

### Berkshire Local Transport Body – 16 March 2017

#### 2.27 Maidenhead Town Centre: Missing Links

Highlights of progress
The selection process for appointing joint venture partners for the town centre development areas is underway.
Suppliers have been invited to provide costed proposals for an upgraded pedestrian / cycle bridge link to Town Moor.

#### 1. The Scheme

- 1.1 The purpose of this scheme is to complete the 'missing links' between planned major development areas in and around Maidenhead and to improve their connectivity to the town centre and surrounding residential areas and local facilities.
- 1.2 A new 'inner-ring' is proposed for pedestrians and cyclists, which will be tied into new / enhanced crossings over the A4, including a pedestrian / cycle bridge. The routes will tie into the infill public realm areas in the town, which will in turn trigger a review of the core town centre road network.

#### 2. Progress with the scheme

- 2.1. The project directly supports and strengthens the regeneration plans for Maidenhead. The Maidenhead Town Centre Area Action Plan sets a clear vision for economic growth, designating six 'opportunity areas' for regeneration, including: Maidenhead Station; Broadway; West Street; Chapel Arches; York Road; and Stafferton Way. Since then, a further two major development sites have been identified, namely St Clouds Way to the north of the A4 and Reform Road to the east of the town centre.
- 2.2. Cumulatively, this regeneration will result in:
  - Up to 4,870 new dwellings
  - Over 65,000 m<sup>2</sup> of new office space
  - An enhanced retail offer
  - An improved leisure offer, with new cafes and restaurants
  - Public realm enhancements
- 2.3. These will be in addition to the recent developments at Boulter's Meadow and Kidwells Park to the north of the town centre. It is important to ensure that all new development is integrated with the wider town centre and the surrounding urban area, with continuity in public realm and high quality walking and cycling networks.
- 2.4. The Maidenhead Waterways project is integral to the regeneration of the town centre – restoring and enlarging the waterways that run through the town centre. When complete, this will allow continuous navigation by small boats. It will also enhance the setting of the Chapel Arches development. In addition, the towpaths will provide a valuable recreation resource, and will improve access to the town centre for pedestrians and cyclists. In order to be effective these towpaths will need to be linked to wider walking and cycling networks.
- 2.5. Aspirations for continuous and cohesive walking and cycling networks and public realm cannot be delivered by these developments alone. If walking and cycling access is left solely to the developers of each Opportunity Area, then financial and land constraints will lead to disjointed and incomplete networks serving individual developments rather than the wider town centre and North Maidenhead area.
- 2.6. The Maidenhead Town Centre Area Action Plan identifies the need to enhance entrance points into the town centre with high quality public realm. It also includes an objective to improve the quality of existing public spaces, with a specific focus on the train station, High Street, King Street and Queen Street. Some sections will be delivered as part of the regeneration of the Opportunity Sites, but gaps will remain.
- 2.7. The Royal Borough has also developed a draft Cycling Strategy, which identifies an 'inner ring' route, which will connect the major development sites and link them to employment and

retail opportunities in Maidenhead town centre and Maidenhead Station. The ring will also improve links to surrounding residential areas and the Waterway towpaths. This will help to increase the proportion of local trips made on foot and by bike, delivering congestion and air quality benefits.

- 2.8. Some sections of the 'inner ring' will be provided as part of the regeneration of the Opportunity Areas and as part of the Station Interchange Scheme. These include: remodelling of the King Street / Queen Street / A308 junction to improve pedestrian / cycle crossings; and provision of a new link through the St Clouds Way site. Additional works are required to join up these disparate links, including a new bridge link across the A4 between West Street and Kidwells Park and replacing the existing footbridge over Strand Water with a new shared use facility.
- 2.9. The regeneration activity will also impact on traffic flows around the town centre, prompting a review of the of the existing road network, including directional flow, changes in terms of one / two way operation and changes to the pedestrianised areas / public open space.
- 2.10. The project steering group has been established with the project inception meeting taking place on 13 January 2017.
- 2.11. The council has invited potential joint venture partners to submit proposals for the regeneration of four major development sites, including: West Street; St Cloud Way; York Road; and Reform Road. Shortlisted developers were subsequently invited to present their proposals for the West Street and St Cloud Way sites over two dates at the end of January. The proposals included improvements to pedestrian and cycle access to and through the sites, including a new bridge link over the A4 between West Street and Kidwells Park. The proposals are currently being assessed and will go to Cabinet Regeneration Sub-Committee for noting on 16 March and to Council for approval on 30 March. Frameworks will then be developed over the following couple of months.
- 2.12. Suppliers have been invited to provide costed proposals for an upgraded bridge link between Holmanleaze and Town Moor. The existing pedestrian bridge will be replaced with a shared use pedestrian / cycle bridge, which will improve cycle access to the town centre and the proposed St Cloud Way development site from North Maidenhead.

