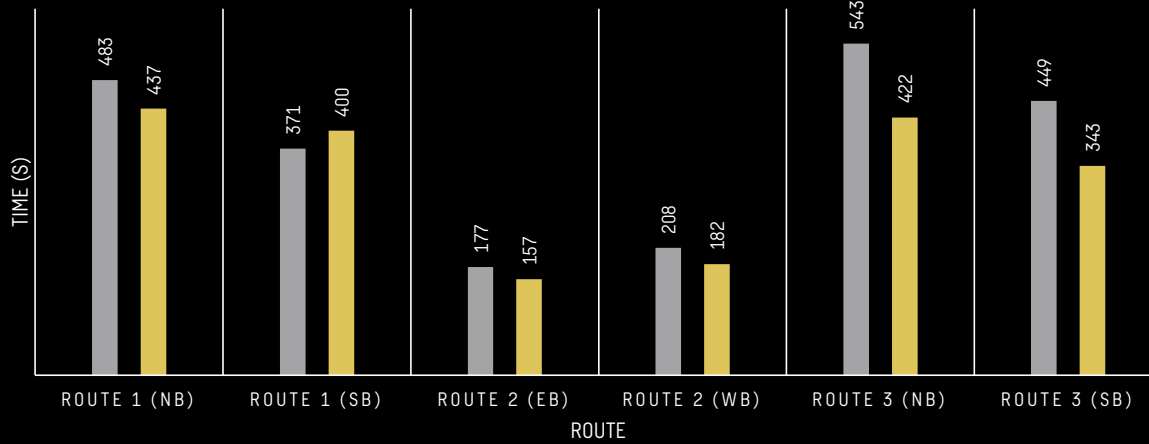


JOURNEY TIMES

PM Peak

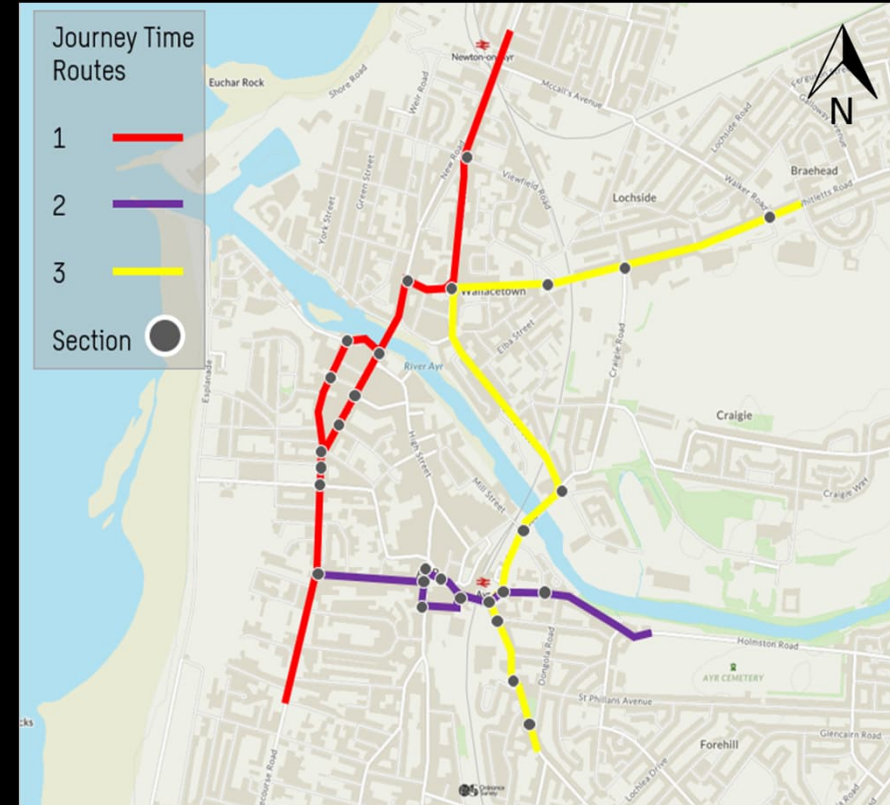
PM PEAK

■ Base ■ Option 1 Rev A + AA



Comparison of journey times in seconds

AM Peak	Base	Option 1 Rev A + AA	% Diff Base and op1 Rev A + AA
Route 1 Northbound	483	437	-10%
Route 1 Southbound	371	400	8%
Route 2 Eastbound	177	157	-11%
Route 2 Westbound	208	182	-13%
Route 3 Northbound	543	422	-22%
Route 3 Southbound	449	343	-24%



CONCLUSION

- A change in road configuration at Burns Statue Square has reduced the distance vehicles travel through this route and therefore faster journey times are shown
- New signal timings at Burns Statue Square allows different arrival patterns of vehicles at Station Bridge on approach to Holmston Roundabouts, which allows more efficient operation of these roundabouts
- Due to the change in road configuration of Dalblair Road, traffic is forced re-route to Miller Road which increases traffic flow on this route

CONCERNS

- Bus routes that currently travel eastbound on Dalblair Road would have to be re-routed, would Dalblair Way be suitable for this?
- Is Dalblair Way suitable for both buses and HGV's to use?
- Buses travelling south from Burns Statue Square to Beresford Terrace are currently being re-routed to perform a U-Turn on Holmston Roundabout, this could cause issues on the ground



