

Levelling Up Fund Application Form

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 may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). 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)*: [Carmarthenshire County Council](#)

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

Bid Manager Name and position: [Simon Charles, Transport Strategy and Infrastructure Manager](#)

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

Contact telephone number: [01267 228136](#) **Email address:**
scharles@carmarthenshire.gov.uk

Postal address: [Carmarthenshire County Council, Block 2, Parc Myrddin, Richmond Terrace, Carmarthen, SA31 1HQ](#)

Nominated Local Authority Single Point of Contact: [Simon Charles](#)
scharles@carmarthenshire.gov.uk

Senior Responsible Officer contact details: [Ruth Mullen, Director of Environment](#)
email: RMullen@carmarthenshire.gov.uk

Chief Finance Officer contact details: [Chris Moore, Director of Corporate Services](#)
email: CMoore@carmarthenshire.gov.uk

Country:

- England
- Scotland
- Wales
- Northern Ireland

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

SQW Limited, WSP, CAPITA

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

- | | |
|---|---|
| <input type="checkbox"/> Northern Ireland Executive | <input type="checkbox"/> Third Sector |
| <input type="checkbox"/> Public Sector Body | <input type="checkbox"/> Private Sector |
| <input type="checkbox"/> District Council | Other (please state) |

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

Please ensure that you evidenced this in the financial case / profile.

Yes

No

1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

Yes

No

(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)

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)

An Initial Equalities Impact Assessment was undertaken in 2019, which concluded that the TVP will generate positive impacts and not present a negative impact to any groups with protected characteristics. The EIA was updated in 2021.

The impact on a range of groups with protected characteristics was considered:

- Age – The TVP aims to reduce road traffic casualties amongst less experienced and vulnerable users, including adolescent and elderly groups. Creating a safer environment will increase walking and cycling activity in all age groups, which will have physical health benefits, including improved mental health. Increased travel independence for both older and younger people due to a safer, more cost-effective transport option that does not rely on the ability to drive.

- Disability- TVP will improve road safety and reduce road traffic casualties amongst less experienced and vulnerable users, including those with a disability. Between 2016 and 2018 statistics reveal 125 KSI collisions resulting in 145 KSI casualties this includes 2 fatal collisions in the study area.

The TVP will be accessible to those with a disability and will include all relevant DDA design features. TVP will be designed to Active Travel Design Standards which takes account of the needs of all user groups. TVP will allow access to the countryside, town centre facilities and tourism attractions for a range of users with disabilities, which at present may only be accessible by car.

- Gender Reassignment – No identified negative impact.

- Race –Evidence from Natural England suggests some people from minority ethnic communities have never been to the countryside and feel they have no entitlement to be there. The path gives free access to the countryside for all and an opportunity for participation in the natural environment by minority ethnic communities.

- Religion/Belief - No identified negative impact.

- Pregnancy and maternity - An improved pedestrian/cyclist environment will increase mobility for all, including pregnant women and those with young children. Increased travel independence for pregnant women and those with young children as TVP provides a cost-effective alternative for travel particularly for those without access to a car. Path provides direct link to General hospital and maternity unit.

- Sexual Orientation - No identified negative impact.

- Sex – Sustrans Survey data indicates that Women can be underrepresented in the activity of cycling. The TVP looks to address this by providing a safe route for use by all. Some sections of the off-road route may feel remote leading to some user groups feeling vulnerable. To address this all relevant safety and security design features will be included.

- Welsh language - All publicity, advertising and interpretation material developed will be produced bilingually. Developing rural economy also protects cultural identity/welsh language.

The EIA recommends no formal measures in response to any negative impacts. However, to ensure the input of those with protected characteristics are gained several groups e.g. Carmarthenshire Disabled Access Group, Carmarthenshire Disability Coalition for Action, have been invited to stakeholder events. This engagement via workshops, surveys etc will

continue as the project develops to ensure those with protected characteristics are represented.

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.carmarthenshire.gov.wales/home/council-services/>

PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple 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).

The Tywi Valley Path project will create a world-class off-road walking and cycling route in the beautiful Tywi Valley, that will attract visitors from all over the UK and beyond creating in the region of 18-32 jobs per year and generating in excess of £4.55m p.a for the local economy.

The path will run for 20km from Carmarthen to Llandeilo along the route of the old railway line, following the famous River Tywi through stunning scenery which takes in castles, country parks, historical estates linking up with attractions such as the National Botanic Gardens of Wales and Aberglasney Gardens amongst numerous other attractions; a useful fly through of the route can be found at [Tywi Valley Path \(gov.wales\)](http://Tywi Valley Path (gov.wales)). A route plan and wider location infographic can be found in appendices

This exciting project is a rare opportunity to invest in infrastructure that positively contributes to all 3 pillars of sustainability:

Providing economic benefits referenced above, opportunities for business development and growth as well as agricultural diversification the Swansea Bay Economic regeneration Strategy notes that agricultural employment is likely to drop by over 30% by 2030

Environmental benefits by encouraging modal shift away from the private car for local and longer distance journeys (The route will form part of the wider National Cycle Network), providing opportunities for cycling development, and in doing so contributing to local and national carbon reduction and air quality targets.

Fulfils an important social function by providing safe, affordable, accessible travel options for those without access to a private car, a particular issue in rural areas, and a particular issue in the Tywi Valley with limited public transport and the A40 and B4300 experiencing significant road casualty rates. The path links to key employment, education, leisure and retail sites as well as providing a direct link to the West Wales General Hospital, university and railway stations.

The scheme is already well developed with some small lengths of the path already completed. A number of technical appraisals have been carried out which will facilitate early delivery of the scheme and provide a clear quantifiable understanding of the social, economic and environmental benefits. Numerous consultation events with the public, businesses, stakeholders and landowners have been held and there is widespread support and enthusiasm for the scheme.

This bid will cover the following activities:

- Scheme development works
- Detailed designs
- Construction
- Land purchase

- Marketing promotion monitoring



3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£16,774,912	
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	70%
	Cultural	%
	Transport	30%

PART 4 STRATEGIC FIT

4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

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.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Jonathan Edwards MP for Carmarthen East and Dinefwr has provided a letter endorsing the application which is included with this application.

4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

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)

Stakeholders were identified through an end user approach highlighting users and parties most affected by the project (negatively or positively). Statutory bodies or parties for implementation where also identified.

To ensure harder to reach groups were engaged a range of methods have been employed e.g. using face to face or hard copy where possible to capture those who are digitally excluded, providing bilingual material to ensure welsh only speakers can engage and providing different formats of information on request. As we emerge from the COVID 19 pandemic more in person methods will be employed to ensure all are reached.

Scheme Concept Consultation:

- Stakeholder event at Llanarthne Hall in October 2015.
- Consultation meetings at local hotels (January 2017 and March 2017);
- Public engagement at the Royal Welsh Show (July 2017);
- Ongoing dialogue with User Groups/LAF/Local Members, Businesses and community group
- Continued engagement with landowners and land agents individually and at engagement events in November 2016
- Numerous business and tourism engagement events

Economic, Environmental and Social Evaluation of the TVP Consultation:

Survey	Levels of Support
Locals Survey: <ul style="list-style-type: none"> • Local people / businesses (65 	<ul style="list-style-type: none"> • 46% stated 'off-road routes' and 29% stated that 'regularly managed routes' would encourage them to walk/ cycle on a more regular basis.

surveys April/ May 2019).	<ul style="list-style-type: none"> Of the 785 aware of the TVP proposal, 96% said they would use the proposed path.
User Survey: <ul style="list-style-type: none"> Users of existing section of the TVP 22 surveys April 2019. 	<ul style="list-style-type: none"> 40% stated 'off-road routes' would encourage them to walk/ cycle on a more regular basis. 92% of respondents were aware of the TVP proposal. Of these, 86% said they would use the proposed path.
Pupil Survey: <ul style="list-style-type: none"> Show of hands survey (3 secondary schools within Tywi Valley); 1859 responses April/May 2019 	<ul style="list-style-type: none"> Over a quarter of pupils (27%) surveyed stated that the proposed Tywi Valley Path would encourage them to walk/ cycle to school.
Teacher Survey: <ul style="list-style-type: none"> 7 primary schools within the Tywi Valley; 74 surveys April/ May 2019. 	<ul style="list-style-type: none"> 12% stated the proposed Tywi Valley Path would encourage them to walk/ cycle to school.

WeITAG Stage 2 Consultation:

Stakeholder Workshop - Three workshops (June 2020) attended by internal and external stakeholders. Outputs from the workshops informed the identification of problems and the development of study-specific objectives.

Business Consultation - Consultation with businesses over a six-week period (June/July 2020). Questionnaire sent to 42 businesses. 80% of respondents thought TVP would have a positive impact on their business.

Public Consultation - Six-weeks (July/ August 2020). Public consultation questionnaire on CC website and promoted via Local Authority's social media. 1690 responses. A high level of support shown:

- 79% were very supportive of TVP;
- 42% stated they would use the TVP 'regularly' and 40% 'sometimes'

All consultation has enabled feedback about how the proposal could be improved.

