

Bo'ness Town Centre Masterplan

Draft Report V3
November 2025
Falkirk Council

Austin-Smith:Lord



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Part 00

Introduction



Purpose and Status of the Report

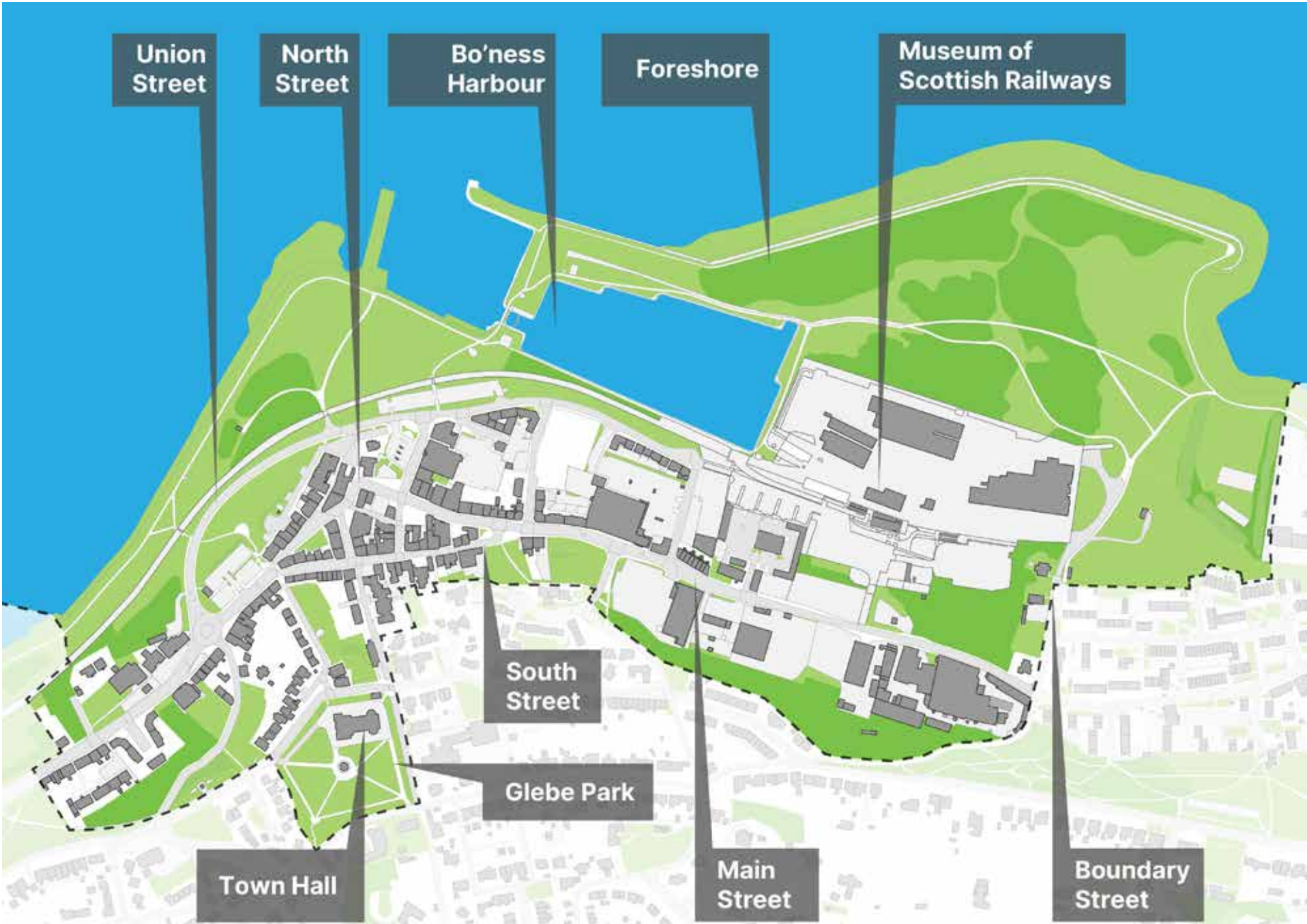
Falkirk Council have appointed a consultant team, led by Austin-Smith:Lord, to work with the local community (residents, businesses, civic groups) and other key stakeholders to prepare a Town Centre Vision and Masterplan for Bo’ness. It is intended that this work will shape the future of the Town Centre and help direct future funding and investment to deliver an improved quality of life.

The purposes of the Town Centre Vision and Masterplan are to:

- outline a positive future for the Town Centre as the heart of Bo’ness
- identify public spaces and buildings to prioritise for improvement
- suggest what extra activities and uses could help the Town Centre and Bo’ness to thrive
- make it easier to get to and around the Town Centre and Foreshore
- identify priorities for action and investment

It is intended that this Town Centre Vision and Masterplan will help inform the next Local Development Plan (LDP3). The Town Centre Masterplan is progressing in tandem with the community’s own Local Place Plan for the whole of Bo’ness, facilitated by the Coalfields Regeneration Trust.

In combination the Town Centre Masterplan and Local Place Plan are intended to capture the key issues and suggest priority actions and proposals to inform the future of Bo’ness into the 2030s.



Town Centre Study Area

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Author / Check	AV / GMR
Revision notes	V3

The Team & Client

This Study is undertaken by a multidisciplinary team led by

- Austin-Smith:Lord (masterplanners, urban design, architecture, landscape, conservation) with
- Stantec (transport planning) and
- Nick Wright Planning.

The project team was appointed via Hub East Central, on behalf of Falkirk Council.

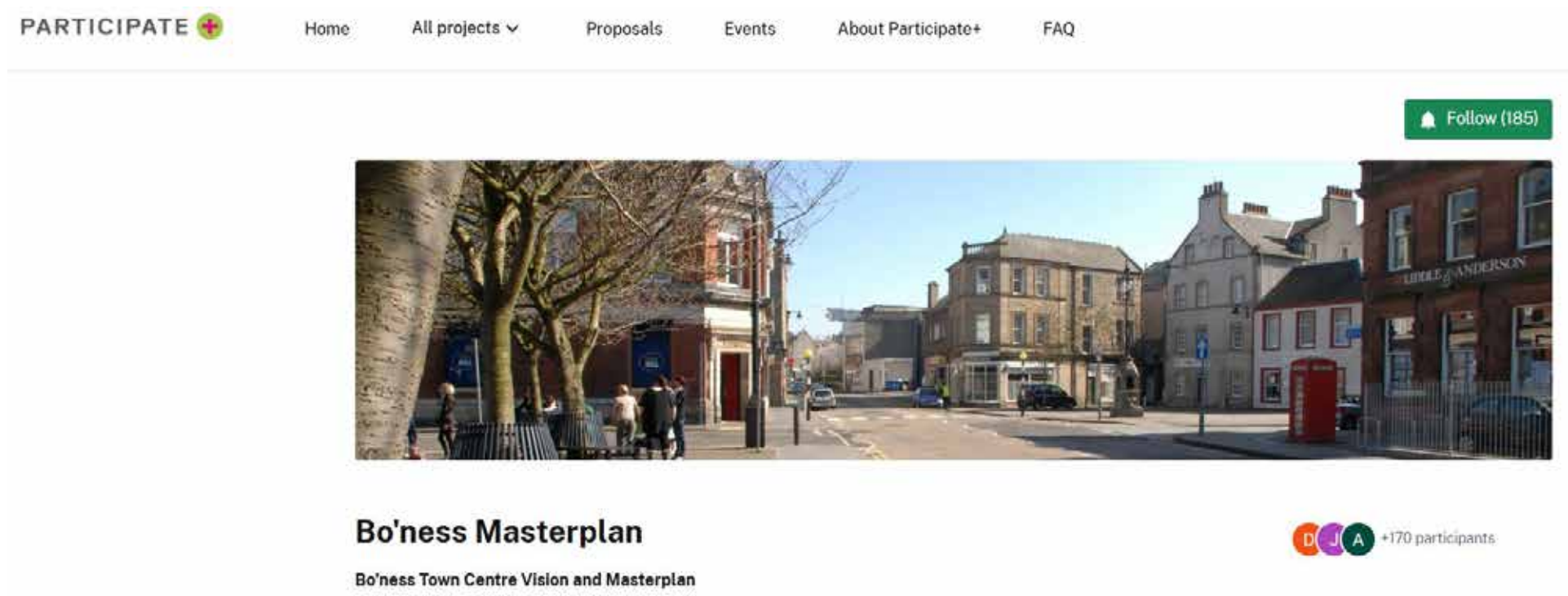
The study has taken place against a background of public consultation about the future of Bo'ness. An online survey was launched on Particulate + and in-person consultation took place in Summer 2025, involving members of the public, local businesses and local government, and public agencies. The Town Centre Masterplan seeks to complement and build upon the work undertaken to date and suggest key moves to respond to declared local needs.

The report sets out a clear vision for how Bo'ness Town Centre can improve and grow. It responds to Falkirk Council's aim to make the Town Centre more vibrant, welcoming and useful for the local community. It ties into national and local policies, such as the National Planning Framework 4 and "A New Future for Scotland's Town Centres".

The report explores how Bo'ness Town Centre can better support wellbeing, local economy, connections through the Town and the surrounding areas, and contribute to a sense of local identity. It acts as a guide for change in the Town Centre. It shows where improvements are needed, and how existing features like the Foreshore, heritage buildings, and tourist spots can be better utilised. The also explores ways to improve the public realm and green spaces to make the Town Centre easier to get to and more attractive for both residents and visitors.

The report presents a list of actions, projects and focus areas as informed by the public consultations undertaken during Summer 2025. It sets out a plan for phasing the work and making the most of available funding, including how the Council's £500,000 Regeneration Fund could be used.

All of the outputs presented within the masterplan report are shared in 'draft' format – drawing upon the latest consultation activities and prior to further community and stakeholder engagement to test ideas and inform a way forward honed by the insights and expertise of local people and key stakeholders.



Participate + Online Survey



Community event on 9/6/2025

Part 01

Context & Analysis



Project Context & Brief



Site Image - School Brae

Falkirk Council, working through Hub East Central Scotland, has commissioned a design-led consultancy team to deliver a Town Centre Vision and Masterplan for Bo'ness: ***"The purpose of the Town Centre Vision and Masterplan is to provide an overall vision for the Town Centre which identifies the positive role which it can play at the heart of a transformed Town by supporting community well being, access to opportunity and civic identity." The appointed Architect will act as Lead Consultant for the commission, coordinating inputs from any necessary specialist consultants and "collating and presenting the final report to the Council's project team."***

The study area covers Bo'ness Town Centre and parts of the Foreshore, as defined in the Local Development Plan including assets such as the Hippodrome cinema, the Bo'ness and Kinneil Railway, and the Foreshore parklands.

The Town faces challenges including vacancies poor connections between the Foreshore and the Town Centre and competition from nearby retail destinations. The brief highlights opportunities from some 870 new houses scheduled to be built in Bo'ness over the next 10 years, and from better linking heritage, tourism, and green infrastructure.

During the preparation of this Report it was announced that the historic Ballantine's Casting ironworks, synonymous with Bo'ness, had gone into liquidation; putting further pressure on the local economy.

The masterplan addresses land use, transport, public realm, heritage, green infrastructure, and potential for Town Centre living. It aligns with national policy as it relates to Town Centres, including consideration of National Planning Framework (NPF4), and takes account of the Scottish Government's document 'A New Future for Scotland's Town Centres'. It takes into account emerging policy priorities around net zero, 20 minute neighbourhoods, inclusive growth and community wealth building, and other relevant Scottish Government and Scotland's Towns Partnership guidance.

The consultants were required to:

- identify the key issues facing the Town Centre, including consideration of the outcomes of previous consultation exercises, including the Bo'ness Local Plan;
- identify the key landowners and property interests and their aspirations and intentions, including an assessment of the implications of the Council's Strategic Property Review;
- consider access and parking issues, including the role which the Town Centre could play in improving the wider accessibility of the Town, with a focus on active travel and public transport;
- consider the role and quality of the public realm and greenspace within the Town Centre and develop a strategy for its improvement or enhancement, notably how the Town Centre connects with the Foreshore and wider residential areas;
- consider the opportunities to conserve, enhance and where necessary repurpose the Town Centre's historic environment;
- consider the role which anchor institutions and associated uses could play in stimulating Town Centre regeneration, repurposing space and supporting the wider outcomes of promoting well being, developing community capacity and improving access to economic opportunities;
- prepare options for the development of the masterplan for review by the client.

Public and stakeholder engagement was a central part of the commission. Key outputs include a report summarising issues, consultation, analysis and key proposals/interventions; masterplan drawings, 3D concept sketches and a delivery plan showing how change could be implemented, including actions for key partners, phasing, and priorities for potential investment from the Falkirk Regeneration Fund.



Site Image - North Street & Scotland Close



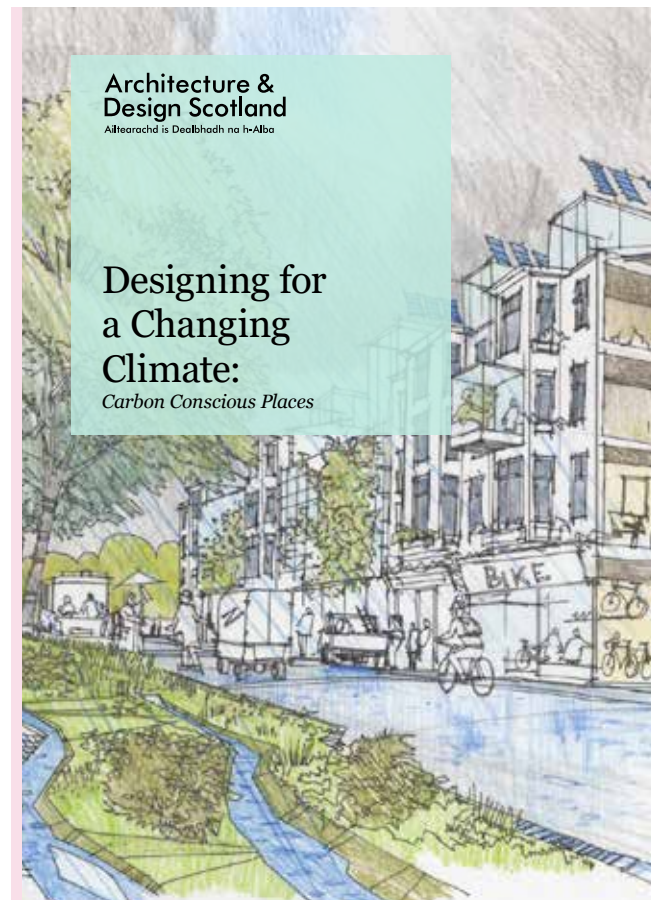
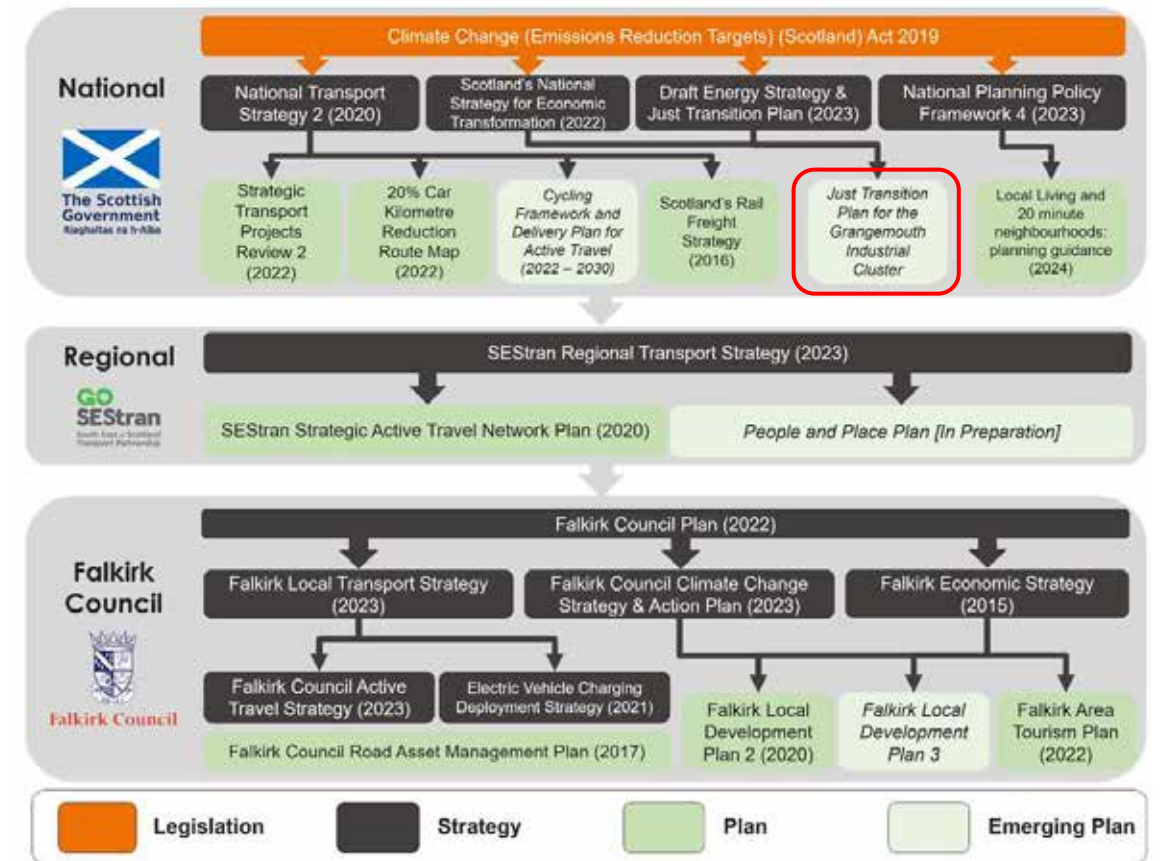
Site Image - Bo'ness Town Hall and Glebe Park

Planning Context

Bo'ness is part of the Falkirk Council area and is influenced by a combination of national, regional, and local policy frameworks. At the national level, National Planning Framework 4 (NPF4) identifies the Central Urban Transformation area as a focus for compact growth, regeneration, 20-minute neighbourhoods, net zero transition, and active travel improvements — all directly relevant to the Town Centre's renewal. Locally, the Falkirk Local Development Plan 2 (LDP2) designates Bo'ness as a District Centre and a conservation area, with policies to protect its historic character, encourage mixed-use development, strengthen retail and service provision, and improve connectivity to the Foreshore and surrounding neighbourhoods.

Transport planning is guided by the Falkirk Local Transport Strategy and Active Travel Strategy, both of which promote sustainable travel modes, improved public transport links, better walking and cycling infrastructure, and reduced reliance on private cars. These align with the Town's opportunities to capitalise on regional active travel routes such as the John Muir Way and National Cycle Route 76.

Other relevant influences include the Council's Strategic Property Review, which shapes how public assets are used or transferred to communities, and local initiatives such as the Bo'ness Local Place Plan and place-based climate action plans, which focus on community-led regeneration and sustainability. Together, these policies create a framework that supports heritage-led regeneration, enhanced connectivity, and improved quality of life in Bo'ness.

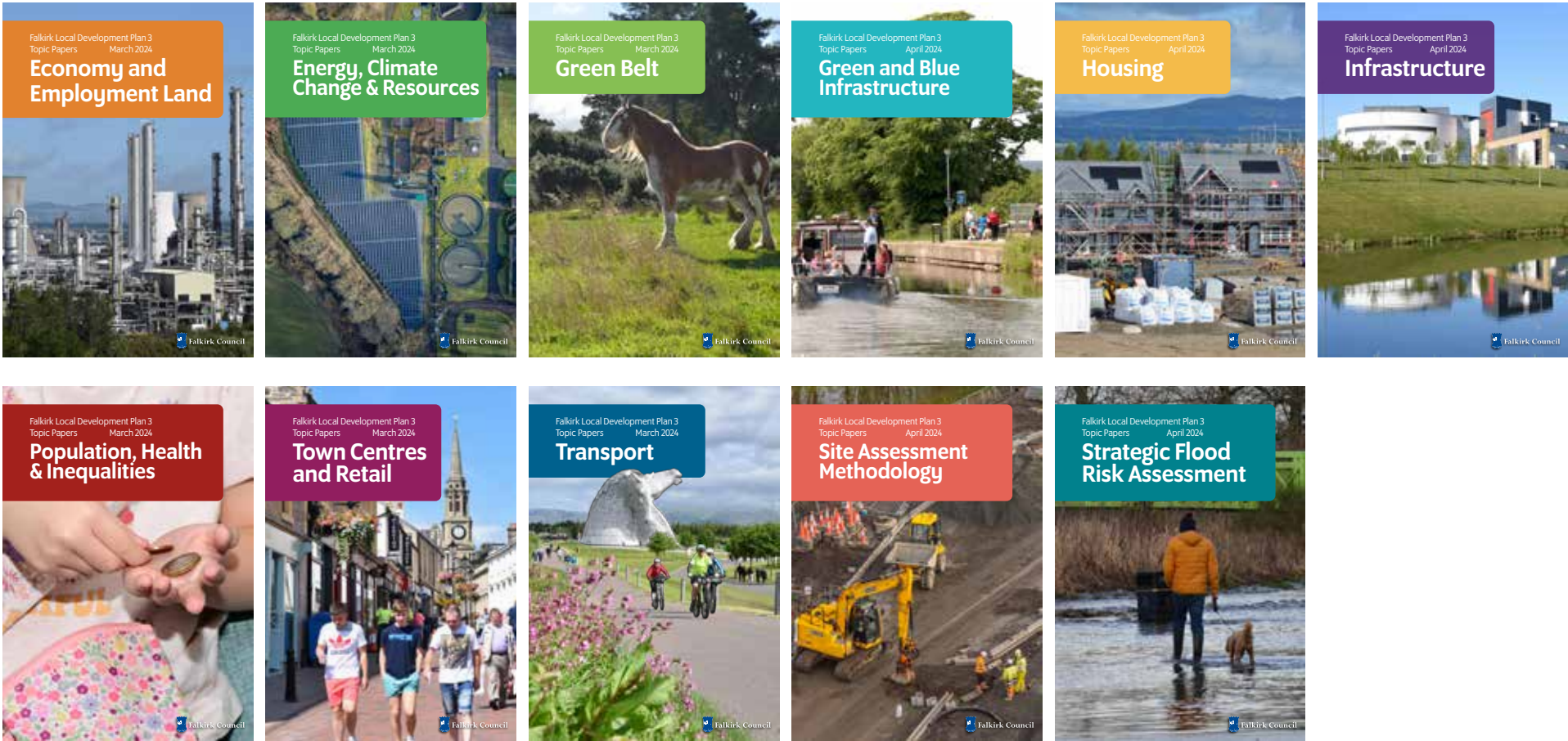


Planning Context

Falkirk Council formally launched preparation of LDP3 in February 2023, following updated statutory processes under the Planning (Scotland) Act 2019.

The Evidence Report, guiding the plan’s direction, was approved in October 2024. A Scottish Government reporter confirmed on 17 January 2025 that it is sufficient to proceed to the next stage.

Falkirk Council has since begun working on the Proposed Plan, opening a Call for Ideas and Sites (January–May 2025) to gather suggestions on potential development sites and ideas across sectors, including housing, retail, leisure, and community infrastructure.



Relevant documents

Regional Context

Bo’ness sits within the Falkirk Council area, a central location in Scotland’s national transport and economic corridors. The wider area benefits from strong road and rail links connecting it to Edinburgh, Glasgow, and Stirling, and plays a key role in Scotland’s economy due to its industrial heritage, manufacturing base, and strategic infrastructure, including the Grangemouth petrochemical complex. Bo’ness itself is a historic coastal Town on the south bank of the Firth of Forth, with a population of around 14,700, and forms part of the Falkirk Council network of Towns and villages that function together as a cohesive sub-region. This central belt location gives Bo’ness potential to contribute to regional goals around economic growth, net zero transition, and inclusive place-making.

