

RECORD OF EXECUTIVE DECISION TAKEN BY AN EXECUTIVE MEMBER OR OFFICER

This form can be used for any decision but **MUST** be used to record:

- any decision taken by the Elected Mayor or an individual Councillor
- a key decision taken by a Council Officer

In these circumstances the form must be completed and passed to the Head of Members' Services no later than NOON on the second working day after the day on which the decision is taken. No action may be taken to implement the decision(s) recorded on this form until 7 days have passed and the Head of Members' Services has confirmed the decision has not been called in.

1. Description of decision

- (a) To acknowledge the need for the development of an Infrastructure Delivery Programme for Bedford;
- (b) To approve the draft Bedford Borough Infrastructure Delivery Programme 2009/2021 for consideration by the Bedford Borough Partnership Board; and
- (c) To support the recommendations for Bedford Borough priority infrastructure and regeneration projects.

2. Date of decision

14 September 2009

3. Reasons for decision

To approve the Bedford Borough Infrastructure Delivery Programme 2009/2021 for consideration by the Bedford Borough Partnership Board.

4. Alternatives considered and rejected

The need for the development of an Infrastructure Delivery Programme, that meets the requirements of regional bodies, is outlined in the attached report.

5. How decision is to be funded

The approval of the Infrastructure Delivery Programme does not have a direct resource implication. It does, however, add emphasis to the need for particular infrastructure and regeneration project delivery and priorities projects in respect of their importance for the delivery of Bedford's sustainable growth agenda.

6. Conflicts of Interest

Name of all Executive members who were consulted AND declared a conflict of interest.	Nature of Interest	Did Standards Committee give a dispensation for that conflict of interest? (if yes give details and date of dispensation)

The Deputy Mayor has been consulted on this decision

Not applicable

Signed

Date: 14 September 2009

Name of Decision Taker

This is a public document. A copy of it must be given to the Head of Members' Services as soon as it is completed.

Date decision published: 16.9.09

Date decision can be implemented if not called in: 24.9.09

Bedford Borough Council – Report to the Deputy Mayor

14 September 2009

Report by Management Group

Subject: BEDFORD BOROUGH AREA – INFRASTRUCTURE DELIVERY PROGRAMME 2009/2021

1. Executive Summary

To consider the draft Infrastructure Delivery Programme (IDP) for the Bedford Borough area and to approve it for consideration by the Bedford Borough Partnership Board.

2. Recommendations

The Mayor is invited to consider and, if satisfied, to:

- (a) Acknowledge the need for the development of an Infrastructure Delivery Programme for Bedford;
- (b) Approve the draft Bedford Borough Infrastructure Delivery Programme 2009/2021 for consideration by the Bedford Borough Partnership Board;
- (c) Support the recommendations for Bedford Borough priority infrastructure and regeneration projects.

3. Reason for Recommendations

To approve the first Infrastructure Delivery Programme for Bedford for consideration by the Bedford Borough Partnership Board.

The IDP will be subject to regular review and ongoing refinement to reflect changing social, economic and environmental factors and to ensure integrated action by local, regional and national partners to achieve the best possible growth outcome for the Bedford area.

4. Key Implications

4.1 Policy Issues

The Council has embraced the Government's growth agenda as set out in the Sustainable Communities Plan and has been instrumental in establishing a Local Delivery Vehicle (LDV) (Renaissance Bedford). Growth requires investment in both infrastructure and the local economy, including the regeneration of town centres.

The IDP provides a physical infrastructure dimension towards delivery of the Council's Corporate Plan and the Bedford Borough Partnership's Sustainable Community Strategy.

The IDP is not a policy document. It identifies key indicators of achievement on growth targets to date and of future direction and intent. This includes the high level consideration of a number of sensitive policy issues, for example regarding infrastructure investment, and identifies and prioritises major capital projects across the Bedford Borough area to achieve the delivery of sustainable growth.

4.2 Resource Implications

The IDP does not have any resource implications in the sense of committing the Council to any spend that it has not already committed to. Any spend would be decided upon in other appropriate arenas.

It does, however, add emphasis to the need for particular infrastructure and regeneration project delivery and, as noted above, prioritises certain projects in respect of their importance for delivery of Bedford's sustainable growth agenda. In doing this, it serves a particular purpose in drawing these projects to the attention of potential funding partners, for example the East of England Development Agency (EEDA), Homes and Communities Agency (HCA), GO-East, and presenting them as a coherent Bedford package delivering on local, but also broader regional and national agendas.

The IDP will form an important supporting evidence base to secure regional and national funding and has been developed working alongside key sub-regional, regional and national agencies.

4.3 Legal Issues

There are not considered to be any legal issues regarding the approval of the IDP.

4.4 Risk Implications

The development of an IDP and the prioritisation of major capital projects will not directly result in the delivery of those projects. The IDP identifies, where possible, the costs of associated delivery and funding gaps. There is a risk that the projects identified for prioritisation may not be delivered and that other factors, for example a change in national policy, will result in projects that are not currently identified as being high priority being delivered sooner.

There is a risk that should the IDP not be approved that this will delay and potentially reduce the ability to secure and maximise funding from regional and national funding organisations, such as HCA, EEDA and the Department for Communities and Local Government (DCLG).

5. Details

- 5.1 The purpose of an IDP is to help partners to plan and manage the delivery of homes and jobs growth, together with all the associated infrastructure, holistically and sustainably, based on a shared delivery plan for capital infrastructure investment.
- 5.2 In particular, an IDP seeks to:
- identify infrastructure requirements for delivering the growth agenda;
 - assess infrastructure timing and delivery against homes and jobs delivery trajectories;
 - inform all infrastructure delivering partners of the full range of infrastructure projects and progress on delivery;
 - assess availability of delivery finance and inform funding bids to address shortfalls; and
 - provide an evidence base to inform local authority considerations of the Community Infrastructure Levy.
- 5.3 In doing this, the IDP has important information sharing and action integration roles so that partners can fully appreciate what is being done and needs to be done, by others and together, to achieve the best growth outcome for the people living and working in the area. Thus IDPs are often referred to as Integrated Development Programmes.
- 5.4 A number of areas in the East of England have piloted the production of IDPs for their areas. The Bedford area amongst others was asked to participate in the first post-pilot stage of a rollout of the IDP approach across the East of England, with all areas expected to have IDPs in place in due course.
- 5.5 To develop the Bedford area IDP, a group of partners, led by the Council and Renaissance Bedford, has been meeting regularly to develop an approach to gathering the extensive detailed information on infrastructure requirements. This detailed work has resulted in the development of a significant data set that forms an evidence base for the IDP. Advice on taking the IDP forward was received by the group initially from the English Partnerships Milton Keynes Office and more recently from the HCA and consultants working for EEDA who have produced an IDP Toolkit.
- 5.6 The following now summarises the content of the IDP, identifying significant issues on the way:
- Following a brief Executive Summary, the Introduction (Chapter 2) sets out the purpose of an IDP, emphasising that it is a living document, its current (Bedford Borough) and intended (Bedford Borough and North Central Bedfordshire) geographical focus and its timescale, 2009 to 2021.
 - Chapter 3 sets down the context with regard to regional, mainly economic, expectations of the Bedford area along with strengths, weaknesses, opportunities and threats that have been identified in a number of recent studies.

- In Chapter 4 (Vision) the Bedford Borough Partnership Board's Sustainable Community Strategy Vision is given a physical feel which, while focussing essentially on what is already in the public domain, does mention other issues and pulls them together perhaps for the first time in this way.
- Chapter 5 (Housing Targets and Key Issues) indicates the extent to which housing development has fallen short of target, the scale of development necessary to bring it back on track and the range of issues and actions being worked on to do this.
- Chapter 6 (Jobs Targets and Key Issues) indicates how the recession may have impacted significantly on the growth in jobs achieved up to the start of the recession and the issues around business land, and other business related activity, relevant to achieving future long term sustainable growth.
- Chapter 7 (Services & Infrastructure Targets and Key Issues) summarises target and delivery issues related to the growth agenda across a full range of infrastructure sectors. These summaries touch on some sensitive issues (e.g. schools reorganisation, university campus development, health care restructuring and infrastructure to address climate change).
- Chapter 9 (Local Packages) identifies the very significant infrastructure required, and indeed planned, on development sites in and around Bedford. It also identifies site related issues around the insufficiency of funding achieved through planning agreements with developers.
- Chapter 10 (Strategic package – of required infrastructure) again identifies a very significant range of infrastructure that is needed to serve the whole of or substantial parts of the wider Bedford area and (as in Chapter 7) addresses some sensitive issues.
- Finally, Chapter 11 (Priority Projects) identifies eight projects as key to the successful delivery of growth in and around Bedford. The projects deliver well on regional and national priorities, deliver strongly against local targets, have significant infrastructure, outputs and outcomes dependent on their delivery and require funding gaps to be filled to achieve necessary early delivery. The projects area:
 - Bedford Western Bypass A6-A428 Link
 - Town Centre West Regeneration
 - Station Quarter Regeneration
 - Shortstown Housing/Cardington Sheds Future
 - Bedford Innovation Corridor/Marston Vale Innovation Park
 - University of Bedfordshire Bedford Campus Expansion
 - Bedford College Campus Renewal
 - Schools Renewal

- 5.7 It has been identified that the infrastructure projects that will deliver the greatest impact against delivery of the Sustainable Community Strategy are the completion of the Bedford Western Bypass (A6-A428) and regeneration of the Town Centre, including Town Centre West and the Station Quarter schemes of development. There is a distinct need to increase the skills and employability of Bedford's current and future workforce and the provision of better schools, Further Education and Higher Education provision is also an essential factor to secure sustainable growth. The prioritisation identified within the IDP supports and reinforces the DCLG Programme of Development for allocation of Growth Funds 2008/2011.