This has been reflected in the ongoing design work. **More information on consultation activities and how these have fed into the TVP proposal can be found in TVP, WeITAG Stage 2, Final Report section 2.2 and Impacts Assessment Report Appendix B**

Visual flythrough link:

<https://www.carmarthenshire.gov.wales/home/business/development-and-investment/tywi-valley-path/#.YMnCs-SpXoo>

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)

There are no major objections to the proposal and consultation has demonstrated widespread support for the scheme.

Public consultation undertaken in 2020 allowed comment on how the TVP proposals could be improved (see Section 2.2 of the TVP, WeITAG 2). The most frequently stated comment/issue raised was in relation to allowing the route to be used by horse riders, due to there currently being limited off-road riding options locally.

Although this group of users are not in objection to the TVP, they would like greater access of use once opened. CCC remain in discussion with representatives of this user group, about what provision on the TVP can be delivered.

Comments from public consultation also raised: need for additional facilities along the route; additional linkages; flooding; general maintenance; dogs on leads; the width of the route for all users; the route passing through farmland and the riverside location. These are all aspects that the Council is addressing in the final scheme design.

[REDACTED]

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?

- Yes
 No
 N/A

For Northern Ireland transport bids, have you appended a letter of support from the relevant district council

- Yes
 No
 N/A

4.3 The Case for Investment

See technical note Table 1 for further guidance.

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)

The proposed scheme runs through a predominately rural area, consequently, travel behaviour in the area is car dominated. Distance is one factor that influences modal choice, but a lack of affordable transport alternatives is another major barrier to reducing car use in the study area. Many local businesses, communities, services, and visitor attractions cannot currently be accessed safely on foot or by bicycle. Between 2016 and 2018 statistics reveal

125 KSI collisions resulting in 145 KSI casualties this includes 2 fatal collisions in the study area.

Installation of the TVP would improve modal choice across the area and improve affordable access to a wide range of socially necessary services and facilities.

Increased levels of walking and cycling would also act to improve the air quality issues suffered by communities in Llandeilo and Carmarthen. The 2018 Air Quality Progress Report 32 states that ‘the main air quality pollutant to Carmarthenshire is Nitrogen Dioxide (NO₂) and the main source of NO₂ emissions in the County is road traffic. Provision of the Tywi Valley Path would increase modal choice and provide a safer environment for pedestrians and cyclists.

If no action is taken, levels of car use are likely to increase and the associated negative economic, social and environmental impacts of traffic delays and congestion within town centres are likely to worsen.

In 2020 Carmarthenshire County Council became the first local authority in Wales to publish a climate change action plan detailing how it will work towards becoming net zero carbon in the next 10 years. Climate change, air pollution and the need to cut carbon emissions are key drivers in the decisions being made in relation to transport. The significant impact that transport has on the environment is widely recognised, particularly in terms of air pollution, noise pollution and greenhouse gas emissions. For example, a previous report has provided an example of the significant annual CO₂ savings that could be made simply by transferring a 10km commuting journey by car to a cycling journey along the proposed Tywi Valley Path.

Further to this facilitation of the path will also improve health and fitness of locals, this is especially important in an area that suffers from cardiovascular disease mortality rates that are above the Welsh average.

Carmarthenshire also has the third highest rate of childhood obesity amongst 4 – 5 year olds in Wales. Provision of the TVP would encourage increased activity which is seen as a great way to improve mental health and well-being, and in an area where 28% of adults suffer from mental health issues, there is a real need to develop measures that encourage residents to make use of the extensive countryside in Carmarthenshire.

Existing walking and cycling provision between Ffairfach and Carmarthen is disjointed. The B4300 between White Mill and Ffairfach, which is the existing route of NCN 47, is unsuitable due to high traffic speeds and there are serious road safety concerns that have a negative impact on the uptake of walking and cycling.

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

Delivery of the TVP has the potential to improve access to education, healthcare, employment and a wide range of socially necessary services and facilities. It has the potential to unlock significant economic, social and environmental benefits for local communities. Economic benefits alone have been estimated at over £4 million per annum to the local economy through increased visitor spend in the area. Whilst it will immediately benefit the local community, delivery of the proposed scheme will have regional and national significance. Consequently, UK Government funding is required to deliver the scheme as efficiently as possible.

Traditionally funding from the Welsh Government is allocated on a yearly basis. On many occasions there is no guarantee or certainty on long term funding for schemes. This approach often leads to piecemeal delivery that can frequently result in additional costs and aborted work. As a result the potential benefits of the scheme are diluted or in some cases not achieved at all. TVP at present is not eligible for WG Active Travel funding as it doesn't meet current prescribed eligibility criteria.

[REDACTED]

[REDACTED]

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)

CCC are proposing to invest in world class walking and cycling infrastructure that will attract visitor spend from across the UK capitalising on the beauty of the Tywi Valley. Further the Tywi Valley is a rural area with a low population density and dispersed settlements. The Carmarthenshire LDP notes smaller settlements lack services and facilities and local needs are typically met by travelling by car to larger neighbouring settlements.

The 'Moving Rural Carmarthenshire Forward' report recognises that the demise of services in smaller settlements results in more travel to larger towns. The impact of such issues on social and economic well-being is recognised in the Carmarthenshire Well-being Assessment, which states that 'rurality, and the significant distances to cover in Carmarthenshire, poses challenges to well-being in terms of connectivity and access to services.'

Implementation of the proposed Path will generate significant opportunities for revenue generation estimated at over £4 million per annum. Increased visitor numbers will increase spending in communities along the path resulting in additional employment for local people. The rurality of the Tywi Valley presents sustainable transport challenges for visitors and the local population. The need to travel to access services and facilities within the larger settlements is a key consideration. The study area is well-connected for travel by car to the larger settlements however, accessibility by more sustainable travel options is less attractive. The area has high levels of car ownership with over 81% of households in Carmarthenshire having a car or van, compared to an average of 77% across Wales as a whole. 36% of journeys in the Tywi Valley catchment, are less than 10km in length. This shows that a significant number of commuting journeys are short and feasible to be undertaken by alternative transport modes, such as cycling, if suitable routes were available.

Increased walking and cycling is hampered by a lack of suitable infrastructure, CCC highlight rural roads as an area of concern when between 2016 and 2018 statistics reveal 125 KSI collisions resulting in 145 KSI casualties this includes 2 fatal collisions in the study area. Public transport has experienced a decline in recent times. Investment in enhanced walking and cycling infrastructure would improve access to necessary services and facilities in an area suffering from a decline in public transport.

The Carmarthenshire Well-being Assessment found that Carmarthenshire has the third highest rate of childhood obesity in Wales with 30.7% of 4–5-year-olds being overweight or obese, which is higher than the Wales average of 26.2%. Cardiovascular disease mortality rates in Carmarthenshire are 334.2 per 100,000 people, which is higher than the Wales average of 289. The Assessment found that 28% of Carmarthenshire adults suffer from mental health issues, above the Welsh average of 26%. It is understood that increased physical activity, as well as a greater connection to the natural environment, can have

positive impacts on health and general well-being. The delivery of the TVP will have an important role to play in improved the health and well-being of residents

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

In line with Welsh Government procedures, the TVP has followed the Welsh Transport Appraisal Guidance (WeITAG) process. As well as embedding the Well-being of Future Generations (Wales) Act 2015

(WFGA), WeITAG combines the principles of the HM Treasury Green Book and the Five Case Model for Better Business Cases, with TAG best practice for