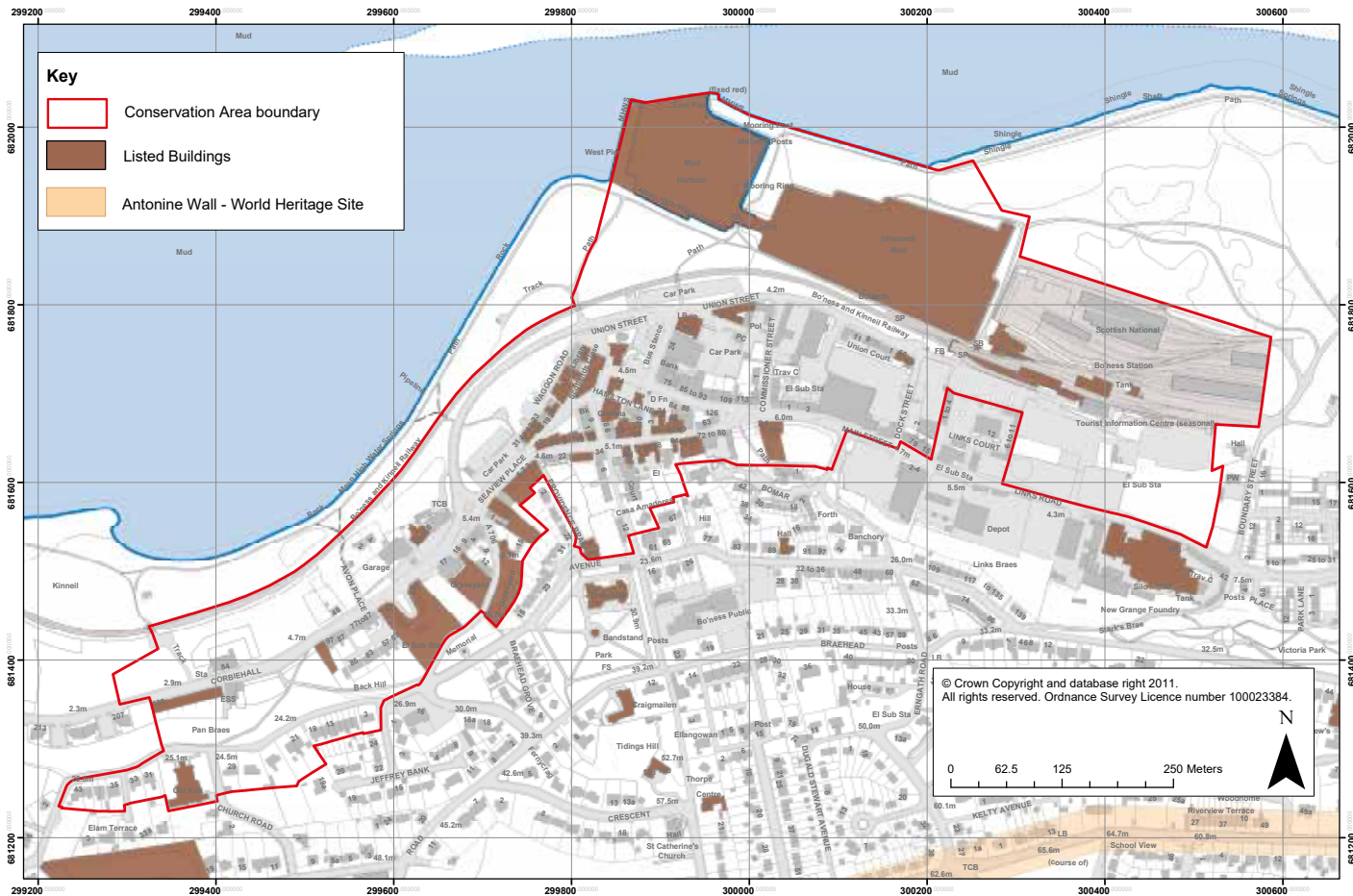
Under the National Planning Framework 4 (NPF4), Falkirk is part of the Central Urban Transformation strategy, which aims to support a network of liveable, low-carbon communities that drive green economic recovery. NPF4 emphasises compact growth, regeneration of Town Centres, and the creation of 20-minute neighbourhoods. Bo’ness is well placed to align with this agenda, particularly through better use of its heritage, green spaces, and active travel connections. The Town’s location along the John Muir Way and National Cycle Route 76 offers scope to strengthen regional tourism links and sustainable transport options, while its proximity to major visitor attractions such as The Kelpies, the Falkirk Wheel, and Blackness Castle reinforces its role in the region’s cultural and leisure economy.

Falkirk Council’s Local Development Plan 2 (LDP2), adopted in 2020, provides the statutory spatial framework for development in the area. It identifies Bo’ness as a District Centre with potential for renewal and mixed-use growth. Strategic aims include encouraging Town Centre living, improving accessibility, supporting tourism and visitor infrastructure, and strengthening connections between the Town and its Foreshore. LDP2 also highlights key development opportunities in Bo’ness, such as infill housing and brownfield regeneration sites. The plan recognises that successful delivery depends on placemaking, partnership working, and investment in infrastructure—principles that the Bo’ness masterplan is intended to build on and localise.



Bo’ness in the regional context

Historic Context



Bo'ness Conservation Areas and Listed Buildings

Bo'ness originated in the 16th century around a natural promontory or “ness” on the Firth of Forth and was formally known as Borrowstounness. Its growth was driven by the patronage of the Hamilton family of Kinneil, and its port developed as a hub for shipping coal, iron, pottery, and whale products. In the 17th and 18th centuries it became Scotland's second busiest port after Leith. It was declared a burgh in 1668, and the Customs House moved there in 1707. The completion of the Forth & Clyde Canal in 1790 diverted much maritime trade to Grangemouth, leading to a gradual reduction in the Town's shipping role, although industrial dock operations continued into the late 19th century.

In addition to its port, the Town developed as an industrial centre, supported by coal mining, iron founding, salt production, and pottery. The arrival of the railway in the mid-19th century improved regional connectivity. The Town expanded southwards during the Victorian period, with sandstone villas and terraces built on the raised beach, and the construction of churches and the Renaissance-style Town Hall, completed in 1904.

Bo'ness today includes a plethora of historic assets, many located within its Conservation Area. These include Kinneil and Carriden estates, both situated along the line of the Roman Antonine Wall and containing scheduled monuments. Kinneil House (circa 1540) and Carriden House (1602) are listed as Category B and Category A respectively, with historical significance linked to their architectural form and association with prominent historical figures.

The historic core includes a variety of 19th and early 20th-century buildings, such as churches, sandstone terraces, and the B-listed Town Hall, which originally incorporated a Carnegie library. The Hippodrome Cinema, designed by architect Matthew Steele and opened in 1912, is Scotland's oldest surviving purpose-built cinema and is Category A listed. Other assets include the Bo'ness and Kinneil Railway, the Museum of Scottish Railways, and preserved sections of the Antonine Wall within Kinneil Estate and Glebe Park. These contribute to the Town's heritage significance and form part of its cultural and tourism offer.



Historic Map: 1798-1878



Historic Map: 1830-1880



Historic Map: 1888-1915



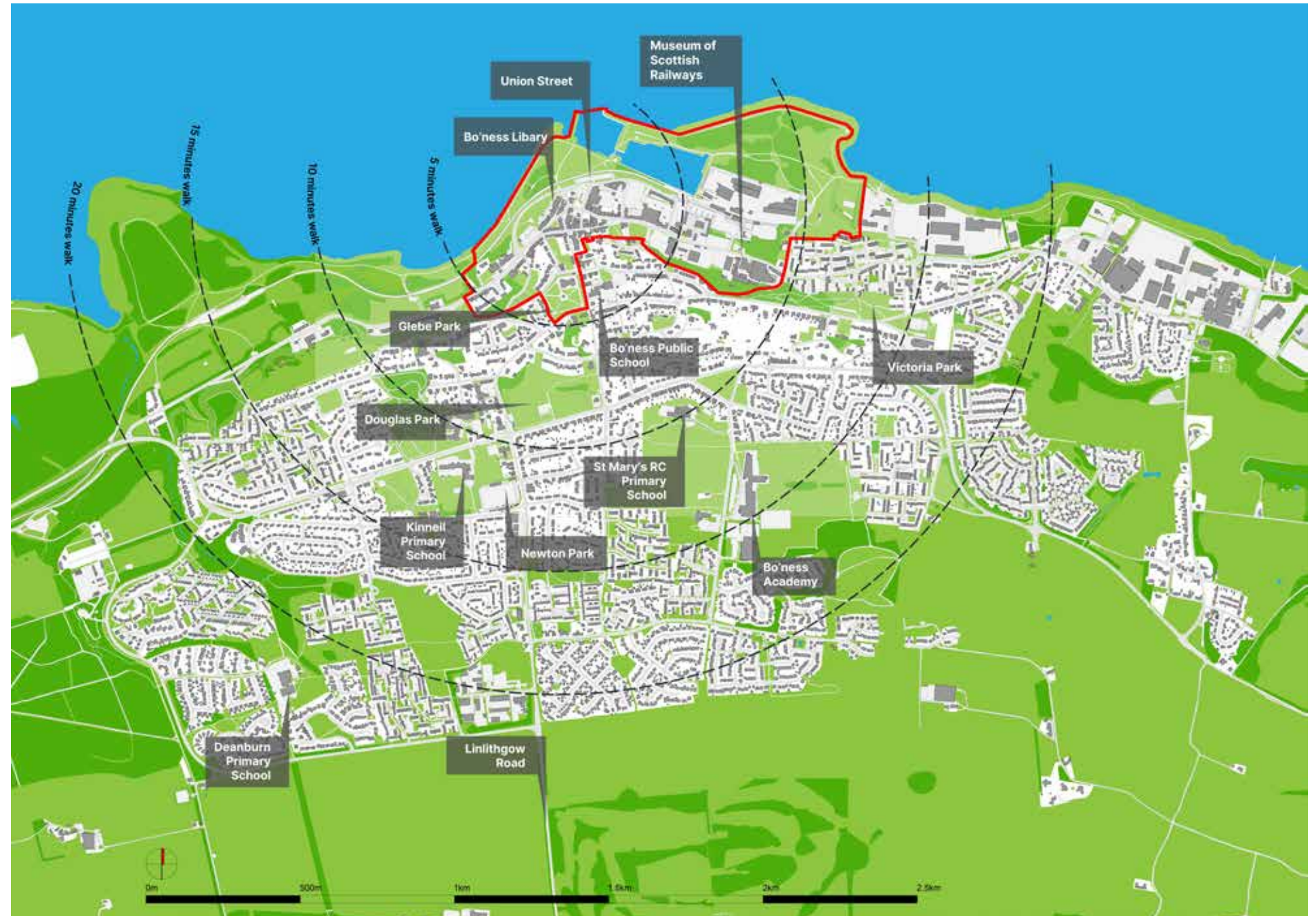
Historic Map: 1892-1914

- A number of regeneration projects have taken place in Bo'ness since the 1970s. Amongst these are:
- **1975- Conservation Area designation** for the Town Centre. Boundary extended in 1989.
 - **1980s - Area-based renewal led by SDA initiatives** and a local **Housing Action Area** (building rehabilitation, facelifts/environmental improvements, encouraging housing/commerce; plus relief road, new bus station, SRPS tourist railway & station complex, and Foreshore rehabilitation).
 - **2003-2008 - Bo'ness Townscape Heritage Initiative (THI)** which delivered ~£5m heritage-led regeneration in the Town Centre (public realm and building repairs; including the Hippodrome).
 - **2013 - Bo'ness & Kinneil Foreshore Local Nature Reserve** designation.

Physical Context - General

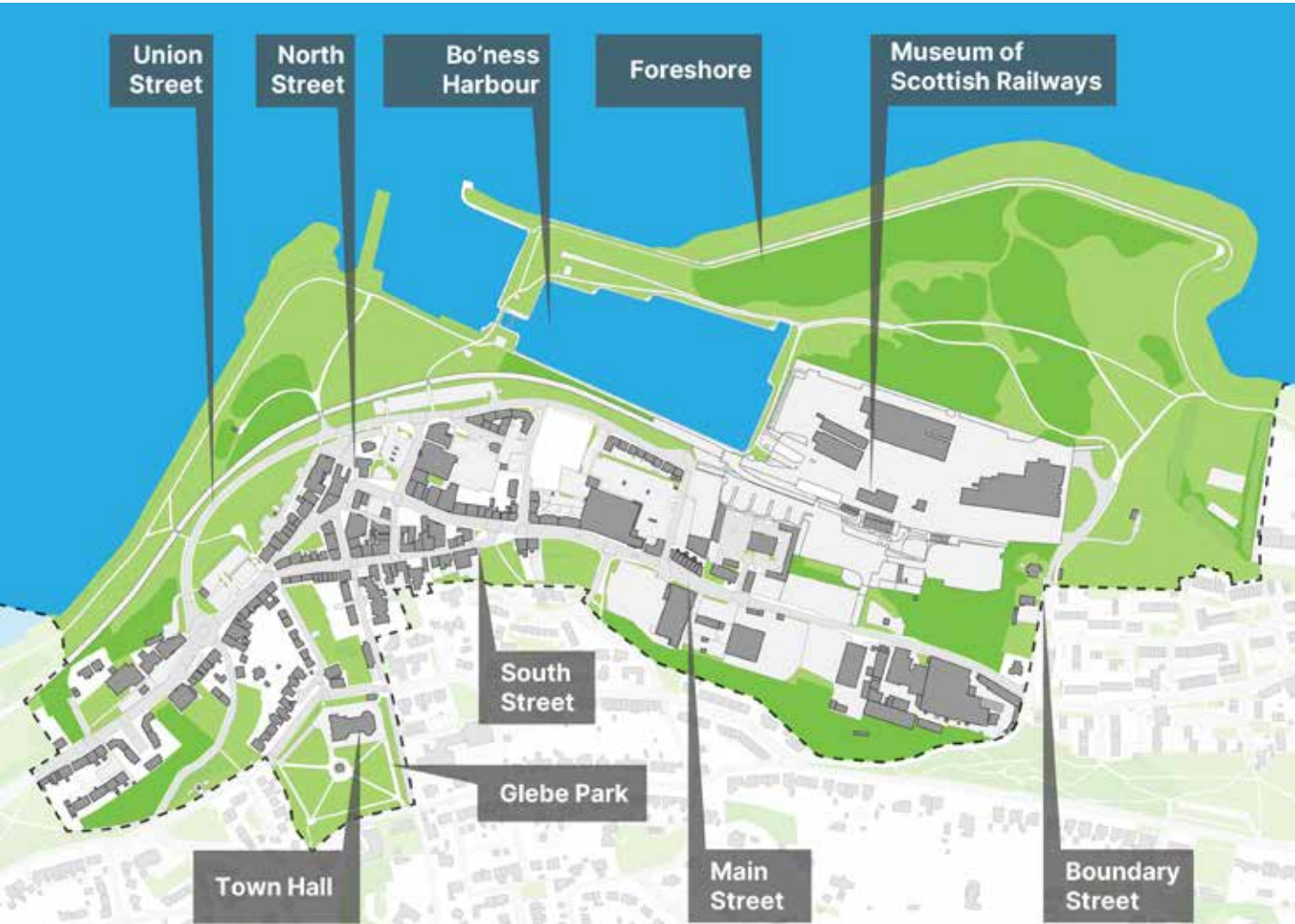
Bo'ness benefits from a distinctive physical context that combines natural landscapes, historic assets, and recreational opportunities. Its location on the southern shore of the Firth of Forth, together with its coastal, green, and heritage features, shapes both the character of the Town and its potential for regeneration. The following points summarise the key elements of this setting.

- Bo'ness sits on the southern shore of the Firth of Forth and connects directly to the Bo'ness Foreshore, a large coastal parkland and Local Nature Reserve.
- The Foreshore contains popular walking and cycling routes, including sections of the John Muir Way and National Cycle Route 76, linking the Town to Kinneil Estate in the west and Blackness Castle in the east.
- Several public parks and green spaces lie within and around the Town Centre, including Glebe Park, Douglas Park, Victoria Park, and Kinningars Park.
- Larger natural landscapes and woodlands such as Airngath Hill, and Kinneil Estate surround the Town, offering informal paths, biodiversity, and open views.
- Cultural and heritage attractions include the Bo'ness and Kinneil Railway, the Museum of Scottish Railways, the Hippodrome Cinema and the Antonine Wall.
- Kinneil Estate, with its historic house and grounds, connects to the Town via path networks.
- Shore Wood on the eastern side links to Blackness Castle through a scenic, accessible route.
- The combination of natural, historic, and recreational assets supports tourism, local leisure use, and opportunities to improve connections and wayfinding.



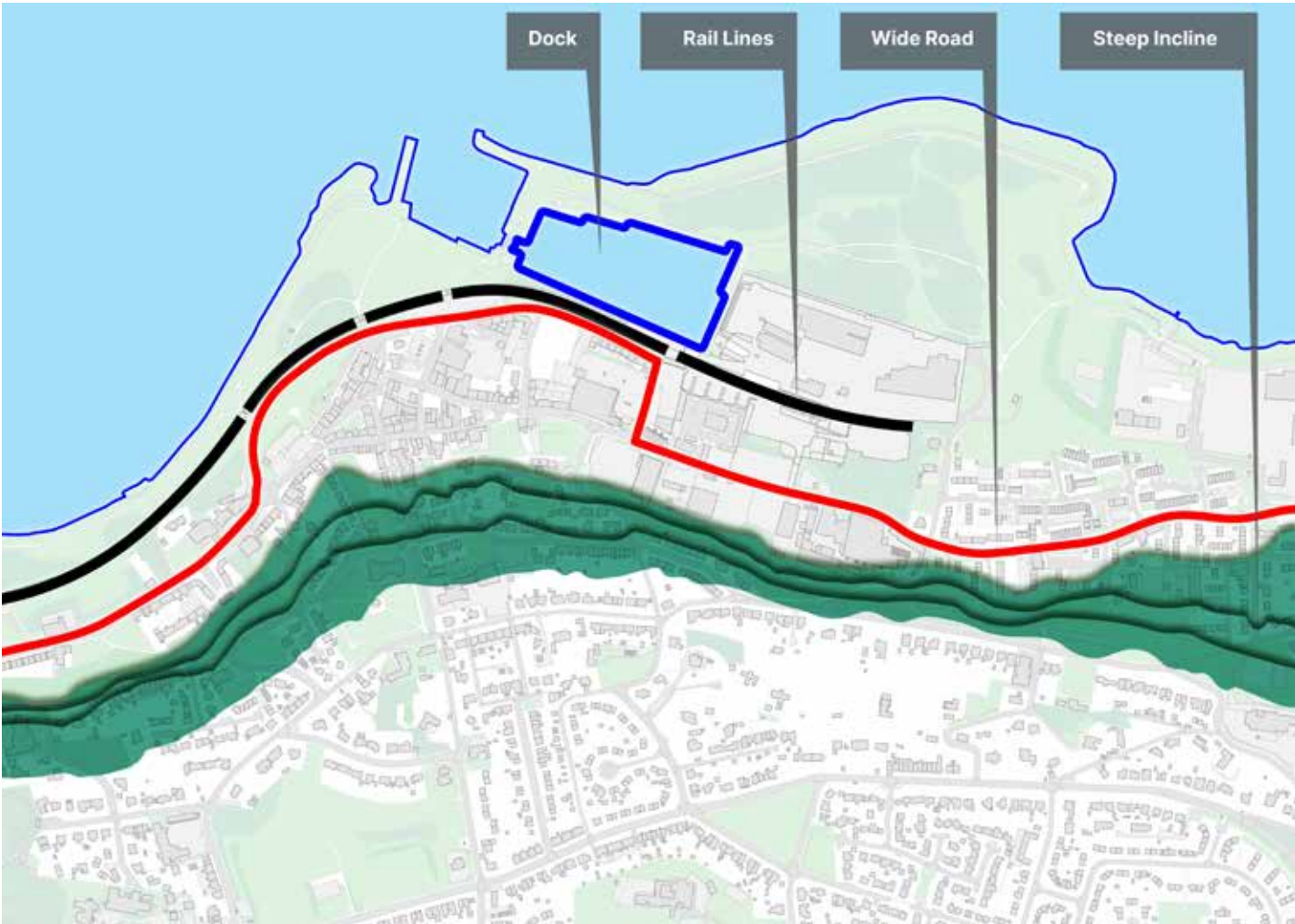
Bo'ness Physical Context

Physical Context - The Study Area



The Study Area

The study area includes the historic Town Centre with its shops, services, and old buildings. It covers the Foreshore, which is a large coastal green space. The Old Harbour and Dock are part of the area. The Museum of Scottish Railways sits within the boundary. South of the museum is an industrial area. Glebe Park is also included as an important local green space.



Bo'ness Severance

The Town Centre is located north of the steep incline down from the plateau and extends to the Foreshore on the south bank of the Firth of Forth. The A904, Union Street, runs east-west north and around of Town Centre in parallel with the railway which is used by the Museum of Railways, both allowing only a small number of crossings towards the Foreshore, the docks and the coast.

Physical Context - Heritage & Destinations



Bo'ness Heritage

The study area includes the Bo'ness Town Centre Conservation Area as well as a number of listed buildings. It is also adjacent to the Bo'ness Grange Conservation Area.



Town Centre Facilities + Amenities

The study area includes historically important buildings, newer developments, sites currently under development and a mix of uses including retail, services and leisure.

Maintaining and improving access to these facilities is important as part of the 20min neighbourhood agenda.

Physical Context - Character Areas

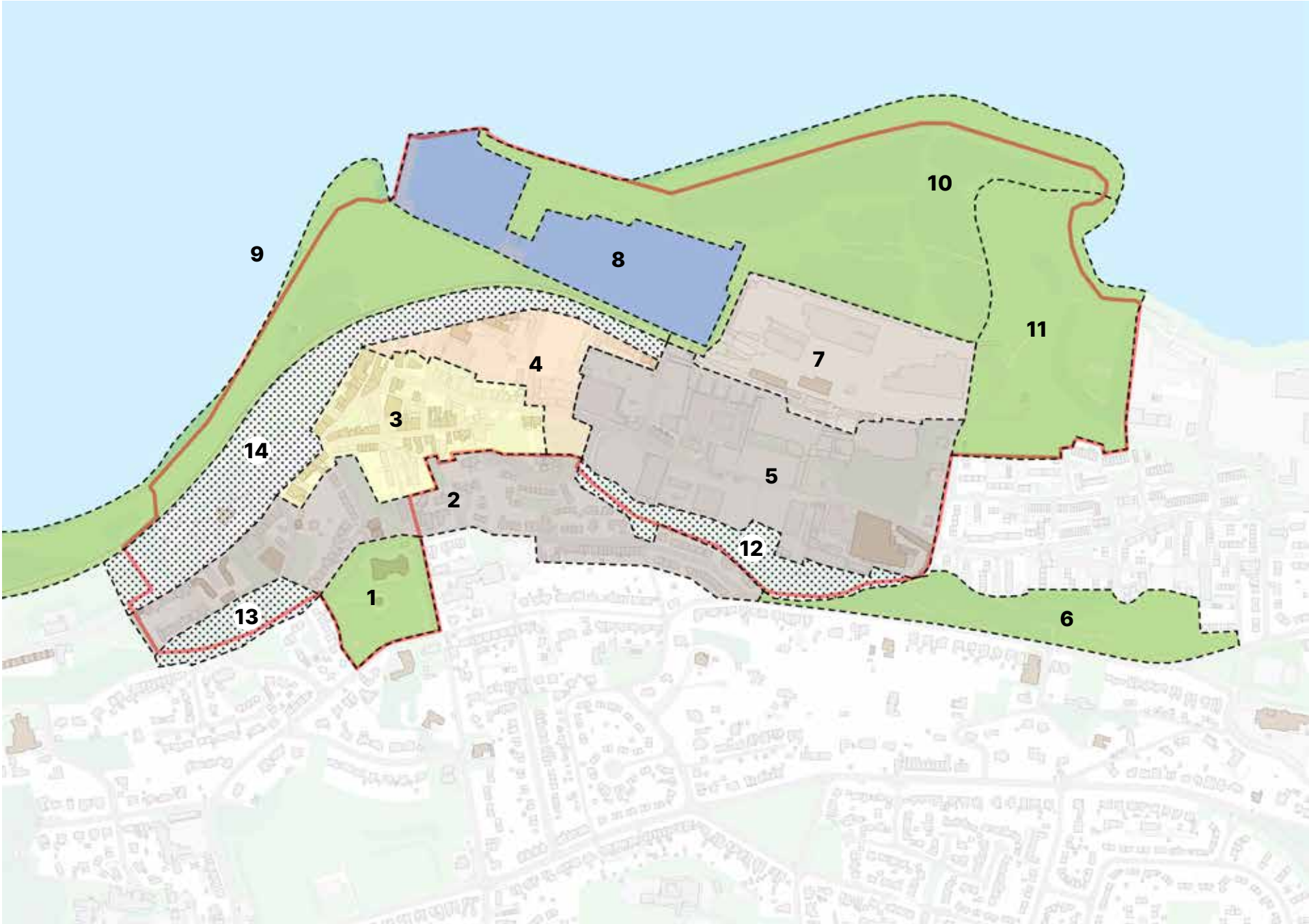
Bo’ness Town Centre with its surrounding landscape is composed of several distinct areas, each with its own character and atmosphere. As one moves through Bo’ness, the sense of place subtly shifts from the built historical core of the Town Centre to the industrial heritage and open spaces. The Museum of Scottish Railways adds a cultural layer, while the Foreshore introduces a sense of openness and connection to the natural environment. While each area has its own distinct qualities, they bleed into one another; boundaries are blurred.

One might still sense the presence of the harbour near the railway, or glimpse the influence of the industrial area from the edge of the Foreshore area. These overlaps create a layered and evolving experience of place. Starting from Glebe Park (1), one encounters a green, recreational space offering calm and openness, a place for leisure, community, and potential landscape enhancement.

Moving through a residential area (2) and down School Brae into the historic core of the Town Centre (3), the atmosphere shifts: this is the heart of Bo’ness, rich in heritage and full of architectural character. It feels vibrant and active, grounded in both the past and present, with its newer parts located north and east (4). To the east sits the industrial area (5) north of Victoria Park (6), active until recently, which offers a glimpse into Bo’ness’ industrial past. This area includes the nationally important Museum of Scottish Railways (7). To its west sits the Old Dock (8), another part of Bo’ness’ industrial past. Extending outward, the Foreshore unfolds as a wide, transitional landscape. It comprises three distinct character areas; the Western Foreshore (9), a costal park linking to Kinneil Natural Reserve to the west, the Eastern Foreshore with its dense vegetation and views to the water (10), which leads to a park to its east (11) with views towards Queensferry.

Between those character areas lie several less defined spaces: the green areas north-east of Stark’s Brae (12), as a continuation of Victoria Park; the grounds around the Bo’ness War Memorial (13), which are limited by topography and not usable; and the land south of Union Street (14), which is mostly empty and offers opportunities strengthen connections between the Town and the Foreshore.

