



Ferguslie Green Line Renfrewshire Council

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Prepared by LUC

LUC



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Ferguslie Green Line

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Note

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Chapter 1 Introduction

The Project

LUC have been appointed by Renfrewshire Council to undertake a study to establish the feasibility of a new multi-functional linear greenspace within Ferguslie Park, an established urban neighbourhood within the town of Paisley, delivering a key element of a community led plan for the area.

Project Context

The 'Making of Ferguslie' Local Place Plan (LPP) is a community led framework which sets out a long term vision for the area with a range of actions to reimagine underused land, enhance greenspaces and support community initiatives.

A key element of this vision, prepared by local residents working collaboratively with Renfrewshire Council, is the Ferguslie Green Line.

The Green Line is the key placemaking intervention within the plan and the central spine for the neighbourhood, a multi-functional space and green corridor which will provide high quality public realm, a focal point for activity and a key active travel route enhancing connections within the neighbourhood and beyond.

Project Aims

The purpose of this study is to develop initial proposals for the Ferguslie Green Line, informed by the guiding principles and proposals identified by the community within the Making of Ferguslie LPP. The aspiration for the Green Line is a space which:-

- Enhances the character of Ferguslie as a 'Park' and creates a sense of place;
- Provides new and enhanced active travel linkages - with an emphasis on walking, wheeling and cycling – to key destinations within the neighbourhood and beyond;
- Provides innovative blue/green infrastructure solutions which support climate resilience and habitat enhancement, such as street trees, planting and rain gardens;
- Provides welcoming, high quality and accessible space which is a focus for social activity
- Provides a safe space, designed to ensure the comfort and enjoyment of users, maximising use at all times of the day.



Chapter 2

Site Survey and Analysis

Study Area

Ferguslie Park is a predominantly residential suburban neighbourhood located on the periphery of Paisley approximately 1.2km north west of the Town Centre. It is approximately 160ha and triangular in shape. The Study Area is defined by very clear linear boundaries: the Inverclyde - Glasgow railway line to the northeast; the Ayr - Glasgow railway line to the southeast; and a former railway embankment that wraps around the area to the north and west.

Character Areas

The study area can be broadly divided into seven distinctive character areas:

- St Mirren Park / Greenhill – Mixed use area which includes St Mirren Football Stadium and commercial/light industrial/employment uses towards the eastern edge of the neighbourhood.
- Tannahill Zone – Area of former residential use currently subject to regeneration proposal, offering future opportunity for mixed use development.
- Neighbourhood Centre – The civic heart of the neighbourhood, including a range of local services and community facilities.
- Ferguslie Sports Zone - An area of informal and formal open space which includes Ferguslie Sports Centre, Hillview Nursery and associated sports pitches.
- Candren – An area of brownfield land to the west of the neighbourhood, including the culverted Candren Burn, currently utilised for informal recreation.
- Belltrees – A large area of former residential, brownfield land to the south of the neighbourhood.
- Glencoats Park – The central greenspace within the neighbourhood and a focus for community activity.

The study area and the character areas described above are illustrated on the adjacent figure.

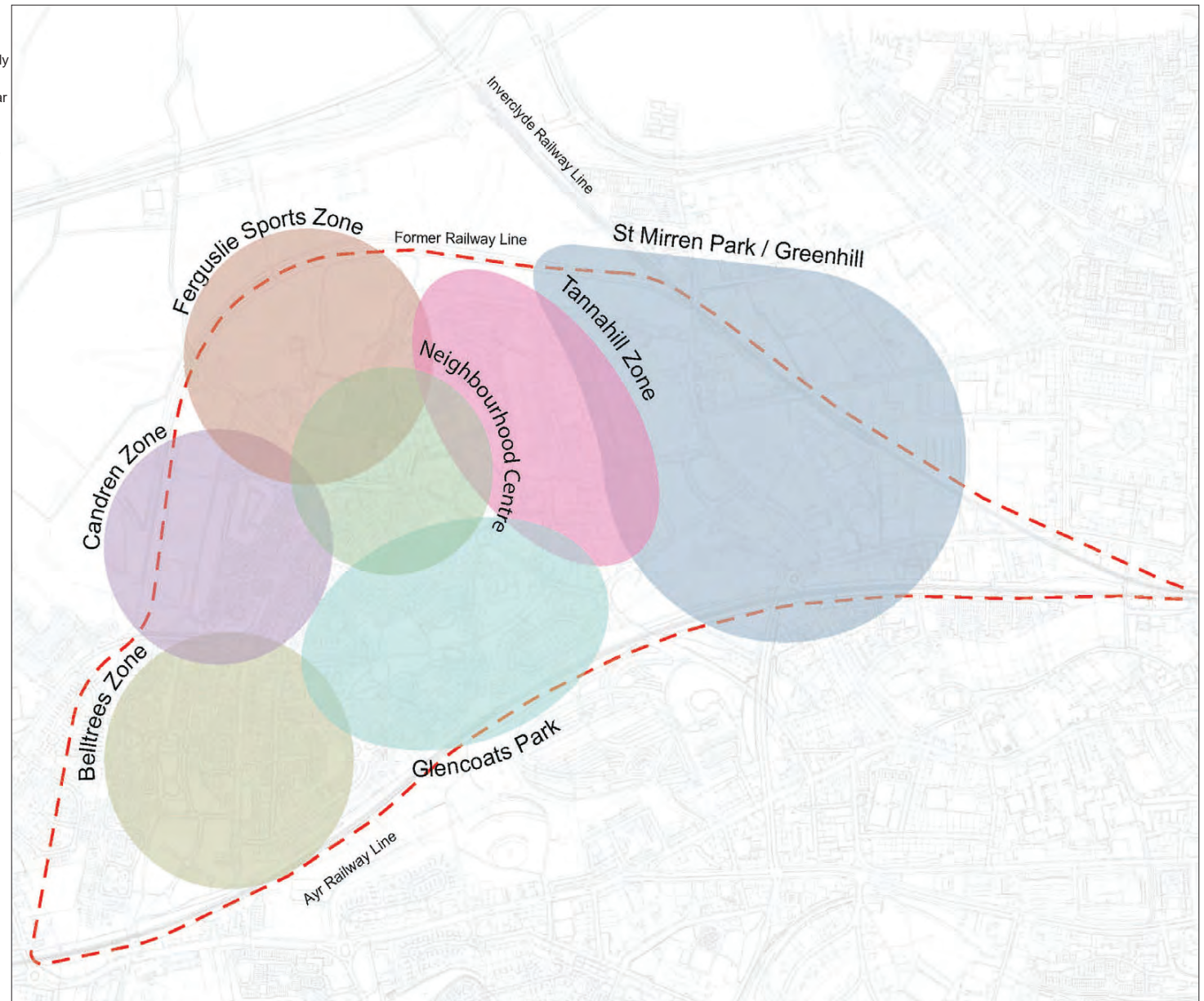


Figure 2.1

Open Space

There are several large greenspaces and pockets of underused land within the neighbourhood, associated with former residential uses and an old railway line that wraps around the northern and western perimeter of the area. The majority of these spaces are amenity grassland and provide a significant opportunity for reimagination and reuse.

Smaller open greenspaces/ pocket parks are scattered throughout the study area and these are:

- Glencoats Park
- Barochan Green
- Candren Road Playground Park
- Darkwood Crescent Playground

These are well used greenspaces however the potential exists to consider opportunities for refurbishment. This could include further enhancing the community led improvements implemented at Glencoats Park in recent years.

- Brownfield or Vacant and Derelict
- Amenity Greenspaces
- Designated Park Areas
- Cemetery
- Structure Planting / Tree and Woodland Cover
- Community Gardens
- Allotments
- Proposed Allotment Site
- Daylighted Candren Burn
- Culverted Candren Burn assumed alignment



Figure 2.2

Open Greenspaces - Key Images



Well maintained football pitch at Ferguslie Sports Zone



Hillview Nursery and underused land at Ferguslie Sports Zone



Vacant land along the northern extent of Ferguslie Park Avenue

Open Greenspaces - Key Images



Underused land located along the disused old railway line at Candren



Decorative access point to Candren Road Playground at the Belltrees Zone.



Underused land of former housing site at Belltrees Crescent



Opportunity to enhance gateway entrance at Glencoats Park

Environmental Designations

The neighbourhood has only a small number of environmental designations and these are unlikely to have an impact of development of proposals for the area. Designations shown on the attached plan include a small number of listed buildings and historic features located in the St Mirren Park/Greenhill Zone and a Tree Preservation Order at Glencoats Park, reflecting the remnants of a former designed landscape.