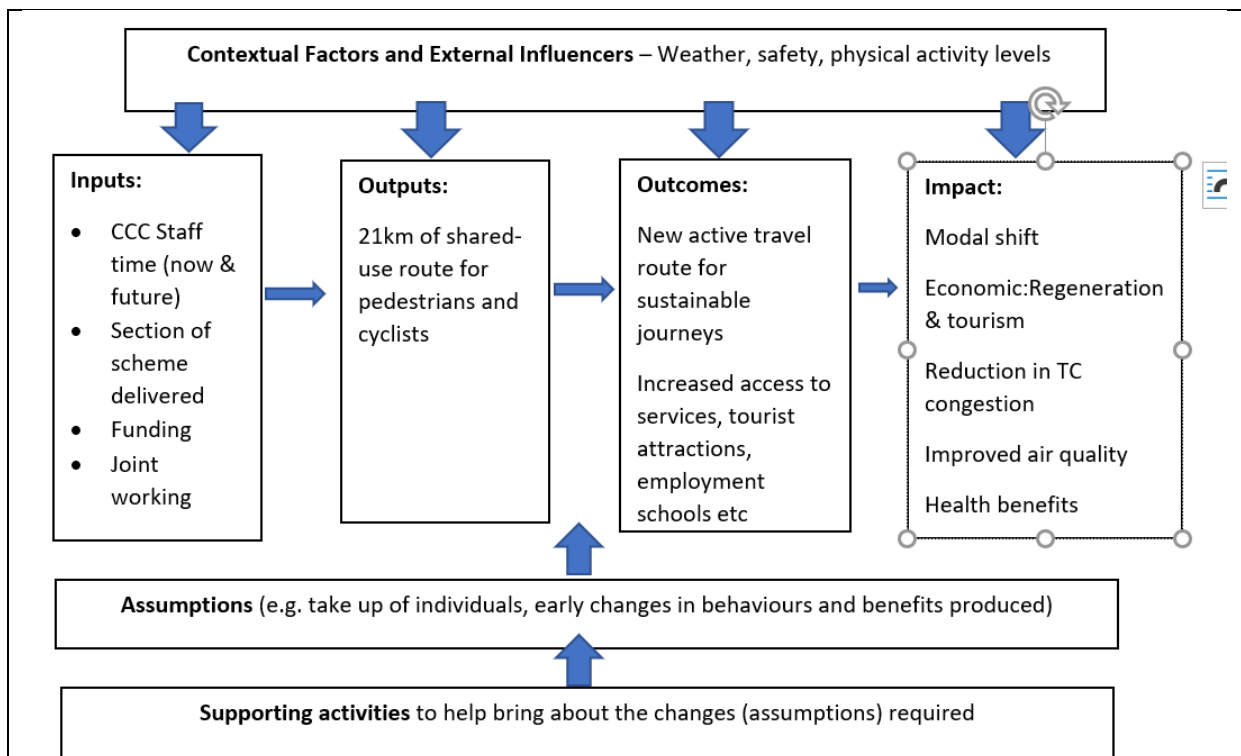
transport appraisal. WeITAG (2017) has five key stages. Stage 1 of the WeITAG process (Strategic Outline Case) was undertaken to 2013 guidance, with Stage 2 (Outline Business case) completed to 2017 guidance in 2020/21. At stage 1 and stage 2 an option selection process has been undertaken, as well as a full appraisal of the key problems within the study area and how any preferred option will address these problems and the impacts it may have. In agreement with the funding body the WeITAG Stage 1 and 2 reports have been submitted in place of an Option Assessment Report.

Yes – WeITAG Stage 1 & 2

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)

The outputs from the TVP are detailed in the Monitoring and Evaluation Plan (appended to application). The Theory of Change of how these outputs will be achieved is as follows:



Contextual Factors: These could be weather (no control), safety and desire within user groups to undertake physical activity. These will be addressed through design features in the route (safety), and the promotion of the health benefits of walking and cycling.

Inputs:

Inputs include the time that CCC officers have given to the project. In terms of activities to date, there has been external and CCC funding provided to deliver a section of the route (lessons learnt). This was achieved through joint working e.g. CCC cross-departmental, local communities.

Outputs:

The key deliverable is a new shared usage route for pedestrians and cyclists approximately 21km in length from Abergwili, Carmarthen in the west to Ffairfach, Llandeilo in the east.

Outcomes:

The early to medium term results will be a new active travel route. Upon opening, the community will have improved travel options (particularly for those without a car), with sustainable access to a range of local services. TVP will increase access to existing tourist opportunities and will be an attractor itself.

Impact:

The long-term results include:

- Modal shift for a range of journeys which will reduce congestion and improve air quality benefiting AQMA's.
- Health benefits from increased physical activity and improvement in air quality.

- Economic: Wider regeneration impact from increased access to new opportunities e.g. employment, and economic impact from tourism as TVP attracts visitors to the area.

Assumptions:

Assumptions are based on sound evidence (e.g. existing user count data on routes in the county where between 70-200k users per annum are recorded to justify estimates of 123k users per annum on the TVP). In addition, studies of schemes in other parts of the UK have been used to help inform expectations e.g Waterford Greenway, Ireland – 250,000 users in first year). Evidence exists to support tourism economic benefit and to show how improvement in transport options can help address issues of deprivation where caused by a lack of access. Studies show the health benefits of increased physical activity (see evidence in An Economic, Environmental and Social Evaluation of the Tywi Valley Path –May 2020).

Supporting activities:

Officer’s time and governance will support the project implementation and help ensure positive impacts. The delivery plan for the scheme provides further details on this. Lessons learnt from previous schemes will also be employed.

4.4 Alignment with the local and national context
See technical note Table 1 for further guidance.

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 TVP aligns itself with key Welsh national policy, including the Well-being of Future Generations Act (2015), of which it follows the 7 well-being goals by promoting a healthier, more resilient and prosperous community in Carmarthenshire. It also helps create cohesive communities and contribute to a vibrant welsh culture. It also aligns to the Active Travel Act (Wales) 2013 by enabling residents of these settlements to travel by cycle or foot to employment, healthcare and education (amongst others), therefore, positively contributing towards the uptake of active travel journeys in the County.

Llwybr Newydd¹ outlines the transport hierarchy which prioritises walking and cycling. The TVP follows this philosophy of this hierarchy. The path also aligns itself to the three priorities of Llwybr Newydd.

The TVP also contributes to welsh national tourism, regeneration and environmental policies by providing a facility to enable sustainable travel to tourism destinations in the area, thus helping to reduce carbon emissions.

At a more local level, the TVP contributes to the regional Joint Transport Plan for South West Wales (2015-2020). In the JLTP the path is referenced as the Tywi Valley Transport Corridor as priority 8 of 12 for the Council’s list of schemes. The path will contribute to objective 3 concerning sustainable transport and will contribute to health and well-being (objectives 3 and 5) by improving the safety of individuals walking and travelling by cycle along a new off-road route.

¹ https://gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf

The TVP contributes to the delivery of several local Carmarthenshire policies and strategies, including;

- Carmarthenshire Well-being Plan: The Carmarthenshire We Want 2018-2023
- Moving Rural Carmarthenshire Forward (2019)
- Carmarthenshire Corporate Strategy 2018-2023
- Carmarthenshire Council LDP 2006-2021
- Carmarthenshire LDS for Rural Carmarthenshire (2014-2020)
- Carmarthenshire Cycling Strategy (2018)
- Carmarthenshire ROWIP 2019-2029

The path contributes to the delivery of Carmarthenshire Public Services Board's four objectives;

1. Healthy Habits:
2. Early Intervention:
3. Strong Connections; and
4. Prosperous People and Places:

The route will enable residents and tourists to the region to increase levels of physical activity. The route connects Carmarthen with rural parts of the county, maximising opportunities for residents and businesses along the route.

From a development perspective, the path contributes to Carmarthenshire's LDP, which highlights 'Cycling and Walking' as one of its policies. The TVP contributes to this by providing safe and convenient cycle routes and footpaths and makes use of a redundant railway corridor, which is highlighted in policy TR6: Redundant Rail Corridors.

The TVP also aligns with local strategic policies listed in the LDS for Rural Carmarthenshire (2014-2020). The path will improve access to places of employment for residents, as well as provide access to several tourist sites within the Tywi Valley.

TVP proposal aligns with CCC's Net Zero Carbon climate action plan by providing sustainable travel infrastructure supporting the local authority's ambition to become net zero by 2030 aligning with UK Gov carbon reduction policies.

A more detailed review of local policy can be found in the WeITAG Stage 2 Policy Review, found in Appendix C of the WeITAG Stage 2 IAR.

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)

It is envisaged that TVP will remove car trips by providing greater opportunities for active travel, which will have a positive impact on carbon emissions/ air quality. There are two AQMA's in the study area, which were designated due to standards for NO₂ being breached from vehicle emissions. The proposal will reduce NO₂ emissions by encouraging active travel.

As such, the proposal:

- Aligns with the UK Government’s recently enshrined legal target to reduce emissions by 78% by 2035.²
- Aligns with the UK Government’s commitment to “accelerate the transition to more active and sustainable transport by investing in... measures to help pedestrians and cyclists”, as stated in the Prime Minister’s Ten Point Plan for a Green Industrial Revolution (November 2020).³
- Aligns with the DfT’s forthcoming Transport Decarbonisation Plan (Spring 2021), which seeks to “encourage cycling and walking for short journeys” in relation to “accelerating modal shift to public and active transport”.⁴
- Aligns with Build Back Better Plan by promoting net zero forms of transport to encourage long term economic growth and regeneration
- Is expected to align with the UK Government’s Net Zero Strategy. The Net Zero Review: Interim Report⁵, which will sit alongside the forthcoming Net Zero Strategy, recognises that walking and cycling can decrease the negative externality of transport emissions.
- Generates Co2 savings via modal transfer from private car to cycling (e.g., 96 commuting / utility journeys per day will be transferred from car to cycling – this will equate to 12kgs of Co2 savings per day)

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

The TVP Business Case (WelTAG Stage 2) has estimated the operating and maintenance costs of the scheme at approximately £226k over the 30-year appraisal period.

Funding from future use of the TVP for competitive cycling and tourism events provides a potential income source to support the future maintenance and operational costs of the path.

Active Travel route proposals for walking and cycling infrastructure, detailed on CCC’s Active Travel Network Integrated Network Map, will improve access to the TVP Path. These include:

- Active Travel linkages from Carmarthen to western end of TVP
- Abergwili link.

The INM is currently under consultation and will submit to Welsh Government in September 2021.

