

Levelling Up Fund Application Form

Glenrothes & Central Fife

ROUND 2

Prior to completing the online application form, applicants should read the LUF Round 2 Prospectus, <https://www.gov.uk/government/organisations/department-for-transport>

Technical Note <https://www.gov.uk/government/publications/levelling-up-fund-round-2-technical-note/levelling-up-fund-round-2-technical-note>

and this Application Form Guidance.

Word counts are included for several questions throughout the application, these are provided as a guide only. The level of detail you provide in the online application form should be proportionate to the amount of funding that you are requesting. For example, bids for more than £10m should provide proportionally more information than bids for less than £10m.

Whilst there are some annexes that we ask applicants to complete (via the pro forma documents supplied) and some additional documents we request as evidence, applicants must point to specific additional text that they have submitted if they wish it to be considered in the assessment. Any answer referencing any information contained in annexes must be relevant to a specific question in the application form and referenced within the answer.

One application form should be completed per bid.

Applicant & Bid Information

Legal name of lead applicant organisation:

Local authority name / Applicant name(s)*: **Fife 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: **Morag Millar, Strategic Growth and City region Deals Programme Manager**

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

Contact telephone number: **0795 664 6068** **Email address:**
morag.millar@fife.gov.uk

Postal address: **Fife Council, Fife House, North Street, Glenrothes, Fife, KY7 5LT**

Nominated Local Authority Single Point of Contact: [Morag Millar](#)

Senior Responsible Officer contact details: [Gordon Mole, Head of Business & Employability Services](#) Gordon.mole@Fife.gov.uk

Chief Finance Officer contact details: [Eileen Rowand, Executive Director - Finance & Corporate Services](#) Eileen.Rowand@fife.gov.uk

Local Authority leader contact details: Name: Position: Contact telephone number: Email address:

Country:

England

Scotland

Wales

Northern Ireland

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

[FinancialEdge Associates Ltd](#)

For all bids. If VAT is applicable to your organisation please provide VAT number:

GB 663 8223 26

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

Northern Ireland Executive

Third Sector

Public Sector Body

Private Sector

District Council

Other (please state)

Part 1 - Gateway

Applicants will be asked a series of questions to ensure that they have met all the eligibility requirements for the bid type. This information sits outside the scoring framework but will affect how the bid is processed. The application will not be able to proceed until all the relevant eligibility checks have been met.

Please confirm which bid allowance you are using: - Constituency allowance - Transport allowance. This is to determine which bid allowance the local authority is using. For further details on Transport or Constituency bid allowances please see the <https://www.gov.uk/government/publications/levelling-up-fund-round-2-technical-note/levelling-up-fund-round-2-technical-note>

It is a requirement that bids using the **transport allowance** are at least 90% investment in transport.

For bids using the transport allowance, is your bid at least 90% investment in the transport theme with the remaining It is a requirement that bids using the transport allowance are at least 90% investment in transport. investment related to the transport element of the bid?	n/a
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Bids from a single applicant, excluding large transport and large culture bids

Please confirm that the bid does not exceed £20 million	n/a
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Package Bids - It is a requirement that package bids have no more than three component projects. If Yes, the bid is not eligible.

Please confirm that the bid does not exceed £20 million	Y
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No Joint Bids

All joint bids. Do you have the support of the other organisations you are working with and have a signed pro forma to this effect from each organisation?	n/a
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Any bid with a transport element - For bids in Scotland, where you (the applicant) do not have statutory responsibility to deliver all of the transport elements of your bid, please confirm that you have the support of all the authorities with the relevant statutory responsibility before proceeding. Y/N Please note that this also a requirement for all bids using a transport allowance.

PART 1 GATEWAY CRITERIA

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

1.1 Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2022-23

Yes

No

Eligible expenditure in 2022-23 could include capital development costs.

Package bids should complete the Costings and Planning Workbook (Package Bids). The funding profile tab should clearly show some LUF grant defrayed within the required timeframe. It should be evident that LUF grant is being used towards project costs that have been paid in the 2022/23 financial year.