6. Summary of Consultations and Outcome

The following Council Units or Officers and/or other organisations have been consulted in preparing this report:

- Management Group
- Relevant Council Units (Planning, Transport, Housing, Children's Services, Schools and Families, Adult Services, Waste Services, Climate Change, DSD)
- Partner Organisations (Bedford College, University of Bedfordshire, Bedfordshire NHS/PCT, Green Infrastructure Consortium, Police, Fire, Ambulance, Sport England, Renaissance Bedford)

No adverse comments have been received.

Report Contact Officer(s): Trevor Roff, Operational Director (Regeneration and Economic Growth)
e-mail: trevor.roff@bedford.gov.uk

Mark Oakley, Head of Economic Development
e-mail : mark.oakley@bedford.gov.uk

Ronald McKay, Head of Planning Policy
e-mail: ronald.mcKay@bedford.gov.uk

Paul Vann, Economic Development Manager (Growth)
e-mail : paul.vann@bedford.gov.uk

File Reference: GEN/E.1(n)

Previous Relevant Minutes: Executive Decision 652, 9 January 2009

Background Papers: None

Appendices: Appendix A – Supporting Sustainable Growth: Infrastructure Delivery Programme for Bedford Borough – Draft Version



Supporting Sustainable Growth

Infrastructure Delivery Programme for the Bedford Borough Area

Main Report - Draft Version



BEDFORD BOROUGH COUNCIL



September 2009

Supporting Sustainable Growth

Infrastructure Delivery Programme for the Bedford Borough Area

Draft Version – September 2009

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1. Executive Summary

- 1.1 This first Infrastructure Delivery Programme for the Bedford Borough area pulls together, considers and identifies issues around and exceptional priorities amongst, the range of capital infrastructure projects needed to support the delivery of sustainable homes and jobs growth.
- 1.2 There are a number of regional plan expectations of growth in the Bedford area particularly around the economy but also in respect of social and environmental issues. Bedford has a range of strengths, weaknesses, opportunities and threats to address in delivering on local (as well as regional) expectations (See 3. Context).
- 1.3 The Vision of the Bedford Partnership Board's new Sustainable Community Strategy is given a physical feel in respect of new housing areas, the future economy, transport developments, town centre transformation and other agendas (see 4. Vision).
- 1.4 Housing delivery has been below target with prospects of moving towards target set back by the recession, and various initiatives aiming to recover in hand so that overall delivery to target by 2021 is reached (see 5. Homes Targets and Key Issues).
- 1.5 On target job growth from 2001 to 2008 will have been significantly checked back by the recession and a range of issues require addressing to recover from this (see 6. Jobs Targets and Key Issues).
- 1.6 Services and infrastructure (transport, schools, further and higher education, health etc) supporting homes and jobs growth is driven by a range of objectives, targets and all areas face issues, some substantial, in delivery (see 7. Services and Infrastructure Targets and Key Issues).
- 1.7 Infrastructure is looked at in terms of Local Packages (of infrastructure associated directly with homes and jobs growth locations) and a Strategic Package (of infrastructure addressing wider geographies) (see 8. Overview of Local and Strategic Packages)
- 1.8 Local Packages of infrastructure, for six cluster areas into which Bedford can be divided geographically, are extensive and include:
 - Some 2,800 affordable homes
 - 5 'local' economic development schemes
 - 6 new roads/road links
 - 5 transport interchanges (stations, Park and Ride)
 - 4+ nursery schools
 - 6+ new lower schools
 - 2+ new middle schools
 - 8 school extensions
 - 3 new primary care centres
 - 2 further primary care capacity developments
 - 5+ town/village centres and associated facilities including a library
 - 9+community/village halls and multi faith facilities
 - 4+ parks/country parks
 - Extensive sports, leisure and other green areas(See 9. Local Packages)

1.9 A Strategic Package meanwhile identifies a further substantial range of infrastructure including:

- 15 major transport projects
- Schools transformation
- 2 university/college schemes
- *(Health to come)*
- Extra care housing hubs
- *(Emergency services to come)*
- Several major utility schemes
- Bedfordshire Energy and Recycling project and a household waste recycling centre
- 2 major town centre regeneration schemes
- Several major cultural/sports projects
- 3 large scale green infrastructure projects
- Significant energy generation infrastructure

(See 10. Strategic Package)

1.10 Finally, while recognising that the achievement of sustainable growth for communities requires that a full range of economic, social and environmental infrastructure is delivered together, a number of exceptional priorities are identified which:

- Deliver particularly well on regional and national priorities (e.g. fit well with the regional economic and spatial strategies);
- Deliver strongly against several local targets;
- Have much other infrastructure, outputs and outcomes dependent on their delivery; and
- Have particular funding needs to achieve necessary early delivery.

These are:

- Bedford Western Bypass A6-A428 Link
- Town Centre West Regeneration
- Station Quarter Regeneration
- Shortstown Housing/Cardington Sheds Future
- Bedford Innovation Corridor/Marston Vale Innovation Park/Centre
- University of Bedfordshire Bedford Campus Expansion
- Bedford College Campus Renewal
- Schools Renewal

(See 11. Priorities)

It has been identified that the infrastructure projects that will deliver the greatest impact against delivery of the Sustainable Community Strategy are the completion of the Bedford Western Bypass (A6-A428) and regeneration of the Town Centre, including Town Centre West and the Station Quarter. There is a distinct need to increase the skills and employability of Bedford's current and future workforce and the provision of better schools. Further Education and Higher Education provision is also an essential factor to secure sustainable growth. The prioritisation identified within the IDP supports and reinforces the DCLG Programme of Development for allocation of Growth Funds 2008-11.

2 Introduction

2.1 Purpose

This document is the draft version of an Infrastructure Delivery Programme (IDP) for the Bedford Borough Area.

The purpose of an IDP is to help partners to plan and manage the delivery of homes and jobs growth, together with all the associated infrastructure, holistically and sustainably, based on a shared delivery plan for capital infrastructure investment.

In particular, an IDP seeks to:

- o identify infrastructure requirements for delivering the growth agenda;
- o assess infrastructure timing and delivery against homes and jobs delivery trajectories;
- o inform all infrastructure delivering partners of the full range of infrastructure projects and progress on delivery;
- o assess availability of delivery finance and inform funding bids to address shortfalls; and
- o provide an evidence base to inform local authority considerations of the Community Infrastructure Levy.

In doing this, the IDP has important information sharing and action integration roles so that partners can fully appreciate what is being done and needs to be done, by others and together, to achieve the best growth outcome for the people living and working in the area.

2.2 Living document

It is also important to note that an IDP is not a fixed document produced once but rather a living process with regular review. Infrastructure investment need for the Bedford area is driven by the need to support the homes and jobs targets between 2001 and 2021 set by the East of England Regional Spatial Strategy, the Regional Economic Strategy and the Milton Keynes South Midlands Sub-Regional Strategy. These targets will evolve as these strategies are reviewed. Infrastructure requirements will grow and clarify as new sites for development to meet the targets are defined. Delivery will change in scale and in phasing with fluctuations in economic and market conditions, slowing infrastructure delivery in downturns and speeding it up again as conditions improve and homes and jobs are deliverable. Also, service infrastructure requirements are drawn from service strategies that will evolve over time as need, and approaches to tackle need, change.

2.3 Stages of IDP Development

Fully developed IDP processes are seen to address four stages of infrastructure programming:

Stage 1: Vision and Challenges – distilling the priorities for homes and jobs growth in relation to targets, a vision etc.

Stage 2: Investment Packages – identifying packages and the key project-level interventions

Stage 3: Prioritisation – reviewing the investment packages and prioritising them for successive three year periods

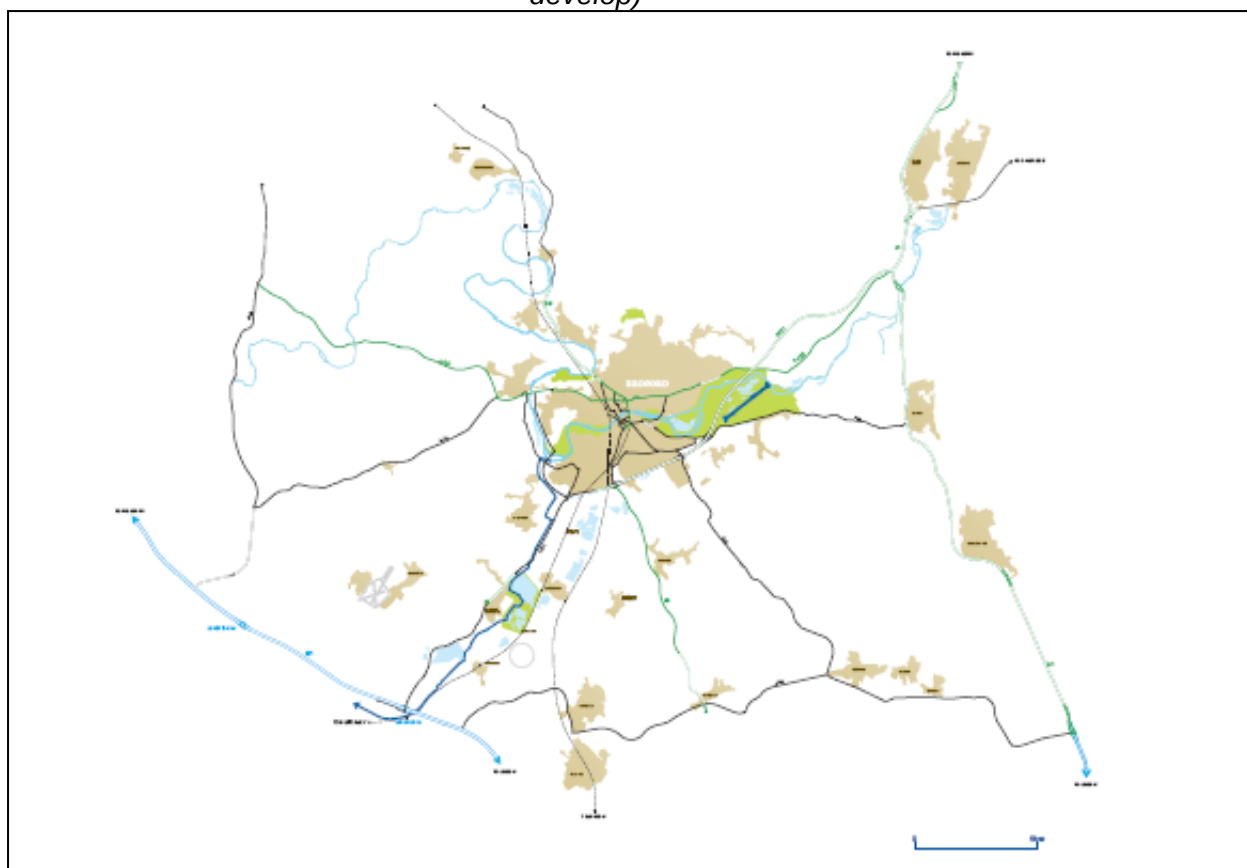
Stage 4: Synthesis – drawing together the findings, identifying the fit, gaps, critical paths etc.

