

Report Title:	<b>Broadway Multistorey Car Park, Maidenhead – Demolition of existing structure.</b>
Contains Confidential or Exempt Information	No - Part I
Cabinet Member:	Councillor Hill, Cabinet Member for Highways and Transportation
Meeting and Date:	<b>Cabinet 27 July 2023</b>
Responsible Officer(s):	Andrew Durrant Executive Director Place
Wards affected:	<b>St Marys Ward</b>

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## **REPORT SUMMARY**

*The Broadway Multistorey car park in Maidenhead was built in the early 1960s. The car park was constructed using concrete reinforced with steel bars. The condition of the concrete structure has been of concern for 10 years. In 2012 the Council resolved to investigate the replacement of the existing car park. The car park has been the subject of various strategies to repair or replace it as the structure is beyond its economic life, has been poorly maintained, and has significant structural failure due to water ingress eroding the reinforced steel.*

*The car park closed at the end of December 2022 as the state of the structure was a high health and safety risk to users. A plan for a replacement car park forms part of the redevelopment proposal for the Nicholson Quarter, recently subject to the Judicial Review process which has now been resolved. The Council has an obligation as part of the Nicholson Quarter scheme to re-provide a multi-storey car park on the Broadway. At Cabinet in June 2018 a budget of £35.3m was agreed, for the replacement car park. Currently, £26.3m is allocated in the council's medium-term capital programme (£16.1m is currently in 2023/24 Budget including slippage from 2022/23 and £10.2m approved by the Council for 2024/25).*

*The Council is considering the option to safely demolish the car park in the short-term and to explore options for the use of the space as meanwhile use pending the wider development of the Nicholson site. This might include providing a form of temporary surface car park on the cleared site, with a decision to be taken at a later stage subject to further development of options and more detailed financial analysis. The proposal as set out in this report is to demolish the existing car park – to make the site safe, remove the risks from the failed structure, limit opportunities for antisocial behaviour and prevent further town centre blight.*

*Following the closure of Broadway car park in December 2022, the distribution, frequency, and movement of parking in the Town Centre has been monitored by the Council, providing an overview of how all the Town Centre car parks are being used. The data shows that within the town centre there are 2500 available parking spaces at Hines Meadow, Grove Road, West Street, Stafferton Way and Vicus Way. The analysis of the data shows that Grove Road and Hines Meadow car parks have absorbed a significant amount of the short term and long-term parking demand, with*

*Hines Meadow remaining significantly under capacity. The Hines Meadow car park data shows that at peak demand, weekdays and weekends, that 58% of spaces are used, leaving significant capacity for visitor parking.*

*The outline programme to demolish the Car Park is around 10 months commencing in October 2023. The estimated cost of the Demolition contract package is £3.15m including fees and exclusive of VAT.*

## DETAILS OF RECOMMENDATION(S)

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

- i) Delegates authority to the Executive Director of Place in consultation with the Cabinet Member for Highways and Transport, to go out to Tender and approve a contract to demolish the Broad Way Multistorey Car Park**

## 1. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

### Options

**Table 1: Options arising from this report.**

<b>Option</b>	<b>Comments</b>
i) Delegates authority to the Executive Director of Place in consultation with the Cabinet Member for Highways and Transport to go out to Tender for the demolition of the Broad Way Multistorey Car Park  <b>This is the recommendation</b>	The Broadway Car Park structure is beyond its economic life and poses a significant Health and Safety risk due the deterioration of the structure. The demolition of the existing structure is now required, whilst the comprehensive regeneration of the Nicholson Centre is resolved.
ii) Do Nothing  <b>This is not the recommendation</b>	This would sustain the uncertainty as to the future of the Car Park, continue the Health and Safety risk the public, attract further instance of anti-social behaviour, promoting a lack of confidence for investment in the Town Centre

- 1.1 There needs to be clarity about the continuation of investment in Maidenhead Town Centre. This means a clear strategy about how the Council expects to

deliver the appropriate amount of parking provision using its own assets to support the economic vitality of the town.