² <https://www.gov.uk/government/news/uk-enshrines-new-target-in-law-to-slash-emissions-by-78-by-2035#:~:text=change%20and%20energy-UK%20enshrines%20new%20target%20in%20law,emissions%20by%2078%25%20by%202035&text=The%20UK's%20sixth%20Carbon%20Budget,to%20net%20zero%20by%202050.>

³ <https://www.gov.uk/government/publications/energy-white-paper-powering-our-net-zero-future/energy-white-paper-powering-our-net-zero-future-accessible-html-version>

⁴ <https://www.gov.uk/government/publications/energy-white-paper-powering-our-net-zero-future/energy-white-paper-powering-our-net-zero-future-accessible-html-version>

⁵

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/945827/Net_Zero_Review_interim_report.pdf

6

Access and use of the TVP will be complimented by restoration and access improvement works to Carmarthenshire County Museum and Bishop's Park, via the Tywi Gateway Project, which has received £1.27 million from the National Lottery Heritage Fund.

The TVP will complement measures to improve the A483 corridor through Llandeilo and Ffairfach. These include town centre options such as improved bus connections and footway enhancements, which have the potential to increase footfall on the eastern section of the TVP, as the environment in these towns is improved for pedestrians, cyclists, and public transport users.

TVP will support the Celtic Routes scheme along with regeneration of Llandeilo Market Hall.

The TVP will link to the Swansea Bay and West Wales Metro which is a regional transport network using a variety of modes

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 proposed TVP will significantly improve cycling and walking infrastructure in the study area through the provision of a direct, safe, and primarily traffic-free shared use route.

Delivery of the TVP will help the UK Government achieve their carbon reduction targets by providing safe off-road infrastructure to allow people to connect with socially necessary services as pedestrians and cyclists.

36% of journeys in the study area as less than 10km's delivery of the TVP will support the DfT's Decarbonisation Plan by facilitating more walking and cycling for short journeys.

The Prime Minister's 10 Point Plan sets out to accelerate the transition to walking and cycling, the proposed Path has significant potential to support this target by providing much needed walking and cycling infrastructure in the area.

Llwybr Newydd^[1] states that the Sustainable Transport Hierarchy will be used for new transport infrastructure. The Sustainable Transport Hierarchy, which is set out in Planning Policy Wales 11, prioritises walking and cycling infrastructure ahead of interventions for private vehicles. The proposal clearly aligns with the hierarchy, as it seeks to deliver walking and cycling infrastructure.

In addition, the Welsh Government "strongly supports recreational walking and cycling", which is "strongly linked to a person's willingness to travel actively".^[2] This proposal supports the Welsh Government's commitment to improving cycling and walking activity and infrastructure.

^[1] https://gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf

^[2] <https://gov.wales/sites/default/files/publications/2017-09/statutory-guidance-for-the-delivery-of-the-active-travel-wales-act-2013.pdf>

- <https://celticroutes.info/>

The cycling elements of the proposals will be designed to the required standards set out in the Government's cycling design guidance.

PART 5 VALUE FOR MONEY

5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

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)

TVP WellTAG Stage 2, Final Report (2021) section 2.4 and 2.5, includes a review of local problems. This uses evidence including studies, statistical data, consultation, and primary data to give an indication of scale and significance. In summary key problems are:

- Lack of accessibility by sustainable modes in the Tywi Valley (Scale: Many wards in the Tywi Valley Path area rate amongst 10% most deprived in Wales in terms of access to services)⁶;
- Reliance on car for local journeys due to a lack of alternatives causes congestion in town centres (Scale: High levels of car ownership, 81% of households in Carmarthenshire having a car or van (77% Wales average).
- Air quality issues within town centres (Scale: designated AQMAs in Llandeilo and Carmarthen);
- Infrequent and limited public transport options (Scale: Journeys take up to 3 hours by public transport, equivalent by car are significantly quicker)⁷;
- Existing routes along the B4300 and the A40 are not suitable to encourage walking and cycling. (Scale: National Cycle Network (NCN) Route 47 along the B4300 declassified by Sustrans in 2020. CCC statistics for rural roads show 125 KSI collisions between 2016 - 2018 with 145 KSI casualties).
- Economic benefits of the scheme will assist with rural deprivation.

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)

The use of existing statistical data to demonstrate the scale of problems, has been taken from robust sources e.g. Census, Stats Wales, PSB Well-being Assessments etc.

⁶ <https://statswales.gov.wales/Catalogue/Community-Safety-and-Social-Inclusion/Welsh-Index-of-Multiple-Deprivation/Archive/WIMD-2011/WIMD2011LocalAuthorityAnalysis> and An Economic, Environmental and Social Evaluation of the Tywi Valley Path – Draft Report, Capita, May 2020, Appendix A

⁷ An Economic, Environmental and Social Evaluation of the Tywi Valley Path – Draft Report, Capita, May 2020, pp.16

To support option development of the TVP proposal a range of technical studies have been undertaken. Produced by independent specialists these explore the impacts of the proposed options and provide technical evidence to support appraisal undertaken. These include:

- Towy Valley Transport Corridor Concept – Geotechnical Scoping Report (Jan 2014)
- Towy Valley Transport Corridor – Feasibility Study (Jan 2014)
- Towy Valley Path East – EIA Scoping Report, WSP, March 2018

Studies have also been undertaken to consider environmental and ecological issues. These studies focus upon the Eastern Phase of the route from Nantgaredig to Ffairfach:

- Towy Valley Transport Corridor Concept – Scoping Flood Consequence Assessment (Capita, November 2013);
- Towy Valley Path East – EIA Scoping Report (WSP, March 2018);
- Extended Phase 1 Habitat Survey Report – Towy Valley Cycleway Eastern Section (WSP, January 2019);
- Towy Valley Cycleway East – Otter Seasonal Survey (WSP, January 2019); and
- Towy Valley Cycleway East – River Gwynon Railway Bridge Bat Survey Report (WSP, January 2019).

Studies that have developed the business case for the whole route include:

- Tywi Valley Path Business Case – 2020 update (WSP, September 2020); and
- An Economic, Environmental and Social Evaluation of the Tywi Valley Path – Draft Report (Capita, May 2020). BCR calculations are explained in Section 5.5a

Robustness of evidence has been strengthened through the collection of primary data e.g. consultation, a range of user and business surveys and collection of cycle count data etc. The majority of this has been collected within the past two years. Methods of data collection have been chosen to ensure they unbiased e.g. picking a selection of time, dates, and locations to survey to ensure a diverse range of responses.

A five-case business case has been produced by an independent specialist transport planning consultancy to provide an appraisal of the scheme options (TVP WeITAG Stage 2, Final Report (2021)). This gives a comprehensive update to the WeITAG Stage 1 document produced in 2013. The WeITAG Stage 2 was produced to WeITAG 2017 guidance issued by Welsh Government, which outlines the parameters for how data should be collected and used.

Accompanying the WeITAG Stage report is an ‘Impacts Assessment Report’. This is a repository of all the data collected to undertake an appraisal of the likely impacts of the TVP. This contains primary and secondary data sources and evidence to the recommendations made within the WeITAG Stage 2 Report. It also outlines methodology of how work undertaken is in line with the ‘five ways of working’.

In line with WeITAG 2017 guidance an independent Review Group (separate to those who have completed the WeITAG Stage 2 Study, made up of Council representatives, specialists, and external stakeholders), have meet and considered the robustness of the evidence and recommendations made. This group unanimously agreed that the WeITAG Stage 2 report recommendations be supported, that the evidence was valid and that the TVP proposal progress to WeITAG Stage 3.

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

The proposal sits within the Twyi Valley which is the key local area of influence of the intervention. The study area is defined within the WelTAG Stage 2 report as ‘the Twyi Valley in Carmarthenshire and specifically the area from Abergwili in the west to Ffairfach in the east’. The key towns at either end of this study corridor are Carmarthen in the east and Llandeilo in the north-east.

The communities along the Twyi Valley will benefit from use of the TVP, using it for a range of active travel journeys. The local communities will see transport options increase and see sustainable access to a range of services and opportunities improve.

Primary data that has been collected has focused on the Tywi Valley. E.g. user, schools and local business surveys were conducted within the Tywi Valley.

Technical studies have focused on the route of the TVP. Where possible existing statistical data (e.g. Census data, Well-being Assessment statistics etc) have been used that relate to the Twyi Valley or the local authority area.

It is acknowledged that due to its regeneration and tourism benefits, the range of beneficial impacts will be wider than the Twyi Valley. Therefore, studies looking at the wider economic impact have considered a county wide area of influence.

Carmarthenshire is recognised as the Cycling Hub of Wales, it has hosted many high profile national cycling events. The proposed TVP is a significant piece of infrastructure that will support and enhance the County’s cycling product

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)

TVP will support UK & Welsh Government economic priorities for jobs and growth and will reduce economic inactivity through direct and indirect job creation associated with the scheme. The Swansea Bay City Region Economic Regeneration Strategy acknowledges the current economic (GVA) underperformance of the region but aims to boost economic activity through the implementation of key objectives centred around business growth, maximising job creation, distinctive places and competitive infrastructure which fit with the aims of the TVP. For instance, the strategy notes that agriculture employment is projected to reduce by 32% by 2030, this path will afford opportunities for diversification and development of a strong rural business offer.