This draft version of the Bedford Borough Area IDP has focussed particularly on Stages 1, 2 and 3, concentrating largely on already identified projects, and has addressed the prioritisation and synthesis stages to be developed through and following ongoing consultation and refinement.

2.4 Geography

The geographical coverage of an IDP is usually defined in terms of a functional urban area, here this could be the Bedford and Marston Vale Growth Area. However, the partners in this IDP wish, in due course, to cover a broader area of geographical responsibility with stronger organisational alignment, and the document will therefore look wider than the Growth Area; current thinking is that the northern (former Mid Bedfordshire) part of Central Bedfordshire will be included at some appropriate time in the future.

Map of Bedford Borough and northern Central Bedfordshire showing the Growth Area (to develop)



2.5 Timescale

The IDP, while aiming at the 2021 timeframe, focuses on the deliverable projects set out in the local partners' strategies which have been developed in response to the overarching targets. Many of the local strategies operate with shorter timeframes – perhaps for practical manageability reasons and perhaps driven by a fixed term funding cycle – and so of necessity, the short term projects will be more certain than the medium and long term. Importantly, for example, Local Delivery Framework processes which Bedford Borough Council is undertaking are likely to identify additional sites for development in the period up to 2021. As a living document, therefore, there is a focus on ensuring a fully understood picture of the short term, delivering known, funded projects; an emerging picture for the medium to longer term; and an identification of obstacles and establishing of the funding position.

3. Context

3.1 Regional Expectations of the Bedford Area

Regional plans are looking to Bedford to address the following issues:

- Delivery of 17,570 additional homes and 16,000 additional jobs between 2001 and 2021
- Accelerated growth in productivity (and therefore prosperity)
- Increased economic participation (employment rate)
- Raised Level 3 (A Level or equivalent) and degree-level skills in the adult population as a whole
- Reduced inequality (relative lower quartile earnings)
- Reduced carbon emissions and water use
- Stronger entrepreneurial culture
- Realising innovation
- Digital technology development
- Quality business area developments including business support
- A working, sustainable transport system
- Distinctive high quality design
- Sound jobs and homes balance
- Improved/revitalised town centre
- Increased University role
- Provision of areas of national importance
- Fostering of growth and high value knowledge based sectors
- Creating a town office focus
- Revitalising the bus station area
- Development of cultural and heritage based tourism

3.2 Local Strengths, Weaknesses, Opportunities and Threats

Strengths, weaknesses, opportunities and threats for the Bedford area have been identified in a number of studies and include the following:

Strengths

- Excellent central location
- Excellent and improving connectivity
- Diverse economy
- Relatively affordable homes
- Attractiveness and accessible countryside
- Significant portfolio of high profile cultural attractions

Opportunities

- Transforming town centre
- Strongly improving connectivity
- A421 corridor a potentially very attractive business location
- Potentially very attractive new housing areas
- Potential for high performing, business focussed school, college and university infrastructure

Weaknesses

- Homes delivery well short of target
- Resultant limited delivery of affordable homes
- Job growth severely hit by recession
- Relatively low value, low wage economy
- Skills issues (Level 3 performance and higher education take up)
- Weak image

Threats

- Strong neighbouring areas
- Ongoing relatively weak Bedford image
- Continued global economic uncertainty
- Broadening global competition
- Continuing weaknesses in skills
- Major infrastructure investment needed but limited financial support from government and regional bodies

4. Vision

The starting point for a vision for this draft version of a Bedford Borough Area IDP is the Bedford Partnership Board's vision in its new Sustainable Community Strategy:

"Bedford will be a place of opportunity where everybody can fully realise their potential and influence the decisions that affect their daily lives. People will feel connected with the area and proud to celebrate its rich diversity and history. Infrastructure will be in place to improve the quality of life of present and future generations and ensure that those who live and work in the area are supported to lead healthy and fulfilled lives. The real and pressing current issues facing the area – around jobs; housing; crime; skills and education will have been tackled and the pressures and demands of a growing and ageing population will have been adapted to."

Giving this a more physical feel and taking forward the Bedford Partnership Board's Sustainable Community Strategy's goals sees the following vision detail emerge:

- o New housing and related developments will have provided a wide range of attractive housing environments addressing well the affordability issue, with quality local facilities (retail, community etc.) and substantial, accessible and connected green infrastructure (for walking and cycling, leisure and access to employment).
- o The area will have attracted headquarters and research & development establishments, business services operations, specialist manufacturing/engineering businesses and logistics operations taking advantage of the area's centrality and improved connectivity. The start-up, growth and relocation into the area of smaller businesses with a knowledge/creative sector bias will also have continued to be significant, linked to the area's knowledge and creative base and niche locations, and assisted by supportive business environments.
- o Key transport developments will have been the A421 dualling to the M1 (complementing the dualling to the A1), a full Bedford Western Bypass and new rail and bus stations with significant additional capacity, services and patronage on Thameslink and East West Rail.
- o Bedford Town Centre will have been transformed, in particular by completion of quality Town Centre West, Riverside and Station Quarter developments and the pedestrianisation and historic restoration of the High Street, but also by traffic schemes and the redevelopment of smaller, but nonetheless prominent sites.
- o An area-wide high performing school infrastructure will have been established along with continued strong performance and extended business engagement from a physically renewed Bedford College, an expanded and fully engaged Bedford Campus of the University of Bedfordshire and strengthened relationships with Cranfield University and its R&D arms, Cambridge and other universities, UK, international and global.
- o Health and care facilities will have been redistributed and transformed to achieve the optimum blend of scale and accessibility with services delivered locally where possible and centrally where necessary.
- o The area will have developed further its significant portfolio of high profile cultural attractions serving local people and visitors.
- o Finally, it is envisaged that these developments will not have been at the expense of wider environmental aims. In particular, major steps forward towards carbon emission and water use reductions will have been made both alongside and in direct connection with these developments.

5 Homes Targets and Key Issues

5.1 Homes Growth Targets and Performance

The Milton Keynes South Midlands Sub Regional Strategy 2005, reiterated in the East of England Regional Spatial Strategy 2008, set out the minimum homes delivery targets for Bedford between 2001 and 2021 as:

Bedford Borough Homes Target 2001- 21	Growth Area 16,270	Outside Growth Area 1,300	Total 17,570
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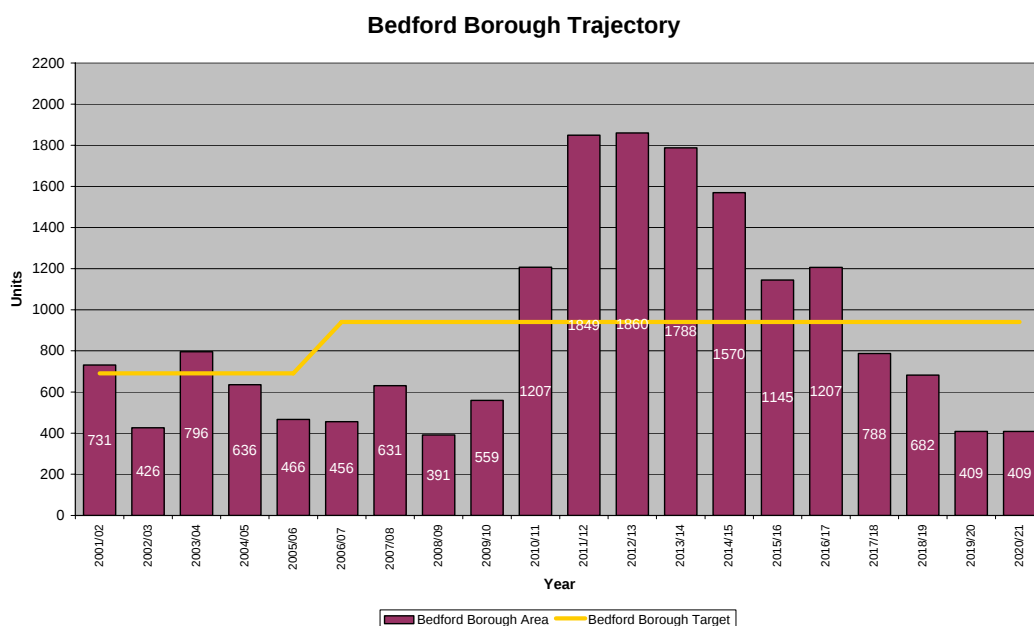
Bedford Borough Council's affordable housing policy is set out in its Core Strategy and Rural Issues Plan 2008. Under Policy CP8, which applies across the Borough subject to minimum site size of 15 homes in the urban area and 3 in the rural, the Council expects 30% affordable housing to be provided on-site. The Core Strategy also requires these homes to reflect housing need in terms of home size and tenure – fully rented, shared ownership and low cost ownership. Prior to adoption of the Core Strategy, the Local Plan 2002 contained the same provision, although the Council has made allowances in exceptional circumstances such as the The Wixams (25%) and some town centre sites.