- ||||| De-commissioned Railway
- Core Paths
- Tree Preservation Orders
- Listed Buildings
- Conservation Area
- Historic Features



Figure 2.3

Facilities, Amenities and Land Use

Ferguslie Park comprises of predominantly residential neighbourhoods and community facilities. The study area also comprises of several vacant and derelict land areas and these are associated with former housing plots. It is anticipated that some of the vacant and derelict plots within existing built up residential areas will remain available for future housing developments where ground conditions permit.

Ferguslie has a wide range of public facilities and these comprise:

- Sports Centre
- Two primary schools
- Nursery
- Community centre
- Doctors surgery
- Post office
- Bike hub
- Shops and a church

Most of these services are located in central areas of the study area.

These services are illustrated on the adjacent figure.

- Vacant & Derelict Land
- Residential Areas
- Commercial Areas
- Listed Buildings
- Public Amenities
- Historic Features
- Sport, Play and Recreation Areas
- Cycling Hub

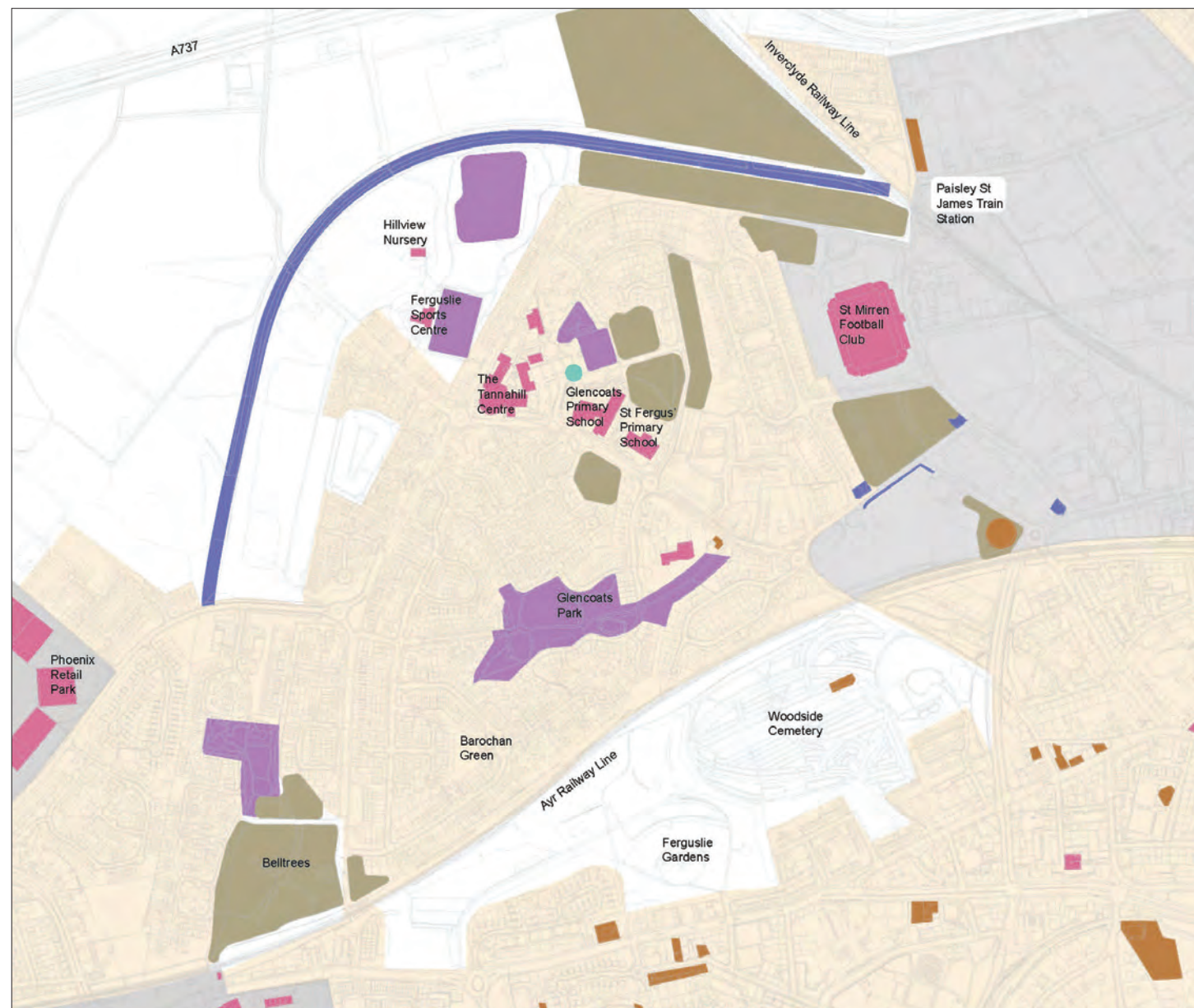


Figure 2.4

Transportation and Movement

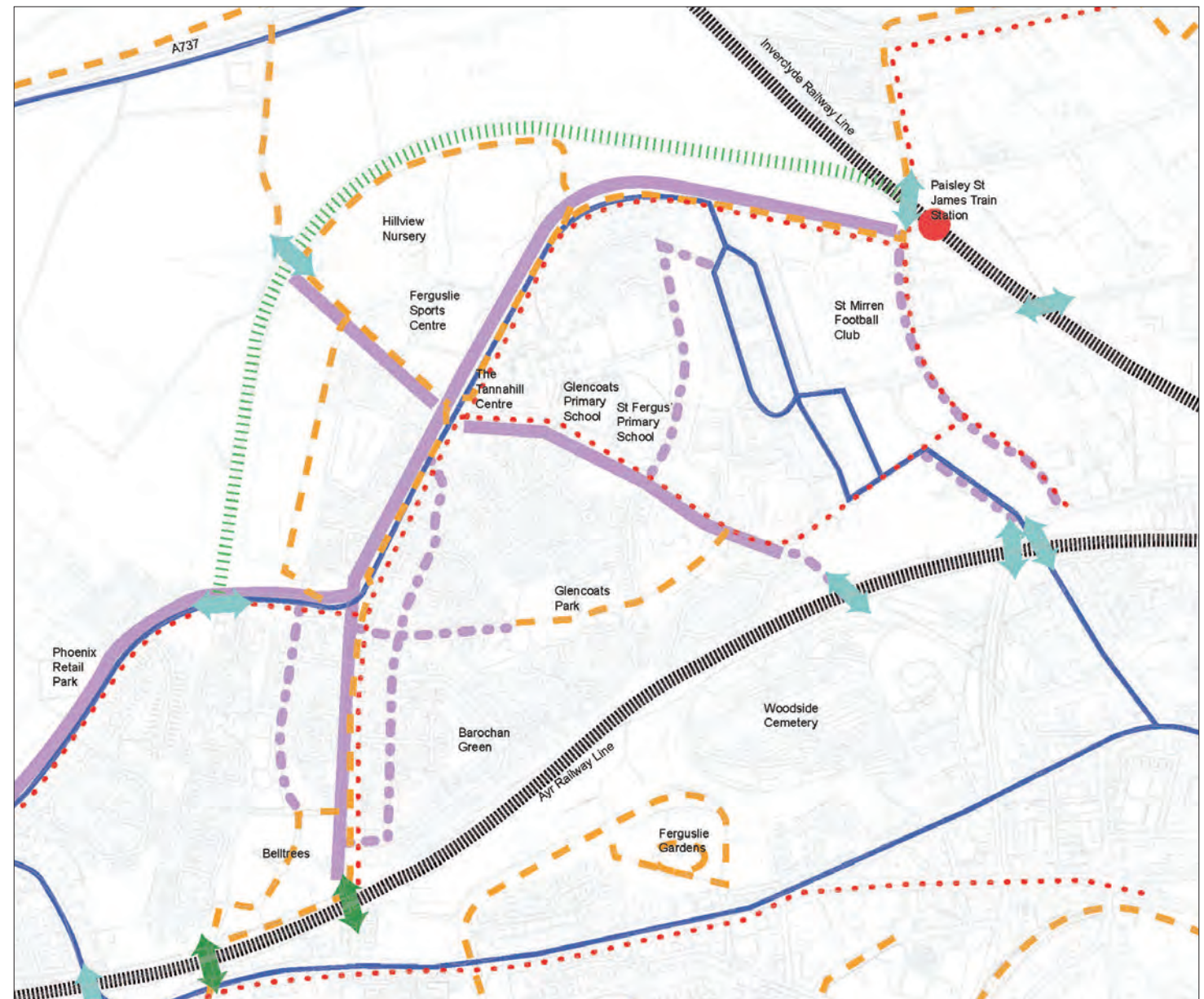
Access to the neighbourhood can be taken from Greenhill Road to the north and Blackstoun Road to the west, with Barskiven Road and Well Street to the south. A number of these access points are restricted and characterised by low level bridges associated with existing railway routes. Ferguslie Park Avenue and Blackstoun Road are the strategic vehicular routes within the area.