TVP will contribute towards this aim, by increasing access to employment and educational opportunities, currently limited by an over-reliance on private car travel and limited public transport options within the area. The TVP is based in the Swansea Bay City Region and will support economic priorities in terms of job creation, both during construction and following completion of the path.

TVP will also support the critical visitor economy in Carmarthenshire and will be an important facilitator of growth in this sector, especially in the light of the impact of the COVID-19 pandemic and the need for the sector to recover and grow. As evidenced through STEAM tourism metrics for Carmarthenshire, visitors and their expenditure in the county are an important contributor to economic activity and it is critical that a project such as the TVP is funded and is able to open as soon as possible.

As well as large monetary economic impacts, the TVP has the potential to reduce economic inactivity by linking rural communities with administrative and employment centres in the county. It meets grant objectives, for example, and will improve the quality of life for residents by providing a predominantly off-road route to a major employment, retail and leisure centre, thus encouraging active and sustainable travel.

The Welsh Index of Multiple Deprivation (WIMD) data also shows that access to services in the area is within 10% of the most deprived in Wales and it has been shown that service deprivation can be compounded by transport poverty. The TVP is a free to use facility and has the potential to improve access and quality of

The economic modelling used to develop the business case for the TVP reflects a range of benefit types, including employment-based impacts associated with constructing the TVP (benefitting the local labour market and boosting skills), the expenditure benefits associated with greater numbers of visitors (supporting direct jobs and those in the wider supply chain) and health-based impacts covering the benefits associated with more walking and cycling as well as reduced sickness absences.

Based on evidence from similar walking and cycling schemes, there are further business benefit impacts as increased visitor expenditure will generate further activity through economic multiplier impacts.

The TVP also meets several key local objectives, including:

- Improving road safety (fewer accidents);
- Reducing community severance.
- Reducing rural deprivation; and
- Improving access to services

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)

The economic appraisal of the Tywi Valley Path (TVP) is based on a business case model for the scheme. This was originally developed in 2018 for initial appraisals of the scheme and has subsequently been updated as more up to date information has become available.

The model has been structured using model 'best practice' so that the inputs, calculations and outputs worksheets in the model are clearly labelled and separated.

The 'inputs' worksheets contain the following:

- All capital and operating cost items (and discount rate);
 - Scarborough/Scottish Tourism Economic Activity Monitor (STEAM) data for Carmarthenshire (covering visitor numbers, expenditure and number of jobs supported in the sector);
 - All demand assumptions covering forecast TVP usage;
 - Office of National Statistics (ONS) data on GVA and GVA per worker;
 - Business turnover impact and GVA impact parameters from research by SQW;
- and
- Data covering HEAT and SART input parameters.

The 'calculations' worksheets cover the following:

- Construction period impacts; and
- Profile of expenditure (cost) and income / benefit streams over the appraisal period (30 years) – both undiscounted and discounted.

The 'outputs' worksheet includes all final Net Present Value (NPV) and Benefit Cost Ratio (BCR) results for three scenarios.

The robustness of the forecast assumptions is based on a number of factors. For the costs of the project (covered in more detail in 5.3), these are based on the most up to date estimates provided by the contractors commissioned by the County Council. In the model, when these costs are incurred is distributed across the relevant early years in the appraisal period.

The STEAM data is based on the latest dataset available for the county and is used to derive 'spend per day' for the four different types of visitor / user categories. The STEAM data is also used to derive an indirect employment multiplier parameter.

The forecast TVP demand or usage data are based on an average calculated from the following sources:

- An average of usage figures from Swiss Valley Tumble and Swiss Valley Felinfoel for 2020 (a good comparator as the path has active travel and leisure users);
- An average of the Pwll Pavilion Millennium Coastal Path (MCP) counter data between 2018 and 2020;
- An average of Glanamman counter data on the AV cycleway between 2018 and 2020 (for the occasions where the counters have not functioned on the AV cycleway, data from other counters in Pontamman have been used to supplement these).

The model also calculates the employment and economic impacts during the construction phase (although these are not reported within the overall NPVs and BCRs of the scheme as construction impacts are not included in scheme business cases / economic appraisals).

As well as the monetary benefits generated by additional visitor numbers / users of the TVP, there are also benefits covering Business Turnover and GVA impacts. The parameters for these are based on empirical work undertaken by SQW with the resulting benefits being included in selected NPV and BCR scenarios. These are reported in more detail in 5.4a below.

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)

[Redacted content]

[Redacted content]

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)

There are a range of economic benefits estimated for the TVP. These reflect the characteristics of the path and the different types of benefits it will generate.

Supporting Employment

The TVP will support employment during both the construction phase and then during its operational phase. During construction and based on the 'peak' construction activity year capital cost, the total number of direct employment positions generated is based on this total divided by GVA per worker in this sector in the region. This employment is then uplifted by an indirect employment multiplier of 1.26 and an induced employment multiplier of 1.1. This combined employment total in the peak construction year is then multiplied by GVA worker to obtain a total GVA impact.

The total additional tourism expenditure will also support employment. The £4.4 million per annum visitor expenditure will support many jobs in the sector with work by Deloitte and Oxford Economics for Visit Britain in 2013 showing, for example, that to create one job in the UK tourism sector requires an additional spend of £54,000. On this basis, the additional tourism spend of £4.4 million per annum will support over 81 jobs in the sector.

Supporting the Visitor Economy

The TVP will generate substantial numbers of new visitors and users of the path (the latter including commuters, for example). There are four categories of users:

- Day visitors;
- Overnight (serviced) visitors;
- Overnight (non-serviced) visitors; and
- Commuters.

The monetary benefits of these additional visitors / users are calculated by taking the 'base' usage demand forecast and apportioning this across the different user categories (based on proportions derived by SQW). The demand forecasts are also subject to a 'ramp up' profile over six years to reflect the likely levels of TVP take-up during its early years of operations.

Once the annual demand forecasts per user category have been derived, these are then multiplied by the respective spend per day values obtained from the latest STEAM report for Carmarthenshire. These latter values are based on dividing total "economic impact" per visitor type (monetary expenditure) by the respective number of visitors.

For all visitor categories (including commuting as well), the expenditure is profiled over the 30 year appraisal period and is subject to standard public sector discounting of 3.5% per annum. The benefits are then added together when the final NPVs and BCRs are calculated.

Business Turnover Impact

Empirical research by SQW has shown that business turnover will increase by a multiplier value to reflect the knock-on effects of additional visitor expenditure through supply chains (indirect effects) and as a result of the re-spending of wages and other income that this demand generates (induced effects). Together these produce multiplier effects. A study undertaken using the Cambridge Economic Model can be used to provide a proxy for these multiplier effects. This implies that tourism business turnover (including multiplier effects) is 1.44 times the value of tourist expenditure.

This is then applied to the visitor expenditure totals to give a business turnover impact uplift.

GVA Impacts

These impacts are a measure of the economic contribution of a sector or activity and represent the additional value that is created in the area (rather than just total value). GVA impacts can be estimated by using the typical ratios for the industry with Annual Business Survey data providing estimates of turnover and GVA for the tourism sectors in the South West.

For the two main sectors (accommodation and food and drink service), GVA represented 48% of turnover value. Applying this to the total visitor expenditure gives a direct GVA uplift. The multiplier effects are based on the regional average GVA to turnover ratio across the rest of the economy (34%) and this is subsequently applied to indirect and induced business turnover to derive a total GVA impact.

As GVA impacts are an alternative economic measure to business turnover impacts, they are not additive and this means that they are included in alternative scenarios when NPVs and BCRs are calculated.

Improved Health / Reduced Sickness Absence Impacts

Indicative health (HEAT) and reduced sickness (SART) benefits have also been estimated. Assuming that the monetary societal cost of a single mortality is approximately £3.2 million, a 0.9 reduction in the number of deaths as a result of increased levels of cycling (and the health benefits this generates) will be approximately £2.8 million. Based on the input assumptions used, the benefits from reduced sickness absence will be circa £1 million per annum.

These are not included in the scheme NPVs and BCRs.

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

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

Tab 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 in 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 overall Value for Money categorisation of the TVP scheme is based on standard cost benefit analysis with a range of Net Present Values (NPVs) and Benefit Cost Ratios (BCRs) calculated. As this is primarily an active mode scheme with new walking and cycling facilities, the appraisal period is 30 years and covers 2020/21 to 2048/49 inclusive (2019/20 is treated as the 'base' Year 0).

When evaluated across this 30 year appraisal period, the TVP will generate considerably more discounted scheme benefits compared to scheme costs. The discount rate applied is the standard 3.5% rate defined in HM Treasury's Green Book for a 30-year appraisal period. The outcomes are summarised below in NPV terms and show the results based on scenarios where different combinations of benefits are included, e.g.

- NPV Scheme Costs v User Expenditure: £60.5 million;
- NPV Scheme Costs v User Expenditure + Business Turnover: £97.5 million; and
- NPV Scheme Costs v User Expenditure + GVA Impacts: £114.6 million.

The NPVs show the extent to which scheme benefits exceed scheme costs. It is clear from all these results that the TVP will generate considerably more benefits compared to capital and maintenance costs. This is true even for the scenario where just user expenditure (i.e. visitor spending) is taken into account.