In terms of progress against the targets, Bedford Borough Council Annual Monitoring Report 2008/09 records the homes completed from April 2001 to March 2009 as:

Bedford Borough Delivery to March 2009	Growth Area 3,351	Outside Growth Area 1,198	Total 4,549
Target to March 2009	5,757	520	6,277

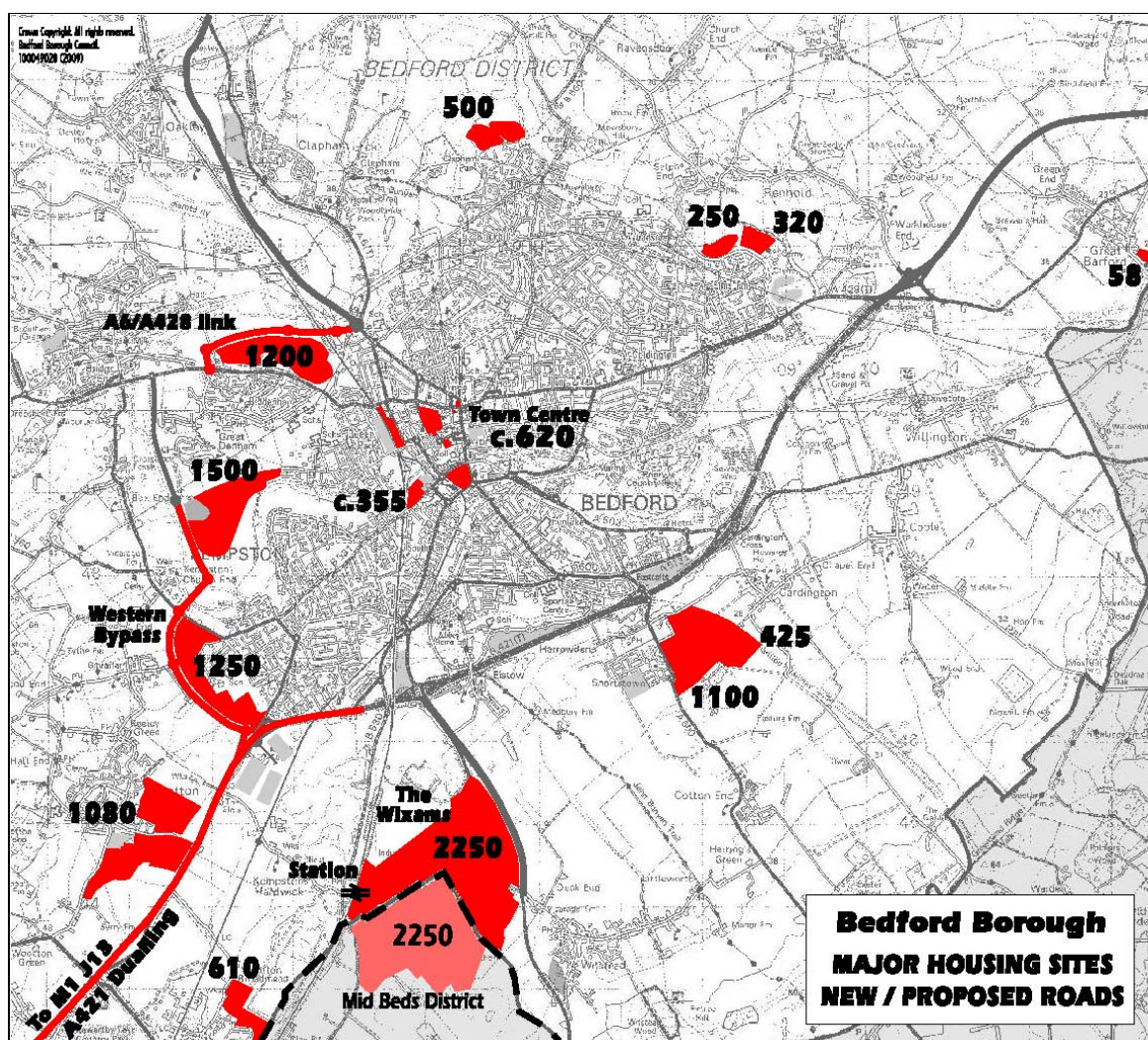
The trajectory to 2021, compiled under the DCLG Guidance on Producing Housing Trajectories 2008, is:

Housing Trajectory for Bedford Borough Area



5.2 Homes Land Supply

The Bedford Borough Local Plan 2002 allocated a number of sites for homes growth. This included strategic sites with the intention that developer contributions would deliver associated major infrastructure projects necessary to support this growth such as Land West of Kempston and Biddenham Loop delivering the Bedford Western Bypass Phase 1 A421-A428 Link and Land North of Bromham Road delivering the Phase 2 A428-A6 Link. Following publication of the MKSM SRS 2005, the Council demonstrated that the sites allocated in 2002 were sufficient to meet the target to 2021. The main sites are:



These sites will contribute to meeting the housing targets of the adopted Core Strategy and Bedford Borough Council is preparing a Site Allocations and Designations Development Plan Document assessing potential further sites for development up to 2021. The Council recognises that there is a need for additional sites to be allocated for employment use and consideration is also being given as to whether additional sites for housing should be brought forward to provide flexibility in the housing supply and address under-delivery or non-delivery of previously allocated sites. The call for proposed sites went out mid-2008, and after assessment using the methodology set out in the Core Strategy, the preferred options will be issued for consultation in early 2010 with an Inquiry in Public in early 2012 and adoption later that year.

5.3 Key Issues

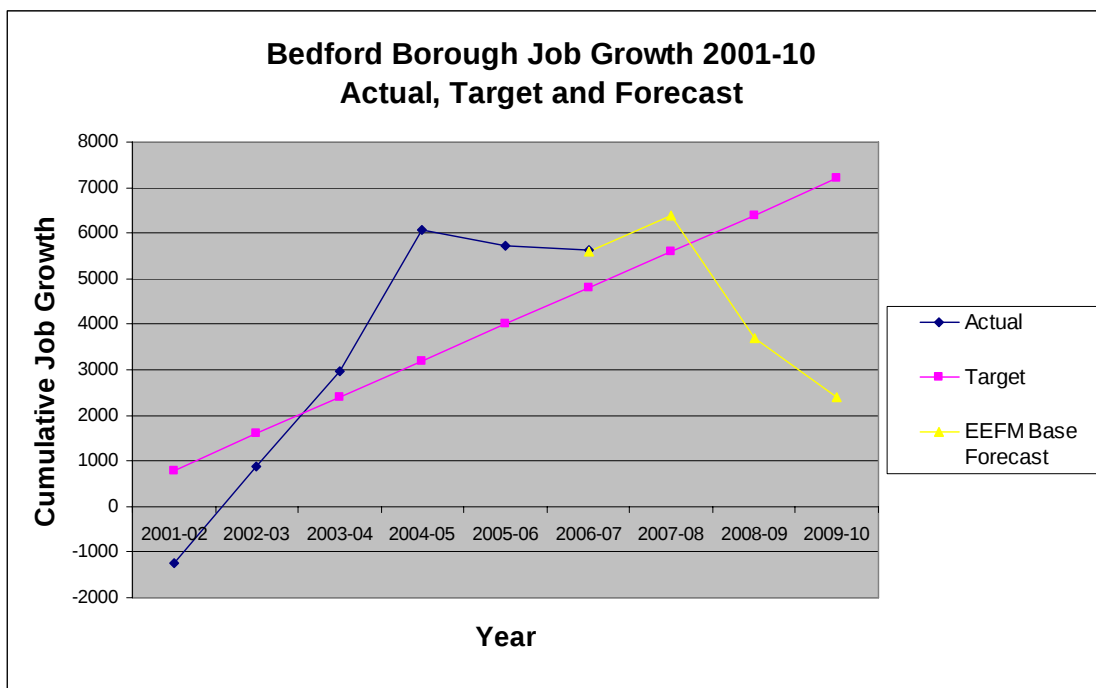
- The completions rate in the early years of the 2001-21 period has been well below target, reflecting in part the long lead times to convert site allocations into planning permissions and then into development on-site. Before the current market downturn, there were strong indications that completions would have surpassed the annual target this year.
- The current homes market downturn is significantly affecting delivery, although the market is possibly beginning to stabilise and recover. The combination of factors such as the fall in land values and sale prices affecting developer profitability and the banks willingness to fund mortgage lending all contribute to the challenge.
- There are a number of initiatives to reinvigorate the market:
 - central government investment in the banking sector;
 - the Homes and Communities Agency has promoted restarting homes building via their Kickstart programme and via additional support for affordable homes through the National Affordable Housing Programme;
 - local authorities can temporarily ease the affordable homes peppercorn policy and review existing developer agreements – usually in terms of deferring infrastructure delivery to match deferred homes delivery rather than reducing the quantity of obligations; they have also been granted the opportunity to build homes on their own land,
 - RSL's are responding to the situation by bringing forward construction of affordable homes while the wider market stabilises; and
 - some developers are choosing to continue to build homes even in these difficult market conditions.

