

Central Bedfordshire Vision

This Vision in the plan sets out where Central Bedfordshire wants to be in 2035 and what it wants to achieve.

‘Central Bedfordshire has taken full advantage of its exceptional strategic position as the central hub of the East-West Oxford to Cambridge growth corridor and its existing strategic north-south routes (M1/A1/East Coast Mainline/Thameslink) to deliver new high tech employment supported by sustainable new homes in a number of new village clusters and market town extensions which are well integrated into the existing high quality landscape.

The heritage and distinctiveness of the market towns and villages has been preserved and enhanced by moderate growth ensuring a high quality environment for all residents.

The new businesses and population are served by excellent community, transport and communications infrastructure. Multi-service hubs have been delivered to support strong communities and new rail stations at Wixams and Tempsford New Market Town and the Oxford to Cambridge Expressway have ensured excellent connectivity.’

Milton Keynes Core Strategy Policy CS6

Place-shaping Principles for Sustainable Urban Extensions in Adjacent Local Authorities

When and if development comes forward for an area on the edge of Milton Keynes which is wholly or partly within the administrative boundary of a neighbouring authority this Council will put forward the following principles of development during the joint working on planning, design and implementation:

1. The local authorities will work jointly, and with infrastructure and services providers, to achieve a co-ordinated and well-designed development.
2. A sustainable, safe and high quality urban extension should be created which is well integrated with, and accessible from, the existing city. Its structure and layout should be based on the principles that have shaped the existing city, especially the grid road system, redways and the linear parks and strategic, integrated flood management.
3. A strategic, integrated and sustainable approach to water resource management (including SUDS and flood risk mitigation) should be taken.
4. The design of development should respect its context as well as the character of the adjoining areas of the city.

5. Linear parks should be extended into the development where possible to provide recreational, walking and cycling links within the development area and to the city's extensive green infrastructure and redway network.
6. Technical work to be undertaken to fully assess the traffic impacts of the development on the road network within the city and nearby town and district centres and adjoining rural areas, and to identify necessary improvements to public transport and to the road network, including parking.
7. A route for the future construction of a strategic link road(s) and/or rail link should be protected where necessary.
8. New social and commercial facilities and services should be provided, and existing facilities improved where possible, to meet the day to day needs of new and existing residents.
9. The opportunity for new 'Park and Ride' sites for the city should be fully explored and where possible provided and efficiently and effectively linked to the city road system.
10. The local authorities and their partner organisations should produce an agreement on appropriate mechanisms to secure developer contributions towards improvement and provision of infrastructure to support the development, including facilities in the city that will be used by residents of the development area.

Update on progress on East–West Rail

The western section of the east-west rail link links Oxford and Bedford via Bletchley. The first part of this work, re-doubling the Oxford to Bicester Line and reconnecting it to the Chiltern Main Line, was fully operational from December 2016. Provided that Government funding is made available this autumn to carry out further design and construction work, train services on the next section of track from Bicester to Bletchley are expected to start in 2022. By 2023, there will be one train an hour in each direction from Oxford to Bedford, Oxford to Central Milton Keynes and Aylesbury to Central Milton Keynes.

Plan of Strategic Growth Locations in Central Bedfordshire.

This key diagram shows all the proposed options for strategic growth locations and key employment sites in the Central Bedfordshire Local Plan.