There are no restrictions on what spending in the 2022/23 financial year can be used on, so long as the expenditure is eligible for LUF funding. In Round 1, we asked for expenditure to be identified under these headings:

- *Project Management*
- *Design Fees*
- *Legal Fees*
- *Site Acquisition Cost*
- *Property Acquisition Cost*
- *Enabling works – Pre-Contract - Demolition / Site Preparation or Remediation etc*
- *Temporary works*
- *Construction Phase – Cost of new build*
- *Construction Phase – Cost of refurbishment / conversion*
- *Materials/Equipment*
- *Project insurance*
- *Other Fees/Costs.*

Part 2 - Subsidy control and State aid analysis

If the Levelling Up Fund is used to provide a subsidy, expenditure must be compliant with the UK's obligations on subsidy control. All bids that have the potential to be a subsidy must consider how they will deliver in line with subsidy control principles (or State aid for aid in scope for Northern Ireland only) as per UK Government guidance.

<https://www.gov.uk/government/publications/complying-with-the-uks-international-obligations-on-subsidy-control-guidance-for-public-authorities>

All applicants must establish if the direct award of LUF funds could constitute a subsidy. It is vital that all applicants complete this section of the application form. Where applicants do not adequately demonstrate that the LUF award is compliant under the UK Subsidy Control Regime or State aid rules then the project could be considered ineligible and the application may be rejected.

2.1. All applicants must establish if the direct of award of LUF funds from UK Government to you (as the applicant) could constitute a subsidy. Applicants must consider whether any of the planned activities meet each of the four key characteristics which indicate if it would be considered a subsidy. If any of the four responses is a 'No' then the award is not considered to be a subsidy.

2.1.1 Is the support provided by a 'public authority' and does the support constitute a financial (or in kind) contribution such as a grant, loan or guarantee?	Yes – the LUF grant is a financial contribution
2.1.2 Does the support measure confer an economic advantage on one or more economic actors?	No The Grant will be invested by Fife Council in public realm improvements by both projects.
2.1.3 Is the support measure specific insofar as it benefits, as a matter of law or fact, certain economic actors over others in relation to the production of certain goods or services?	No The Grant will be invested by Fife Council in public realm improvements by both projects.
2.1.4 Does the support measure have the potential to cause a distortion in or harm to competition, trade or investment?	No The Grant will be invested by Fife Council in public realm improvements by both projects.
2.1.5 Did you respond 'Yes' to all the above? If so, the planned activities meet all four key characteristics which indicates it would be considered a subsidy.	NO - please go to question 2.4 For non-public sector applicants, please go to question 2.3

2.2 Please demonstrate how the direct award of LUF monies from UK Government to you (as the applicant) has been considered under each of the subsidy principles. This will involve consideration of the how the subsidy can be provided in accordance with the following Subsidy Control principles listed in the Subsidy Control Bill. If the proposed LUF activities do represent a subsidy and all principles have been met, the LUF application will be considered compliant. Please separate your response where there are multiple awards of subsidy.

2.2.1 Subsidies should pursue a specific public policy objective to remedy an identified market failure or to address an equity rationale such as social difficulties or distributional concerns ("the objective")	n/a
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Please demonstrate how your bid meets this principle.	
2.2.2 Subsidies should be proportionate and limited to what is necessary to achieve the objective Please demonstrate how your bid meets this principle.	n/a
2.2.3 Subsidies should be designed to bring about a change of economic behaviour of the beneficiary that is conducive to achieving the objective and that would not be achieved in the absence of subsidies being provided. Please demonstrate how your bid meets this principle.	n/a
2.2.4 Subsidies should not normally compensate for the costs the beneficiary would have funded in the absence of any subsidy. Please demonstrate how your bid meets this principle.	n/a
2.2.5 Subsidies should be an appropriate policy instrument to achieve a public policy objective and that objective cannot be achieved through other less distortive means. Please demonstrate how your bid meets this principle.	n/a
2.2.6 Subsidies should be designed to achieve their specific policy objective while minimising any negative effects on competition or investment within the United Kingdom. Please demonstrate how your bid meets this principle.	n/a
2.2.7 Subsidies' positive contributions to achieving the objective should outweigh any negative effects, in particular the negative effects on trade or investment between the Parties. Please demonstrate how your bid meets this principle.	n/a

2.4 Public authorities only. Please confirm if you will be disbursing the funds as a potential subsidy to third parties.	If YES go to question 2.5 If NO end.
2.5 Public authorities only. Confirm that you have completed pro forma 5 statement of compliance signed by your Chief Finance Officer.	Where applicants from public authorities have confirmed that LUF will be disbursed as a potential subsidy to a third party (e.g. delivery partner) they are expected to provide a statement of compliance from their Chief Financial Officer in completing pro forma 5.