6 **Jobs Targets and Key Issues**

6.1 Jobs Growth Targets and Performance

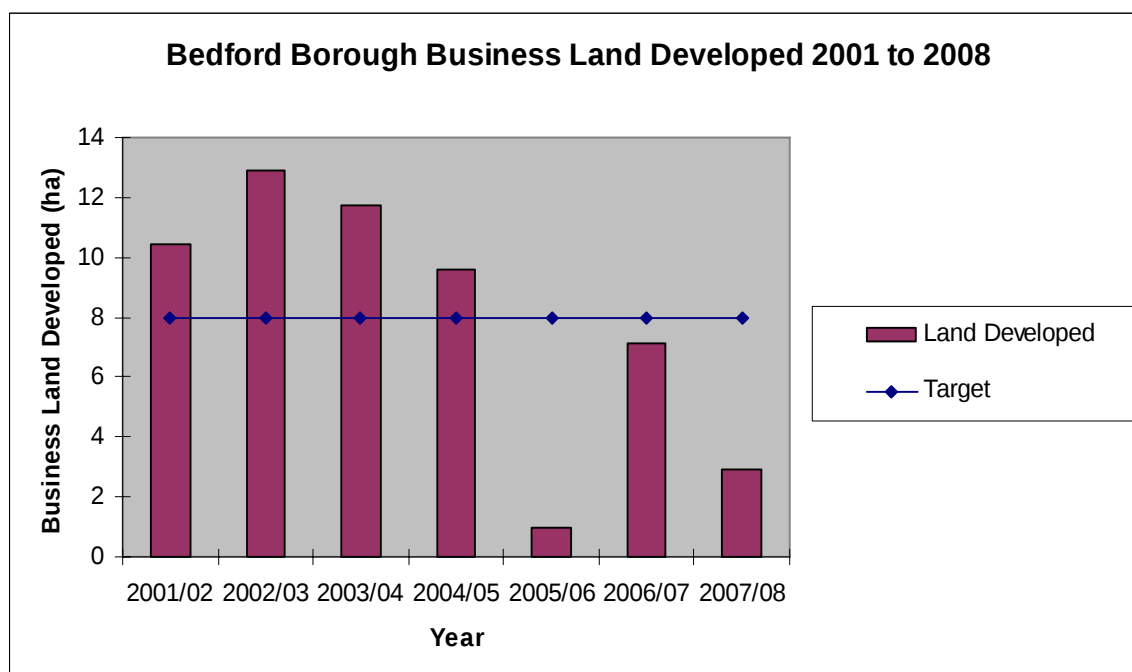
Bedford Borough has a regional and local strategy target to deliver a 16,000 net increase in jobs within the Borough between 2001 and 2021, equivalent to 800 a year. From 2001 to 2007 this rate of increase was by and large achieved albeit within a substantially restructuring economy with jobs in manufacturing reducing (to below the national average %) and growth in service jobs significantly more than matching that decline.

While 2007 is the latest year for which comprehensive data on local jobs is available, modelling of the economy subsequently (Oxford Economics East of England Forecast Model OE-EEFM) has suggested that a rise between 2007 and 2008 has been followed by a sharp fall to 2009 and that a further fall to 2010, taking job numbers back down to close to the 2001 level, may occur (see graph below). This is clearly a critical issue for delivery of the 2001 to 2021 job target.



6.2 Business Land Supply

The supply of business land is of key importance to job growth. In the early part of this decade there was land available that was well targeted to growth sectors so that it was developed and the buildings occupied. There is a clearly a strong correlation between the take up of this business land (see graph below) and the growth in jobs.



The 2001 to 2007 picture of business land take-up and job growth, and studies around this, suggest three things:-

- o A mixed supply of business land is required albeit with a particular focus on B1 but some B8 likely to be required;
- o A net figure of around 8 ha a year of additional business land developed appears to correlate with required job growth (see graph above);
- o There are some seven sizeable sites for businesses immediately available with four such sites needing to be brought forward in a concerted fashion to deliver a sufficient range of new sites and follow on capacity.

6.3 Key Issues

Key issues in the above review of targets and performance and business land supply are the critical effect of the recession on job growth to date and the need to focus and promote the development of business sites. Other significant issues emerging from recent economic studies and other intelligence are:

- o Bedford has a lower production value (and lower wage) economy than regionally and nationally with resident earnings much higher than workplace earnings;
- o Bedford has achieved significantly in start-ups and particularly start-ups in the knowledge sector. This needs to be maintained;
- o The new/future workforce picture is particularly concerning in the light of the significant relative decline in Level 3 (A level and equivalent) point scores for 17/18 year olds and relative underperformance in Higher Education take up;
- o The connectedness of Bedford is clearly good and improving strongly but overall economic performance does not, yet, do justice to it;
- o Key connectivity developments including the A421 dualling to the M1 (complementing the dualling to the A1), a full western bypass and new rail and bus stations should provide strongly attractive locations for business;
- o A transforming town centre offers opportunities for substantial investment;
- o Bedford could have a high performing and business focussed school, college and university infrastructure;
- o Bedford has, and can develop further, a significant portfolio of high profile cultural attractions;
- o There are threats from the strong connectivity and supply of business land in nearby areas;
- o Several neighbouring areas and their economies have relatively strong images;
- o There remain the threats of continued global economy uncertainty and broadening global competition from new economies.

These issues prompt a range of significant initiatives around promotion, support for higher value businesses, supportive business environments for start-ups, a skills focus (school, college and university), making the most of connectivity improvements and support for high profile new developments. A number of such initiatives will have capital infrastructure implications.

7. Services and Infrastructure Targets and Key Issues

This section identifies the targets and key capital investment issues that infrastructure providing partners are addressing in their relevant strategy documents.

7.1 Transport

The objectives for transport in the area were set out in the Bedfordshire Local Transport Plan 2006/7 – 20010/11 (LTP) and were guided by three themes, namely:

- Preparing for Growth
- Developing the Economy, and
- Managing our Transport Assets.

These themes remain relevant today and underpin all the key infrastructure projects being constructed or planned. The specific targets and indicators included in the LTP and the Local Area Agreement provide the current steer on priorities for action, and a new LTP for the Bedford Borough area will be prepared for 2011.

All the main transport infrastructure projects fall into one or more of the following:

- Completion or Improvements to the identified strategic networks,
- Renewal and Improvement of principal Interchanges and Access Points, and
- Transport projects that are essential elements of wider economic and environmental objectives.

Transport in all its forms has a clear role to play in meeting the current needs of the area and in helping attract and deliver the planned growth in housing, jobs and activity. If there is one fact on which there is consensus it is that Bedford in particular does not have an adequate transport system.

Whilst transport policy for the area is set out in various plans from the regional to the local level, arguably none provide clarity on the need and priority for investment in transport infrastructure across all relevant modes and organisations. This IDP therefore pulls together all relevant programmes and key projects.

7.2 Schools

A key driver for schools is performance at Key Stages 2, 3 and 4. A range of local targets are set for this by the Department for Children, Schools and Families and feature in the Local Area Agreement. These seek substantial improvement in performance, including that of looked after children.

A key issue in delivering on this agenda is the organisation of schools which at present is a three-tier system of lower, middle and upper schools. Consultation has been undertaken on whether or not to move to a two-tier system (primary and secondary) with major renewal and refurbishment of secondary school accommodation undertaken through the Building Schools for the Future programme.

At the same time, negotiations have continued with developers to provide new schools (including both early years and extended school provision), or extensions to schools, where there is no sufficiently close spare capacity. These negotiations and outcomes in terms of provision are complicated by changing standards and limits to what can be expected of developers over and above the provision of land.

7.3 Further and Higher Education

There are clear further and higher education development needs in respect of supporting the delivery of growth in the Bedford area. Changing student needs and the business engagement agenda are the key drivers rather than overall student numbers although this may change if Government approaches to student funding change significantly.

On the Further Education side, needs to 2021 were addressed in the recent, approved scheme for renewing a significant part of the Bedford College, Cauldwell Street, Campus. This £110m scheme was expected to be funded by the Learning and Skills Council but the funding was withdrawn and other approaches to delivering the scheme, in stages, are being considered.

On the Higher Education side, the University of Bedfordshire is addressing its role through consideration of Master Plans for both its Luton and Bedford campuses (potentially proposing a new facility at its Bedford Campus for a new Business School and science developments relating to its current Bedford Campus strengths).

7.4 Health

NHS Bedfordshire is responsible for improving healthcare services and the health of the population of Bedfordshire. This includes commissioning the wide range of services provided from hospitals, GPs, dentists, pharmacists and optometrists; ambulance and paramedic services; mental health services and community health services such as district nurses, health visitors and therapists. It also includes a wide range of work to help people improve their health and to stay healthy.

A healthy population is pivotal to delivering a sustainable community

A Healthier Bedfordshire is NHS Bedfordshire's five year plan to deliver world class health services and improve health in Bedfordshire. It contains four strategic goals:-

1. To improve the health and well being of the population in Bedfordshire and its local communities in a fair and transparent way;
2. To reduce unfairness in health and reduce health inequalities;
3. To ensure a better health care experience for the population of Bedfordshire;
4. To ensure that the people of Bedfordshire have more choice and access to high quality, safe, clinically and cost effective local health services;

and three strategic priorities:-

1. Prevention - Investing a greater proportion of our money into prevention;
2. Care closer to home – Creating effective support in local communities to reduce the reliance on hospital care;
3. Choice and Convenience – Offering more choice and convenience, based on patients' needs and preferences.

“A Healthier Bedfordshire” is to provide services closer to the subject population. “Local where possible; central where necessary” is the mantra. The range of services are designed to ameliorate long term, chronic, conditions i.e. Diabetes, Asthma, Coronary Heart Disease etc), to manage conditions to avoid complications resulting in emergency (acute) admission to hospital. The strategy is to move traditional hospital based services (outpatients) into district or local centres closer to the subject population. This will allow the General Hospital to concentrate and develop a wider range of more complex specialist services which will offer patients improved choices and reduce the need of outside county area referrals. This strategy will increase the ability to expand in alignment with the forecast population growth.

7.5 Social Care

A range of documents across a number of service areas (such as Joint Strategic Needs Assessments) define the way forward for social care.

The large scale of population growth envisaged for the Bedford and Marston Vale area, when set alongside underlying demographic trends, will have substantial social care (children and adults) implications. Within larger scale developments some provision will be deliverable through developer agreements. This will include, for instance, day care and nursery provision and some youth provision. However, provision is needed in existing communities including day care and nursery provision, community facilities to enable the delivery of children's centre services (access to maternity and health services, family support, employment training and advice etc) and adult and elderly day care facilities for instance where a number of smaller developments have created need on top of an existing deficit. More strategically, there is a need for extra care housing schemes which as well as meeting care related housing needs, will serve as hubs for day centre and mainstream service access for older people.

7.6 Emergency Services

The maintenance and creation of safe, sustainable, liveable and mixed communities is a fundamental element of national planning policy. Bedfordshire Police is committed to fulfilling its role in the achievement of this. This is reflected in its purpose statement: "Serving communities and making them safe from crime".

