

Report Title:	Local Enterprise Partnership Growth Deal Update
Contains Confidential or Exempt Information?	NO - Part I
Member reporting:	Cllr Jack Rankin, Lead Member for Economic Development and Property Cllr David Evans, Principal Member for Maidenhead Regeneration
Meeting and Date:	Cabinet Regeneration Sub Committee – 21 st March 2017
Responsible Officer(s):	Russell O’Keefe, Strategic Director of Corporate and Community Services
Wards affected:	All

REPORT SUMMARY

1. In February 2016 the Local Enterprise Partnership (LEP) received confirmation that it would receive its third growth deal of £36,227,000. As part of this the Maidenhead Missing Links Scheme, which was submitted by the Council to support the regeneration of Maidenhead, is one of the prioritised projects and was allocated £3,048,000, subject to completion and approval by the LEP of a satisfactory business case by November 2017
2. Alongside this, the Council in a previous LEP Growth Deal was allocated £6,750,000 for measures to improve access to Maidenhead station again subject to completion and approval by the LEP of a satisfactory business case by July 2017.
3. The report sets out the requirements and next steps for this funding.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Cabinet Regeneration Sub Committee notes the report and:

- i) To note the funding recently allocated to the Council from the third Local Enterprise Partnership (LEP) Growth Deal and the requirements and next steps.

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

- 2.1 The Council’s transport team originally submitted an expression of interest to the LEP for a scheme called Maidenhead Missing Links. The purpose of this scheme is to complete the missing links between development opportunity areas to the north of the A4 and improve their connectivity to the town centre of Maidenhead. A new pedestrian/cycle route travelling east/west is proposed which is then tied into new enhanced A4 crossings, including a new

pedestrian/cycle bridge. The routes will tie into the infill public realm areas in the town which will trigger a rationalisation of the core town centre roads.

2.2 The more detailed rationale that was provided with the submission was that there are a number of barriers to providing connectivity between existing and proposed urban conurbations to the north of the A4 and the town centre to the south. A new shared cycle/footway will link the St Marys development to the east with Kidwells Park to the west, while also providing improved connectivity to the future Magnet development site and the recently refurbished Kidwells Parks Estate. The East/West link is only part of the scheme, in that the need to break the severance of the A4 and improve connectivity to the town centre is also a key objective. The opportunity to improve existing crossing facilities and consider a new bridge crossing would also look to provide direct access to the heart of the town, the High Street. The High Street lies within the public realm proposals. There are key links to the east and the west which are missing, however to implement these areas, the existing town centre roads will need to be assessed and where possible there may be scope to further enhance these for pedestrian and cyclist usage. The new schemes would not only tie in with the development opportunities in the town, but building on the connectivity to the waterways project which seeks to enhance north/south links through the town centre.

2.3 Table 1 sets out a summary of the projects defined in the original submission,

	Table 1Item	Scheme	Budget
1	Upgrade link across Town Moor	A new 4m shared cycle/walking route across the Moor	£30,000
2	Replace the bridge over Strand Water between Town Moor and The Magnet	Implement a new bridge to support the 4m route across Stand Water	£400,000
3	Convert the crossing on Cookham Road to a toucan	Modify the crossing from a Pelican to a Toucan	£40,000
4	Construct new cycle links through Kidwells Park	Create a new 4m shared cycle/walking route across Kidwells Park	£40,000
5	Convert the underpasses at Sainsbury's & Bad Godesberg Way to shared use	Modify the subway to support use by pedestrians and cyclists	£10,000

	Table 1Item	Scheme	Budget
6	High Street (Queen Street to St Ives Road) Public Realm/ Paving Scheme	Extend the Public Realm Strategy to the east of the current High Street pedestrian only area.	£400,000
7	King Street Public Realm/ Paving Scheme	Extend the Public Realm Strategy between the pedestrianised High Street and the Broadway	£400,000
8	Construct new bridge over A4 to West Street	Consider a new 6m wide pedestrian and cyclist bridge only across the A4	£3,000,000
9	New connection between Kidwell Park and High Street	Improve the route from West Street to the High Street (Excludes any property purchase)	£50,000
10	Road Reconfiguration	The enhanced pedestrianised areas within the public realm scheme will impact on the ability to service and access the town centre roads as such they will need to be modified in terms of directional flow, one/two way operation and possible expansion of pedestrianised areas	£500,000
		Summary	£4,870,000