Paisley St James rail station lies to the north east and bus services run through the centre of the neighbourhood at Tannahill, providing local connections and those to Paisley and Linwood.

The area has a number of routes designated as Core Paths which provide good north/south connectivity within the neighbourhood and to surrounding areas. These utilise both existing infrastructure and also offer informal routes within the Sports Centre Zone.

The opportunity exists to enhance and extend these routes, retrofitting existing infrastructure where appropriate, to create a circular loop which aligns with principles of the Green Line as an active travel route. This should also consider enhancements to existing pedestrian railway underpasses to the south of the area at Belltrees, which would benefit from investment.

- — — Core Paths Network
- ||||| Railway Lines
- Railway Stations
- ||||| De-commissioned Railway
- Bus Routes
- . . . Temporary Cycle Infrastructure
- - - Narrow Streets on Potentially Strategic Pedestrian routes
- Wide Boulevards Streets That Have The Potential to Integrate Improved Active Travel Infrastructure
- ↔ Access Points For All Modes of Transport
- ↔ Pedestrian and Cyclist Access Points



Connections to NCN 7

Figure 2.5

Walkable Neighbourhoods

Ferguslie Park is an area which aligns well with the concept of the '20 minute neighbourhood' – with local facilities and amenities available within walking, wheeling or cycling distance of 20 minutes for the significant majority of residents, as shown on the figure opposite.

As set out in the section above, the opportunity exists to enhance and extend routes to support active travel aspirations and in particular promote use by pedestrians, cyclists and wheelers. Additional consideration could for example be afforded for enhancing the experience for cyclists, such as dedicated cycle lanes or cycle infrastructure, cycle parking and maintenance facilities. This could also link strongly with existing community led activity in relation to cycling and bicycle maintenance.

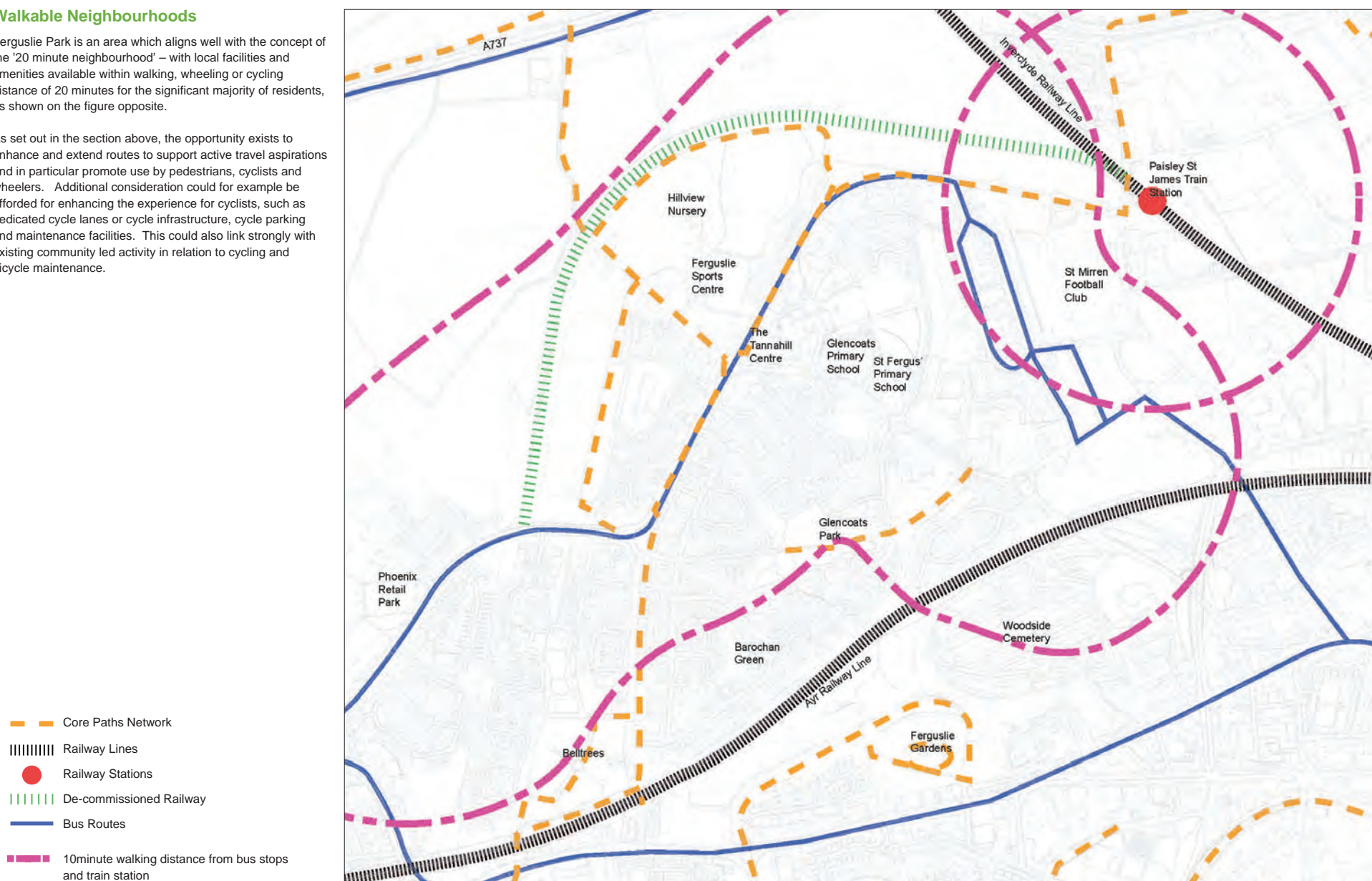


Figure 2.6

Transportation and Movement - Streets



Barksiven Road, physical barrier separating Candren and Beltrees Zones.



Greenhill Road, an example of narrow road corridor within St Mirren Park/Greenhill Zone with limited opportunity for development or improvements.



Wide road corridor of Ferguslie Park Avenue North providing opportunities for further improvements and developments at St Mirren Park/Greenhill Zone.



Wide road corridor of Ferguslie Park Avenue South providing opportunities for enhancement and improvement of active travel route.

Transportation and Movement - Core Paths



Informal Core Path NP/26 at Ferguslie Sports Zone. Opportunities to formalise and upgrade.



Core Path NP/27 at Candren Zone. Opportunity to formalise and upgrade as part of wider Green Line 'loop'.



Access point between Ferguslie Road and Belltrees Zone under Ayr Railway Line viaduct. Opportunity to create gateway.



Temporary cycling provision along Core Path NP/25 at Ferguslie Sports Centre Zone.

Landscape Appraisal

The railway infrastructure (both existing and former) that defines the neighbourhood create a visual and physical barrier on all sides of Ferguslie. This provides limited opportunity to improve permeability through the creation of new access routes or new gateway points and so enhancements should be primarily focussed on the enhancement of existing routes and gateway features.

Pockets of vacant and underused land are a defining characteristic of the neighbourhood but present a significant opportunity to introduce new uses, activities and facilities that will support a new sense of place for the neighbourhood and support the development of Ferguslie as a 'Park' identified within the Making Of.

The former railway line embankment is elevated above levels of the adjacent land and provides panoramic views to the countryside to the northwest and towards the residential areas southeast. In the longer term there may be opportunities for enhancements and linkages to the existing path network as the Green Line is developed.

The Tannahill Centre is located on a prominent site at the junction of Blackstoun Road and Ferguslie Park Avenue. At present the building is inward looking and provides little in terms of active frontage which would support the sense of character and place at this important location. As Green Line proposals are developed, opportunities may exist to engage with the Tannahill Centre to consider potential design interventions.