PART 3 BID SUMMARY

Part 3 - Bid summary

In this section applicants should provide the core details of their bids; clarifying what, where, how much. If your bid is a package bid you should also complete Application Form Annex 1. Note, word counts are included for several questions throughout the application form, provided as a guide only. The level of detail you provide should be proportionate to the funding that you are requesting.

3.1 Bid Name

River Leven Regeneration, Glenrothes and Central

3.2 Please provide a short description of your bid, including the visible infrastructure that will be delivered/upgraded and the benefits that will be felt in the area. (100 words maximum)

A short description should be provided to summarise the project, its outcomes and benefits. This may be used in communications with ministers or in press releases, so should give a clear and concise snapshot that could be understood by those unfamiliar with the bid.

This Bid funds two place-based regeneration projects. Both areas have under-utilised natural assets and will enhance the towns' offer and take first steps to deliver an ambitious, long-term, long-distance footpath network connecting Loch Leven, Kinross to Levenmouth.

The Levenmouth Connectivity Project will provide safe, high-quality green space, allowing communities in an area of high deprivation to access the River Leven and support the re-opening of the Leven Rail Line by December 2024.

Riverside Park is an idyllic green space around the River Leven, in Glenrothes. But an under-used and deteriorating asset, with potential to become a must-visit destination for recreation for residents and visitors.

3.3 Please provide a more detailed overview of the bid proposal. Where bids have multiple components (package bid) clearly explain how the component projects are aligned with each other and represent a coherent set of interventions. *This overview should be more detailed than that provided in 3.2. Please provide full details of what activity will take place, clearly setting out the planned interventions, outputs and benefits. If the activities are being undertaken across multiple sites, the applicant should clearly explain how the activities align with each other and represent a coherent set of interventions. For a package bid, applicants should also clearly explain here how the component projects are aligned with each other and represent a coherent set of interventions.*

The River Leven is at the heart of this regeneration bid. The river catchment will become an exemplar of green economic recovery to meet climate and nature targets and a just transition to Net Zero. The ambition is to connect Loch Leven to the Firth of Forth through an active travel route along the river. This Bid takes the first steps in this vision, focussing on the Levenmouth Connectivity Project and the existing Riverside Park, Glenrothes.

In June 2021, Fife Council approved a Mid-Fife Economic Action Plan (p46). This includes Priority Action 8b Promoting place-based investment. This Bid seeks funding to deliver Actions 8b Supporting the implementation of the Glenrothes Town Centre Action Plan (Riverside Park) and 8e Actively support the Levenmouth Connectivity Project through a new and improved path network.

A place-based approach recognises the need for quality of place as a driver for, and determinant of, local economies. This Bid has a key role to rejuvenate Glenrothes and Leven town centres, enhance the attractiveness of Mid-Fife as a great place to live, work, learn, visit, and invest. Natural assets and green facilities provide significant opportunities to promote increased awareness of tourism and active leisure in Fife by focusing on the quality of the product offering.

The quality of the product offer in Glenrothes Town Centre will be significantly improved by Public Improvements focusing on Riverside Park. Riverside Park has river walks along the River Leven. The park includes play parks, skatepark, orchard, and public art. Friends of Riverside Park have created a network of trails, the Fife Pilgrim Way goes through the park. The park also features art installations from the town's collection of 100+. Visit Scotland classifies it as a 3* visitor attraction, however a quality review indicated that the quality of the environment put that at risk.

The improvements include enhanced park entrances, better signage and improved access throughout. Creation of accessible and sustainable path network linking with town centre, Pilgrims Way and wheelchairs, buggies and cyclists and upgrades to tarmac footpaths throughout the park for year-round use. Enhanced play equipment accessible for all and the provision of a cycling track to complement existing facilities, creating a unique offer to create destination attraction to attract more visitors and increase dwell time.

