Alloa Town Centre Masterplan

Welcome and thank you for taking part in this community consultation to help shape the future 10 to 20-year vision for Alloa Town Centre.

The Masterplan will provide a shared vision and 'route map' that all Town Centre stakeholders can work towards and use as a basis for coordination and planning. It will identify a series of priority projects, strategies and other measures to help bring about positive – rather than piecemeal and fragmented – change.

Where to view the project ideas and to make comments:

In person: Speirs Centre Entrance Foyer,
Saturday 14th Nov, 9am to 1pm or
Mon 16th Nov, 9am to 6.45pm – members of the design team will be available 2 to 6.45pm

Online: https://www.ironsidefarrar.com/alloa-consultation.html
Until 5th December 2026

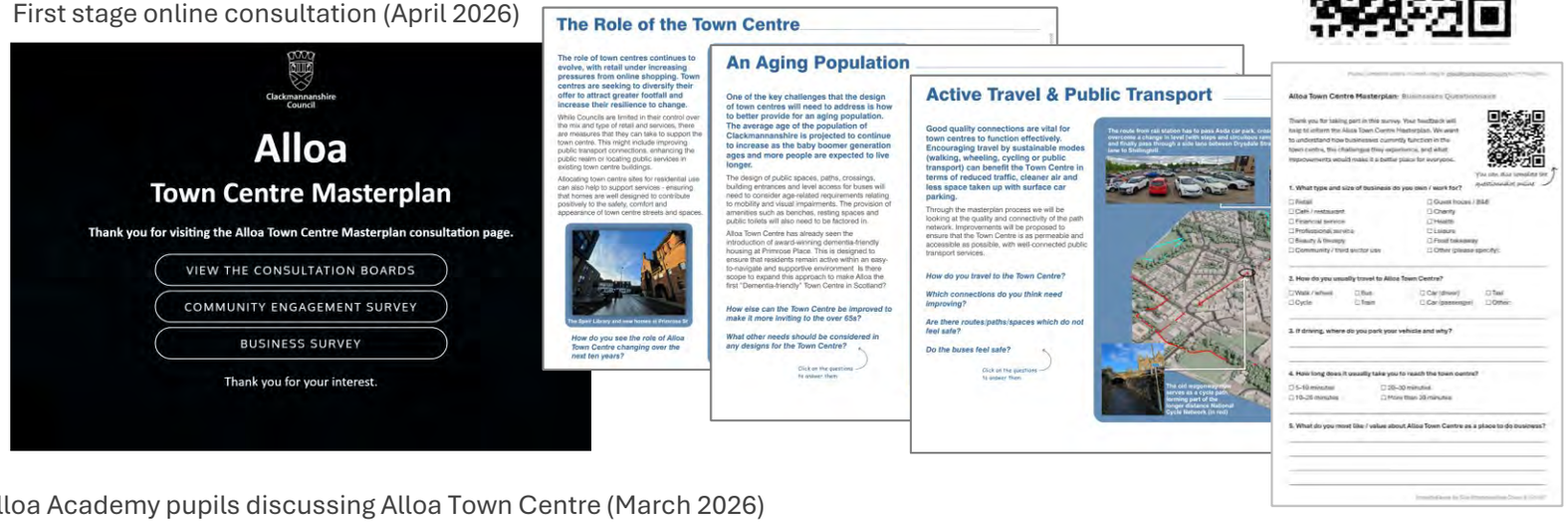
The following boards summarise the key issues and ideas raised through community engagement earlier this year. These inform the masterplan to set out clear priorities, which in turn can help to focus resources, coordinate partnership working and provide a strong basis for external funding support.

The boards also set out a series of project ideas which aim to address some of the issues raised. Please take time to comment on these ideas or to suggest other opportunities.

In person: *Write your comments/ suggestions on a sticky note or stick a red dot to simply show your support next to the idea.*

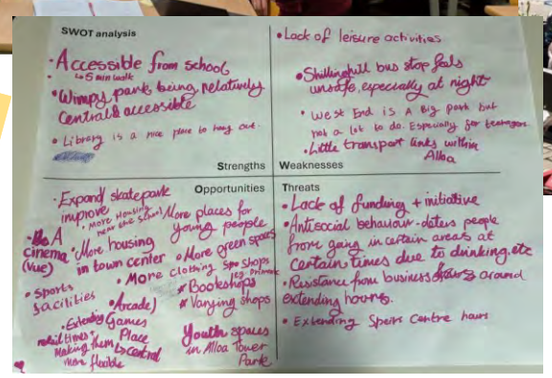
Online: *Click on the virtual yellow sticky note and it will take you to a survey form where you can write and submit your comments or suggestions.*

First stage online consultation (April 2026)



Alloa Academy pupils discussing Alloa Town Centre (March 2026)





Write your comments on a sticky note or click online



Talking to both residents and visitors on the High Street at the Sound Bites Festival 2026



What works / what needs improving...

Earlier this year we asked you about what you liked and disliked about Alloa Town Centre. These are some of the things you told us...

STRENGTHS

Free parking close to shops

Friendly cafés

Variety of independent shops

Train station

Compact and walkable

Good community atmosphere

Attractive architecture / historic buildings

Distinct / strong sense of place

On festival days the pedestrianised centre is great

Views of the Ochills

Busy and animated

Charity shops

The Spier Library – accessible and has toilets

The flowers are pretty

Good place to catch up with friends

Banners of Clacks famous people

Access to a bank

Alloa Tower

Town Centre events

Has a post office, pharmacy, hardware, baker, butcher, supermarket, cobbler, opticians, travel agent, hairdresser, takeaways, pubs...

