

Levelling Up Fund Application Form

Levelling Up Central Kempston (LUCK)

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities should submit the Application Form. If available, a more detailed business case may be submitted for larger transport project bids in addition to the application form. Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*: Bedford Borough Council

**If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority N/A*

Bid Manager Name and position: Jon Shortland

Name and position of officer with day-to-day responsibility for delivering the proposed scheme.

Contact telephone number: 07468 472403

Email address: Jon.Shortland@Bedford.gov.uk

Postal address: Borough Hall, Cauldwell Street, Bedford MK42 9AP

Nominated Local Authority Single Point of Contact: Jon Shortland

Senior Responsible Officer contact details:

Jon Shortland, Chief Officer – Planning, Infrastructure & Economic Growth

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tel: 07468 472403

Borough Hall, Cauldwell Street, Bedford MK42 9AP

Chief Finance Officer contact details:

Andy Watkins;

andy.watkins@bedford.gov.uk

tel: 01234718208;

Borough Hall, Cauldwell Street, Bedford MK42 9AP

Country:

England

Scotland

Wales

Northern Ireland

Please provide the name of any consultancy companies involved in the preparation of the bid:

AECOM

For bids from **Northern Ireland applicants** please confirm type of organisation

Northern Ireland Executive

Third Sector

<input type="checkbox"/> Public Sector Body	<input type="checkbox"/> Private Sector
<input type="checkbox"/> District Council	Other (please state)
N/A	

PART 1 GATEWAY CRITERIA	
Failure to meet the criteria below will result in an application not being taken forward in this funding round	
<p>1a Gateway Criteria for <u>all</u> bids</p> <p>Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22</p> <p><i>Please ensure that you evidenced this in the financial case / profile.</i></p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>1b Gateway Criteria for private and third sector organisations in Northern Ireland bids only</p> <p>(i) Please confirm that you have attached last two years of audited accounts.</p>	<p>N/A</p>
<p>(ii) Northern Ireland bids only Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)</p>	
N/A	

PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

The scheme, for which we are seeking funding, comprises a regeneration project and a “smaller” transport project. It has relevance to Bedford Borough Council’s duty to eliminate unlawful discrimination, harassment and victimisation, and to advance equality of opportunity, and to foster good relations. Accordingly, an equality analysis was undertaken and the Equality Analysis Report is provided at Appendix 7.

This demonstrates that the scheme will impact on all people who live or work in Kempston, or who visit Kempston, and may potentially affect all members of the community, who are covered by the protected characteristics as defined by the Equality Act 2010. These include age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex (gender), gender reassignment, sexual orientation, marriage and civil partnership groups as well as those with multiple protected characteristics. In particular, age, disability, pregnancy & maternity, sex equality groups, with protected characteristics as defined by the Equality Act 2010, are likely to be affected. The likely socio-economic impact was also included.

Transport (Active Travel) Project

Increased accessibility to services, shops, employment, public transport, etc., will result from provision of improved footways (more even surfaces and dropped kerbs), lighting and crossing points. This will benefit:

- Children and vulnerable elderly adults; a positive impact in terms of safer travel, including to schools, and social inclusion.
- Disabled people, particularly those with impaired vision and those using mobility aids, including wheelchairs or mobility scooters. The design of individual works elements will take account of the needs of the disabled and appropriate provision will be made, e.g. DDA compliant tactile surfaces etc. The proposed improvements will enable disabled people to travel more safely and easily. Improvement in air quality, resulting from less reliance on fossil-fuelled vehicles, will benefit those who suffer with breathing difficulties or asthma. This will represent a positive impact, in terms of safer travel, pollution and social inclusion.
- Pregnant mothers or those using pushchairs or prams; a positive impact in terms of safer travel and social inclusion.
- People needing to access employment opportunities; a positive impact in terms of ease and safety of travel and connectivity to public transport services.

Regeneration Project

- The refurbishment of the Saxon Centre office block, with provision for office accommodation and space for community use, will enhance opportunities for emerging entrepreneurs and social inclusion.

- The enhanced public realm in the Saxon Centre Plaza, with an arts/entertainment space, will encourage visitors and help to counter social exclusion.
- The acquisition and demolition of the Halsey Road Police Station will enable the future construction of a new Multi-Speciality Community Care Centre, which will provide improved quality health care services to residents.

Only positive impacts have been identified in relation to proposed scheme interventions, as these will result in improvements to the public realm, economic vitality and future health care provision.

If the LUF bid is successful and the proposed improvements to walking and cycling infrastructure and regeneration proceed, they will have a positive effect on equalities issues in Bedford Borough.

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<https://www.bedford.gov.uk/business/invest-in-bedford/projects-infrastructure/>

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

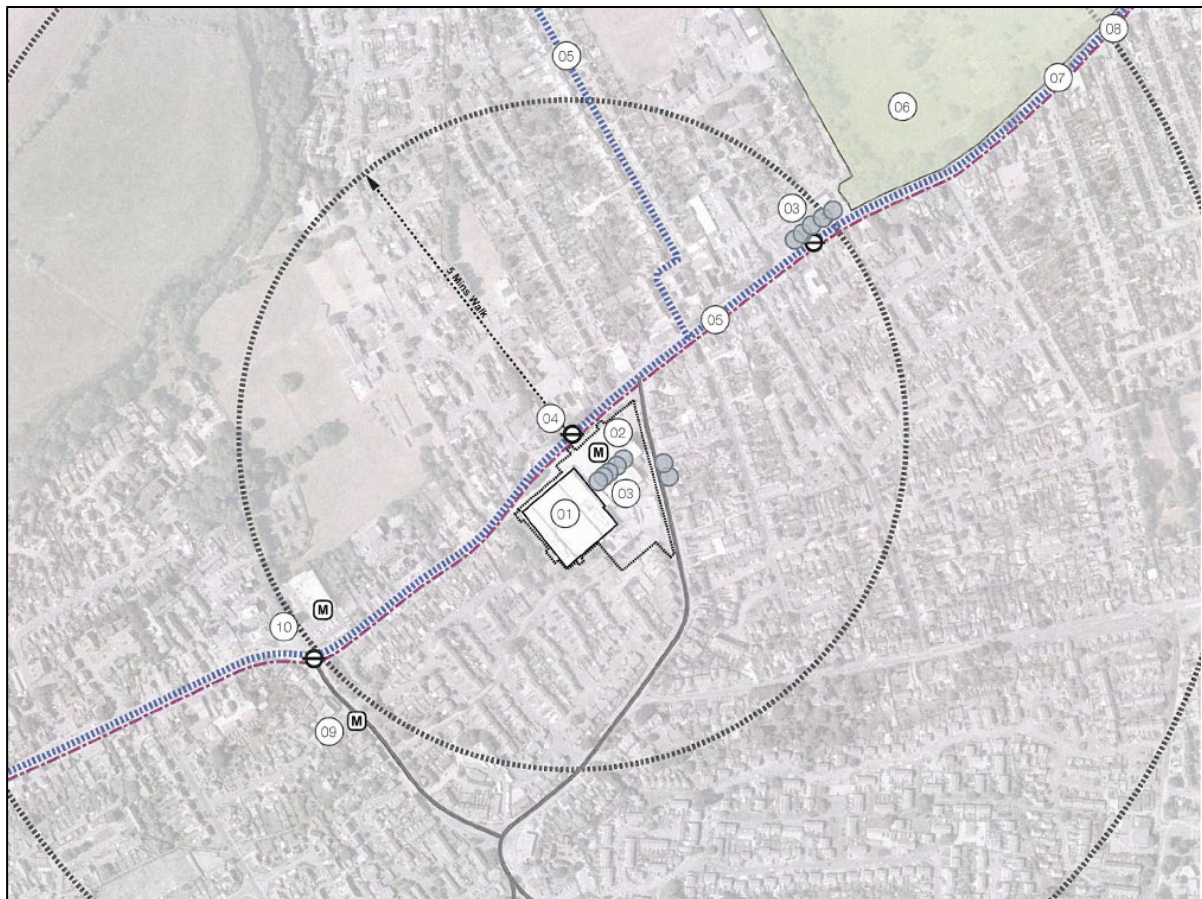
Single Bid (one project)

Package Bid (two complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

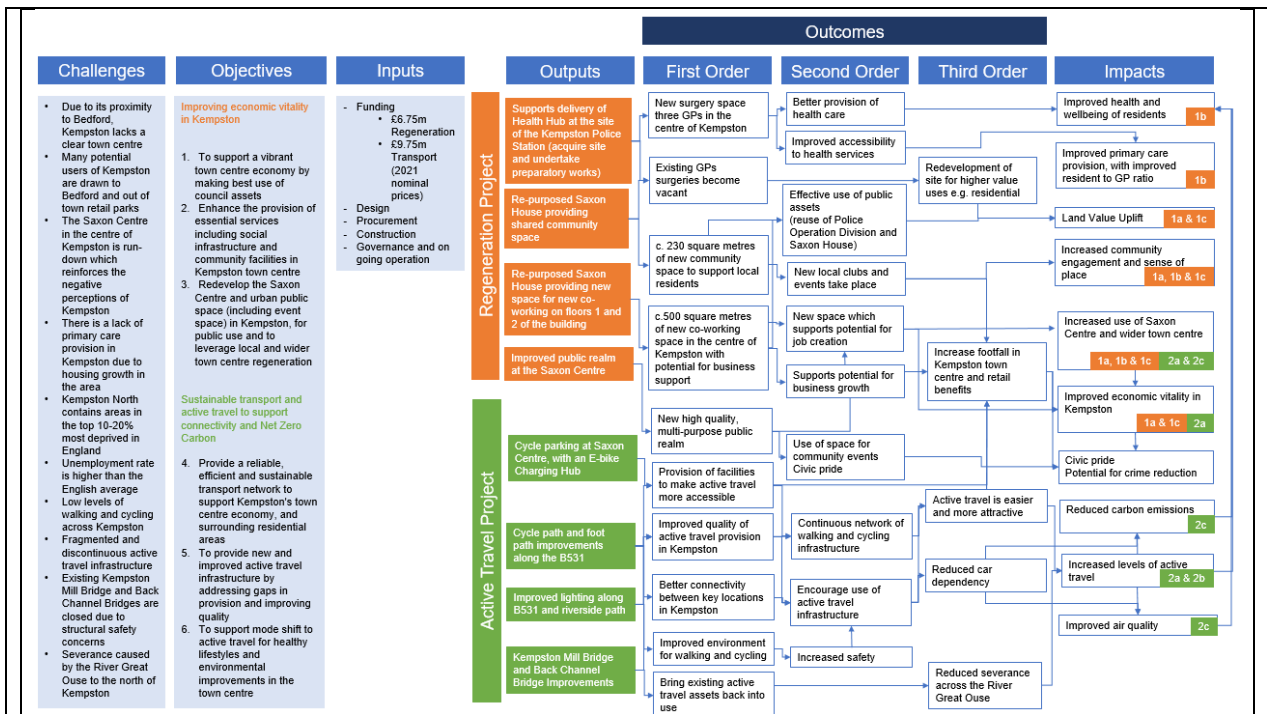
Bedford Borough Council (BBC) is bidding for funds in respect of Kempston town centre. Our overarching theme is “improving the economic vitality of the town centre”.

Our aim is to increase footfall and encourage economic activity in the town centre, improving Kempston’s vitality, viability and vivacity. To achieve this, we’ve put together a package of works, under the themes of transport and regeneration, that will encourage people to visit the town centre for retail, employment and social reasons, and to access public services.



Kempston Town Centre

We have prepared a “Logic Map” to illustrate the challenges we are seeking to overcome, the objectives we have set, the inputs we need to make, the outputs we expect and the outcomes and impacts we will deliver.



Logic Map (Appendix 10)

Our objectives are:

- To support a vibrant town centre economy
- Enhance the provision of social infrastructure and community facilities
- Redevelop the Saxon Centre and urban public space
- Provide a reliable, efficient and sustainable transport network
- To provide new and improved active travel infrastructure
- To support mode shift to active travel

We will achieve these by improving walking and cycling access to a more attractive town centre, which will provide new office accommodation and enhanced health care services. The project elements are aligned to provide a coherent set of interventions which will attract more people to Kempston town centre, as well as encouraging and enabling them to stay for longer, in order to enjoy its retail and cultural offer.

The component parts of our bid are:

- Transport
 - Investments in walking and cycling infrastructure.
 - Enhanced access to public transport facilities, particularly for disabled people.
 - Structural maintenance of local roads, and reconstruction of two river bridges and the path between them.
- Regeneration
 - Improving the public realm around the Saxon Centre, designing out opportunities for crime and anti-social behaviour.
 - Creating better connectivity between and within key retail, employment and leisure sites.
 - Regenerating key retail sites and improving their security, in order to encourage new businesses and public services to locate there.