Together, these areas form a complex, evolving composition of place — one that invites movement, interpretation, and connection



Character Areas

- | | |
|--------------------------|--------------------------------|
| 1. Glebe Park | 7. Museum of Scottish Railways |
| 2. Residential Area | 8. Old Dock |
| 3. Historic Town Centre | 9. Western Foreshore, |
| 4. Town Centre Extension | 10, 11. Costal Park |
| 5. Industrial area | 12. 'In-between' Zone |
| 6. Victoria Park | 13. War Memorial |
| | 14. 'In-between' Zone |

Landscape Context - Wider Area



Green Spaces Around Bo'ness

Landscape Context - Green Infrastructure

Bo’ness benefits from a diverse and well-connected network of green infrastructure, encompassing a variety of open spaces that contribute to the Town’s character and quality of life.

Key assets include formal Town parks such as Glebe Park and Victoria Park, the panoramic landscapes of the East Foreshore, and a series of coastal parks.

These are further enriched by open space verges that thread through the urban fabric and by strategically located pocket parks at key nodal points, offering moments of relief and visual interest across the Town.

A notable civic space near the bus station acts as an anchor, supporting community use and enhancing the public realm.

Together, these green spaces create a layered landscape that is both functional and scenic, supporting recreation, biodiversity, and placemaking.



Views from Glebe Park



Foreshore Play Park



Urban Green Pockets

Landscape Context - Open Areas

Bo’ness includes a wide range of open spaces, ranging from the waterside expanses of the Foreshore to the elevated parks at the south of the Town, with views towards the Forth and Fife.

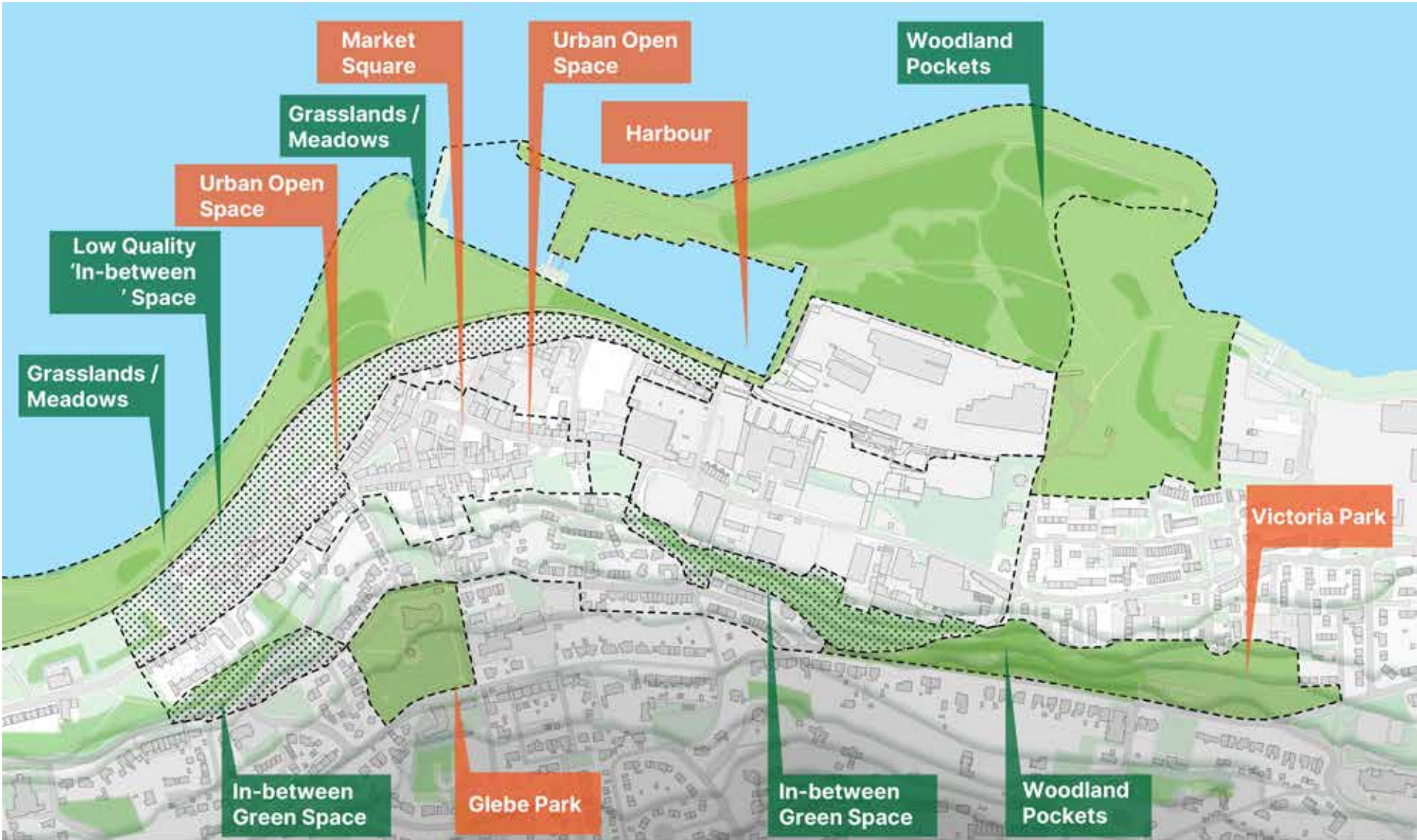
The Bo’ness Foreshore showcases a richly layered landscape character, shaped by a diverse mosaic of naturalistic and designed spaces that offer a variety of atmospheres and sensory experiences.

Expansive grasslands provide open, breathable edges with sweeping views to the Firth of Forth, while wildflower meadows introduce bursts of seasonal colour and support pollinator habitats.

Woodland pockets offer sheltered, immersive environments with dappled light and ecological diversity, creating moments of quiet retreat.

In contrast, areas around the harbour are defined by robust, salt-tolerant planting that reflects the working waterfront character.

A number of urban open spaces can be found within the fabric of the Town. Glebe Park and Victoria Park are located at the southern edge of the Town Centre, at a higher elevation.



Urban Public Open Spaces



Public Parks



Foreshore



Foreshore Woodlands



Railway and Harbour

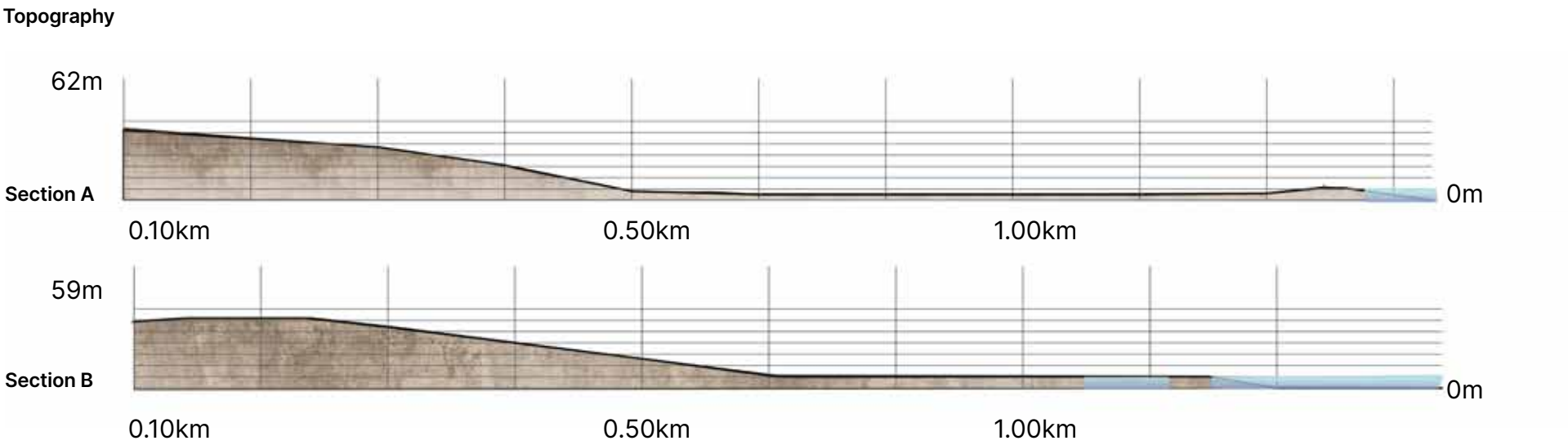
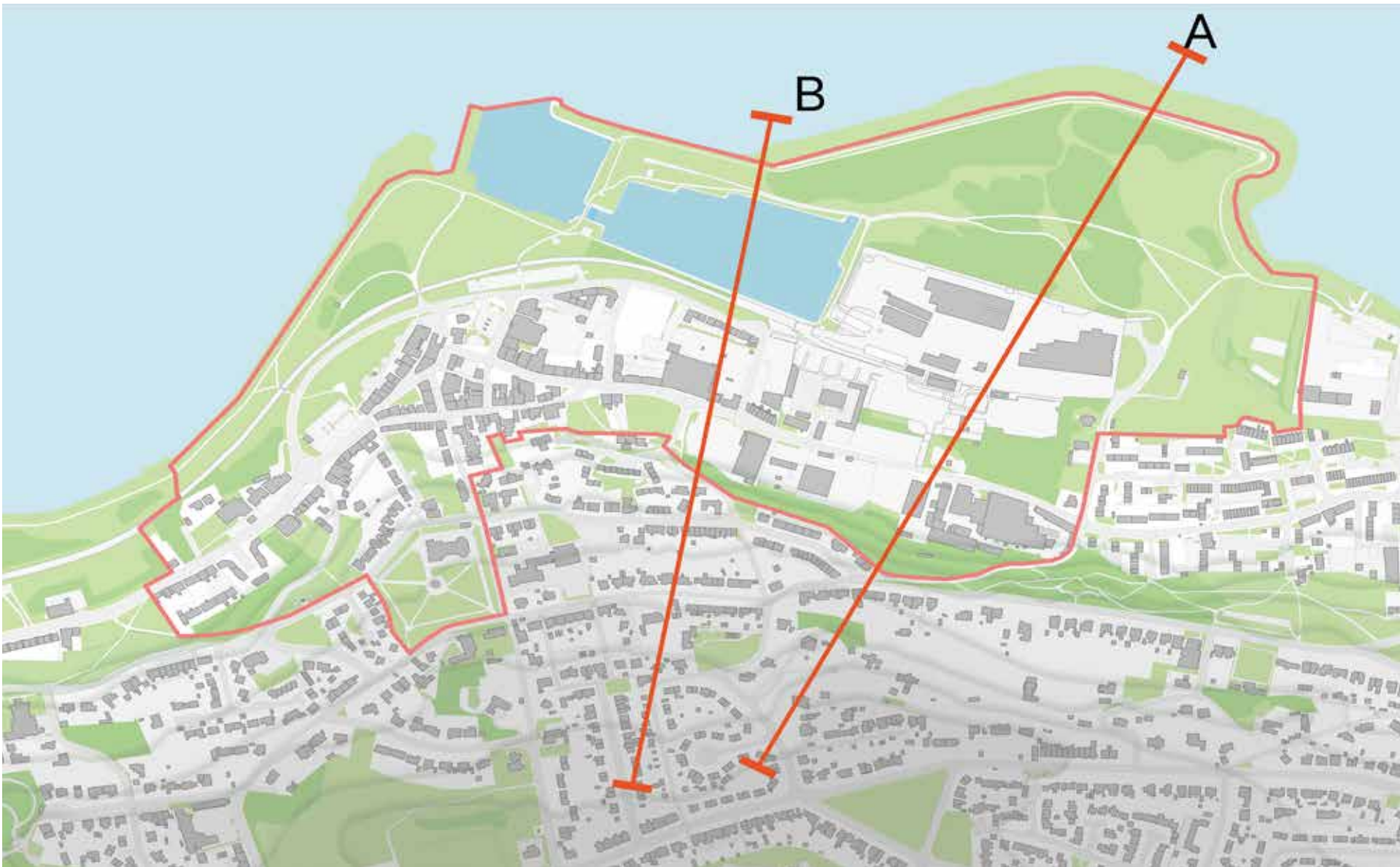
Landscape Context - Topography

The site experiences significant level change, with the terrain sloping downwards from the north to sea level, where it meets the Firth of Forth.

While the gradient contributes to the site's character, it also presents challenges for pedestrian movement.

A series of pronounced edges shape the experience of moving through the landscape - beginning with the coastal interface, followed by docklands, a rail line, and Union Street / A904. These edges disrupt continuity and reduce permeability across the site.

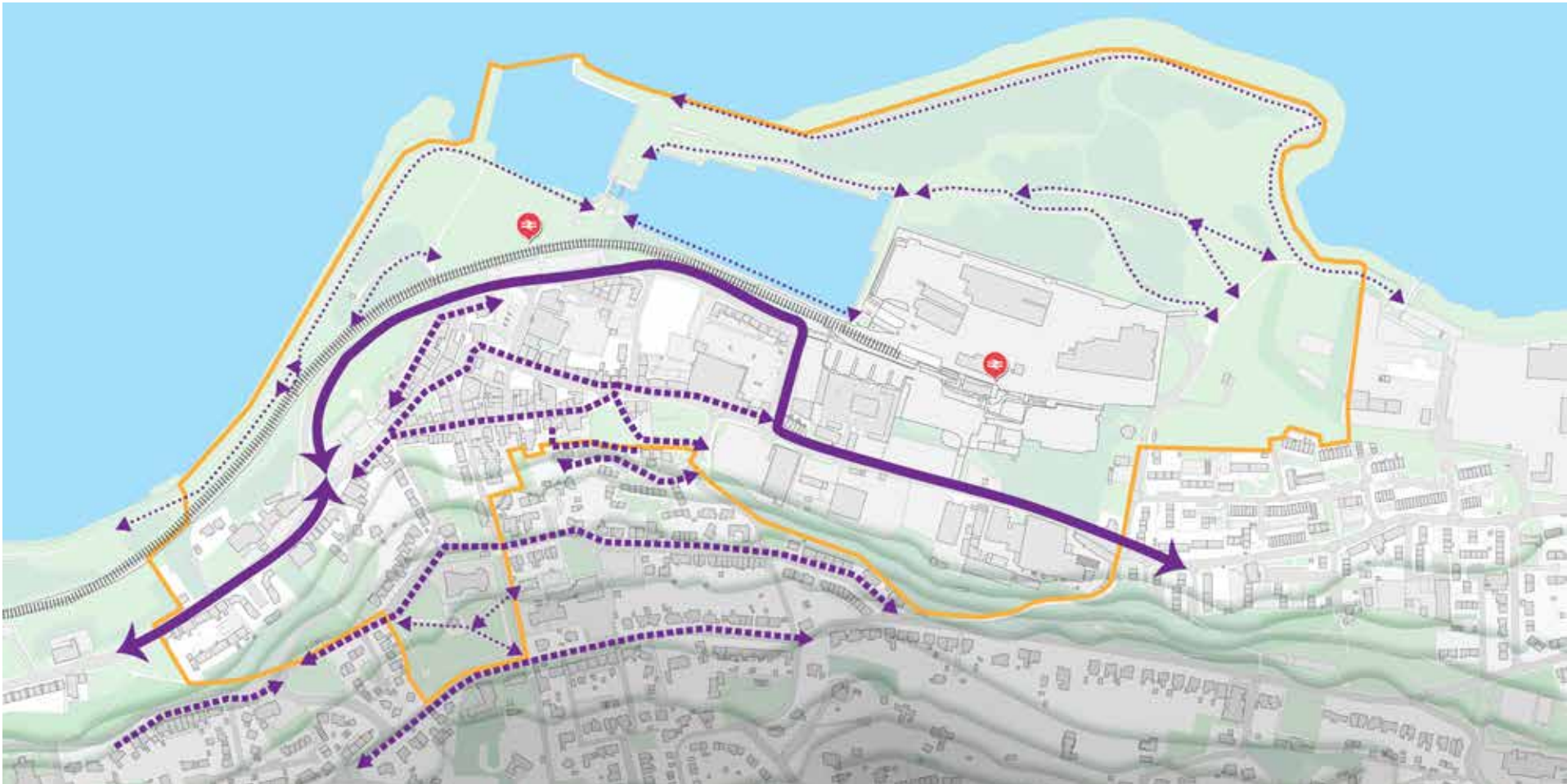
Addressing these physical thresholds through well-designed connections will be key to improving access and reconnecting the site to its waterfront.



Landscape Context - Connections

The site is shaped by a strong framework of north-south connections and east-west. The primary east-west route follows the natural topography, offering a relatively level and accessible path with minimal elevation change. In contrast, the north-south connection cuts through the terrain with a steeper 1:22 gradient, creating a more dynamic journey and opening up tiered views across the landscape. Steeper paths function as tertiary routes, guiding users through elevated vantage points, while the primary, more gradual routes ensure inclusive and accessible movement throughout the site.

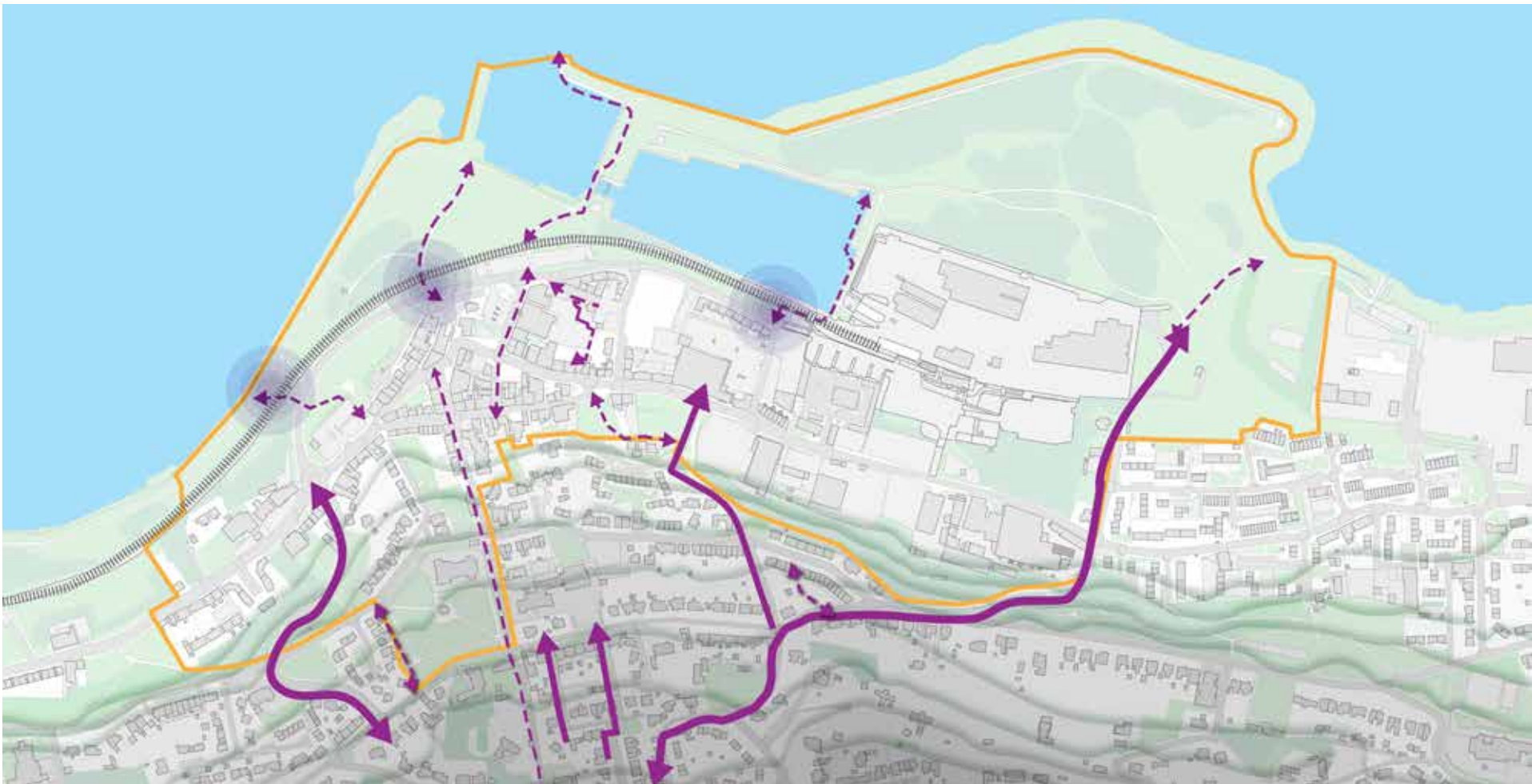
East-West Connections



- Railway
- Primary routes
- Secondary routes
- Footpaths and cycle routes

- Primary routes
- Routes
- Footpaths and cycle routes

North-South Connections



Landscape Context - Flooding

Policy 22 of the National Planning Framework 4 sets out strict controls on development in areas at risk of flooding. Proposals are only supported where they are essential infrastructure, water-compatible uses, or involve redevelopment that reduces vulnerability or makes positive use of previously used land, provided they follow SEPA guidance and ensure long-term safety.

Smaller alterations to existing buildings are acceptable if they do not increase risk, and proposals that create or enhance natural flood management and blue-green infrastructure are supported.

Bo'ness lies within SEPA's Forth Estuary Local Plan District, a flood-management area covering coastlines, estuaries, and river catchments across central Scotland. Within this district, Bo'ness is identified as a Potentially Vulnerable Area (PVA 10/12), where flooding may arise from surface water and coastal sources. In this area, approximately 200 residential and 70 non-residential properties face flood risk.



Bo'ness Wider Area Flood Map - SEPA: <https://map.sepa.org.uk/floodmaps>



Bo'ness Town Centre Flood Map - SEPA: <https://map.sepa.org.uk/floodmaps>

SWOT Analysis

Strengths

- Rich historic character with Conservation Area status and multiple listed buildings.
- Strong cultural and visitor assets, including the Hippodrome Cinema, Museum of Scottish Railways, Bo'ness and Kinneil Railway, Kinneil Estate, and proximity to Blackness Castle.
- Coastal location with the Foreshore Local Nature Reserve and links to the John Muir Way and National Cycle Route 76.
- Good community identity and active local groups
- Strategic position in Central Scotland with road links to Edinburgh, Glasgow, and Stirling.

Weaknesses

- Limited range of comparison retail and declining proportion of residents using the Town Centre for main shopping.
- Vacancies in the Town Centre.
- Poor physical and visual connections between the Foreshore and the Town Centre.
- Limited visitor accommodation within the Town.
- Underused assets, sites and gap sites in the Town Centre.
- Steep slope between the Town Centre and most of the rest of the Town.
- Limited public transport and active travel connections within and outwith the Town.



Landscape Constraints

Bo'ness Pipeline Construction Zone



SWOT Analysis

Opportunities

- Around 870 new homes planned nearby, increasing potential local footfall and spend.
- Potential to strengthen tourism links with nearby regional attractions (The Kelpies, Falkirk Wheel, Linlithgow).
- Enhancement of active travel infrastructure and integration with 20-minute neighbourhood principles under NPF4.
- Scope for Heritage funding for Town Centre buildings fabric repairs.
- Scope for Town Centre living through reuse of vacant buildings and gap sites.
- Celebration of local industrial heritage.
- Expansion of events, heritage interpretation, and cultural programming.
- Increase of cultural and small business vibe in Town Centre

Threats

- Ongoing shift to online retail challenging traditional high street trade.
- Competition from larger retail centres in nearby Towns (e.g., Grangemouth, Falkirk).
- Coastal flood risk despite existing flood protection measures.
- Economic uncertainty affecting investment and local spending.
- HSE constraints associated with BP Forties pipeline.



Landscape Opportunities

Part 02

Public Engagement



Summary of Engagement

Introduction

This section of the report summarises the findings of the recent community engagement activity undertaken in Bo’ness to inform the emerging Town Centre Masterplan. It brings together contributions from residents, businesses, community groups, and other stakeholders to ensure that local voices shape the Town’s future.

The engagement aimed to generate practical, people-centred ideas for revitalising Bo’ness and to strengthen the collaborative relationship between the community and Falkirk Council. The high level of participation and the thoughtful discussions demonstrated the community’s strong commitment to the Town’s identity, environment, and future opportunities.

Engagement Overview

Public engagement for the Bo’ness Town Centre Masterplan was carried out via the following means:

- Discussion with the Community Council: this took place as part of the Community Council’s regular monthly public meeting in May 2025.
- an online survey on Participate+ running from
- a full-day community engagement event held at Bo’ness Library
- a discussion event with businesses located in the Town Centre.

A detailed record of the each of the above can be found in Appendix A.



Public Consultation June 2025



The Masterplan advertised in the local press

Discussion with the Community Council

The discussion took place on 15 May 2025.

The following areas of focus suggested at the meeting:

- Improving the link from the Foreshore to the Town centre.
- Public transport improvements – bus and rail.
- Cohesiveness of the Town centre’s three main assets and making sure footfall is shared amongst them - the Foreshore, Bo’ness and Kinneil Railway, and the Town centre.
- Encouragement of street cafes and al fresco dining.
- Debate around the merits of pedestrianising some Town centre streets such as South Street.
- Promoting the Town not only to visitors but particularly to new residents. For example, events/regular markets would help local businesses to showcase and attract new residents down to the Town centre.
- Some Town centre workers were thought to be taking up parking spaces all day that could be prioritised for customers.
- Bins are not emptied at weekends, which makes the Town and foreshore less appealing.

