

Bedford & Milton Keynes Waterway

Project Delivery Plan



Preface

Welcome to the 2014 update of the Project Delivery Plan for the Bedford & Milton Keynes Waterway. The update is published to coincide with the Partnership Conference, held annually in November.

The Bedford & Milton Keynes Waterway will be a new 26km link between the River Great Ouse at Kempston in Bedford and the Grand Union Canal at Newlands in Milton Keynes. The Waterway will be located within comprehensive parkland setting which runs through parts of Bedford, Central Bedfordshire and Milton Keynes.

The project is promoted by the Bedford & Milton Keynes Waterway Consortium, an informal partnership of local authorities, navigation authorities, long term green infrastructure maintenance trusts and the Bedford & Milton Keynes Waterway Trust. Members are:

- Bedford Borough Council
- Bedford & Milton Keynes Waterway Trust
- Canal & River Trust (formerly British Waterways)
- Central Bedfordshire Council
- Environment Agency
- Marston Vale Trust
- Milton Keynes Council
- The Parks Trust.

This document presents the project as at November 2014. We, the Consortium, plan to continue this work, and to incorporate into our work other opportunities along the route as they arise. In particular, opportunities for economic development and green infrastructure will develop the scope of this project from delivering the navigation elements of the waterway into a comprehensive Waterway Park.

The project is divided into 26 deliverable sections, labelled A to Z, and are structured as follows:

Introduction	How the Waterway is being progressed.
Section A	Progress on securing the Waterway in the planning process.
Sections B-Z	Progress on the individual sections.
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Pictures: Image reproduction courtesy of Keith Malone and Chris Taylor of the Bedford & Milton Keynes Waterway Trust, Canal & River Trust Photo Library, Virtual Waterways Archive catalogue, Bedford Borough Council, and URS.

Introduction

The Bedford & Milton Keynes Waterway (B&MK) is a powerful agent for economic growth with huge environmental and commercial potential.

First proposed in 1811, the B&MK has emerged as a major 21st century infrastructure project, central to reshaping the locality.

The following set of work packages demonstrate how, by working in close collaboration with public and private sector partners, it is possible to deliver innovative and sustainable schemes to deliver the project that will also meet the strategic objectives of the project's partners.

Over the past five years, the Trust and its partners have successfully integrated the project into all key local and regional plans, undertaken line and level studies for over a third of the route, obtained planning for a quarter of the route and have developed the concept of building in sections, recognised as a pragmatic way of tackling an ambitious but deliverable project.

This document provides an overview of the A-Z sectioned route and focuses in on those sections where progress is currently being made and / or where there is real potential on the near horizon.

The project has adopted a resolutely professional approach, commissioning and collating the hard evidence to back the already well-founded assertions regarding the economic potential of the waterway, and also to ensure we have accurate, comprehensive and up to date costs. Costs are available through a menu-based costing system evolved with Halcrow and Morrison, enabling detailed estimates to be made against each section.

Sub-dividing the route has enabled the project to prioritise and focus on the synergies each section can generate, however we constantly keep our approach under review. The key to maintaining progress is to be open and responsive to new opportunities and robust in ensuring that none are missed. Consequently, it is vital to contribute to all relevant consultative exercises (site allocations, transportation strategy etc) across the three local authority areas and to keep objectively abreast of proposed new developments. It is essential that the Consortium continues to refresh and reinforce the status of the project in the regional and local planning hierarchy.

The Trust and its partners have demonstrated that through the innovative use of infrastructure forward funding, the waterway can help transform the image and dynamics of both urban and rural environments, engage communities and bring together statutory and private sector interests to promote the concept of a new sub-regional parkland within which the waterway will sit.

Above all else, the waterway aligns with other core agendas, and that with the committed support and belief of all partners, the waterway can be delivered at minimal additional cost – the opportunities are there, if the will to join the dots exists.

Bedford & Milton Keynes Waterway Consortium, November 2014

Thank you to URS for help with the production of this document and the many upgrades to the Trust's displays over the course of the year.

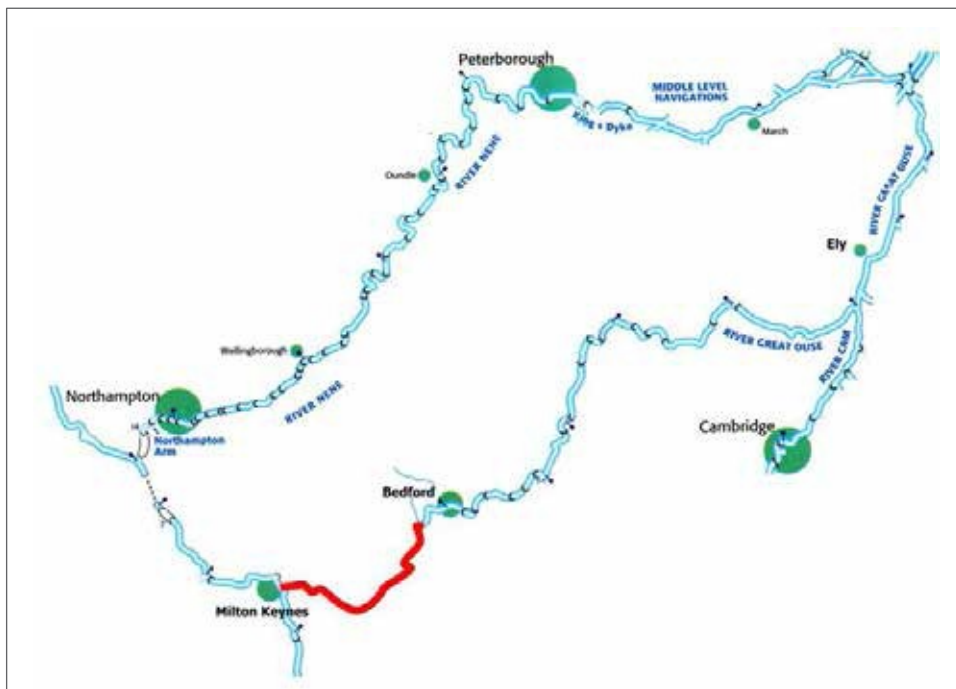
Please direct any questions regarding this document to info@b-mkwaterway.org.uk

Package A: Securing the B&MK Waterway in local and regional plans

The B&MK currently appears in the following plans. The Consortium will continue to exploit all opportunities to promote the Waterway through all types of plan, and to monitor opportunities and threats to the Waterway that may arise through the current major changes taking place in the planning system.

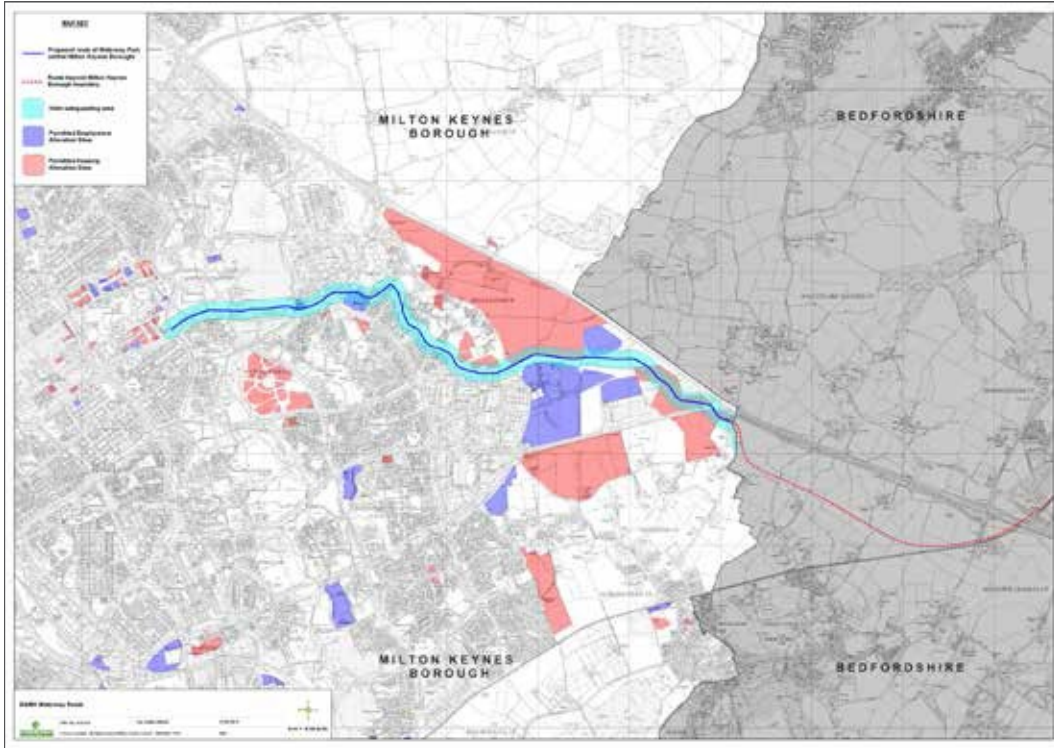


The Bedford & Milton Keynes Waterway Trust's "Route at January 2011" is an illustrative map giving an excellent overview presentation of the route.