WEAKNESSES

Too many vape shops, barbers, charity shops, nail/beauty parlours, takeaways and bookmakers

Empty shops

Illegal on-street parking - no enforcement

Slippery paving along Mill Street

Nothing to do on an evening except leave or go to the pub

Narrow / cramped pavements – not pedestrian friendly

Poorly maintained pavements and roads

Not enough buses

Lack of hotel / B&B accommodation

Not enough green spaces and trees

Anti-social behaviour, incl. alcoholics and drug taking / dealing in Shillinghill area

Poorly maintained buildings create overall feeling of neglect

Wheelchair accessibility hampered by poor quality pavements and street crossings

Complicated road system

Lacks greenery and attractive public spaces

Insufficient and poor quality signage

High business rates

Write your comments on a sticky note or click online

Town Centre issues most mentioned:

- Anti-social behaviour and feeling unsafe
- Poor parking and traffic enforcement
- Lack of shop variety / too many similar businesses
- Run-down appearance, cleanliness, and vacant buildings
- Unsafe or poor-quality pavements and accessibility issues
- Need for more activities / spaces for young people / families
- Need more green spaces /public gathering spaces
- Calls for pedestrianisation or reducing traffic
- Requests for better public transport and policing
- Connectivity, tourism and town centre attractiveness

Some of your suggestions...

- More green space, safer crossings
- Restrict parking more around town centre as plenty of free parking away from main streets. This would alleviate congestion issue, feel easy and safer to cross roads.
- More central community spaces
- Longer library hours. Pedestrianise the roads.
- Creche or play area for small kids
- Bringing empty buildings back into use would make a huge difference
- Cleaner streets
- Use the empty shop windows to promote other businesses.
- Increase tactile paving and accessibility features for visually impaired people.
- Nicer/better lighting. More greenery.
- Close narrow and busy streets to encourage more pavement businesses such as cafes or market stalls.
- More Town Centre leisure activities in evenings
- High Street would benefit from partial or full pedestrianisation
- Removing cars from the Town Centre would make it much safer
- Encourage traditional canopies and awnings along High Street
- Public toilets needed with wardens to maintain / police
- Encourage shop owners to take more pride in their environments - stricter rules on shop fronts.
- An indoor table tennis facility
- Start a 'Keep Alloa Clean' project with local schools
- More police visibility and foot patrols
- More activities like the old weekly market beside Lidl car park

What the masterplan project proposals should aim to do...

1. Enhance the Town Centre **pedestrian experience** e.g. wheelchair accessibility, safety / perceptions of safety, and a public realm which is comfortable, clean, attractive and easy to navigate – especially for an aging population / those with dementia.
2. Repair, maintain and enhance the Town Centre's **built fabric**, particularly historic buildings.
3. Improve **connectivity** to and within the Town Centre for **sustainable and active travel** modes.
4. Maximise opportunities for **urban greening** (for amenity / wellbeing and for climate resilience) and improve access to **existing parks / green space**.
5. Introduce a greater mix of **residential uses** within and around the Town Centre to increase local footfall, spend and natural surveillance.
6. Identify measures to support **education and community activities, local enterprise** and the **leisure, visitor and evening economies**.

Do you agree with these objectives? Anything to add?

The following boards set out various suggested masterplan projects and consider how they could make a difference either immediately or over time. Please let us know what you think of these ideas...

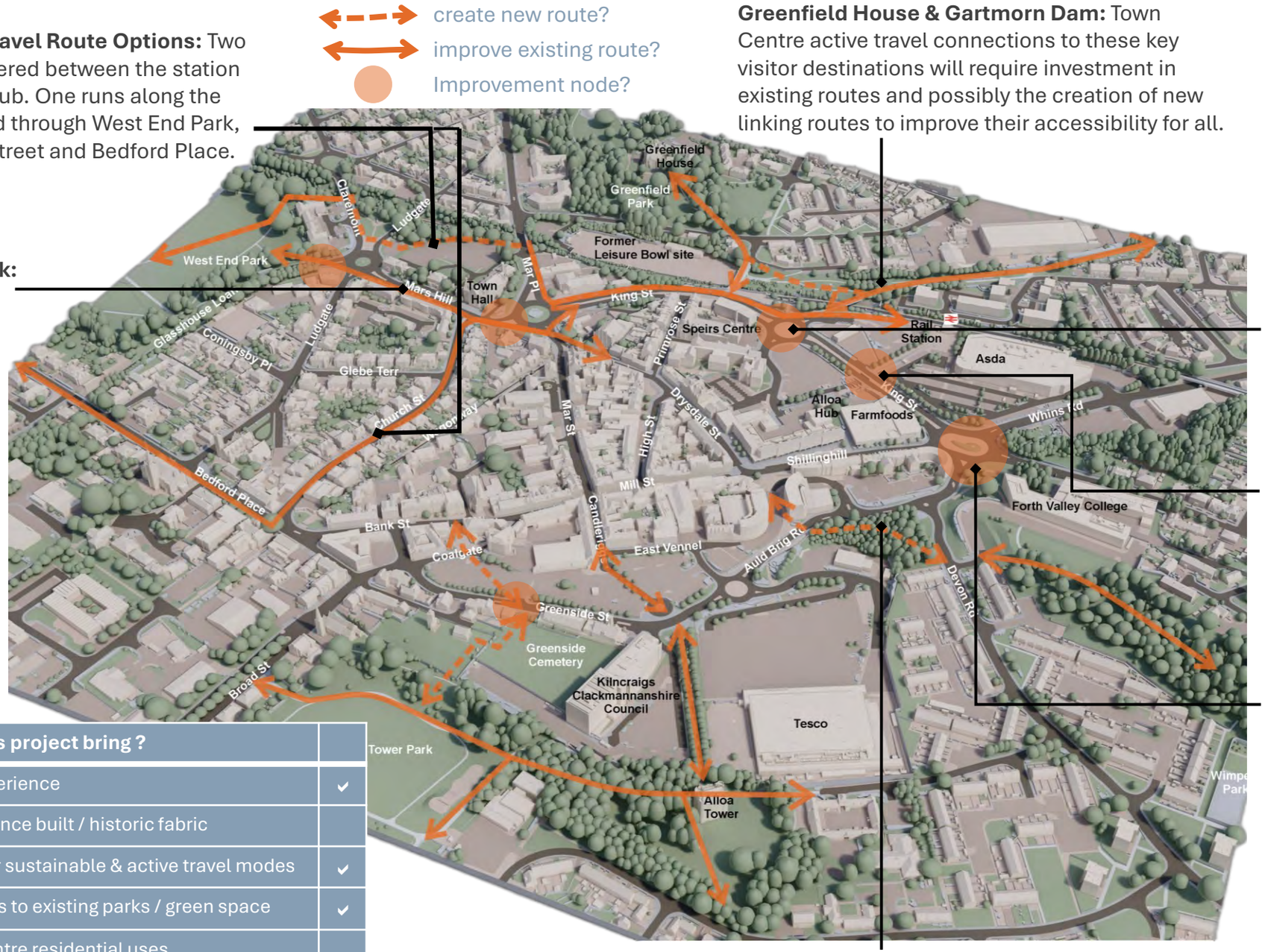
Town Centre Access & Movement

Many of you told us that you travel by car to the Town Centre and value the availability of free parking – for some, particularly those living outside Alloa, this may be the only option. Many of you do walk / wheel or take the bus to the Town Centre and others have said that you would consider walking / wheeling if connections were more direct and safer or taking the bus if services were improved. We have identified some opportunities to improve connections and services...