Participate +

The online survey was open between 27 May 2025 and 7 July 2025. It called for participants to identify aspects of Bo’ness Town Centre that they liked and disliked, as well as to outline improvements they would like to see in specific locations and ideas for future improvements.

Community Engagment In-person Event

An in-person event was held on 9 June 2025 running from 12:00 PM to 7:00 PM attended by 78 participants. The session provided an opportunity for local residents, business owners, and stakeholders to share their ideas and feedback to help shape the future of the Town Centre. The event included:

- Open discussion areas
- Idea boards and flipchart stations
- Informal drop-ins with Council staff and partners
- Focused conversations around key themes: **public realm, accessibility, transport, housing, business development, heritage, and community trust**

Officers from Falkirk Council (including planning, transport, and community development teams) were on hand throughout the day to answer questions and listen to concerns, which helped build confidence in the process.

Town Centre Businesses Discussion

A summary of emerging themes was discussed with a Businesses around the Town Centre of Bo’ness. A total of 24 businesses attended the event along with members of Falkirk Council’s team and the consultant team.

Common points from across the engagement activities

- Make more of the foreshore: more things to do, play, cafes, event stage, watersports in the dock, and better links to the Town centre
- More vibrant mix of shops, cafes, bars and restaurants in the Town centre, especially independents and more evening economy
- More more of the Hippodrome as a cultural/arts hub
- Tackle cleanliness, particularly refuse collections at weekends and bin management/storage
- Maintenance of buildings and shopfronts, especially in the eastern part of the Town centre
- Better parking enforcement and management - 20 minutes waiting time is not enough
- Create more pedestrian / public space in the Town centre for cafes, markets, events etc - possibly Market Street bus station and South Street
- Better public transport
- Improved connections between the railway museum and Town centre

Part 03

Future Vision



Future Vision

Bo'ness Town Centre is a jewel on the Forth; a delightful, vibrant and inspiring coastal Town with a rich history, creativity and a thriving local economy.

Bo'ness Town Centre is a vibrant, welcoming, and well-connected heart of the community. It supports the wellbeing of residents, offers access to opportunities, and reflects the Town's strong identity. The Town Centre makes the most of its historic character, coastal setting, and fantastic green spaces (notably along the Foreshore Coastal Park), while providing a mix of shops, services, housing, and cultural attractions. It is easy to reach on foot, by bike, and by public transport, and has strong links to and along the coast and surrounding neighbourhoods. As a place for living, working, and visiting, the Town Centre is lively throughout the year; offering something for all ages and interests during the day and evening.





Core Ambitions + Objectives

To deliver the Future Vision here are a series of inter-connected Objectives to guide the prioritisation of projects;

Better Connected Town Centre

Bo’ness Town Centre cannot thrive without sustainable travel options that enable everyone in Bo’ness and the wider region to get to the Town Centre easily, conveniently and affordably - every day, evening and weekend. Joining up journeys to ensure everyone can get to Bo’ness Town Centre is a pre-requisite to successful regeneration, enabling the community to ‘live well, locally’.

Bo’ness : a Jewel on the Forth

A coastal destination with exemplary marine heritage, part of a network of great historic places on the Firth of Forth linked to Linlithgow, Blackness and Culross by water, the John Muir Way and the National Cycle Network. A historic place but also a lively 21st Century Town for locals and visitors alike, where the Railway Museum and (until recently) the Ironworks are heritage assets still actively in use. Repurposing the Harbour and Dock can connect the foreshore and Town centre, rejuvenate heritage, and bring the Town’s story to life.

A Warm Welcome : Boosting Evening and Tourism Economy

The look, feel and offer of the Coastal Town Centre needs to be enhanced to support a vibrant Town Centre economy. Bo’ness already has some fantastic independent businesses, food and drink, community and visitor destinations that are the foundation of a thriving place with a vibrant year round visitor economy providing jobs and a convivial Town Centre for locals to enjoy. Great places for visitors to enjoy and stay overnight will also enhance the everyday experience of local people.

Creative Cultural Town

Bo’ness has and can support a lively cultural scene with arts and crafts, and superb historic venues including the Hippodrome, Library and Town Hall. Positioning Bo’ness as a cultural haven on the Forth – complementing what Falkirk and the region can offer – ensures that the Town’s identity is contemporary and future focused as well as enjoying a rich history

Getting the Basics Right

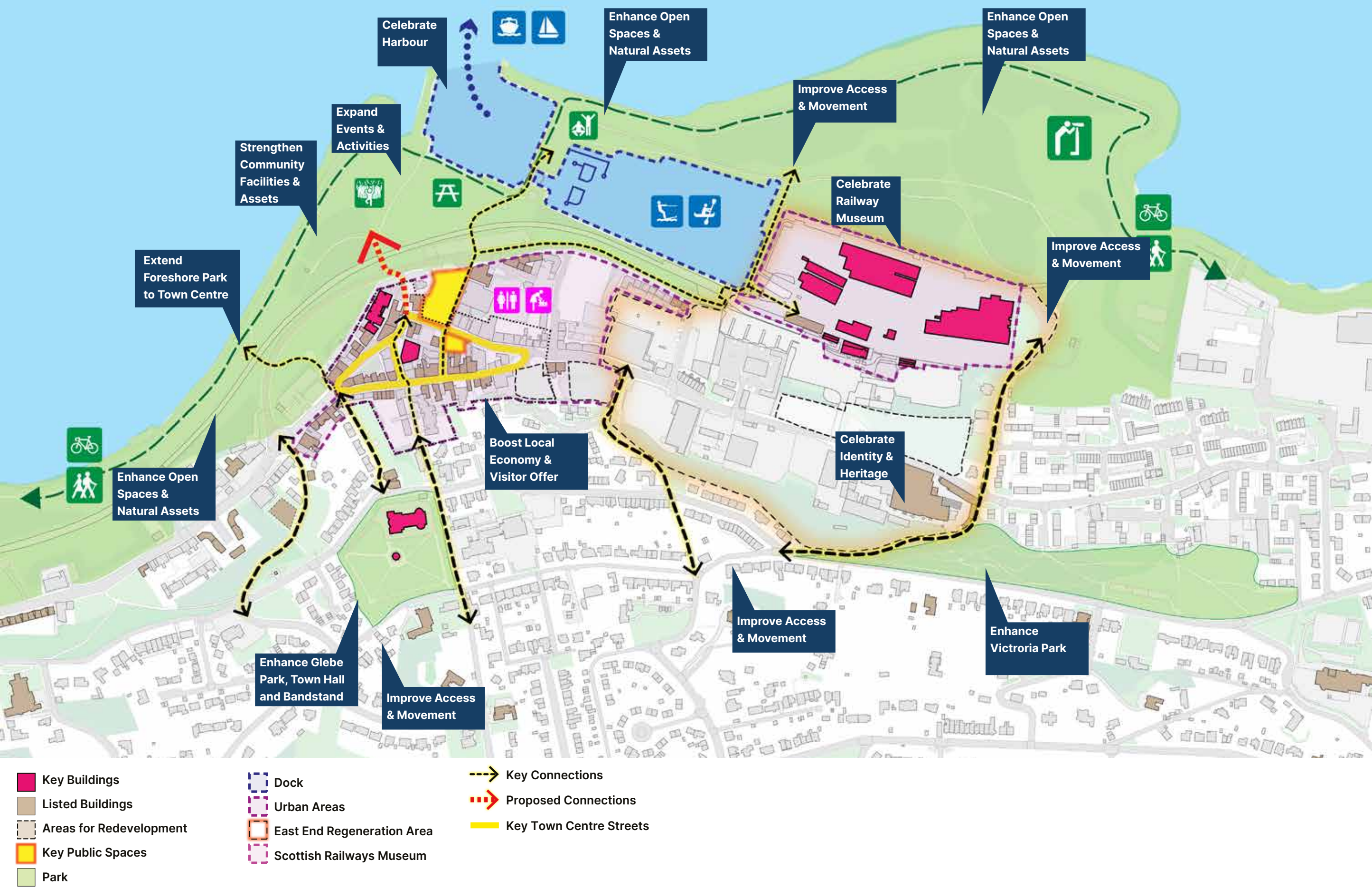
The ambitious objectives suggested above can only be delivered if there is focus on ‘getting the basics right’; a clean, safe and well maintained place. This includes integrated waste management as well as achieving the top objective of a well connected Town Centre. That provides a basis for success.

Part 04

Town Centre Masterplan



Masterplan



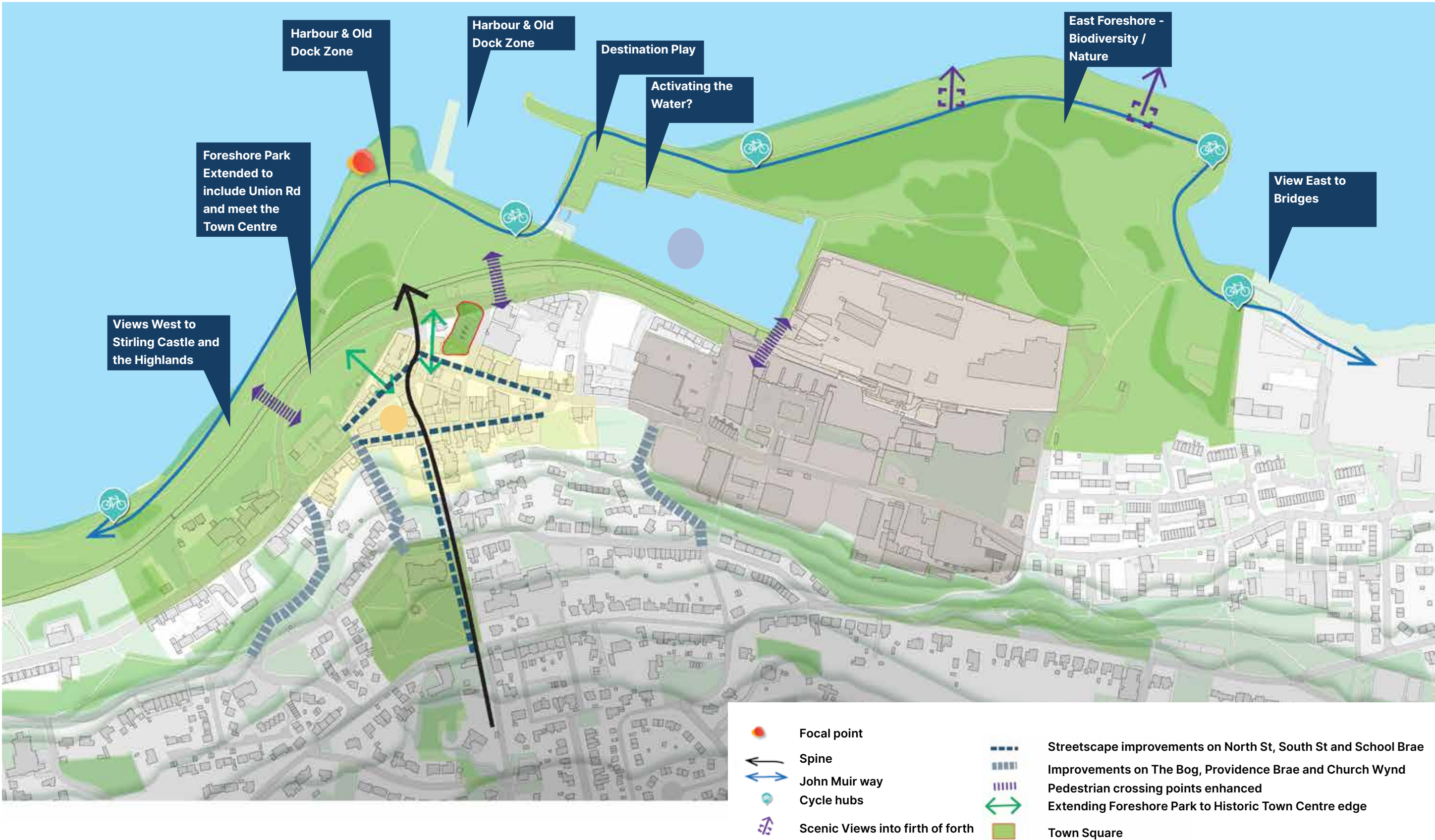
Masterplan Key Moves

The masterplan proposes the following key moves:

- 1. Improve access and movement** – deliver better wayfinding, make the Town Centre more inclusive and accessible, trial pedestrianisation in key streets, improve streetscapes, manage HGV impacts, and enhance north-south links between residential areas and the centre.
- 2. Boost the local economy and visitor offer** – develop a strong Town Centre brand, create loyalty schemes and a business association, promote Bo'ness as a “foodie” and arts destination, and expand visitor accommodation options. Invest in heritage and buildings – deliver a new conservation-led improvement programme (THI 2.0), upgrade shopfronts and key street frontages, encourage Town Centre living and redevelop prominent gap sites to strengthen the urban fabric.
- 3. Enhance open space and natural assets** – upgrade the Foreshore as a regional coastal park, extend the Western Foreshore Park to meet the historic Town Centre, improve the harbour and docks, create a coastal wildlife interpretation centre, redesign Market Square and the bus station as high-quality public space. Improve waste management and lighting in the Town Centre.
- 4. Strengthen community facilities and cultural assets** – enhance the library as a multi-use hub, rejuvenate the Town Hall, improve the Railway Museum link to the Town Centre, and provide improved public toilets including accessible Changing Places facilities.
- 5. Expand events and activities** – create an annual events programme, improve links between attractions and businesses, add event infrastructure to the Foreshore, and introduce facilities aimed at older children and young adults.
- 6. Celebrate identity and heritage** – develop a coastal heritage focus with access to the water, position Bo'ness as part of a wider “jewels on the Forth” destination network, and promote its creative, cultural, and living heritage.



Landscape Activation Strategy



Landscape Activation Strategy Map

Landscape Activation Strategy

The landscape activation strategy demonstrates how the core principles of the spatial framework could be realised within distinct areas of the site. Bo'ness is a Town rich in varied atmospheres and spatial character, offering a diverse range of opportunities for development that build on these existing qualities.

- **Existing Key character areas include:**
- **Glebe Park**
- **The Foreshore**
- **The Harbour**

Each of these areas possesses a unique identity that can be enhanced through sensitive and purposeful development. The areas listed below are the potential character areas that can be created as part of landscape activation strategy:

Town Park in the Central Foreshore

The existing Glebe Park as a Town park serves as a key green space within the Town and acts as a vibrant community hub. Its character can be reflected in the adjacent Central Foreshore, which presents an opportunity for a seamless green corridor. There is also potential to accommodate temporary uses such as markets, food trucks, or community events, activating the space throughout the year.

Country Park and Coastal Connection

The space to the west of the central Foreshore can be established as a Country Park with the potential for extension and better integration with the broader coastal open space network. Its current scrub-like vegetation and natural character align with the principles of low-impact recreational development. This area could be enhanced through improved access, interpretation, and links to adjacent natural assets.

Harbour Area

The Harbour is a key opportunity site for water-based recreation, including kayaking, paddleboarding, and other adventure sports. It could accommodate new, sensitively designed buildings or infrastructure such as equipment storage or activity centres, which support both residents and visitors engaging with the waterfront.



Precedent Example: York Town Centre



Precedent Example: Wirral country park



Precedent Example: Harbour improvements



Precedent Example: Brighton seafront Town park

Landscape Activation Strategy

Eastern Foreshore and Woodlands

The Eastern Foreshore, characterised by its wooded landscape, offers potential to emulate the feel of national parks such as Delamere Forest. It could support nature-based activities like birdwatching with RSPB sites as well as cycling, trail running, and skateboarding. A skate park or bike trail hub might also be appropriate here, balancing recreation and environmental sensitivity.

Movement and Connectivity

A key element of the framework is enhancing connectivity between these distinct areas. The spinal route through the Town, linking the existing Town Park to the Foreshore, should be emphasised and enhanced for active travel. The John Muir Way, which traverses the coastline, is a major asset that can be supported through the provision of cycle hubs, wayfinding, and rest stops at regular intervals.

Promoting cross-coastal travel by foot, bike, or even water could further integrate Bo’ness into the wider regional network. Investigating what lies directly across the Firth of Forth from Bo’ness (e.g. Fife coastal Towns, natural reserves, or transport connections) could reveal additional opportunities for tourism and day trips, helping to position Bo’ness as a gateway to the broader estuarine landscape. Diagram Highlights: Focal Points and Activation

As shown in the strategy, a focal point or sculpture is strategically placed at the edge of the Foreshore. It is intended to serve as landmark within the Townscape and as a connector between land and sea. And importantly, as beacon visible from the Fife coast, enhancing Bo’ness’ presence across the estuary.

The proposed design encourages vibrant public life through the integration of café pavilions, pop-up markets, and seasonal vendors along the spinal route particularly concentrated along the Foreshore. These dotted interventions are small in scale but high in impact, contributing to a lively and dynamic waterfront that invites both residents and visitors to engage with the space.

Broader Spatial Vision

All areas are proposed to be unified by the John Muir Way, a long-distance coastal route which passes through Bo’ness. Regularly spaced cycle hubs and clear signage can support cross-coast exploration and sustainable tourism, positioning Bo’ness as a vital link in a larger network of coastal destinations.

By leveraging existing assets and layering in new focal points, the Activation Strategy proposes a clear, cohesive vision for the future of Bo’ness rooted in place, connected by design, and activated for people.



Precedent Example: St Osyth water sports



Precedent Example: St Rhyl coastal path



Precedent Example: Delamere forests

Indicative Proposal for the Town Centre Public Realm

Bringing the Foreshore and Town Centre Together



- 1 Market square
- 2 Transient seating opportunities
- 3 Existing trees and planting
- 4 Proposed tree boulevard
- 5 Proposed hostile vehicle mitigation bollards
- 6 Feature paving
- 7 Feature paving within plaza spaces
- 8 Temporary markets
- 9 Flexible Plaza Space
- 10 Spill out space from shop frontage
- 11 Improved pedestrian Links to Foreshore
- 12 Outdoor cinema screening
- 13 Bus stop
- 14 Parking
- 15 Proposed planting
- 16 Temporary cafe and events space

Public Realm Precedent Images



2. Southgate, Bath Streetscape



3. Saltcoats



1. Kilwinning streetscape



4 Bromley Town centre Regeneration

Part 05

Action Plan + Projects



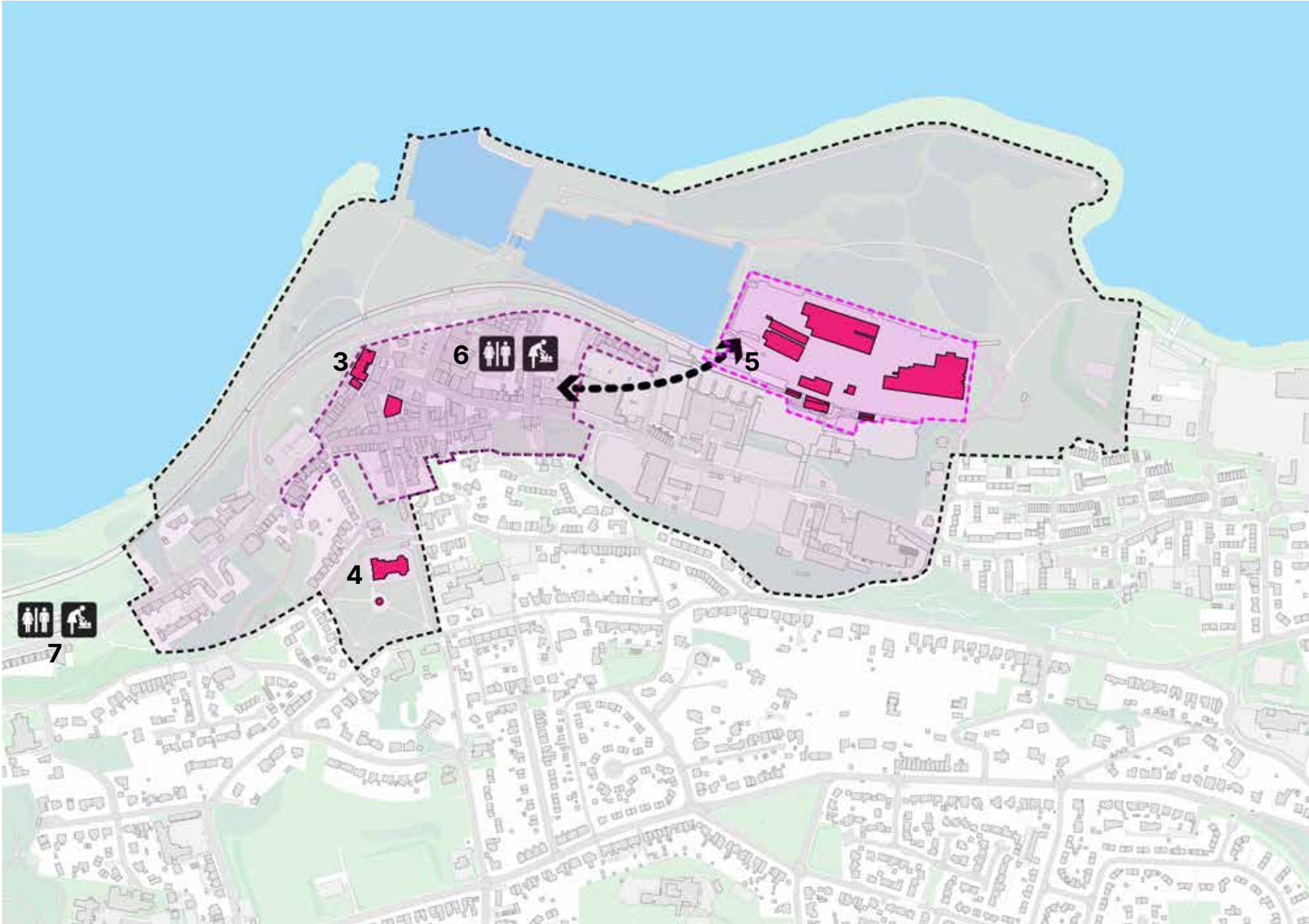
Emerging Projects

Community + Culture	Business + Economy	Buildings (incl. Built Heritage)	Open Space (incl. Natural Heritage)	Getting Around
1. Welcome Pack for New Residents	1. Destination Development Group	1. East End Regeneration - focused investment to improve the Links Road area	1. Bo'ness Foreshore - east central Scotland's Coastal Park	1. Improved Wayfinding - especially signage on Foreshore / National Cycle Route to Town Centre destinations
10. Town Centre Heritage Trail, Guide + App	2. Promote the Town Centre - Branding / Visitor Destination campaign	2. Gap Site Redevelopments	2. Harbour and Dock improvements - waterfront destinations : e.g. water-sports, aquatic planting, , quayside destination / café, historic shop	2. Accessible / Inclusive Town Centre - drop kerbs, lighting etc.
2. Town Centre Community Officer / Champion	3. Overnight Visitor Accommodation : Enhance Visitor Offer - camping / camper vans, hotel, bunk house, self catering etc.	3. Promote Town Centre Living	3. Market Square and Bus Station redesign - new public space / market square (with canopies?) to create a sense of arrival. -	3. People First Town Centre - 20 mph Traffic Speed Limit
3. Establish a Town Centre Info Hub @ the Library - including Tourist Info	4. NCR / John Muir Way promotions to attract walkers / cyclists to Town Centre	4. THI 2.0	4. Bin Management - trial new solutions to residential/commercial bins, improve public waste bin regime, weekend clean ups	4. People First Town Centre - Pedestrianisation of Key Streets - trials / ETRO - esp. Market Street and Hope Street
4. 21st Century Town Hall		5. Shopfront Improvements	5. Western Gateway	5. Review One-Way Routing - North Street and South Street ETRO
5. Improve Railway Museum connections to Town Centre and enhance visitor experience		6. Feature Lighting + Lighting Strategy - showcasing Bo'ness landmarks after dark	6. Network of Viewpoints	6. Streetscape Improvements through Historic Core
6. Retain and promote enhanced Public Toilets		7. Matthew Steele Heritage Campaign + Trail	7. Public Art Strategy	7. Cycle Friendly Town Centre
7. Changing Places toilet / Cycling Without Age facilities				8. Reduce HGV Impacts - enforcement, speed reduction, crossing points on Union Street
8. Promote a programme of Community events, activities				9. Bus Service Review - Review the wider Falkirk bus network to understand any opportunities / changes that can be made to improve the service locally
9. Youth Hub / Hangout - focus on things for older children / young adults in Town Centre				10. New Mobility Hub - including Bus Stances
				11. School Brae improvements - seating, lighting and handrail
				12. North-South Connections Improvements - up the hill / to residential neighbourhoods
				13. Improve Feeling of Safety in Town Centre - esp. for young people, e.g. eastern 'canyon' of South Street
				14. Public Transport Connectivity - between Town Centre / suburbs / Linlithgow / Falkirk
				15. Firth of Forth Cruises - link to Culross and other coastal destinations

Community + Culture

Improving community and cultural facilities is central to making the Town Centre a place where people want to spend time. This includes enhancing the library as a multi-use space for information, heritage, tourism, and local services, and restoring the Town Hall as a flexible venue for events and gatherings. Strengthening links with the Railway Museum would connect cultural assets more effectively to the core, while providing accessible facilities such as Changing Places toilets would make the Town more inclusive. Initiatives like a welcome pack for new residents and improved community communications could also build stronger local engagement and pride.