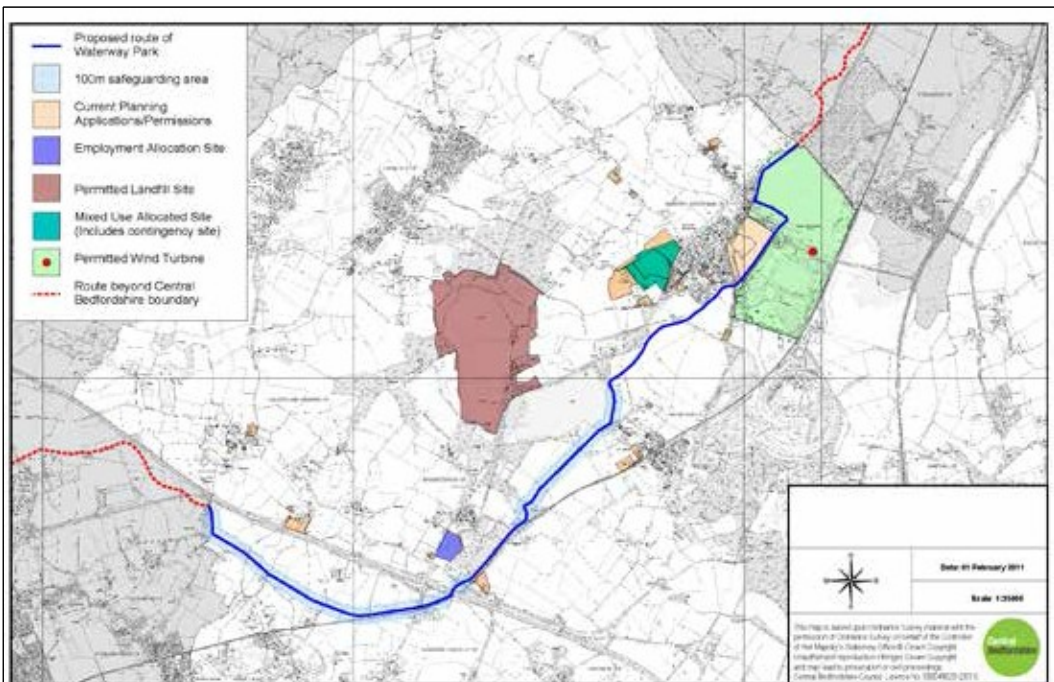
The Bedford & Milton Keynes Waterway plans to 'Close the Gap' between the main national canal network and the Fens Waterways.

The definitive Waterway route maps are held by, maintained by and shared between the three Local Planning Authorities along the route: Bedford Borough Council, Central Bedfordshire Council and Milton Keynes Council. The three maps presented here are drawn from their respective Geographical Information Systems.

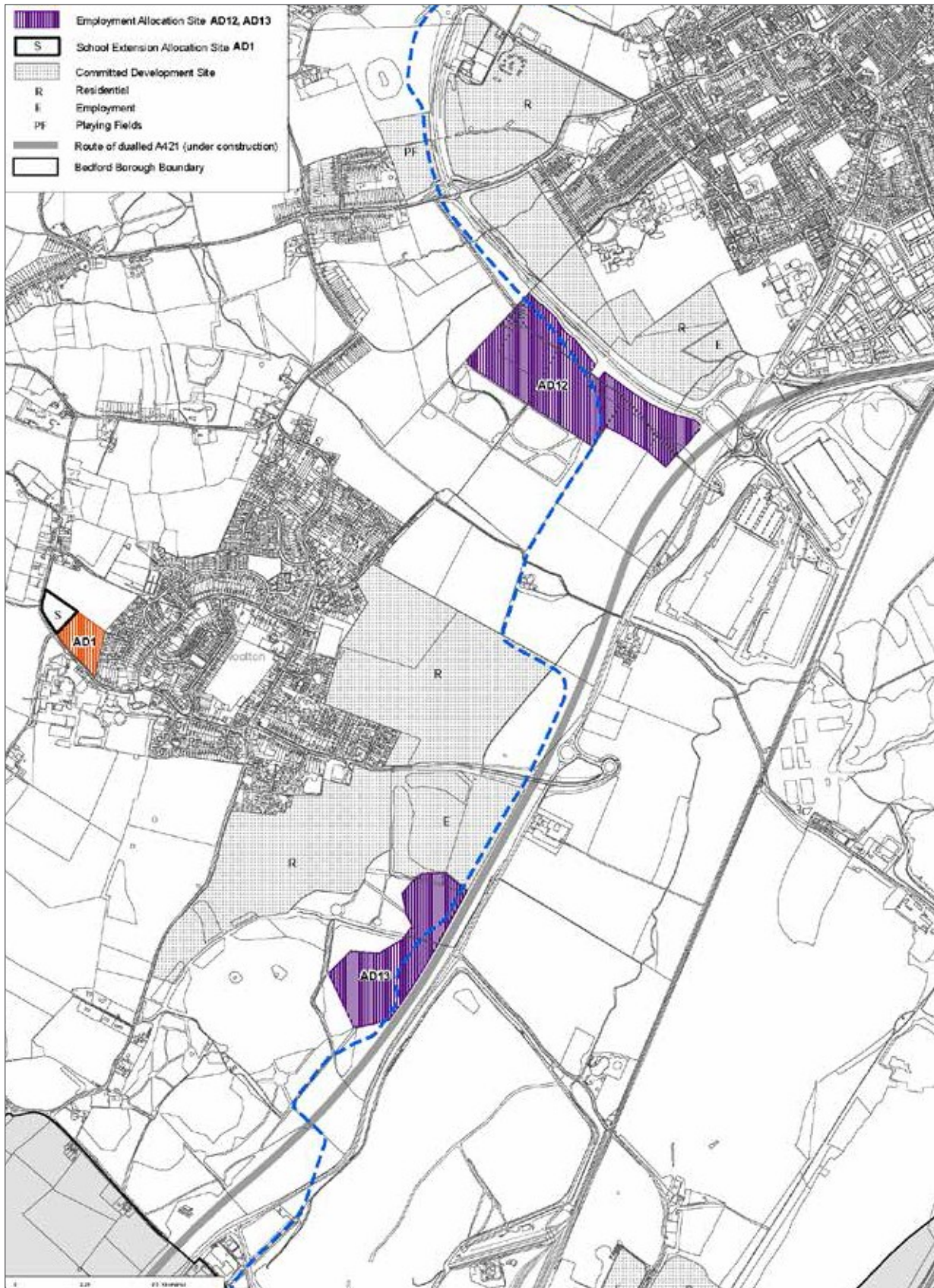


Within Milton Keynes, the Waterway route is embedded in the Local Plan, adopted 2005. The Council's Core Strategy was adopted on 11th July 2013 with the Waterway related policies retained as those in the Local Plan.

Additionally, a Waterway route has Outline Planning Permission within the main city area and Full Planning Permission within the Eastern Expansion Area, although alternative routes are currently being explored.



Within Central Bedfordshire, the Waterway route is embedded in the Core Strategy and Development Management Policies (North Area), adopted November 2009.

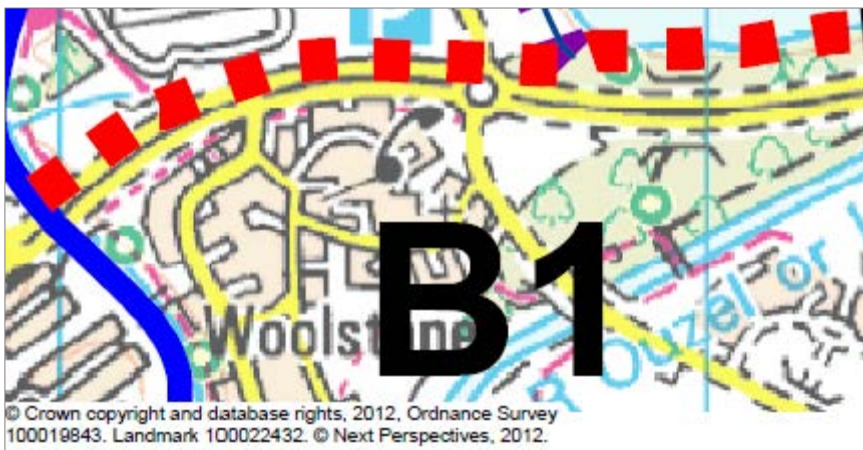


Within Bedford Borough, the Waterway route is embedded in the Core Strategy and Rural Issues Plan, adopted 2008, and shown as a concept route on the Key Diagram. The Bedford Borough Allocations and Designations Development Plan, adopted in 2013, which includes the B&MK Waterway as a Borough Wide Infrastructure Designation and is shown on this detailed map.

Section B1: Grand Union Canal to Willen Lake

Length:	1.5Km (1km on land plus 0.5km through the lake)
Local Authority:	Milton Keynes Council
Land Owners:	Canal & River Trust at Junction with Grand Union Canal Milton Keynes Development Partnership (MKDP)
Water body owners:	The Parks Trust (MK) 999 year lease from Milton Keynes Council The Parks Trust (MK) 125 year lease from Anglian Water
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Milton Keynes Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	Yes – Outline Planning Permission in 2009
Description:	This section is the first stretch of the Bedford & Milton Keynes Waterway running between the Grand Union Canal and Willen Lake.
Current Progress:	<ul style="list-style-type: none"> Discussions have been held with Milton Keynes Development Partnership (MKDP) and Milton Keynes Parks Trust (MKPT) and the waterway is included in a new planning brief for Newlands. Other opportunities in the Willen Lake area will need to be monitored. In addition to locks out of the Grand Union Canal, and into Willen Lake, a single deep drop lock (11.3m – over twice the height of England's deepest canal lock) will be needed to drop the canal below the V10 grid road to use the existing subway. The feasibility of this deep lock needs testing and the support of MKPT needs to be secured.
Next Steps:	<ul style="list-style-type: none"> To keep in view the response to the new Planning Brief for Newlands, and new opportunities in the Willen Lake area, while seeking to develop and construct a scheme responding to the challenges, and the opportunities to add value to this key Park area.
Partners:	Milton Keynes Council, Canal & River Trust, Parks Trust.
Funding Status:	None but opportunities exist for part of the waterway park to be constructed in conjunction with new development which MKDP is seeking to procure at Newlands.