What do you think of these ideas?

Wellbeing Hub Active Travel Route Options: Two options are being considered between the station and the new Wellbeing Hub. One runs along the back of the Town Hall and through West End Park, the other along Church Street and Bedford Place.

High St to West End Park: Strengthen this direct route along Mars Hill to promote active travel access to the Park - and the Town Hall - from the Town Centre (< 5-minute walk to Park). This could include new pedestrian crossings and better signage.



Greenfield House & Gartmorn Dam: Town Centre active travel connections to these key visitor destinations will require investment in existing routes and possibly the creation of new linking routes to improve their accessibility for all.

'King Street Active Travel Improvement Area' could prioritise improving active travel experience along / across this corridor, e.g.:

- **Station entrance roundabout:** Located on a key active travel desire line into the Town Centre via Greenfield Park. Also, where the long-distance path to Sauchie and Gartmorn Dam arrives at the Town Centre.
- **Station to Town Centre crossing:** Active travel access should be a clear priority at this point. Slowing traffic from the roundabout and reducing pedestrian waiting times could make a big difference.
- **New Bus Station:** The Council is planning for re-location of the Bus Station to be closer to the Rail Station.
- **Shillinghill Roundabout:** Easing pedestrian movement / crossing around this roundabout would be beneficial for all those arriving from the east of town, and particularly for access to/from the **Forth Valley College building**.

What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	✔
5. Greater mix of Town Centre residential uses	
6. Support education, community, local enterprise and leisure, visitor & evening economies	✔

Routes to/from Wimpey Park: A new path could be forged through the wooded area behind Tesco petrol station and improvements made to the existing woodland path to Wimpey Park and beyond.

High Street

Many of you told us that pedestrianising the High Street would be a good idea. Not everyone agreed, with concerns about loss of passing trade.

While any design solution would need to accommodate service access and disabled parking, pedestrianisation could open up the space for pavement cafés, tree planting, temporary market stalls, seating and informal children's play features.

Removing parked cars, and through traffic could **improve the pedestrian experience** and could increase footfall / spend along the High Street.

Bins could be stored close to property entrances or in small sheltered groups under trees – less conspicuous than current curb-side clusters.

Less space taken up by parking could allow more space for **planting / greening** the Town Centre

Uniform, level paving with subtle variations in materials, textures or tone rather than curbs or road markings could enable **unimpeded pedestrian/ wheelchair movement**.



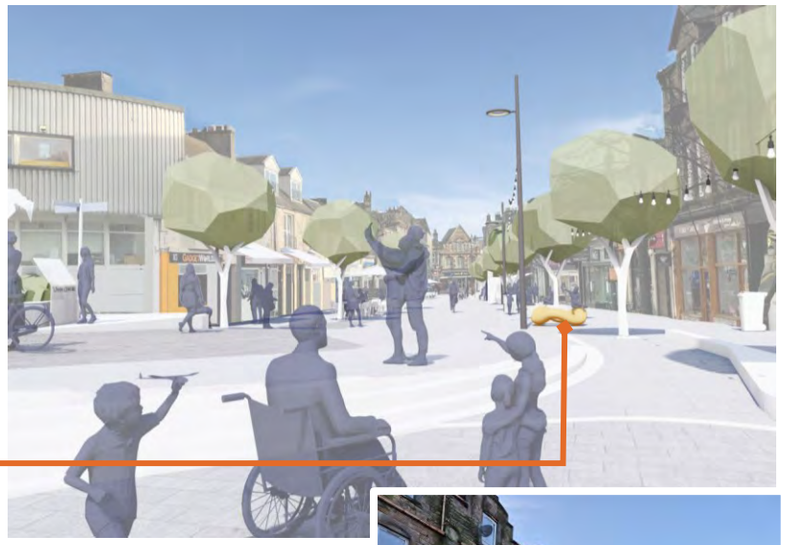
The 'Christmas Tree' event space could be retained as the **principal focal point**



Traffic-free, the street would feel safer and could allow for the introduction of **informal play features for kids**

More **street trees** could be incorporated to help break up the space, provide shade and improve wellbeing and air quality.

Integrate year-round **garland / fairly lighting** between trees to create a welcoming evening atmosphere.





What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	✔
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	✔
5. Greater mix of Town Centre residential uses	
6. Support education, community, local enterprise and leisure, visitor & evening economies	✔

‘Leisure Bowl’ Site & Adjacent Routes / Greenspace

Redevelopment of the former Leisure Bowl site has the potential to significantly enhance the Town Centre’s northern edge and create an attractive new frontage onto Parkway and Greenfield Park.

It would also form the backdrop to the old Erskine Street railway bridge – the key active travel route between the Town Centre and Greenfield House.

What do you think of these ideas?



Impression of how the railway arches might be revived and used to form a key active travel feature.

The Leisure Bowl site could be appropriate for a **mix of land uses**, potentially including housing, student accommodation, business units, community facilities, and public infrastructure.

A mix of 3 and 4 storey buildings might be appropriate, sensitively **designed to address the park, the bridges and railway**.

Network Rail would need to maintain vehicular access to the tracks along the southern edge of the site.

The **railway bridge** is a **key pedestrian entrance into the Town Centre**. It could be revived (stonework repairs, lighting, seating, planters, artwork) to encourage access to Greenfield House / Park from the Town Centre / Station.