Community + Culture
1. Welcome Pack for New Residents
2. Town Centre Heritage Trail, Guide + App
3. Town Centre Community Officer / Champion
4. Establish a Town Centre Info Hub @ the Library - including Tourist Info
5. 21st Century Town Hall
6. Improve Railway Museum connections to Town Centre and enhance visitor experience
7. Retain and promote enhanced Public Toilets
8. Changing Places toilet / Cycling Without Age facilities
9. Promote a programme of Community events, activities
10. Youth Hub / Hangout - focus on things for older children / young adults in Town Centre



Community & Culture Projects

- Dock
- Urban Areas
- Scottish Railways Museum
- Key Buildings

Community + Culture Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
1. Welcome Pack for New Residents	n/a	Create an attractive and positive 'Welcome Pack' for all new residents in all new dwellings across Bo'ness. The Welcome Pack would promote the Town Centre (with branding, a map, and include vouchers for Town Centre businesses) perhaps alongside a 'Scotland Loves Local' / Bo'ness Town Centre loyalty card scheme or similar for all residents; new and existing.	To provide a warm welcome to new Bo'ness residents, raise awareness of Town Centre offer and to promote positive habits so that new (and existing) residents are encouraged to visit and use the Town Centre.	a Bo'ness Business Group / Association (when formed), Bo'net, with support from Falkirk Council and Scottish Towns Partnership	Once Bo'ness Business Group / Association is established a priority should be campaigns and incentives to encourage footfall and spend in the Town Centre. This scheme could be extended to all residents as part of a Bo'ness Town Centre promo campaign.	
2. Town Centre Heritage Trail, Guide + App	Town Centre	Establish a heritage trail or trails across the Town Centre showcasing built and natural heritage highlights. There are already a range of in-situ boards and panels. There are also currently 3 no. free audio guides hosted on the izi.TRAVEL app The guides are summarised on Bo'net website > https://bonet.org.uk/audio/ and include an audio guide for the Town Centre > https://izi.travel/en/feb1-bo-ness-Town-centre/en featuring 12 locations. Co-ordinating this resource, printed brochures and equivalent in-situ interpretation panels describing the built and natural heritage of the historic coastal Town Centre will aid the promotion and awareness of the Town's history and contexts.	To celebrate a showcase the stunning built and natural heritage of Bo'ness Town Centre. To promote the Town Centre to visitors and to raise awareness and pride amongst local community.	Relevant local heritage groups (incl Railway Museum), local community organisations (eg. Community Council), Falkirk Council's Library / Heritage teams, relevant National Agencies (eg HES, NatureScot etc.)	Audit in-situ and online resources and assess how best to co-ordinate / present as coherent information. Identify any gaps / inconsistencies and seek funding to co-ordinate the branding and presentation of material on-site and online.	
3. Town Centre Community Officer / Champion	Town Centre office / base	Paid Development Worker post (remit, days per week, timeframe tbc) to; - co-ordinate priority project delivery per the Town Centre Masterplan - foster partnership working between business and resident community, Council and other key stakeholders - promote the Town Centre - identify funding and investment opportunities	To provide place leadership and co-ordinate the various ongoing initiatives and projects being promoted in Bo'ness, especially those with a Town Centre focus.	Falkirk Council to work with local stakeholders (Community Council, Bo'net, others) to develop a role descriptor, agree remit, secure funding and recruit	Agree role descriptor and secure funding to enable recruitment process to commence.	
4. Establish a Town Centre Info Hub @ the Library - incl Tourist Info	Bo'ness Library	Retain and enhance Bo'ness Library - raising awareness that it is an accessible info hub for the community and tourists and is the natural venue in the heart of the historic Town Centre providing a focus to celebrate the Town's heritage, culture and to host events (incl exhibitions, screenings, performance). The Library already has meeting spaces and should host community and cultural activities regularly. These should augment those venues / facilities at the Town Hall to cater for a wide range of activities.	Ensuring the Library is sustainable suggests it needs to provide a range of compatible uses. Liaison with Visit Scotland and others to establish a tourist information offer at the Library would encourage footfall and promote the Town Centre.	Falkirk Council to work with local heritage, civic and cultural groups. Liaise with Visit Scotland and others re tourism offer / info coordination.	Review with Library Service and other relevant stakeholders future plans for the Library. Consider scope to enhance the existing facilities to enable in-person and digital access alongside core Library functions including employability etc.	

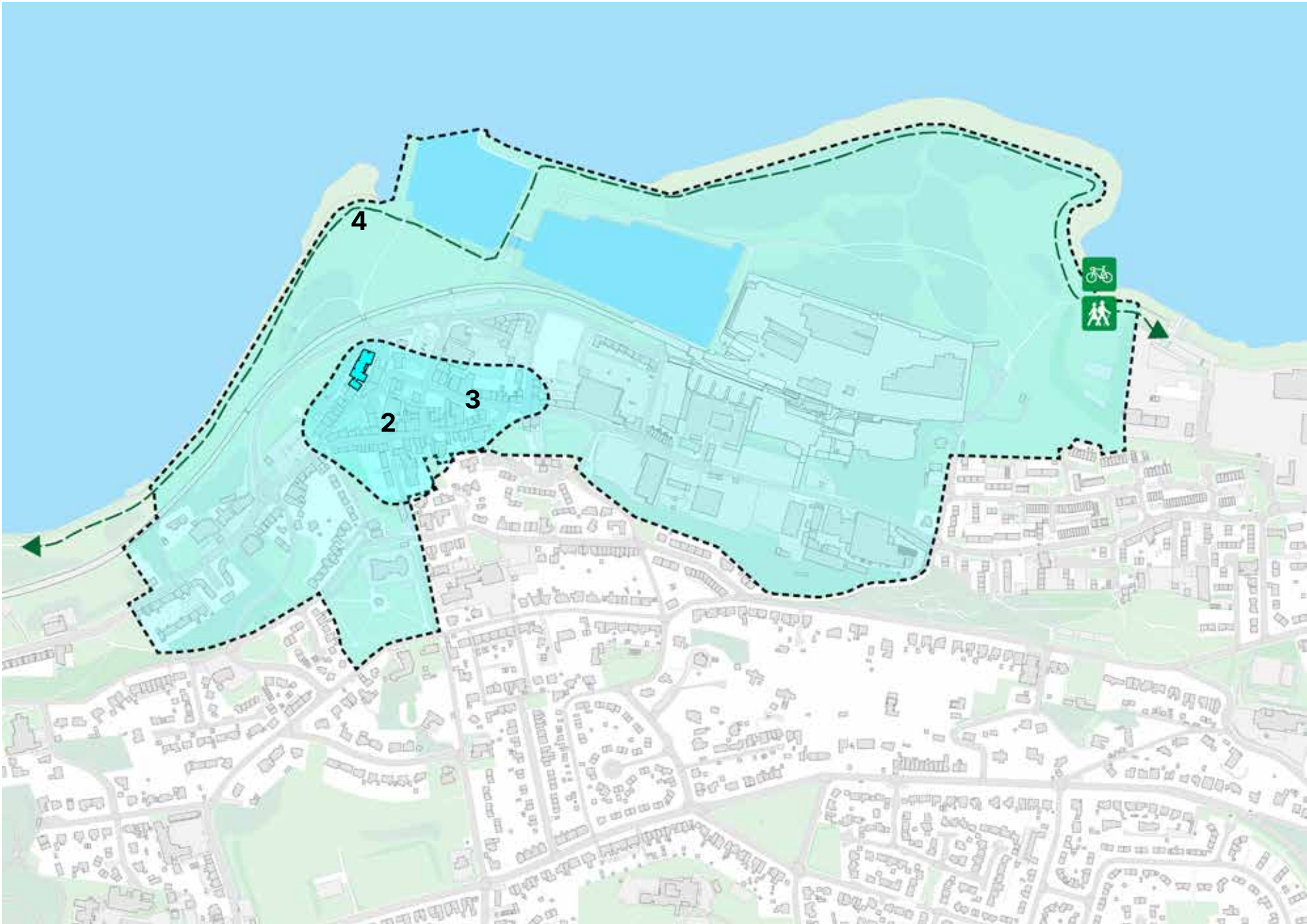
Community + Culture Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
5. 21st Century Town Hall	Bo'ness Town Hall	Rejuvenate the Town Hall as a Community Venue. Following on from the recent displacement of activities during the redevelopment of Falkirk Town Hall the facilities at Bo'ness Town Hall should be reviewed to establish any enhancements required to provide a natural home for future community and cultural events. This, in tandem with the smaller spaces at the Library, should create a range of venues suitable for a wide and diverse array of activities - thereby sustaining activities in a listed building.	To sustain and refresh the original role of the Town Hall building to serve contemporary community needs whilst keeping a listed building in use. Alongside the Library, establish a network of venues and public facilities that enable community activities and contribute to a 20 min neighbourhood / Town and 'Living Well, Locally'.	Falkirk Council to work with local community groups and cultural stakeholders to establish a business case to upgrade / enhance the Town Hall as a venue.	Undertake a review of venues and facilities across Bo'ness and assess how best to enhance the offer with retained and enhanced facilities at the Town Hall.	
6. Improve Railway Museum connections to Town Centre and enhance visitor experience	Bo'ness & Kinneil Railway and Museum of Scottish Railways	Ensure joint promotion of the Railway Museum and the Town Centre; each nationally significant destinations that don't maximise and coordinate joint benefits with the other. Improve the quality and accessibility of the paths / connections linking the Museum campus and the Town Centre so that they are seamless and well connected - to support footfall between and encourage visitors to one destination to visit and spend time at the other.	Railway Museum and Town Centre are both historic attractions of national significance but the poor physical connections between them, and lack of consistent joint promotion of both destinations fails to maximise the benefits of proximity and shared audience. Promoting the Railway Museum and the Town Centre should benefit both locations and ensure that the Museum becomes a key part of the Town Centre experience.	Scottish Railway Preservation Society and Bo'ness Business Group / Association (when established - with SRPS a key member), supported by relevant Falkirk Council departments	Undertake traffic and public space studies to improve the setting around the Museum and its connection to the Town Centre. Establish connections both towards the Town and the Foreshore, east and west.	
7. Retain and promote enhanced Public Toilets	Existing Public Toilets at Register Street	Retain and upgrade existing Public Toilet facilities. Increase awareness / improve wayfinding - especially from National Cycle Route along the Foreshore.	Clean, convenient and accessible toilet facilities in the heart of the Town Centre will encourage visitors and locals to use the Town Centre; including those who may otherwise experience social isolation and loneliness.	Falkirk Council alongside any relevant community groups / partners, Sustrans Scotland	Identify potential locations and begin consultation with local groups.	
8. Changing Places toilet / Cycling Without Age facilities	Corbie Inn at Corbiehall	Deliver proposals for a Changing Places toilet facility at Corbie Inn (or at Register Street as a fall-back) alongside Cycling Without Age facilities.	Providing inclusive, highly accessible Changing Places and Cycling Without Age facilities would support accessible tourism and encourage wider participation in Town Centre life from groups of the community who would otherwise feel excluded.	Corbie Inn and partners, supported by Falkirk Council and relevant partners	Pursue funding support > https://inspiringscotland.org.uk/fund/changing-places-toilets-fund/	
9. Promote a programme of Community events, activities	Various venues around Bo'ness	Set out year-long series of events indoors and outdoors and promote to the Town and throughout Falkirk.	Bo'ness has the opportunity to become a leisure destination not just for Falkirk but also for the wider Central Belt. A rich programme of events and activities would encourage a wider audience.	Falkirk Council, local businesses, local community groups	Pursue funding, identify potential venues, start with low-cost activities to establish Bo'ness as a cultural and leisure destination.	
10. Youth Hub / Hangout - focus on things for older children / young adults in Town Centre	Bo'ness Town Centre	Provide facilities and activities for older children to have a positive experience in the Town Centre. Provide safe spaces and positive / productive ways for youths to spend time around the Town Centre. Establish the Town Centre as an attractive destination for the local youth.	Providing opportunities for younger children and young adults to spend time creatively in the Town Centre creates a stronger sense of connection for the future residents of Bo'ness while helping to reduce anti-social behaviour.	Falkirk Council alongside any relevant community groups / local schools, local sports clubs.	Pursue funding and support Identify and occupy spaces to provide youth-oriented activities, both indoors and outdoors.	

Business + Economy

Strengthening the local economy involves supporting existing businesses and creating conditions for new opportunities. A loyalty scheme and the formation of a business association would encourage collaboration and customer retention. Developing a distinctive Town Centre brand, supported by targeted marketing, could position Bo’ness as a visitor destination. Niche focuses such as becoming a “foodie” or arts destination would help differentiate it from nearby centres, while expanding visitor accommodation options would extend visitor stays and spending.

Business + Economy
1. Destination Development Group
2. Promote the Town Centre - Branding / Visitor Destination campaign
3. Overnight Visitor Accommodation : Enhance Visitor Offer - camping / camper vans, hotel, bunk house, self catering etc.
4. NCR / John Muir Way promotions to attract walkers / cyclists to Town Centre



Business & Economy Projects

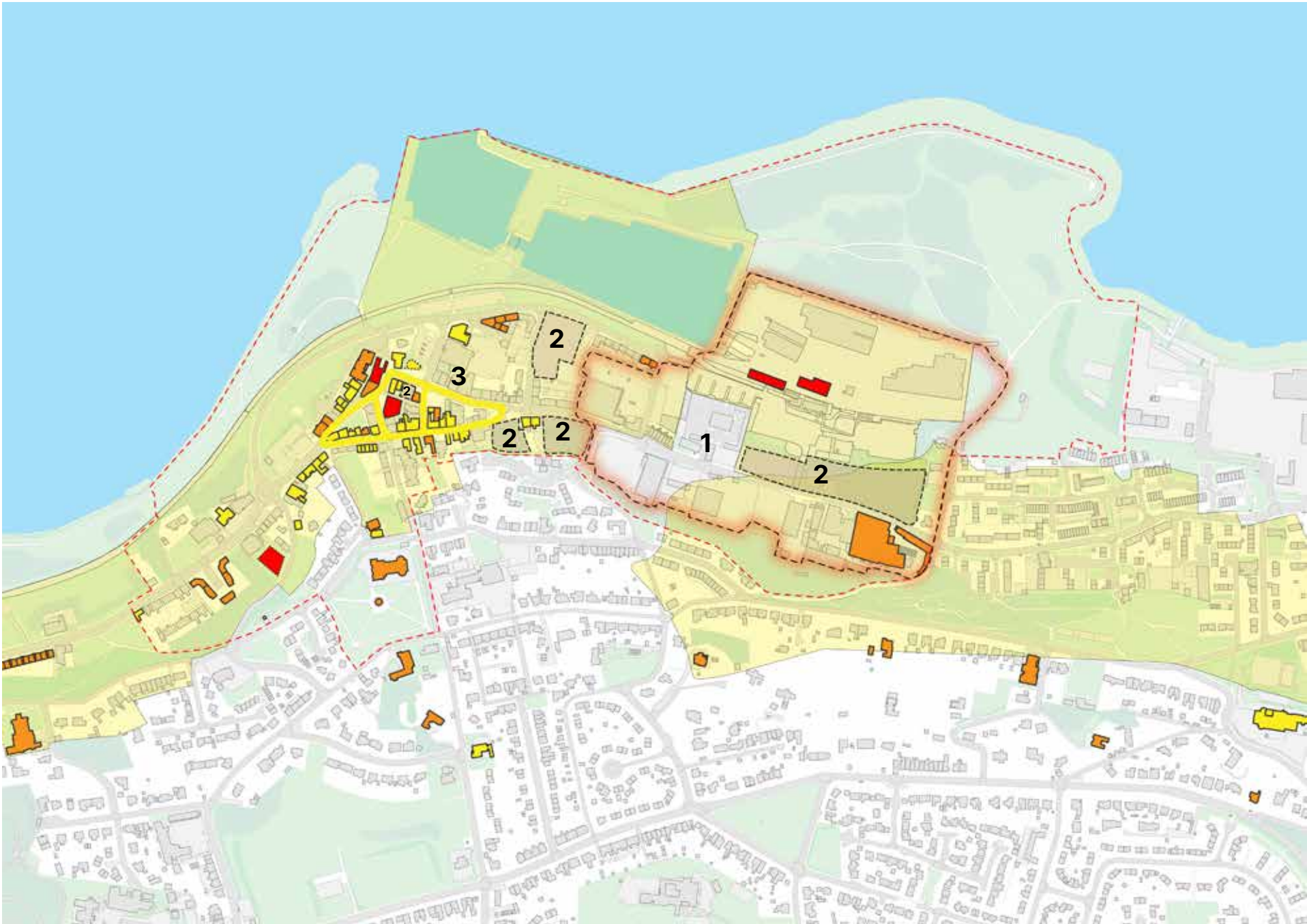
Business + Economy Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
1. Set-up a Business Association / Group (proposed Destination Development Group)	Whole Town	Building on the existing network of informal groups (Bus-ness, Bo'net etc.) explore the possibility of a more formal grouping / organisation jointly promote and advocate for the Town Centre, plan events and coordinate activities / delivery of recommendations from this Report. Business Grouping (suggested working title = Destination Development Group) could also access funding to support business coaching and to showcase / celebrate long-standing and emerging new businesses in the area.	Collaboration and coordination across the local business community will assist in promoting the Town Centre as a destination for locals and visitors. An association / group representing business interests and coordinating initiatives / events has proven effective elsewhere - with positive impacts.	Town Centre businesses, Town Centre Champion, Falkirk Council, Scottish Enterprise, Scottish Towns Partners, Development Trust Association Scotland, local community groups		
2. Promote the Town Centre - Branding / Visitor Destination campaign	Whole Town	Bo'ness is a strong 'place identity' and has the attributes of a very successful destination for visitors. However it is not as well known as it could or should be. Developing a Brand and associated campaigns to promote the Town should be considered. Playing to the existing assets and strengths themes authentic to the place could include; - Living Heritage (an historic place that is a lively, modern Town) - Art Town : developing an offer around existing venues, galleries and local artists to support creativity and arts - Foodie Town : showcasing the established network of independent food and drink producers and outlets	Bo'ness has unfulfilled potential as a visitor destination. There is scope to develop and test the impact of a high quality campaign to raise awareness about Bo'ness and promote it as a great destination, alongside neighbouring attractions in Blackness, Linlithgow, Falkirk and across central Scotland. If successful this would result in increased footfall and sustain the Town Centre and local evening economy. It would also create a more vibrant Town Centre providing a high quality of life for local residents, attracting new residents.	Proposed Destination Development Group in coordination with local businesses, Falkirk Council, Visit Scotland and others		
3. Overnight Visitor Accommodation : Enhance Visitor Offer - camping / camper vans, hotel, bunk house, self catering etc.	Whole Town	Proactively seek to attract investment / operators to provide a diverse array of overnight stay options; from camping / motorhomes to hotels and potentially also including bunk-houses (on the John Muir Way), boathomes on the Dock, B&B, self-catering lets etc. Ideas suggested in Consultation Events include those listed above and could involve a trial for motorhome park / camping near the Railway Museum or at the Foreshore.	There is a lack of overnight visitor accommodation in Bo'ness. This undermines its potential as a thriving visitor destination. Supporting a range of year round or seasonal offers would help develop the local visitor economy to support Town Centre businesses and events as well as benefit from the locational advantage Bo'ness / Falkirk has between Edinburgh, Glasgow and the attractions across central Scotland as well as the airports and ferry ports nearby.	Proposed Destination Development Group in coordination with local businesses, Falkirk Council, Visit Scotland and others		
4. NCR / John Muir Way promotions to attract walkers / cyclists to Town Centre	Town Centre wide	Specific and targeted campaign / scheme to attract long-distance walkers / cyclists on the John Muir Way to spend time (and money) in the Town Centre. This scheme could run in tandem with the Loyalty Scheme cited above and Wayfinding enhancements suggested in this report and be part of a wider John Muir Way promotion that benefits the Towns along the route.	Despite favourable projections anecdotally participants at the Consultation Events reckon that there has not been a significant boost in footfall / economic activity following the creation of the John Muir Way. Initiatives to entice passing footfall to come into the Town would be welcomed by local businesses.	Proposed Destination Development Group in coordination with Sustrans Scotland, local businesses, Falkirk Council, Visit Scotland and others		

Buildings (Including Built Heritage)

The Town’s heritage buildings are a major asset and should be a focus for investment and renewal. A follow-on heritage improvement programme (such as THI 2.0) could target priority properties for restoration, while shopfront improvements would enhance the streetscape. Redevelopment of gap sites would repair the urban fabric and provide space for new uses. Improving the appearance of key frontages and approaches to the Town Centre, particularly along Main Street and at the west end, would create a stronger sense of arrival and visual appeal.

Buildings (incl. Built Heritage)
1. East End Regeneration - focused investment to improve the Links Road area
2. Gap Site Redevelopments
3. Promote Town Centre Living
4. THI 2.0
5. Shopfront Improvements
6. Feature Lighting + Lighting Strategy - showcasing Bo’ness landmarks after dark
7. Matthew Steele Heritage Campaign + Trail



Buildings (Including Built Heritage) Projects

- A - Listed
- B - Listed
- C- Listed
- Conservation Area
- East End Regeneration Area

Buildings (Including Built Heritage) Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
1. East End Regeneration - focused investment to improve the Links Road area	Largely industrial area east of Tesco / Lidl and south of the Railway Museum	The East End of the Town Centre is a key 'gateway' into Bo'ness. It currently presents a poor and unwelcoming first impression. A long established industrial area, the land on both sides of Links Road immediately east of the historic Town Centre, is in decline. The recent announcement regarding the liquidation of Ballantine Castings ironworks (a renowned, flagship business with extensive heritage) reinforces the sense that the East End requires intervention to rejuvenate and redefine its role in the Town Centre's economy and enhance the look and feel of the area, and improve the first impressions it creates. A focused Masterplan / Action Plan is recommended to dovetail physical / environmental improvements to economic and community development. Opportunities to explore could include; - finding ways to sustain / rejuvenate the established craft / industrial uses synonymous with the location ('Living Heritage' sustaining craft skills vital to conserving our built heritage nationally) - introducing new economic activities to diversify the area (visitor / tourism, green economy / tech / advanced manufacture etc.) - skills hub / enterprise start up - mixed-use development that could include Railway Museum campus extension, overnight accommodation / hospitality, residential etc.) - enable the Railway Museum to have a higher profile / point of access from Links Road (if practical) - ensuring the retention of Lidl and Tesco and aiming to enable investment to improve the setting of both supermarkets An East End Masterplan should take cognisance of and promote develop of the prominent gap sites on Main Street (see project listing below)	The East End is a large and strategically vital location within the Town Centre Masterplan study area. It is exhibiting signs of decline, fails to provide a positive 'gateway' and requires targeted intervention to guide the regeneration of the area. Anchor institutions, such as the Railway Museum, can play a role in redefining this part of the Town Centre to ensure it contributes to a thriving and sustainable local economy.	Town Centre Champion, Anchor institutions / businesses (Railway Museum, Tesco, Lidl, industrial businesses, landowners, Falkirk Council,		
2. Gap Site Redevelopments	Prominent Gap Sites incl; - site on South Street / Main Street north of Bomar Avenue - site at the foot of The Bog on Main Street, opp Lidl - site on North Street adjacent to the Hippodrome	Attracting high quality Town Centre mixed-use development (incorporating Town centre living and/or addressing the lack of overnight visitor accommodation) should be prioritised. The preparation of a Development Brief should be considered as a way of de-risking the site and encouraging development.	Longstanding gap sites that detract / blight the 'Gateway' approach to the Town Centre from the east. These sites present an opportunity to act as a catalyst for the East End Regeneration listed above, address the Town Centre Living agenda and help repair gaps in the Townscape. The site adjacent to the Hippodrome is critical to the setting of the New Market Square - and maybe associated with the Hippodrome if that is a viable proposition.	Falkirk Council, landowners, developers		

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
3. Promote Town Centre Living	Town Centre wide	Continue to promote Town centre living by; - proactively supporting initiatives to retain / refurbish / repurpose existing property for dwelling in to the Town Centre (whilst avoiding displacing viable non-residential uses crucial to a mixed-use Town Centre) - encouraging mixed tenure new build dwellings in the Town Centre, notably at prominent gaps sites where consistent with Planning and Housing policy. - target dwelling types that seek to offer homes for households under represented in Bo'ness, or whom would benefit from being located in the Town Centre (e.g. - independent and co-living for elderly, first time homes, housing for varying needs) so that occupants have good access to Town Centre amenities.	Achieving a mixed-use Town Centre with a sustainable Town Centre population is consistent with best practice regeneration and national / local policy. A resident population in the Town Centre ensures a consistent footfall and sense of passive surveillance at all time of the day / year.	Falkirk Council relevant departments, RSLs / Housing Associations, housebuilders, landowners, local charities		
4. THI 2.0	Conservation Area	The Townscape Heritage Initiative from 2003-2008 left a positive and enduring legacy that included the restoration of the Hippodrome and Public Realm and Shopfront Improvements. Securing funding on a case by case, or Town Centre / Conservation Area wide basis, would enable a further round of investment and targeted maintenance to sustain the significant built heritage in the Town Centre.	Establishing scope for a successor initiative, focused on the built heritage of the Townscape, would be a useful vehicle for incentivising building owners to invest in the maintenance of their property and ensure the Town Centre is well maintained, appreciated and promoted as a high quality destination with a strong local identity.	Town Centre Champion, Falkirk Council, Historic Environment Scotland, building owners / businesses		
5. Shopfront Improvements	Town Centre wide	Investigate scope to relaunch the shopfront improvement scheme piloted in the THI. Republish guidance and develop a grant support scheme to encourage businesses to participate - with a street by street focus recommended, for maximum impact.	Participants in Community Event highlighted the success and positive impact of the THI backed shortfront improvement scheme. Support to local businesses to extend and sustain improvements was felt to be high impact and attract locals and visitors to spend time in the Town Centre.	Town Centre Champion, Historic Environment Scotland, Falkirk Council, businesses, proposed Destination Development Group, building owners / occupiers		
6. Feature Lighting + Lighting Strategy - showcasing Bo'ness landmarks after dark	Town Centre wide	Install low energy, high impact feature lighting on key Bo'ness landmarks in and around the Town Centre and Foreshore to showcase the Townscape highlights, add sparkle to the Town Centre after dark and assist in orientation. Featuring lighting should be considered part of a wider Lighting Strategy to ensure key routes (notably to and along the Foreshore) are suitably lit to ensure a sense of safety after dark, whilst minimising light pollution and disturbing local ecology and diminishing key vista.	Improved lighting (incl. feature lighting of landmarks) would encourage great footfall after dark (supporting evening economy), and increase a sense of safety and ease of navigation after dark. It would also encourage increased accessibility to the Town Centre and Foreshore.	Falkirk Council, Sustrans, proposed Destination Development Group, local business and landowners		

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
7. Matthew Steele Heritage Campaign + Trail	Town Centre wide	Establish a Heritage Trail and campaign for the enhanced maintenance of key buildings across Bo'ness Town Centre designed by local architect, Matthew Steele. Raise awareness and appreciation of his life-work and impact on the Town Centre. Conserving the 'Matty Steele Building' at the prominent gusset site at the east end of North Street and South Street and the former Cinema on Corbiehall to the west end should be prioritised. Further info on his work and key buildings via weblink. Several of the buildings already benefit from on-site interpretation panels / information. Scope to create a trail with online and printed resources. https://falkirklocalhistory.club/people/matthew-steele/	Suggestion from local community to celebrate the acclaimed local Modernist architect, Matthew Steele. Prominent buildings already restored as part of THI and other initiatives (incl. Hippodrome and 'Coffin Court' now named Matthew Steele Court) and there should be an ongoing programme of conservation of his other work.	Falkirk Council, Historic Environment Scotland, heritage and civic groups, community groups, building owners and occupiers		

Open Space (Including Natural Heritage)

Bo’ness benefits from a strong network of open spaces, with the Foreshore being its most significant. Developing the Foreshore as a regional coastal park, alongside improvements to the harbour and docks, would strengthen its appeal. Adding features such as a coastal wildlife interpretation centre could enhance education and tourism, while redesigning Market Square and the bus station as high-quality public spaces would create a more welcoming centre. Better integration of the Foreshore with the Town, additional crossing points, and improved public realm maintenance would further improve accessibility and usability.