- 1.2 Therefore, the council is considering a new strategic review of town centre parking across the borough in Maidenhead, Windsor and Ascot to align with other associated projects such as the Vision for Windsor and Ascot High Street - to set future plans for parking provision in RBWM.
- 1.3 The Town Centre and Parking teams continually monitor the usage of all car parks; this details the distribution, frequency, and movement of parking in Maidenhead Town Centre. This provides accurate real time information. This identifies that within the defined town centre there are 2500 parking spaces at Hines Meadow, Grove Road, West Street, Stafferton Way and Vicus Way.
- 1.4 The data also shows that both Grove Road and Hines Meadow car parks absorbed a significant amount of the short term and long-term parking demand. Even taking into account the closure of Broadway car park, the data for Hines Meadow multi-storey shows that at peak demand and during weekends occupancy of spaces is 58% - providing significant capacity for visitor parking in the town centre. This is shown in Table 2 below.
- 1.5 Hines Meadow, alongside other key car park sites, has recently undergone a series of condition improvement works that comprise of both structural improvements and also redecoration / replacement of failure doors. A further assessment has been underway to improve the internal signage and resolve faulty lifts that have been out of action at times more recently.

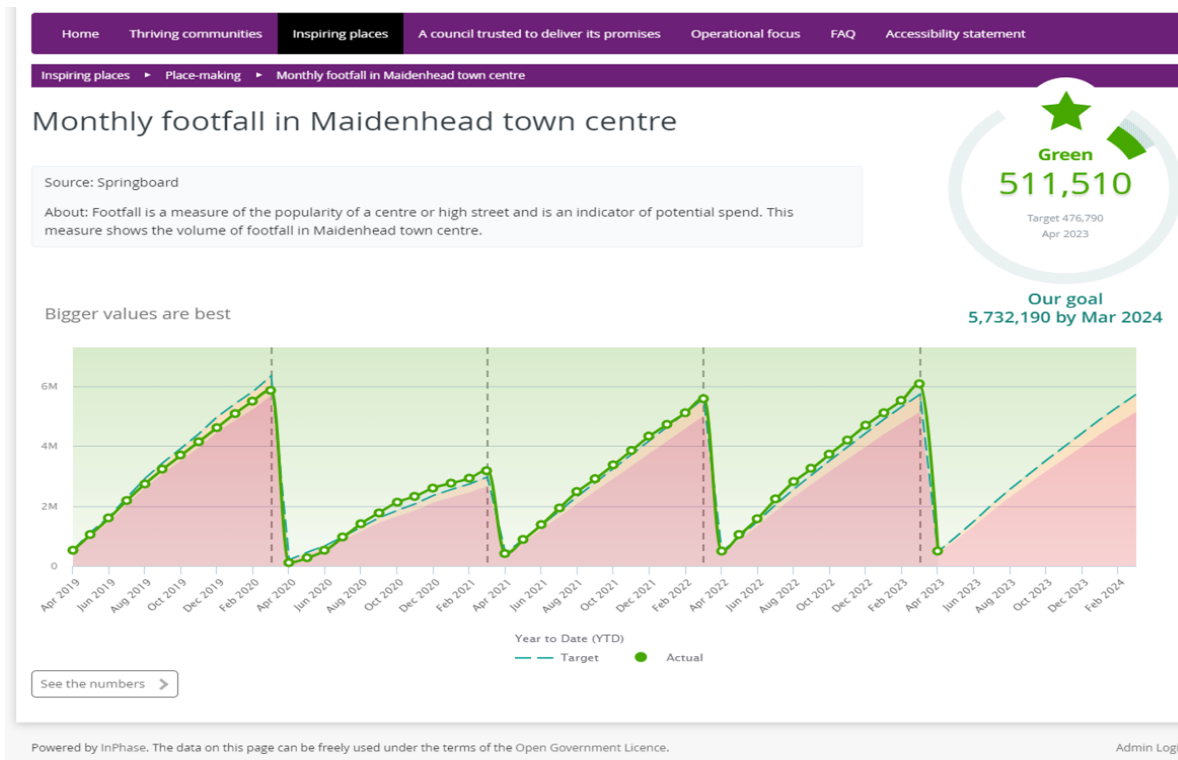
**Table 2 Parking usage Short and Long Term in Maidenhead Town Centre**