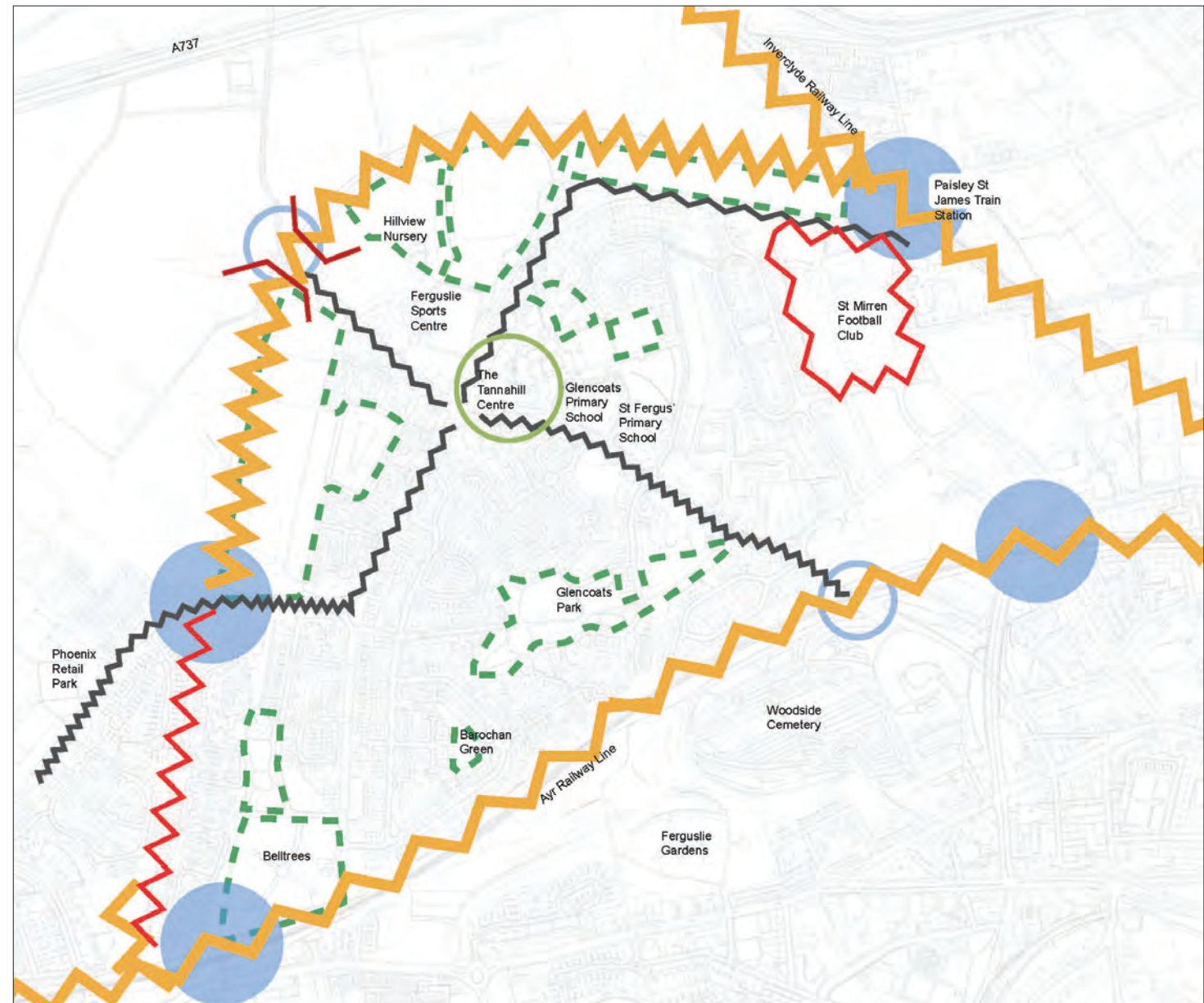


Figure 2.7

Chapter 3

Neighbourhood Analysis

Constraints

In the context of the project aims, as listed in Chapter 1, the plan opposite identifies potential constraints in the development of access and greenspaces in Ferguslie Park.

- 1. Former Railway Embankment - Physical & visual constraint
- 2. Access points under railway bridges or underpasses - narrow entry points/ poor aesthetics / environmental quality, uninviting
- 3. Narrow streets - limited opportunity for improvements
- 4. Wide streets with high traffic volumes and many driveway access points
- 5. Areas of brownfield land or made ground where ground conditions are unknown, and will merit further investigations
- 6. Area where ground conditions (flooding) constrain built development
- 7. St Mirren FC Stadium
- 8. Poor access to Barrochan Green
- 9. Combined sewer alongside culvert/burn
- 10. Existing Railway Lines
- 11. Access to train station

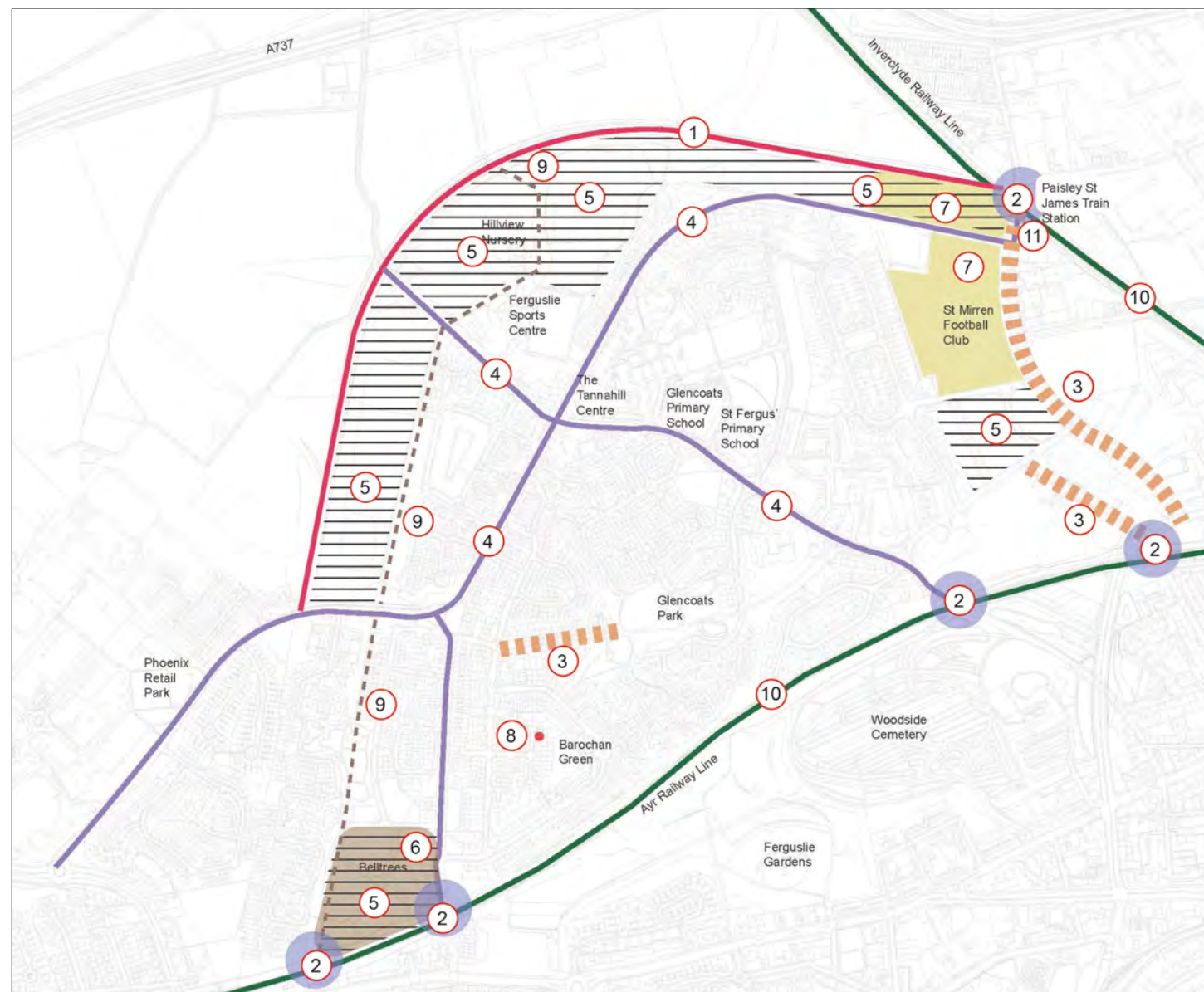


Figure 3.1

Opportunities

-  1. Daylighting candren burn
-  2. Enhance gateway points
-  3. Creation of nature park
-  4. Future residential development
-  5. Extend existing park and enlarge to incorporate Belltrees open greenspace, to create destination park
-  6. Opportunity to introduce pump track to complement existing facilities in Neighbourhood Centre
-  7. Opportunity to introduce MUGA to complement existing facilities in Neighbourhood Centre
-  8. Opportunity for new permeable, mixed use development with multi-functional integrating green infrastructure
-  9. Opportunity to upgrade infrastructure and facilities around sports facilities
-  10. Opportunity to extend and introduce new sports facilities depending on community requirements
-  11. Enhancements to existing parks and green open spaces
-  12. Environmental improvements to existing amenity areas
-  13. Enhanced active travel routes
-  14. Informal cycle routes
-  15. Tree lined avenues
-  16. Future cycle / pedestrian link with retail park
-  17. Future connections towards J29