Open Space (incl. Natural Heritage)
1. Bo’ness Foreshore - east central Scotland’s Coastal Park
2. Harbour and Dock improvements - waterfront destinations : e.g. water-sports, aquatic planting, , quayside destination / café, historic shop
3. Market Square and Bus Station redesign - new public space / market square (with canopies?) to create a sense of arrival. -
4. Bin Management - trial new solutions to residential/commercial bins, improve public waste bin regime, weekend clean ups
5. Western Gateway
6. Network of Viewpoints
7. Public Art Strategy



Open Space Projects

- Key Public Spaces
- Park
- Dock
- Key Connections
- Proposed Connections

Open Space (Including Natural Heritage) Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
1. Bo'ness Foreshore - east central Scotland's Coastal Park	Foreshore (East and West)	Building on the success of Zetland Park restoration in Grangemouth and Helix Park in Falkirk, Bo'ness Foreshore has the potential to be one of the great urban / coastal parks of Scotland. It comprises 3 distinct zones; West Foreshore (open coastal community park / events / play, the Old Harbour and Dock (see below) and East Foreshore (natural heritage area). The Foreshore is perceived to start at the Railway line but it should be conceived as starting at the Town Centre, with Union Street and the Railway an integral part of the Foreshore Coastal Park. The Foreshore is Bo'ness Town Centre's park / open space. Improved connections between the Foreshore, the Town Centre and Railway Museum are highlighted under 'Getting Around'. Ideas for West Foreshore include; - new crossing point at Library - make more of sea views / vistas with viewpoints - campsite on Foreshore further west - pop-up kiosks/cafes (run y local businesses, not in competition) - event stage and infrastructure (power, waster, waste) - BBQ points - activities eg Park Run (already starting up), events programme - additional play and outdoor gym equipment East Foreshore already has some interpretation panels regarding natural heritage. There is scope to support and interpret enhanced biodiversity throughout hte Foreshore, especially at the East Foreshore. This could include Coastal wildlife centre / interpretation, bird hides, Ranger walks (perhaps linking to Kinneil Country Park and the Nature Reserve) and a programme of events (Springwatch etc.) In combination, and with the Harbour / Dock, Bo'ness Foreshore can be one of the great coastal parks on the Firth of Forth serving a regional catchment.	Bo'ness Foreshore is a major asset for the Town and the wider region. It can play an ever greater role as a regional destination and a local amenity - the natural host of community events and an integral part of the visitor experience. Site analysis, consideration of best practice elsewhere and taking cognisance of local community feedback the Foreshore is recognised as one of the best assets in Bo'ness with potential to be even better.	Falkirk Council, Town Centre Champion, SEPA, NatureScot, local community and sport groups, businesses / operators	Develop a landscape Masterplan for the Foreshore (including the Harbout and Dock) to coordinate aan incremental and phased approach to environmental improvements. Any Masterplan needs to take cognisance of the alignment of major buried national pipeline infrastructure serving Grangemouth. A Foreshore Masterplan should be seen as a means of coordinating delivery over the next 5 years; making the case for and securing funding, enabling a phased approach with community-led initiatives encouraged and enabled.	

Open Space (Including Natural Heritage) Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
2. Harbour and Dock improvements - waterfront destinations : eg water-sports, aquatic planting, , quayside destination / café, historic shop	Historic Harbour and Old Dock	Transform the historic Harbour and Dock into an attractive destination / amenity - redefining / restoring Bo'ness's relationship to the sea / Firth of Forth. Undertake a Feasibility Study to establish the opportunities and challenges to conserve and re-use these historic assets (whilst respecting and celebrating the built heritage significance). Whilst acknowledging the significant costs / technical challenges involved to repair / stabilise quaywalls, improve and maintain water quality, and establish scope for navigation of vessels there is an opportunity to be bold and ambitious. Ideas 'floated' during Consultation have included; - a launch and/or berth for leisure craft / marina, - a passenger or tourist service on the Firth - water-sports / skills centre (per Pinkston in Glasgow, and Dundee Docks) - enhanced biodiversity of aquatic planting (per Glasgow Science Centre) - 'pop-up' or permanent cafe / outlet at the quayside (could be operated by, rather than in competition with, establish Town Centre business) - heritage hub / shops interpreting the history of Bo'ness as a coastal port and/or appreciating the natural heritage on the coast	Bo'ness is a coastal Town and a former port. Rejuvenating this industrial heritage to create a destination to attract footfall, augment the Railway Museum and Town Centre and to provide additional activities (water sports etc.) that augment the Foreshore amenities would help raise Bo'ness's profile and increase waterfront activity.	Falkirk Council (as harbourmaster), landowners, SEPA, NatureScot, local community and sport groups, businesses / operators via the proposed Destination Development Group	Commission and undertake a Feasibility Study, with costing as the basis of a business case. This should be undertaken to complement and inform the Masterplan for the Foreshore (see above).	
3. 'New' Market Square and Bus Station redesign - new public space / market square (with canopies?) -	Public Spaces between the Hippodrome / Market Square and Union Street Car Park (comprising the existing Bus Terminus and open spaces on East Pier Street)	Proposals to explore could include the reconfiguration of the existing Bus Terminus to on-street stances enabling the existing footprint of the Bus Terminus to be reimagined as a major public square connecting Market Street / Market Square to the Foreshore. Ideas mooted in Community and Business Consultation events have included public square suitable for events, a covered market with regular fayres / markets, scope for pop-up or permanent pavilions to enliven the square. A public space in this location could significantly enhance the connections between the Town Centre and the Foreshore, and create an attractive arrival point by bus and landmark orientation point adjacent to the Railway Museum, Town Centre and Harbour / Dock / Foreshore.	businesses/community groups want a covered space on Market Square for events and activities, eg Saturday mornings	Falkirk Council, landowners, Town Centre Champion, local community and business groups, bus operators	Commission a design feasibility study to test and cost options to reconfigure the Bus Terminus to create a new Town Square. Seek and secure funding to progress with enabling works.	

Open Space (Including Natural Heritage) Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
4. Bin Management - trial new solutions to residential/ commercial bins, improve public waste bin regime, weekend clean ups	Town Centre wide	Develop and trial a new waste collection regime. Consider better integration of bin storage into the Townscape, or consolidating waste management to achieve recycle / circular targets but also avoiding blighting streetscene.	Excessive array of on-street waste bins observed in prominent locations throughout the Town Centre, diminishing the streetscene. Recurring issue raised by residents and businesses as detracting from the Town Centre.	Falkirk Council, waste management companies, building occupiers, community and business groups	Review good practice in other historic Town Centres in Scotland. Develop and trial a new waste collection regime. Review in liaison with local businesses and residents.	
5. Western Gateway	Area surrounding roundabout at Corbiehall / Seaview Place	The approach to the Town Centre from the west presents an unattractive first impression of Bo'ness. Despite some prominent and significant heritage buildings (notably several by Matthew Steele) the quality of the Townscape is poor, dominated by oversized road signs directing folk away from the Town Centre, low quality public realm and poorly maintained and presented properties on both sides of the A904. As noted in 'Getting Around' section the roundabout itself creates a hostile pedestrian and cycle environment.	The 'Western Gateway' fails to present a positive first impression on arrival into the Town Centre. A phased package of environmental, signage and Townscape improvements would provide a higher quality welcome to the Town Centre; setting the tone for a quality experience.	Falkirk Council	A coherent environmental improvement plan should be prepared to incrementally improve this key gateway into the Town Centre.	
6. Network of Viewpoints	Whole Town	Bo'ness has some stunning panoramic viewpoints. These should be celebrated / mapped and promoted as part of a network / trail of viewpoints - along the coastal path / NCR / John Muir Way - as well as 'up the Braes' at Glebe Park, the War Memorial etc. Art, interpretation (built and natural heritage) and seating would establish delightful locations to seek out and spend time in - mapped in a brochure, online or app to encourage a trail of views and vista.	Idea mooted in Community Events that could supplement the other 'trails' suggested (heritage, public art etc.).	Falkirk Council, local community groups	Identify map and enhance locations, promote online and via maps and other promotional material.	
7. Public Art Strategy	Whole Town	Develop a Public Art Strategy, with a focus on the Network of Viewpoints, the Foreshore Coastal Park, Town Centre and destinations in the area (e.g Kinneil Country Park). Public Art - linking to the Scotland's Art Park initiative along the Forth-Clyde Canal - would also reinforce the Art / Creative / Culture Town 'brand' (see Business + Economy) as well as draw footfall and enhance orientation / place-making.	Scope to integrate Public Art into the wider open space enhancements promoted in the Masterplan (Town Centre streetscape, Foreshore Coastal Park etc.) and align with promoting visitor economy and refreshed Town 'brand'.	Falkirk Council, local community groups	Commission a Public Art Strategy - developed in collaboration with local communities (resident, business and artistic)	

Getting Around

Improving how people move to and through the Town Centre is vital for accessibility and vibrancy. Better wayfinding between key destinations like the Foreshore, the Railway Museum, and the high street would help visitors navigate the area. Inclusive design, dropped kerbs, and other accessibility measures would make the Town Centre easier to use for everyone. Traffic management changes, including trials of pedestrianisation, one-way systems, and HGV restrictions, could make the streets safer and more pleasant. Enhancing public transport links, exploring a community bus, and improving walking routes from residential areas would strengthen connections.

Getting Around
1. Improved Wayfinding - especially signage on Foreshore / National Cycle Route to Town Centre destinations
2. Accessible / Inclusive Town Centre - drop kerbs, lighting etc.
3. People First Town Centre - 20 mph Traffic Speed Limit
4. People First Town Centre - Pedestrianisation of Key Streets - trials / ETRO - esp. Market Street and Hope Street
5. Review One-Way Routing - North Street and South Street ETRO
6. Streetscape Improvements through Historic Core
7. Cycle Friendly Town Centre
8. Reduce HGV Impacts - enforcement, speed reduction, crossing points on Union Street
9. Bus Service Review - Review the wider Falkirk bus network to understand any opportunities / changes that can be made to improve the service locally
10. New Mobility Hub - including Bus Stances
11. School Brae improvements - seating, lighting and handrail
12. North-South Connections Improvements - up the hill / to residential neighbourhoods



Getting Around Projects

13. Improve Feeling of Safety in Town Centre - esp. for young people, e.g. eastern 'canyon' of South Street
14. Public Transport Connectivity - between Town Centre / suburbs / Linlithgow / Falkirk
15. Firth of Forth Cruises - link to Culross and other coastal destinations

- Key Connections
- Proposed Connections
- Key Town Centre Streets
- Dock
- Key Public Spaces

Getting Around Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
1. Improved Wayfinding - esp. signage on Foreshore / National Cycle Route to Town Centre destinations	Town Centre wide - priority at the Foreshore / NCR	Enhanced wayfinding highlighting key destinations (visitor and local). Priority action is to enhance wayfinding from National Cycle Route / John Muir Way back into the Town Centre highlighting facilities (incl. toilets / amenities, food & drink, visitor attractions). Wayfinding should align with Town Centre branding / public art strategy and ensure that it is inclusive / accessible to meet guidelines for those with sensory and mobility impairments. Wayfinding should dovetail with online resources and provide accurate information regarding accessibility and travel distances / time.	Encouraging footfall and connections between key destinations across the Town Centre is vital as part of the wider regeneration ambitions of this Masterplan. Inclusive, clear and reliable wayfinding contributes to a convenient and attractive visitor experience.	Falkirk Council, Sustrans Scotland and local community groups.	Undertake audit of key destinations, points of entry into the Town Centre and orientation points. Audit existing provision. Establish scope / extent of additional signage required.	
2. Accessible / Inclusive Town Centre - drop kerbs, lighting etc.	Town Centre wide	Undertake a full accessibility audit of the Town centre environment (streetscape, street furniture, lighting, wayfinding / signage, assistive technology etc.). Develop a prioritised action plan and deliver improvements, ideally alongside other recommendations highlighted in this Masterplan report.	Ensuring the Town Centre is inclusive and accessible to all is fundamental. Making the Town Centre barrier-free to all, including those relying on wheelchairs, buggies and users with mobility and/or sensory impairments, will encourage a use by all aspects of the community. A barrier-free Town Centre is better for all users, and will help attract visitors and tackle social isolation.	Falkirk Council in partnership with local disability groups / representatives	Confirm project governance. Establish funding and procure an accessibility auditor to undertake a survey and provide a costed action plan. Secure funding and embed recommendations into associated projects.	
3. People First Town Centre - 20 mph Traffic Speed Limit	Town Centre wide	Adopt a 20 mph restriction across the Town Centre / study area and implement a 'passive enforcement' approach by re-designing streetscape so that 'design speeds' are naturally not more than 20 mph - to minimise reliance on signage and to suppress traffic speed by street layout.	Promote a 'people first' Town Centre to avoid any areas of the Town Centre feeling 'traffic dominated'. This would significantly enhance the quality, look and feel of the historic Town Centre as a pedestrian / people first zone.	Falkirk Council	Develop a Town Centre wide assessment of locations where road layout and design speeds encourage traffic exceeding 20 mph. Embed findings into proposed Streetscape Improvements (see below).	
4. People First Town Centre - Pedestrianisation of Key Streets - trials / ETRO - esp. Market Street and Hope Street	Town Centre wide	Pedestrianisation of key streets - Market Street and Hope Street are suggested as best candidates - to support increased footfall, enhance the quality of the pedestrian experience and support street economy / café culture. Pedestrianisation could be seasonal or time limited (say car-free at weekends, during peak visitor season or Festive period). Other potential pedestrianisation candidate locations may include the existing Bus Station (see Open Space theme).	Local community (businesses and residents) suggest pedestrianisation of key historic streets. Market Street and Hope Street both suggested as priority candidate streets.	Falkirk Council, Town centre businesses and owners / occupiers of property on the affected streets	It is suggested that before making adjustments to the streetscape / physical layout that an experimental traffic order (ETRO) or similar trial be implemented to test and observe the impact of pedestrianisation to help gather evidence to make the case for change. A car-free weekend or event would help promote the Town Centre and demonstrate the desire to try a fresh approach in the Town Centre.	

Getting Around Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
5. Review One-Way Routing - North Street and South Street ETRO	Town Centre wide (principally North Street)	South Street is currently one-way westbound. North Street is currently two-way, which results in a pinch point and blind junction at the gusset at South Street / Seaview Place. It is suggested that North Street becomes one-way (eastbound) from Seaview Place til at least East Pier Street, alleviating the difficult junction and enabling increased footways and enhanced public realm along North Street.	Local community (businesses and residents) noted that extending the one-way systems in the Town Centre may assist in creating a pedestrian friendly and safer Town Centre. The North Street junction at South Street / Seaview Place was cited as difficult for traffic and pedestrians to navigate.	Falkirk Council, Town centre businesses and owners / occupiers of property on the affected streets	As with any pedestrianisation is it suggested that an experimental traffic regulation order (ETRO) or similar trial be undertaken to test and observe vehicular and pedestrian patterns of behaviour and verify feasibility of this one-way network.	
6. Streetscape Improvements through Historic Core	Town Centre wide	Building on the work previously progressed in the Townscape Heritage Initiative (e.g. Market Street and Hope Street) there is scope to enhance the principal streets and spaces in the Town Centre including; - North Street and South Street (principal east-west streets) - School Brae (linking to Hope Street) - a principal north-south route) - see dedicated project listing below - East Pier Street (linking to Market Street and to the Foreshore) - a principal north-south route - East End (Main Street @ Commissioner Street) and West End (Seaview Place / Corbiehall) gateways	Bo'ness has an historic Conservation Area of recognised significance and importance. To augment the quality of the heritage buildings, and to support the 'people first' Town Centre ethos and provision of a barrier-free pedestrian environment, incrementally improving the streetscape layout, furniture, lighting and artwork would enhance the look and feel, and the quality of the experience of the place. This would encourage increased footfall, dwell time and support a high quality destination.	Falkirk Council, Town centre businesses and owners / occupiers of property on the affected streets	Based on the wider Townscape analysis, and the findings of the Pedestrianisation / 20 mph / Pne-Way System Review / People First Town Centre initiatives a phased approach to enhancing the key streets in the Town Centre should be developed. The business case assessment would identify those streets with the highest impact in terms of operational and placemaking benefit, and these streets should be prioritised.	
7. Cycle Friendly Town Centre	Town Centre wide	Linking into established NCR / John Muir Way enhance cycle infrastructure across the Town Centre to encourage cycling as a sustainable transport option. This could include a Mobility Hub in the Town Centre promoting active travel options as part of an Town-wide focus on sustainable transport options. Enhancements could include (electric) cycle hire and repair, lockable cycle storage and segregated routing (where practical) across the Town and linking to and through the Town Centre and linking to the NCR.	Bo'ness benefits from the NCR and John Muir Way. Cycling in the Town Centre should be encouraged and link into the NCR. The challenge of getting up and down the 'braes' to access the Town Centre will always be a challenge for active travel but enhanced rest points and electric bikes will help encourage more walking and cycling to and from the Town Centre.	Falkirk Council, Sustrans Scotland and other active travel charities / advocates, local community groups.	Progressing with active travel infrastructure across Bo'ness should continue to support sustainable travel solutions to access the Town Centre and other community assets that support the 20 min neighbourhood / Living Well, Locally concept. A review of the active travel and cycle infrastructure in and planned for the Town Centre should be undertaken with a prioritised list of costed actions.	

Getting Around Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
8. Reduce HGV Impacts - enforcement, speed reduction, crossing points on Union Street	Union Street (A904) and the Railway line	Union Street provides HGVs a route that largely bypasses the historic Town Centre but it creates severance between the Town and the Foreshore / Old Harbour and Dock / Railway Museum. It is evident that new level crossing gateways have been installed on the Railway line along the Foreshore. Every pedestrian gateway across the Railway line should be accompanied by a pedestrian friendly road crossing point over Union Street (perhaps zebra crossing, raised table / level access - designed not to add to street clutter and detract from the panoramic view). Key improvements would include; - clear delineation of pedestrian crossing route from East Pier Street, through the Union Street Car Park to the Foreshore - pedestrian access at the existing vehicular access point opposite Scotland's Close (as part of the key north-south routes from School Brae to the Foreshore) - enforcement of HGV routing and any junction and ped crossing enhancements across the A904 to / from the Railway Museum and at Main Street / Links Road. Adjustments should be made to naturally reduce traffic design speed along Union Street. Footways should be installed along both sides of the carriageway. Pedestrian and cycle crossing points around the Union Street (A904) / Church Wynd (A706) roundabout need to be enhanced.	Union Street and HGVs deter access between the Town Centre and the Foreshore / Railway Museum. Reducing severance and enhancing pedestrian and cycle connections between the Town Centre and the Foreshore (with National Cycle Route / John Muir Way) and to/from the Railway Museum campus and Old Dock / Harbour beyond. Reducing traffic speeds and improving pedestrian safety would also support a 'people first' Town Centre ethos.	Falkirk Council, Transport Scotland (as necessary), the Scottish Railway Preservation Society, Sustrans Scotland, hauliers / local industry / businesses, local community groups.	As part of the wider audit / review of Town Centre accessibility and connections a specific survey of the length of the A904 through the Study Area should be undertaken with the specific purpose of seeking to improve pedestrian / barrier-free connections between the Town and the Foreshore. This can then identify a phased programme of enhancements that should be programmed to align with improvements to Wayfinding (see above).	

Getting Around Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
9. Bus Service Review - Review the wider Falkirk bus network to understand any opportunities / changes that can be made to improve the service locally	Whole Town	Bus services are the only public transport connections serving Bo'ness. These are vital to ensure access to services, amenities and jobs within the Town Centre, and to ensure it can continue at the heart of the community-life. Analysis of bus service provision highlights significant gaps and limitations on service routing, timetabling and frequency. There is concern that bus services are inadequate to sustain access to the Town Centre throughout the work week, in the evenings and weekends. Supporting the local community access their Town Centre as well as tourists / visitors is critical to the local economy, community life and employability. Better connections to the Town Centre from all neighbourhood across Bo'ness, links to Linlithgow Railway Station, other destinations and employment / skills / opportunities in the locality (Blackness, Falkirk, Grangemouth) and wider region (Edinburgh, Glasgow, Central Belt) is vital.	One of the main topics raised in consultations with residents and businesses, and backed up by transport analysis, the lack of bus service options and the limited coverage, frequency and restricted timetabling is a major issue for Bo'ness generally, and accessing the Town Centre specifically. If the Town Centre is to thrive and serve the wider Town population (and region) then public transport must be significantly improved to ensure sustainable travel options that ensure people can get to the Town Centre to visit, shop, work and contribute to community-life. Lessons learned from previous Community Bus initiatives will be invaluable to assess what may be possible with respect to augmented private bus operator services with services that meet local needs. Considering Mobility as a Service (MaaS) operating models may also be relevant.	Falkirk Council, Regional Transport Authority, bus operators, local community groups	Review the wider Falkirk bus network to understand any opportunities / changes that can be made to improve the service locally. Engage with and shape ongoing review of bus services in the Town. Develop a clear and evidence-based case for enhancing bus service and public transport options generally serving a growing population in Bo'ness.	
10. New Mobility Hub - incl. Bus Stances	Town Centre location - potentially replacing the existing Bus Terminus	It is anticipated that the space currently occupied by the 5 stance Bus Terminus in Bo'ness could be better used to contribute to the Town Centre's network of public spaces connecting to the Foreshore. Enhancing Bus Service provision to the Town Centre is a high priority for this Masterplan, as is improving active travel and the passenger experience. To this end it is suggested that the feasibility for a new multi-modal Mobility Hub, located at or near the current Bus Terminus, be provided to; - provide comfortable waiting area / shelter and real-time customer information about services - review bus stance layout / locations - access to bike hire / storage and related cycle infrastructure - enhanced first impression and wayfinding / orientation for visitors	To support footfall and accessibility to the Town Centre, and encourage sustainable travel options, the provision of a multi-modal Mobility Hubs is deemed to support the objectives of the Masterplan. Explore opportunities to integrate Bus stances to contribute to public spaces in the Town Centre streets and linking to the Foreshore.	Falkirk Council, Regional Transport Authority, bus operators, local community groups	Undertake a feasibility study to develop a brief and test the capacity for a new Mobility Hub to meet the enhanced bus service needs required to sustain the Town Centre, and accommodate active travel aspects of a Mobility Hub. This feasibility study should be costed and identify potential sources of funding / alignment with national policy.	