- Acquisition and remediation of brownfield sites.

The core of our project is the area either side of the Saxon Centre, along the B531, with improvements to the routes people will take to and from this central core.

We will use the template we have produced for similar works in nearby Bedford to create a high quality, attractive public realm in Kempston.



Public realm improvements in Bedford town centre.

The project will also facilitate the relocation of health and cultural services into the core of the town centre, together with the creation of a new, flexible space for local businesses in a refurbished office block adjacent to the Saxon Centre. The package will also include the creation of “event space” at the Saxon Centre Plaza, in a manner similar to that recently completed at Riverside North in Bedford.



Merchant Square (Bedford Riverside North)

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£14,933,260	
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	44.03%
	Cultural	N/A
	Transport	55.97%

PART 4 STRATEGIC FIT

4.1 Member of Parliament Endorsement (GB Only)

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

Yes (included in Appendix 1)

No

MP: **Mohammad Yasin**
Constituency: **Bedford**

4.2 Stakeholder Engagement and Support

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

In developing our bid for Kempston town centre we have engaged with a number of local stakeholders.

Our bid is supported by Mohammad Yasin, the Member of Parliament for the Bedford constituency which encompasses Kempston.

We have formed a steering group comprising the Borough Council Members for the Kempston wards: Cllrs Burley, Oliver, Meader, Nawaz and Valentine; and chaired by Cllr Vann, the Executive Member for Planning and Town Centres. This group met regularly during the bid process to consider potential projects and agree the coherent package we are submitting for consideration. Cllr Meader also serves as the Mayor of Kempston, and Cllr Burley is the Leader of Kempston Town Council, ensuring that there is a direct link between the bid team and the local council.

The views of the public have been made clear to us in a petition from 427 residents which set out their view that the Saxon Centre in Kempston suffers from derelict buildings, insufficient lighting, very poor drainage, broken paving and general neglect. They stated that it lacked any of the features and amenities that a main shopping centre might expect and was the "poor relation" of Bedford town centre. The petitioners requested that the Council take immediate action to refurbish the Saxon Centre and give residents the shopping centre they deserved.

The Council considered the petition and noted the need for urgent improvement works and resolved to work with Kempston Town Council, to develop a scheme of feasible works and identify potential funding sources, such as the LUF.

Saxon Centre land is owned by the Council, but the buildings are leased to Realty as head lessee. In preparing this bid we have engaged with both Realty and the Centre's main retailer, Sainsbury's. Realty is negotiating surrender of the lease on the Saxon Centre office block (which is very run-down, having been vacant for several years), so that we can refurbish it and bring it back into use in ways which

benefit the community and economy. This, together with improvement of the public realm in the Saxon Centre Plaza, will encourage additional footfall.

Our Markets Officer has also liaised with the stall-holders based at the Saxon Centre Open Air Market.

The bid is supported by One Public Estate partners including the Bedfordshire, Luton & MK Clinical Commissioning Group, which has a major interest in the relocation of three local doctors' surgeries into a new Multi-speciality Community Care Centre to a site previously used by the police. An SOBC for a project, to address the existing under-provision of GP and primary care facilities in Kempston, was commissioned in 2019. It identified a viable way of addressing constraints in the delivery and capacity of primary care in the area, and took account of extensive stakeholder consultation, which included interviews with GPs at the three existing surgeries.

Our bid is also supported by the University of Bedfordshire, the Bedfordshire Chamber of Commerce, the Bedford & MK Waterway Trust and the South East Midlands Local Enterprise Partnership (SEMLEP) who have all submitted letters of support. (Letters of support are attached at Appendix 1.)

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

Due to the limited time available and Covid-19 restrictions, we have not been able to consult directly with the local community. However, we do not consider any aspects of our bid to be controversial in terms of community support. Similar works in other parts of the Borough have been well-supported by local residents.

The public's opinions have been made clear to us in a recent petition, from 427 residents, which set out their view that the Saxon Centre in Kempston suffers from derelict buildings, insufficient lighting, poor drainage, broken paving and general neglect.

They stated that it lacked any of the features and amenities that a main shopping centre might expect and was the "poor relation" of Bedford town centre. The petitioners requested that the Council take immediate action to refurbish the Saxon Centre and give residents the shopping centre they deserved.

The Council considered the petition and noted the need for urgent improvement works to the Saxon Centre and resolved to work proactively with Kempston Town Council and other partners to develop a scheme of feasible works and identify potential funding sources, of which the Levelling Up Fund is an excellent one.

Elected Bedford Borough Council Members for the Kempston wards, and the local MP, fully support the interventions proposed in our bid, on behalf of their constituents.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	<input checked="" type="checkbox"/> N/A
For Northern Ireland transport bids, have you appended a letter of support from the relevant district council	<input checked="" type="checkbox"/> N/A

4.3 The Case for Investment

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

A Logic Map is included at Appendix 10 and should be read in conjunction with sections 4.3a-c.

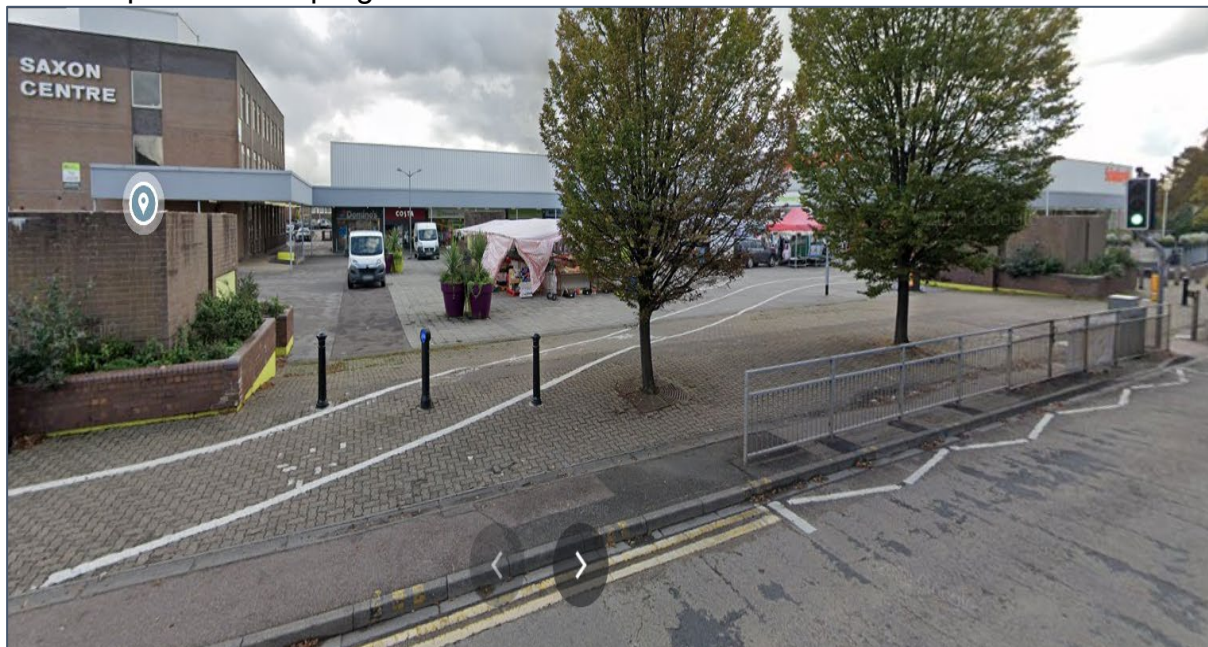
Kempston is a town of just over 20,000 people that abuts its larger neighbour, Bedford.

Whilst Kempston has a proud history as an independent centre dating back to well before Domesday, but it is now a town that needs a “shot in the arm” if it is to avoid decaying into merely a dormitory suburb, with the county town sucking the economic life out of its neighbour.

Kempston’s core town centre, comprised of the Saxon Centre together with nearby parades on Bedford Road and Bunyan Road, is recognised in the Bedford Local Plan as performing the role of a District Centre. However, many potential users are drawn away to Bedford town centre or the nearby Interchange Retail Park.

Historically, Kempston has been seen as a “poor relation” to Bedford in terms of its town centre offer, and the Saxon Centre has a run-down feel that reinforces this perception. There is public pressure to improve the condition of the public realm and the retail experience.

The Saxon Centre office block has been a problem site for many years and plans to redevelop it have not progressed in the last decade.



Saxon Centre

In terms of health provision, a SOBC was prepared in 2020 which showed it has not been possible to maintain adequate primary care services in Kempston. These have

been outstripped by demand due to housing growth in the area. Recognising this shortfall, and the benefits that can be attained through collaboration, we are proposing the creation of a new Multi-Speciality Community Care Centre.

Sustainable transport has not previously been a priority in Kempston. The B531 cycle lane is tired and outdated; the bridges over the river are structurally unsound or lack step-free access; and there are few facilities for cyclists and e-cyclists to park safely and securely.



Kempston Mill Bridge



Back Channel Bridge



B531 Footway



B531 Footway

Background data

Kempston North has a LSOA ranked 3,953th nationally and is amongst the 10-20% most deprived in England; Kempston C&E has two LSOAs in the 20-30% most deprived wards – ranking 10,785th and 12,713th.

The population is 24% non-white (15% nationally), of which 11.4% are Indian (2.5% nationally).

The economic and demographic data for Kempston reveals that it is performing at a worse than average level compared to England as a whole, and the Eastern Region in particular. Performance on some of the key indicators give a feel for the situation compared to the English average:

Economic data:

- Unemployment is higher (7.5% vs. 6.6%)
- The number on benefits searching for work is higher (6.6% vs. 6.0%)
- Working age benefit claimant numbers are higher (11% vs. 10.7%)

Other data:

- Crime rates per 1,000 population are higher (30.8 vs. 23.5)

- Crime is higher around the Saxon Centre as its poor state makes it a magnet for anti-social behaviour. The Kempston C&E rate is 26.3% above the England average.
- Experian data shows unit vacancy rates in Kempston were 10% in 2020.

4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)

This project seeks public funding to help “level up” Kempston for the 21st Century. Investment in the public realm of Kempston has not come from the private sector, despite discussions that have now extended over more than a decade.

The major example of market failure is in taking forward plans to upgrade the Saxon Centre office block. This is owned by the Council but leased to a private sector company, Realty.

The site has not attracted either tenants, or the investment that would draw them in, for many years. An improvement scheme was drawn up in 2011, but this has not yet been taken forward.



Original Plans for the Saxon Centre

This would include: upgrading retail frontages; breaking up the space with contrasting high quality materials and planters, creating an entertainment/performance area, introducing drainage measures, and improving the control of vehicles and waste.



Saxon Centre (boarded up for many years)

In preparing this bid, Realty is negotiating surrender of the lease on the office block, so that we can undertake refurbishment and bring it back into use to benefit the community and economy.

We are looking at introducing key partners such as the University of Bedfordshire and Chamber of Commerce, who would use office block to undertake government-funded outreach programmes to facilitate business start-up and scale-up work.

Bedford BC has an excellent track record of running business incubators / innovation centres and serviced office space such as our successful i-Lab and i-Kan sites. We know what to do to make business space a success.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

Our overarching objective is to regenerate the Kempston town centre and attract investment through the provision of new social and community facilities, public space and local transport infrastructure.

We will significantly improve the provision of and accessibility to essential everyday facilities, such as health, public space and new business space. This regeneration can be achieved by investing in key sites in the town centre and making best use of the council's existing assets. It will address derelict and underutilised sites at the heart of Kempston, some of which act as an eyesore and deter investment. It will bring about meaningful change and build civic pride and identity for local people.

To achieve this objective, we have prepared a programme focused on the Active Travel and Regeneration investment themes of the Levelling Up Fund.