The Council are exploring potential uses for the recently-restored **Greenfield House**, through phased Region City Deal investment. This would attract greater public footfall along the railway bridge route from the Town Centre.

A new ramp could lead from the end of the bridge at Erskine Street to **provide direct pedestrian access into the greenspace**. This could then link to the long-distance cycle path between the Town Centre and Sauchie / Tillicoultry / Dollar. This is also the active travel route to Gartmorn Dam, another Region City Deal improvement project.

Wheelchair access between the railway bridge and King Street in a western direction requires improvement. This could be an opportunity to enhance this entire interface, incorporating soft landscaping and attractive views of the railway arches and greenspace.

The **railway arches** form a gateway to the adjacent greenspace and could be integrated into the development’s public realm design, perhaps inspired by the former railway lines running through them.

The railway arches could provide an attractive feature for a **neighbourhood park**, accessible to existing and new housing and just a short walk from the Town Centre. It could incorporate facilities such as concrete table tennis or chess tables beneath the arches.

What benefits might this project bring ?	
1. Improve pedestrian experience	✓
2. Repair, maintain & enhance built / historic fabric	✓
3. Improve connectivity for sustainable & active travel modes	✓
4. Urban greening & access to existing parks / green space	✓
5. Greater mix of Town Centre residential uses	✓
6. Support education, community, local enterprise and leisure, visitor & evening economies	✓

King Street Car Park – Potential Opportunity

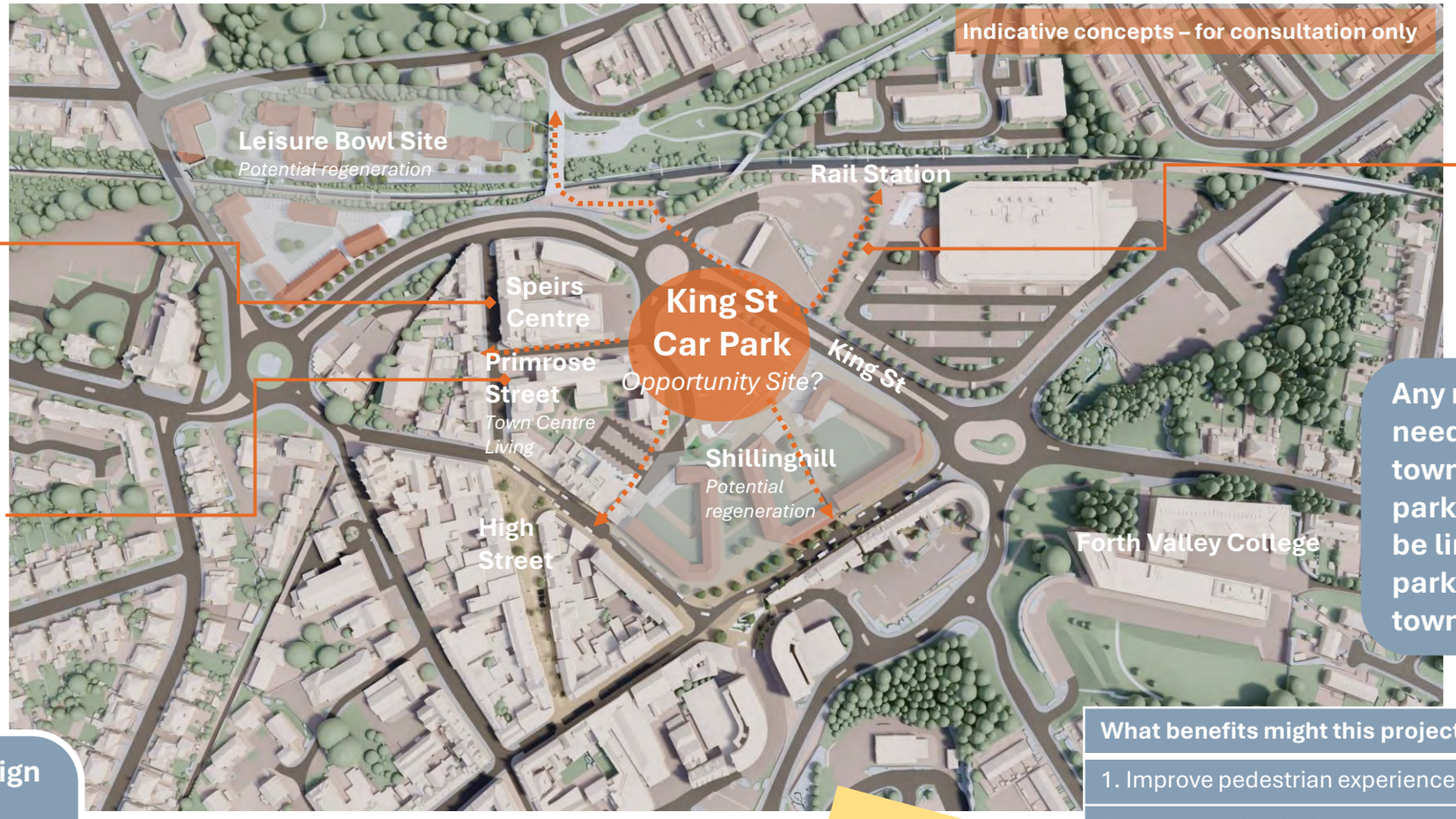
King Street Car Park provides important town centre parking, in a prominent location adjacent to King Street, Speirs Centre, and recent Primrose Street redevelopment. Opportunities for future development could be explored including public realm and pedestrian connections, and potential redevelopment involving a combination of homes, jobs, tourism & leisure, or community uses.





Any future development would need to be sensitive to the **setting of the Speirs Centre** as a key town centre landmark

King Steet Car Park could provide an extension and further phase of the **successful redevelopment at Primrose Street**, with homes or a wider mix of uses.



Development could **strengthen connections** between the Rail Station and wider town centre, as well as links to Shillinghill

Any redevelopment would need to be informed by a town centre review of car parking capacity, and could be linked to re-provision of parking elsewhere in the town centre

Any redevelopment design would need to consider the likely future of adjacent buildings and spaces. How, in time, might they be redeveloped to achieve an improved town centre environment? See board 9.