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

Authors: JMP

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

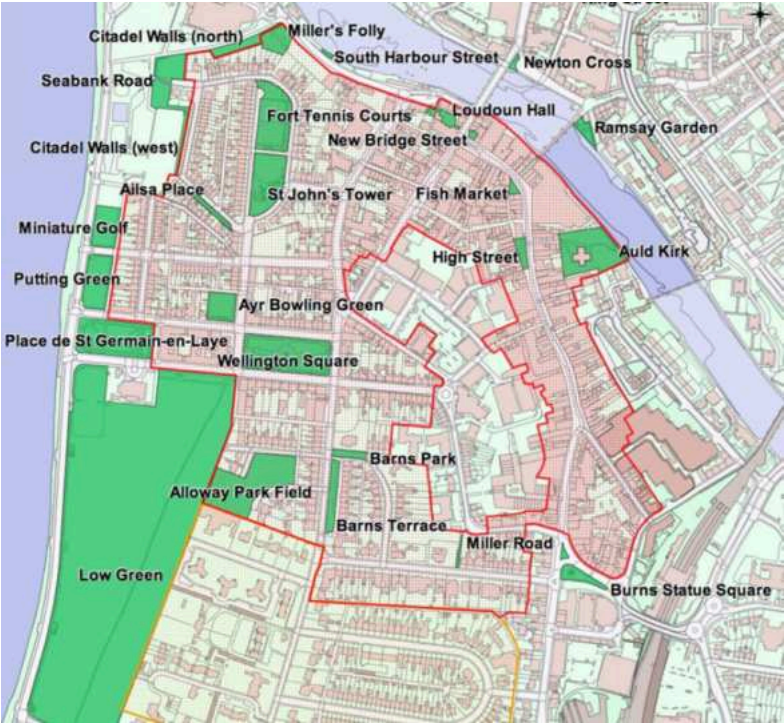
Burns Statue Square currently lies outwith, but on the southern edge of, the Town's Central Conservation Area. On the north & west Listed late 19th/ early 20th Century corner blocks of quality tenement and shops articulate street junctions with a variety of gables, towers and domes. To the east, the 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 & MILLER ROAD, AYR

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.









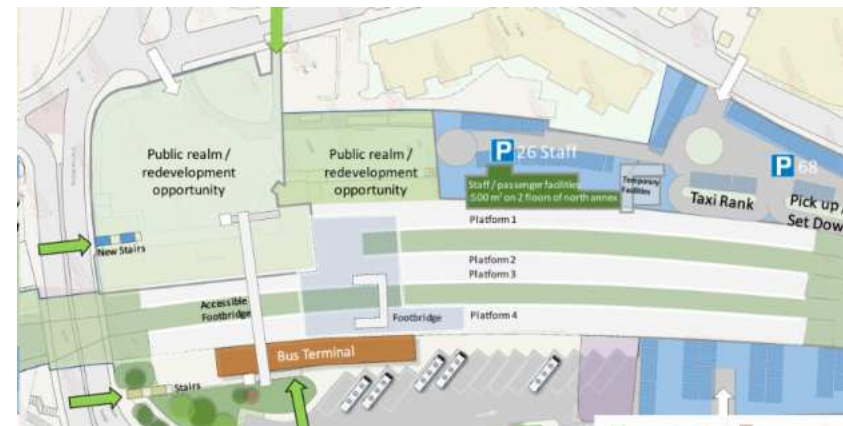
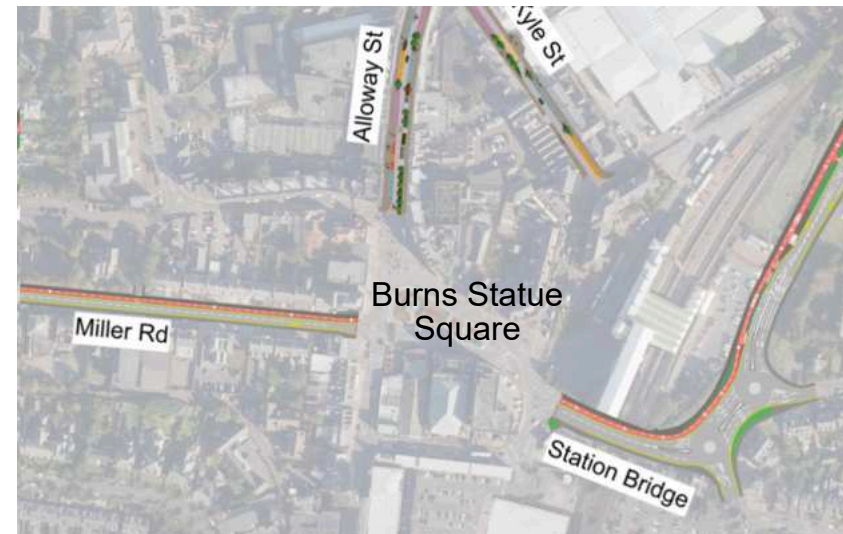
Objectives for Transport Planning/Road Reconfiguration

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

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:

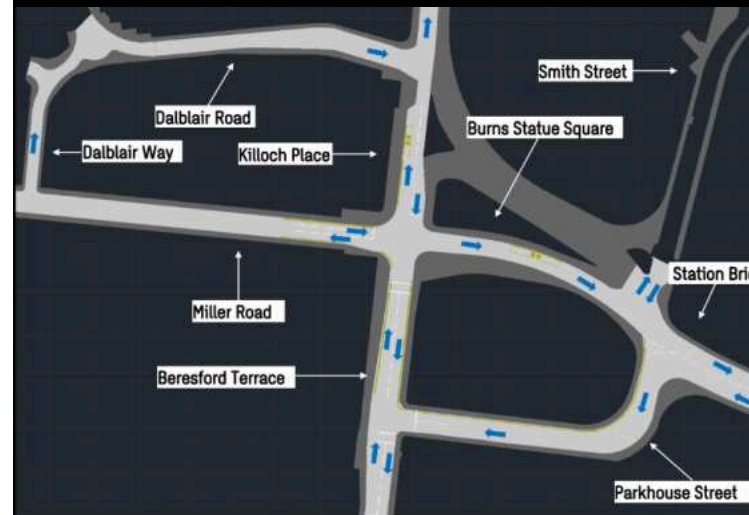
- Avoid increasing traffic volume on Burns Statue Square (adjacent to public space) to minimise noise/dust/pollution.
- Continue to promote traffic use of Parkhouse St/ Beresford Terrace (already a predominantly traffic environment with minimal ped flows)
- Reduce traffic on Killoch Place/Dalblair Road 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.