As well as the NPVs, BCRs have also been calculated to indicate the economic viability of the scheme and are appropriate for the TVP scheme given that BCRs are typically reported for grant and funding applications. The BCRs show the ratio of benefits in relation to costs (again, all items are discounted over 30 years).

For the three scenarios reported above, the respective BCRs are as follows:

- BCR Scheme Costs v User Expenditure: 3.6 : 1;
- BCR Scheme Costs v User Expenditure + Business Turnover: 5.1 : 1; and
- BCR Scheme Costs v User Expenditure + GVA Impacts: 5.9 : 1.

Based on UK DfT's Value for Money Framework guidance, these BCRs demonstrate the following:

- BCR of 3.6 = "High" Value for Money (VfM);
- BCR of 5.1 = "Very High" VfM;
- BCR of 5.9 = "Very High" VfM.

With all BCRs being at least 3.6 or higher, the clear economic viability of the scheme is clear. The results presented above indicative the extent to which monetised impacts exceed scheme costs.

Although there is less certainty associated with health (HEAT) and sickness absence reduction (SART) benefits, the addition of these impacts into the appraisal will make the outcome even more positive.

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)

The TVP performs well when assessed against economic, environmental, social and cultural criteria, as shown in Table 3.4 of the Tywi Valley Path WelTAG Stage 2 Final Report.

The TVP scored most highly in relation to its potential positive impact on physical activity, whereby it was rated as having a large positive impact. The proposal was also rated as having a moderate positive impact on many other appraisal criteria, particularly the social criteria, which includes severance, access to services and accidents. The TVP recorded no negative ratings against any of the economic criteria which included job creation and reduced sickness absence. The path also recorded no negative environmental criteria with

benefits including significant CO² savings from transferring 10km of commuting traffic to active travel. Additionally, social and cultural benefits included, improved safety of walkers and cyclists, and a positive impact on tourism in the area and promoting the Welsh language.

The WelTAG 2017 guidance and methodology was used to undertake a five-case appraisal that looked at the impacts of options. The impacts are displayed using a range of appraisal tables, including a standard appraisal summary table (AST) (Worksheet 12, Appendix I of the WelTAG Stage 2 IAR). A seven-point Likert scale was used to score impacts (large positive to large negative). More detail on the appraisal process used is outlined in the Methodology Note (Appendix A of the WelTAG Stage 2 IAR).

Section 3.3 of the WelTAG Stage 2 Report describes in more detail the non-monetised benefits of the scheme.

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)

The risks and uncertainties that could impact on the Value for Money (VfM) category for this bid cover both costs and benefits.

Economic costs

Out-turn VfM will be dependent on the accuracy of the capital cost estimates for the TVP. Unforeseen cost over-runs and delays to the project could impact on the final VfM. The economic costs for all the projects are based on detailed estimates that have been overseen by CCC. This means that the risks of cost over-runs are minimal whilst appropriate contingencies and optimism bias amounts have been added to the cost estimates for the purposes of the Economic Case. CCC has been overseeing development and implementation of the TVP scheme for a considerable period of time and have based the cost estimates on the most accurate, up to date cost information available. This means that the risk of cost over-runs is limited.

Economic benefits

Benefits are based on forecasts of usage of the TVP and the positive impacts this will generate. As with all usage-based forecasts, there will be some uncertainty as to the extent these will be realised. Given the uptake in Active Travel during and post COVID it is expected that the proposed scheme will benefit from increased usage as a result of more Staycations and leisure trips.

The forecasts are based on robust, prudent analysis of comparator footpath and cycling corridors that bear a close resemblance to what is being proposed for the TVP.

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.

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

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 financial ask from the LUF is £16,774,912 which represents 90% of the overall bid amount. Carmarthenshire County Council will contribute £1,863,879 towards the scheme which represents 10% of the overall bid. Carmarthenshire County Council's match funding amount is secured from the Capital Budget Programme.

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.

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

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)

If the requested investment from LUF is secured there will be no gaps in funding as the CCC Capital programme will provide the remaining match funding. At this stage, there are no anticipated revenue gaps

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)

The following funding applications have been made in relation to the scheme:

2015/16 – funding secured from Welsh Government (WG) Local Transport Fund (LTF).
2016/17 – funding secured from WG LTF.
2017/18 – funding secured from WG LTF & WG Rural Communities Development Fund. CCC were successful in this funding stream as it recognised the tourism benefits of this world class scheme.
2018/19 – funding secured from WG LTF.
2019/20 – funding bid submitted to WG LTF and WG Active Travel Fund (ATF) - Unsuccessful
2020/21 - funding bid submitted to WG LTF. Unsuccessful

Welsh Government officers have previously provided the following reasons provided for not securing ATF funding:

- that the scheme didn't meet the specific requirements of the Active Travel Fund criteria as large elements of the scheme are not on an approved Integrated Network Map on in the prescribed built up areas (BUA's) which are set by WG.
- The LTF grant funding priorities changed and schemes of this nature are now to be funded by the Active Travel Fund. TVP hasn't been eligible for ATF due to the reasons listed above.

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

[Redacted]

[Redacted]

[Redacted]

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). (Limit 500 words)

The main financial risk to the scheme is not securing the external funding required to deliver. This element can be mitigated by submitting robust funding bids within timescales to appropriate funding bodies.

Other financial risks include :

- Uplifts in construction costs. This element can be mitigated by being accurate with our current high level estimates which are based on current market values and framework rates which are set for coming years. The construction costs in part are based on detailed designs which has lowered some

of the risk associated with estimating at this stage in the process. Comparisons with previous schemes of a similar nature have been used as a checking mechanism to ensure cost estimates are as robust as possible at this stage. Construction contingencies have been included. Any cost over runs will be funded by Carmarthenshire County Council.

- Framework contracts in place to speed up procurement process to help mitigate some impacts of inflation in the construction sector
- Delays to the scheme which could impact delivery and in turn have an impact on the financial profile. This can be mitigated by robust programme management through regular meetings and early identification and resolution of potential programming issues.
- Failure to agree contract sum within available budgets. This can be mitigated by having contingencies in place and the option to value engineer certain elements to bring contract costs down if necessary.



6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

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)

Commercial Structure

CCC is a Public sector Local Authority which covers the geographical area of the County of Carmarthenshire. It has 74 elected members and is headed by an elected council Leader and Chief Executive Officer. The Council was formed in 1996 and is the third largest Unitary Authority in Wales geographically covering approximately 2400 sq.km and delivers its service to over 180,000 residents. The Leader and Elected Members have overall responsibility for Council services and budget. The Council's Executive Board, comprises of 10 members. The Executive Board takes delegated executive decisions in accordance with Council policy and budget. There are scrutiny committees which support the work of the Executive Board and the Council as a whole. A copy of the Council Constitution is available on request.

Procurement Strategy

CCC has Contract Procedure Rules in place to set clear rules for the procurement of goods, services and works for the Authority to obtain best value for money. These rules ensure a system of openness, transparency and non-discrimination where the accountability and probity of the procurement process will be beyond reproach. A copy of the Contract Procedure rules is available on request. CCC has a well-established consultants and contractor framework for the procurement of services required to complete this scheme. The frameworks are fully audit compliant and have options to procure under

mini tender processes or via direct award. There is also the option to utilise Carmarthenshire County Council's Direct Labour Organisation (DLO) who can undertake small and medium sized construction projects.

The form of contract to be used for this project is the NEC Engineering and Construction contract which facilitates the implementation of sound project management principles and practices as well as defining legal relationships. It is suitable for procuring a diverse range of works, services and spanning major framework projects through to minor works.

Risk Allocation

A Project Board has been established and will be responsible for overseeing the project including monitoring risk and progress at key milestones. The Project Management Team will produce reports detailing the outputs and spend to date to allow regular updates on progress and to address any issues at an early stage. Reports will be made to the Project Board who will take any major decisions such as a change in targets or reprofiling of the project. If the project is not on target, remedial action will be instigated following discussion at the Project Board. A detailed risk analysis for the scheme has been undertaken in accordance with the County Council's risk management process co-ordinated by the Project Manager. The register identifies the risk to achieving the business objectives, makes assessment of uncontrolled risk, identifies risk control measures and who is responsible for implementing them. A copy of the risk register will be appended to this application. Overall risk will be managed by the Highways and Strategic Capital Projects Project Board with day to day risk management sitting with the Project manager.

6.3 Management

See technical note Section 4 and Table 1 for further guidance

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 eg 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)

Key project activities (milestones), task duration, dependencies and resource requirements for the TVP Delivery Plan, are summarised in the table below. The accompanying Project Delivery Plan provides further detail relating to detailed design through to construction and scheme dependencies.