The car park is in a prominent location where **high quality design** could improve the quality of Town Centre environment

Development would include retail / commercial units to further **activate streets and open spaces** in this part of the town.

What do you think of these ideas?

What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	
5. Greater mix of Town Centre residential uses	✔
6. Support education, community, local enterprise and leisure, visitor & evening economies	✔

Shillinghill Public Realm Improvements

Negative perceptions of Shillinghill were one of the most frequently discussed issues at the last consultation. It is a key pedestrian intersection, and the likely relocation of the bus stances and bus lane brings an opportunity to rethink this area, to make it feel safer, reduce traffic dominance and integrate street trees and green space.



What do you think of these ideas?





The **public space at the intersection of Shillinghill and Mill Road** currently uses walls and railings to deal with much of the change in level – wheely bins are currently stored here. Instead, it could be an **accessible public space** with an open feel, greenery and seating.

Deflecting the carriageway slightly could help to break up the linearity and provide a larger area for the civic space to deal with the change in level to Mill Road.

Street trees and greenery can be introduced along Shillinghill, designed to allow for future redevelopment of Maple Court (see ideas on Board 8).

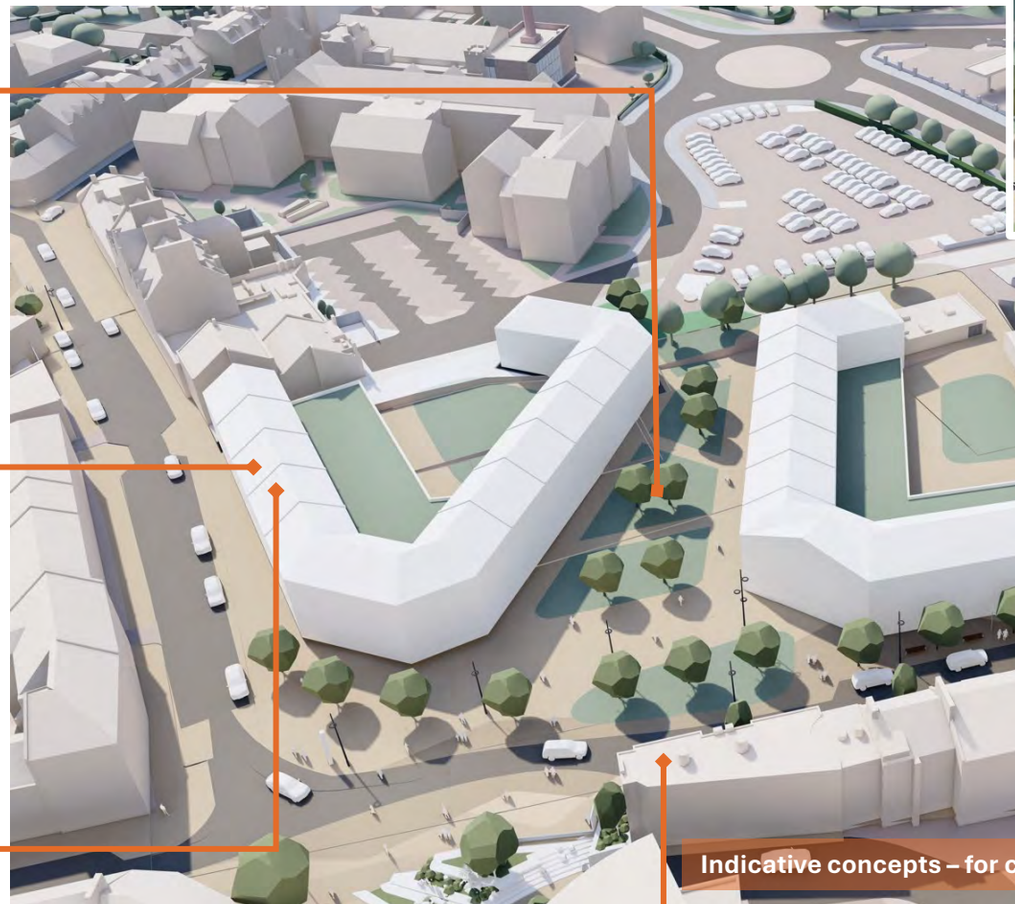
The connection with Mill Road can feel more **open and wheelchair accessible**.

What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	✔
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	✔
5. Greater mix of Town Centre residential uses	
6. Support education, community, local enterprise and leisure, visitor & evening economies	

Future Ideas for Shillinghill

Buildings along the northern side of Shillinghill – Maple Court and the 'Farmfoods' building – are in relatively poor condition with limited lifespans. While these buildings are in use with no current plans for relocation, we should consider the longer-term opportunities for these sites and how their potential redevelopment could help to unlock new routes, accommodate a variety of uses, create new public space and opportunities for urban greening.

It is useful to plan now for once **Maple Court** reaches the end of its useful life even if this is not for another ten years or more. There are many ways in which it might be designed, below is just one idea...



A new **central green space** could form the **key pedestrian route** from the station approach to Shillinghill, close to its intersection with Drysdale St, Mill St and Mill Road.

A flexible subdivision of ground floor space could accommodate a **range of unit sizes and uses**. The upper floors could accommodate a **mix of residential** properties.

Building **massing and rhythm** along Drysdale Street should reflect the Town Centre **historic grain.**

Some properties on the southern side of Shillinghill have stood vacant for some time and are blighting the area. Should the **redevelopment potential** of these properties be explored as part of the Town Centre Masterplan?



What do you think of these ideas?

Similarly, should the '**Farmfoods**' site ever be redeveloped – e.g. for retail / commercial / leisure / residential uses or a mix of uses – it could contribute more positively to its surrounding streets than is presently the case. It could provide **more entrances and active frontages along Shillinghill** in particular.

What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	✔
5. Greater mix of Town Centre residential uses	✔
6. Support education, community, local enterprise and leisure, visitor & evening economies	

Coalgate and Bank Street

At the western end of the Town Centre, Bank Street forms a key thoroughfare leading towards established residential areas. It has various vacant properties, some of them Listed, which could be suitable for repurposing to residential uses, thus securing their repair and longer-term maintenance.

Enhanced amenity, such as green space, street trees and shared surface routes should also be part of any strategy to enhance and encourage Town Centre Living as this idea for the Coalgate illustrates...