Active Travel

- Kempston Mill Bridge and the Back Channel Bridge
 - These two bridges form part of the main pedestrian and cycle link between Kempston and the nearby new village of Great Denham.
 - Mill Bridge is currently closed because of structural failure.
 - The Back Channel Bridge provides an adequate walking route, but the steps that have to be negotiated to access the bridge provide a barrier to use by cyclists, people with mobility problems and those who use wheelchairs, prams, push chairs or other wheeled conveyances.
 - The scheme will replace both bridges.
- Footway and cycle path improvements along the core stretch of the B531 from the Halsey Road shops to the Saxon Centre
 - The footway will be improved for pedestrians by repaving with York stone and granite setts
 - Improvements to the dated infrastructure previously introduced for cyclists will also be made to bring these up to current standards, including improved lighting to promote sustainable travel in the evenings without the fear of crime
 - Structural Maintenance of the B531 to complement the quality of the rest of the works.
- Cycling
 - New cycle parking facilities at Halsey Road and the Saxon Centre
 - Creation of e-bike charging hubs, including at the St John's St Car Park
 - Resurfacing of the riverside path to promote cycling, and provide improved lighting in the evenings to reduce the fear of crime

Regeneration

- Public realm improvements around the Saxon Centre
 - Creation of a new "performance space" to attract footfall by hosting special events
 - Surfacing works to break up the public space with contrasting high quality materials and planters
 - Improved control of vehicles and waste
- Refurbishment of the Saxon Centre office block
 - Works to bring this tired facility up to modern-day standards.
 - This will attract new tenants to a long-term vacant building.
- Acquisition of the former police station site for use as a new Multi-Speciality Community Care Centre
 - Provision of this new facility will address a shortfall in existing provision
 - This will allow the closure and redevelopment of three current sites

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)

- Yes
please see Appendix 9
- No

4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

A Logic Map (Appendix 10) was produced to identify the linkages between the active travel and regeneration objectives, and the way the proposed interventions will lead to desirable outcomes and support improvement in the area. The cause-effect linkages inform the method for appraising impacts and value for money.

See figure below.

Transport-related and regeneration challenges were identified in Kempston, as shown in the attached logic map, which led to defining the overarching project objective: provide a sustainable transport network and active travel to support connectivity in Kempston and achieve Net Zero Carbon (active travel objective) and regenerate Kempston town centre and improve its economic vitality and community wellbeing (regeneration objective). Three sub-objectives were defined for each overarching objective.

Inputs

Funding, design, procurement, construction and governance will be key inputs required to support the projects.

Outputs

Nine active travel and three regeneration interventions are proposed to achieve the project objectives (see OAR). For details on how we will deliver the outputs, see Q6.3.

- acquire and undertake preparatory works to enable improvements in primary health care provision in Kempston, which will address existing constraints on GPs and health facilities
- repurpose the derelict Saxon Centre office block
- provide high quality public realm improvements in the heart of the town centre and support community engagement and sense of place
- provide / upgrade active travel networks / facilities

Outcomes

The regeneration interventions will support delivery of a new high-quality surgery space for three GPs in the centre of Kempston, while existing GPs surgeries become vacant. Circa 230 sqm of new community space and c.500 sqm of new office and co-working space would be provided in the centre of Kempston to support local residents. These would support the provision of better health care, improved accessibility to health services, creation of a community space for clubs and events on the ground floor and flexible and shared space for ad hoc use on the first and second floors of the Saxon Centre office block. The co-working space provides opportunity for start-ups and larger organisations / businesses (with links to University of Bedfordshire) and access business support.

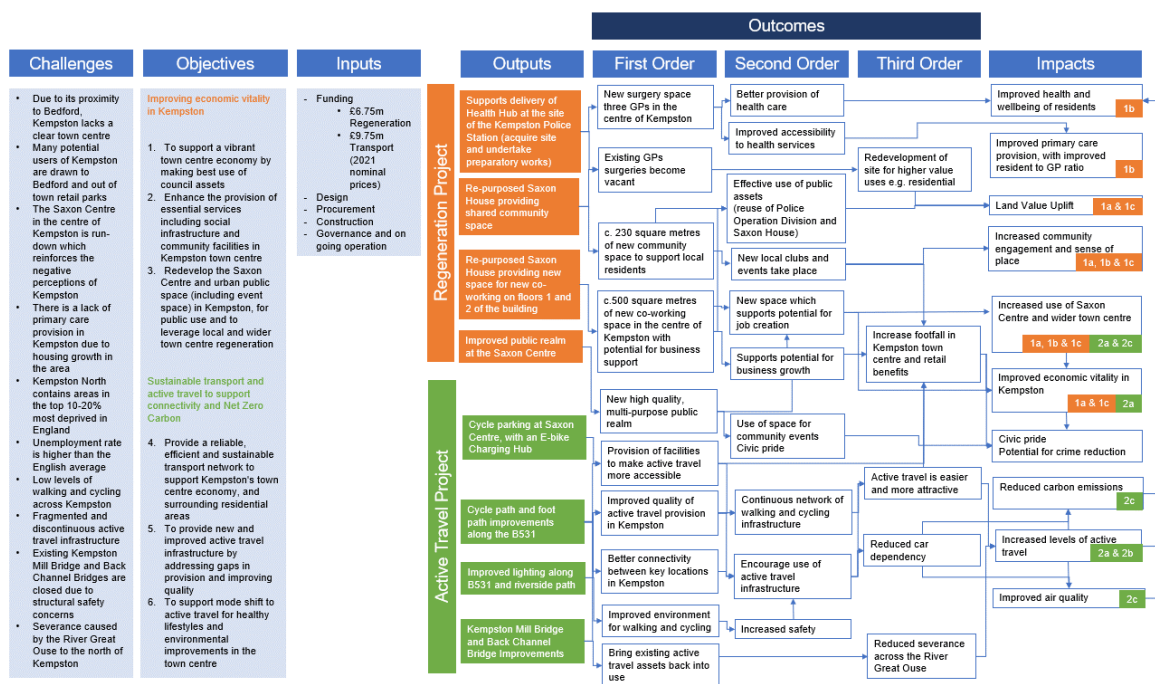
The active travel interventions would provide facilities to make active travel more accessible and improve connectivity between key locations in Kempston. They will improve the quality of provision and bring existing assets back into use. This will encourage modal shift and improve road safety.

Together the interventions will drive footfall in Kempston town centre and support the potential for local business growth, jobs and improve the attractiveness for further investment. This will foster civic pride.

Impacts

The projects will deliver health, economic growth and environment benefits:

- improve economic vitality through increased footfall and new jobs
- generate land value uplift through more effective and higher value uses; and
- increase levels of active travel, improve health, improve overall air quality, reduce carbon emissions.



Logic Map / Theory of Change (Appendix 10)

4.4 Alignment with the local and national context

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

The package of measures which comprise the bid reflect local aspirations to support the economy of Kempston, and to promote an active population and healthy environment. Convenient local facilities and ease of access to them are essential factors of increasing economic viability and vitality.

The table below shows the local policy context for the proposed measures.

Strategy / Policy / Plan	Which element?	How the project reflects the strategy / objective
BBC Corporate Plan 2017-21	Goal 2 – Enhance Places Goal 3 – Create Wealth	The project will improve the local built and natural environment. It will deliver localised safety improvements on and adjacent to the highway. It will provide a space for community cultural uses. The project will provide flexible work space for small businesses. It will provide a space for focused activities on skills and job training. An improved local environment can encourage local retail and cultural activity.
BBC Local Plan 2030	Objective 3 – support a stronger local economy Objective 4 – create a distinctive, attractive and multi-functional town centre Objective 7 – improve the borough’s transport infrastructure Objective 8 – develop a strong and multifunctional urban and rural green infrastructure network	The project will provide opportunities for economic growth in the town centre by provide high specification space for business and community uses, and by upgrading the public realm to provide a space for community events, such as markets and performances. Improved facilities and opportunities for active travel will help to encourage more people to walk and cycle. The repairs and improvements to the bridges will deliver an uplift to the area’s green infrastructure.
BBC Growth Plan 2018-22	Growing Business Enhancing Place	The project will improve the local built and natural environment. It will deliver localised safety improvements on and adjacent to the highway. It will provide a space for community cultural uses.
SEMLEP Strategic Economic Plan	Cross Cutting theme - To ensure that this growth is undertaken in a manner that promotes social inclusion and environmental sustainability.	The twin themes of the bid support the local economy and the local community. They also aim to spread the benefits to adjacent communities and to increase accessibility for people with additional mobility requirements.
Local Transport Plan	Vision - To create a transport system in which walking, cycling	The interventions will provide the opportunity for people to cycle and walk between communities and within

	and public transport are the natural choices of travel for the majority of journeys because they are affordable, healthy, convenient and safe alternatives to the private car.	Kempston, and facilitate short journeys to be made by non-car modes.
EEH Transport Strategy	Action point 4 - Champion increased investment in active travel and shared transport to improve local connectivity to ensure that everyone can realise their potential	See the two boxes above.
<p>4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)</p> <p>The bid aligns with point 5 of the Government's Green 10 Point Plan – Green Public Transport, Cycling and Walking, which encourages short trips to be taken by bike or on foot.</p> <p>This is particularly relevant for the scheme elements which improve links between Great Denham and Kempston, and for those which improve the footway and cycleway between the two shopping areas (public transport infrastructure improvements are only a small part of this bid, and so is not considered here).</p> <p>The 6th UK carbon budget has recently been published and this places emphasis of a joint approach between national and local government to achieve Net Zero. While there is a recognition that short term funding is not necessarily the best mechanism for delivering longer term aspirations, it is acknowledged that local authorities are best placed to deliver the necessary changes which make Net Zero targets more achievable, particularly in the built environment.</p> <p>Bedford Borough Council has declared a climate emergency. The elements of this bid help to deliver low impact growth by encouraging sustainable trips and by locating health and community facilities, and employment opportunities within the local area.</p> <p>Carbon benefits and air quality improvement calculation from the transport elements of the scheme are included in the AMAT analysis in Appendix 12. The benefits accrue from enabling short journeys to become more convenient, and in some cases possible, by bike or foot, through the replacement and upgrading of two river crossings.</p>		

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

BBC has a strong and documented history of combining funding streams to add value to individual schemes and interventions, e.g. the Bedford Western Bypass and Transporting Bedford projects.

This bid will focus funding from various internal budgets and programmes, as well as from external sources, in order to deliver a package of measures which are complementary and provide greater benefit than individually delivered schemes.

Works delivered from the Integrated Transport budget will be combined with structural maintenance schemes in and around the geographical area of focus throughout the delivery timeline of the bid. This has the added benefit of allowing us to better manage disruption and associated traffic management. It also helps to facilitate partnership working, particularly with external organisations. In addition, it provides a more coherent message to the public.

The regeneration package reflects a multi-agency approach (Police / CCG / BBC / private sector) to service delivery coordinated by a dedicated Project Manager.

The transport element consists of a mix of schemes which would be unlikely to come together under normal circumstances and delivery programmes. The bid funding will act as leverage to combine the different elements of the active travel package, and the Project Manager will programme the schemes and funding to the most efficient delivery timetable. There is a benefit to partners of utilising the expertise of the Project Manager, and efficiency savings throughout the design, procurement and delivery phases for all parties.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

The key cycling and walking elements of the project are:

- To provide accessible links between two adjacent communities
- To improve the walking and cycling environment in the shopping and community areas of Kempston
- To provide additional secure cycle parking at key locations in the town centre

The new community at Great Denham benefits from a Country Park which caters for leisure cycling, but, because of the difficulty in crossing the River Great Ouse and channels, it provides no connectivity to Kempston. Improving the bridges across the river will enable cyclists and people with additional mobility requirements to travel between the two population areas. Improving lighting along the riverside path will provide additional security and encouragement to cycle / walk.

An established long distance cycle route between Kempston and Bedford passes through the bid area. An upgrade to its design features, markings and signing will raise the profile of the route and reinforce continuity.

People are encouraged to cycle if they feel confident that their bikes will be safe when parked. The bid includes proposals to deliver additional secure cycle parking at the Saxon Centre office block, and improved cycle parking at the key shopping and community areas.

Detailed design will be based on the Government's latest design standards.

The project will fund minor improvements to the local bus stops and shelters. Local bus services already benefit from priority measures on the approach to Bedford and additional measures do not form part of this bid.

PART 5 VALUE FOR MONEY

5.1 Appropriateness of data sources and evidence

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

Across the whole of Kempston, 74% of residents drive to work. Only 6.9% cycle and 14.8% walk. The high number of car trips leads to congestion. Although many key destinations are within 5km, there is high car dependency and people refrain from using active travel modes.

Whilst there is some existing active travel provision, this is fragmented, discontinued, and of varying quality along its length. Some existing active travel infrastructure, such as the Kempston Mill Bridge, is closed due to safety issues, which further exacerbates severance across the River Great Ouse.

Kempston North is amongst the top 10-20% and Kempston Central & East amongst the top 20-30% most deprived areas in England. Crime levels are higher than the average in England, especially in the town centre.

The area is under-performing in terms of economic activity compared to the average for England. 8% of the population is unemployed, and 7% of those on benefits are searching for a job. Business growth in Kempston is relatively low with half the start-up rate (4%) compared with the county-wide rate (8%). Rental value are low.

The Saxon Centre office block has been vacant and derelict for a decade, and the surrounding public realm makes the town centre less welcoming for people and investors. 10% of Kempston' retail and commercial space is vacant. The outdated and poor quality Plaza is underutilised.