### 3. Funding

- 3.1. The following table sets out the funding for the scheme on the basis of our unapproved funding profile. The Royal Borough may wish to take the opportunity to review the profile to ensure that it is realistic given the delay in confirming the Growth Deal Settlement.

Source of funding	2016/17	2017/18	2018/19	2019/20	2020/21	Total
Amount from LEP Local Growth Deal	-	£313,000	£409,000	£326,000	£2,000,000	£3,048,000
Local contributions from .....						
•Section 106 agreements	-	-	£250,000	£250,000	£500,000	£1,000,000
•Council Capital Programme	-	-	£100,000	£200,000	£405,000	£705,000
•Other sources	-	-	-	-	-	-
<b>Total Scheme Cost</b>						<b>£4,753,000</b>

### 4. Risks

- 4.1. The key risks on delivering this Programme Entry scheme and how they will be managed are set out in the table below:

Risk	Management of risk
Construction Cost Increase	Scheme design and material specs will need to be amended to reduce project costs or the Council will need to provide additional funding
Planning Consent	If the A4 bridge scheme were to not receive planning consent then a key

	section of the scheme would be missing. Subject to the reasons for refusal there may be scope to resubmit a revised scheme, which will add delay and cost. Seeking consent earlier than required would limit the risk or highlight issues at a much earlier stage to allow time for mitigation.
Cost of Utilities Protection/Diversion	Early engagement with the utility companies and knowledge of their requirements and locations is key to seeking to reduce this risk
Land Ownership	Although the majority of the scheme is within public highway land or RBWM property, there is always a risk that small sections of private land may impact on the buildability of the scheme. The Council will seek records and legal deeds during design stage and clarify their impact on the scheme and redesign accordingly to limit any need for 3rd party land.
Ecological	Where the 'Inner Ring' crosses the waterways, park or moorland, the ecology of these areas may be impacted by the scheme and suitable measures may be needed to mitigate the impact. Early investigation is key to removing the need for mitigation or seeking cost effective measures to address any issues.

## 5. Programme

Task	Original Timescale	March 2017 Timescale (where changed)
Programme Entry Status	January 2017	-
Feasibility / outline design	April 2017	-
Detailed design	July 2017	-
Preparation of FBC	September 2017	-
Independent Assessment of FBC	October 2017	-
Financial Approval from LTB	November 2017	-
Procurement	December 2017	-
Start of construction	January 2018	-
Completion of construction	March 2021	-
One year on evaluation	March 2022	-
Five years on evaluation	March 2026	-

## 6. Growth Deal Reporting Framework

6.1. The following table is an extract from the Growth Deal reporting matrix. The entries made here will be reported on a project by project basis.

Growth Deal Schemes:	Transport scheme	
	2.27 Maidenhead Town Centre: Missing Links	March 2017
<b>Thames Valley Berkshire LEP</b>		
<b>1. Core Metrics</b>	<b>Planning Numbers</b>	<b>Actual to date</b>
<b>Inputs</b>		
Expenditure	£4,753,342	£0
Funding breakdown		
Local Growth Deal	£3,048,342	£0
s.106 and similar contributions	£1,000,000	£0
Council Capital Programme	£705,000	£0
Other	-	-
In-kind resources provided	£150,000	£2,000
<b>Outcomes</b>		
Planned Jobs connected to the intervention	8,000	0
Commercial floor Space constructed (square metres)	65,404	0
Housing unit starts	1,986	0
Housing units completed	2,884	0
<b>2. PROJECT SPECIFIC OUTPUTS AND OUTCOMES - to be collected where relevant to</b>		

<b>the intervention</b>		
<b>Transport</b>		
<b>Outputs</b>		
Total length of resurfaced roads	0.33	0
Total length of newly built roads	0	0
Total length of new cycle ways	0.8	0
Type of infrastructure	<ul style="list-style-type: none"> <li>• New pedestrian / cycle bridge across the A4</li> <li>• Replacement pedestrian / cycle bridge to Town Moor</li> </ul>	
Type of service improvement		
<b>Outcomes</b>		
Follow on investment at site	tbc*	-
Commercial floor space occupied	3,637	-
Commercial rental values	tbc*	-

\* Numbers will be determined as part of feasibility work

## 7. Further Information for Summary Reports

A central Maidenhead 'inner-ring' is proposed for pedestrians and cyclists, which will be tied into enhanced crossings over the A4, including a pedestrian and cycle bridge. Programme Entry due March 2017. The scheme is due on site in January 2018 with completion in March 2021. The first Growth Fund payment is due in March 2018.