TVP Section	Activity	Task Duration (months)	Delivery Date	Dependencies / Interfaces/ Contingency	Resourcing
West	Detailed Design	0	Substantially complete	Active Travel Design Guidance (ATDG) / Tywi Gateway Project	Consultant
	Surveys: Env/Geo Tech /Ecology/ Flood Risk	0	Summer 2021	Mostly complete. May require some surveys prior to construction	Consultant / Contractor
	Consultation	4	Completed	Stakeholder support	CCC
	Planning Approval	6	Completed	Accompanying Env/Ecological surveys	CCC
	Land Acquisitions	12	Complete Summer 2022 /23		CCC
	Construction Procurement	6	Start Jan 2022	Approval of WelTAG3 / tender award / Subject to funding/ land	CCC
	Construction	12	2022/23	Land acquisition/ ecological constraints	Contractor
	Section opening	3	2021/22 - 2022/23	Land acquisition/ construction schedule	CCC
East	Detailed Design	6	Winter 2021/22	ATDG/Guidance/GeoTech/environmental assessments	Consultant
	Surveys:Env/Geo Tech /Ecology/ Flood Risk	6	Summer 2021	Flood modelling/ecological surveys	Consultant / Contractor
	Consultation	4	Completed	Stakeholder support	CCC
	Planning Approval	6	Dec 2021	Environmental Statements/ Ecology Assessments	CCC
	Land Acquisition	12	Complete 2022 /23		CCC
	Construction Procurement	2	December 2021	Approval of WelTAG/ tender award	CCC
	Construction	12-18	2022/23-2023/24	Land acquisition /ecological constraints	Contractor
	Section opening	3	2022/23	Land acquisition /construction schedule	CCC
All TVP	WelTAG 3	4	Complete Jan 2022	CCC approval/funding	Consultant
	Secure Funding	6	Dec 2021	UK Gov LUF Bid	CCC
	Monitoring and Evaluation	Ongoing	Commence 2022/23		CCC
	Maintenance / Operation	Ongoing	Commence 2021/22		CCC

- [An understanding of the roles and responsibilities, skills, capability, or capacity needed.](#)

CCC will act as the lead body for managing the delivery of the project. A Strategic Project Board has been established within CCC for overseeing delivery including monitoring progress at key milestones A Project Team has been established to manage the day-to-day delivery of the project. The project governance structure is provided in the accompanying Delivery Plan.

- [Arrangements for managing any delivery partners and the plan for benefits realisation.](#)

The CCC Project Team has responsibility for managing the contractual relationships with contractors and landowners, monitoring performance, communication with key stakeholders and the public, project monitoring and reporting, marketing and promotions.

- [Engagement of developers/ occupiers \(where needed\)](#)

CCC have a Land Acquisition Officer responsible for handling the land purchase negotiations.

- The strategy for managing stakeholders and considering their interests and influences.

The communications and stakeholder management strategy for the TVP project has been developed and coordinated by CCC as part of the WeITAG Stage 2 process, which includes a Stakeholder Engagement Plan and Consultation Report, detailing the activities to date and planned. This includes:

- Stakeholder Meetings
- Business/ Public Consultation
- Awareness Raising Events

Further details are provided in section 4.2a.

- Confirmation of any powers or consents needed, and statutory approvals eg Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence.

Statutory approvals required:

- Planning Permission for Eastern section.
- Traffic Regulation/Management Orders
- Requirement for Environmental Statement
- Consultation with key stakeholders (Eg. NRW)
- Flooding/drainage (Flood Consequences Assessment)
- Land acquisition

- 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.

Statutory approvals obtained:

- Planning Permission secured for TVP, Western sections (April 2017)
- EIA Scoping Report/Screening Assessment, Habitat, Bat, and Otter Seasonal Survey, undertaken
- Ecological licenses for protected species are likely to be required.
- [REDACTED]

6.3b Has a delivery plan been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

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

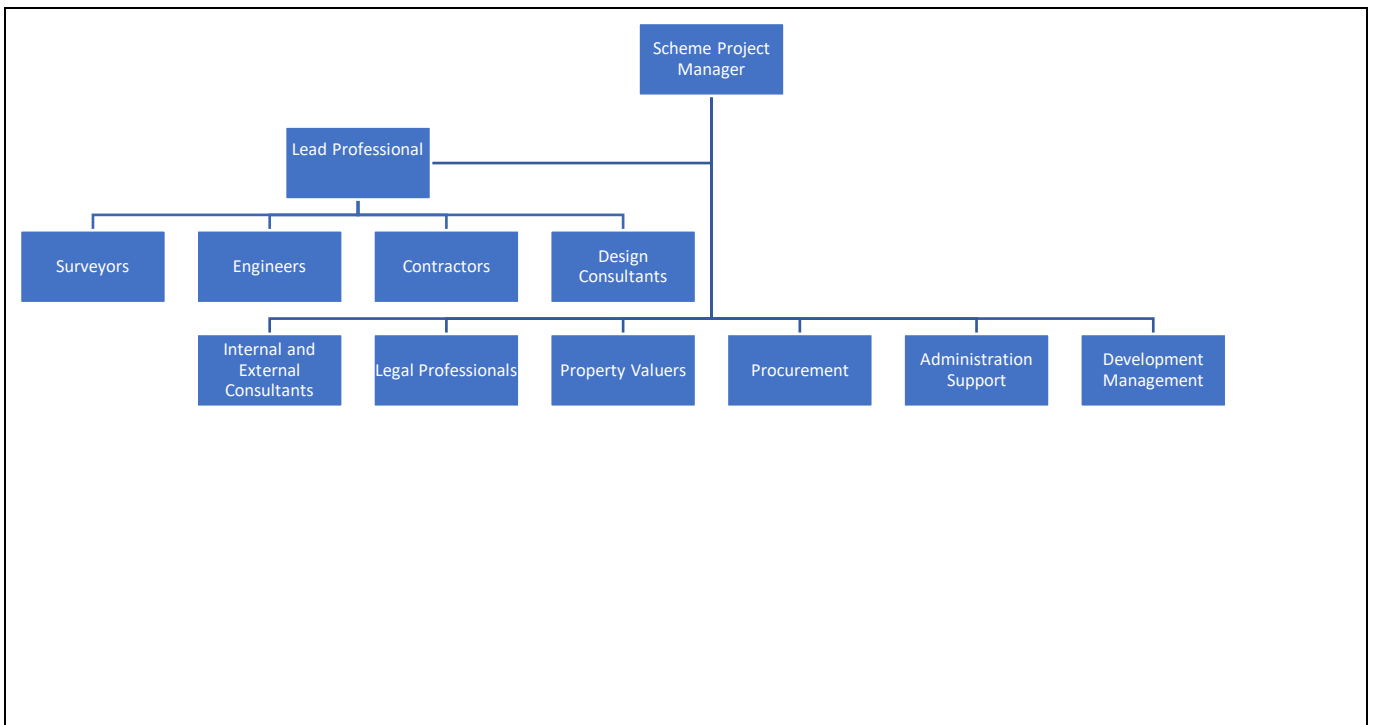
Barriers and their associated risks have been identified which include:

- 75% of the TVP route is in a Flood Zone 2 (Low).
- Designation of the Tywi River as a SAC and SSSI, being within a Registered Historic Landscape of Outstanding Historic Interest and a Special Landscape Area (Moderate).
- Geotechnical considerations including potential slope instability, river erosion, structure, potential contamination, and access restrictions (Moderate).
- reliance on external funding sources for delivery (Low).
- Land acquisition (Moderate).
- Planning approval (Neutral).

Appropriate and effective arrangements for the management and mitigation of these risks include:

- Whilst 75% of the proposal is in Flood Zone 2, most of the route is on the former railway which has been constructed on an embankment to protect from flooding. Though some drainage or ground raising/improvement will be required to address discrete waterlogged areas. As such, a Flood Consequences Assessment with an accompanying Environmental Statement is being used to manage/mitigate flood issues/river erosion.
- Due to the location of the proposal, a Construction Environmental Management Plan and a Habitat Regulation Screening Assessment will be produced to mitigate/manage any construction works that impact the SAC etc., Any works such as vegetation and clearance demolition of structures will be supported by a Method Statement to ensure measures such as timing restrictions and ecological supervision occur. Other methods include specific design features such as the installation of fencing to protect otter resting sites, bat boxes on trees and post-construction monitoring.
- CCC has a host of expertise required to deliver the scheme. Financial Procedure Rules will be adhered to, various funding sources will be utilised including the Council's Capital Budget.
- [REDACTED]

A Project Team (figure below) is set up to manage the risks/barriers of the project.



6.3f Has a risk register been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

CCC have an excellent track record and vast amount of experience and expertise in the delivery of grant funded construction, transport and regeneration schemes of this nature. CCC have experienced professionals employed internally to assist with the delivery of the scheme and have access to existing consultant and contractor frameworks who are able to deliver services required for this scheme. CCC also have an experienced Direct Labour Organisation who could assist in the delivery of the construction element if required.