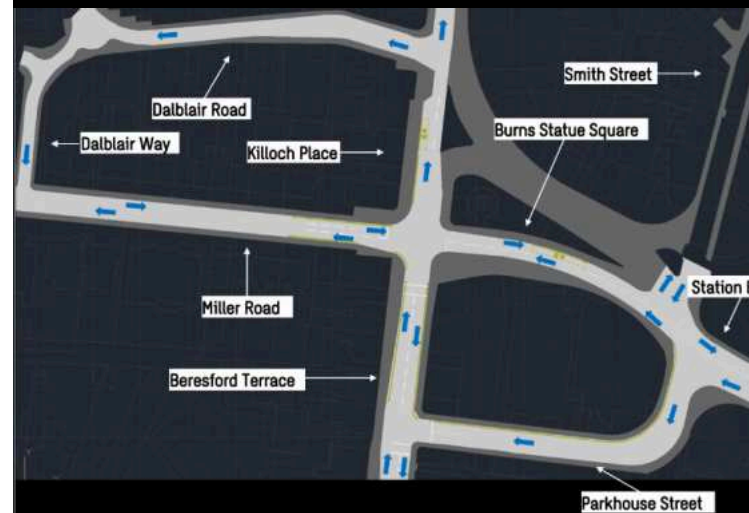
OPTION 1

- 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

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

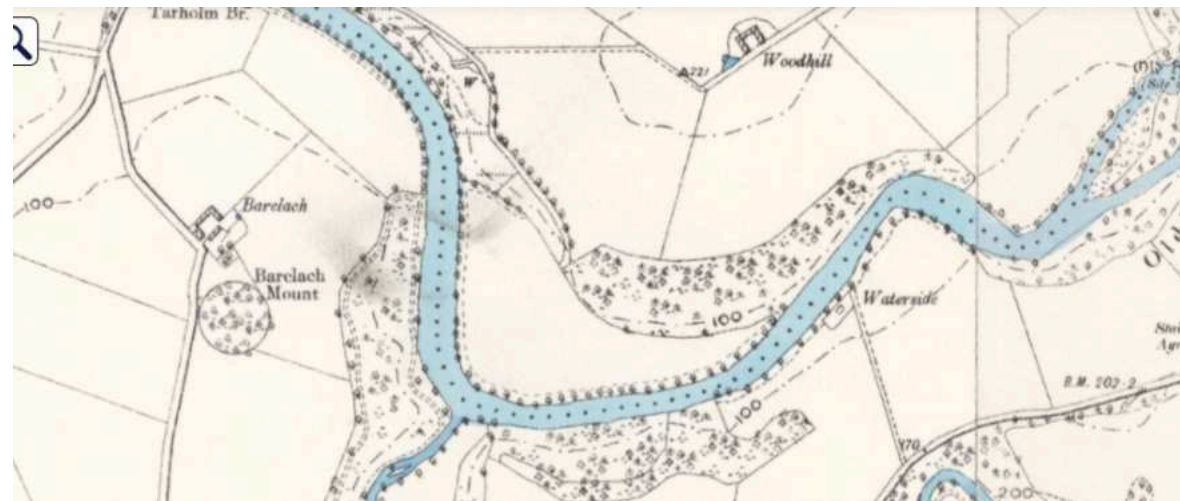


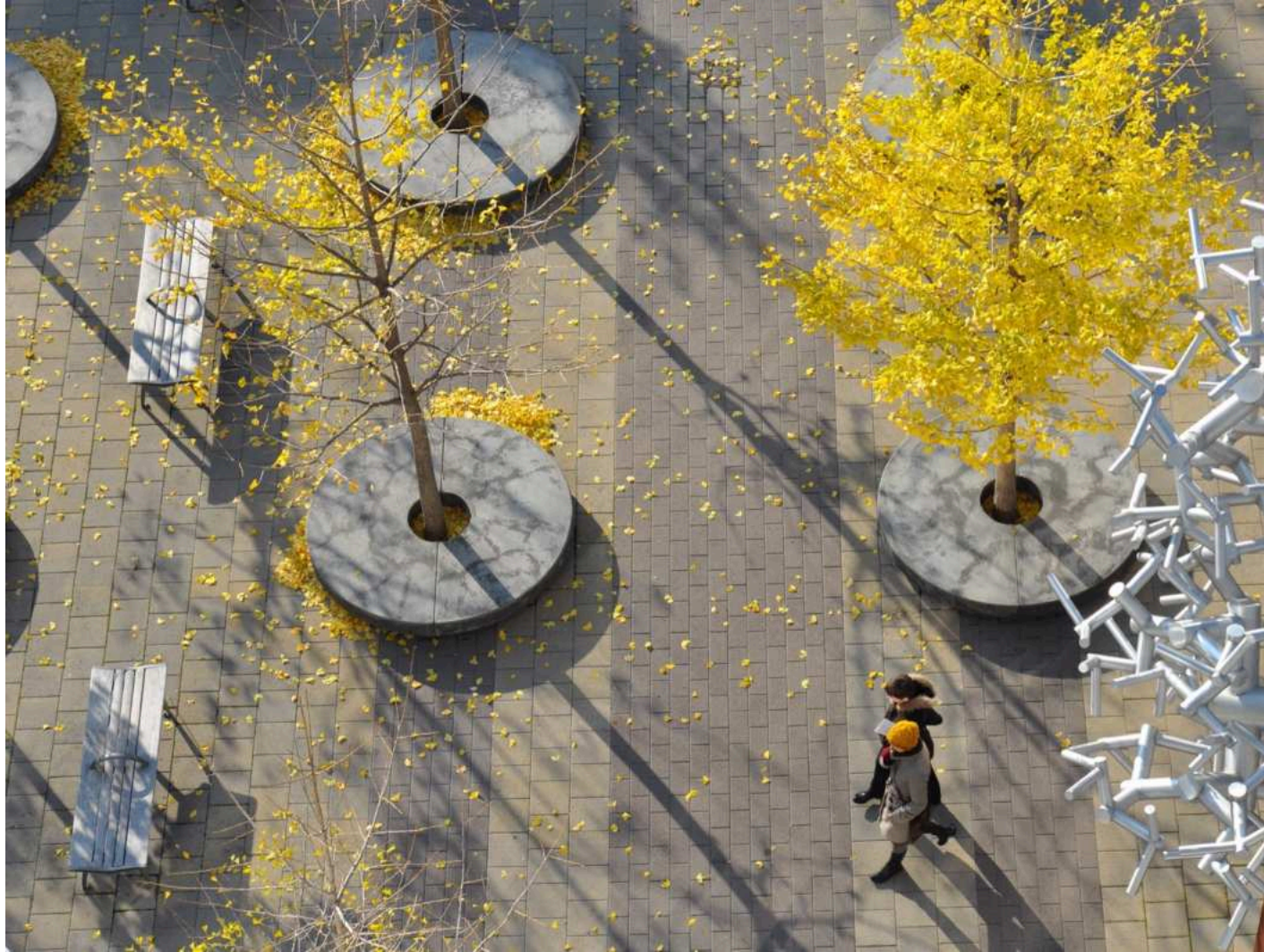
Public Realm delivering a unique Ayrshire Landscape