2.4 The key benefits set out in the original submission were:

- Better connectivity within Maidenhead Town Centre.
- Removing the severance of the A4 for recent and new residential development sites in the north Maidenhead area.
- Creating safe access for the West Street opportunity area and the town centre to Kidwells Park.
- Promoting better access to the employment and retail areas in Maidenhead Town Centre.
- Making local housing more accessible for people wanting to work within Maidenhead
- Improving the attractiveness of Maidenhead as a location for private sector investment and business; therefore supporting local development and employment growth.
- Increasing the level of trips to and from the town centre via sustainable walking and cycle modes, with the consequent benefits of easing traffic congestion on the local road networks.
- Increasing accessibility to local sustainable public transport options including Maidenhead station.

2.5 In February 2016 the LEP received confirmation that it would receive its third growth deal of £36,227,000. As part of this the Missing Links Scheme is one of

the prioritised projects and was allocated £3,048,000, subject to completion and approval by the LEP of a satisfactory business case by November 2017

- 2.6 Alongside this, the Council in a previous LEP Growth Deal was allocated £6,750,000 for measures to improve access to the station again subject to completion and approval by the LEP of a satisfactory business case by July 2017.
- 2.7 The business cases for both would usually need a benefits/cost ratio of two or more against the transport appraisal guidance. However, the LEP have recently indicated that for the Maidenhead Station scheme wider benefits such as to the regeneration programme and extra jobs created can all be applied over and above the standard transport benefits

Table 2: Options Considered

Option	Comments
Option 1 – To not develop the necessary business cases and prepare plans for implementation in liaison with the appointed Joint Venture development partner This is not recommended	This would mean the Borough would not benefit from significant funding for infrastructure to support the regeneration of Maidenhead.
Option 2 – To develop the necessary business cases and prepare plans for implementation in liaison with the appointed Joint Venture development partner This is the recommended option	This means the Borough will benefit from significant funding for infrastructure to support the regeneration of Maidenhead.

3. KEY IMPLICATIONS

3.1 Table 3: Indicative Milestone Dates

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Missing Links Business Case submitted to the LEP and implementation plan developed in liaison with JV partner	Business case and implementation plan not developed	November 2017	October 2017	September 2017	1/11/2017
Station Business	Business case and	July 2017	June 2017	May 2017	1/7/2017

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Case submitted to the LEP and implementation plan developed in liaison with JV partner	implementation plan not developed				

4. FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 The Council needs to provide at least 20% match funding to receive the LEP funding. Currently £2,000,000 is in the Council's Capital Cash Flow forecast for the Kidwells bridge element. Developer submissions for the joint venture have also allowed for the bridge. The Missing Links original submission also assumed private developer contributions amounting to a further £1,000,000. However, this would not be a requirement for receiving the LEP funding.

Table 4:

REVENUE	2016/17	2017/18	2018/19
Addition	£0	£0	£0
Reduction	£0	£0	£0
Net impact	£0	£0	£0

CAPITAL	2016/17	2017/18	2018/19
	Capital	Capital	Capital
Addition	£	£3,048,000	£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: Risks Identified

Risks	Uncontrolled Risk	Controls	Controlled Risk
Effective business cases and implementations	Medium	Council will work closely with JV partner to ensure a fully integrated approach is	Low

Risks	Uncontrolled Risk	Controls	Controlled Risk
plans not successfully developed		taken to support the regeneration of Maidenhead and that benefits are fully maximised	

7. POTENTIAL IMPACTS

7.1 These will be reported as part of the detailed business cases.

8. CONSULTATION

8.1 The report will be considered by Corporate Services Overview and Scrutiny Panel on 15th March 2017 and their comments will be reported to Cabinet Regeneration Sub Committee.

9. TIMETABLE FOR IMPLEMENTATION

Date	Details
30 June 2017	Develop business case and implementation plan for Maidenhead Station in liaison with JV partner
31 October 2017	Develop business case and implementation plan for the Missing Links Scheme in liaison with JV partner

10. APPENDICES

10.1 None.

11. BACKGROUND DOCUMENTS

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Comment ed & returned
Cllr Jack Rankin	Lead Member for Economic Development and Property	5/03/17	5/03/17
Cllr David Evans	Principal Member for Maidenhead Regeneration	5/03/17	5/3/17
Alison Alexander	Managing Director	5/03/17	5/3/17
Andy Jeffs	Interim Strategic Director of Operations and Customer Services	5/03/17	
Rob Stubbs	Head of Finance	5/03/17	