What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	✔
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	✔
5. Greater mix of Town Centre residential uses	✔
6. Support education, community, local enterprise and leisure, visitor & evening economies	✔

Part of the car park could be developed for housing and a new **public green space** could provide some urban greening – combined with more planting within the Bank Street public space to form a green route into town.

A new entrance into Greenside Cemetery, and connecting path to Alloa Tower Park, to open up the cemetery for greater heritage tourism. New zebra crossing could be included.

Service vehicles currently passing through Coalgate could be **rerouted** via the car park.



Low-rise housing could provide accessible homes - the building itself serving to partly **re-establish the historic street frontage** to create a more enclosed and animated streetscape.

The car park sits between two **Conservation Areas** – any development would need to be sensitively designed to their respect their setting.

What do you think of these ideas?

This stretch of Coalgate could become **shared surface** to improve pedestrian environment, allow for pavement cafés and occasional market stalls.

If more people lived in the Town Centre / along Bank Street would it make **local businesses** such as an independent cinema more viable?

Repurposing of existing vacant buildings, such as the old Borough Chambers, **to residential use** can bring many benefits to the area. It can help to **support local businesses** through **greater footfall** and help to make the **area feel safer** in the evenings through more 'eyes on the street'.

Connection to Town Hall & West End Park

The Town Hall is a local landmark and popular destination within Alloa yet feels separated from the Town Centre core by Mars Hill and Roundabout. Many of you thought that it should be easier to access on foot / wheelchair from the Town Centre. Similarly strengthened connections between the Town Centre and West End Park were called for, the most direct route being that which passes the Town Hall.

Pedestrian crossings at the Town Hall and at the northern end of Glasshouse Loan, together with pavement, entrance and signage improvements could help to make these amenities feel like part of the Town Centre.

What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	✔
5. Greater mix of Town Centre residential uses	
6. Support education, community, local enterprise and leisure, visitor & evening economies	✔





Indicative concepts – for consultation only

A **new entrance to West End Park** could be created, together with **pedestrian crossing**, at the northern end of Glasshouse Loan. This could offer safe and convenient pedestrian access from the Town Centre.



What do you think of these ideas?





Indicative concepts – for consultation only

A **direct path aligned with pedestrian crossing** and inclusive signage could improve Town Hall access.

Repairing and Repurposing the Built Heritage

Alloa Town Centre's character is largely defined by its historic buildings and street pattern. While many of its buildings are well cared for, some are in a state of disrepair and owners are struggling to find appropriate new uses/occupants capable of funding their long-term repair and maintenance. Many of you raised the poor condition of buildings and erosion of historic character as key issues to be addressed.

What do you think of these ideas?

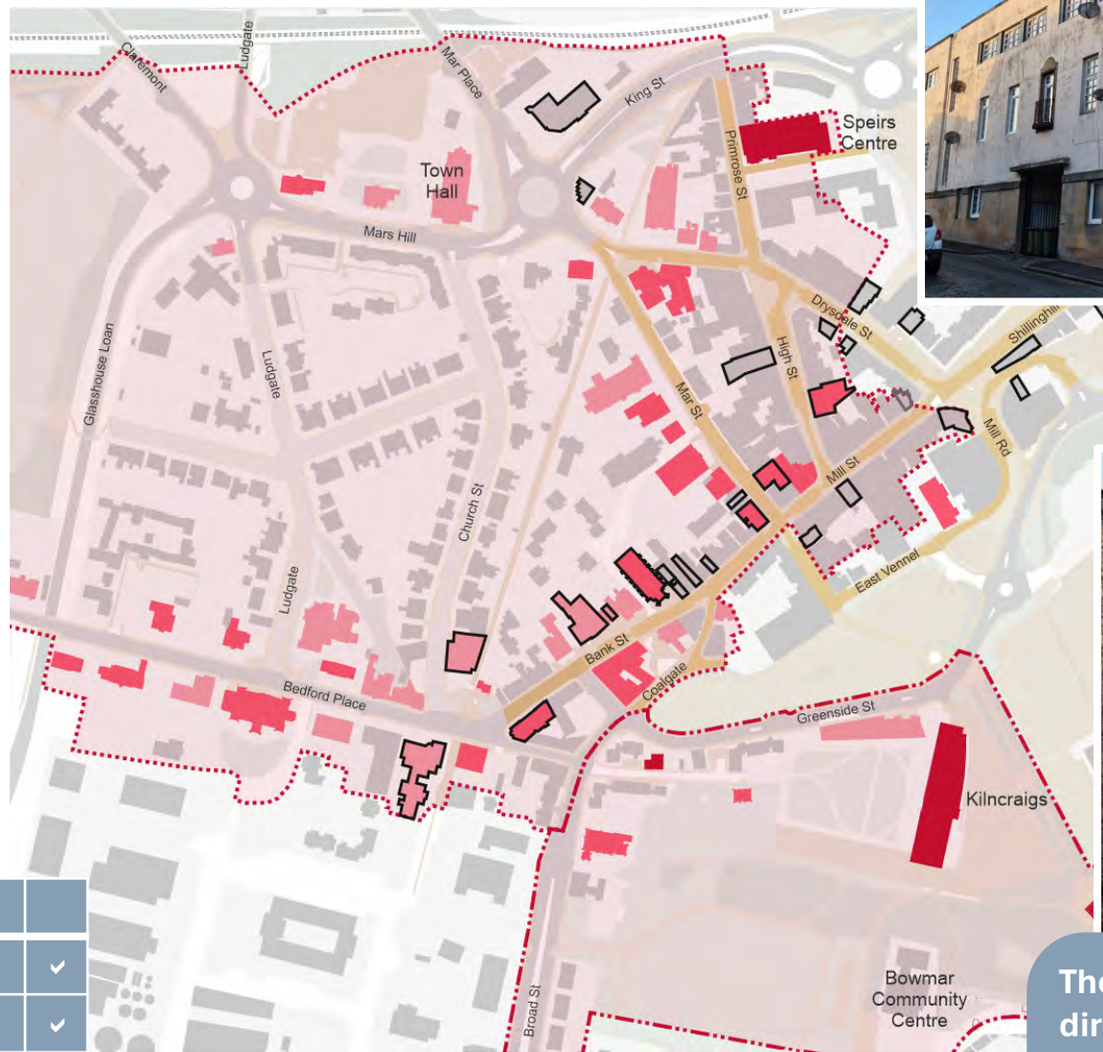






A Town Centre-wide **strategy focussed on the repair and sustainable re-use of buildings** could explore a variety of measures in partnership with agencies such as Historic Environment Scotland (HES). Examples include:

- **Empty business property grant scheme**:
  - Repurposing a vacant property for an alternative business use, or refurbishment of an empty business property to enable reoccupation;
  - Relocating new businesses to the Town Centre;
  - Helping a business expand and so keep it in the area;
  - Where appropriate, support change of use applications to residential use.
- **Shopfront design guidance**
- **Heritage and Place Fund (HES)** - funds long-term programmes of activity that bring together multiple partners to improve, care for, and celebrate the historic environment in a particular area.
- **Historic Environment Grants (HES)** - supports a wide range of projects that relate to and benefit Scotland's historic environment, from small community initiatives to large conservation or engagement projects.



What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	✔
3. Improve connectivity for sustainable & active travel modes	
4. Urban greening & access to existing parks / green space	
5. Greater mix of Town Centre residential uses	✔
6. Support education, community, local enterprise and leisure, visitor & evening economies	✔

Grade A Listed Building
Grade B Listed Building
Grade C Listed Building
Building currently vacant
Alloa Glebe Conservation Area
Old Alloa Conservation Area



The Council has limited powers to directly intervene in privately owned buildings but will work collaboratively with landowners and other stakeholders to enable repair and renewal of the Town Centre's historic environment wherever possible.

Streetscape Improvements (1)

You have called for safer, cleaner, greener and more attractive town centre streets that are easier to navigate. There is also need to remove barriers to wheelchair access, allow for more dementia-friendly movement and ensure greater climate resilience. Here are some ideas of how changes can be made to improve your Town Centre streets...



Reduce car dominance on Town Centre streets:

The Council is carrying out traffic and parking surveys to inform choices. Options to explore could include:

- Greater resourcing of **traffic management / enforcement** to deal with illegal parking.
- Reducing the number of free on-street parking spaces.
- Managing the maximum stay allowances.
- Measures such as narrowing carriageways to **reduce traffic speeds**.







Inclusive Wayfinding Strategy:

- To meet the **diverse spectrum of physical, cognitive and sensory conditions** people may experience when navigating spaces.
- **Accessible and dementia-friendly** signage design, including at eye-level for those in wheelchairs.
- Integrate with the Town Centre **Public Realm Design Strategy** (see above) to ensure a consistent design approach to ensure that everyone is able to find their way independently and confidently.
- Incorporate **information boards**, "what's on"/events boards and heritage trail interpretation boards with digital (QR code) links.







Prepare a Public Realm Design Strategy:

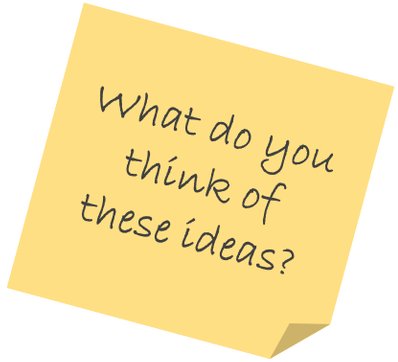
- To ensure the high-quality design and delivery of a **unified and coherent public realm**.
- To inform future design, material choices, street furniture, signage etc. throughout the town centre.
- Ensure that surfacing / paving complements the **prevailing historic buildings materials** while being hard-wearing, non-slip and long-lasting.
- Avoids the piecemeal implementation of paving and street furniture that has created a mishmash of styles / colours / tones.



What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	✔
5. Greater mix of Town Centre residential uses	
6. Support education, community, local enterprise and leisure, visitor & evening economies	✔

Streetscape Improvements (2)

You have called for safer, cleaner, greener and more attractive town centre streets that are easier to navigate. There is also need to remove barriers to wheelchair access, allow for more dementia-friendly movement and ensure greater climate resilience. Here are some ideas of how changes can be made to improve your Town Centre streets...



Greater pedestrian priority:

- More **pedestrian space** – wider pavements, pedestrianisation schemes (see Board 5) and larger public spaces where redevelopment allows (see Board 8).
- Greater number and better quality **crossings with level access** for wheelchair movement.
- Street / public realm design must take account of needs for those with **dementia** – continuing the approach already in taken around Primrose Street / Place.



Management and maintenance:

For cleaner and better maintained streets a partnership approach could be taken. A '**Town Centre Contract**' could be established between the Council and retailers/ business owners, each committed and responsible for an agreed package of interlocking measures, such as:

- a code of conduct on litter and waste management/ measures to more effectively manage trade waste, cleansing at hot-food takeways, local action on fly-posting etc.
- More frequent street cleansing outwith business hours.





Greater security and levels of natural/passive surveillance:

- More **activity** and '**eyes on the street**' makes places **feel safer**, which in turn attracts more people.
- Use **gates**/fencing to distinguish between public and private space and to prevent dangerous 'rooftop' access from Mar Street.
- Introduce more **residential uses** into the Town Centre – this will increase levels of natural surveillance (see Boards 7,8 & 10).
- Convert town centre buildings to residential, including **upper floors above shops**.





Urban Greening:

- Plant more street trees and plants to improve **wellbeing, shade and climate resilience**.
- Explore opportunities to introduce greenspace in existing areas – e.g. pocket parks, planting strips
- Redevelopment opportunities to improve existing greenspace (see Board 6) or create new greenspace (see Boards 8,9 &10).



What benefits might this project bring ?	
1. Improve pedestrian experience	✔
2. Repair, maintain & enhance built / historic fabric	
3. Improve connectivity for sustainable & active travel modes	✔
4. Urban greening & access to existing parks / green space	✔
5. Greater mix of Town Centre residential uses	
6. Support education, community, local enterprise and leisure, visitor & evening economies	✔

Town Centre Car Parking

Car parking provision is an important consideration for the future of Alloa Town Centre, affecting its accessibility and vitality. Many of you attribute the success of the Town Centre to the free car parking available.