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



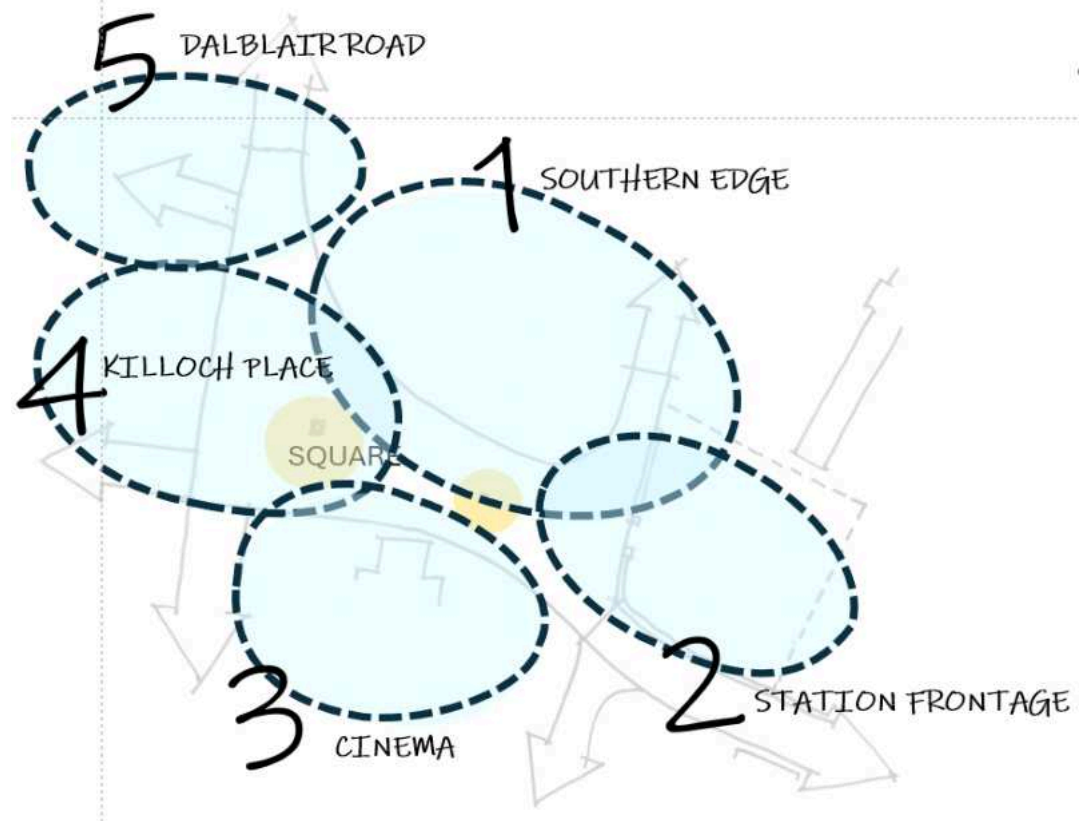


*Place Specific Landscape:
River Ayr and the Water of Coyle
Local landscapes celebrated in Burns' poetry*

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

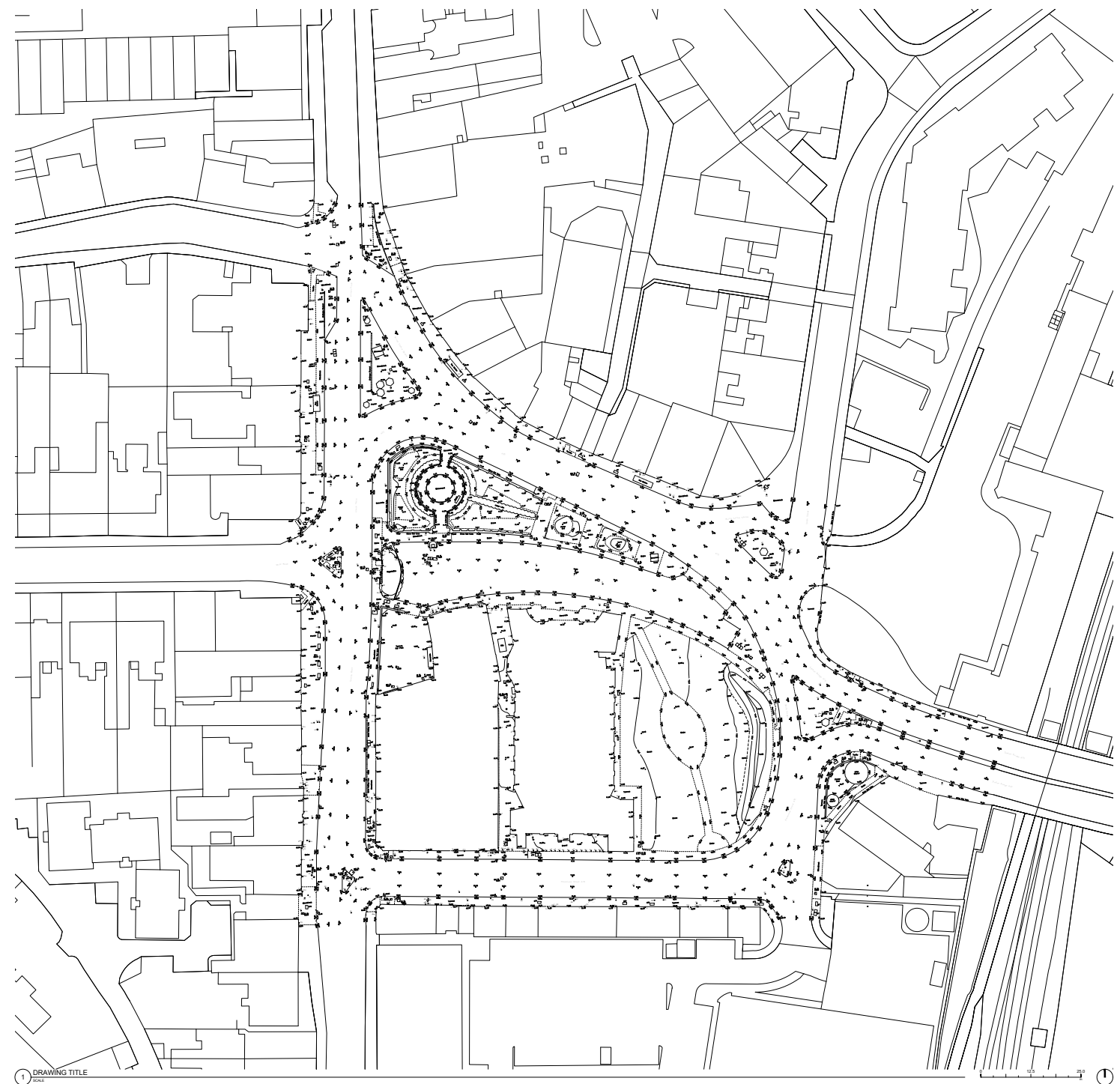
A summary of cost is as follows:

<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 1

Topographic Survey



1 DRAWING TITLE
SCALE

P01	03.10.24	Drawing Created	AKW	DS
Rev	Date	Information	Dr	CS

IronsideFarrar
Environmental Consultants

Project:
Burns Statue Square, Ayr

Client:
North Ayrshire Council

Title:
Existing Conditions

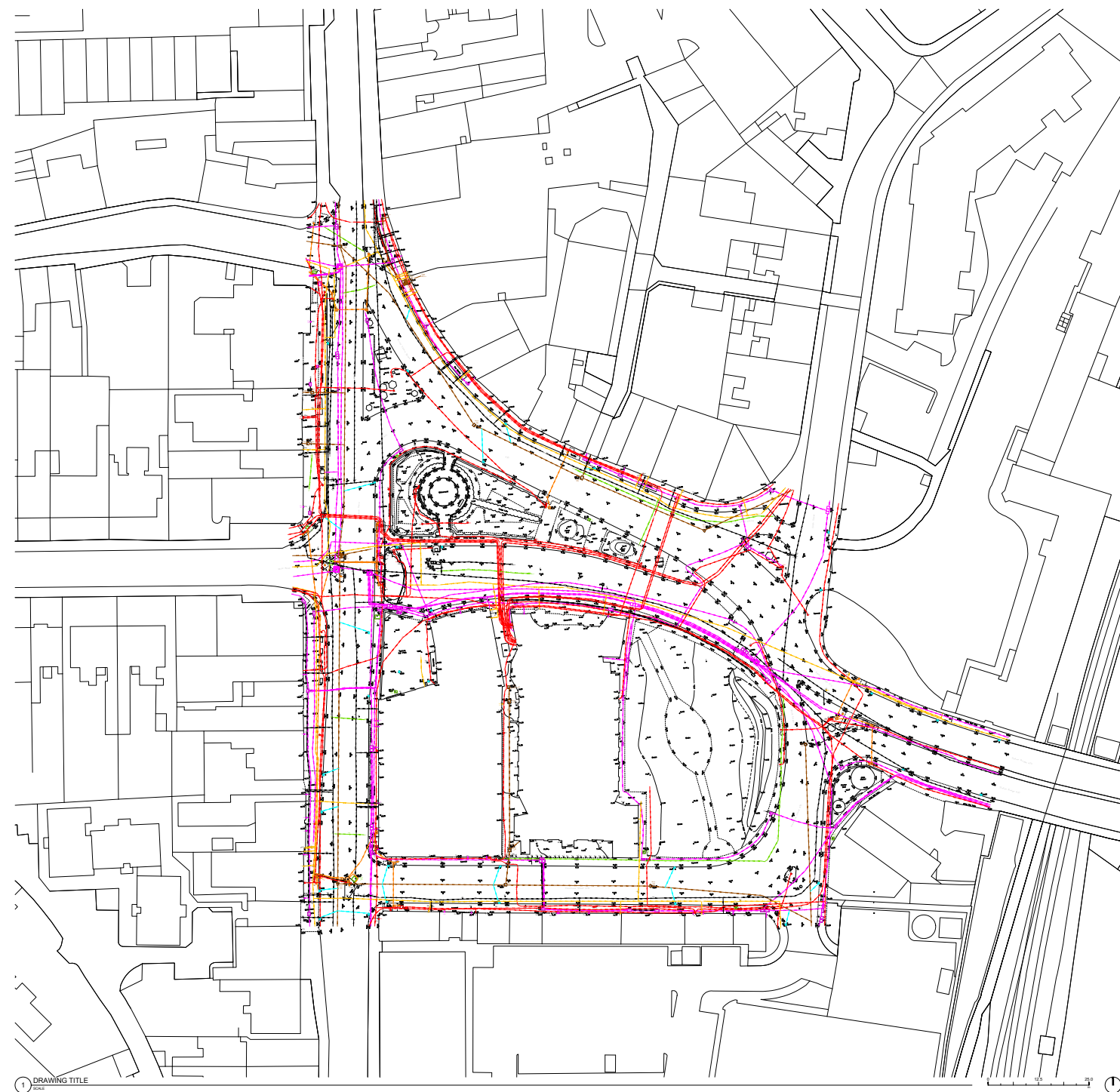
Scale: 1:500 Paper Size: A1
Status:
S0 - WORK IN PROGRESS
RIBA STAGE 2