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

Active Travel Project

There is limited active travel survey data for Kempston, as the town has not received investment for new projects for some time. Given the pandemic restrictions, it has not been possible to collect new survey data so the most recent available data and assumptions were used. Census and National Travel Survey data were used to estimate walking and cycling demand.

The Propensity to Cycle Tool (PCT) was used to forecast future cycling demand. With multiple scenarios in the PCT, this gave the option to create sensitivity tests for cycling demand. Furthermore, to supplement the PCT, the Sustrans Active Travel

Toolkit was used to estimate the uplift in cycling demand. The approach adopted has in general followed that in LCWIPs and DfT guidance, and made use of the Active Mode Appraisal Toolkit (Appendix 12), to provide a consistent and auditable record of the input data, assumptions and calculations.

Regeneration Project

Land value uplift, due to the enabling works at the police station and renovation of the Saxon Centre office block is based on MHCLG residual land value data. Specific property market information was established for the three GP surgeries which would move to the Health Hub.

Operating costs and benchmark rental values from comparative examples were used to calculate the future net rental income at the Saxon Centre office block. Local employment impacts were based on employment densities and ONS Gross Value Added data.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

Publicly available data for the most appropriate geography were used for the appraisal of the regeneration project. Land value uplift was estimated based on the MHCLG benchmark values: the South East Midlands land values were applied for industrial land, the Bedford land values were used for residential land, while 50% of the commercial land value was applied to derelict land.

Employment was estimated based on the ONS Gross Value Added (GVA) per FTE. Kempston could attract any type of company, hence the average GVA for Bedfordshire was used. Conservative employment density was included, while additionality leakage, displacement and composite multipliers were considered to adjust employment benefits.

Greater Manchester Combined Authority unit cost benchmark data were considered for non-monetised benefits. Crime benefits were informed by the Kempston Central and East 'Violent, criminal damage and anti-social behaviour' during Mar-20 to Feb-21.

For the active travel project, it was essential to identify active travel patterns within the wider Kempston Area (MSOAs E02003631, E02003632, E02003633). A review of the PCT was carried out, showing significant flows between each of the Kempston MSOAs, as well as between Kempston and Bedford. Given that the interventions will encourage active travel and reduce existing severance towards Great Denham, the entirety of Kempston was considered initially.

As part of a more detailed active travel assessment, the Kempston LSOAs which the schemes route through were identified. Existing and future active travel flows were estimated for those LSOAs.

5.2 Effectiveness of proposal in addressing problems

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

Current challenges in Central Kempston are transport and town centre / public realm related. These have been demonstrated in the OAR. In short:

- Kempston is one of the most deprived areas of England
- Unemployment levels and crime rates are higher than those in England
- Residents are heavily dependent on their cars, which leads to a congested traffic network
- Kempston town centre is unattractive, with the central Saxon Centre being run-down and tired
- Business growth is at low levels and health provision is fragmented

If no action is taken, it is likely that the current challenges will be magnified.

A long list of interventions was developed to address these challenges. Through robust methodology (informed by DfT EAST appraisal tool concepts), the interventions were appraised against set, more quantifiable objectives (attached as Logic Map at Appendix 10 and the Options Analysis Report at Appendix 9) and additional feasibility criteria. This led to the shortlisted interventions proposed by the project, which involve:

- Active travel project: Improvements to existing cycle and footpaths on key arterial route, including lighting, cycle parking and e-bike charging, and the re-building of Kempston Mill Bridge and Back Channel Bridge to reduce severance across the river.
- Regeneration project: enabling works for creating a health hub in the town centre, lighting improvements and repurposing of the Saxon Centre into community and workspace.

These projects will provide a step change in investment and significantly improve accessibility and the functioning of the town centre in terms of new business space, support for the transition to a new and much improved primary care offer and enhanced public space able vital for the town centre offer and community cohesion. It will provide the step up which Kempston needs to address underlying economic and social disadvantage, due in part to the secondary position it plays as Bedford's neighbour, having been long overlooked.

Further analysis on the shortlisted interventions was undertaken to quantify their impacts. Active travel interventions were assessed by the Department for Transport's (DfT) Active Mode Appraisal Toolkit (AMAT). Bedford's strategic model does not cover active modes and is not appropriate for walking and cycling modelling. This, AMAT has been used to quantify active travel improvements. AMAT quantifies a range of benefits relating to health, journey quality and mode shift from private vehicles. Benefits from AMAT have been quantified in line with the DfT's Transport Appraisal Guidance (TAG) including Unit A5-1 Active Mode Appraisal, Unit A4-1 Social impacts Appraisal, Unit A1-1 Cost-Benefit Analysis and Unit A1-2 Scheme Costs.

Regeneration benefits were calculated using a bespoke proportionate model. This followed Green Book principles, DCLG/MHCLG guidance and assumptions using

appropriate data from ONS, unit cost benchmarks from Greater Manchester Combined Authority database. A conservative approach and sensitivity to test value switching is built into the model. This calculates employment-based impacts; land value uplift; and crime and health benefits.

Besides the monetised impacts, the project includes multiple non-monetised benefits, such as improved health and wellbeing, severance, civic pride and business gains, which are described in 5.5b.

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

Active Travel Project

Methodology

The DfT's Active Mode Appraisal Toolkit (AMAT) has been used to monetise active travel improvements (please see Appendix 12). It applies TAG Unit A5-1 Active Mode Appraisal, Unit A4-1 Social impacts Appraisal, Unit A1-1 Cost-Benefit Analysis and Unit A1-2 Scheme Costs. AMAT is a spreadsheet-based tool which allows users to provide inputs and use or alter benchmark assumptions. It provides a consistent approach for active mode appraisal.

The AMAT is applicable for all but the E-bike charging hub intervention. To reduce the potential of double counting benefits, the interventions were assessed in two aggregated packages.

Assumptions

Base year demand for walking and cycling was determined using Census 2011 data.

Do Something scenario (with interventions) no walking demand uplift was applied, as no evidence was found to support an increase.

Three Do Something scenarios were modelled for future cycling demand:

- Core Growth, (expected), where the Propensity to Cycle Tool (PCT) Government Target (near market) was applied;
- Low Growth, where the Sustrans Infrastructure Toolkit was used; and
- High Growth, where the PCT Go Dutch scenario was applied.

Project delivery was assumed to be 2023, and two appraisal periods considered: 10 years after implementation (2023-2033) and 20 years after implementation (2023-2043).

Monetised costs and benefits are presented in 2010 prices, discounted to 2010, while inflation rates are based on the TAG GDP Deflator. The National Travel Survey (NTS) provided a factor for the share of commuting and non-commuting walking and cycling trips:

- 1:2 ratio between commuting and non-commuting cycling trips
- 1:12 ratio between commuting and non-commuting walking trips.

Maintenance costs were assumed to increase by 2.5% every five years. All third-party contributions were defined as private contributions.

Outputs

An 'Analysis of Monetised Costs and Benefits' table is produced by AMAT.

Regeneration Project

Methodology

The Logic Map (Appendix 10) identified potential impacts. A model was developed to monetise those impacts which were considered to be most significant and, taking a proportionate approach, which could be calculated using standard guidance. The model is transparent with input cells and a list of assumptions and outputs, with no hidden or protected features.

Assumptions

The model estimates the potential for land value uplift, employment impacts, crime reduction, health improvements through the provision of affordable housing, and revenue generated through leasing space at Saxon Centre office block. These assumptions are set out in the accompanying Technical Method Note – Regeneration (Appendix 6). Data drew on MHCLG Land Values, ONS (Gross Value Added), Unit Cost Benchmarks published by Greater Manchester Combined Authority (GMCA), Employment Density Guide, and project specific data.

It is structured by Green Book principles of Do Nothing v Do Something over a suitable appraisal period (30 years) with inflation (variable) and discounting (3.5%) applied and values at 2010 base year (TAG GDP Deflator), to combine with AMAT outputs, and 2021 as per MHCLG guidance.

Outputs

The model produces a breakdown of the specified benefits and costs by type and produces a BCR.

See also:

- Technical Method Note - Active Travel Project (Appendix 15)
- Technical Method Note - Regeneration Project (Appendix 6)

5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

The scheme cost profile in nominal values was adjusted for the Economic Case. This included deflating and discounting costs over the appraisal period to 2010 real prices, and applying the indirect taxation correction factor to convert to the market price unit of account. As well as risk, optimism bias was applied.

For the Active Mode project, maintenance costs have been assumed to be 2.5% per five years, based on guidance and professional judgement. For the Regeneration project, a cost for operating the Saxon Centre was included.

For both projects risks and uncertainties were identified. For the Active Travel project a risk allowance of 10% for the complexity of the scheme and the current scheme stage was applied, 5% on the preliminary design costs and 10% on the detailed design costs. This was applied to all cost components, as applicable. Optimism bias of 15% was applied to the risk adjusted cost.

For the Regeneration project risk and allowance varied by cost component, depending on the quality of information and experience or knowledge. This is set out in 'Table D Costing estimates'. For many cost components the risk allowance is 10% based on the complexity of the scheme and the current scheme stage, and 5% on the preliminary design costs and 10% on the detailed design costs. However, where there was good relevant information such as a recent quotation / recent procurement for the same item, the risk and contingency is lower; and where there are more unknowns a higher risk and contingency was applied.

The following key assumptions were applied over the appraisal period:

- Deflator to 2010 price base (using DfT deflator rates from July 2020, Workbook 1.13.1)
- Real price increase (assumed at 1.5% per annum (pa) for Regeneration project guided by long term data)
- 3.5% pa discount rate (years 1-30 as per HMT Green Book)
- 1.5% pa discount rate (years 1-30 as per HMT Green Book) for health impacts; and
- Optimism bias of 15%, in line with guidance (this level of OB is associated with Outline Business Cases. It was deemed appropriate as by the nature of the interventions, the costs are well-known. Recent procurement or tendering processes undertaken by Bedford Council also reduce uncertainties and provide clarity on likely costs).
- Indirect taxation correction factor of 1.19 applied.

Supporting information, regarding how these costs are calculated, is provided in Appendices 11 and 14.

5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

Active Travel Project

The economic benefits of all active travel interventions were estimated by using the DfT's AMAT.

All inputs and assumptions are set out in the toolkits and combined into one file which reported on the three growth scenarios (Low, Core and High); and two

appraisal periods (10 and 20 years after implementation). These variations provided sensitivity tests to the central scenario. The Core Growth scenario, during a 20-year appraisal period, was defined as the central (core) scenario. Inputs include details on the interventions type, length and quality of provision and facilities. Assumptions around growth are clearly set out and based on appropriate data and are considered realistic.

AMAT provides an Analysis of Monetised Costs and Benefits (AMCB) Table, which separates the economic benefits into the categories outlined below. A summary of the AMCB for each scenario can be found in the supplementary spreadsheet provided. Table 18 presents an overview of the AMCB for the Central scenario.

Active Travel Monetised Benefits, Core Scenario, Central Growth, 20-Year Appraisal

	Price base = 2010
Active Travel Project Monetised Benefits	£m
Reduced risk of premature death	5.29
Journey ambience	4.66
Absenteeism	0.68
Congestion benefit	0.27
Accident	0.05
Greenhouse gases	0.01
Local air quality	0.01
Noise	0.00
Infrastructure maintenance	0.00
Indirect taxation	- 0.03
Private contribution	- 0.51
Total PVB	10.43

The majority of benefits are related to journey quality and health improvements. Just under half the benefits are associated with reduced risk of premature death, which reflects the health benefits associated with activity. By value over 40% are also associated with journey ambience for existing and future cyclists and pedestrians. This includes the provision of improved lighting improving perceptions of safety and the provision of secure cycle storage. Lower levels of benefits include absenteeism reductions through improved physical health; benefits are also forecast for congestion, accidents, noise, local air quality, and greenhouse gases reductions.

Regeneration Project

In line with HMT Green Book principles and MHCLG appraisal guidance, a set of calculations were undertaken for:

- Land value uplift;
- Employment related impacts;
- Wider impacts (crime and affordable housing); and
- Rental income (net of operating costs).

These impacts were identified in the Logic Map (Appendix 10) and were considered to generate significant monetised benefits, and so were the focus of the calculation. The spreadsheet's inputs are based on information about the proposals. The assumptions are based on best quality information including bespoke data for the scheme, or Kempston / Bedford values, or failing that publicly available average benchmark values. Conservative assumptions were made throughout so that the monetised value is considered achievable. Potentially much higher levels of value for money could be achieved, particularly if other non-monetised impacts were recognised (as listed in 5.5b).