Some of you said that there is insufficient parking while others think that there is an oversupply. Striking the right balance between making best use of land for development, ensuring adequate levels of parking while also encouraging sustainable travel modes is not always straight forward...



Free public car parking

Supermarket car parking

How would you like to see Town Centre car parking change?

Do you think there is **currently enough car parking** in the Town Centre?

Which **car park do you use** most often, and why?

For **how many hours** do you typically park your car in the Town Centre?

For what **purpose** do you need to park your car in the Town Centre – shopping, work, leisure, appointments, journeys elsewhere by train?

Some existing car parks may need to be developed in the future to unlock key development opportunities – where do you think **alternative car parking** should be provided?

What would encourage you to use **alternative parking locations**?

Would you consider **walking or cycling** into the Town Centre if **routes were improved**?

The Bigger Picture – how do all the ideas join up?

These emerging ideas are intended to help shape a shared vision for future development and investment in the Town Centre. They are indicative proposals to be refined through further planning, assessment, and ongoing local engagement.

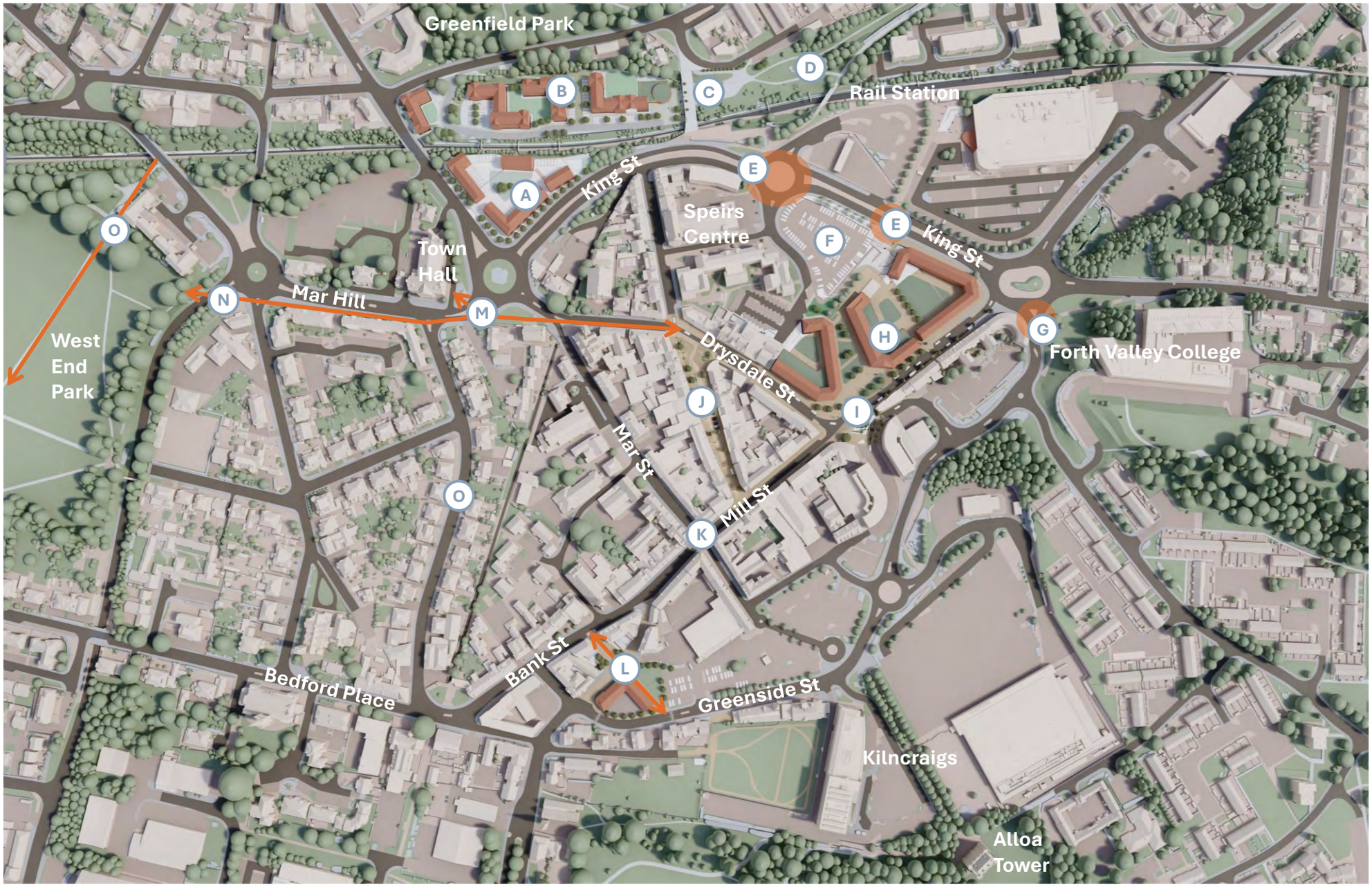
What are your top 3 priorities?

A Former Police Station site: Currently still in use. Suitable for a range of uses should this site become available for redevelopment. Future design should ensure that buildings address the principal frontages onto King Street, Mar Place and Mars Hill Roundabout.

B Former Leisure Bowl site: Potential for residential use and community infrastructure - see Board 6

C Railway Arches greenspace enhancement: see Board 6

D Active travel routes: improve routes to Greenfield House and towards Gartmorn Dam (Board 6)



O Active travel routes – Station to Wellbeing Hub: Options currently being assessed – see Board 4

N Improve access to West End Park: see Board 11

M Improve Town Hall access: see Board 11

L Bank Street to Greenside Street: see Board 10

K Streetscape Improvements: for all Town Centre streets and public spaces - see Board 13

E King St Crossing Improvements: see Board 4

F King Street Opportunity Site: see Board 7

G Forth Valley College: improve pedestrian links to Town Centre and Station (Board 4)

H Longer-term ideas for King Street to Shillinghill : Suggest a mix of uses (including residential) and the creation of a green space and key pedestrian route - see Board 9.

I Shillinghill Public Realm Improvements: see Board 8

J High Street Pedestrianisation: see Board 5