Whilst ensuring the necessary infrastructure and staffing levels are in operation at the strategic level, there is an increasing emphasis and focus on local problems and the introduction of a geographical responsibility to policing delivery. To facilitate this, the County is divided into Inspector Led Neighbourhood Areas which are further divided into Safer Neighbourhood Teams (SNTs). The emphasis within the SNTs is on addressing, with partners, problems and quality of life issues at the local level.

A key issue is maintaining, and adapting as necessary, existing operational infrastructure and staffing whilst ensuring that appropriate additional capacity is provided to meet the challenge of growth. This involves securing appropriate capital (and revenue) resources to address such growth.

Particular targets include:

- o Strengthening delivery by the Safer Neighbourhood Teams;
- o Creating small satellite operational facilities as appropriate to support the more strategic units; and
- o Increasingly working with partners to examine innovative ways of delivering police services, including the sharing of facilities as appropriate.

Bedfordshire Police is currently reviewing its operational and estates strategies to ensure that it is best placed to address the above challenges.

Fire and Ambulance Information to come

7.7 Utilities

The key targets of the utilities infrastructure industries are to ensure their overall capacities in an area are sufficient for existing users and the anticipated growth.

Key issues have been around infrastructure provided to support a number of sites where capacity is delivered on the 'first user pays' principle and can cause developers to delay commitment. Ways round this can be found such as building a developer consortium approach to cost sharing. The regulators are also being asked to consider reviewing the principle and to allow the appropriate regulated company to build capacity and charge developers as they commit.

Broader issues are around the need to significantly increase the electricity supply capacity to the area, major upgrades to waste water treatment capacity, a new water main from Rutland to Bedfordshire (and beyond) and local flood risk management provisions.

7.8 Waste

Key targets around the local waste agenda relate to recycling (50% by 2014 and 60% later) and landfill allowances under the Landfill Allowance Trading Scheme (35% of 1995 levels by 2020). Waste infrastructure required to support housing and economic growth, whilst at the same time, achieving these targets, will be substantial and include local re-cycling sites (achievable within larger developments through developer agreements), wider area serving household waste recycling centres and still larger area serving waste separation and energy from waste plants. Key issues around the wider/larger area serving facilities relate to location (public acceptability) and funding.

7.9 Retail and Town Centre

The intended future of Bedford Town Centre in responding to and harnessing the Bedford Growth Area agenda is set out in the Bedford Town Centre Area Action Plan.

Key targets are the delivery of 47,000 m² net additional comparison goods floorspace and 6,000 m² net additional convenience goods floorspace but new bus and railway stations are to be components of development projects.

Major issues include town centre regeneration lagging behind comparators, the weakness of the High Street and the opportunities presented by a number of significant sites and indeed quarters, not least the Town Centre West quarter. Traffic, public transport and parking are key related agendas.

7.10 Culture and Leisure

Targets within this agenda are reported in a range of strategy documents of the appropriate organisations e.g. Bedfordshire and Luton Sports Facilities Strategy.

It is clear that the large scale of population growth envisaged for the Bedford area will require a significant expansion in cultural and leisure facilities. Much of this will be small scale and provided within or in association with development areas. However, also required will be new and enhanced facilities that will be strategically located including projects like a major enhancement of Bedford Museum to complete the cultural quarter development in Bedford and a new central library.

Major sports facilities to serve the Bedford area, and perhaps a wider area, are also appropriate to consider, as is ongoing development of the area's portfolio of high profile cultural attractions which serves a wider image building function.

Key issues around the provision of cultural and leisure facilities include their financial sustainability, the use of existing facilities and the rapidly changing culture and leisure scene.

7.11 Green Infrastructure

The agenda for green infrastructure (GI) is set out in the Bedfordshire and Luton Strategic Green Infrastructure Plan. An identified green infrastructure network responds to the needs identified in the plan which was based on an assessment of assets, opportunities and needs for landscape, biodiversity, heritage, access and open space.

On the basis of this assessment, a multifunctional green infrastructure network is planned that meets identified needs through enhancing existing assets and taking opportunities to extend and strengthen the network. The GI network comprises a series of corridors which are priority areas for green infrastructure protection, enhancement and creation.

The target is to deliver this network over the growth period and key issues are around resourcing acquisitions and maintenance endowment.

7.12 Climate Change

Tackling climate change is for many local areas being driven in the short term by targets within Local Area Agreements which are based on national carbon emission reduction targets. For Bedford, this means reducing carbon emissions by nearly 11% in the three years from 2008/09 to 2010/11.

While early progress has been good, the required rate of carbon emission reduction outcomes over this period is accelerating and will need to accelerate further beyond 2012.

The issues around climate change are wide ranging and have widespread implications - local, regional, national and international. In particular, the scale of carbon emission reduction requirements is unequivocally massive, and progress, while promising in the very short term locally, will be difficult to accelerate without radical action.

8. Overview of Local and Strategic Packages

The capital infrastructure requirements of growth are presented in this IDP as a series of groups of linked projects, or Investment Packages. Packages will mainly be associated directly with homes and jobs growth locations, i.e. Local Packages, but there will also be consideration of investment requirements addressing wider geographies, i.e. forming part of a Strategic Package. With projects identified, the partners can discuss proposed investments in the context of the growth locations to establish issues of sequencing and coordination and to understand the overall costs associated with a development so that there can be informed discussions about funding requirements. The scale and prioritisation of strategic investments can also be considered in more detail.

8.1 Local Packages

Much of the infrastructure required to support growth will be delivered within, or near to, the major development sites across the Borough. The concept of grouping sites into clusters, first proposed in the Long Term Investment Prospectus (LTIP) in 2007, provides the advantage of understandable and manageable groupings and of considering both the site specific requirements and the wider picture. The LTIP, which focused on the Growth Area, proposed five clusters, as shown on the map below; the IDP will cover the whole of the Borough by adding a sixth cluster, Bedford Rural, for the area outside the Growth Area.



8.2 Strategic Packages

Infrastructure requirements addressing wider geographies and appropriately within a Strategic Package include:

- o Transport schemes addressing broad area agendas;
- o Further and Higher Education capacity;
- o Major healthcare facilities such as investment at the hospital;
- o Social care centres addressing wide area needs;
- o Centralised emergency service facilities;
- o Major central utilities facilities such as Bedford Wastewater Treatment Works;
- o Centralised Waste facilities;
- o Retail and other town centre services;
- o Cultural and leisure facilities such as a replacement central library;
- o Large scale green infrastructure such as Bedford River Valley Park;
- o Climate change infrastructure serving a wide area.

9. Local Packages

This chapter sets out the local packages of infrastructure required to serve the identified housing and employment sites of the six clusters referred to in Chapter 8.

9.1 Bedford West

9.1.1 Major Developments

The Bedford West area contains three major new development sites which are:

- West of Kempston
- Biddenham Loop
- North of Bromham Road

In addition, the existing Woburn Road Industrial Estate has the potential with some infrastructure investment to deliver significant additional job numbers within units on the estate currently standing vacant.

The scale of the housing and jobs contributions of these four locations is substantial and can be summarised approximately as follows:

Bedford West Sites	Homes	Jobs
West of Kempston	1,250	400
Biddenham Loop	1,500	250
North of Bromham Road	1,200	1,000
Woburn Road Industrial Estate	0	450
Total	3,950	2,100

9.1.2 Infrastructure Deliverables

Related to the collective scale of these Bedford West developments, a significant scale and range of infrastructure requirements have been identified including:

- A large number of affordable homes (1,200). Cost £TBC;
- Woburn Road Industrial Estate highway environment upgrade. Cost £0.1m;
- The southern section of the Bedford Western Bypass (A421 - A428) under construction. Cost £24m*;
- The northern section of the Bedford Western Bypass (A428 - A6). Cost £20m*;
- A bus link to Ford End Road, Queens Park. Cost £TBC;
- 2 Park and Ride sites and bus service improvements. Cost £6m*;
- Safe Routes to Schools and cycling improvements. Cost £TBC;
- 3 new lower schools with 3+ units. Cost £12m;
- A new middle school and a middle school extension, Cost £4m;
- 2 day nurseries (sites only provided). Cost £TBC;
- 2 new primary care centres. Cost £TBC;
- Potential relocation of town centre police facilities to Kempston HQ. Cost £TBC;
- Police facility in Biddenham Loop;
- 3 District/Local Centres
- Library. Cost £TBC;
- 3 community halls. Cost £TBC;
- Ecumenical centre. Cost £TBC;
- Several playing fields. Cost £TBC;
- 2 country parks. Cost £TBC;
- Play areas and youth facilities. Cost £TBC;
- More?

* See also 10.1 Strategic Package - Transport

9.1.3 Key Issues

Key issues evident in the analysis of the funding position of the Bedford West development infrastructure are:

- The funding difficulties in relation to the A428-A6 link which is a fundamental block to development of the North of Bromham Road Site and will have wider regeneration ramifications in due course;
- Underfunded or unfunded infrastructure requirements such as higher standards for school buildings (both in terms of building specifications and the need to provide for the extended schools agenda) and day nursery construction;
- Extensive public facilities with significant ongoing revenue cost consequences;
- More?