Drawing Number:
64087-00-XXX

Revision:
P01

Appendix 2

Utilities



LEGEND

Surface Water Drainage	SD-B1
Foul Water Drainage	FD-B1
Combined Water Drainage	CD-B1
Mains Water	W-B1
Electricity Cable	E-B1
Low Voltage Electricity Cable	LV-B1
High Voltage Electricity Cable	HV-B1
Street Lighting Cable	SL-B1
Traffic Control Cable	TC-B1
Gas	G-B1
Oil	OIL-B1
Cable TV	CTV-B1
BT Cable	BT-B1
Fibre Optic	FO-B1
Telecomms	T-B1
Unknown Utility	U-B1
Unknown GPR Trace	GPR-B1
Survey Extents	

PAS 128:2022 DETECTION QUALITY LEVELS = A, B1P, B1, B2P, B2, B3P, B3, B4, C, D
 QL-D = Taken from desktop utility record search.
 QL-C = Location of utility is demonstrated by visual reference to street furniture, topographical features or evidence of previous street works (visible trench/scar)
 QL-B4 = Assumed route
 QL-B3 = Horizontal location only of the utility detected by one of the geophysical techniques.
 QL-B2 = Horizontal & vertical location of the utility detected by one geophysical technique.
 QL-B1 = Horizontal & vertical location of the utility detected by two geophysical techniques.
 QL-A = Visual verification.

EDT	End of Trace	DI	Ductile Iron	d	Depth Equals
OSA	Outside Survey Area	Br	Brick	>	Direction of Flow
TFR	Taken From Records	Co	Concrete	ED	Empty Duct
NVP	No Visible Pipe	Ci	Cast Iron	X	Exit Pipe
UTR	Unable to Raise	PVC	PVC Plastic	DOC	Depth of Cover
UTS	Unable to Survey	VC	Veritified Clay		
UTT	Unable to Trace				

Inspection Cover	IC	Lamp Post	LP
British Telecom	BT	Manhole	MH
Cable T.V.	CTV	Rodding Eye	RE
Culvert	Culv	Road Sign	RS
Rain Water Pipe	RWP	Spot level	+
Soil Vent Pipe	SVP	Stop Cock	SC
Electricity Pole	EP	Telegraph Pole	TP
Earth Rod	Erd	Traffic Signal	TS
Fire Hydrant	FH	Water Riser	WR
Gas Valve	GV	Gas Riser	GR
Gully	GC	Cable Riser	CR

1 DRAWING TITLE
SCALE

25 0 25 0

P01	03.10.24	Drawing Created	AKW	DS
Rev	Date	Information	Dr	Cr

IronsidesFarrar
Environmental Consultants

Project:
Burns Statue Square, Ayr

Client:
North Ayrshire Council

Title:
Utility Constraints

Scale: 1:500 Paper Size: A1
 Status:
S0 - WORK IN PROGRESS
 RIBA STAGE 2

Drawing Number:
64087-00-XXX

Revision:
P01

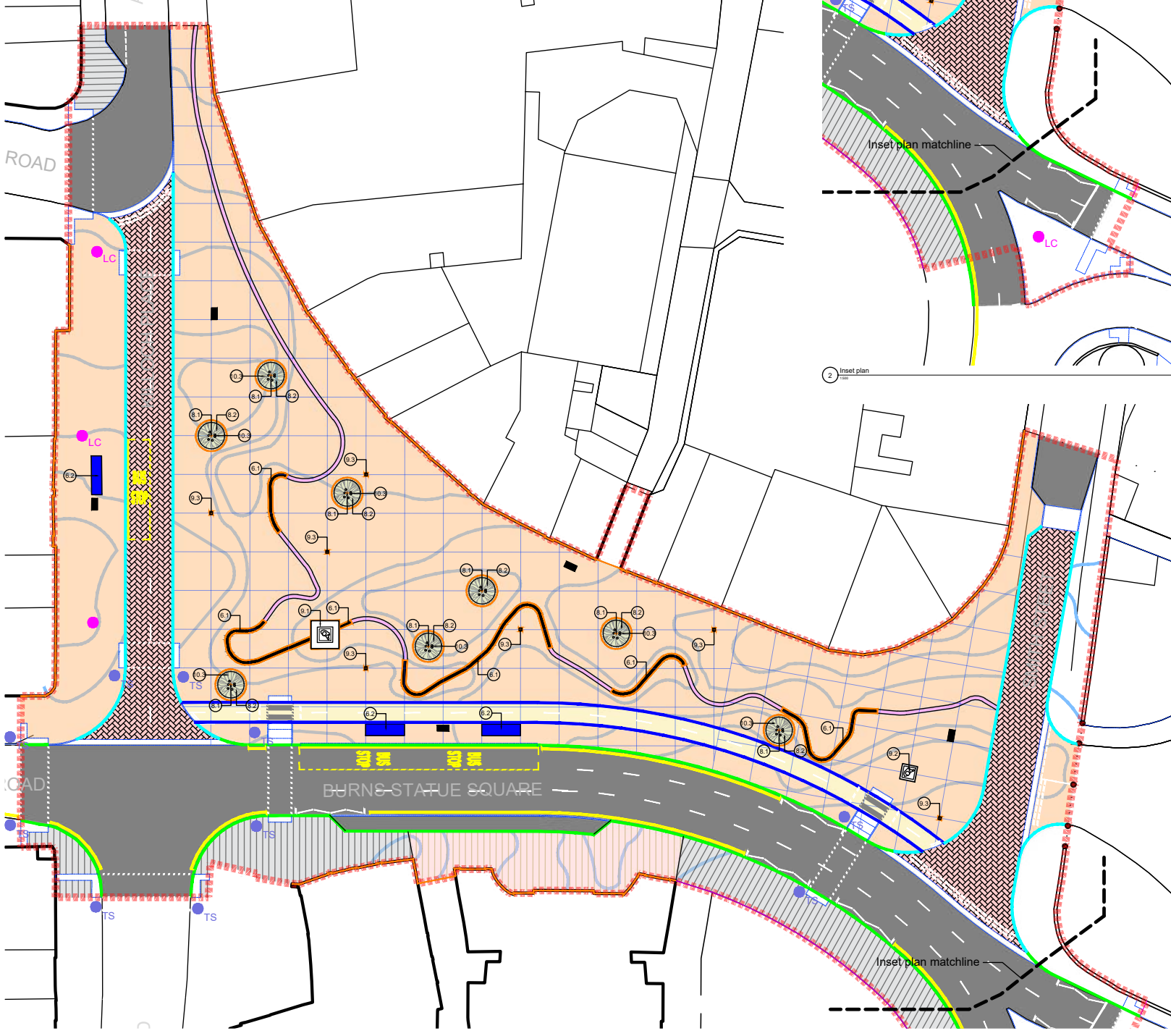
Appendix 3

Site boundary

Appendix 4

General Arrangement for Cost Estimate

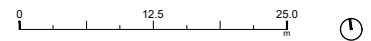
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 I:\Projects\64087-00-001 - Burns Statue Square Concept Design\01 - General Arrangement.dwg - ANSGER\KNOX\A3\CON - 01-11-2024
 I:\Projects\64087-00-001 - Burns Statue Square Concept Design\01 - General Arrangement.dwg - ANSGER\KNOX\A3\CON - 01-11-2024



