



# CORPORATE SERVICES OVERVIEW AND SCRUTINY PANEL

THURSDAY, 31ST AUGUST, 2017

At 6.30 pm

in the

COUNCIL CHAMBER - TOWN HALL, MAIDENHEAD,

## SUPPLEMENTARY AGENDA

### PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
6.	<u>STATION OPPORTUNITY AREA</u>  To comment on the Cabinet Regeneration Sub Committee report.	3 - 10

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Report Title:	<b>Maidenhead Station Access Update</b>
Contains Confidential or Exempt Information?	NO - Part I
Member reporting:	Cllr Phill Bicknell, Lead Member for Highways and Transport Cllr David Evans, Lead Member for Maidenhead Regeneration and Maidenhead
Meeting and Date:	Cabinet Regeneration Sub Committee – 5 September 2017
Responsible Officer(s):	Russell O’Keefe, Executive Director
Wards affected:	Boyn Hill and Oldfield

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## REPORT SUMMARY

- 1 This report offers an update on improvements to the forecourt area of Maidenhead Station which will support the arrival of the Queen Elizabeth line (Crossrail) in December 2019 and the broader regeneration of the town.
- 2 The Royal Borough has provisionally been allocated up to £6.75 million of Growth Deal Funding by the Thames Valley Berkshire Local Enterprise Partnership for measures to improve access and interchange at Maidenhead Station. This funding is subject to approval of a major scheme business case by the LEP’s Local Transport Body in November 2017.
- 3 Members are asked to note progress and the next steps for developing the preferred scheme and associated business case.

## 1 DETAILS OF RECOMMENDATION(S)

**RECOMMENDATION: That Cabinet Regeneration Sub-Committee:**

- i) Notes the report and progress made to date
- ii) Notes the proposed timescale for developing the preferred option and developing the business case in order to secure Local Growth Deal Funding.

## 2 REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 The Royal Borough has provisionally secured up to £6.75 million of Growth Deal funding from the Thames Valley Berkshire Local Enterprise Partnership (LEP) for a major transport improvement scheme at Maidenhead Station in preparation of the arrival of the Queen Elizabeth line (Crossrail).
- 2.2 The funding is subject to the development of a business case prepared in accordance with the Department for Transport’s Transport Appraisal Guidance (webTAG), which must deliver a benefit to cost ratio (BCR) of at least 2.0.
- 2.3 The scheme will have three core elements:
  - i) Improved connections between journeys made on foot, bicycle, bus, train, taxi and car.

- ii) Improved linkages between the rail station and the town centre, with environmental enhancements for the station forecourt that will transform the area and create a high-quality gateway to the town centre.
  - iii) Construction of replacement parking for any spaces that are displaced from the forecourt in order to create the interchange.
- 2.4 The Royal Borough's framework partner (Project Centre Ltd) were commissioned to:
  - Develop concept designs, outline specifications and preliminary cost estimates for the scheme.
  - Consult with key stakeholders and agree a preferred scheme.
  - Develop designs and cost estimates for the preferred option.
  - Develop a compliant major scheme business case for approval by the LEP's Local Transport Body at its next meeting on 16 November 2017.
- 2.5 This will build on the feasibility and design work already undertaken.
- 2.6 This work is developing designs, specifications and cost estimates incorporating elements required by Network Rail and Great Western Railway, namely:
  - A new public space in front of the ticket office with high quality paving, seating, lighting and landscaping
  - An improved pedestrian route across the forecourt linking the station entrance to the crossing to the town centre
  - A cycle hub with 300 secure, covered cycle parking spaces
  - Improved facilities for taxis, including an accessible rank and holding area
  - Blue badge parking, and parking for rail contractors and retail staff
  - Provision for servicing of the retail unit
  - Provision for passenger set-down / pick up (including corporate mini-buses)
  - Provision for rail replacement bus services – up to six vehicles
  - Bollard protection of the ticket office / station entrance
  - Off-site re-provision of long-stay parking for cars and powered two-wheelers.
- 2.7 Appendix 1 shows a draft concept for the station forecourt.
- 2.8 It should be noted that a bus interchange will not be considered as part of this project. Previous studies concluded that this could not be accommodated within the station forecourt. Options were considered using private land to the north of the site within the Maidenhead Station Opportunity Area. However, the landowners declined to enter into a joint venture and compulsory purchase would be required. This would result in significant increased costs and a potential funding shortfall of between £7 million and £17 million, even with substantial redevelopment of the site.
- 2.9 It should also be noted that long-stay parking displaced from the station forecourt will be re-provided nearby as part of the town centre parking strategy.
- 2.10 In addition to the forecourt area, design, specifications and preliminary cost information for an enhanced crossing between the station and the town centre are being developed.
- 2.11 The preferred option being developed is for a cycle/pedestrian bridge as an alternative to the existing at-grade. It is believed this could well mitigate negative impacts on traffic

flows, which may occur if the at-grade crossing is improved to reduce pedestrian delay and increase capacity.