9.2 Marston Vale

9.2.1 Major Developments

The Marston Vale area (within Bedford Borough) contains two major new development sites which are:

- The Wixams
- Fields Road, Wootton

The scale of the housing and jobs contributions of these two locations is substantial and can be summarised approximately as follows:

Marston Vale Sites	Homes	Jobs
The Wixams	2,250*	1,850
Fields Road, Wootton	1,080	800
Total	3,330	2,650

* Bedford Borough component

9.2.2 Infrastructure Deliverables

Related to the collective scale of these Marston Vale developments, a significant scale and range of infrastructure requirements have been identified including:

- A large number of affordable homes (900). Cost £TBC;
- A Bedford i-Lab like facility on the Marston Vale Innovation Park. Cost £5m TBC;
- A new Wixams (railway) Station, bus interchange (and improved bus services). Cost £25m;
- Improvements to Stewartby (railway) Station. Cost £TBC;
- An A6 - Wixams Station link. Cost £TBC;
- A Cranfield Road - Fields Road link. Cost £TBC;
- 3 new cycleways. Cost £TBC;
- Various footpath improvements. Cost £TBC;
- 3 new lower schools with 3+ units. Cost £12m. More needed as The Wixams develops;
- A new middle school. Cost £6m. A further one needed as The Wixams develops;
- Middle and upper school extensions. Cost £TBC;
- A nursery (site only provided). Cost £TBC;
- New primary care centre at The Wixams and Wootton primary care capacity to address. Cost £TBC;
- Police presence/base (possibly a shared facility with primary care centre. Cost £TBC;

- Town centre, district centre. Cost £TBC;
- Car parks, squares. Cost £TBC;
- Several food stores and public house. Cost £TBC;
- 3 village halls and assembly hall. Cost £TBC;
- Public conveniences. Cost £TBC;
- Extensive park, sports, leisure and other green areas. Cost £TBC;
- More?

9.2.3 Key Issues

Key issues evident in the analysis of the funding position of the Marston Vale development infrastructure are:

- The high cost of transportation infrastructure required against the background of reduced residential land values and a poor housing market
- Underfunded or unfunded infrastructure requirements such as higher standards for school buildings (both in terms of building specifications and the need to provide for the extended schools agenda) and day nursery construction;
- Ongoing revenue costs of public infrastructure;
- More?

9.3 Bedford North East

9.3.1 Major Developments

The Bedford North East area contains two major new development sites, these are:

- Brickhill
- Norse Road

In addition, the existing Elms and Viking Industrial Estate has the potential with some infrastructure investment to deliver significant additional job numbers within units on the estate currently standing vacant.

The scale of the housing and jobs contributions of these three locations is substantial and can be summarised approximately as follows:

Bedford North East Sites	Homes	Jobs
Brickhill	304	0
Norse Road	376	0
Elms and Viking Industrial Estate	0	1,250
Total	680	1,250

9.3.2 Infrastructure Deliverables

Related to the collective scale of these Bedford West developments, a significant scale and range of infrastructure requirements have been identified including:

- A large number of affordable homes (200). Cost £TBC;
- Lower and middle school improvements. Cost £0.5m;
- Early Years Provision. Cost £0.3m;
- Additional primary care capacity (part at Church Lane). Cost £TBC;
- Bus service improvements. Cost £0.8m;
- New and improved footpaths. Cost £0.1m;
- Recycling site. Cost £TBC;
- Country Park. Cost £TBC;
- Play areas. Cost £TBC;
- More?

9.3.3 Key Issues

Key issues evident in the analysis of the funding position of the Bedford North East development infrastructure are:

- Ongoing revenue costs of public infrastructure;
- More?

9.4 Bedford South East

9.4.1 Major Developments

The Bedford South East area contains two major new development sites, these are:

- Cardington, Shortstown
- Frontier Estates

In addition, the two Cardington (former airship) Sheds have the potential to deliver a significant high profile economic centre possibly film and media related.

The scale of the housing and jobs contributions of these locations is substantial and can be summarised approximately as follows:

Bedford South East Sites	Homes	Jobs
Cardington, Shortstown	1,101	0
Frontier Estates	425	0
Cardington Sheds	0	500
Total	1526	500

9.4.2 Infrastructure Deliverables

Related to the collective scale of these Bedford South East developments, a significant scale and range of infrastructure requirements have been identified including:

- A large number of affordable homes (300). Cost £TBC;
- Restoration of Cardington Shed No.1. Cost £6m;
- Elderly person's accommodation.
- A sustainable, economically valuable future for the Cardington Sheds. Cost £6m TBC;
- A600 realignment. Cost £TBC;
- A lower school phase 1 with 3+ unit. Cost £4m;
- A Sure start centre (in refurbished Shorts building). Cost £TBC;
- A local police facility. Cost £TBC;
- Cardington Park and Ride. Cost £TBC;
- Bus service extensions and improvements. Cost £0.5m+;
- Improved cycleways/footways. Cost £0.2m;
- Safe crossing of A600. Cost £TBC;
- Community buildings. Cost £TBC;
- Public square. Cost £TBC;
- Forest contribution. Cost £TBC;
- More?

9.4.3 Key Issues

Key issues evident in the analysis of the funding position of the Bedford South East development infrastructure are:

- The high proportion of infrastructure investment needed in the early years of the schemes (for the A600 diversion, school and Shorts building refurbishment);
- Ongoing revenue costs of public infrastructure;
- More?

9.5 Bedford Town Centre

9.5.1 Major Developments

The Bedford Town Centre area contains five major new housing and employment development sites, these are:

- Town Centre West
- Station Quarter
- Castle Lane
- BT Tower
- Riverside

The scale of the housing and jobs contributions of these five locations is substantial and can be summarised approximately as follows:

Bedford Town Centre Sites	Homes	Jobs
Town Centre West	38 (net)	0 (net)
Station Quarter	42+	450
Castle Lane	104 (at1/4/08)	0*
BT Tower	153	0*
Riverside	149	0*
Total	486	450

*some employment but relatively low

9.5.2 Infrastructure Deliverables

Related to the collective scale of these Bedford Town Centre developments in relation to homes and jobs, a significant scale and range of infrastructure requirements (excluding those of a strategic nature – see Chapter 10) have been identified including:

- A number of affordable homes (200). Cost £TBC;
- 3 lower school improvements. Cost £0.2m;
- Additional primary care capacity. Cost £TBC;
- 2 footbridges over the river. Cost £TBC;
- Replacement Town Centre Police facility. Cost £TBC;
- Pedestrianisation of the High Street. Cost £5m;
- More?

9.5.3 Key Issues

Key issues evident in the analysis of the funding position of the Bedford Town Centre development infrastructure are:

- Ongoing revenue costs of public infrastructure;
- More?

9.6 Bedford Rural

9.6.1 Major Developments

The Bedford Rural area contains three major new (employment) development sites, these are:

- Colworth Science Park
- Thurleigh Airfield Business Park
- Twinwoods Business Park

The scale of the jobs contributions of these three locations is substantial and can be summarised approximately as follows:

Bedford Rural Sites	Homes	Jobs
Colworth Science Park		250
Thurleigh Airfield Business Park		1,800
Twinwoods Business Park		250
Total		2,300

9.6.2 Infrastructure Deliverables

Related to the collective scale of these Bedford Rural developments, a significant scale and range of infrastructure requirements have been identified including:

- Innovation and Discovery Centres. Cost £4m (East of England Development Agency contribution) +;
- More?

9.6.3 Key Issues

Key issues evident in the analysis of the funding position of the Bedford Rural development infrastructure are:

- Traffic and transport solutions to enable strengthened roles for these niche business areas;
- More?

10. Strategic Package

This chapter sets down the strategic infrastructure projects required to address the targets and issues identified in Chapter7:

10.1 Transport

The table below lists the principal major transport projects to be delivered during the IDP period. All of these feature in existing policy statements and programmes.

Beyond the IDP timeframe, other transport projects are planned such as improvements to the A428 Bedford to Cambridge and the section of East West Rail east of Bedford. Therefore during the IDP it will be important to make progress on such projects. As policy develops at the national, regional and local level we also expect further projects to be identified and progressed.

- Bedford Western Bypass Phase 1 (A421-A428)*. Cost £24m;
- A421 Improvements Bedford to M1. Cost £200m;
- Wixams Rail Station. Cost £20m;
- Thameslink Programme (service improvements). Cost £5,500m;
- Bedford Rail Station. Cost £TBCm;
- Bedford Western Bypass Phase 2 (A6-A428 Link)*. Cost £20m;
- Pedestrianisation of Bedford High Street. Cost £5m;
- Bedford Cycle Network (completion of strategic network). Cost £3m;
- East West Rail – Western Section. Cost £200m;
- Improvements to Bedford town centre traffic management. Cost £5m;
- Park and Ride – Biddenham, Clapham and Cardington. Cost £6m;
- Bedford Bus Station. Cost £10m;
- Prebend Street Relief Scheme. Cost £15m;
- Electrification of the Midland Main Line (Bedford-Sheffield). Cost £TBC;
- Batts Ford Bridge. Cost £10m.

See also 9.1 Bedford West Local Package

All these projects will need to be supported by an ongoing programme of investment in smaller scale transport projects, including improvements to walking, cycling and public transport networks. For public transport, investment in infrastructure will need to be paralleled with investment in services and supporting ticketing, information and marketing systems.

In addition to public investment in transport, all development projects associated with the growth of the area will need to contribute to the overall transport strategy aims as well as meeting their own needs. This will include ensuring transport issues inform the location, layout and design of new sites, with particular attention paid to encouraging sustainable transport behaviour.

Underlying all these improvements will be the need to ensure ongoing adequate investment in asset management.

10.2 Schools

Within the Borough's current three-tier school system, capital investment in new school provision is associated with housing development and recorded in the Local Packages. However, it is appropriate here to log the major infrastructure investment associated with any decision to move to two-tier schooling and, whether or not that happens, the major refurbishment programme expected through the Building Schools for the Future programme. Cost £TBC.

10.3 Further and Higher Education

Major capital development schemes appropriate for the Further Education and Higher Education agenda are appropriately considered in this strategic package. Developments being considered include:

- Bedford College's renewal of the major part of its main Bedford (Cauldwell Street) Campus. Cost £110m; and
- The University of Bedfordshire's expansion of its offer at its Bedford (Polhill) Campus, possibly including a new Business School and enhancement of the Science Department. Proposals for the next expansion phases at both Bedford and Luton are to be taken through decision making processes in 2009. Cost £TBC.