Getting Around Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
11. School Brae improvements - seating, lighting and handrail	School Brae	School Brae is a landmark connection between the low lying coastal Town Centre and Foreshore and the majority of the neighbourhoods located on the 'raised beach' plateau above. The topography is a key characteristic of this important route that connects the community to it's Town Centre - it's an historic steep brae / lane that links the tight street network of the historic core Town Centre with the Town Hall and Glebe Park. It is suggested that, whilst respecting the heritage and Conservation Area status, enhancements to seating, lighting and a handrail be considered to provide resting points and support for pedestrians. These enhancements would be part of the proposed improvements to the extended north-south route from Glebe Park to the Foreshore, linking Town Hall, Library and major open space amenities.	School Brae's steep incline presents a significant challenge to most pedestrians, especially those with any mobility, sensory or general health impairments. Its incline also results in commanding panoramic views across the Town Centre and the Firth of Forth. It is a memorable and historic link that provide a vital connection for the community, and a destination for visitors, but needs to be easier to navigate. The management and maintenance of this route as 'frost-free' pathway in winter should also be considered to help encourage footfall all year around.	Falkirk Council, Town centre businesses and owners / occupiers of property on the affected streets, active travel and disability groups, community groups	As part of the Town Centre Accessibility Audit consider options to make localised improvements to enhance the pedestrian experience on School Brae.	
12. North-South Connections Improvements - up the hill / to residential neighbourhoods	Church Wynd, Providence Brae and the Bog	In addition to the proposed improvements to School Brae there are other vital north-south connections linking 'up the hill' to the neighbourhoods on the 'plateau' above the Town Centre. These historic routes are challenging to navigate on foot or bike. As with School Brae an assessment of interventions to improve these routes with rest points, well maintained slip and trip free paths with good lighting would help encourage increased usage.	As with School Brae these routes are a vital link to the majority of the Bo'ness population. In addition to improved bus services improving paths to and from the Town Centre is critical to encouraging footfall and attracting people to the Town Centre. Several participants on the Community Engagement Events walk and talk cited poor drainage and path maintenance as increasing the challenge of walking up The Bog and other steep routes to the Town Centre.	Falkirk Council, Town centre businesses and owners / occupiers of property on the affected streets, active travel and disability groups, community groups	As part of the Town Centre Accessibility Audit consider options to make localised improvements to enhance the pedestrian experience on these routes.	

Getting Around Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
13. Improve Feeling of Safety in Town Centre - esp. for young people, e.g. eastern 'canyon' of South Street	Town Centre wide	A sense of a safe Town Centre is vital to ensure people are attracted to come and spend time in the Town Centre. Any perception that it is unsafe (either because of the perceived threat of anti-social behaviour, traffic or other issues) will deter footfall and activity in the Town Centre. Furthermore the lack of footfall and activity in the Town Centre can exacerbate a sense of an area without any passive surveillance and prone to anti-social behaviour. In addition to seeking to significantly increase footfall in the Town Centre and thereby enliven it there needs to be an assessment, with key user groups, to understand where any real or perceived threats to safety may exist. That can then define an action plan to improve street lighting, or other interventions to support a safe and welcoming Town Centre.	Some younger participants in Community Engagement events cited a sense that parts of the Est End of the Town Centre were perceived as less safe than others. Whether this is borne out by any statistics addressing any perceived threats is important to demonstrate a proactive and zero tolerance approach to any issues relating to safety within the Town Centre.	Police Scotland, relevant departments in Falkirk Council, local business and community groups (esp. youth groups)	Convene an on-site / on-street review of issues - perhaps with key stakeholders / local groups (e.g. youth groups). Develop an action plan based on the outcome of the on-site consultation.	
14. Public Transport Connectivity - between Town Centre / suburbs / Linlithgow / Falkirk	Regional / Whole Town	Per Bus Service Improvement plan (see above). Better connections to the Town Centre from all neighbourhood across Bo'ness, links to Linlithgow Railway Station, other destinations and employment / skills / opportunities in the locality (Blackness, Falkirk, Grangemouth) and wider region (Edinburgh, Glasgow, Central Belt) is vital. Beyond the provision of better bus services in the wider area (serving the whole Town and specifically the Town Centre) consideration of wider, longer term and ambitious public transport networks should continue to be explored. These could include restoring heavy rail services to the Town Centre, ensuring Bo'ness is part of a Falkirk area light rail network and making the case for Firth of Forth passenger ferry services linking to Edinburgh, Fife and Stirling.	Participants in the Community Events raised ambitions for radical and fresh ways to connect Bo'ness and the Falkirk area so that residents / visitors can access other key destinations in Falkirk and across central Scotland.	Falkirk Council, Regional Transport Authority and transport operators	Maintain an overview of how Bo'ness could play a part in a wider regional transport network that ensure the Town contributes to the regional economy.	

Getting Around Projects

Project Name	Location (where applicable)	What? - Project Description	Why? - Justification / Key Issues	Who? - Project Partners	How? - First / Next Steps	When? - Priority
15. Firth of Forth Cruises - link to Culross and other coastal destinations	Harbour	Whilst noting that the Harbour has been derelict for a long time and will have silted up the prospect of restoring quayside access from the Firth of Forth should be explored. This may be via new pontoons and berths rather than restoring the historic quays and basin. In addition to providing berths of leisure craft the possibility of passenger services and seasonal tourists trips connecting to other coastal destinations (e.g. Culross, Blackness, the Forth Bridges etc.) and linking to the cruise and ferry terminals at Rosyth and Leith should be explored.	Participants in the Community Events encouraged bold ambition to reconnect Bo'ness to the Firth of Forth, recognising that it will require significant investment but could rejuvenate the Town Centre and enhance its offer to residents and visitors.	Falkirk Council, marine authorities, Historic Environment Scotland, SEPA, NatureScot, Visit Scotland	Revisit / commission a study to establish the feasibility of restoring water access from the Foreshore (at the Harbour or nearby) as part of a wider visitor and destination improvement plan.	

Part 06

Next Steps



Image provided by Scotdrone

Austin-Smith:Lord

Next Steps



The Hippodrome



The Bus Station As Existing



Railway Crossing

1. Vision and Strategy Alignment

Confirm the masterplan vision and ensure it aligns with national and local policies, including NPF4, LDP2, and Falkirk Council’s strategic priorities.

Embed principles of heritage-led regeneration, active travel, and net zero into all proposals.

2. Stakeholder Engagement

Continue engagement with local residents, businesses, community groups, and key landowners to refine proposals.

Establish a regular stakeholder forum to maintain momentum and address emerging issues during delivery.

3. Priority Projects

Progress early-win projects identified in the masterplan, focusing on public realm improvements, wayfinding, and active travel links between the Town Centre, Foreshore, and Kinneil Estate.

Advance heritage building reuse schemes, ensuring viability through partnerships and funding.

Support mixed-use redevelopment of underused sites, incorporating residential, commercial, and cultural uses.

4. Delivery and Phasing

Develop a phased implementation plan with short-, medium-, and long-term priorities.

Sequence projects to ensure visible early benefits while enabling larger-scale interventions to follow.

5. Funding and Partnerships

Identify potential funding sources, including Scottish Government regeneration funds, heritage grants, active travel funds, and private sector investment.

Formalise delivery partnerships between Falkirk Council, community organisations, and developers.

6. Monitoring and Review

Create measurable targets for footfall, business occupancy, public realm quality, and community satisfaction.

Review progress annually and adapt the action plan in response to changing circumstances or new opportunities.

Next Steps

Based on the emerging proposals outlined in the Town Centre Masterplan the following 'next steps' are outlined to maintain momentum. They are not exhaustive and other actions may also emerge that require prioritisation.

- Convene / establish a new Destination Development Group / Association / Group to help coordinate and deliver initiatives
- Identify best candidate projects to received Town Centre Regeneration funding. This Report suggests that these could include;
 - Develop and deliver an event programme
 - Develop and trial ETROs associated with Town Centre streets – associated with the events programme – to test pedestrianisation, car parking regime, one-way routing / street closures
 - Develop designs and implement improvements to Railway and A904 pedestrian crossing points to ensure inclusive and accessible access between Town Centre and Foreshore
 - Improve wayfinding linking NCR / John Muir Way and Foreshore to Town Centre, Railway Museum and local destinations
 - Progress with providing motorhome / camping facilities on Foreshore West as part of wider overnight accommodation provision
 - Support to deliver a Changing Places toilet in Bo'ness
 - Further shopfront improvement scheme, learning lessons from THI
- Secure funding and recruit a Town Centre Champion / Development Officer to drive forward the recommendations of this Report
- Prepare detailed Masterplan to support funding / investment in key priority locations;
 - Foreshore (East and West) and including Harbour / Old Dock
 - East End – incorporating the industrial area (including Ballantine) and the Railway Museum
- Progress with a visitor / tourism plan for Bo'ness in tandem with a branding / promotion campaign
- Complete a review of bus service provision and explore opportunities to enhance services to and from the Town Centre.
- Trial relocating Bus stances on-street and enable the Bus Terminus / apron to be used for seasonal events – progress a design proposal to enhance the Market Square public realm
- Progress plans for a Mobility Hub to coordinate active travel and bus infrastructure. Design should be progressed in line with Market Square proposals.
- Contact owners of prominent gaps sites and proactively engage to encourage proposals to be brought forward – with scope for Town Centre living and overnight visitor accommodation
- Review Venues / Community facilities to bolster the Library, Town Hall and Hippodrome as long term public venues / information / cultural hubs
- Coordinate the Town Centre Masterplan with the emerging Bo'ness Local Place Plan
-

Appendix A

Record of Community Engagement



Image provided by Scotdrone

Participate + Survey

27/5/2025 - 7/7/2025

Q. What are the thing you like most about Bo'ness Town centre?

- The most frequently mentioned positive aspect of Bo'ness Town Centre and Foreshore is the foreshore itself, with many respondents highlighting the scenic walks, open space, and beautiful views it offers
- The foreshore is valued for walking, cycling, running, and dog walking, and is seen as a key resource for both residents and visitors. Independent/local shops and small businesses are also highly appreciated, with several respondents noting their importance to the Town's character and economy
- The friendly atmosphere and sense of community are often linked to these businesses. The historic character and architecture of the Town centre are repeatedly mentioned as positives, with references to old buildings, the Town's history, and a nostalgic or traditional feel
- The Hippodrome cinema is a standout cultural amenity, frequently cited as a much-loved asset
- Other valued amenities include the library, play park at the foreshore, and the Bo'ness and Kinneil Railway
- Several respondents appreciate the free or abundant parking
- Ease of access, and the cleanliness or well-maintained nature of public spaces
- Community spirit, events (such as car boot sales and Fair Day), flower displays (Bloomin Bo'ness), and a general sense of friendliness are also highlighted as strengths
- A minority of responses express dissatisfaction with aspects such as tiredness of the Town centre, lack of big brands or quality food outlets, anti-social behaviour, and a need for better policing
- Some also mention the potential for further development or improvement in hospitality options along the foreshore

. In summary: The foreshore's walks and scenery, independent shops, historic character, community spirit, and cultural amenities like the Hippodrome are most valued. There is also appreciation for free parking and cleanliness. Some concerns exist about the Town centre's tiredness and limited hospitality options.

Q. What are the things you like least?

- The most common concerns raised by respondents are the run-down appearance of the Town centre, with many empty or dilapidated shops and buildings.
- There is a strong feeling that there is a lack of variety in shops, with too many hairdressers, barbers, nail salons and takeaways, and not enough quality or diverse retail options
- Many respondents mention a general lack of investment and support from the council, particularly regarding maintenance of public spaces, heritage buildings, and the foreshore
- The foreshore and harbour are repeatedly highlighted as underused assets with huge potential for leisure, tourism and community activities, but currently neglected or blocked by industrial sites
- Cleanliness is a recurring issue: litter, overflowing or insufficient bins, dog fouling, fly tipping and untidy streets and paths are mentioned frequently
- Maintenance of green spaces and paths is also seen as inadequate
- There is widespread dissatisfaction with public transport—especially poor bus services and high fares—as well as complaints about road conditions and confusing layouts
- Parking is also a concern: both lack of spaces and the presence of parking wardens deterring visitors
- A number of respondents feel there is little to do in the Town for all ages—especially for children and young people—and not enough social or leisure facilities such as sports centres, play areas or quality cafés/restaurants
- Accessibility issues are also mentioned
- Some highlight the poor upkeep or underuse of key buildings like the Town Hall and library

Overall, the main themes are: lack of investment and maintenance; too many empty or low-quality shops; underused public spaces (especially the foreshore/harbour); poor cleanliness; inadequate transport and parking; and insufficient leisure/social facilities. There is a strong sense that Bo'ness has untapped potential but needs more support and vision to realise it.

Q. What improvements would you like to see?

- Respondents most frequently called for improvements to the foreshore and harbour area, with many suggesting its development for leisure, recreation, and tourism—such as water sports facilities, a marina, cafes/restaurants, and better use of green spaces
- Many also wanted more activities and facilities for children and young people, such as expanded play parks, skateparks, bike tracks, sports facilities, and social clubs
- A significant number of responses highlighted the need for a greater variety of shops, more independent businesses, and improved food and drink options (including cafes and bars) to revitalise the Town centre
- Respondents also wanted incentives or support for new businesses and filling empty properties
- Cleanliness and maintenance were recurring themes: calls for cleaner streets, more bins (especially for litter and dog waste), better kept green areas, and regular maintenance of public spaces and buildings were common
- Several mentioned the need to refurbish or repair rundown/disused buildings and improve shopfronts
- Parking was another frequent concern: respondents wanted more parking spaces, better locations, and fewer restrictions to encourage longer visits
- Improved road surfaces and pavements were also mentioned
- There was support for better public transport links both within Bo'ness and to other Towns/cities
- , as well as suggestions for pedestrianisation or traffic calming in the Town centre
- Other notable suggestions included: more regular events and markets
- investment in cultural activities and public art
- improved seating and picnic areas
- better lighting and community policing
- and enhanced accessibility for all ages. Overall, the main trends were a desire for a more vibrant Town centre with diverse businesses and eateries; a cleaner, better maintained environment; significant investment in the foreshore/harbour as a community and visitor asset; more amenities for young people; improved parking and transport; and regular community events.

Participate + Survey

27/5/2025 - 7/7/2025

Q. Why did you drop a pin there?

- Respondents most frequently highlighted the need for regeneration and improvement of the harbour, foreshore, and old dock areas, with several suggesting these spaces are currently underused, overgrown, or unattractive, and could be transformed into leisure or visitor destinations
- Suggestions included adding a marina, leisure facilities, or attractions for both locals and tourists
- The east end of South Street and the Town centre were repeatedly described as run-down, with empty shops, poor signage, dilapidated buildings, and unappealing entrances that need urgent attention
- Littering and dog fouling were also mentioned as issues in these areas. There was a call for more facilities and spaces for young people, such as play parks and bike tracks
- as well as improvements to playgrounds
- Maintenance issues were noted, including poorly maintained car parks
- overgrown areas
- and generally unused or unattractive spaces
- Some responses also mentioned the need to improve the overall appeal of the Town's entrances
- and to address difficulties with pedestrian crossings

Overall, the main trends were a strong desire for regeneration of neglected waterfront and Town centre areas, better maintenance and cleanliness, more amenities for young people and visitors, and improvements to public spaces to make Bo'ness more attractive and welcoming.

Q. Do you have another specific idea you would like to see happen?

- Respondents most frequently mentioned the need for improved leisure and recreation facilities, including more play areas and activities for children and teenagers
- There was also a strong desire for enhanced community spaces, such as a Town or community hub
- turning the Town hall into a community centre
- and improved public amenities at Kinneil House
- Several responses highlighted the importance of improving the Town's attractiveness and accessibility, including better upkeep of paths and green spaces
- restoration of historic features like the water fountain
- and more eating/café options, especially at the foreshore
- There were calls for more nightlife
- and a marina project
- Transport and connectivity were recurring themes, with suggestions for expanded bus routes to major cities
- an off-road path link to Falkirk/the Kelpies
- and concerns about retaining key amenities like Lidl in the Town centre
- A few respondents raised issues around financial sustainability and investment, urging for less council bureaucracy to allow private investment
- more financial support for upkeep
- and consideration of whether new amenities would be viable given local demographics
- Other points included the need for more healthcare provision (doctors/dentists)
- stricter enforcement against dog fouling on the foreshore, and improvements to roads, including resurfacing and traffic restrictions

Overall, the main trends were calls for better recreational facilities for all ages, enhanced community spaces, improved transport links, investment in public amenities, and attention to maintenance and cleanliness.

Participate + Survey

27/5/2025 - 7/7/2025

Phase report

Add some text about the phase

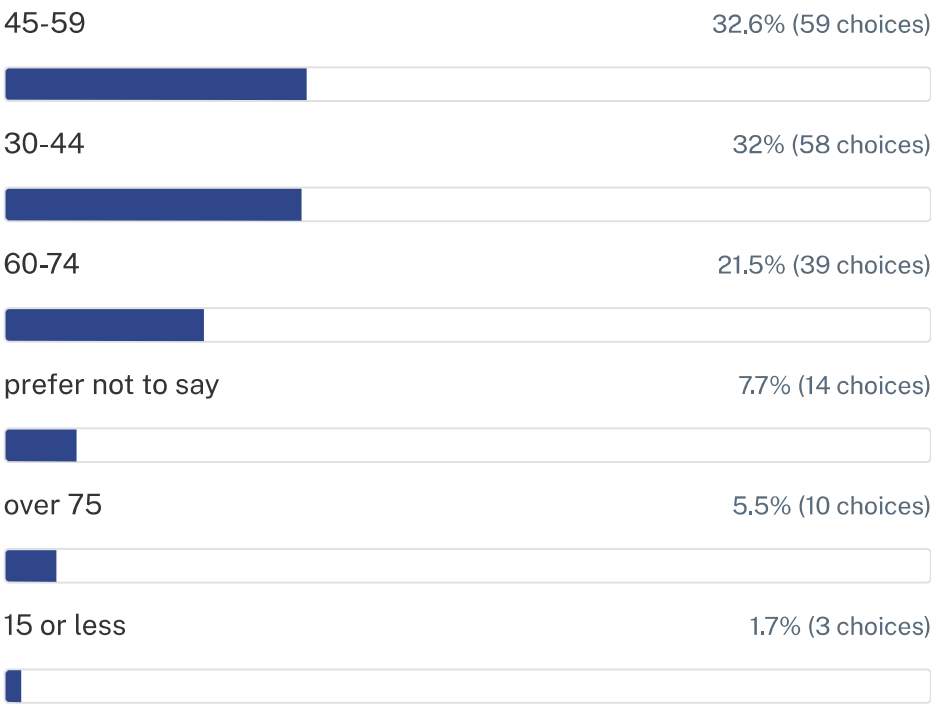
Where do you live?

181/181 - Multiple choice -choose many -required



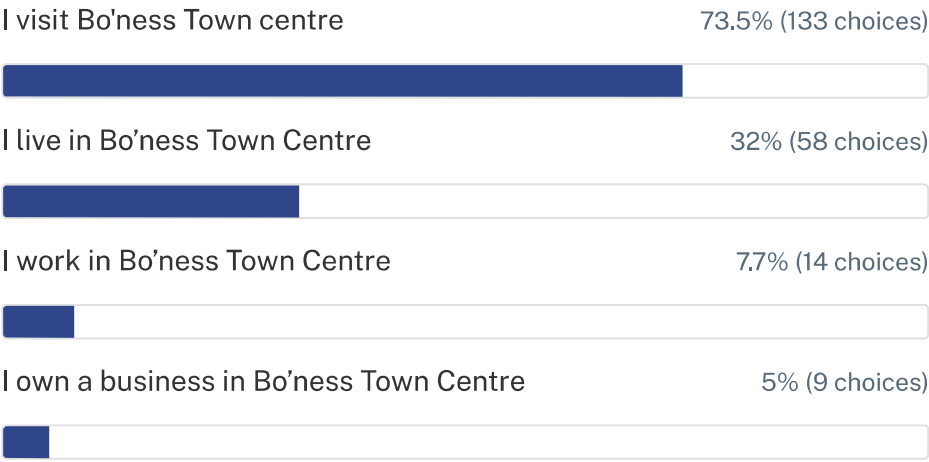
What is your age?

181/181 - Multiple choice -choose many -required



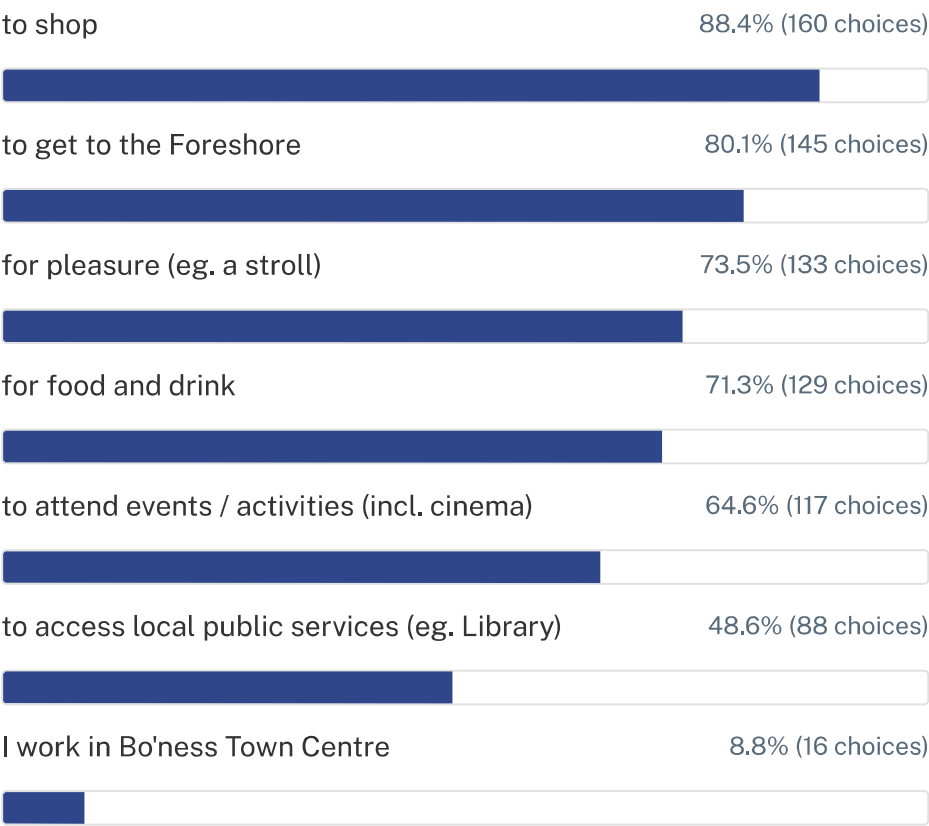
What Do You Do in Bo’ness Town Centre?

181/181 - Multiple choice -choose many -required



Why do you visit Bo’ness Town Centre

181/181 - Multiple choice -choose many -required

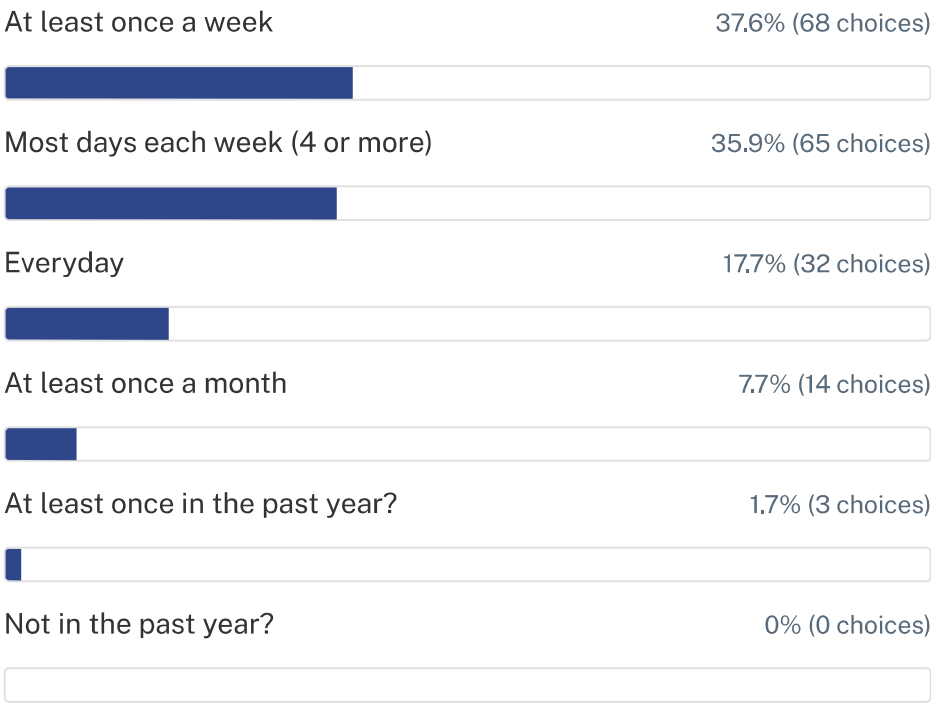


Participate + Survey

27/5/2025 - 7/7/2025

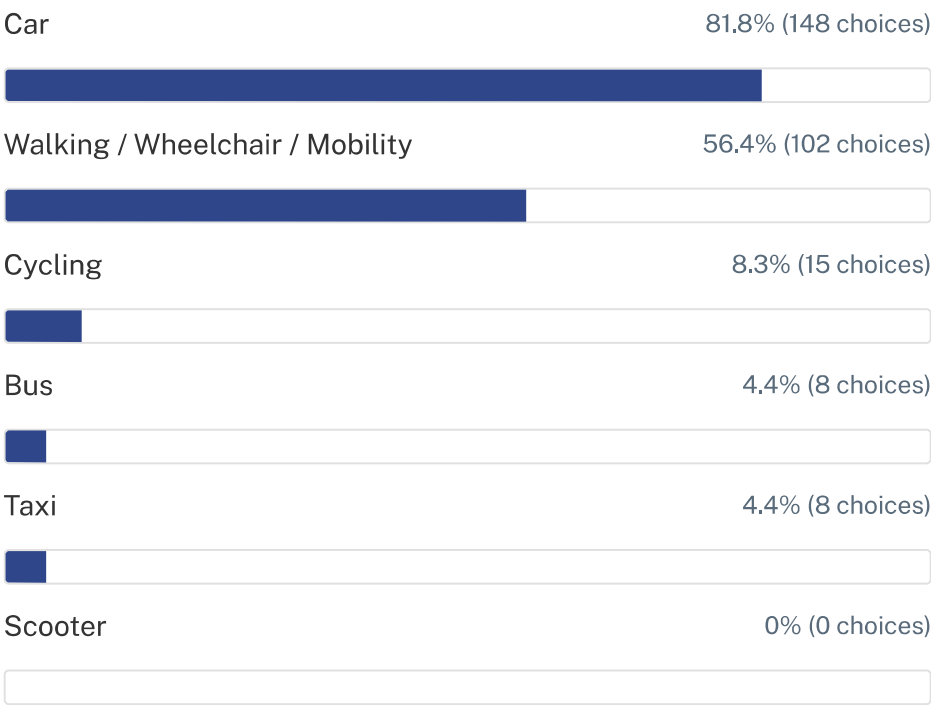
How often do you visit Bo’ness Town Centre?