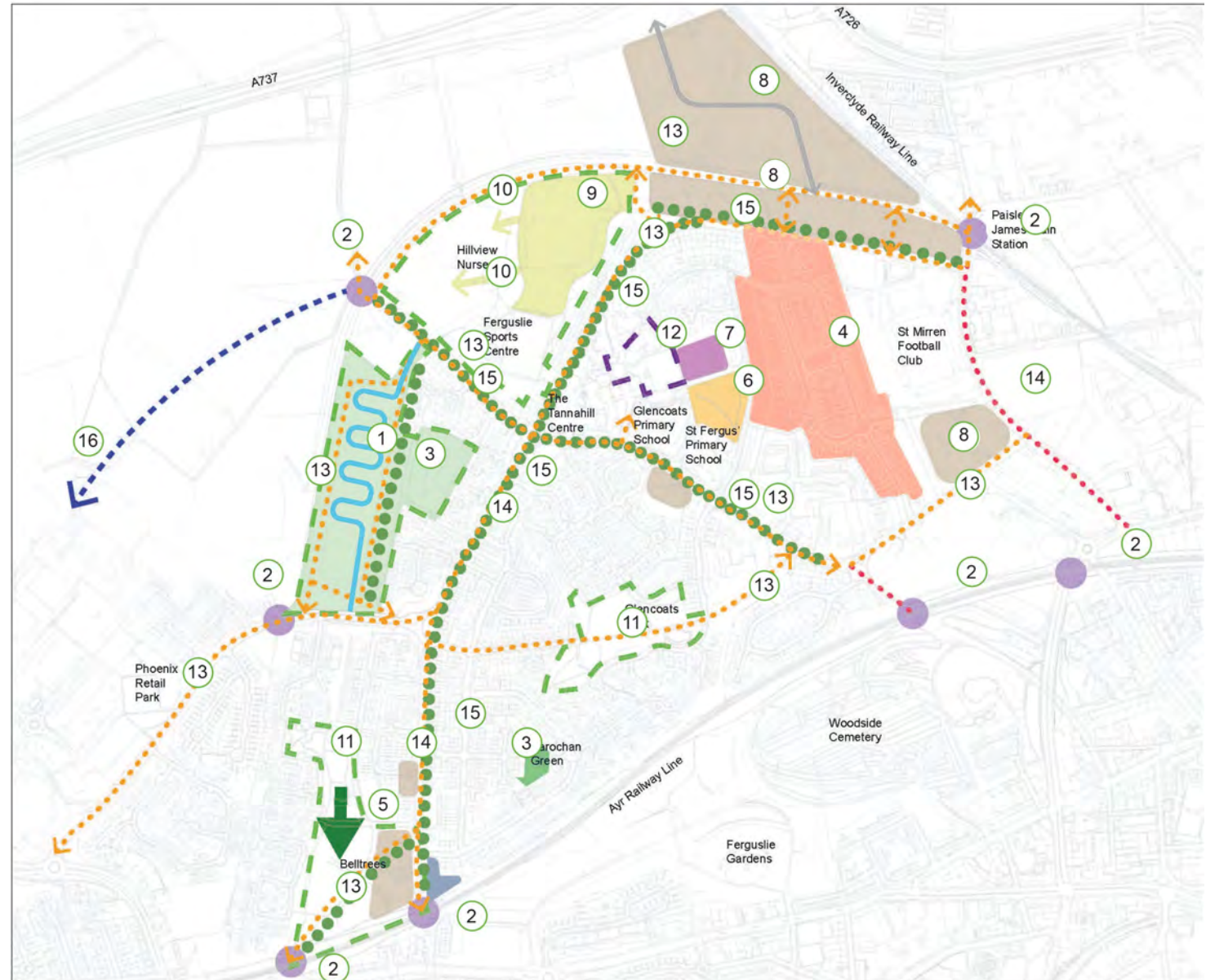


Figure 3.2

Chapter 4

Strategic Objectives and Concept Plan

- 
1. Reinforce the heart of Ferguslie
 Reinforce the Neighbourhood Centre as the community heart of Ferguslie, upgrading existing community facilities in the external environment, providing new community facilities, improving access and connectivity, and improving environmental quality.
- 
2. Implement active travel routes
 Implement dedicated active travel routes between the Neighbourhood Centre heart and surrounding residential communities, integrating green infrastructure to maximise attractiveness of the public realm and improve amenity as well as offering Sustainable drainage solutions to provide climate change resilience measures.
- 
3. Enhancement Gateways
 Extend active travel routes to enhanced gateways to maximise permeability and connectivity to surrounding communities and facilities e.g Paisley Town Centre. Gateways to be subject to access improvements and an enhancement in public realm quality.
- 
4. Transform underutilised greenspaces into integrated, multi-functional green corridor
 Create multi-functional linear green corridor, transforming and connecting underutilised existing greenspace, integrating: active travel routes; sports and recreation provision; SUDS infrastructure; biodiversity improvement and habitat creation; and play provision.
- 
5. Improve connectivity within existing neighbourhoods
 Improve connectivity and legibility of existing greenspaces and active travel infrastructure within existing and future neighbourhoods and streetscapes to maximise extent of integrated network.
- 
6. Improve environmental quality of the public realm
 Enhancements to public realm quality and active travel infrastructure and legibility within existing communities.