10.4 Health

The strategy is to move traditional hospital based services (outpatients) into district or local centres closer to the subject population. This will allow the General Hospital to concentrate and develop a wider range of more complex specialist services which will offer patients improved choices and reduce the need of outside county area referrals. This strategy will increase the ability to expand in alignment with the forecast population growth. From a strategic point of view, the key infrastructure delivery identifiable at this stage is in local areas with a focus on the following five areas in Bedford Borough:-

1. Bedford Town North
2. Bedford Town South
3. Kempston
4. Wixams
5. Station Quarter

The detail of these is addressed in the local packages.

10.5 Social Care

Capital developments required for social care are mainly associated with homes development locations and fall to the Local Packages to deliver. They include day care centres, nursery provision and community facilities to enable the delivery of children's centre services such as access to maternity and health services, family support, employment training and advice, etc.

However, wider strategic needs exist including:

- Extra care housing schemes which, as well as meeting care related housing needs, will serve as hubs for day centre and mainstream service access for older people. Cost £TBC; and
- Some community facilities within existing communities where local population need is high and perhaps exacerbated by numbers of smaller housing schemes. Cost £TBC.

These require further definition.

10.6 Emergency services

Emergency services capital investment is largely located within the Local Packages. The Greyfriars Police HQ site lies within the Bedford Town Centre West redevelopment scheme so the provision of new Bedford area HQ facilities will be a significant capital infrastructure scheme. Decisions on the Police Service's medium and longer term town centre presence are included in the Town Centre package.

Fire and ambulance service information to come.

10.7 Utilities

Major electricity and gas infrastructure projects, such as doubling the electricity supply capacity to the area, will be drawn from the provider's Business Plan and included as a Strategic Package following further discussions. As well a local flood risk management provisions included in the Local Packages, Water Services Infrastructure to be included in this Strategic Package include:

- major upgrade to the Bedford Waste Water Treatment Works. Cost £TBC;
- after investigation, either upgrade of the Marston and the Stewartby Waste Water Treatment Works or closure and additional capacity provided at Bedford. Cost £TBC; and
- new strategic water main from Rutland to Bedfordshire and beyond including service to the Bedford area. Cost £TBC.

10.8 Waste

Capital investment in doorstep waste collection and local collection facilities, such as bottle banks, are included in the Local Packages with centralised processing and disposal facilities included in this Strategic Package:

- Bedford Energy and Recycling Plant (BEAR), a private finance initiative joint venture with Central Bedfordshire and Luton Borough Councils, currently proposed to be located at Brogborough. Cost £TBC;
- A Household Waste Recycling Centre located in the north of Bedford to balance the existing Barkers Lane site serving central and south Bedford. Cost £TBC;
- Possible new waste collection vehicle depot.

10.9 Retail and Town Centre

Homes and jobs focussed schemes are set out in the Bedford Town Centre Local Package. Strategic Package projects delivering on the retail and town centre targets and serving the wider Bedford Borough area are:

- Bedford Town Centre West – a major mixed use development centred on the existing Bus Station site including new shopping, commercial, leisure uses and homes in conjunction with a new bus station. Cost £200m; and
- Bedford Station Quarter – a new office quarter, station approach and transport interchange associated with the new railway station delivered by the Thameslink improvements. Cost £140m.

- Restoration and pedestrianisation of the High Street. Cost £5m;
- Other Town Centre Area Action Plan Key Areas of Change including Lime Street, Kingsway Quarter, Progress Ford, St Mary's Quarter, Shire Hall and Bank Site. Costs £TBC.

10.10 Cultural and Leisure

The strategic capital development schemes required by the cultural and leisure agenda, reflecting the growth targets for the Bedford Borough area and which are in the Town Centre include:

- Further enhancements to the Bedford Museum and completion of the Cultural Quarter. Cost £TBC;
- A new theatre and performance venue. Cost £TBC;
- A new central library. Cost £6m TBC;
- Strategic sports infrastructure identified as needed by the 2008 Bedfordshire and Luton Sports Facilities Strategy included new venues such as a racket sports centre and a gymnastic centre, further swimming pools, a competition rowing facility (see Bedford River Valley Park reference below) as well as improvements to/refurbishments of many existing facilities. Costs £TBC;
- And there will be many opportunities for Public Art across the Borough associated with development schemes. Cost £TBC.

10.11 Green Infrastructure

Much of the required green infrastructure provision is located with the homes developments, including a number of country parks alongside the urban extensions, is included in the Local Packages.

Three larger scale projects appropriate for this Strategic Package are:

- Marston Vale Community Forest, managed by the Marston Vale Trust, covers 61 square miles to the south and south west of Bedford with 30% of the area planted with trees. Expansion of the managed area is envisaged. Cost £TBC;
- As part of the Forest, the Bedford River Valley Park is an 800 ha 30 year project to regenerate the sand and aggregates extraction area east of the town as a country park; it will include many wildlife habitats and activity areas and is envisaged to include a rowing lake. Cost £TBC; and
- Bedford and Milton Keynes Waterway is a new 24km broadbeam leisure canal and water side greenspace and cycling/walking route joining the Grand Union Canal in Milton Keynes to the River Ouse at Kempston. Associated with the Waterway and enhancements to navigation from Kempston along the River Ouse through the town, and also with the Town Centre, a number of river corridor improvements projects to bring additional facilities are being considered. Cost £TBC.

10.12 Climate Change

Key public capital infrastructure requirements are envisaged at this stage to be around ensuring that:

- New public sector buildings or part public financed buildings (and other infrastructure) are leading edge in their minimisation of carbon emissions and adaptation to climate change (to be addressed within Local Packages and elsewhere in this Strategic Package);
- Opportunities are fully taken to capture energy from waste, or the products of waste, that would otherwise give rise to carbon emissions and other greenhouse gas emissions - again to be addressed within Local Packages and elsewhere in this Strategic Package; and
- Energy use related infrastructure addressing climate change, whether generating/accessing energy (solar, wind farms, ground source heat pumps etc) or increasing the efficiency of energy use within buildings is appropriately supported (equipment, structural etc) - again to be addressed within Local Packages and elsewhere in this Strategic Package.

However, further climate change addressing infrastructure beyond the above will undoubtedly emerge as requirements within the timeframe of this programme.

11. Priorities

- 11.1 The achievement of sustainable growth for communities requires that a full range of economic, social and environmental infrastructure is delivered together. In essence then, all the infrastructure identified in the local and strategic packages is important and necessary. Furthermore, by being in the strategies and plans from which they have been drawn these infrastructure requirements have in effect already been identified as priorities.
- 11.2 However, there are some infrastructure projects which:
- o Deliver particularly well on regional and national priorities (e.g. fit well with the regional economic and spatial strategies);
 - o Deliver strongly against several local targets;
 - o Have much other infrastructure, outputs and outcomes dependent on their delivery;
 - o Have particular funding needs to achieve necessary early delivery.

These infrastructure projects are highlighted here as exceptional priorities for funding although this should in no way down play the importance of delivery ultimately of the full range of infrastructure identified in this IDP:

Exceptional Priority Infrastructure	Basis for Exceptional Status
Bedford Western Bypass A6-A428 Link Cost £20m Gap £10m TBC	• Delivery widely referred to in regional strategies • Block to delivery of significant North of Bromham Road site (1,200 homes – 240 affordable rent, 1,000 jobs, Park and Ride site, major riverside country park) • Key role in relieving town centre traffic/congestion and supporting town centre regeneration • Wider economic role in respect of key north of Bedford business areas • Significant funding gap issue
Town Centre West Regeneration Cost £200m Gap £TBC	• Town centre improvement target in regional strategies • Specific mention of bus station area revitalisation in MKSM Strategy • Will deliver major public transport facility • Wide economic role in regenerating town centre and creating a significant business attraction factor Had gap funding issues exacerbated by the recession

Station Quarter Regeneration

Cost £140m

Gap £7.5m TBC

- Town centre improvement target in regional strategies
- Specific mention in MKSM Strategy of attention to office focus
- Will deliver major transport interchange
- Wide economic role in regenerating town centre and creating a significant business attraction factor
- Had gap funding issues exacerbated by the recession

Shortstown Housing/Cardington Sheds Future

Cost £6m (Shed No.1 Restoration)

Gap £TBC

- Significant housing delivery and affordable housing delivery role
- Valuable roles of other agreed/planned developer provided infrastructure
- High profile of Cardington Sheds as landmarks (national)
- Employment generation role of sheds – potentially high profile sector (film, media, ...)
- Major funding gap issue re restoration of Shed No.1

Bedford Innovation Corridor/Marston Vale Innovation Park/Innovation Centre

Cost £10m (Advanced Works/Innovation Centre)

Gap £5m

- Major quality employment site with early delivery potential
- Well suited to supported business accommodation with entrepreneurial support potential
- Significant profile potential (south western end of potentially prestigious A421 Innovation Corridor)
- Potential to support enhanced delivery of adjoining housing site
- Funding gap issue re Innovation Centre

University of Bedfordshire Campus Extended Role/Faculty Investment

Cost £TBC

Gap £TBC

- Specific regional strategy mention
- Key degree level skills development role
- Important business attraction factor
- Significant business development role (innovation, entrepreneurship, productivity, ...)
- Funding gap?

Bedford College Campus Renewal

Cost £110m

Gap £ TBC

- Key skills development role (Level 3 and degree level)
- Key business support role
- Key equality/economic participation role
- Town centre improvement role
- Funding gap issue

Schools Renewal

Cost £TBC

Gap £TBC

- Key role in addressing Level 3 achievement agenda
- Key business attraction role
- Key factor in housing delivery
- Potential funding gap issue

- 11.3 The infrastructure projects that will deliver the greatest impact against delivery of the Sustainable Community Strategy are the completion of the Bedford Western Bypass (A6-A428) and regeneration of the Town Centre, including Town Centre West and the Station Quarter. There is a distinct need to increase the skills and employability of Bedford's current and future workforce and the provision of better schools, Further Education and Higher Education provision is also an essential factor to secure sustainable growth. This prioritisation supports and reinforces the DCLG Programme of Development for allocation of Growth Funds 2008-11.

Note - It is assumed that the Colworth Science Park Innovation and Discovery Centre Scheme is committed and to be delivered.