

**To: Infrastructure, Land and Environment Policy Board**

**On: 22 January 2020**

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**Report by: Director of Environment & Infrastructure**

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**Heading: Parking Spaces at Whiteford Road, Paisley**

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## **1. Summary**

- 1.1 The Council at its meeting of 27th September 2018 considered a Notice of Motion in relation to the conversion of grass panels at Whiteford Road to parking spaces. Following debate and subsequent amendments, the decision of the Council was that this should be considered at the Infrastructure, Land and Environment Policy Board and follow the appropriate process for this type of local ward issue.
- 1.2 Whiteford Road Paisley is a no through road located in a residential area of Paisley with two large grassed areas which are owned by Renfrewshire Council. A map of the location is attached as Appendix 1 to this report with the relevant areas highlighted in red.
- 1.3 Conversion of both of these grassed areas would create approximately twenty parking spaces. However, ten existing on street parking spaces would be lost as a result of these works giving a net gain of ten parking spaces.
- 1.4 The estimated cost to convert the two grassed areas set out in Appendix 1 is £60,000. The costs exclude any diversions of underground utility services within the area. If there were utilities to be relocated this would typically be between £10,000 and £100,000 but the exact figure would be unknown until excavation works commenced.
- 1.5 A formal consultation process and traffic monitoring surveys have been carried out within the affected area. There are 33 households within Whiteford Road, and they were consulted on their views on providing car parking for 10 extra cars at Whiteford Road, Paisley. Of the 33 households lettered, 8 responses were received, all in favour of creating parking.

- 1.6 Traffic surveys have been undertaken during peak parking periods. The surveys have identified that there is parking on both sides of the road, staggered to keep a running lane open and enough space on the road to accommodate demand for parking. During these surveys no road safety issues or concerns were observed.
  - 1.7 The survey information combined with the associated costs of implementation suggest that at the current time there is sufficient parking provision within Whiteford Road.
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## **2. Recommendations**

It is recommended that the Infrastructure, Land and Environment Policy Board:

- 2.1 Notes the outcome of the consultation, traffic monitoring surveys and climate change implications for the conversion of grassed areas to car parking in Whiteford Road; and
  - 2.2 Agrees that the green space area in Whiteford Road as set out in Appendix 1 is not converted to hard standing areas for vehicle parking.
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## **3. Background**

- 3.1 Whiteford Road Paisley is a no through road located in a residential area of Paisley with two large grassed areas which are owned by Renfrewshire Council. Parking concerns have not been raised by residents as an issue in this area.
- 3.2 The width of the road is around 6.5 metres with a turning head at the end of the road. The majority of properties are serviced by on street parking as the properties were built with little off-road provision. The vehicles park on both sides of the road but are staggered to keep a running line with a number of properties having access to driveways.
- 3.3 The parking provision in this area is typical of a number of residential areas across Renfrewshire where there is limited off street parking provision.
- 3.4 As a result of the Council Motion, a formal consultation process was undertaken and traffic monitoring surveys have been carried out within the affected area. There are 33 households within Whiteford Road, and they were consulted on their views on providing car parking for 10 extra cars at Whiteford Road, Paisley. Of the 33 households lettered, 8 responses were received, all in favour of creating parking.
- 3.5 Traffic surveys have been undertaken during peak parking periods. The surveys have identified that there is parking on both sides of the road, staggered to keep a running lane open and enough space on the road to accommodate demand for parking. The surveys showed that the straight section of the road is busiest, with only one or two spaces available at those times. However, the curved section of the

road still had space for around 8 cars on one side. There is also one disabled parking bay.

- 3.6 Conversion of both of the grass areas would create approximately 20 spaces. However, 10 existing on street spaces will be lost in their creation, resulting in a net gain of 10 spaces.
- 3.7 The estimated cost is around £3,000 per bay, (an overall cost of £60,000) as this involves:
- excavation and removal of material,
  - construction of car parking spaces,
  - white lining,
  - construction of a footway to get the driver and passengers safely back on to the nearest existing footway
  - The above cost does not include for the diversion of underground services in the area which may be significant (up to £100,000).
- 3.8 An increase in converting grassed areas to paved-over areas is contrary to the Council's position on climate change. There is concern about the potential effect the increased hard standing would have for water run-off, making drains more likely to overflow and thereby increasing surface water runoff and increasing the risk of excess surface water and flooding.

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### **Implications of the Report**

1. **Financial** – Should the Infrastructure, Land and Environment Policy Board approve the motion to consider this area for conversion of grassed areas to car parking spaces, there is an overall cost of £60,000 for the works involved and contingency of up to £100,000 if utilities require diversion.
2. **HR & Organisational Development** – None
3. **Community & Council Planning** –  
  
**Greener** – Should the Infrastructure, Land and Environment Policy Board approve the motion to consider this area for conversion of grassed areas to car parking spaces, it would involve the loss of community green space.
4. **Legal** – The land under consideration is adopted by Renfrewshire Council.
5. **Property/Assets** – Should the Infrastructure, Land and Environment Policy Board approve the motion to consider this area for conversion of grassed areas to car parking spaces, adopted grass verge will be converted to hard standing.
6. **Information Technology** – None.

7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website
8. **Health & Safety** – None.
9. **Procurement** – Should the Infrastructure, Land and Environment Policy Board approve the motion for conversion of grassed areas to car parking spaces, a contract tender competition for the works would be required.
10. **Risk** – None.
11. **Privacy Impact** – None.
12. **CoSLA Policy Position** – none
13. **Climate Risk** – Replacing natural grassed areas with hard standing materials is contrary to the Council's position on climate change. Creation of additional hard standing would therefore have a negative impact on the climate. If the green spaces remain the report is climate neutral.

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**List of Background Papers:** None

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