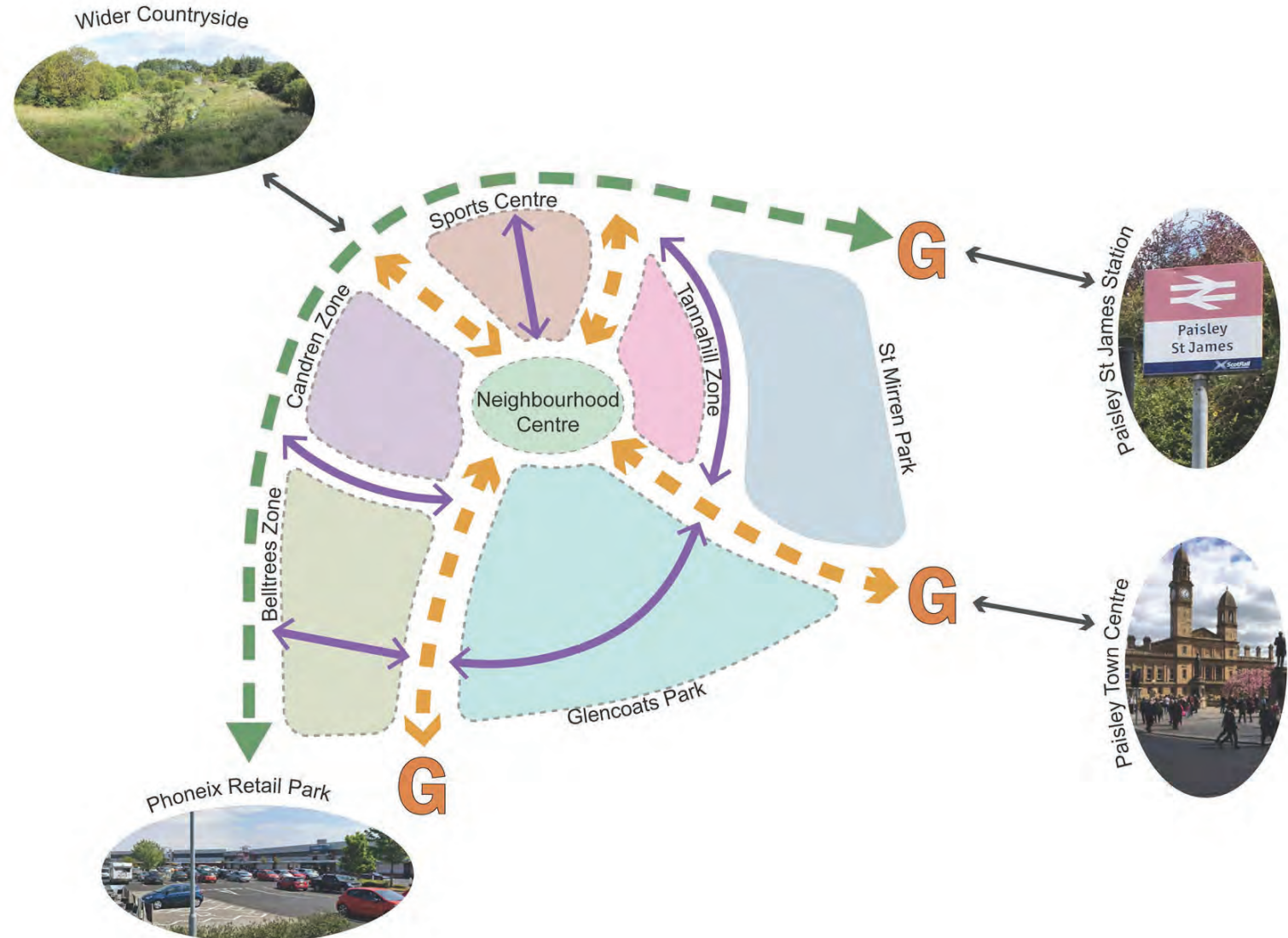


Figure 4.1

Outline Design Proposals Strategic Improvement Framework

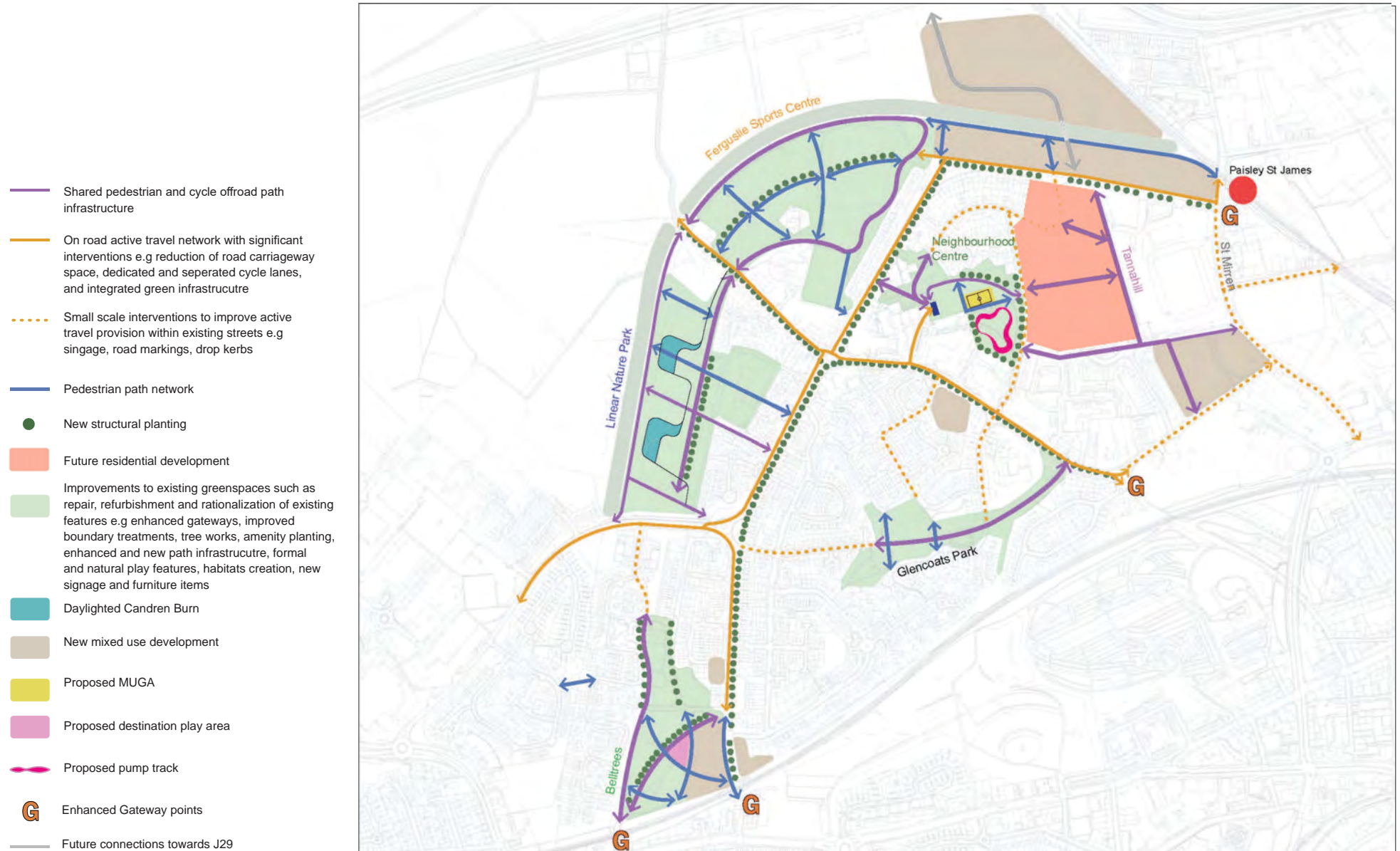


Figure 4.2

Outline Design Proposals Neighbourhood Centre

-  On street active travel route- 3m wide separated from road carriageway by green infrastructure and rain gardens.
-  Upgraded cycle hub - Dedicated, serviced building with workshop and partially covered breakout space. Secure, covered cycle parking and mini test track.
-  Shared Cycle / Pedestrian Active Travel Routes - min 3m wide, asphalt surface to Transport Scotland 'Cycle by Design' guidance, with lighting and signage. Selective vegetation removal and removal of other visual barriers to improve sightlines.
-  Upgraded Pedestrian Paths - min 2m wide, asphalt surface with signage. Selective vegetation removal and removal of other visual barriers to improve sightlines.
-  New structural planting incorporating predominantly native species, but also including some non-native species to maximise bio-security resilience. Avenue planting to make new routes attractive, and improve access legibility and sightlines. Also provides biodiversity.
-  Proposed MUGA
-  New structural woodland planting incorporating predominantly native species, but also including some non-native species to maximise bio-security resilience.
-  Upgraded play area and improved seating. Incorporation of natural play and imaginary play elements. Localised planting to improve the amenity and microclimate.
-  Community Growing Space - Raised beds, aggregate path surfaces, communal storage, secure boundary fencing.
-  New gathering / viewing area
-  Specialist designed asphalt surface pump track for various ages and user groups
-  Creation of wildflower meadows to reduce maintenance and enhance biodiversity
-  General area of environmental improvement. Rationalisation of amenity planting, tree works, enhanced to localised new planting, partial screening of car parks. Enhancing and reinforcing sightlines, primary routes and gateways. Provision of new street furniture.



Figure 4.3

Neighbourhood Centre Precedent Images



Specialist Designed Pump Track



Play and Seating Area



Timber Gathering / Viewing Area



Wildflower Meadow



Structural Planting



MUGA

Outline Design Proposals Ferguslie Sport Centre



Figure 4.4

Ferguslie Sports Centre Precedent Images



Primary Active Travel Route



Pedestrian Priority Route



Exercise equipment



Natural Play Equipment



1km marked cycle route



Enhanced Gateway Spaces

Outline Design Proposals

Linear Nature Park












-  On street active travel route - 3m wide separated from road carriageway by green infrastructure and rain gardens
-  Shared cycle / pedestrian active travel routes, min 4m wide, asphalt surface to Transport Scotland 'Cycle by Design' guidance, with solar stud lighting and signage. Selective vegetation removal and removal of other visual barriers to improve sightlines. Min 1.5m clear and maintained grass verges. Regularly placed seats and bins every min 50m.
-  Upgraded pedestrian paths, min 2m wide asphalt surface with min 1m maintained grass verges, and seats and bins every min 100m.
-  Existing woodland managed and enhanced with native long lived species
-  Proposed woodland planting incorporating predominantly native species, but also including some non-native species to maximise bio-security resilience.
-  Creation of wildflower meadows to reduce maintenance and enhance biodiversity.
-  Daylighting candren burn to create pools and wetland areas
-  Marginal and Aquatic Planting
-  New structural avenue planting incorporating predominantly native species, but also including some non-native species to maximise bio-security resilience. Avenue planting to make new routes attractive, and improve access legibility and sightlines. Also provides biodiversity.
-  Bridge / Boardwalk crossings
-  Indicative extent of bank to burn
-  General area of environmental improvement. Enhancing and reinforcing sightlines, primary routes and gateways. Provision of new street furniture.