181/181 - Multiple choice - choose many - required



How would you most often travel to / from the Town Centre?

181/181 - Multiple choice - choose many - required



Where would you most like to see improvements made?

111/181 - Location - optional



Town Centre Businesses Engagement - 7/8/2025

7 August 2025, 5:15pm

Present:

- 24 businesses
- Keir Stevenson and Charlie Croft-Johnston, Falkirk Council
- Nick Wright, consultant team

A summary of emerging themes was discussed with the group. The discussion took place as the initial draft masterplan was being prepared. A summary of the likely draft masterplan content was described to stimulate discussion.

Summary of important points from the discussion to feed into the draft masterplan:

1. Changing Places public toilets / Cycling Without Age facility: consented proposal at the Corbie Inn on Corbiehall is ready to be progressed if funds are available to tackle site investigations. This would also benefit the Cycling Without Age project by providing them with a storage facility.

2. Onerous public sector requirements: concern about what were described as excessively onerous local authority requirements that make it more difficult to deliver projects than in other local authority areas, for example planning conditions about site investigations for the Changing Places public toilets / Cycling Without Age facility and additional licencing for the funfair that is apparently not required in other local authority areas. General desire for more of a “can-do” / “say yes” attitude from FC Licencing, Planning etc.

3. Railway and museum: they are keen to build better connections with the Town centre and support the Town centre economy more. In discussion, suggestions included a Town centre shuttlebus linking the railway museum / Town centre / foreshore / Corbiehall and a footway connection along north side of Union Street between rail museum and foreshore / Town centre.

4. Rail crossings between Town centre and foreshore: there is an issue with the detailed design of some of the current pedestrian gates that means the Cycling Without Age trishaws in particular can get caught on the railway line. Additional crossing points would ideally be bridges from a safety perspective, but there are other solutions such as electronic access controls on pedestrian/cycle level crossings (as at Cardross on the Glasgow-Helensburgh line).

5. Visitor / cultural hubs at the Library and Hippodrome: general view that the Hippodrome was the more prominent building and lends itself better to being a visitor hub - so the Library might be more of a community hub etc.

6. Foreshore: support for:

- Concrete stage (and events)
- Really good destination play area - like Callander Park play area in Falkirk
- Motorhome campsite (see point 7 below)
- BBQs
- Signage
- Better visual/footpath connections to Town centre

7. Accommodation and night-time economy: definite need for overnight accommodation, such as starting with a campsite / motorhome aire on the foreshore is seen as important. Users will also support the night-time economy, which needs to be built up.

8. Market Street and bus station: support for removing the bus station, opening up the square / views / connections to the Foreshore, creating a covered space for events.

9. North Street: support for reducing street width and having more greenery where Scotland Close joins North Street.

10. Street closures: a big discussion point. Some agreed with the principle of limited street closures (e.g. Hope Street) to create more pedestrian spaces for street cafes and events, others were concerned that the reduction in on-street parking would harm businesses. Suggestions on what to do

Town Centre Businesses Engagement - 7/8/2025

and how to implement it included:

- Experiment with temporary trials rather than permanent changes, and link them to
- activities/events on closed streets to activate the newly reclaimed spaces and demonstrate a reason for them
- Be clear on the purpose of the street closures, so businesses and users can see clear benefits from reducing parking and vehicular access
- Street closures don't need to be 24/7 but could be just monthly Saturdays for example
- Use light touch solutions like tree planters which can be moved and adjusted
- Show some options rather than just going for a single solution
- Hope Street seen as the most likely candidate for pedestrian space (very few parking spaces, not an essential through road, minimal impact on deliveries, already has cafes which could use the space)

11. Parking management: the 20 minute on-street parking regime is not enough time for people. Needs to be increased, even if to just 30-40 minutes. Enforcement needs to be improved; wardens visit too infrequently to deter abuse of the rules.

12. East end of Town centre: the east end of the Town centre (east of Market St) feels forgotten and needs attention:

- Buildings need some TLC - many privately owned buildings need attention (commercial and residential).
- Bin storage is an issue for residential properties, meaning bins spill out onto pavements and block alleys. Should be kept at rear.
- The east end is the entry to the Town for most visitors (from the rail museum) and needs to be more inviting.
- Mural trail is a possibility using gable ends.

13. Bin storage: an issue for residential and commercial properties - need a holistic solution with better off-pavement storage for flats, more frequent uplift for commercial premises who have no bin storage space, etc.

14. Business association: support for including a visitor Destination Management Organisation as an action in the masterplan, in order to:

- Be a conduit for funding from the Council etc.
- Get help from SCOTO (Scottish Community Tourism) in relation to visitor development.
- Be a stronger collective voice for Town centre businesses.

In-person Engagement 9/6/2025

Key Themes Identified

1. Town Centre and Public Realm

- Strong support for retaining Bo'ness's historic character, while investing in revitalisation and upkeep of the Town Centre
- Suggested improvements included:
 - Pedestrianisation of Market Square and Hope Street. More café seating, artisan markets, pop-ups, and play features to bring vibrancy.
 - Improved shop frontages, signage, and wayfinding.
 - Repurposing of underused buildings, such as the former library and nightclub.
- Many praised the work of Bloomin' Bo'ness, whose partnership with local businesses has enhanced Town Centre planting and presentation.
- Concerns were raised around a lack of bins and recycling facilities, and the condition of key buildings like the Town Hall.

2. Accessibility and Active Travel

- Many participants shared challenges navigating the Town with prams, wheelchairs, or mobility aids.
- Key concerns included:
 - Lack of dropped kerbs, uneven pavements, and pavement parking.
 - Inaccessible bus stops - some lacking pavements, others blocked by walls.
 - Poor access to parks and public buildings for people with disabilities.
- Suggested improvements:
 - Shared surfaces, modal filters, and safer pedestrian/cycle routes linking the railway, Kinneil Estate, Town Centre, and Foreshore.
- Audit and upgrade of key access points throughout the Town.



Public Consultation June 2025

In-person Engagement 9/6/2025

3. Foreshore and Open Spaces

- A strong desire to see the Foreshore transformed into a local focal point and asset for visitors.
- Community suggestions included:
- Watersports or wave pool facility, inspired by Lost Shore Surf Resort, with possible local resident discounts.
- Floating food options (e.g. street food barge or steamboat café), business pods, and improved public space activation.
- Fitness trails, birdwatching areas, seating, and better interpretation boards highlighting local ecology and history.
- Concerns were raised about:
- Safety and depth of the water.
- Lack of dredging since the 1960s.
- Connectivity between the Foreshore and other attractions (e.g. train museum, Town Centre).

4. Heritage and Identity

- Deep community pride in Bo'ness's history, with enthusiasm for celebrating and interpreting heritage more visibly.
- Key ideas included:
- Memorialising Bo'ness Witches, Roman sites, and shipbreaking history.
- Heritage interpretation boards at key locations.
- Using the Hippodrome Cinema as a hub for local culture and showcasing art, photography, and stories from the community.
- Integrating Kinneil Estate and its assets into the broader Town strategy.

5. Housing and Development

Concerns about:

- Loss of green belt to large housing developments.
- New homes not being affordable or appropriate for existing residents.
- Development outpacing infrastructure like schools, GP surgeries, and roads.

Requests for:

- More starter homes or homes for downsizing locals.
- Better integration of new housing into the existing fabric and identity of Bo'ness.

6. Transport and Parking

- Significant frustration with the infrequency of buses, especially in evenings and weekends.
- Suggestions included:
- Reinstating or improving Bo'ness rail connections, possibly via heritage line link to Polmont.
- Exploring battery-powered or experimental community rail services.
- Secure cycle and motorbike parking, and improvements to bus stops and shelters.
- Parking issues:
- Congestion in residential areas like Waggon Road and Dean Road.
- Desire for a residents-only parking scheme and more rationalised parking strategy.
- Complaints about temporary traffic lights and their poor operation



Public Consultation June 2025

In-person Engagement 9/6/2025

7. Public Services and Amenities

Requests for:

- Better maintenance of parks like Victoria Park and Castle Hill.
- New leisure amenities: swimming pool, soft play, outdoor gyms, and wellness trails.
- Repurposing empty buildings (e.g. old police station) for leisure or café use.
- More community events and better promotion of existing attractions.

8. Governance and Communication

Mistrust toward Falkirk Council remains a strong underlying theme, particularly due to:

- Leisure Centre closure and perceived centralisation of services in Falkirk.
- Concerns over lack of follow-through from previous consultations.
- Positive engagement on the day (e.g. open conversations with officers like Keir) helped counter some of this.
- clear requests for:
- Better communication, transparency, and continuity of contact.
- A transparent structure to ensure that community feedback influences future decision-making.

9. Business Engagement

Dianne (The Wee Wine Bar) and Vicky (The Bo’ness Collective) attended with a pre-prepared list of ideas, supported by other nearby businesses and shared with Council staff.

Key themes from the business group included:

- Improvements to signage, shop frontages, and empty buildings.
- support for events, artisan markets, and coordinated marketing.
- Interest in contributing to regeneration directly.

Billy from the Pie Shop expressed strong support for the shared business vision and noted this is the first time in decades local businesses seem united and constructive.

Proposal: Include support for establishing a Bo’ness Business Association to act as a delivery body for business-led projects. The group is still exploring the best legal structure, with guidance from Charlie C-J. The important thing is that they can hold a bank account and be transparent about membership and funding.

10. Events and Inclusion

- Mixed views about the annual Bo’ness Children’s Festival:
- Some noted rising costs and social pressures excluding lower-income families.
- Others praised its heritage value but felt it was not welcoming to newcomers or visitors.

Suggestions for more inclusive and regular community events:

- A weekly Parkrun in Bo’ness.
- Markets in the Market Square or at other Town locations.

Groups and Individuals for Ongoing Involvement

Suggested community groups and individuals to involve in further phases of the masterplan include:

1. Bloomin’ Bo’ness
2. Bo’ness Community Clean-up Group (notably Anne Trevers)
3. Bo’ness Brownies
4. South Street business cluster (The Wee Wine Bar, The Bo’ness Collective, Pie Shop, etc.)

Conclusion

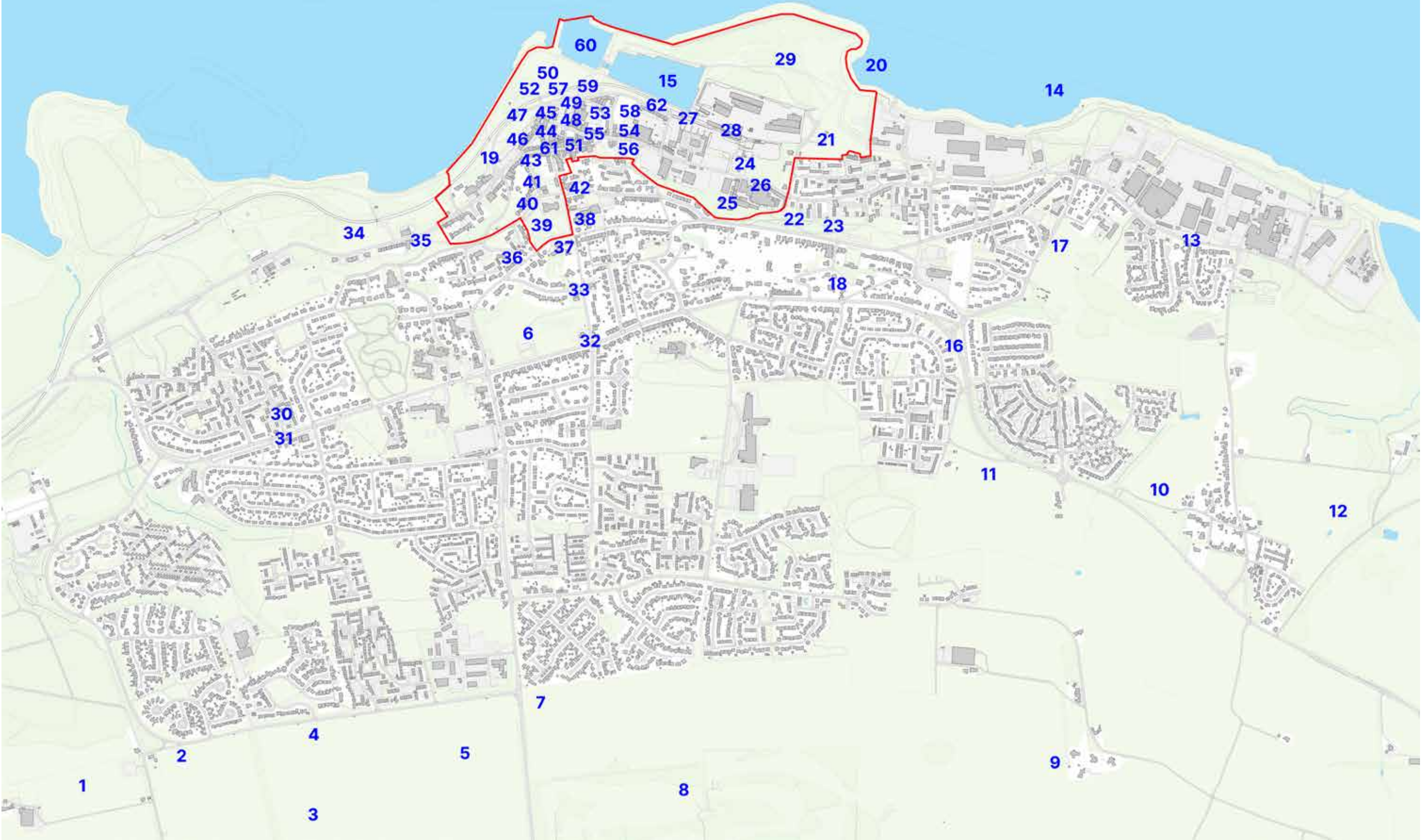
This engagement process revealed a Town with a strong sense of identity and a community that wants to be actively involved in shaping its future. There is a clear appetite for:

- Meaningful improvements to the public realm and local infrastructure.
- A greater role for local businesses and community groups in delivery.
- Investment that respects Bo’ness’s heritage while making it more inclusive, accessible, and economically resilient.
- Embedding this feedback into the emerging Bo’ness Town Centre Masterplan will be critical to ensuring community buy-in and long-term success.

Public Consultation Comments - Wide Area Public Comments

1. Proper signage at top of Town to direct people to Town Centre.
2. Crawfielf Rd/ Provost Rd - Dangerous trees need attention.
3. Complete destruction of Green belt at south of Town – no wild spaces or areas.
4. Green belt being destroyed to south of Town.
5. Complete destruction of Green belt with new non-affordable housing.
6. Complete neglect from Falkirk Council towards the Town of Bo'ness.
7. Stop branding new homes as 'Northern Linlithgow' etc, need starter homes for locals.
8. Complete neglect regarding new housing + impact on Town infrastructure.
9. Parking on pavements reduced mobility for scooters/ wheelchairs.
10. Majority of pavements lack dropped kerbs.
11. New bus stops are not fitted with lowered pavements.
12. East side of the Town Centre approach isn't very welcoming.
13. 20mph zone on A904.
14. Ship breaking until the 1960s on the shore east of the Town Centre.
15. Perimeter of the old dock requires tidying and maintenance.
16. Bring into Bo'ness new schools, doctors and a swimming pool.
17. Replace signs at Roman Slab – currently illegible.
18. Speed cameras Grahamsdyke Road.
19. Busy parking at Waggon Rd & Scotland Close.
20. A lovely harbour is not used east of the Foreshore. Development opportunities not taken.
21. Goal posts east of the Museum of Scottish Railways to encourage children to play.
22. Park maintenance – connections and paths for Victoria Park.
23. Tidy up Victoria Park.
24. La Fabrique nightclub closed 30 years ago.
25. Ask Ballantine foundry to improve their frontage which is a filthy disgrace.
26. Grange pans drying area can be turned into community garden.
27. Improve transport links in and around the Town.
28. Town is not accessible for wheelchair users.
29. Some Foreshore parts need improvements.
30. Inaccessible post office.
31. Post office in Town Centre.
32. We have our own theatre out with Plan.
33. Speeding traffic, traffic calming measures required.
34. History / Memorial of Bo'ness witches.
35. Park west of Town Centre is poorly maintained and needs access tidied up.
36. Castle hill needs parking, accessible pavements and line markings.
37. Improve garden space on Church Wynd – needs colourful flowers.
38. Re-instate steps from Church Wynd to War Memorial.
39. The bandstand requires refurbishing.
40. Maintenance work on Town Hall & Bandstand.
41. Town Hall showing its age, needs addressing.
42. Do not lose the character of the Town Centre.
43. Enclosed shopping area on South Street.
44. Seating in Market Square & solar powered lighting in the trees.
45. Stop parking on Market Square – 'a number of businesses are guilty'.
46. Businesses and cinema events need to promote themselves more to residents.
47. Traffic Speed control measures along Union Street crossings.
48. Pedestrianise Hope Street & Market Square with café seats, marquee.
49. Artisan markets – Market Square – business group could organise.
50. Foreshore requires more seating.
51. Building maintenance for upper floors, rainwater goods and pavement enhancements.
52. Better outdoor leisure/ fitness/ wellness/ eg. Outdoor gym, guided walk routes, wellness pavilion etc on Foreshore.
53. Secure motorcycle parking required at Town Centre.
54. Pavement parking and double parking needs to be controlled.
55. Bring market area to Town. Hive never opened.
56. Playpark or soft play for the Town Centre.
57. Zebra crossing needed between Town Centre and the Foreshore.
58. Turn Police Station into café/ leisure facility.
59. Outdoor café at shore.
60. Leisure craft usage in Harbour.
61. Number of listed buildings in the Town Centre should be celebrated.
62. Need path on North side of Union Street south of the old Dock, - better link between Town Centre and the railway.

Public Consultation Comments -
Wide Area Public Comments Map



Public Consultation Comments - Study Area Public Comments

Foreshore comments:

- FS01. Improving signage and wayfinding
- FS02. Challenging accessibility due to cobbled paths near Foreshore entrances
- FS03. More seating and activities along the Foreshore
- FS04. Improve entrance to Foreshore to make it more accessible-wheelchair, pram friendly
- FS05. Raise ecological awareness through interpretation boards
- FS06. Bird watching along Foreshore
- FS07. Improve landscape quality
- FS08. Sports activity along harbor area
- FS09. Fitness trails along the Foreshore
- FS10. Connections to surrounding green spaces, nature reserves
- FS11. Signages about distances to surrounding green spaces to encourage running and hiking
- FS12. Improve sense of arrival
- FS13. Cycle rentals along Foreshore
- FS14. Improve open space strategy
- FS15. Caravan, camping sites- with improved facilities i.e toilets and cafes
- FS16. Pop-up cafes and markets
- FS17. Natural play features along the Foreshore

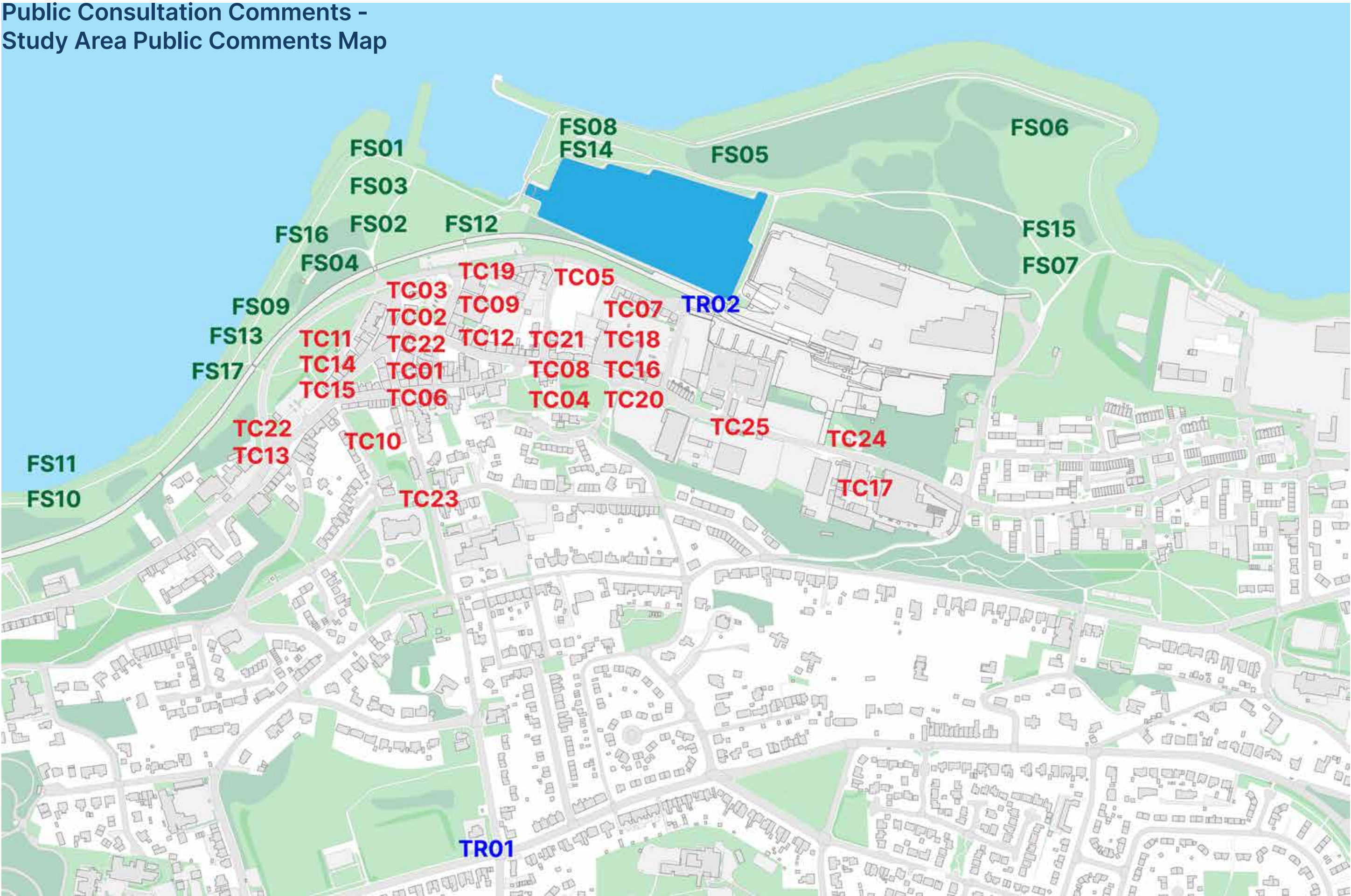
Town Centre comments

- TC01. Hippodrome supporting local craft
- TC02. Derelict buildings repair (library, improve shop frontage
- TC03. Improving signage and wayfinding
- TC04. Community involvement to make Town vibrant and bustling
- TC05. Use social media to advertise Town
- TC06. Hippodrome to support local art
- TC07. Improve street furniture-bins, paving, uneven surfacing needs repair
- TC08. Bring the historic character of Town back
- TC09. Historic interpretation boards to raise awareness of the Town's heritage
- TC10. Private garden trail to increase community engagement
- TC11. Advertising community events better to bring community together
- TC12. Play along the way on streets to engage young children
- TC13. Improve sense of arrival and sense of identity
- TC14. Pedestrianise Hope Street and Market Street
- TC15. Shared street to make Town Centre more vibrant
- TC16. Improved public realm across Town center
- TC17. Improve open views into service yards
- TC18. Rationalise parking strategy for Town
- TC19. Pop-up cafes and markets
- TC20. Beer festival made Town more vibrant- more festivals.
- TC21. Improve public open spaces, more planting and seating
- TC22. Modal filters, one-way systems to help pedestrians and calm traffic
- TC23. Challenging topography hindering pedestrian movement into Town
- TC24. The industrial part of Town needs permeability
- TC25. Better lighting around eastern part of Town

Transport comments

- TR01. Improve Bus services to Linlithgow and around Town
- TR02. Use Bo'ness rail line to connect to Bo'ness

Public Consultation Comments -
Study Area Public Comments Map



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