Grove Road	APR	MAY
1 HOUR	3157	3385
2 HOURS	2279	2273
3 HOURS	1561	1448
<b>22/23 monthly total</b>	<b>5904</b>	<b>6325</b>
<b>TOTAL</b>	<b>6997</b>	<b>7106</b>
<b>YOY usage % change</b>	<b>▲ 18.51%</b>	<b>▲ 12.35%</b>

Hines Meadow	APR	MAY
1 HOUR	12136	11446
2 HOURS	7265	7227
3 HOURS	2080	1893
4 HOURS	634	478
5 HOURS	444	443
OVER 5 HOURS	1389	1662
<b>22/23 monthly total</b>	<b>17649</b>	<b>16593</b>
<b>TOTAL</b>	<b>23948</b>	<b>23149</b>
<b>YOY usage % change</b>	<b>▲ 35.69%</b>	<b>▲ 39.51%</b>

- 1.6 This is also reflected in data collected on visitor trips to the town centre, providing a snapshot of usage and foot fall prior to, during and post Covid periods. The below footfall comparison data indicates a continued positive level of visitors to Maidenhead, in fact rated 'green' against target.

**Table 3 Footfall comparison data**



- 1.7 Through data collection and the team’s analysis, it illustrates that the existing town centre parking has been able to absorb the parking demand from the closure of Broadway car park. Although the available town centre parking is more dispersed, it is supporting visitors and providing a choice of short term and longer-term location to suit their need.

## 2. KEY IMPLICATIONS

- 1.8 The Council is committed, through the Development Agreement (DA) with Denhead SARL, to build a new replacement multi-storey car park on the Broadway. The Council identified the need to replace the existing Broadway Car Park in 2018 prior to Denhead SARL purchasing the Nicholson Centre. The proposed car park would provide 888 spaces. The Council agreed the reduction in the size of the Car Park following a review, and its inclusion in the revised planning application for the Nicholson Quarter Development

- 1.9 The new Broadway multistorey car park would provide an opportunity to lease spaces to office occupiers and residential users in the proposed Nicholson Quarter Development. The Capital budget allocation for the new Broadway car park, was £35.3m, following capital virement the MTFP budget is £25m. The construction cost of the car park has increased due to inflation. Rider Levett Bucknall, construction cost consultant reviewed the building cost budget in December 2022. Their reappraisal of the car park build cost put the revised cost at £33.6m
- 1.10 The demolition of the Broadway Car Park would remove the uncertainty about its use and provide a decisive response to what will follow it. If the demolition program can commence around Sept/Oct 2023 this would demonstrate a transparent resolution of the matter. If the demolition did not take place there would be a continued health and safety risk and an implied lack of investment in corporate assets to ensure that they remain fit for purpose. No decisions have been taken yet on the use of the site as meanwhile use, although the council will look at options including whether it is feasible and financially viable to create a temporary surface car park.
- 1.11 The Broadway MSCP has deteriorated over a long period of time with various plans considered to either repair or replace the structure. As part of the closure, further assessments have been carried out to understand the level of corrosion and damage to the concrete structure (detailed in appendix C – Structural Report). The conclusion was that the car park requires significant works and that to fully quantify these works (and cost) more intrusive assessments would be needed the scope a project for repair, however intrusive assessments are very costly and officers recommend not spending further public funds to conclude the car park is beyond its economic lifespan.
- 1.12 Implications of the demolition works – there are several logistical considerations for this scheme that will be detailed within the project plan and associated programme of works, these include:
- The Broadway MSCP is positioned within a constrained site as image 1 shows, due to neighbouring premises that includes to redeveloped Landings scheme to the South of the site that is now well advanced.