Figure 4.5

Linear Nature Park Precedent Images



Naturalised Pond



Timber Waterside Viewing Platform



Waterside Interaction



Wildflower SUDS basin



Bridge crossing



Interpretation signage



Elevated boardwalk

Outline Design Proposals

Belltrees







-  On street active travel route, 3m wide separated from road carriageway by green infrastructure and rain gardens.
-  Shared cycle / pedestrian active travel routes, min 4m wide, asphalt surface to Transport Scotland 'Cycle by Design' guidance, with solar stud lighting and signage. Selective vegetation removal and removal of other visual barriers to improve sightlines. Min 1.5m clear and maintained grass verges. Regularly placed seats and bins every min 50m. Informal outdoor exercise equipment dispersed along route.
-  Upgraded pedestrian paths, min 2m wide asphalt surface with min 1m maintained grass verges, and seats and bins every min 100m.
-  Existing structural planting retained and managed
-  New woodland screen planting including long lived and exotic species
 -  New structural planting incorporating predominantly native species, but also including some non-native species to maximise bio-security resilience. Avenue planting to make new routes attractive, improve access legibility and sightlines, offer a hierarchy of routes and provide biodiversity.
 -  New structural avenue planting incorporating predominantly native species, but also including some non-native species to maximise bio-security resilience. Avenue planting to make new routes attractive, and improve access legibility and sightlines. Also provides biodiversity.
-  New sculptural mounding with wildflower meadows
-  Creation of wildflower meadows to reduce maintenance and enhance biodiversity.
-  Enhanced, upgraded and enlarged play area for 0-4 years
-  Destination themed play area for all ages & abilities
-  Informal attenuation basin
-  New housing plots
-  Safe pedestrian crossing with raised table and chicane
-  Improvements to gateway spaces. Improved surfacing, lighting, signage and wayfinding, and artwork.
-  Coffee Kiosk
-  General area of environmental improvement. Rationalisation of amenity planting, tree works, enhanced to localised new planting, partial screening of car parks. Enhancing and reinforcing sightlines, primary routes and gateways. Provision of new street furniture.



Figure 4.6

Belltrees

Precedent Images



Destination Play and Gathering Area



Formalised mounding



Natural Play Area



Primary Access Route



Destination Play and Gathering Area



Secondary Access Route



Raised Performance Stage



Destination Play and Gathering Area

Outline Design Proposals

Glencoats Park


-  Shared cycle / pedestrian active travel routes, min 4m wide, asphalt surface to Transport Scotland 'Cycle by Design' guidance, with solar stud lighting and signage. Selective vegetation removal and removal of other visual barriers to improve sightlines. Min 1.5m clear and maintained grass verges. Regularly placed seats and bins every min 50m. Informal outdoor exercise equipment dispersed along route.
-  Upgraded pedestrian paths, min 2m wide asphalt surface with min 1m maintained grass verges, and seats and bins every min 100m.
-  Existing woodland managed and enhanced with native long lived species
-  New woodland screen planting including long lived and exotic species
-  New structural planting incorporating predominantly native species, but also including some non-native species to maximise bio-security resilience. Avenue planting to make new routes attractive, improve access legibility and sightlines, offer a hierarchy of routes and provide biodiversity.
-  Creation of wildflower meadows to reduce maintenance and enhance biodiversity.
-  Improvements to gateway spaces. Improved surfacing, lighting, signage and wayfinding, and artwork.
-  General area of environmental improvement. Rationalisation of amenity planting, tree works, enhanced to localised new planting, partial screening of car parks. Enhancing and reinforcing sightlines, primary routes and gateways. Provision of new street furniture.



Figure 4.7

Glencoats Park Precedent Images



Gateway Entrance Definition



Pedestrian Priority Route



Gateway Entrance Definition



Gateway Entrance Definition



Community Garden Space

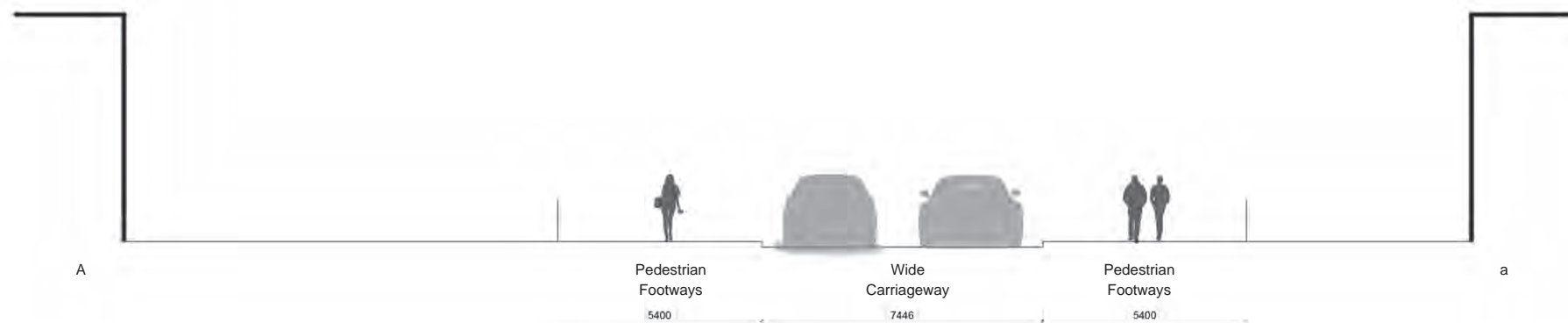


Contemporary Sundial

Outline Design Proposals

Indicative Sections - Ferguslie Park Avenue North

Existing Situation A-a



Design Proposals A-a

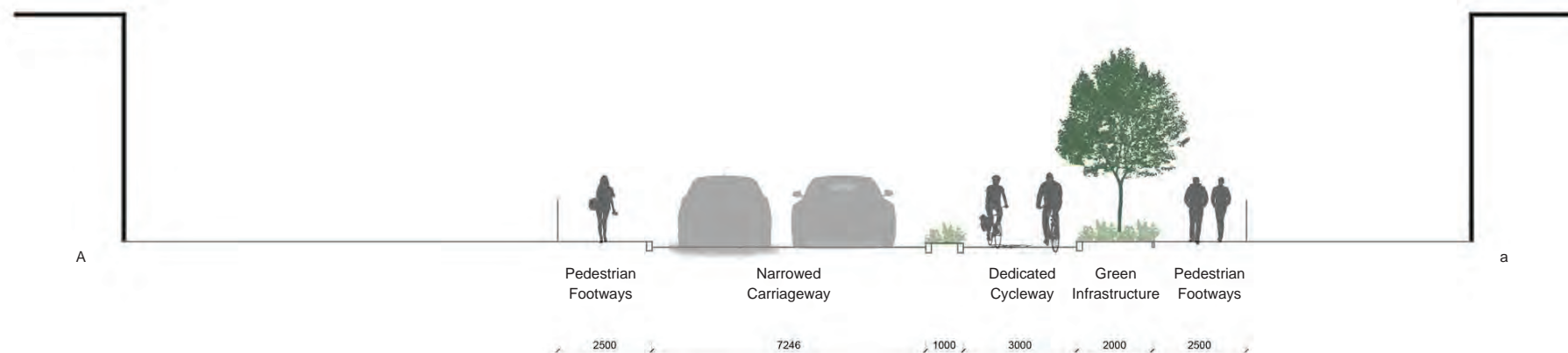
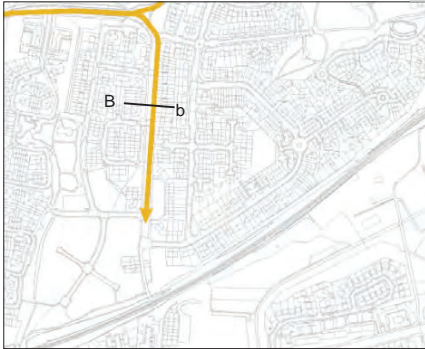