As an outline the approach to each calculation involved:

- Land value uplift: land use change to higher value use (residential) and intensification of use. Used DCLG/MHCLG land value data, inflation, discounting over 30 years. Residential values used Bedford; office used 'Office Edge of CBD' for Northampton (no Kempston or Bedford value) which was considered more suitable than Luton. Derelict site value assumed to be 50% of actual value with Saxon Centre office block representing 30% building to plot ratio. The potential uplift for modernisation of the public realm (Plaza) was not included.
- Employment related impacts: net additional employment supported by the office/ co-working space, and the potential Gross Value Added generated. Applies conservative additionality rates (medium leakage and displacement rates and multiplier), and assumes relatively low levels of space utilisation (50%) given focus on ad hoc use and start-ups, as well as more established businesses. Reports on the local benefits (net off leakage and displacement, with low regional composite multiplier).
- Wider impacts (crime and affordable housing): the potential for crime reduction through improved public realm, design, lighting and security. Based on relevant crime categories within Kempston Central and East, and a low level of expected reduction. Monetised using Greater Manchester Combined Authority database (GMCA) unit cost benchmarks.
- Rental income (net of operating costs): based on expected levels of rental returns and operational costs netted off. (We acknowledge that this can be considered a cost saving rather than a benefit; however, it is relatively limited in value).

Regeneration Project Monetised Benefits, 30-Year Appraisal

Regeneration Project Monetised Benefits (£m)	Price base £m	
	2010	2021
Land value uplift from Saxon House, public realm and Health Hub	0.6	1.0
Employment impacts (direct and multiplier)	5.9	10.4
Wider impacts (crime and affordable housing)	0.4	0.7
Rental income (net of operating costs, Saxon House)	0.1	0.1
Total PVB	6.9	12.3

The monetised benefits of the two projects have been assessed separately. However, they are closely interrelated and together will generate greater levels of benefits. For example, high quality active travel provision will increase footfall in the town centre and generate additional economic benefits. These additional benefits arising from the delivery of the two projects has not been factored into the calculation due to the lack of robust information and data. As such the monetised benefits presented are likely to be under-estimated.

5.4b Please complete Tab A and B on the appended excel spreadsheet to demonstrate your:

Table A - Discounted total costs by funding source (£m)

Table B – Discounted benefits by category (£m)

5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated i.e. a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

The VfM is set out in the following table, based on Figure 2 of the DCLG Appraisal Guidance 2016. This allows comparison of the two projects and a combined BCR / VfM to be stated.

The assumptions applied for the Active Travel project are in line with DfT TAG; and the Regeneration project is in line with HMT Green Book and MHCLG. The price base here is presented in 2010 to allow the two project VfM data to be combined, as explained in the note at the foot of the table, though the Regeneration project data is also expressed in 2021 prices in the Project Level response questions.

The overall BCR is 1.5, which is considered to be 'acceptable'. Individually the two projects, Active Travel and Regeneration, score BCRs of 1.5 and 1.4 respectively.

To achieve a BCR of 2.0, an increase of 36% of monetisable benefits would be required (or £6.2m in 2010 price base). This is very possible, given the likely substantial impacts which have not been monetised here (see 5.5b).

The BCR is presented at Appendix 13 (and in the table below), in line with the DCLG/MHCLG Appraisal Guide preferred format for reporting.

Appraisal Summary Table (MHCLG style) (1)				
Price base 2010 (2)				
		Project 1: Active Travel	Project 2: Regeneration	Combined
A	Present Value Benefits (£m)	10.42	6.93	17.35
B	Present Value Costs (£m)	6.78	5.00	11.79
C	Present Value of other quantifiable impacts	0.00	0.00	0.00
D	Net Present Public Value (£m) [A-B+C]	3.64	1.93	5.57
E	Initial Benefit Cost Ratio [A/B]	1.5	1.4	1.5
F	Adjusted Benefit Cost Ratio [(A+C)/B]	1.5	1.4	1.5
G	Significant non-monetised impacts	Improved quality of provision and access to the town centre will drive additional footfall and local business benefits (spend). The project will support the Regeneration Project, which will improve the local environment, sense of place and civic pride.	positive benefits which have not been monetised. These are set out in the Bid-wide response question 5.5b. They stem from the positive effects of a combined Active Travel Project and Regeneration Project, and will: 1) drive additional town centre footfall, spend and economic vitality; 2) improve the provision of social infrastructure in terms of local services for health, public realm and community space; 3) enhance the potential to attract further investment (private sector). All will foster civic pride in Kempston.	As stated here and in the Bid-wide response there are expected to be a number of key long term positive benefits, not monetised here.
H	Value for Money (VfM) Category	Acceptable	Acceptable	Acceptable
I	Switching Values & rationale for VfM category	The key assumptions underpinning this central scenario are evidenced-based and considered suitable. The BCR captures many monetisable benefits. With the addition of expected non-monetised benefits, the project has potential to generate additional gains and a higher VfM set of outcomes. In particular the Active Travel interventions will improve local accessibility and support use of the town centre and spend, which will help underpin economic vitality of the high street and retention of businesses and local jobs. In addition the improved network accessibility and facilities, will contribute substantially towards a sense of destination for the high street and civic pride. With the Regeneration project and the potential for higher footfall and active travel, the value for money is expected to increase to high.	The key assumptions underpinning this central scenario are evidenced-based and considered suitable. Conservative assumptions have been used including those which can significantly scale up benefits such as space utilisation/density, additionality factors and Gross Value Added for employment related impacts. For a low / high GVA of +/-25% (to reflect a higher proportion of non-revenue generating businesses using the Saxon Centre office space / potential to harness benefits of higher value projects / business support from Bedford University) the BCR would be 1.1 - 1.7. With other non-monetised benefits recognised and added the VfM will be higher than 1.4, and potentially 'high'.	The combined effect - the extra additionality generated by the two projects being delivered - is expected to deliver further benefits. To achieve a BCR of 2.0 an increase of 36% of monetisable benefits would be needed (£6.2m).
Note				
1 Based on Figure 2 of the DCLG Appraisal Guidance 2016				
2 This bid comprises two interrelated projects - a transport one and a regeneration one. There is a question about which price base to use. The DfT Active Mode Appraisal Toolkit (AMAT) and DfT TAG use 2010 as the price base. For this reason the economic assessment for both the Active Travel and the Regeneration projects have been expressed in 2010 values to allow a like for like comparison and combining to one BCR. The results for the Regeneration project are also available separately in a 21/22 price base				
3 Value for money categories based on The DCLG Appraisal Guide (2016)				

Sensitivity Testing

Sensitivity was tested for both projects.

For the **Active Travel** project, tests were made on 10 year and 20 year appraisal for low, core and high growth rates. For the 20 year appraisal period, which is considered a suitable time period the findings were:

- Low Growth
 - o 10 year appraisal BCR = 0.6 (Poor)
 - o 20 year appraisal BCR = 1.3 (Acceptable)
- High Growth
 - o 10 year appraisal BCR = 2.7 (High)
 - o 20 year appraisal BCR = 5.5 (High)

Given the increased and continuing popularity of active modes since the COVID-19 Pandemic began, it is possible that the central scenario underestimates the benefits of the active travel interventions.

For the **Regeneration** project, tests were made for 20 year and 30 year appraisal with low and high Gross Value Added (GVA) (+/-25%), as this is a variable which drives benefits associated with employment benefits.

- Low GVA
 - 20 year appraisal BCR = 0.8 (Poor)
 - 30 year appraisal BCR = 1.1 (Acceptable)
- High GVA
 - 20 year appraisal BCR = 1.2 (Acceptable)
 - 30 year appraisal BCR = 1.7 (Acceptable)

Two Technical Method Notes have been developed to support this submission:

- 'Technical Method Note - Active Travel' (Appendix 15); and
- 'Technical Method Note - Regeneration Project' (Appendix 6).

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

This project will generate a number of substantial beneficial long term impacts which have not been monetised. These are shown in Table 19.

Table 1. Non-monetised impacts

Non-monetised Impact	Benefit Description
Reduced severance	Bridges across River Great Ouse will reduce severance which may alter movement patterns positively.
Health and well-being	Acquisition and enabling works create the opportunity for major improvements to local primary care (new facilities, increased capacity and modern set up). Greater levels of active travel, community capacity building and affordable housing delivered by release of existing GP sites. Modal shift which may also support societal inclusion for those vulnerable to traffic noise and air quality.
Civic pride and community capacity building	Investment will deliver visible change and help foster a sense of civic pride and belonging. The new high-quality community space / Plaza will provide opportunities to meet and hold community activities, and strengthen interaction.
Gender equality	Reduction in crime would enable residents of both genders to feel more comfortable in the town centre.
Increased spending	In combination the projects will generate additional footfall and high street spending.
Business productivity gains and support	Additional productivity gains for businesses using the Saxon Centre office block co-working space through proposed business support and collaborate opportunities (including with University of Bedfordshire).

	Easy co-working rental terms could inspire residents to try something new and start up a business
Taxation	New jobs and business growth will raise business rates and tax.
Construction phase	Although temporary, construction will create new jobs and opportunities for local residents and businesses.

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

Possible risks relate to the uncertainty around social distancing due to the pandemic, the interrelation of interventions, budget overspending, programme management, stakeholder view and general acceptability of the interventions. A full list of identified risks is shown in Table 18.

For each risk, we report its likelihood and impact on the programme, based on a High (H), Medium (M) or Low (L) effect. The final risk level is derived from the matrix shown in Figure 1.

A mitigation strategy has been developed to reduce the risk level of these uncertainties, which is included in the OAR (Appendix 9).

Risk Level

		Programme Impact		
		L	M	H
Likelihood	H	M	H	H
	M	L	M	H
	L	L	L	M

Possible Risks

Risk ID	Risk Description	Likelihood	Programme Impact	Risk Level
1	Project over-spend during implementation.	L	M	L
2	Insufficient resources to deliver scheme.	L	H	M
3	Lack of communication between involved parties.	L	M	M
4	Delays in land obtainment and compensation costs greater than anticipated.	L	H	M
5	Change in political support and shift in priority challenges.	L	L	L

6	Individual disciplines fail to deliver project deliverables.	L	L	L
7	Stakeholders objection.	L	M	L
8	The funders are not satisfied with the project progress and withdraw funding.	L	M	M
9	Archaeological finds on site that could delay the programme.	M	M	M
10	Inappropriate scheme interrelation which affects deliverability of one or multiple interventions.	L	M	L
11	Lack of a detailed programme document which causes misinformation on key decisions	L	L	L
12	Lack of clear governance of the project, which could incur time delays on process.	M	M	M
13	Increase of capital costs due to unforeseen which impact the scheme cost-benefit analysis.	M	L	M
14	Covid-19 Impact of achieving benefits at planned timescale.	M	M	M
15	Theft and vandalism of proposed interventions.	L	L	L
16	Core and sensitivity assumptions are not met.	M	L	L
<p>5.5d For transport bids, we would expect the Appraisal Summary Table, to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.</p>				
<p>An Appraisal Summary Table (AST) has been produced for the Active Travel Project using the DfT AST format (Appendix 11).</p>				
<p>An Appraisal Summary (AST) has been produced for the Regeneration Project, using the MHCLG AST format (Appendix 13).</p>				

PART 6 DELIVERABILITY

6.1 Financial

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

The total cost of our project is £16,698,560.

We have secured the following contributions towards this amount:

- An immediate contribution of £35,000 from the Bedford and Milton Keynes Waterway Trust (BMKWT), followed by further payments in 2022/23 and 2023/24 to a maximum of £125,000. The BMKWT's objective is to create a nationally recognised Waterway Park linking Bedford and Milton Keynes for the social, economic and environmental benefit of their communities. Rebuilding the Kempston Mill Bridge is a key objective of the Trust as the current bridge's headroom is insufficient to allow boats to pass freely underneath it, enabling a link to the Grand Union Canal network.
- A contribution from David Wilson Homes secured through a section 106 agreement for up to £688,300 for the maintenance, repair, improvement, provision or re-provision of a Pedestrian and Cycle Bridge. This sum has been secured from the "Land West of Bedford" development of over 1,500 houses.
- A contribution from the Council's Integrated Transport Programme of £225,000. This programme is aimed at relieving congestion by dealing with pinch points and improving facilities for sustainable modes of travel. The Council is willing to commit funding of £25,000 in 2021/22, and £100,000 in each of the two following years towards the projects in Kempston.
- A contribution from the Council's Structural Maintenance Programme of £454,210. This sum will cover the maintenance work currently required on the B531 and two other roads in the immediate vicinity.
- A contribution of £273,000 from Bedfordshire Clinical Commissioning Group towards the cost of acquisition of the Police Station site and demolition of buildings, to enable future construction of a new Multi-speciality Clinical Care Centre.