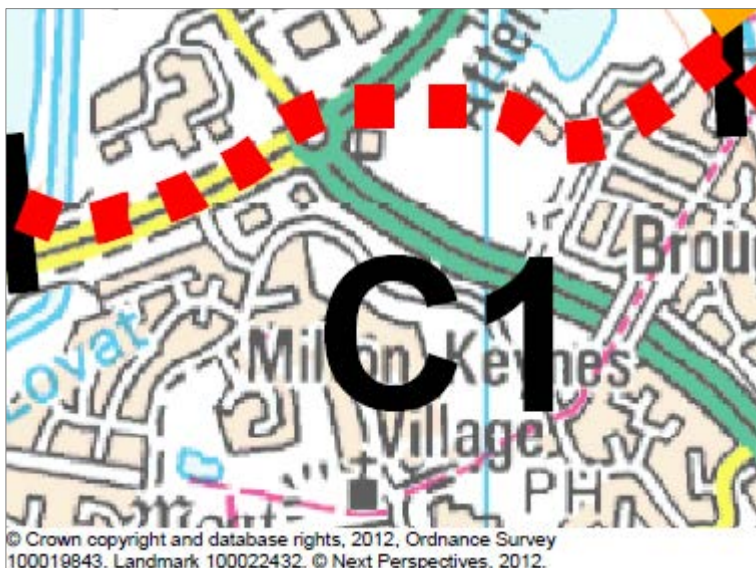
Map Segment



Section C1: Willen Lake to Broughton Brook via Atterbury

Length:	1.5km
Local Authority:	Milton Keynes Council
Land Owners:	Milton Keynes Development Partnership The Parks Trust (MK) 999 year lease from Milton Keynes Council
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Milton Keynes Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	Yes – Full Planning Permission
Description:	This section lies between Willen Lake and the point at which the new waterway joins Broughton Brook in Atterbury. The section includes an aqueduct to take the waterway over the River Ouzel and underpasses beneath H6 Childs Way and V11 Tongwell Street and is the route included in the current Planning Permission.
Current Progress:	<ul style="list-style-type: none"> Discussions seeking to add value to proposed development via the implementation of suitable waterway park features are underway.
Next Steps:	<ul style="list-style-type: none"> Seek to implement features in developments that respond to the waterway park opportunities.
Partners:	Milton Keynes Council, Milton Keynes Hindu Association.
Funding Status:	None.

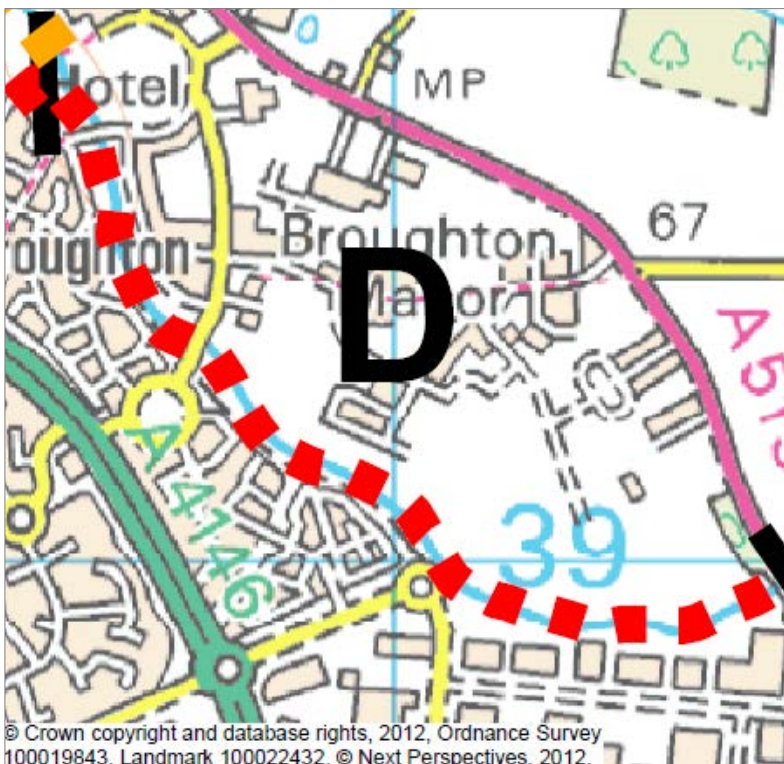
Map Segment



Section D: Broughton

Length:	2km
Local Authority:	Milton Keynes Council
Land Owners:	Milton Keynes Development Partnership Milton Keynes Parks Trust (999 year lease from Milton Keynes Council)
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Milton Keynes Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	Yes – Full Planning Permission
Description:	This section currently runs between the points where the new waterway joins Broughton Brook in Atterbury, but this could alter if an alternative route via Pineham or Tongwell Street is pursued. It then runs under the iconic Cable Stay Bridge in Broughton and on towards the A5130 Newport Road. The section is adjacent to a site on the east bank of the brook.
Current Progress:	<ul style="list-style-type: none"> Work is underway with Cranfield University to discharge the planning conditions attached to the planning permission which relate to water quality and hydrology.
Next Steps:	<ul style="list-style-type: none"> Discussion with IDB on completion of Cranfield studies.
Partners:	Milton Keynes Council, Milton Keynes Parks Trust.
Funding Status:	None.

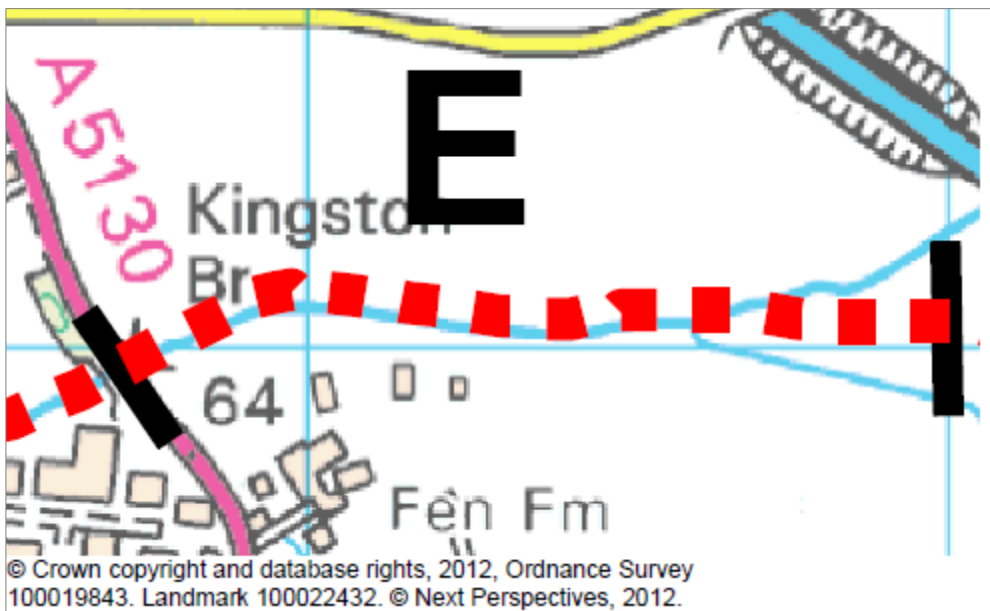
Map Segment



Section E: Brooklands

Length:	1.5km
Local Authority:	Milton Keynes Council
Land Owners:	Milton Keynes Development Partnership Milton Keynes Parks Trust (999 year lease from Milton Keynes Council)
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Milton Keynes Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	Yes – Full Planning Permission
Description:	Length E, Brooklands, lies within the Eastern Expansion Area of Milton Keynes, following the route of Broughton Brook between the A5130 Newport Road and Fox Covert Wood, with Fen Farm and Eagle Farm North commercial developments to the south and Brooklands residential developments to the north.
Current Progress:	<ul style="list-style-type: none"> Work is underway with Cranfield University to discharge the planning conditions attached to the planning permission which relate to water quality and hydrology.
Next Steps:	<ul style="list-style-type: none"> Discussion with IDB on completion of Cranfield studies.
Partners:	Milton Keynes Council, Milton Keynes Parks Trust.
Funding Status:	None.

