

Report Title:	<b>Borough Parking Plan</b>
Contains Confidential or Exempt Information?	Yes - Appendix A <b>Part II - Not for publication by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972</b>
Member reporting:	Councillor Cox, Lead Member for Environmental Services (including parking) Councillor Evans, Lead Member for Maidenhead Regeneration and Maidenhead
Meeting and date:	Full Council – 26 September 2017
Responsible Officer:	Russell O'Keefe, Executive Director
Wards affected:	All

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## REPORT SUMMARY

- 1 The report set out the Council's Parking Plan for the Borough which will provide new permanent and temporary parking provision in the Borough.
- 2 Discussions are continuing with a number of parties on other options and, through that work, the final proposals may be refined further if the alternative options are viable. The alternatives being explored include the potential to use the Landing development site as the location for the temporary parking structure currently planned for St Clouds Way and the potential for the Nene Overland site to be used in the future to support commuter parking.
- 3 In November 2017 the investment case for a major redevelopment of Broadway Car Park will be brought to Full Council for approval. This report is being brought in advance of the November report so that approval can be secured and work can progress to secure temporary and permanent parking improvements.
- 4 Council is asked to approve a capital budget up to £12,344,600 for the construction of the new temporary and permanent parking provision.

## 1 DETAILS OF RECOMMENDATION(S)

**RECOMMENDATION:** That Council notes the report and:

- i) Approves a capital budget of up to £12,334,600 for the construction of new temporary and permanent parking provision across the Borough.
- ii) Delegates authority to the Executive Director in consultation with the Lead Member for Environmental Services (including parking) and the Lead Member for Maidenhead Regeneration and Maidenhead to finalise the Parking Plan and complete a procurement process for the supply of temporary and permanent parking provision.

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

- 2.1 The regeneration programme in Maidenhead will improve economic development opportunities, connectivity, and the borough's status as a major tourism destination. All of which will generate an increase in parking demand across the borough.

- 2.2 Cabinet Regeneration Sub Committee (CRSC) considered a report in June 2017 detailing a feasibility study for new temporary and additional parking provision at a number of locations across the Royal Borough. These sites had been highlighted in the Borough Parking Plan developed in conjunction with parking provision experts, Parking Matters Limited (PML) and Countryside Limited, the council's regeneration joint venture partner. The options detailed in the plan sought to:
- Mitigate the impact of the construction phase of the regeneration programme on existing car parking assets in Maidenhead town centre through alternative temporary provision.
  - Provide alternative temporary parking provision in Maidenhead during the redevelopment of the Broadway car park.
  - Respond to projected increases in parking demand in other locations through permanent additional parking provision.
- 2.3 Table 1 summarises the potential impact of the council's regeneration programme in Maidenhead on current parking assets owned by the council.

<b>Table 1: Car parks locations included in regeneration programme</b>		
<b>Location</b>	<b>Current Capacity</b>	<b>Impact of regeneration</b>
Broadway, Maidenhead	734	Redevelopment and temporary closure
Hines Meadow, Maidenhead	1,279	Reduction of 155 spaces to support Chapel Arches development
Grove Road, Maidenhead	82	Site forms part of regeneration scheme
Town Hall, Maidenhead	111	Site forms part of regeneration scheme
West Street, Maidenhead	59	Site forms part of regeneration scheme
St Clouds Way, Maidenhead	248	Site forms part of regeneration scheme
Braywick Park, Maidenhead	209	New Leisure centre being developed with 500 space parking provision

- 2.4 Peak parking demand and projected growth was factored into the work and analysis undertaken in the development of the Parking Plan. Two sites were identified for permanent additional parking solutions, see table 2.

<b>Table 2: Car parks identified for permanent additional parking provision</b>		
<b>Location</b>	<b>Current capacity</b>	<b>Detail</b>
River Street, Windsor	145	Additional parking to mitigate peak season/time demand
Stafferton Way Multi Storey, Maidenhead	576	Additional parking for commuter parking

- 2.5 A headline summary of the additional parking arrangements in the plan is set out in table 3. Table 3 incorporates permanent parking that will be provided within the final programme and the new leisure centre project at Braywick Park.