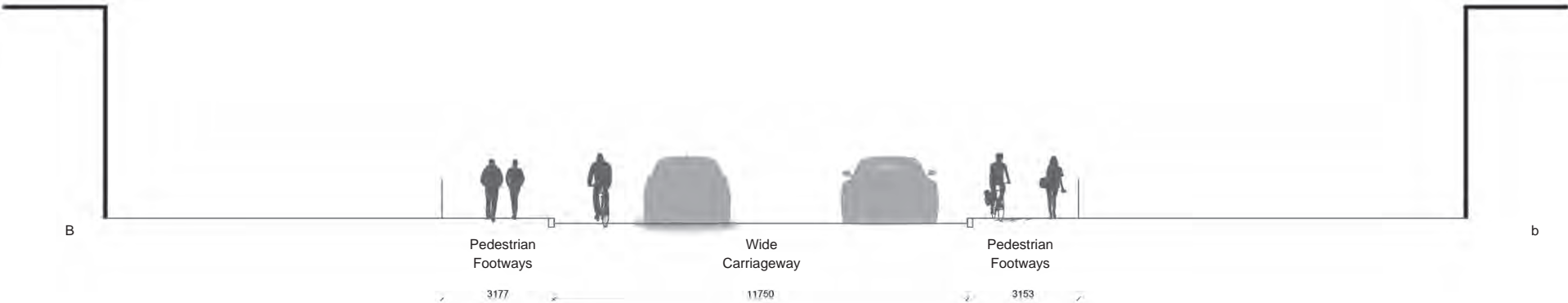
Figure 4.8

Outline Design Proposals

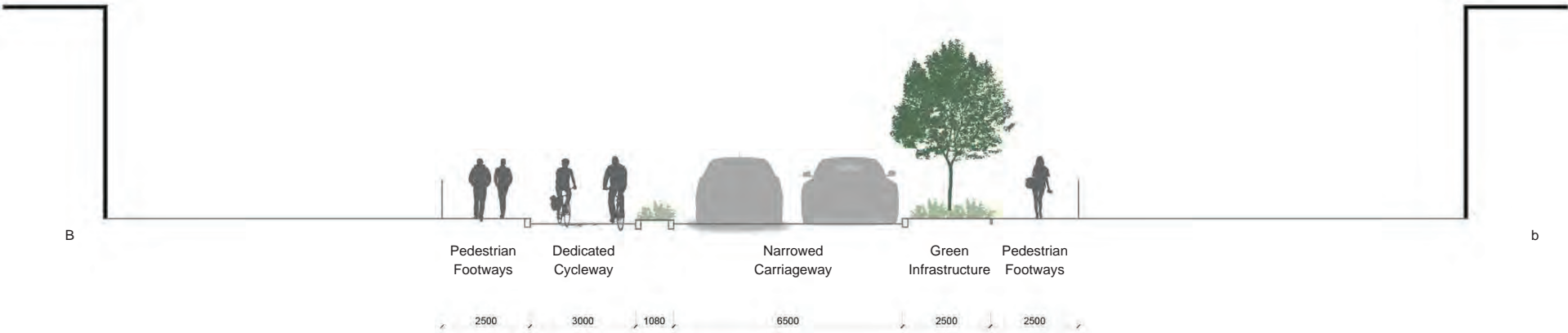
Indicative Sections - Ferguslie Park Avenue South



Existing Situation B-b



Design Proposals B-b



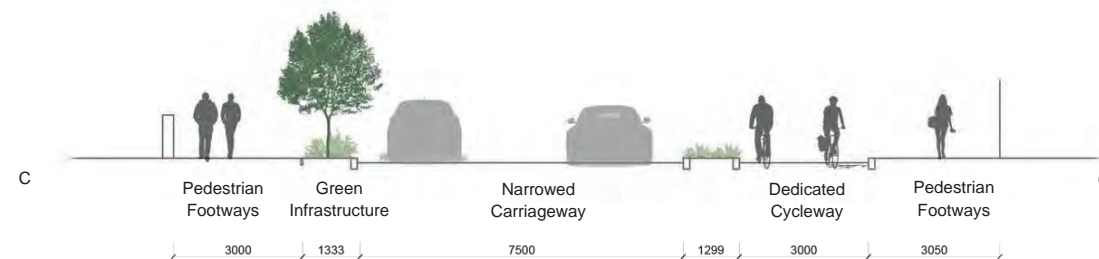
Outline Design Proposals

Indicative Sections - Ferguslie Park Blackstoun Road East

Existing Situation C-c



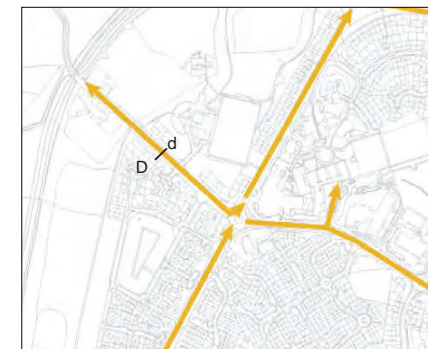
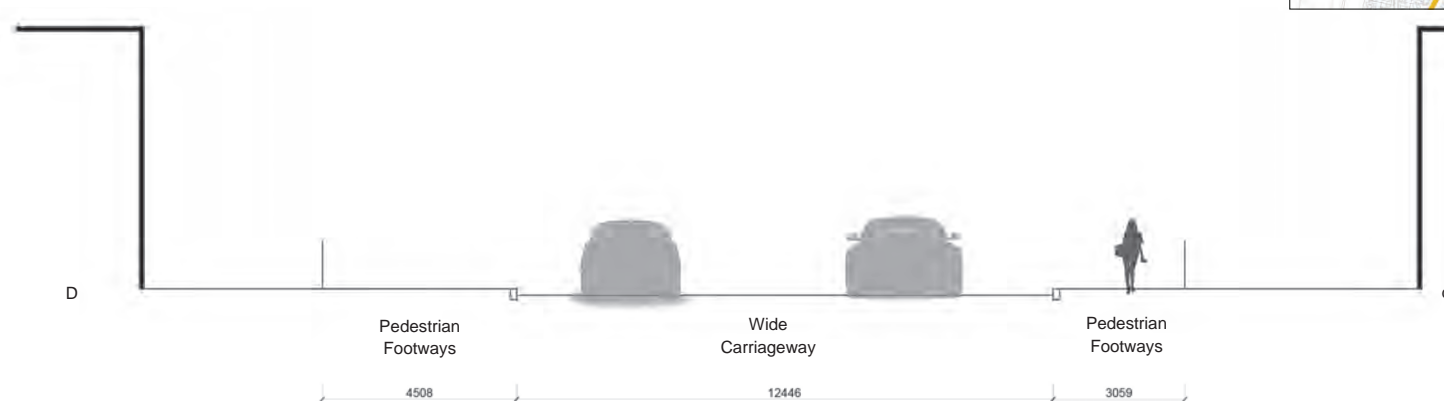
Design Proposals C-c



Outline Design Proposals

Indicative Sections - Ferguslie Park Blackstoun Road West

Existing Situation D-d



Design Proposals D-d



Figure 4.11

Active Travel Precedent Images



Shared pedestrian and cyclist route



Segregated cycle lane



Segregated cycle lane with Green Infrastructure



Green Infrastructure with Integrated Raingardens and cycle route on road



Green Infrastructure with Pedestrian Footway and Cycle Route on Road



Green Infrastructure with Integrated Raingardens

Chapter 5 Next Steps

Delivery

The role of this study is to provide a framework for the delivery of actions and physical interventions which support the guiding principles and outcomes of the Making of Ferguslie Local Place Plan. While the phasing and delivery of design proposals identified should be seen as flexible in response to funding opportunities and community aspirations, the adjacent Figure 4.12 sets out an outline approach.

Aligning with the outcomes of the Making of Ferguslie, the approach is based around the reactivation and reuse of areas of vacant or underused land as early priorities, focussing on the Belltrees, Candren and Neighbourhood Centre character areas. In addition, there are also opportunities to support delivery of existing community activities and projects which complement the identified character areas throughout the neighbourhood, for example at Glencoats Park.

The approach to phasing will be reviewed and developed by the local community and Renfrewshire Council in partnership as the Green Line project progresses over the coming years.







-  High Priority - Areas of Vacant and Derelict Land that would benefit from early intervention to introduce new uses, enhance the environmental quality of the area and help to create a sense of place.
-  Medium Priority - Areas of existing greenspace that would benefit from investment and enhancement to introduce new uses, improve the wider environment and enhance sense of place.
-  Low Priority - Areas of existing greenspace which would benefit from additional enhancements, aligning with aspirations of local residents and community groups.
-  High Priority Routes - Strategic routes which would benefit from early intervention to support local connectivity, encourage walking, cycling and wheeling, improve the wider environment and enhance sense of place.
-  Medium Priority Routes - Existing active travel routes which align with local Core Path network and would benefit from enhancements to support connectivity, improve the wider environment and enhance sense of place.
-  Low Priority Routes - Existing local routes which would benefit from additional enhancements, aligning with aspirations of local residents and community groups.



Figure 4.12