Map Segment

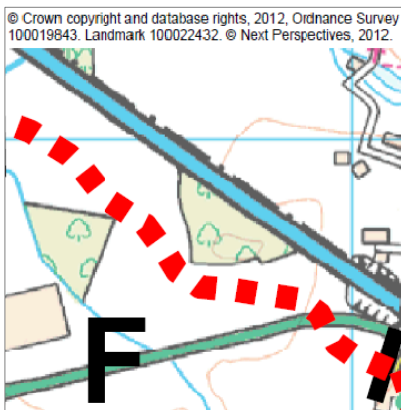


Section F: Broughton Brook to Milton Keynes / Central Bedfordshire boundary

Length:	1.5km
Local Authority:	Milton Keynes Council
Land Owners:	Milton Keynes Council, Gallagher Estates, Gazeley, Milton Keynes Parks Trust
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Milton Keynes Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	Partial. Full permission to the point where the waterway locks out of the Broughton Brook. The remainder is unconsented but a route is safeguarded.
Description:	This section is situated within Milton Keynes Eastern Expansion Area (EEA) which is currently under development. The safeguarded route for the waterway follows the route of Broughton Brook and then runs parallel to the M1 motorway through Eagle Farm North which has outline planning consent for distribution development. At the edge of the development site the waterway will need to lock down under the A421 and then up to Cranfield Road. This will take it to the Milton Keynes Council/Central Beds Boundary.
Current Progress:	<ul style="list-style-type: none"> The planning consent for Eagle Farm North includes a safeguarded route for the waterway alongside the M1 and requires transferring of the land to Milton Keynes Council. Milton Keynes Council has secured funding to dual the A421 as far as the access to Eagle Farm North. The relationship to the waterway at this point is being taken into account in drawing up detailed design work. The final part of section F extends to the boundary between Milton Keynes and Central Bedfordshire.
Next Steps:	<ul style="list-style-type: none"> Ensure that the waterway is included in the dualling of the A421 as far as the boundary with Central Bedfordshire.
Partners:	Central Bedfordshire Council as neighboring local Authority, Gallagher Estates, Milton Keynes Council.
Funding Status:	None.

Map Segment

Original Route



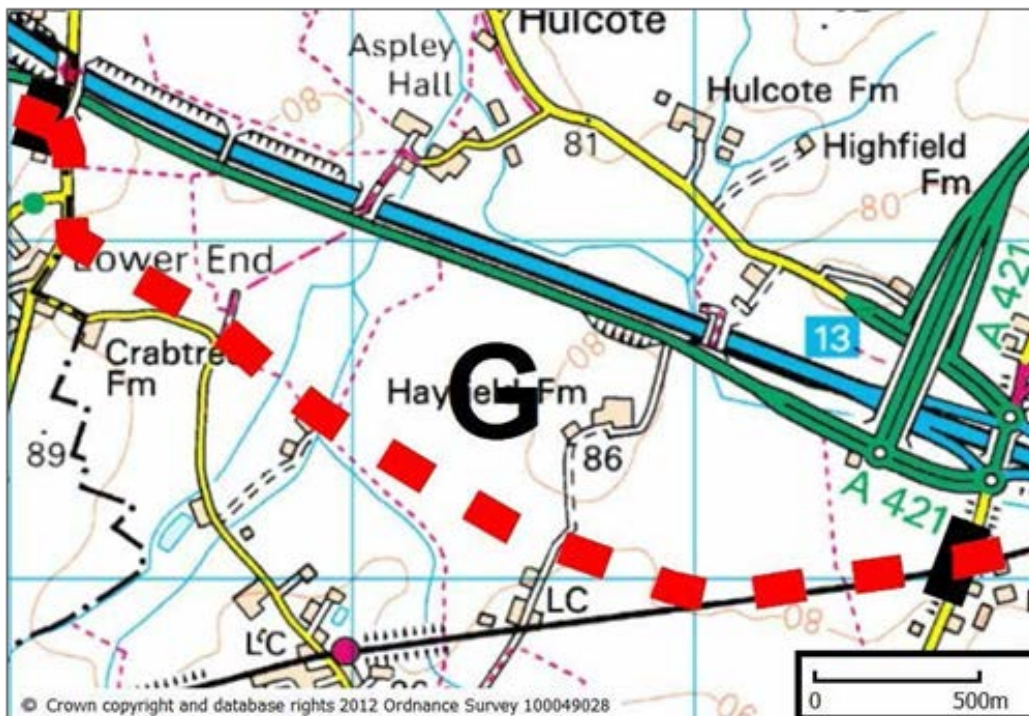
Proposed New Route



Section G: Milton Keynes / Central Bedfordshire boundary to Bedford Road

Length:	3.2km
Local Authority:	Central Bedfordshire Council
Land Owners:	To be confirmed
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Central Bedfordshire Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	None
Description:	This section lies south of the M1 motorway in Central Bedfordshire
Current Progress:	<ul style="list-style-type: none"> Work with the Highways Authorities' design team for the A421 dualling scheme to ensure that any opportunity to construct the waterway at the same time is taken, accepting that this may modify the route. Work with the Councils and SEMLEP to ensure account of the waterway and its potential to contribute to infrastructure works in design work for dualling the A421 to J13.
Next Steps:	<ul style="list-style-type: none"> URS are carrying out a feasibility study regarding the dualling of the A421. The study will be conducted in two phases – phase 1 October to December 2014, and phase 2 January to March 2015.
Partners:	Central Bedfordshire Council, Milton Keynes Councils as neighboring Local Authority.
Funding Status:	None.

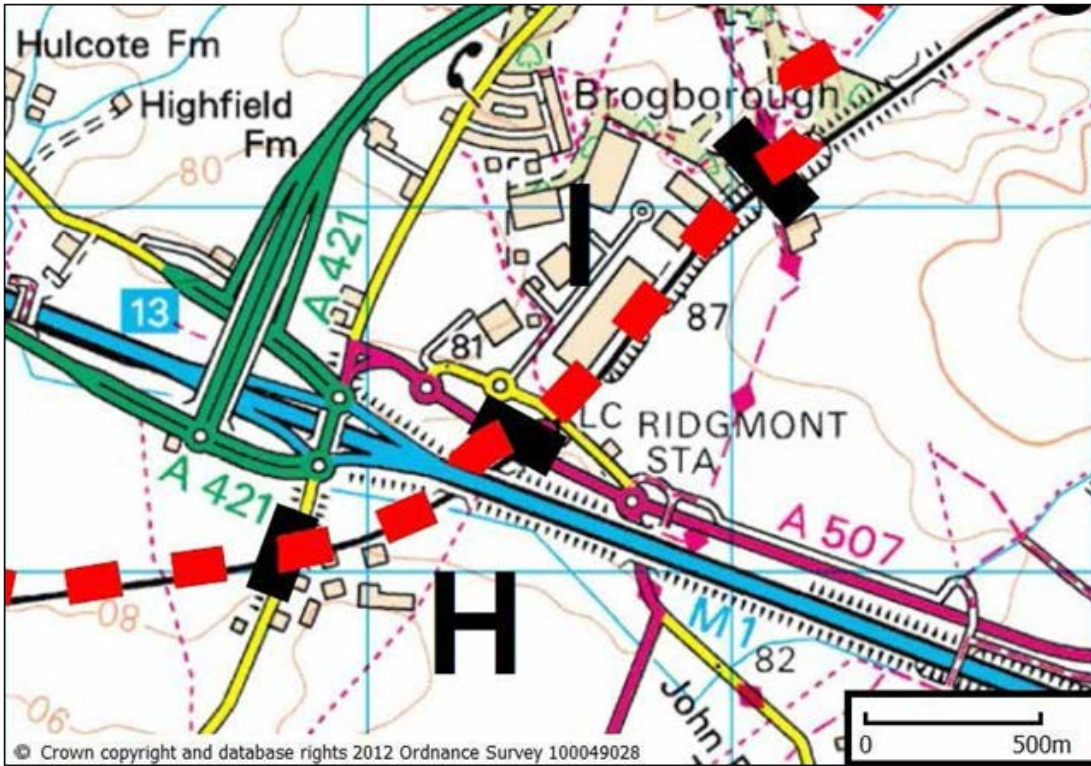
Map Segment



Section H-I: Bedford Road, under the M1, Prologis and Ridgmont Station

Length:	1.6km
Local Authority:	Central Bedfordshire Council
Land Owners:	Bedfordshire Rural Communities Charity, Bedford Estates, Highways Agency, Network Rail, Prologis
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Central Bedfordshire Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	None
Description:	Section H lies in Central Bedfordshire, running under Bedford Road to the south of the M1 by means of an existing cattle creep beneath the motorway. Section I lies in Central Bedfordshire, from the M1 beneath the motorway and to the north-eastern corner of the existing Marston Gate (Prologis) development.
Current Progress:	<ul style="list-style-type: none"> • Central Bedfordshire prepared to manage, maintain and establish as a Rights of Way to join up existing bridleways and footpaths. • On-going discussions with Network Rail and Prologis regarding the use and possible transfer of the land running adjacent to the Amazon warehouse and railway. • Central Bedfordshire prepared to manage, maintain and establish as a Rights of Way to join up existing bridleways and footpaths. • Engineering assessment of route viability and necessary works, taking into account the decision to electrify the rail line between Bletchley and Bedford. • The government has announced that the East West Rail Oxford-Bletchley-Bedford route, together with connections to Milton Keynes and Aylesbury, will be included in Network Rail's 2014-19 construction programs. The original proposal is being considered for electrification linking into the electrification of the Midland Mainline north from Bedford. Options within the project include: closure of the Ridgmont level crossing, utilising the A507 bypass for all through traffic; provision of a DDA compliant footbridge to maintain the Right-of-Way; and relocating the Signal Control Centre (on the opposite side of the track to the station building) to the Marylebone Control Centre which could ease the alignment of the waterway into the narrow section between the Prologis site and the railway.
Next Steps:	<ul style="list-style-type: none"> • To explore delivery of the section (or part thereof) in collaboration with Prologis, Network Rail and the Bedfordshire Rural RCC. Monitor on-going East West Rail progress.
Partners:	Central Bedfordshire Council.
Funding Status:	None.