Image 1 – Broadway MSCP site map

- **Project managing** a site of this nature is complex, requires specialist contractors and will need to be tightly controlled from a health and safety perspective.
- **A Traffic Management Plan** will be required to deal with any local impact of the works and whilst this may require road closures on occasion the programme of works will be designed to mitigate and minimise the need for doing so. Having Sienna Court available simplifies matters for staff parking and circulation. Methods of demolition are far more advanced now and removes the prospect of having several tipper trucks lining up waiting to be filled, however the main difficulty is the circular access ramp that overhangs part of the footpath at the southwest corner. The final element of its removal will require the Broadway to be fully closed for approx. 1 week. This would need to be approved by the highways team to allow proper planning and diversions etc.
- **Timescale and phases** of demolition have been indicated at 10 months, which having engaged a number of potential contractors is considered a reasonable expectation at this stage. However officers will work with contractors through the procurement process to define this accurately and ensure contingency considering the complex site location and that there are a number of legal agreements and party wall matters to resolve.



### 3. FINANCIAL DETAILS / VALUE FOR MONEY

- 1.13 The demolition cost of the Broadway car park is provided by Ryder Levitt Bucknall (RLB) – construction cost consultants and project managers. The process included initial site inspections with Demolition Contractors, a review of proposed working methods, programs, and risk management. RLB has analysed and reviewed the contractor’s proposal to establish the demolition budget cost of £3.5m. This has also been benchmarked against live demolition contracts and the Build Cost Indices Service (BCIS).
- 1.14 The Capital expenditure finance cost of the demolition is set out in table 5 below. In this illustration the cost of borrowing the capital for the project is £157k per annum over a period of 50 years. The Council must make a Minimum Revenue Provision (MRP) on all borrowing, this is to cover the Capital cost of £63k per annum over the 50-year borrowing period. A total cost for all the capital of £220k per annum for 50 years.

**Table 5 Capital Finance cost of Borrowing**

Broadway car park - Demolition			
	Costs		
Demolition	£3,148,080		These estimations are based on a number of exclusions and actual cost may be higher.
<b>Borrowing needed</b>		<b>£3,148,080</b>	Assumed all to be borrowed at this point in time.
		£219,736	This is based on the standard prudent assumption that the project will be funded by a 50 year PWLB loan (current rate 4.98%). The annual financing costs of £220k is made up of £63k MRP and borrowing costs of £157k for 50 years.
<b>Total estimated cost</b>		<b>£3,367,816</b>	

- 1.15 The budget for the demolition as well as the finance cost of borrowing (incl. MRP) has already been included in the MTFP and as such no change to the capital budget is assumed.**

## 2 LEGAL IMPLICATIONS

- 2.1 The legal implications of the demolition of the Broadway Car Park raised three areas of consideration. Firstly, any encumbrances on the car park by way of unexpired licences, leases, or wayleaves. The legal review of the Title has identified these, and all parties have been served notice under their legal agreements to determine any 3<sup>rd</sup> party interest in, on or over the property. This will ensure that when the site is handed over to the contractor it will be with Vacant Possession.

2.2 Secondly all utility connections that provide services to the car park: water, power, CCTV, lifts, and lighting, will be removed by the Council's contractor prior to a start on site. These works form part of the Vacant Possession process to remove any contingent liability issues with the current utility providers, minimising health and safety liabilities. Thirdly the demolition contract will provide a set of specific key performance requirements to safeguard the Council on cost, third party liability, program delay and Health and Safety.

### 3 RISK MANAGEMENT

3.1 The key risks for the Council are the significant health and safety liability that the Broadway Car Park poses as it is today and if no mitigation work is undertaken. Further uncertainty on the remedial action to demolish the car park would continue impacting the confidence for existing businesses and new investors in the town centre.