Between 2019/20 and 2021/22 CCC has secured over £6.33 million in funding for development and delivery of Active Travel schemes within the county. CCC has also delivered the following schemes successfully:

- Carmarthen WDR - construction of approximately 2km of new road with shared use paths connecting new and proposed housing developments, proposed new school, University campus and employment sites. Cost £8.055 million
- Millennium Coast Path – creation of approximately 6km of shared use path connecting Burry Port to North Dock, Llanelli
- Amman Valley Cycleway – Creation of a shared use path in conjunction with Sustrans and neighbouring local authorities.
- Cross Hands Economic Link Road – Construction of a new road and active travel infrastructure connecting new employment sites at a cost of £10.7 Million.
- Pont King Morgan – Construction of a 150m cable stay bridge spanning the river Towy in Carmarthen, bus park and associated highway works. Cost £3.25 million.
- Burry Port SDR – Construction of a new roadway connecting the local area to commercial and industrial sites along with the railway and harbour sites.

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)

Confirmation is set out in Section 7 below.

In terms of consultant and contractor frameworks annual checks are undertaken to ensure contractors/ consultants continue to meet the required standards set in the framework agreement these include H&S, financial and insurance checks. All appointed contractors/ consultants will have passed minimum quality checks to be appointed to the framework.

6.4 Monitoring and Evaluation

See technical note Section 4 and Table 1 for further guidance.

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 Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

Bid Level M&E Objectives and Research Questions

The following study objectives used in the WelTAG Stage 2 have been identified as the bid level M&E objectives and research questions for this bid:

1. To improve connectivity and accessibility in the Tywi Valley by sustainable modes of transport.
2. To increase levels of physical activity, encourage healthier lifestyles and improve well-being for residents and visitors to the Tywi Valley.
3. To promote tourism and enhance the cultural identity of the region, including improved connectivity to visitor attractions.
4. To encourage economic regeneration, job creation and inward investment.
5. To positively impact pedestrian and cyclist safety along the A40 and B4300.
6. To achieve a modal shift towards more sustainable forms of transport for journeys between communities, services and facilities within the Tywi Valley.
7. To increase commuting levels by sustainable modes of transport within the Tywi Valley and between Carmarthen and Llandeilo / Ffairfach.
8. To positively impact air quality and reduce the negative impacts of transport on the natural and built environment.

Outline of Bid Level M&E Approach

Carmarthenshire County Council will undertake a programme of monitoring and evaluation to establish a baseline and changes from it to inform the funders of the extent of the impacts of the scheme, value for money and to inform lessons learnt. The approach for this proposal is to draw on various interventions including existing sources such as the National Survey for Wales and to collect new data

generated from the implementation of the proposal. The monitoring and evaluation will draw on various sources of quantitative data including, installed counters to understand how many people are using the route, collision analysis with pedestrians / cyclists on the A40 and B4300, NO2 emissions on the surrounding highway network and the proportion of people using the route for both utility and leisure journeys. Further, wider, non-transport related impacts such as hospitality bookings, number of jobs in the Tywi Valley and medical admissions for non-communicable diseases will be monitored to assess the post scheme impact. In addition to the quantitative data, qualitative data will be collected in the form of user surveys to understand perceptions of safety and well-being of residents and visitors in the Tywi Valley. This will also assist in assessing post scheme economic impact.

Overview of Key Metrics For M&E

The key metrics that will be used for the purposes of M&E, which relate to the bid objectives and Theory of Change, are detailed in Tab F of the appended Excel spreadsheet and summarised below.

Inputs:

- CCC staff time
- Section of scheme delivered
- Funding
- Joint working

Outputs:

- 21 km of shared-use route for pedestrians and cyclists

Outcomes:

- New active travel route for sustainable journeys
- Increased access to services, tourist attractions, employment, schools etc.

Impacts:

- Modal shift
- Regeneration and tourism
- Reduction in town centre congestion
- Improved air quality
- Health benefits

Resourcing and Governance Arrangements for Bid Level M&E

The Tywi Valley Path project is being led by CCC, which will act as the lead body for the project. A cross departmental project steering group has been established within the Local Authority, which comprises representatives from various departments including planning, biodiversity and conservation, regeneration, community development, finance, external funding and design teams. This Strategic Capital Projects Board is responsible for overseeing the project including monitoring progress at key milestones.

A Project Team has been established to manage the day-to-day delivery of the project and comprises the following Local Authority officers:

- Transport Strategy and Infrastructure Manager
- Tywi Valley Path Project Officer
- Senior Design Engineers
- Property Valuers
- Legal Executives
- Ecologists.

The Project Team is responsible for producing reports detailing outputs and spend to date, which provide regular updates on progress and enables any issues to be addressed at an early stage. Reports are made to the Project Board, which has responsibility for making any major decisions such as a change in targets or re-profiling of the project. If the project is not on target, remedial action will be instigated following discussion at the Project Board.

The Project Team has responsibility for managing the contractual relationships with contractors and landowners along the route, monitoring performance, communication with stakeholders and the public, project monitoring and reporting, marketing and promotions.

The Project Team is supported by a team of experts within the Authority that have extensive knowledge and experience of successfully developing, delivering, managing and evaluating externally funded projects.

This work has been project managed by the Tywi Valley Path Project Officer within CCC. The communication and stakeholder management aspects relating to the bid, including promotion of consultation activities and project reporting requirements, have been coordinated by CCC.

The governance structure of the complementary WeITAG Stage 2 work has involved the establishment of a Review Group as required by WeITAG 2017. The WeITAG Stage 2 Review Group includes representatives from Carmarthenshire County Council:

The Review Group will be required to agree the Monitoring and Evaluation Plan and process at WeITAG Stage 3.

Monitoring and evaluation responsibilities are detailed in Tab F of the appended Excel spreadsheet. Much of the responsibility for monitoring and evaluation of the TVP rests with the CCC's TVP Officer and Project Board, however, data will need to be obtained from various external sources, such as the local tourist board and local health board.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for the Tywi Valley Path I hereby submit this request for approval to UKG on behalf of Carmarthenshire County Council and confirm that I have the necessary authority to do so.

I confirm that Carmarthenshire County 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:

Ruth Mullen, Director of Environment,
Carmarthenshire County Council

Signed:

7.2 Chief Finance Officer Declaration

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

Chris Moore – Director of Corporate
Services, Carmarthenshire County
Council.

Signed:

7.3 Data Protection

Please note that the 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	
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)	
A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
A4. OS Grid Reference	
A5. Postcode	
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)	
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 type="checkbox"/> Yes <input type="checkbox"/> No
A8. Project theme Please select the project theme	<input 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 (£):	
A10. Value of match funding and sources (£):	
A11. Value for Money	

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)

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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.

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A13. Where available, please provide the BCR for this project	
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A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	
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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.

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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

A17. Does this project includes plans for some LUF expenditure in 2021-22?	<input 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 type="checkbox"/> Yes <input type="checkbox"/> No
--	---

A19. Please provide evidence	
A20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A21. Please provide evidence	
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.	
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

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

Project 2	
B1. Project Name	
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)	
B3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
B4. OS Grid Reference	
B5. Postcode	
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)	
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.	
B8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
B9. Value of capital grant being requested for this project (£):	
B10. Value of match funding and sources (£):	
B11. Value for Money	

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

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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.

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B13. Where available, please provide the BCR for this project	
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B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	
---	--

B15. 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.

--

B16. 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

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B17. Does this project includes plans for some LUF expenditure in 2021-22?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input type="checkbox"/> No
--	---

B19. Please provide evidence	
B20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	
Statutory Powers and Consents	
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.	
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

Annex C – Project Three- description and funding profile (only required for package bid)

Project 3	
C1. Project Name	
C2. 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)	
C3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
C4. OS Grid Reference	
C5. Postcode	
C6. 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)	
C7. 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.	
C8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
C9. Value of capital grant being requested for this project (£):	
C10. Value of match funding and sources (£):	
C11. Value for Money	

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

C12. 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.

C13. Where available, please provide the BCR for this project	
---	--

C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	
---	--

C15. 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.

C16. 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

C17. Does this project includes plans for some LUF expenditure in 2021-22?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input type="checkbox"/> No
--	---

C19. Please provide evidence	
C20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
C21. Please provide evidence	
Statutory Powers and Consents	
C22. 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.	
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

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	Letter from Jonathan Edwards MP for Carmarthen East and Dinefwr supplied
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
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)	Y – WelTAG 1 & 2 reports	In line with Welsh Government procedures, the TVP has followed the Welsh Transport Appraisal Guidance (WelTAG) process. As well as embedding the Well-being of Future Generations (Wales) Act 2015 (WFGA), WelTAG combines the principles of the HM Treasury Green Book and the Five Case Model for Better Business Cases, with TAG best practice for transport appraisal. WelTAG (2107) has five key stages. Stage 1 of the WelTAG process (Strategic Outline Case) was undertaken to 2013 guidance, with Stage 2 (Outline Business case) completed to 2017 guidance in 2020/21. At stage 1 and stage 2 an option selection process has been undertaken, as well as a full appraisal of the key problems within the study area and how any preferred option will address these problems and the impacts it may have. In agreement with the funding body the WelTAG Stage 1 and 2 reports have been submitted in place of

		an Option Assessment Report.
Part 6.1 Financial		
Have you appended copies of confirmed match funding?	N	Match funding confirmed in Section 7
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. 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	
Has a letter relating to land acquisition been appended?	N	N/A
Have you attached a copy of your Risk Register?	Y	
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.		

Annex E Checklist for Northern Ireland Bidding Entities

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?		
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.		