Map Segment



Cattle Creep location



M1 cattle creep

Section J: Brogborough Hill to Brogborough Lake

Length:	2.2km
Local Authority:	Central Bedfordshire Council
Land Owners:	O&H Properties
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Central Bedfordshire Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	
Description:	This section lies in Central Bedfordshire, stretching from the tip of Prologis land and into Brogborough Lake. A potential Gateway to the Marston Vale to the East, the MK expansion area to the West and within two hours of half the population it represents one the most potent individual locations on the route. The engineering solution selected to tackle the 30m drop down to the lake will be critical to developing this section and to determine the footprint required – for not only the boat-lift but also the associated tourism / leisure / parking / information / economic / regeneration activity that will accompany it.
Current Progress:	<ul style="list-style-type: none"> Pursue work to visualise / quantify the potential Brogborough Hill engineering solution.
Next Steps:	<ul style="list-style-type: none"> Incorporate Brogborough Hill options into Marston Vale line and level commission to contribute to identifying the optimum location in relation to the Lake and existing settlements.
Partners:	Central Bedfordshire Council, O&H Properties.
Funding Status:	None.

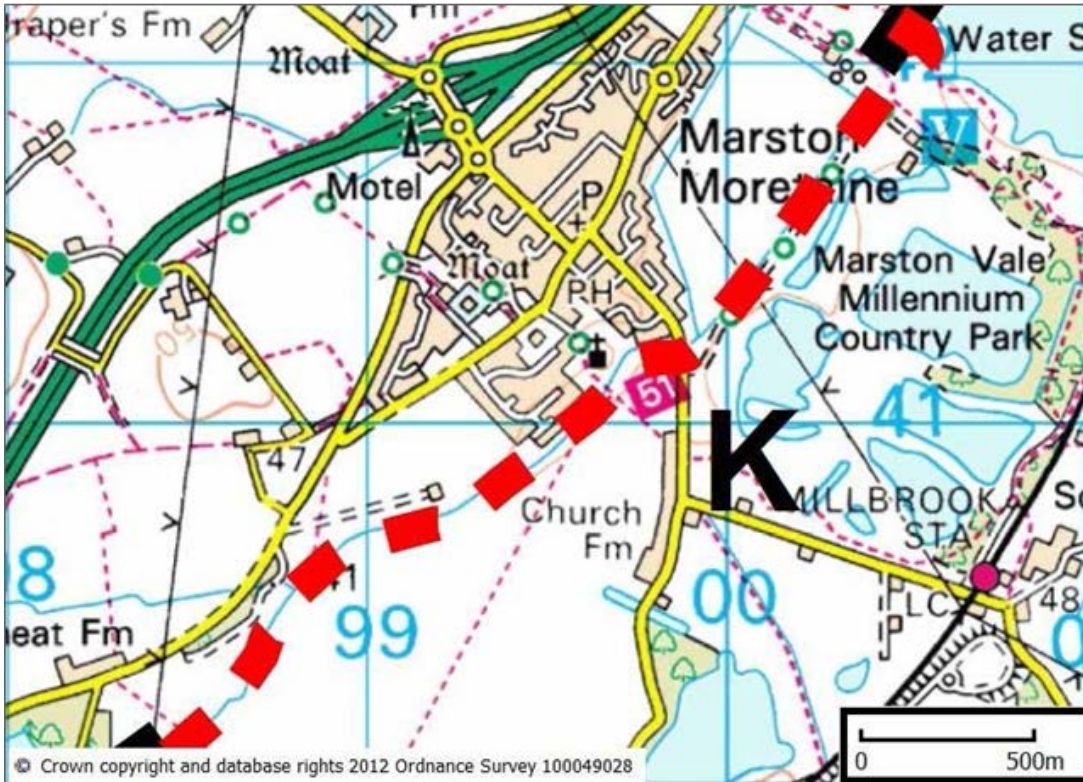
Map Segment



Section K: Link the Lakes

Length:	3.2km
Local Authority:	Central Bedfordshire Council
Land Owners:	O&H, Marston vale Trust, Hanson
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Central Bedfordshire Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	None
Description:	<p>This section lies in Central Bedfordshire, stretching 3km from Brogborough Lake via the Forest of Marston Vale to Stewartby Lake. Land ownership sits almost exclusively with O&H Properties.</p> <ul style="list-style-type: none"> • The principal concern is to clearly delineate the route through the Vale - securing the route will enable us to begin to develop it as a corridor and ensure that it is at the heart of any future proposals. • There is the potential to deliver this section via the planning system and on the back of the Internal Drainage Board (IDB) desire to see the two major water bodies (Brogborough and Stewartby Lakes) linked by a managed and easily controlled channel - a role the waterway could fulfill whilst also delivering on a range of other beneficial fronts, including environmental, sustainable transport and uplift in housing and commercial values. • Ideally the waterway will be incorporated into the Central Beds Council economic strategy in the light of the 'place-shaping' contribution it can make to the Vale and economic benefits this can deliver. • There will be an optimum route from an engineering and surface water management perspective that, if identified now, will help us to work with other stakeholders along the line of the route e.g. potential to develop new rural businesses along the line of the route.
Current Progress:	<ul style="list-style-type: none"> • Halcrow have delivered the Water Cycle Strategy Detailed Study, which amongst many other topics, considered whether the waterway could and / or should be utilised to provide the Link- the-Lakes function for surface water management in the Vale. This part of the overall study concluded that while the waterway could be utilised, technically a better solution would be to enhance the current brook, to both Link-the-Lakes and provide a drainage channel for the waterway. The study also developed potential route alignments, demonstrating that options to deliver this section are both practical and feasible. • The Parish Council has recently received planning permission for a new cemetery for a site along Station Road to the south of the Marston Mortaine settlement. Halcrow have been asked to cost a study that will look at the wider implications of works to Station Road to ensure that proposals within this area do not compromise the route – in particular any need to raise the level of Station Road between the edge of the village and the new graveyard access point to accommodate the waterway underneath.
Next Steps:	<ul style="list-style-type: none"> • Consider the recommendations of the Water Cycle Strategy. • Continue to work with Central Bedfordshire Council to embed the waterway link as an integral part of the economic development strategy and reflect this in the local planning process.
Partners:	Bedford Group of Internal Drainage Boards, Central Bedfordshire Council Marston Vale Trust, O&H Properties.
Funding Status:	None.

Map Segment



Section L: Forest Centre to Green Lane

Length:	1.5km
Local Authority:	Central Bedfordshire Council
Land Owners:	Marston vale Trust, Stewartby water Sports Club – lease from Marston Vale Trust, Waste Recovery Group
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Central Bedfordshire Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	None
Description:	This section runs from the Forest Centre side of Stewartby Lake, briefly entering the lake and along the southern shoreline to the exit point into the disused channel running parallel to the western edge of the lake, and ultimately under Green Lane to the WRG section.
Current Progress:	<ul style="list-style-type: none"> Subject to more detailed proposals Stewartby Water Sports Club are content with the recommended route, but should be kept in the loop as this is explored further. Halcrow have been commissioned to undertake the line and level studies for the section, using £4.5k Growth Area Funds, to confirm suitability of the channel and its layout in this and the adjoining Section M.
Next Steps:	<ul style="list-style-type: none"> To confirm that the disused channel running parallel to the lake is fit for purpose. Consider the recommendations of the line and level work. Re-engage with the Water Sports Club.
Partners:	Bedford Borough Council as neighboring Local Authority, Bedford Group of Internal Drainage Boards, Central Bedfordshire Council, Marston Mortaine Parish Council , Marston Vale Trust, Stewartby Parish Council. Stewartby Water sports Club.
Funding Status:	Line-and-level study funded by Growth Area Fund.