**Table 4: Impact of risk and mitigation**

Risk	Impact with no mitigations	Likelihood of risk occurring.	Mitigations currently in place	Mitigations proposed.	Impact of risk once all mitigations in place	Likelihood of risk occurring
Derelict Car Park Health and Safety Hazard	Major	High	Car Park Closed to Public and Fenced to prevent Trespass	Demolition	Minor	None

### 4 POTENTIAL IMPACTS

4.1 Equalities. An Equality Impact Assessment is available as Appendix A. The EQUIA Screening is attached and does not impact and groups with Protected Characteristics

4.2 Climate change/sustainability – There is a limited impact on climate change, all exiting material in the structure will be reuse or recycled. For example, the Concrete with be crushed, cleaned, grade and reused for ballast for construction.

4.3 Data Protection/GDPR. There are no GDPR issue related to this report or project.



## 5 CONSULTATION

- Executive Leadership Team
- Portfolio Holder for Highways and Transportation

## 6 TIMETABLE FOR IMPLEMENTATION

Implementation date if not called in.

**Table 5: Implementation timetable**

Date	Details
27 <sup>th</sup> July 2023	Approval of Demolition and delegation to enter contact(s) for the Demolition
2 <sup>nd</sup> October 2023	Appoint Contractor and commence demolition

## 7 APPENDICES

7.1 This report has by four appendices:

- Appendix A – Equality Impact Assessment
- Appendix B – indicative Project Program
- Appendix C – Structural Report
- Appendix D - Cost Budget **Not for publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.** As it contains commercially sensitive financial information that could impact the Council's tender process.

## 8 BACKGROUND DOCUMENTS

8.1 This report does not have background documents:

## 9 CONSULTATION

Name of consultee	Post held	Date sent	return Date
<i>Mandatory:</i>		<i>Statutory Officer (or deputy)</i>	
Andrew Vallance	Head of Finance/ interim S151 Officer	<b>22/06/23</b>	<b>26/06/23</b>
Elaine Browne	Head of Law & Governance/ Monitoring Officer	<b>22/06/23</b>	<b>06/07/23</b>
<i>Deputies:</i>			

<b>Mandatory:</b>	<i>Procurement Manager (or deputy) - if report requests approval to go to tender or award a contract</i>		
Lyn Hitchinson	Procurement Manager	<b>22/06/23</b>	<b>23/06/23</b>
<b>Mandatory:</b>	<i>Data Protection Officer (or deputy) - if decision will result in processing of personal data; to advise on DPIA</i>		
Samantha Wootton	Data Protection Officer	<b>22/06/23</b>	
<b>Mandatory:</b>	<i>Equalities Officer – to advise on EQiA, or agree an EQiA is not required</i>		
Ellen McManus-Fry	Equalities & Engagement Officer	<b>22/06/23</b>	<b>23/06/23</b>
<b>Other consultees:</b>			
<b>Directors (where relevant)</b>			
Stephen Evans	Chief Executive	<b>22/06/23</b>	<b>26/06/23</b>
Andrew Durrant	Executive Director of Place	<b>22/06/23</b>	<b>23/06/23</b>
Kevin McDaniel	Executive Director of Adult Social Care & Health		
Lin Ferguson	Executive Director of Children's Services & Education		
<b>Heads of Service (where relevant)</b>			
Alysse Strachan	Head of Neighbourhoods	<b>22/06/23</b>	
Tim Golabek	Interim Head of Infrastructure, Sustainability and Economic Growth	<b>22/06/23</b>	

Confirmation relevant Cabinet Member(s) consulted	Cabinet Member for Place, Councillor Hill.	Yes
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## REPORT HISTORY

<b>Decision type:</b>	<b>Urgency item?</b>	<b>To follow item?</b>
Key decision and state the date it was First entered into the Cabinet Forward Plan: 10 <sup>th</sup> June 2023	No	<b>NO</b>