- 2.12 An alternative option for improving the existing at-grade, traffic signal controlled crossing are also being developed with due consideration to the planned changes to the town over the next few years.
- 2.13 The final developed options are subject to further consultation key stakeholders including:
- Partnership for the Rejuvenation of Maidenhead (PRoM)
  - Rail industry partners (Crossrail, Great Western Railway and Network Rail)
- 2.14 The draft business case will be presented to the LEP's consultants for audit and review before being presented to the LEP's Local Transport Body for approval and release of funding.

**Table 1: Options**

<b>Option</b>	<b>Comments</b>
Option 1 – To do nothing.  This is not recommended	The Borough would miss out on significant funding to improve access to Maidenhead Station and support the regeneration of the town centre
Option 2 – To develop options for the crossing between the station and town centre, and then develop a webTAG compliant business case for the preferred option.	This would allow the council to secure funding to improve access to Maidenhead Station and support the regeneration of the town centre; future proofing the station against predicted growth in passenger numbers.  <b>This is the recommended option</b>

### **3 KEY IMPLICATIONS**

**Table 2: Key implications**

<b>Outcome</b>	<b>Unmet</b>	<b>Met</b>	<b>Date of delivery</b>
Business case approved by the LEP's Local Transport Body and Growth Deal funds allocated to the project	Business case not approved	Business case approved	16 November 2017

### **4 FINANCIAL DETAILS / VALUE FOR MONEY**

- 4.1 Securing Growth Deal Funding requires a minimum Royal Borough contribution of 20%. Estimated scheme costs are £8 million, of which £6.75 million is funded externally from the LEP (Growth Deal Funding).

- 4.2 Final scheme costs will be dependent upon the final preferred scheme option.
- 4.3 If the Local Transport Body awards funding on 16 November, then construction will take place in 2018/19 and 2019/20 and should be completed in advance of Queen Elizabeth line (Crossrail) operations starting from Maidenhead in December 2019.
- 4.4 The capital programme approved in February 2017 includes £585,000 (ref. CD42) expenditure in 2017/18 with the remainder of costs indicatively phased across 2018/19 and 2019/20.

**Table 3: Approved Budget**

	2017/18	2018/19	2019/20
<b>CAPITAL</b>	£585,000	£5,000,000	£2,415,000

**Table 4: Financial impact of report's recommendations**

<b>REVENUE</b>	2017/18	2018/19	2019/20
Addition	£0	£0	£0
Reduction	£0	£0	£0
Net impact	£0	£0	£0

<b>CAPITAL</b>	2017/18	2018/19	2019/20
Addition	£0	£0	£0
Reduction	£0	£0	£0
Net impact	£0	£0	£0

## 5 LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from this report.

## 6 RISK MANAGEMENT

**Table 5: Impact of risk and mitigation**

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
Business case does not achieve the required cost benefit ratio of 2.0 or more.	High	Engagement of specialist sub-consultancy support for preparation of the economic case, with experience of preparing business cases for similar schemes elsewhere.	Med
LEP's consultant (WYG) does not approve the draft business case	Medium	Early meeting with WYG to agree scope and methodology for the business case.	Low

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
Failure to get necessary consents and permissions	Medium	Early engagement of rail industry partners	Low

## **7 POTENTIAL IMPACTS**

7.1 These will be reported as part of the business case.

## **8 CONSULTATION**

8.1 This report will be considered by Highways, Transport and Environment Overview and Scrutiny Panel on 29 August.

## **9 TIMETABLE FOR IMPLEMENTATION**

**Table 5: Implementation timetable**

<b>Date</b>	<b>Details</b>
8 September	Concept designs for interchange and crossing complete
15 September	Option modelling complete
22 September	Designs for preferred option complete
25 September	Draft business case submitted to LEP's consultant for review and comments
30 October	Sing off of final Business Case by Cabinet Regeneration Sub-Committee
16 November	Final business case presented to Local Transport Body for approval

## **10 APPENDICES**

10.1 Appendix 1 – Draft Concept Proposal for Station Forecourt

## **11 BACKGROUND DOCUMENTS**

11.1 None

## **Appendix 1: Draft Concept Station Forecourt Proposal**



### Standard mode of operation

1. Station square with opportunity for seating/planting area and trees
2. Disabled parking bays located within the shared surface area. Access would be required through the taxi rank, but this gives the best facilities for disabled users, parking below the existing station canopy.
3. Head of the taxi queue with space for two vehicles to stand ready
4. Two lanes of taxi queuing space giving room for up to ten taxis to wait
5. Loading within the shared surface to service the retail unit
6. 20 standard set down and pick up parking bays
7. Cycle parking
8. Clear pedestrian priority across the junction
9. Two staff parking spaces for Network Rail



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