Map Segment

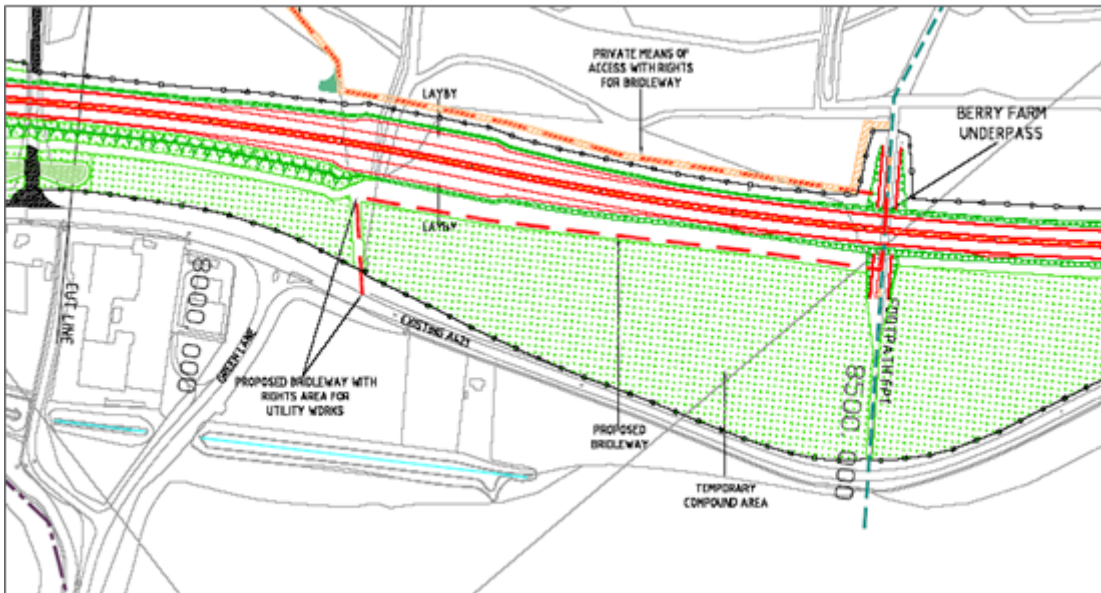
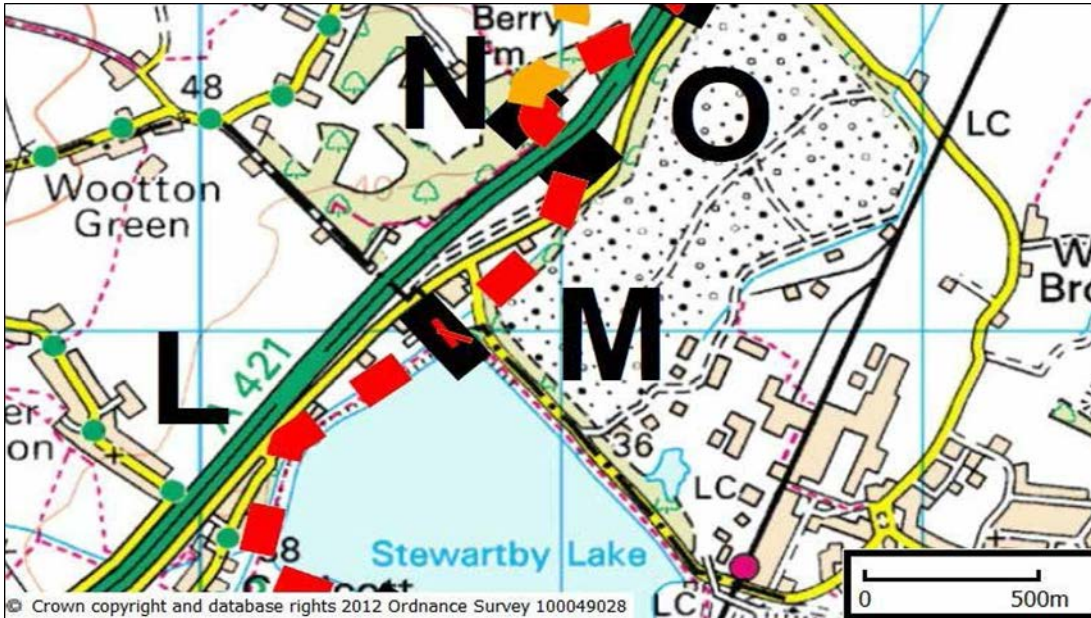


Section M: Green lane to A421 Underpass

Length:	800m
Local Authority:	Bedford Borough Council
Land Owners:	FCC, Highways Agency. (compulsory purchase from Bedford Borough Council for A421 construction)
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Bedford Borough Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	Borough boundary to Green Lane – permission for the waterway included in that granted by the Infrastructure Planning Commission for the Covanta Energy from Waste plant. Remaining land – no permission
Description:	Section M lies within Bedford Borough on the boundary with Central Bedfordshire. This section comprises three parts, which from south to north are: <ul style="list-style-type: none"> • The two crossings of Green Lane and the Copart access road; and the 100m section of channel between. • The brook as it runs alongside the FCC owned Stewartby Landfill Site between Green Lane and the C94 (the former A421 alignment). • The land between the C94 and the A421 Underpass, owned by the Highways Agency after compulsory purchase from Bedford Borough Council for delivery of the new A421 and used for the construction compound.
Current Progress:	<ul style="list-style-type: none"> • The Green Lane section in this area falls within the red line of the Covanta permission for an Energy-from-Waste (EFW) facility at Rookery Pit South, located east of Stewartby Lake. The permission requires funding of new Green Lane and Copart Access Road underpasses along with reconstruction of the channel under and between them. With Covanta looking to dispose of its UK EFW interests this requirement will transfer to any new owner of the local 'interest'. • For the FCC former landfill site section, both the IDB and Environment Agency have approved the concept of using the waterway to provide much needed attenuation for the clean water run off generated by building up this corner of the site ahead of closure to new landfill waste in 2012. • Between the old and new A421 alignments, the waterway will need to cross Highway Agency land currently planted with small trees. • Halcrow has completed a study looking at the whole alignment here, lock locations, ground work requirements and cut plans with costing's to deliver these. This work has included detailed discussions with FCC. • The following map shows the Copart Access Road and Green Lane underpass locations, the C94 (old A421), the Highway Agency land and the new dual carriageway A421 (in red) with the new Berry Farm Underpass.
Next Steps:	<ul style="list-style-type: none"> • Review the findings of the Halcrow study. • Seek to ensure that delivery of the Copart Access Road and Green Lane underpass agreement is maintained in any transfer of Covanta's permission to another party.
Partners:	Bedford Borough Council, Central Bedfordshire Council as neighboring Local Authority.

Funding Status:	Borough boundary to Green Lane – if the Covanta plant is constructed, the permission conditions includes funding for delivery of the two road bridges and 100m channel between. Remaining land – Halcrow study undertaken.
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Map Segment



Section N: A421 Underpass

Length:	c. 100m
Local Authority:	Bedford Borough Council
Land Owners:	Highways Agency Bedford borough Council
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Bedford Borough Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	None
Description:	This underpass was completed by the Highways Agency as part of their delivery of the new dualled A421 in 2010. Both sides of the underpass – the part that will become the waterway and the part that will become the foot- and-cycle way – have been filled with loose earth for safety reasons and lights provided along the tunnel.
Current Progress:	See above.
Next Steps:	None.
Partners:	NA.
Funding Status:	Funded by Growth Area Fund.

Completed Structure in July 2010



Completed road open for traffic



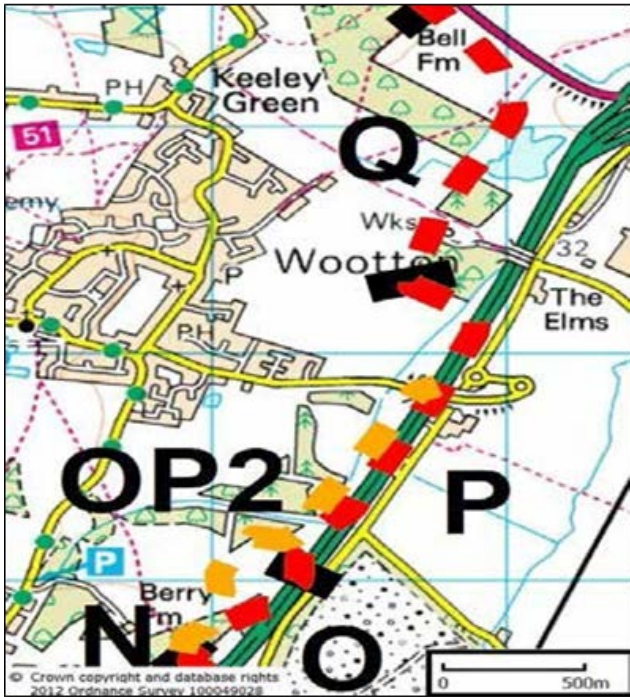
Tunnel showing lighting



Section O-P: A421 Underpass to Marston Vale Innovation Park and Fields Road to Homeless Wood

Length:	c.3.5km
Local Authority:	Bedford Borough Council
Land Owners:	Bedford Borough Council Persimmon homes
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Bedford Borough Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	Persimmon housing site north of Fields Road – full permission for the waterway route. Marston Vale Innovation Park Phase 1 south of Fields Road – Strategic landscaping permission including the waterway as a central feature with some conditions already discharged.
Description:	This section lies between the Berry Farm A421 underpass (Section N) and Homeless Wood, taking in the proposed Bedford BC Marston Vale Innovation Park (Section P south of Fields Road is phase one and Section O is phase two) and the Persimmon Wootton Housing development For the sections of the waterway to the south of Fields Road, an alignment west of the original indicative line is favored. It is shown in orange on the above map, and illustrated in more detail below, with further variations being considered.
Current Progress:	<ul style="list-style-type: none"> Phase 2 A428-A6 link road (no longer required). The topography of the area is such that the waterway cut could remain dry, draining at the northern end of the site into Woburn Road Ditch and maintained as a grassed area until the link to the next section is required. Master plan produced for MVIP Phase 1 showing detail of a section of channel; Plan prepared for cut of section through MVIP Phase 1 as a series of linear ponds. Persimmon Homes granted planning permission for their housing site north of Fields Road, including the route of the waterway aligned to MVIP Phase 1 south of Fields Road. The S106 Agreement includes provision for the land required for the waterway to pass to Bedford Borough Council. Halcrow study of alignment and engineering issues towards implementation completed.
Next Steps:	<ul style="list-style-type: none"> Review findings of Halcrow study. Seek funding to deliver agreed interim arrangements marking the waterway between lock locations including ‘towpath’ construction to operate initially as footpath, cycle way etc. Complete construction of linear ponds as part of initial development of MVIP Phase.
Partners:	Bedford Borough Council.
Funding Status:	Persimmon housing site north of Fields Road – waterway land to be transferred to Bedford Borough Council on Persimmon 75th housing completion with provision of its maintenance. Halcrow study completed.