The total third party funding being made available is £1,765,300 and our ask of the LUF is therefore £14,933,260.

6.1b Please also complete Tabs C and D in the appended excel spreadsheet, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

Tables C and D have been completed and appended.

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available.

The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

Yes

No

S106 agreement with developers (£688,300)

Please refer to Appendix 1 (Letters of Support and Contribution Evidence):

- BMK Waterway Trust contribution (£125,000)
- CCG contribution (£273,000)

N/A

6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)

There are five sources of non-LUF funding for this project:

- A contribution from the Council's Integrated Transport programme (ITP).
- A contribution from the Council's Structural Maintenance programme.
- Funding from David Wilson Homes (DWH).
- Funding from the Bedford and Milton Keynes Waterway Trust (BMKWT).
- A contribution from Bedfordshire Clinical Commissioning Group.

The contributions from the Council's existing programmes for structural maintenance and integrated transport are secure and specific allocations will be made as those programmes are published.

Design work on the sustainable transport elements (funded from the ITP) will commence as soon as the LUF project is approved by government.

Funding from DWH has already been secured through the s106 agreement for their Great Denham site. The specific allocation for the Pedestrian and Cycle Bridge is

currently subject to a section 73 amendment process which will be completed in the next few months.

The BMKWT has agreed to an immediate contribution of £35,000 towards the project, with a commitment to use their best endeavours to provide a further £90,000 over the following two years, funded from the surplus revenue from running trips on the John Bunyan Boat and attracting grants from other bodies.

Bedfordshire Clinical Commissioning Group has agreed to make a contribution of £273,000 towards the cost of acquisition of the Police Station site and demolition of buildings, to enable future construction of a new Multi-Speciality Clinical Care Centre.

6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)

None - we have not applied for any other funding for these works.

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)

A total allowance of £1.47m has been applied to cover contingencies and risk across all elements of the project delivery. Allowances included in estimated costs are as follows.

Allowances of 10% for risks relating to the project complexity and current stage have been included in estimated costs for improvements to active travel infrastructure, the general public realm on the Highway and the Saxon Centre office block refurbishment. 5% for preliminary work and 10% for detailed design have also been included.

An allowance of 5% - 10% for 5% for risks relating to the project complexity and current stage has been included in estimated costs for improvements to the public realm in the Saxon Centre Plaza. 5% for preliminary work has also been included.

An allowance of 10% relating to project complexity in relation to the proposed demolition of buildings on the Halsey Road Police Station site.

Full information about margins and contingencies has been added to Table D – Costing Elements.

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register)

The Risk Management Plan & Risk Register (Appendix 3) has been developed to consider, manage and mitigate all risks associated with delivery of the project, including a number of financial risks. This outlines the robust approach to risk

mitigation, delivery programming and monitoring to ensure delivery and spend of funds before end of the programme, in line with the Council's project management methodology (please see the manual at Appendix 5). The risk register created, maintained and updated throughout the scheme's life, in accordance with the Council's Risk Management Strategy.

The main current financial risks relate to increased scheme costs and are mitigated as follows:

- Within the procurement process, by clearly setting out price / quality split, carrying out utility works in advance and allowing contractors to propose delivery programmes and methodology (which will be considered as part of the quality assessment).
- Use of frameworks for procurement or open tender exercises and by clearly setting out price / quality split, carrying out works in advance and allowing contractors to propose delivery programmes and methodology (which will be considered as part of the quality assessment).
- Feasibility and on-going dialogue, regular progress meetings and early engagement with contractors
- Use of Council DLO
- Monitoring and escalating for remedial action, as part of overall project management
- Including contingencies
- Negotiation with Bedfordshire Police regarding the price of the Halsey Road Police Station site, to ensure within estimated cost.

Along with all other project elements, financial performance will be closely monitored to ensure that funds are spent correctly; regular (monthly) financial updates and progress reports will be reviewed by the Project Board. Scheme finances will be reported monthly to the Councils S151 Officer and Portfolio Holder for Finance.

The risk register is designed to prompt timely intervention as and when needed; regular review of the risks will focus on possible additional or increasing risks, to ensure mitigation measures remain appropriate. The risk register will be linked to individual project contract risk registers, to ensure that all risks are being properly managed and fully considered as part of works procurement and delivery.

All costs are managed through the Council's financial management system with monitoring, forward programming and financial management controlled via a master spreadsheet that contains information on planned and actual costs elements at a detailed level. This provides a fully auditable oversight and control of budget / timescale pressures and data is used to inform quarterly monitoring reports. The risk register will also form part of that monitoring

The Council recognises that UKG contributions are fixed and that increases in project costs must be managed and funded by the Council, which may require an increase of its total financial contribution. The Council will carry out a mid-year review of its medium term capital financial strategy in June 2022. This will take into account the current assessment of project costs and make any required adjustments to the capital programme.

6.2 Commercial

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

The Council's governance procedures will apply to all aspects of the project's management, as set out in the Council's Project Management Manual (Appendix 5); issues are escalated in accordance with Council protocols as necessary.

The Director of Environment and the Council's Project Manager will have delegated authority to take operational decisions. Financial management will be in accordance with Council's established protocols. The Project Manager will be the budget holder for the project and have authority on all transactions up to £10,000. Transactions up to £100,000 can be approved by Chief Officers and amounts about £100,000 will require Director approval. The relevant Chief Officers and Directors are members of the Project Board.

Expenditure against profile will be reviewed on a regular basis in meetings with the s151 Officer and Portfolio Holder for Finance.

Risk Allocation and Transfer

Many of the design risks will be resolved through rigorous design and review processes. There is potential for transferring construction risks through the construction procurement process; this will be explored fully as the design and procurement process progresses. The Council ensures that designs and specifications are properly formed before entering into works delivery agreements with contractors, and that issues such as environmental aspects, advance works for site clearance, utility works etc. are undertaken, before main works elements or have been clearly defined and accounted for within the main works package. We will use priced contracts with activity schedules, to provide the greatest benefit in terms of risk transfer. Please refer to the Risk Management Plan & Risk Register at Appendix 3 for more details.

The Council has various procurement options available to deliver these works, including:

1. SCAPE Civil Engineering Framework, which is designed to deliver a variety of project types, from single commissions to programmes of work. Delivered by Balfour Beatty, works under the Civil Engineering Framework are valued from £50,000 to £100m and above. The framework covers civil engineering and infrastructure works in sectors such as regeneration, environmental, transportation and public sector assets.
2. Crown Commercial Services Traffic Management Technology 2 (TMT2) agreement, for the supply of traffic and roadside technology goods and

services, is flexible and scalable, providing a range of procurement options from direct award for low value commodity items to further competitions for complex/enterprise projects. Contract terms and conditions are based on the NEC forms of contract. It provides optimal choice of suppliers, goods and services.

3. The Council's Minor Highways Works and Carriageway Resurfacing (existing tendered) contracts, with a priced schedule of rates, also allow the facility to use day works or a cost plus options.
4. The Council's professional services agreement for traffic signal advice and design (currently with Kiers) and the joint Bedfordshire / Cambridgeshire traffic signals maintenance and renewal contract (currently with Dynniq).
5. The Council's membership of the Midlands Highways Alliance provides access to additional design consultants and construction contractors through a recently re-tendered framework.

6.3 Management

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals e.g. Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid, with evidence
- Please also list any powers / consents etc. needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

The Delivery Plan has been provided (Appendix 2), which incorporates delivery milestones also in Table E. This includes key dependencies and interfaces, resource requirements, task durations and contingency. It also covers project management, governance, stakeholder engagement and communication, procurement and contract management, benefits realisation and required powers, consents and approvals.

This, together with the Risk Management Plan & Risk Register (Appendix 3), use of the Council's well-established project management methodology (Appendix 5), and our answer to question 3g below, demonstrates that we can begin delivery on the ground in 2021-2022 (and complete delivery before 31st March 2024).

The internal Borough DLO has capability and capacity to scope and deliver the vast majority of programmes in-house, with 'top up' specialist consultancy support, for example urban realm specialists.

We have approval to use the Midlands Highways Alliance professional Services Framework and Medium Schemes Framework to call off both design and construction services.

We will create a tripartite team of Borough DLO staff, contractor and consultants, as required, to develop a scheme programme, to deliver the most efficient design and delivery programme.

We engage contractors at feasibility / preliminary design stage, in order to manage and minimise risk, and to create as robust as possible design and construction programmes and costs.

A Town Centre Project Board will be convened based on lessons learned and success of similar governance of the delivery of Transporting Bedford 2020 programme (circa £23m programme of similar works). The Board will have representatives of Kempston Town Council and relevant local stakeholders (local business, residents, walking and cycling groups) to provide oversight and scrutiny and ensure the prospective benefits of the scheme are kept at the forefront of development as schemes progress. Management of several successful, large-scale, high profile projects, in the recent past, has provided the Council with an excellent understanding of and appreciation for the roles and responsibilities, skills, capability, and capacity needed.

With regard to consents and statutory approvals needed to deliver the bid:

- There is a time limit for the s106 agreement with developers (David Wilson Homes) relating to the reconstruction of the Kempston Mill Bridge. (Also at Question A22.)
- All active travel infrastructure and public realm improvement works to be undertaken on Council-owned land.
- Relevant land parcels and easements for two new structures (bridges) to be agreed as part of ongoing transfer of existing third party owned structure. (Also at Question A22.) Planning approval will be needed. (Also at Question A23.)
- Agreement on price for the Halsey Road Police Station will be required.
- Agreement about lease transfer for the Saxon Centre office block, at no cost, will be required, in addition to planning permission and building control (also at Question B23).

With regard to powers, the Council will rely those provided by the Local Government Act 1972, Highways Acts and Localism Act 2011.

6.3b Has a **delivery plan** been appended to your bid?

Yes
please refer to Appendix 2

No

6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?

Yes
please refer to the answer to Q 3g and the Delivery Plan at Appendix 2

No

There is no Q6.3d

6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):

- the barriers and level of risk to the delivery of your bid
- appropriate and effective arrangements for managing and mitigating these risk
- a clear understanding on roles / responsibilities for risk

The Risk Management Plan & Risk Register (Appendix 3) has been developed to consider, manage and mitigate all risks associated with delivery of the project, including a number of financial risks. This outlines the robust approach to risk mitigation, delivery programming and monitoring to ensure delivery and spend of funds before end of the programme, in line with the Council's project management methodology (please see the manual at Appendix 5). The risk register will be created, maintained and updated throughout the scheme's life, in accordance with the Council's Risk Management Strategy.

The main current financial risks and mitigation measures are summarised in the answer to question 6.1g above, as have margins and contingencies for question 6.1f.

The Risk Management Plan encompasses project management, governance, stakeholder engagement and communication, procurement and contract management. The Council's established risk management process has proven effective in identifying risks at an early stage, to enable effective and timely mitigation measures to be put in place. The Council's excellent record in delivering large scale, high profile schemes has been highlighted. Sound governance and proven project methodology have also played an important part in this success.

The initial high level Risk Register has identified 29 risks, which are rated as minor or insignificant, having been adjusted for planned mitigation actions. Project risk will be managed as an ongoing process as part of the scheme governance structure, as set out in the Delivery Plan at Appendix 2 of the bid application form. A more detailed scheme risk register will be established and will be reviewed as a standing item at each Project Board meeting.

Should this scheme come forward there will be interdependencies that will need to be managed, particularly in relation to procurement and availability of contractors, requirements for design resource and timetabling of works so that appropriate diversionary routes are available when the highway improvements are under construction. These interdependencies have been considered in the Risk Register.

Working within the town centre is a constraint in itself because of the multiplicity of uses, users and the built environment. Any construction disruption to the highway or public realm will have an impact on visitors, travellers and businesses, all of which will be set within a relatively long timeframe. Construction Management Plans will need to demonstrate that the adverse impacts of disruption have been taken into account.

There is potential for transferring these risks through the construction procurement process (please see the answer to question 6.2a). This will be explored fully as the design and procurement process progresses; early involvement and ongoing close liaison with contractors will be ensured. Although many of the design risks can only be resolved through rigorous design and review processes, once the design options are clear and highway requirements, environmental requirements are fully identified; the primary risks will be related to construction.

6.3f Has a risk register been appended to your bid?

Yes
please refer to Appendix 3

No

6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

Bedford Borough Council has a proven track record of delivering large scale infrastructure projects on time and under budget.

The Council has an in-house Engineering Services team which provides design and supervision for Highways; Structures; Street Lighting and Building projects.

We also have a Direct Labour Organisation to deliver civil engineering works. In support of this, the Council also has long term contracts in place with delivery partners and can access framework contracts through our membership of the Midlands Highways Alliance.