Report Author: Ian Brazier – Dubber, Managing Director, RBWM Property Company on behalf of Executive Director of Place

# Equality Impact Assessment

For support in completing this EQIA, please consult the EQIA Guidance Document or contact [equality@rbwm.gov.uk](mailto:equality@rbwm.gov.uk)

## 1. Background Information

Title of policy/strategy/plan:	Broadway Car Park – Demolition Tender
Service area:	Transport and Highways
Directorate:	<u>Place</u>

### **Provide a brief explanation of the proposal:**

- What are its intended outcomes?
- Who will deliver it?
- Is it a new proposal or a change to an existing one?

Demolition of the Broadway Car Park  
Property Company on behalf of Council  
No – long standing project with previous cabinet approvals.

## 2. Relevance Check

### **Is this proposal likely to directly impact people, communities or RBWM employees?**

- If no, please explain why not, including how you've considered equality issues.
- Will this proposal need a EQIA at a later stage? (For example, for a forthcoming action plan)

No, the car park has been closed for the preceding six month any groups with protected characteristic have migrated or been provided with interim arrangements whilst the wider site development issue is resolved.

If 'No', proceed to 'Sign off'. If unsure, please contact [equality@rbwm.gov.uk](mailto:equality@rbwm.gov.uk)

## 3. Evidence Gathering and Stakeholder Engagement

### **Who will be affected by this proposal?**

For example, users of a particular service, residents of a geographical area, staff

<p><b>Among those affected by the proposal, are protected characteristics (age, sex, disability, race, religion, sexual orientation, gender reassignment, pregnancy/maternity, marriage/civil partnership) disproportionately represented?</b>  For example, compared to the general population do a higher proportion have disabilities?</p>
<p><b>What engagement/consultation has been undertaken or planned?</b></p> <ul style="list-style-type: none"> <li>• How has/will equality considerations be taken into account?</li> <li>• Where known, what were the outcomes of this engagement?</li> </ul>
<p><b>What sources of data and evidence have been used in this assessment?</b>  Please consult the Equalities Evidence Grid for relevant data. Examples of other possible sources of information are in the Guidance document.</p>

#### 4. Equality Analysis

Please detail, **using supporting evidence**:

- How the protected characteristics below might influence the needs and experiences of individuals, in relation to this proposal.
- How these characteristics might affect the impact of this proposal.

Tick positive/negative impact as appropriate. If there is no impact, or a neutral impact, state 'Not Applicable'.

More information on each protected characteristic is provided in the Guidance document.

	Details and supporting evidence	Potential positive impact	Potential negative impact
Age			

Disability			
Sex			
Race, ethnicity and religion			
Sexual orientation and gender reassignment			
Pregnancy and maternity			
Marriage and civil partnership			
Armed forces community			
Socio-economic considerations e.g., low income, poverty			
Children in care/Care leavers			

## 5. Impact Assessment and Monitoring

*If you have not identified any disproportionate impacts and the questions below are not applicable, leave them blank and proceed to Sign Off.*

**What measures have been taken to ensure that groups with protected characteristics are able to benefit from this change, or are not disadvantaged by it?**

For example, adjustments needed to accommodate the needs of a particular group

**Where a potential negative impact cannot be avoided, what measures have been put in place to mitigate or minimise this?**

- For planned future actions, provide the name of the responsible individual and the target date for implementation.

**How will the equality impacts identified here be monitored and reviewed in the future?**  
See guidance document for examples of appropriate stages to review an EQIA.

## 6. Sign Off

<b>Completed by:</b> Ian Brazier – Dubber	<b>Date: 30<sup>th</sup> June 2023</b>
<b>Approved by: Andrew Durrant</b>	<b>Date: 11<sup>th</sup> July 2023</b>

If this version of the EQIA has been reviewed and/or updated:

<b>Reviewed by:</b>	<b>Date:</b>
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