Map Segment



Potential Waterway Route South of Fields Road, Wootton, to A421 Underpass



BEDFORD
BOROUGH COUNCIL

-  Water, 'towpath' and grass verges
-  New grass areas (from arable land)
-  New woodland (from arable land) to match losses
-  Loss of woodland

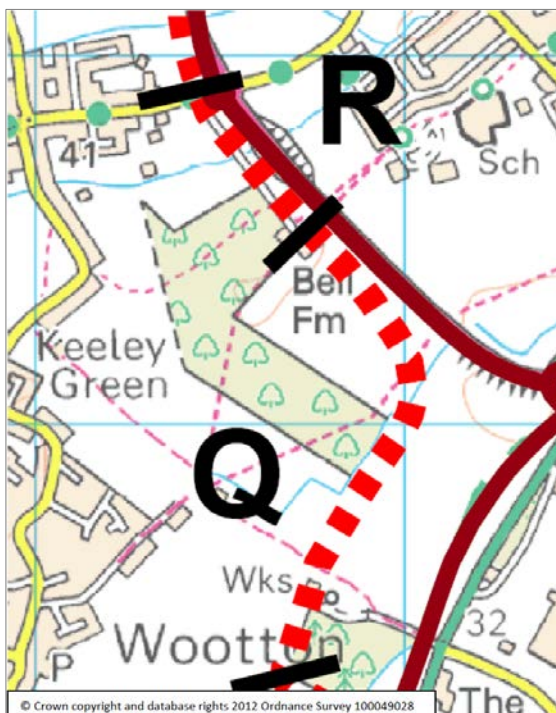
North



Section Q - R: Homeless Wood to Cemetery Road

Length:	c. 1.4m
Local Authority:	Bedford Borough Council
Land Owners:	Bedford Borough Council, O&H, Anglian Water
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Bedford Borough Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	None
Description:	These sections, west of Kempston, cover the rising up of the waterway to the ridge at Bell Farm; involve the Bell Farm employment area and then the fall to pass under Ridge Road.
Current Progress:	<ul style="list-style-type: none"> • Study completed by Halcrow looking at alternative alignments for the waterway along this section. The preferred alignment is on Marston Vale Trust land, is agreed with the Trust and will facilitate employment outcomes on the Bell Farm employment area. • Agreement reached with Anglian Water's consultants to position water main to enable delivery of waterway on preferred route for Section R (Repositioning of waterway around the Bell Farm site removes water main conflict for Section Q).
Next Steps:	<ul style="list-style-type: none"> • Revise alignment maps to reflect and protect the new proposed route. • Consider how route can best be marked including potential 'towpath' alignment as footpath/cycle way where appropriate.
Partners:	Bedford Borough Council.
Funding Status:	Halcrow study completed.

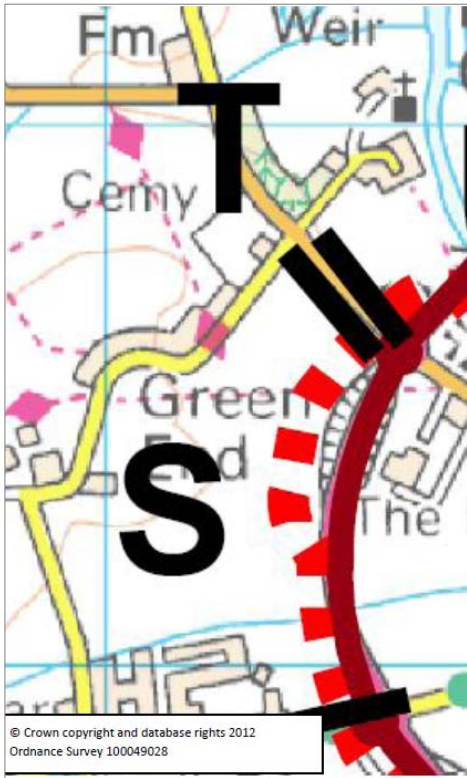
Map Segment



Section S-T: Ridge Road to Cemetery Road

Length:	C1.4km
Local Authority:	Bedford Borough Council
Land Owners:	Anglian Water Bedford Borough Council David Wilson Homes Marston Vale Trust
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Bedford Borough Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	None
Description:	<p>These sections are outside the Halcrow study area but land levels and the need to pass under Cemetery Road suggest perhaps three locks are required to take the waterway down to a level to pass under Cemetery Road.</p> <p>David Wilson Homes and the Parish Council are currently undecided as to whether Playing Fields and accompanying Pavilion in this area are to go ahead. The Parish Council is not keen to maintain the Pavilion. If amenities are installed, we may need a rethink on layout to accommodate waterway – not a problem with either DWH or Bedfordia. If amenities are rejected MVT will benefit financially and waterway will have the all clear.</p>
Current Progress:	<ul style="list-style-type: none"> • Sustrans Route 51 will run adjacent to the waterway from the start at the Grand Union canal, and eventually branch at section Q off to make its way through the new David Wilson Homes development. The proposal is that a sister route, to be signposted as an alternative, forms a loop running around the western side of the bypass through to the junction with the river. This will form a circular leisure route. • Trust Directors and Sustrans representatives have subsequently walked the potential re-route of Route 51, with a view to making the case for a permissive route to be established and to campaign for its construction section by section. • Agreement has been reached with Anglian Water so that a new water main along this section of the route makes provision for the future presence of the waterway. • Discussions with Anglian Water suggest that it may be possible to persuade Anglian Water to lay the cycle way on top of their proposed new water-main – thereby creating a useful access route for maintenance and ensuring it is constructed appropriately for the purpose.
Next Steps:	<ul style="list-style-type: none"> • Liaise with DW Homes to ascertain current position. • Review Halcrow study.
Partners:	Bedford Borough Council, David Wilson Homes, Kempston Rural Parish Council, Marston Vale Trust.
Funding Status:	None

Map Segment



Section U: Cemetery Road to Kempston Junction

Length:	c. 500m
Local Authority:	Bedford Borough Council
Land Owners:	Bedfordia, Gordon family Trust, Kempston Charity
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Bedford Borough Council Land Drainage Authority – Bedford Group of Internal Drainage Boards
Planning Permission:	None
Description:	<p>This section will involve the waterway junction with the River Great Ouse, the future head of navigation and new west-of-Town-Centre destination point</p> <p>At present the optimum route is perceived to be across the Bedfordia owned section incorporating Ladies Walk (Kempston Charity) and the Causeway. This will pick up the waterway as it travels under the western bypass arches at Kempston Church End and run it into the river below the weir. Bedfordia will permit access directly into the river, but to enter below the weir will require an enabling scheme to justify bisecting the land in between. A potential scheme has been worked up involving the Environment Agency Planning Liaison Team, Halcrow, and Nicolas Tye Associates. This seeks to capitalise on the Roman archaeology of the site, to create a destination point at the head of the river and to mitigate flood risk further downstream.</p>
Current Progress:	<ul style="list-style-type: none"> • The Trust is currently seeking funds to undertake a preliminary (c.£2k) and follow-up detailed Flood Risk Assessment (FRA) (c.£8k) and a contribution to the 2D re-modelling of the proposed development. • Nicolas Tye Associates - have developed an initial 2D model and are awaiting FRA studies before revisiting this to adjust the development footprint and re-model. Initial pro bono work is greatly appreciated but the Consortium will need to resource the next phase. • Environment Agency – wide ranging input from various expertise and specialisms. • Bedfordia – John Ibbett (Chairman and Chief Executive) and Nick Chapman (Director of Property & Development), awaiting worked up proposal from B&MK / Nicolas Tye.
Next Steps:	<ul style="list-style-type: none"> • Funding required to undertake the FRA – an essential pre-requisite, following which a worked up / visualised design will be taken back to Bedfordia – who if minded to follow through, may then pursue the necessary pre-planning phases, including trial archaeological trenching etc., ahead of a planning application to the Borough. Inherently linked with the Waterspace Strategy proposal and plans to reinstate the Head of Navigation. • Bedford Borough Council and partners to advise of any funding opportunities becoming available. Outline bids (c£2k preliminary FRA survey; c£8k full FRA survey; £2.5k NT Associates 2D remodelling) discussed and registered. • Continue to review and consider alternative options for entering the river – of which there are a number. Environmental considerations, EA guidance and land ownership issues currently determine the preferred option. • Establish mechanism to fund studies. • Progress preferred route thinking.
Partners:	Bedford Borough Council, Bedfordia & Nicholas Tye Associates, Environment Agency, Kempston Town Council.
Funding Status:	None