<b>Table 3: Proposed additional parking arrangements</b>		
Public Parking	Spaces	Available
<b>Current proposed temporary solutions</b>		
Reform Road, Maidenhead – Temporary decks to be used as Council staff parking	267	Quarter 3 2018/19
Hines Meadow, Maidenhead – Additional capacity by freeing up of 250 Council staff spaces and change in use of spare capacity to support the town centre.	450	Quarter 3 2018/19
St Clouds Way, Maidenhead – Temporary decked solution until permanent arrangements completed to be built on the current tenpin bowling area following demolition.	575	Quarter 3 2018/19
<b>Proposed permanent solutions</b>		
St Clouds Way, Maidenhead – Underground car parking	260	Quarter 2 2023
Braywick Park, Maidenhead– additional car parking	125 initially	Quarter 3 2018/19 and Quarter 3 2019/20
Stafferton Way, Maidenhead – additional deck	125	Quarter 3 2018/19
Broadway Car Park, Maidenhead	1,535	Quarter 3 2019/20
River Street, Windsor	101	Quarter 3 2019/20

- 2.6 The principles applied throughout the development of the plan are that:
- Current unmet parking demand and need, and the impact of future development and regeneration plans, is fully met.
  - Parking needed to support new residential development must be provided as part of each housing development.
- 2.7 In addition to the Council managed regeneration there are potential private projects that the Council is aware have been explored that may go ahead and deliver new parking provision in Maidenhead of up to 950 spaces.
- 2.8 Analysis has shown that mitigation of the parking pressures and need in Maidenhead is not reliant on this private provision, subject to all of the options within the plan being implemented. These provisions will however act as contingency should detailed feasibility studies of any of the other options suggest they are not viable.
- 2.9 Discussions are continuing with a number of parties on alternative options and, through that work, the final proposals may be refined further if the options are viable. This includes the potential to use the Landing development site as the location for the temporary parking structure currently planned for St Clouds Way and the potential for the Nene Overland site to be used in the future to support commuter parking.
- 2.10 In November 2017 the investment case for the major redevelopment of Broadway Car Park will be brought to Full Council for approval. This report is being brought forward prior to that so that work to get the necessary temporary parking and other smaller permanent parking improvements underway in advance of that.

## **Maidenhead**

- 2.11 The new parking arrangements in the plan utilise temporary decking solutions to support the regeneration of Maidenhead, which will see some existing parking sites redeveloped:
- Reform Road – An additional 267 space decked solution would be installed at Waldeck House and used for Council staff car parking, which will free up 250 spaces in Hines Meadow Car Park to support public parking in the town centre whilst the Broadway Car Park is redeveloped. A further 200 spaces of spare capacity in this car park will also be available for this purpose.
  - St Clouds Way – As part of the wider development of the site, the tenpin bowling facility would be demolished and a 575 space decked solution would be installed to support town centre parking.
- 2.12 Alongside this temporary provision there would be significant investment in new permanent parking provision:
- Broadway Car Park (often referred to as Nicholson's) – this would see the creation of a much larger, circa 1,500 space, state of the art, town centre car park. Approximately 300 of these spaces would be utilised to support the proposed Landing Development.
  - Stafferton Way Car Park – An additional 125 space permanent level would be installed at the Stafferton Way multi storey car park to support long stay car parking.
  - St Clouds Way – As part of the wider development of the site, a new 260 space permanent underground public car park will be developed through the Council's Joint Venture with Countryside Ltd.
  - Braywick Park – As part of the development of the new leisure centre 125 additional spaces will be developed; initially as surface car parking, rising to 500 spaces when the leisure centre is completed, to support the new centre and long stay car parking in the Town.

## **Windsor**

- 2.13 Analysis of parking demand and provision in Windsor has highlighted that there is sufficient demand to support the implementation of an additional deck at River Street car park, which would be implemented as part of the emerging plan.
- 2.14 Work will also be taken forward to create new residential parking provision. This would not generate income based on current resident permitting arrangements and has not been included within the Parking Plan. They will be reported as discrete options.

## **Ascot and the Sunnings**

- 2.15 Work will be progressed with local ward members and stakeholders to determine the right arrangements for the future. This will include taking forward a review of resident permitting to improve the management of parking in the area.

## **Investment**

- 2.16 The provision of temporary parking in Maidenhead is a high cost option and when assessed as a stand alone investment, does not generate a positive net present value. The very short duration of use does not offer a positive position in terms of return on the investment.

- 2.17 Ordinarily, it would not be prudent for the council to progress with a project or investment of this nature. However the investment, when considered strategically and in the broader perspective of the regeneration programme, is vital. Temporary parking provision will assist in maintaining town centre viability during construction and ultimately will facilitate the delivery of the construction programme and in turn the realisation of significant capital receipts for the council on its land assets and future return on its investment.
- 2.18 The permanent options detailed in the Borough Parking Plan in contrast to the temporary solutions have positive net present values. Details of the financial analysis of each option are at Appendix A.
- 2.19 The costing of each option, both temporary and permanent, has incorporated a number of assumptions that aim to provide a realistic and representative estimate of cost e.g. patronage i.e. transfers of existing and new opportunity and impact on tariffs etc. A schedule of the assumptions is at Appendix B.

**Table 4: Parking provision options considered**

<b>Option</b>	<b>Comments</b>
Approve the capital budget provision <b>The recommended option</b>	This option will facilitate complete mitigation of the future parking pressures and demands within the Royal Borough.
Reject the capital budget provision <b>Not recommended</b>	Parking provision in Maidenhead and Windsor is at capacity. Failure to provide further parking provision may result in parking being displaced onto residential roads and/or people choosing not to visit the Royal Borough due to lack of parking.