- KEY:**
- SURFACING**
- 1.1 - Natural Stone (type: Sandstone/Porphory/Granite slabs) laid within slabbed grid, detailed layout and cutting.
 - 1.2 - Feature Paving 600mm wide - Contrast colour granite textured pattern finishes, all specials, with further detail to adjacent edges
 - 1.3 - Feature Paving 'secondary contour' detail 300mm wide - Contrast colour granite, textured finishes, all specials with further detail to adjacent edges
 - 1.4 - Quality concrete slab surfaced footway
 - 1.5 - As D with laying pattern/ some natural materials & detail to frontage of cinema
 - 1.6 - Bound Resin cyclepath.
 - 1.7 - New sawn sett road surface for moderate levels of traffic (including buses)
 - 1.8 - New Carriageway, although built over existing old road in part, assume all new base/wearing courses, improvement to subbase?
- KERBS AND EDGES**
- 2.1 - Road kerbs 300mm 125mm upland granite kerbs to main carriageway
 - 2.2 - Road kerbs 300mm 600mm upland granite kerbs to connecting roads
 - 2.3 - Cycle path kerbs assume 60mm upland - in 300mm wide granite
 - 2.4 - Pin kerbs - concrete kerbs to back of concrete slab footways
 - 2.5 - Natural stone special Trims to all building edges, trees, seats, plinths and other features
- STREET FURNITURE**
- 6.1 - Curved Benches
 - 6.2 - Bus shelter
- DRAINAGE**
- 7.1 - New drainage
- PLANTING**
- 8.1 - Trees
 - 8.2 - Rain garden Planting
- STATUES AND ART**
- 9.1 - Burns statue
 - 9.2 - War Statue
 - 9.3 - Plinths
 - 9.4 - Artwork
- LIGHTING**
- 10.1 - Street Lighting
 - 10.2 - Building Lighting
 - 10.3 - Tree Lighting
- SIGNALS**
- 11.1 - Traffic Signal
 - 11.2 - Controlled Crossing

2 Inset plan

1 Site Plan



Rev	Date	Information	Dr	Ch

IronsideFarrar
Environmental Consultants

Project:
Burns Statue Square, Ayr

Client:
North Ayrshire Council

Title:
General Arrangement

Scale: 1:500 Paper Size: A3
 Status:
S0 - WORK IN PROGRESS
 RIBA STAGE 2

Drawing Number:
64087-00-001

Revision:
P01

Appendix 5

Cost Estimate

64087 - Burns Statue Square Public Realm					
CONCEPT DESIGN Cost Estimate - November 2024					
Item No.	Description	Unit	Quantity	Rate	Price
Public Realm Works					
Site Clearance					
General Clearance & Excavations					
1.001	Clearance of street furniture items, railings, copes, small structures etc	m ²	8670	£ 3.00	£ 26,010.00
1.002	Excavation & disposal of existing bituminous surfacing and below material other than rock or artificial hard material to nominal 250mm depth	m ³	1565	£ 100.00	£ 156,450.00
Hardworks					
Kerbs, Channels & Edgings					
2.001	(2.1) Granite road kerb (grey) 300mm width x 300mm depth x 915mm Length (Laid with 125mm upstand)	m	255	£ 275.00	£ 70,125.00
2.002	(2.2) Granite road kerb (grey) 300mm width x 200mm depth x 915mm Length (Laid with 60mm upstand)	m	252	£ 240.00	£ 60,480.00
2.003	(2.3) Granite Cycle Kerb (grey) 300mm width x 200mm depth x 915mm Length (Laid with 60mm upstand)	m	200	£ 240.00	£ 48,000.00
2.004	(2.4) PCC Pin Kerb (grey) 50mm width x 200mm depth x 1000mm Length (Laid with 60mm upstand)	m	45	£ 25.00	£ 1,125.00
2.005	(2.5) Natural stone special trim - to all building edges, trees pits, seats and plinths	m	634	£ 130.00	£ 82,420.00
Footways & Paved Areas					
New Surfacing					
2.006	(1.1) Sandstone / Porphyry / Granite Slabs (Mixed Colour) 70mm Depth (Traffic Category 6 - BS 7533-101) 30mm Bedding Mortar 150mm C32/40 Concrete Support Layer	m ²	4060	£ 500.00	£ 2,030,000.00
2.007	(1.2) Granite (Contrast Colour) feature paving 600mm width x 70mm depth (Traffic Category 6 - BS 7533-101) 30mm Bedding Mortar 150mm C32/40 Concrete Support Layer	m ²	70	£ 1,000.00	£ 70,000.00
2.008	(1.3) Granite (Contrast Colour) feature paving 300mm width x 70mm depth (Traffic Category 6 - BS 7533-101) 30mm Bedding Mortar 150mm C32/40 Concrete Support Layer	m ²	300	£ 1,000.00	£ 300,000.00
2.009	(1.4) High Quality Concrete Slab footway x 70mm depth (Traffic Category 6 - BS 7533-101) 30mm Bedding Mortar 150mm C32/40 Concrete Support Layer	m ²	523	£ 150.00	£ 78,450.00
2.010	(1.5) Natural Stone (TBC) Detailed laying pattern x 70mm depth (Traffic Category 6 - BS 7533-101) 30mm Bedding Mortar 150mm C32/40 Concrete Support Layer	m ²	237	£ 400.00	£ 94,800.00
2.011	(1.6) Resin Bound (Buff) cycleway surfacing laid on; 40mm AC20 Asphalt Concrete 60mm AC32 Asphalt Concrete	m ²	251	£ 250.00	£ 62,750.00
Page 1 Sub Total				£	3,080,610.00

