

Report Title:	Borough Parking Plan
Contains Confidential or Exempt Information?	Yes - Appendix B Part II Not for publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.
Member reporting:	Councillor Cox, Lead Member for Environmental Services (including parking) Councillor Evans, Lead Member for Maidenhead Regeneration and Maidenhead
Meeting and Date:	Cabinet Regeneration Sub-Committee 25 July 2017
Responsible Officer(s):	Russell O'Keefe, Executive Director
Wards affected:	All

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REPORT SUMMARY

- 1 The report sets out the emerging Parking Plan for the Borough based on the further assessments and feasibility studies that have been carried out which is fully consistent with the projections for need for parking in the Borough
- 2 The plan also re-confirms the overriding principle that parking needed to support new residential development will be provided as part of each these developments.
- 3 Cabinet Regeneration Sub-committee is asked to approve the emerging plan and next steps.

1 DETAILS OF RECOMMENDATION(S)

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

- i) Approves the emerging Parking Plan and next steps.**

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

- 2.1 The regeneration programme, improved economic development opportunities, improved connectivity, and the borough's status as a major tourism destination does and will continue to generate an increase in parking demand across the borough.
- 2.2 In January 2017 Cabinet Regeneration Sub-committee considered a report that:
 - Showed the work had been undertaken taking account of all those areas in point 2.1 to analyse and better understand future parking need against current parking capacity.
 - Set out a parking model that tracks the relationship between provision and demand. This showed that parking provision in Maidenhead and Windsor are at

capacity and additional provision is required, particularly when taking into account the impact of regeneration in Maidenhead where car parking assets within the town centre will be temporarily removed and redeveloped

- Provided a draft Parking Plan which would fully meet need in the short and longer term with advice from parking consultants.
- Authorised the completion of detailed feasibility assessments for the potential sites for additional parking provision.

2.3 The feasibility work has been carried out by the Council's expert advisers Parking Matters. Discussions have also been held with a number of key stakeholders including the Council's Joint Venture Partner, Countryside Ltd.

2.4 The parking plan has now been further refined and the updated version is set out in Appendix A.

2.5 A headline summary of the additional parking arrangements in the emerging plan is set out in the table below.

Location	Public Parking	Spaces	Available
Current Proposed Temporary Solutions			
Maidenhead	Reform Road – Temporary decks to be used as Council staff parking	300	Quarter 3 2018/19
Maidenhead	Hines Meadow – 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
Maidenhead	St Clouds Way – Temporary decked solution until permanent arrangements completed to be built on the current tenpin bowling area following demolition.	600	Quarter 3 2018/19
Proposed Permanent Solutions			
Maidenhead	St Clouds Way – Underground car parking	260	Quarter 2 2023
Maidenhead	Braywick Park – additional car parking	200 initially rising to 500	Quarter 3 2018 and Quarter 2 2019
Maidenhead	Stafferton Way – additional deck	125	Quarter 3 2018/19
Maidenhead	Broadway Car Park	1,500	Quarter 4 2019/20
Windsor	River Street	113	

2.6 Discussions are continuing with a number of other parties on the proposals above and other options and through that work the final proposals may be refined further, with the

final investment case coming to Full Council for approval in November 2017 alongside the investment case for Broadway Car Park which is a separate report on this agenda.

- 2.7 The principle applied throughout has been that the final implementation of the parking plan will ensure current unmet parking demand and need and the impact of future development and regeneration plans is fully met.
- 2.8 The emerging parking plan also confirms another overriding principle that parking needed to support new residential development will be provided as part of each these developments. For example, there are over 4,000 new residential units planned for Maidenhead Town Centre and Maidenhead Golf Club and surrounding land and parking provision for these will be built into these schemes.
- 2.9 There are also 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.
- 2.10 Analysis has shown that the 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. This provision will however act as contingency should detailed feasibility of any of the other options suggest they are not viable.

Maidenhead

- 2.11 The new parking arrangements in the emerging plan utilise temporary decking solutions to support the regeneration of Maidenhead which will see some existing parking sites redeveloped:
 - Reform Road – A 300 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 will be demolished and a 600 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 which is set out in detail in a separate report on the agenda. Between 225 and 500 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 200 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 have not been included within the Parking Plan. They will be reported as discrete options.

Ascot and the Sunnings

- 2.15 The work has not shown a case for an additional public car park but work will now be taken forward to review resident permitting to improve the management of parking in the area.

Next steps

- 2.16 To continue discussions with other parties and stakeholders to finalise the proposals in the emerging plan and propose a final investment case to Full Council for approval in November 2017 alongside the investment case for Broadway Car Park which would then be implemented.

Table 3: Parking Provision Options Considered

Option	Comments
Agree the updated Parking Plan The recommended option	This option will facilitate complete mitigation of the future parking pressures and demands within the Royal Borough.
Reject the updated Parking Plan Not recommended	Parking provision in both 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 poor parking provision.

3 KEY IMPLICATIONS

Table 2: Key implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Parking Plan implemented to	Not implemented in line with	All arrangements in place in	All arrangements in place	All arrangements in place	Quarter 4 2019/20

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
timetable	plan	line with plan	ahead of schedule	ahead of schedule and under budget	

4 FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 The next steps can be completed within existing budgets with the final investment case coming to Full Council for approval in November 2017.

Table 3: Financial impact of report's recommendations

REVENUE	2017/18	2018/19	2019/20	2020/21
Addition	£0	£0	£0	£0
Reduction(income)	£0	£0	£0	£0
Net impact	£0	£0	£0	£0

CAPITAL	2017/18	2018/19	2019/20
Addition	£0	£0	£0
Reduction	£0	£0	£0
Net impact	£0	£0	£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 4: Impact of risk and mitigation

Risks	Uncontrolled Risk	Controls	Controlled Risk
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	High	Effective development management processes	Low

Risks	Uncontrolled Risk	Controls	Controlled Risk
timescales			

7 POTENTIAL IMPACTS

- 7.1 An Equality Impact Assessment Initial Screening has been undertaken and concludes 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 The report will be considered by Corporate Services Overview and Scrutiny Committee.

9 TIMETABLE FOR IMPLEMENTATION

Table 5: Implementation timetable

Date	Details
Nov 17	Full Council approval of Investment Case
Dec'17 – Mar '18	Planning period & procurement of temporary solutions
April'18 – May '18	Period prior to works commencing on site
June'18 – July '18	Works to existing sites/groundworks etc.
August'18 – Jan '19	Assembly works
Nov 18 – Feb 19	Temporary parking structures operational

- 9.1 Implementation date if not called in: Immediately

10 APPENDICES

- 10.1 Appendix A: - Parking Plan
Appendix B – Feasibility Study – Part II

11 BACKGROUND DOCUMENTS

- 11.1 None

12 CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Comment ed & returned
Cllr Carwyn Cox	Lead Member for Environmental Services (including parking)	13/06/2017	
Cllr David Evans	Lead Member for	13/06/2017	

Name of consultee	Post held	Date sent	Comment ed & returned
	Regeneration and Maidenhead		
Cllr Jack Rankin	Lead Member for Economic Development and Property	13/06/2017	
Cllr Philip Love	Deputy Lead Member for Maidenhead Regeneration	13/06/2017	
Alison Alexander	Managing Director	12/06/2017	
Russell O'Keefe	Executive Director	12/06/2017	
Andy Jeffs	Executive Director	12/06/2017	
Rob Stubbs	Section 151 Officer	12/06/2017	
Terry Baldwin	Head of HR	12/06/2017	
Mary Kilner	Head of Law and Governance	12/06/2017	
	Other e.g. external		