In recent years the Council has successfully delivered the following Government funded projects:

- Bedford Western Bypass (Northern section) a £15m project to construct a new road delivered on time and on budget.
- Transporting Bedford 2020 – a £23m project of infrastructure improvements; public realm improvements and technology elements under delivery with the South-East Midlands LEP.
- DfT Challenge Fund – Project to upgrade all of the Council’s street lighting asset to LED standards. Project cost circa £6m
- DEFRA – part-grant funding to install flood monitoring equipment and Variable Message Signing – project cost circa £250k
- Accelerated Town Deal Funding – a £1m project delivered during the Covid pandemic.

In addition, we have an active and successful programme for bringing empty homes back into use, and have designed, developed, delivered and brought into

use the Riverside North development in Bedford which shares a number of key features with the works proposed in Saxon Centre Plaza.

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

Adequate assurance systems are in place. See Chief Finance Officer Declaration (Section 7.2).

This is not a "larger transport project".

6.4 Monitoring and Evaluation

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Table E (Delivery Milestones) and Table F (M&E - Measures, data to be used, baseline data source, data collection methods for inputs and outputs, outcomes and impacts.) on the appended excel spreadsheet Table F
- Resourcing and governance arrangements for bid level M&E

See Table E and F which support the MEP, and text below which provides a supporting explanation.

Local Challenges

Kempston faces a number of challenges. It has an underperforming high street offer, which struggles to attract investment and is in need of regeneration; poor quality urban realm in parts, notably the Saxon Centre office block and Plaza in the centre of Kempston, which reinforces the negative perception; and primary care provision which needs additional capacity.

Kempston North is one of the most deprived areas in England, with unemployment rates being higher than the English average. Fragmented and discontinuous pedestrian and cycle infrastructure deters active travel and the closure of Kempston Mill Bridge and Back Channel Bridges due to structural safety concerns, magnifies community severance between the north and south sides of the River Great Ouse.

Project Objectives

To address these challenges, two projects are proposed which provide active travel, support connectivity and Net Zero Carbon; and seek to regenerate Kempston and improve the economic vitality.

The Active Travel project proposes to provide sustainable transport and active travel to support connectivity and reduce carbon emissions. This will be done by providing a reliable, efficient and sustainable transport network to support Kempston's town centre economy, and surrounding residential areas, by providing new and improved active travel infrastructure whilst addressing gaps in provision and improving quality and by supporting mode shift to active travel for healthy lifestyles and environmental improvements in the town centre.

The Regeneration project aims to leverage economic for the town centre economy by redeveloping the Saxon Centre and urban public space, and making best use of existing council assets to enhance social infrastructure and community facilities.

Monitoring and Evaluation Plan

A monitoring and evaluation plan has been developed to ensure the smooth performance of the project. Based on the Logic Map (introduced in Q4.3e), key activities for each distinct project were identified and a plan on the way they will be monitored is proposed.

The project was split into four phases: inputs, outputs, outcomes and impacts. For each of these phases, we propose key indicators through which the performance of the project will be evaluated, the data that will be used to measure the indicator, the data that will be collected to monitor the indicator before the implementation of the interventions (baseline source of data), the methods we will employ to assess the impact of the intervention (data after the implementation of an intervention) as well as the frequency at which data collection will occur.

Whilst a brief description of the key indicators is provided below, a detailed monitoring and evaluation plan for the active travel and regeneration projects can be found in Table F in the appended excel spreadsheet.

Inputs

The funding obtained through the Levelling up Fund is considered to be one of the most essential inputs for the project. Therefore, continuous audits of the available funds will need to be carried out from the early stages of the project and throughout construction to ensure that resources are allocated to appropriate tasks in order to avoid overspent and potential incompleteness of the project.

Highest design standards will be required to ensure that the interventions comply with the project objectives and utilise local materials where possible in order to contribute to emission reductions. This will be done by appointing engineering and design experts who will evaluate the design standard pre-implementation, as well as during implementation in the case design changes are deemed necessary. Procurement will be put in place following the production of appropriate contracts and agreement documents that would enable an unbiased decision to be made for

a successful contractor. The process will be given a social value through the frequent engagement with the contractual and supply chain.

Construction works will be observed, and their level of completion will be assessed through an on-going process involving reports and direct communication with contractors. General conformance against funding, the use of adequate materials and quality control measures will be verified by on-site monitoring and via programme and fund evaluations.

The project governance will be achieved via the continuous monitoring of the programme against set milestones. Frequent communication will be established with everyone involved to ensure that roles and responsibilities are clear and that risks are managed at appearance. Communication with stakeholders and relevant parties and reporting of the process will occur throughout.

Outputs

Outputs for the active travel project will include infrastructure, such as active travel along the bridges, cycle parking, the e-bike hub, and lighting improvements are in place, while for the regeneration project, outputs will be the enabling works of converting the Police Station and the re-purpose of the Saxon Centre into a community space and an office block. These will be monitored through a physical assessment that would establish the implementation of the scheme.

Outcomes

Encouraging active travel, reducing severance and car dependency, increasing safety, planning for the provision of better health care, creating jobs and enabling local businesses to grow and reducing crime in the town centre and noise levels are some of the outcomes of this project. These will be monitored before and after implementation using surveys, official records and data collection.

Impacts

Environmental, economic, health and well-being and journey quality impacts will be monitored via data collection with the use of appropriate devices, surveys and workshops and evaluation of deprivation indices, such as land value uplift. The project benefits will be experience by the council, the local community, existing businesses (e.g. Sainsbury's at the Saxon Centre Plaza) and landowners.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for Levelling Up Central Kempston, I hereby submit this request for approval to UKG on behalf of Bedford Borough Council and confirm that I have the necessary authority to do so.

I confirm that Bedford Borough Council will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

Name: Jon Shortland

Signed:



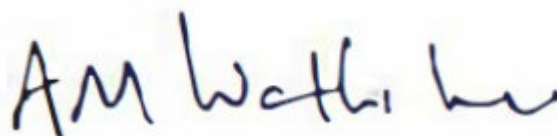
7.2 Chief Finance Officer Declaration

As Chief Finance Officer for Bedford Borough Council, I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Bedford Borough Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the UKG contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to

Name: Andy Watkins

Signed:



7.3 Data Protection

Please note that the Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

You can find more information about how the Department deals with your data [here](#).

Annex A - Project One Summary (only required for a package bid)

Project 1
A1. Project Name
Active Travel Infrastructure Improvement in Kempston
A2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)
<p>Our aim is to increase footfall and encourage economic activity in the town centre, thereby improving Kempston’s vitality, viability and vivacity. To achieve this, we have put together a package of active travel interventions which will improve connectivity and increase footfall in the town centre, by encouraging people to walk and cycle along the main routes.</p> <p>These comprise:</p> <ul style="list-style-type: none">• Investments in new/existing walking and cycling infrastructure.• Enhanced access (safer and easier) to public transport facilities, such as bus stops, particularly for disabled people.• Structural maintenance works to local roads and bridges. <p>(Please refer to question 3b for more details.)</p>
A3. Geographical area: Please provide a short description of the area covered by the bid (100 words)
<p>Please refer to the maps at Appendix 4.</p> <p>The footways and cycle paths along and adjacent to the B531 (Kempston High Street) are in poor condition, with uneven surfaces, having been patched many times. Similarly, the riverside path is very uneven and lacks adequate lighting. Also, cycle parking and e-bike charging facilities are in short supply or in need upgrading.</p>



B531 Footway



B531 Footway

The Kempston Mill Bridge (pictured below) is currently closed for safety reasons and the back channel bridge is only accessible by steps, thereby blocking the main pedestrian and cycle link between Kempston and the nearby new village of Great Denham.



A4. OS Grid Reference	<p>B531 (Kempston High Street): From: 52.113753, -0.509522 To: 52.120328, -0.491472</p> <p>Kempston Mill Bridge: 52.11779, -0.506250</p> <p>Back Channel Bridge: 52.118899, -0.507456</p> <p>Riverside path: From: 52.117601, -0.506104 To: 52.126981, -0.500908</p>
A5. Postcode	<p>B531 (Kempston High Street) Approximately from: MK21 7DF to MK42 8DH</p> <p>Kempston Mill Bridge: Near MK42 7FB</p> <p>Back Channel Bridge: No postcode</p> <p>Riverside path: From near MK42 7FB to MK42 8RX</p>
A6. For Counties, Greater London Authority and Combined Authorities / Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	N/A
A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	<input checked="" type="checkbox"/> Yes Please refer to Appendix 4 <input type="checkbox"/> No
A8. Project theme Please select the project theme	<input checked="" type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment

A9. Value of capital grant being requested for this project (£):	£8,357,700
A10. Value of match funding and sources (£):	£1,492,300 From Council budgets, Bedford & MK Waterway Trust and David Wilson Homes
<p>A11. Value for Money</p> <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However, there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word)</p>	
<p>The key value for money (VfM) impacts were calculated in AMAT (Appendix 12) for the central scenario, while sensitivity tests were also undertaken to understand the range of benefits dependent on growth levels and appraisal periods. Results:</p> <ul style="list-style-type: none"> • Benefits in the central scenario are forecast to be £10.4 million, with a BCR of 1.54, indicating a Medium VfM • Benefits in the low growth scenario are forecast to be £4.1 million (10-year appraisal), while benefits in the high growth scenario are forecast to be £37.5 million (20-year appraisal) • The associated BCR range is substantially wide, from 0.61 (low growth, 10-year appraisal) to 5.52 (high growth, 20-year appraisal) <p>Impacts from the implementation of active travel interventions in the central scenario consider:</p> <ul style="list-style-type: none"> • A journey ambience benefit of £4.7m, associated with the improved, continuous and connected active travel network in Kempston, due to the implementation of secure cycle facilities and improvements to lighting and the public realm • Reduced risk of premature death benefits of £5.3m and reduced absenteeism from work benefits of £0.7m, due to the increased physical activity associated with the increased levels of active travel across Kempston • Reduced levels of congestion benefits of £0.3m due to mode shift and improved active travel network. • Benefits for reduced accidents, improved local air quality, noise and greenhouse gases, however these are of a lower magnitude. <p>There are significant other benefits which have not been monetised, as set out in A14.</p> <p>There are no significant disbenefits expected.</p>	

A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

Please describe how economic benefits have been estimated (categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions.

If a BCR has been estimated there should be a clear explanation of how this is estimated i.e. a methodology note. BCRs should be calculated in a way that is consistent with HMT's Green Book. For non-transport bids it should be consistent with MHCLG's appraisal guidance.

The table below shows the PVB, the PVC and BCR for each of the tested scenarios, with the Core Scenario highlighted in bold (this is considered to be the most likely scenario).

Growth	Appraisal Period	PVB (m)	PVC (m)	BCR
Low Growth	10 Years	£4.1	£6.6	0.61
Low Growth	20 Years	£8.8	£6.8	1.29
Core Growth	10 Years	£4.9	£6.6	0.73
Core Growth (expected)	20 Years	£10.4	£6.8	1.54
High Growth	10 Years	£17.8	£6.6	2.69
High Growth	20 Years	£37.5	£6.8	5.52

For the Core Growth scenario (20 years appraisal period), a BCR of 1.5 is considered to be 'acceptable'.

A13. Where available, please provide the BCR for this project

1.5

A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.

Significant non-monetised benefits are expected:

- Improvements in mental health due to increased physical activity
- Increased civic identity and pride
- Provision of facilities for E-Bikes, which will further enhance take up, not monetised in the AMAT based assessment.

The following adverse impacts are expected (not considered to be significant):

- Potential increase in slight injury from active travel.

A15. Deliverability

Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

Please refer to the Delivery Plan at Appendix 2.

Specifically, for the Transport project:

- There is a time limit for the s106 agreement with developers (David Wilson Homes) relating to the reconstruction of the Kempston Mill Bridge. (Also at Question A22.)
- All works are to be completed within highways boundary. Relevant land parcels and easements for two new structures to be agreed as part of ongoing transfer of existing third party owned structure. (Also at Question A22.)
- Planning approval will be needed. (Also at Question A23.)

A16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22

Please refer to the answer to questions A20 and A21 below.

A17. Does this project include plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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A18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
--	--

A19. Please provide evidence	There is no doubt that this project could be delivered as a standalone project, because the active travel infrastructure improvement works will be undertaken on the Highway (footways and cycle paths), whereas the regeneration project relates to non-Highway areas of land. There are no dependencies between the two projects.
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A20. Can you demonstrate ability to deliver on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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A21. Please provide evidence

The Delivery Plan at Appendix 2 and the project milestones in Table E, demonstrate that we have programmed the start of delivery for 2021-22, and the Risk Management Plan & Risk Register at Appendix 3, demonstrates that we have considered and mitigated the risks associated with the timescales.