### 3 KEY IMPLICATIONS

**Table 5: Key implications**

<b>Outcome</b>	<b>Unmet</b>	<b>Met</b>	<b>Exceeded</b>	<b>Significantly Exceeded</b>	<b>Date of delivery</b>
Parking Plan implemented to timetable	Not implemented in line with plan	All arrangements in place in line with plan	All arrangements in place ahead of schedule	All arrangements in place ahead of schedule and under budget	Quarter 4 2019/20

### 4 FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 Detailed assessment of likely capital and operating costs and income from the additional parking provision has been completed by consultants PML.
- 4.2 The resulting cash flows over a maximum of 40 years generate Net Present Values, as shown in Appendix A (NPVs tab from "RBWM PML Workings" spreadsheet attached) and calculated using the recommended Green Book rate of 3.5%. These show that the proposal at Reform Road produce a significant NPV deficit and the provision at Braywick Park is marginal. The other sites do produce larger positive NPVs.

- 4.3 Current RPI of 3.6% has been used as annual indexation of the project life.
- 4.4 Usage assumptions are included in the revenue calculations, based on historic activity data and expert assessment of likely future customer patterns.
- 4.5 In addition to the financial assessment carried out by PML, amounts for the demolition of the Tenpin site and 5% for development management support and 5% for contingency have been added to the overall capital budget envelope proposed.
- 4.6 If the Council is successful in securing final LEP approval for the works to the Station this will offset the cost of the Stafferton Way parking project as that is part of that proposal.
- 4.7 The total capital budget proposed includes £5,170,000 for permanent provision and £7,164,600 for temporary parking provision.

**Table 6: Financial impact of report's recommendations**

<b>REVENUE</b>	2017/18	2018/19	2019/20	2020/21
Addition	£0	£37,657	£112,972	£0
Reduction(income)	£0	£0	£0	£0
Net impact	£0	£37,657	£112,972	£0

<b>CAPITAL</b>	2017/18	2018/19	2019/20	2020/21
Addition	£936,000	£10,039,000	£1,359,600	£0
Reduction	£0	£0	£0	£0
Net impact	£936,000	£10,039,000	£1,359,600	£0

## **5 LEGAL IMPLICATIONS**

- 5.1 The procurement of contractors will be conducted in accordance with the Public Contracts Regulations 2015.

## **6 RISK MANAGEMENT**

**Table 7: Impact of risk and mitigation**

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
The contractors do not have the necessary skills to progress the project	High	Robust specification and procurement process	Low
The projects exceed the cost envelope or planned timescales	High	Effective development management processes	Low

## **7 POTENTIAL IMPACTS**

- 7.1 An Equality Impact Assessment Initial Screening has been undertaken and concludes that the proposals contained in this report will not unlawfully discriminate against any group or individual, or provide the grounds for such discrimination.

## **8 CONSULTATION**

- 8.1 Discussions and consultation has been held with a range of stakeholders throughout the development of the Parking Plan through a number of mechanisms. For example in the last week discussions have been held with Shop mobility to ensure the right temporary arrangements for their service during the redevelopment of Broadway Car Park and the Parking Plan options for Maidenhead tested with the public as part of the Countryside exhibition at Nicholson's Shopping Centre. This work will continue as the plan is finalised.

## **9 TIMETABLE FOR IMPLEMENTATION**

**Table 8: Implementation timetable**

<b>Date</b>	<b>Details</b>
Sept 17	Full Council approval of overall capital budget
Oct17 – Feb '18	Planning period & procurement of parking solutions
Feb18 – April '18	Pre site work and works to existing sites/groundworks etc.
May18 onwards	Assembly works commence
Oct 18 onwards	Parking structures operational(timings vary by site)

- 9.1 Implementation date if not called in: Immediately

## **10 APPENDICES**

- 10.1 This paper is supported by two appendices:
- Appendix A – PML Financial Analysis – Part II - Not for publication by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972
  - Appendix B – Borough Parking Plan

## **11 BACKGROUND DOCUMENTS**

- 11.1 None

## 12 CONSULTATION (MANDATORY)

<b>Name of consultee</b>	<b>Post held</b>	<b>Date sent</b>	<b>Commented &amp; returned</b>
Cllr Carwyn Cox	Lead Member for Environmental Services (including parking)		
Cllr David Evans	Lead Member for Regeneration and Maidenhead	17/09/17	17/09/17
Alison Alexander	Managing Director	17/09/17	17/09/17
Andy Jeffs	Executive Director	17/09/17	17/09/17
Rob Stubbs	Section 151 Officer	17/09/17	17/09/17
Terry Baldwin	Head of HR	17/09/17	17/09/17
Mary Kilner	Head of Law and Governance	17/09/17	17/09/17