64087 - Burns Statue Square Public Realm					
CONCEPT DESIGN Cost Estimate - November 2024					
Item No.	Description	Unit	Quantity	Rate	Price
2.012	(1.7) Granite (Grey) Sawn Sett Road Paving x 180mm depth (Traffic Category 9 - BS 7533-101) 50mm Bedding Mortar 200mm C32/40 Concrete Support Layer	m ²	817	£ 450.00	£ 367,650.00
2.013	(1.8) New Carriageway 40mm HRA Surface Course 60mm AC20 Binder Course 120mm AC32 Support Layer	m ²	1940	£ 120.00	£ 232,800.00
2.014	250mm Type 1 Capping Layer (if required)	m ²	1500	£ 15.00	£ 22,500.00
2.015	Allowance for integration into wider surrounds / tie ins	sum	1	£ 50,000.00	£ 50,000.00
Street Furniture					
3.001	(6.1) Curved Bench Seating (Granite) - 600mm wide x 450mm height	m	95	£ 2,000.00	£ 190,000.00
3.002	(6.2) Bus Shelter - Replacement to NAC spec	nr	3	£ 25,000.00	£ 75,000.00
3.003	Cycle Stand Allowance	m ²	8670	£ 2.00	£ 17,340.00
3.004	Litter Bin Allowance	m ²	8670	£ 2.00	£ 17,340.00
3.005	Bollard Allowance	m ²	8670	£ 3.00	£ 26,010.00
3.006	Other Street Furniture (Allowance)	m ²	8670	£ 10.00	£ 86,700.00
Statues and Artwork					
4.001	(9.1) Burns Statue - Survey, Repair and restoration as required. New uplighting installed	sum	1	£ 30,000.00	£ 30,000.00
4.002	(9.2) War Memorial - Survey, dismantal, store and rebuild in new location. New uplighting installed	sum	1	£ 50,000.00	£ 50,000.00
4.003	(9.3) Monolithic Stone Plinth with comisioned bronze sculptures & uplighting	nr	12	£ 25,000.00	£ 300,000.00
4.004	(9.4) Artwork /poetry carving within paving	sum	1	£ 50,000.00	£ 50,000.00
Street Lighting					
5.001	Street Lighting - New Street Lighting	nr	12	£ 3,500.00	£ 42,000.00
5.002	Street Lighting - New Public Realm Lighting	sum	1	£ 100,000.00	£ 100,000.00
5.003	(10.2) Building Feature Lighting (TBC) - South façade	sum	1	£ 75,000.00	£ 75,000.00
5.004	(10.3) Tree Canopy Lighting	nr	9	£ 1,500.00	£ 13,500.00
Drainage					
6.001	(7.1) All new drainage for roads and paving	m ²	8670	£ 20.00	£ 173,400.00
Softworks					
7.001	(8.1) Large mature trees, planted in reinforced & geocellular tree pit & Suds dariange	nr	9	£ 10,000.00	£ 90,000.00
7.002	(8.2) Raingarden Planting	m ²	101	£ 150.00	£ 15,150.00
Page 2 Sub Total				£	2,024,390.00
Miscellaneous					
8.001	(11.1) Traffic Signals	sum	2	£ 100,000.00	£ 200,000.00

64087 - Burns Statue Square Public Realm					
CONCEPT DESIGN Cost Estimate - November 2024					
Item No.	Description	Unit	Quantity	Rate	Price
8.002	(11.2) Controlled Pedestrian Crossing	sum	1	£ 35,000.00	£ 35,000.00
8.003	Allowance for Utility Diversions	m ²	5441	£ 25.00	£ 136,025.00
8.004	Allowance for Electrical Supply / Cabling / Feeder Pillar etc	sum	1	£ 30,000.00	£ 30,000.00
8.005	Undefined Below Ground Works/ Upgrade Specification	m ²	5959	£ 10.00	£ 59,590.00
8.006	Allowance for recessed covers and cutting of stone infill	m ²	5959	£ 10.00	£ 59,590.00
8.007	Ground Investigations / Site Investigations	m ²	5959	£ 2.50	£ 14,897.50
8.008	Road Signage	m ²	5959	£ 5.00	£ 29,795.00
8.009	Road Markings	m ²	5959	£ 1.50	£ 8,938.50
8.010	Traffic Management	sum	1	£ 200,000.00	£ 200,000.00
Page 4 Sub Total					£ 773,836.00

64087 - Burns Statue Square Public Realm					
CONCEPT DESIGN Cost Estimate - November 2024					
Project Summary					
Public Realm Works Sub Total					£ 5,878,836.00
Add - Main Contractor Preliminaries @ 25.0%					£ 1,469,709.00
Add - Main Contractor Contingency @ 7.5%					£ 440,912.70
Add - Optimum Bias @ 15.0%					£ 881,825.40
Add - Construction Inflation (2026/27 Index) @ 10.0%					£ 587,883.60
Cost Estimate Total (Exc. VAT)					£ 9,259,166.70

Cost Estimate Grand Total (Exc. VAT)		£ 9,260,000.00
Information Used for Estimate:		
Ironside Farrar Ltd Drawing: 64087-00-001 - General Arrangement Topographic Survey Utility Records provided by NAC		
Status: RIBA Stage 1/2		
Date: 06/11/2024		
Author: Ian Dooner		
Checked: Janet Pope		
Notes & Exclusions:		
<ul style="list-style-type: none"> - Assumes construction commences financial year 2026/27 - Costs for sculptures includes commissioning of artist - Costs developed without SI knowledge and on basis of utility record drawings - Costs allow for excavation & disposal of bituminous surfacings to 250mm depth - assumed not able to reuse existing as base - Drainage, Lighting and Street Furniture is based upon unit per metre square allowance - Allowance for utility diversions and unknown below ground works included - no detailed discussion with PU providers at this stage 		