Bedford Borough Council has a proven track record of delivering large scale infrastructure projects on time and under budget.

The Council has an in-house Engineering Services team which provides design and supervision for Highways; Structures; Street Lighting and Building projects.

We also have a Direct Labour Organisation to deliver civil engineering works. In support of this, the Council also has long term contracts in place with delivery partners and can access framework contracts through our membership of the Midlands Highways Alliance.

In recent years the Council has successfully delivered the following Government funded projects:

- Bedford Western Bypass (Northern section) a £15m project to construct a new road delivered on time and on budget.
- Transporting Bedford 2020 – a £23m project of infrastructure improvements; public realm improvements and technology elements under delivery with the South-East Midlands LEP.
- DfT Challenge Fund – Project to upgrade all of the Council’s street lighting asset to LED standards. Project cost circa £6m
- DEFRA – part-grant funding to install flood monitoring equipment and Variable Message Signing – project cost circa £250k
- Accelerated Town Deal Funding – a £1m project delivered during the Covid pandemic.

Statutory Powers and Consents

A22. Please list separately each power / consents etc. **obtained**, details of date acquired, challenge period (if applicable) and **date of expiry** of powers and conditions attached to them. Any key dates should be referenced in your project plan.

Please refer to the Delivery Plan at Appendix 2.

- All active travel infrastructure and public realm improvement works to be undertaken on Council-owned land.
- Relevant land parcels and easements for two new structures (bridges) to be agreed as part of ongoing transfer of existing third party owned structure. The section 106 agreement in place with developers (David Wilson Homes) will enable use of associated funding towards the reconstruction of the Kempston Mill Bridge. The requirement is currently to spend the money within ten years of it being made available. The agreement states: “Pedestrian and Cycle Bridge Sum: the sum of £688,299.60 (six hundred and eighty eight thousand two hundred and ninety nine pounds and sixty pence) for the maintenance, repair, improvement, provision or re-provision of the Pedestrian and Cycle Bridge”.
- With regard to powers, the Council will rely those provided by the Local

	Government Act 1972, Highways Acts and Localism Act 2011.
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc., including the timetable for obtaining them.	Planning approval for bridge reconstruction will be required by March 2022 Key dates are set out in the Delivery Plan (Appendix 2).

Annex B - Project Two description and funding profile (only required for package bid)

Project 2
B1. Project Name
Regeneration of Kempston Town Centre
B2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)
<p>Our aim is to increase footfall and encourage economic activity in the town centre, thereby improving Kempston’s vitality, viability and vivacity. To achieve this, we have put together a package of regeneration interventions which will encourage people to visit the town centre for many reasons.</p> <p>These comprise:</p> <ul style="list-style-type: none">• Improving the public realm in and around the Saxon Centre.• Creating better connectivity between and within key retail, employment and leisure sites.• Regenerating key retail sites, to encourage new businesses and public services to locate there.• Acquisition and remediation of brownfield sites. <p>(Please refer to question 3b for more details.)</p>
B3. Geographical area: Please provide a short description of the area covered by the bid (100 words)
<p>The Saxon Centre, constructed in the 1970’s, includes a derelict office block and a plaza, which is unattractive and has very poor drainage. Although local residents describe the site as an eyesore, it is seen as the heart of the town centre and urgently requires uplifting to fulfil its potential.</p>



Saxon Centre (boarded up for many years)

Acquisition and demolition of the Halsey Road Police Station site, for future construction of a Multi-speciality Community Care Centre, has been identified as the preferred option to address constraints within the delivery and capacity of primary care in Kempston. Please refer to the Strategic Outline Case at Appendix 8.

B4. OS Grid Reference

Saxon Centre:

- TL 03149 47669
- X (Eastings): 503149
- Y (Northings): 247669
- Latitude: 52.117728
- Longitude: -0.4949391

Halsey Road Police Station (proposed site of Health Hub):

- TL 03262 47923
- X (Eastings): 503262
- Y (Northings) 247923
- Latitude: 52. 119989
- Longitude: -0.49321241

B5. Postcode

The Saxon Centre:
230 Bedford Road, Kempston, Bedford,
MK42 8PP

	Halsey Road Police Station (proposed site of Health Hub: MK42 8AX
B6. For Counties, Greater London Authority and Combined Authorities / Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	N/A
B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	<input checked="" type="checkbox"/> Yes Please refer to Appendix 4 <input type="checkbox"/> No
B8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input checked="" type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
B9. Value of capital grant being requested for this project (£):	£6,575,560
B10. Value of match funding and sources (£):	£273,000 (Bedfordshire, Luton & MK Clinical Commissioning Group)
<p>B11. Value for Money</p> <p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However, there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p>	
<p>The key benefits arising were monetised base on HMT Green Book, DCLG/MHCLG guidance. The calculation was set out in a spreadsheet and the supporting file 'Technical Method Note - Regeneration Project' (Appendix 6) details this</p> <p>The key monetised benefits are set out in the Table A, 2021 price base year also provided, as per MHCLG preference:</p>	

Regeneration Project Monetised Benefits (£m)	Price base £m	
	2010	2021
Land value uplift from Saxon House, public realm and Health Hub	0.6	1.0
Employment impacts (direct and multiplier)	5.9	10.4
Wider impacts (crime and affordable housing)	0.4	0.7
Rental income (net of operating costs, Saxon House)	0.1	0.1
Total PVB	6.9	12.3

All of these monetised benefits represent significant positive impacts on the local economy of Kempston. They also represent opportunities for local residents to see improvements in Kempston in terms of its functions and liveability, for example through:

- an improved public meeting space (the Plaza),
- improved facilities and space for businesses provision and start ups / growing businesses,
- a community space for clubs and events, and
- the emergence of a new health hub.

In combination with the Active Travel Project further additional benefits, such as higher footfall leading to increased spending and investment in place.

There are significant other benefits which have not been monetised, as set out for question B14.

There are no significant disbenefits expected.

B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

Please describe how economic benefits have been estimated (categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions.

If a BCR has been estimated there should be a clear explanation of how this is estimated i.e. a methodology note. BCRs should be calculated in a way that is consistent with HMT's Green Book. For non-transport bids it should be consistent with MHCLG's appraisal guidance.

A BCR was calculated from the monetised benefits and costs.

A BCR of 1.4 was calculated with PVB totalling £6.9m and PVC at £5.0m (at 2010 price base discounted, inflation, with optimism bias and indirect correction taxation factor applied). This is an acceptable VfM category. To achieve a good VfM, monetised benefits would need to increase by £3.0m, or 44%.

For the Regeneration project sensitivity tests were made for 20 year and 30 year appraisal with low and high Gross Value Added (GVA) (+/-25%), as this is a variable which drives benefits associated with employment benefits.

<ul style="list-style-type: none"> • Low GVA <ul style="list-style-type: none"> ○ 20 year appraisal BCR = 0.8 (Poor) ○ 30 year appraisal BCR = 1.1 (Acceptable) • High GVA <ul style="list-style-type: none"> ○ 20 year appraisal BCR = 1.2 (Acceptable) ○ 30 year appraisal BCR = 1.7 (Acceptable) 	
B13. Where available, please provide the BCR for this project	1.4
B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	
<p>Significant non-monetised benefits are expected:</p> <ul style="list-style-type: none"> - Civic pride and community capacity building: Investment will deliver visible change and help foster a sense of civic pride and belonging. The new high-quality community space / Plaza will provide opportunities to meet and hold community activities, and strengthen interaction. - Health and well-being: The acquisition and enabling works create the opportunity for major improvements to local primary care (new facilities, increased capacity and modern set up). - Increased spending: Regeneration and new business space will increase trips and footfall and high street spending. - Business productivity gains: There is potential to see productivity gains for businesses using the Saxon Centre office block co-working space through business support and collaborate opportunities that will be offered. Easy co-working rental terms could inspire residents to try something new and start up a business <p>Please refer to Appendix 14 for further details.</p>	
<p>B15. Deliverability</p> <p>Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>Please refer to the Delivery Plan at Appendix 2.</p> <p>Specifically, for the Regeneration project:</p> <ul style="list-style-type: none"> • Land purchase (Halsey Road Police Station site) • Planning permission 	
<p>B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
Please refer to the answers to questions B20 and B21 below.	

B17. Does this project include plans for some LUF expenditure in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B19. Please provide evidence	<p>There is no doubt that this project could be delivered as a standalone project, because the active travel infrastructure improvement works will be undertaken on the Highway (footpaths and cycle ways), whereas the regeneration project relates to non-Highway areas of land. There are no dependencies between the two projects.</p>
B20. Can you demonstrate ability to deliver on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	
<p>The Delivery Plan at Appendix 2 and the project milestones in Table E, demonstrate that we have programmed the start of delivery for 2021-22, and the Risk Management & Risk Register at Appendix 3, demonstrates that we have considered and mitigated the risks associated with the timescales.</p> <p>Bedford Borough Council has a proven track record of delivering large scale infrastructure projects on time and under budget.</p> <p>The Council has an in-house Engineering Services team which provides design and supervision for building projects.</p> <p>We also have a Direct Labour Organisation to deliver civil engineering works; in support of this, the Council also has long term contracts in place with delivery partners.</p> <p>In recent years the Council has successfully delivered a number of Government funded projects, including:</p> <ul style="list-style-type: none"> • DEFRA – part-grant funding to install flood monitoring equipment and Variable Message Signing – project cost circa £250k • Accelerated Town Deal Funding – a £1m project delivered during the Covid pandemic. <p>In addition, we have an active and successful programme for bringing empty homes back into use, and have designed, developed, delivered and brought into use the Riverside North development in Bedford which shares a number of key features with the works proposed in the Saxon Centre Plaza.</p>	

Statutory Powers and Consents	
<p>B22. Please list separately each power / consents etc. obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.</p>	<p>All and public realm improvement works to be undertaken on Council-owned land. With regard to powers, the Council will rely those provided by the Local Government Act 1972 and Localism Act 2011.</p>
<p>B23. Please list separately any <u>outstanding</u> statutory powers / consents etc., including the timetable for obtaining them.</p>	<p>Please refer to the Delivery Plan at Appendix 2.</p> <ul style="list-style-type: none"> • Agreement on price for the Halsey Road Police Station will be needed by November 2021. • Agreement about lease transfer for the Saxon Centre office block, at no cost, will be required by April 2023. • The Saxon Centre office block – planning permission will be required by June 2022 (and building control until March 2023).

Full List of Appendices provided with this bid	
Appendix 1	Letters of Support and Contributions Evidence
Appendix 2	Delivery Plan
Appendix 3	Risk Management Plan & Risk Register
Appendix 4	Maps
Appendix 5	Bedford Borough Council Project Management Manual
Appendix 6	Technical Method Note - Regeneration
Appendix 7	Equality Analysis report
Appendix 8	Multi-speciality Community Care Centre
Appendix 9	Options Assessment Report
Appendix 10	Logic Map
Appendix 11	AST Active Travel
Appendix 12	Active Travel AMAT
Appendix 13	Regeneration AST MHCLG
Appendix 14	Regeneration Project Economic Impact Assessment for BCR&VfM
Appendix 15	Technical Method Note – Active Travel

Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	Y	Please see Appendix 4

ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
4.1a Member of Parliament support		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?	Y	Please see Appendix 1
Part 4.2 Stakeholder Engagement and Support		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	N	N/A -The bidding local authority does have responsibility for the delivery of projects.
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	Y	Please see Appendix 9
Part 6.1 Financial		
Have you appended copies of confirmed match funding? Have you appended copies of confirmed match funding?	Y	Please see Appendix 1
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.	N	N/A - Third parties will not be providing land as part of the local contribution towards scheme costs.
Have you appended a letter to support this case?	N	N/A
Part 6.3 Management		
Has a delivery plan been appended to your bid?	Y	Please see Appendix 2
Has a letter relating to land acquisition been appended?	N	N/A
Have you attached a copy of your Risk Register?	Y	Please see Appendix 3

Annex E Checklist for Northern Ireland Bidding Entities N/A

Questions	Y/N	Comments
Part 1 Gateway Criteria		
You have attached two years of audited accounts		
You have provided evidence of the delivery team having experience of delivering two capital projects of similar size and in the last five years		
Part 4.2 Stakeholder Engagement and Support		
For transport bids, have you appended a letter of support from the relevant district council		
Part 6.1 Financial		
Have you appended copies of confirmed match funding		
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.		
Part 6.3 Management		
Has a delivery plan been appended to your bid?		
Has a letter relating to land acquisition been appended?		
Have you attached a copy of your Risk Register?		