Map Segment



River Great Ouse below Kempston weir

Section V-Z: River Great Ouse, Bedford

Length:	c. 800km
Local Authority:	Bedford Borough Council
Land Owners:	None
Navigation Authority:	Canal & River Trust
Water Management:	Lead Local Flood Authority – Bedford Borough Council Land Drainage Authority – Bedford Group of Internal Drainage Boards Main Watercourse – Environment Agency
Planning Permission:	Variety of sites
Description:	<p>This section takes in the existing navigable part of the River Great Ouse just upstream of Kempston Weir through Bedford to Willington.</p> <p>The aim is to restore the Head of Navigation at least back up to Kempston Mill, in practice fractionally further to allow the waterway to join the river just below Kempston Weir and potentially to Box End Park.</p>
Current Progress:	<ul style="list-style-type: none"> • Environment Agency funded technical study complete - providing costed detailed options and informing the prioritisation of works to upgrade the river corridor. • Bedford Waterspace Study commissioned jointly by the Environment Agency and Bedford Borough Council and was carried out by Richard Glen Associates. The Study focuses on the corridor of the River Great Ouse from Old Bromham Bridge downstream to the junction of the proposed B&MK Waterway Link near Kempston Weir, and eastwards through the Town Centre to Willington. • Economic Impact and Opportunities Study (which complements the main study) asserting that the economic impact of the River Great Ouse is estimated at £250,000 per mile per annum. “Bedford as an urban area should be able to considerably exceed this figure with a potential benefit from its stretch of river of £4.5million per annum”. • Bedford Waterspace Study laying out an 11-point approach which seeks to act as a catalyst and focus for area regeneration including preparing for the B&MK Waterway link’s contribution to the local economy. • Detailed drawings of the Bedford-Bletchley line railway bridge in Bedford obtained. • Major Bedford Town Lock improvements including raising the guillotine gate and electrification. • New riverside paths and cycle ways. • Weed cutter purchase and operation. • John Bunyan Community Boat continued successful operation.
Next Steps:	<ul style="list-style-type: none"> • To restore the Head of Navigation to the upper western reaches of the river in Kempston. • To create a new destination point and junction for the waterway in Kempston, providing a three to four hour cruising route from Priory Marina and creating the conditions and facilities for a water-taxi / bus service from Kempston through the Town Centre and beyond. • To open up the Bedford navigation to a wider range of water borne traffic through tackling the technical obstacles and making the necessary improvements to allow multiple use of the river without compromising existing activity.

	<ul style="list-style-type: none"> To use the river as a catalyst for the regeneration of the Town Centre and to optimise the town's finest feature. To open up the river corridor as part of the green-space strategy for the town and to establish access routes into the surrounding countryside. To continue the partnership between the Environment Agency and the Borough Council to develop and maintain the river corridor in perpetuity. To pursue bridge replacements and new bridges in both Bedford and Kempston. To make progress on leisure moorings, e.g. at Bedford Town Lock, and consideration of residential moorings, e.g. west of Prebend Street/County Bridge. To progress investigation of issues and potential of navigable link to Box End Park. Look for other opportunistic delivery of Waterspace Study proposals.
Partners:	Bedford Borough Council, Environment Agency, Bedfordia & Nicholas Tye Associates, Kempston Town Council.
Funding Status:	None

Map Segment



Bibliography

B&MK Studies 2006-2012

Date	Title / Purpose	Consultant / Contact	Organisation	Format
Aug-05	The Use of Urban Canals for Sustainable Urban Drainage	Geoffray Lambert	Cranfield University	pdf
Apr-06	Supporting Evidence for BIG Lottery - Living Landmarks Stage 1 bid for MK Waterway Park (successful)	various	B&MK and its consultants	Word docs+ bound copy also Archive Box/File of detailed reports
Dec-06	BIG Lottery - Living Landmarks Stage 1 bid for MK Waterway Park (successful)		Halcrow Group Ltd B&MK	Word & excel
2006-2007	MK Waterway Park - Community Consultation Exercise (Planning for Real)	Shelagh Gould	Neighborhood Initiatives Foundation	pdf bound copy
Jan-07	MK Waterway Park Planning Application	Paul Williams	Halcrow Group Ltd British Waterways B&MK Waterway Trust	CD-ROM (8)
Mar-07	Environmental Statement A421 Improvements M1 Junction 13 to Bedford	Balfour Beatty / URS	Highways Agency	pdf
May-07	The Economic Impact of Waterway Development Schemes: Volume 4	James Leather Urmy Shukla	GHK Consulting Ltd	full & summary
May-07	BIG Lottery - Living Landmarks Stage 2 bid for MK Waterway Park (shortlisted)	various	Halcrow Group Ltd British Waterways Chris Blandford Assocs & Ireland Associates	CD-ROM(2) or pdf & Word Docs & A3+A4 binders (4)
May-07	MK Waterway Park - Landscape Stage 2 rept & figs	Nick Harper Chris Blandford	Chris Blandford Assocs	CD-ROM (7)
Jun-07	MK Waterway Park Environmental Statement - Ecology Additional Information	DGW	Halcrow Group Ltd	bound copy
Jul-07	MK Waterway Park - BIG Lottery review visit bid supporting information	various	B&MK and its consultants	Word docs filed copy+CDs
30-Aug-07	Design & Sustainability Review MK Waterway Park BIG Lottery bid	Richard Saxon	EC Harris LLP	Word doc
Dec-07	Geological survey notes - Ridgmont and Western Bypasses	Peter Banham		email
Apr-08	LiDAR for Marston Vale (vertical accuracy:150mm) Marston Moretaine to Bedford		Environment Agency	n/a
Oct-08	Costings spreadsheet update - waterway and landscape construction elements	Rick Bonewell	Morrison Construction	excel
Oct-08	Line & level : Stewartby to Kempston	Paul Williams	Halcrow Group Ltd	pdf designs
Nov-08	LiDAR for Marston Vale (accuracy: 100mm) M1 to Bedford	Ben Mitchell, Rob Hall	Peter Brett Associates	pdf map & dwg files
Dec-08	Stewartby to River Gt Ouse Line & Level drawings	Paul Williams	Halcrow Group Ltd	10 pdf designs
May-09	Bedford Borough and Mid Beds District Outline Water Cycle Strategy https://www.bedford.gov.uk/environment_and_planning/planning_town_and_country/what_is_planning_policy/studies_monitoring/water_cycle_study.aspx	Andy McConkey	Halcrow Group Ltd	Pdf
Sep-09	Economic Impact Assessment Bedford & Milton Keynes Waterway	Diarmid Hearn Willie Macleod	SQW Consulting	full & summary
Sep-09	Brooklands - Southern Drainage Strategy and District Park/ Canal Interface		Peter Brett Associates	CD-ROM(1)
Oct-09	Minerals & Waste Planning Application and associated studies (EIA etc.)	Dominic Watkins Paul Williams Jennifer Roberts	Chris Blandford Assocs, Halcrow Group Ltd, URS	pdfs and word docs

Date	Title / Purpose	Consultant / Contact	Organisation	Format
Oct-09	River Great Ouse Navigation Feasibility Study - Kempston to Cardington	Phil Marsh	Halcrow Group Ltd	pdf CD-ROM(1)
Jan-10	Line & level adjacent to WRG landfill site near Stewartby Lake	Phil Marsh Alan Bulpin	Halcrow Group Ltd Waste Recycling Group (WRG)	pdf
on- going	Cranfield University MSc research thesis	Keith Weatherhead	Cranfield University	
Sep-11	Bedford Waterspace Study (incorporating Economic Impact & Opportunities Study) https://www.bedford.gov.uk/business/strategies_plans_and_research/bedford_waterspace_study_2011.aspx	Richard Glen Associates	Bedford Borough Council and the Environment Agency	bound document and digitally (see link)
Apr-12	Bedford Borough and Central Bedfordshire northern area detailed water cycle study https://www.bedford.gov.uk/environment_and_planning/planning_town_and_country/what_is_planning_policy/studies_monitoring/water_cycle_study.aspx	Andy McConkey	Halcrow Group Ltd	Pdf

B&MK Links in Plans

Organisation	Title / Purpose	Link
Milton Keynes Council	Core Strategy, Local Development Framework, Local Plan, Development Framework for the Eastern Expansion Area and Strategic Reserve Areas	http://www.milton-keynes.gov.uk/planning-policy/
Bedford Borough Council	Development Plan: Allocations and Designations	http://www.portal.bedford.gov.uk/internet/environment/planning/website_documents/Allocations_and_Designations
Central Bedfordshire Council	Core Strategy and Development Management Policies	http://www.centralbedfordshire.gov.uk/planning/strategic-planning/core-strategy-dm-policies.aspx
Bedfordshire and Luton Green Infrastructure Consortium	Strategic Green Infrastructure Plan	http://www.bedsandlutongreeninfrastructure.org/plans/bedfordshire/index.html
Environment Agency	Water Recreation Strategy	http://www.brighton.ac.uk/waterrecreation/strategic_priorities_east_england.htm

Earlier Studies

Date	Title / Purpose	Consultant	Organisation	Format
Mar-05	The Bedford Milton Keynes Waterway – Cost-Benefit Appraisal	Matt Rayment Ilka Rzymann	GHK Consulting Ltd	word doc

B&MK Visuals

Date	Title / Purpose	Consultant / Contact	Organisation	Format
Jul-07	CBA figs	Nick Harper	Chris Blandford Associates	CD
Jul-07	MK Waterway Park - Presentation to BIG Lottery	Geoff Wheeler David Monk	B&MK-monkVision	CD
Sep-07	BIG MK Waterway Park Living Landmarks Film	Rebecca Ramsden	twofour	CD
Apr-08	Helicopter rushes 0.5 speed corrected	Geoff Wheeler David Marks	B&MK	CD
2008	A Golden Opportunity	Geoff Wheeler David Monk	B&MK-monkVision	CD
Sep-09	Project Visual Identity and Branding Guidelines	Turly Humphries	The Set & The Legal Set	Word