The Leven Connectivity Project aims to create an exemplar network of paths and cycleways along a stretch of the river and a 30km network of paths through and between local towns in the area. To serve a local population of 37,347, the majority of whom live in bottom 20% SIMD areas, to complement the Leven Rail Link. The Leven Programme is a partnership of 16 public and private organisations committed to deliver place-based, sustainable, inclusive growth.

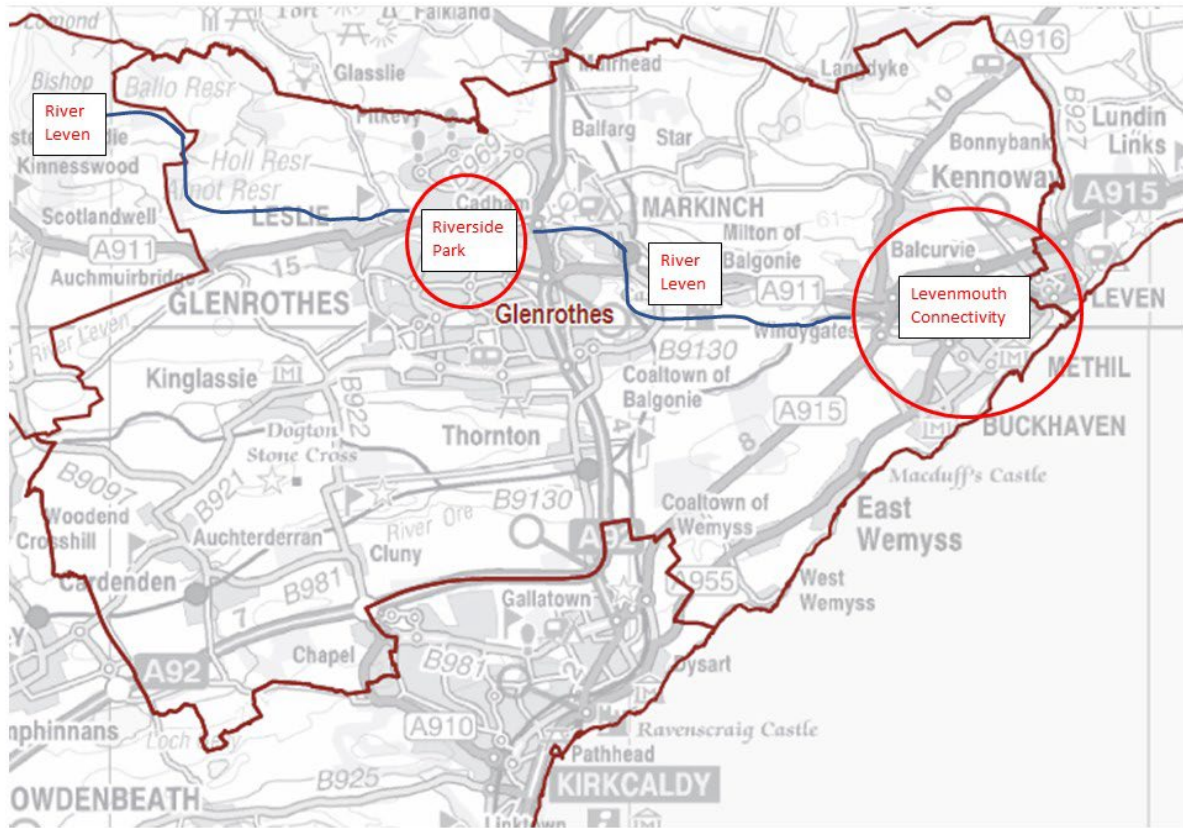
The 2 projects combined will generate a total of 11 gross jobs with 5 net jobs in Fife after additional deductions. A maximum number of 501 construction jobs will also be created for the 2 projects. The effect of these jobs and wider economic impacts will result in an average annual GVA of £1.55m per annum with an overall Benefit Costs ratio of 1.9:1.

3.4 Please provide a short description of the area where the investment will take place. If complex (i.e. containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place. For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of interest to the bid e.g. development sites, areas of existing employment, constraints etc. (500 words)

The response should provide a broad description of the area, with further detail given in question 3.5. If the area is complex (i.e. containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place.

88,158 (23.6% of Fife's population) live in the Glenrothes and Central Fife Constituency. Glenrothes is the major settlement.

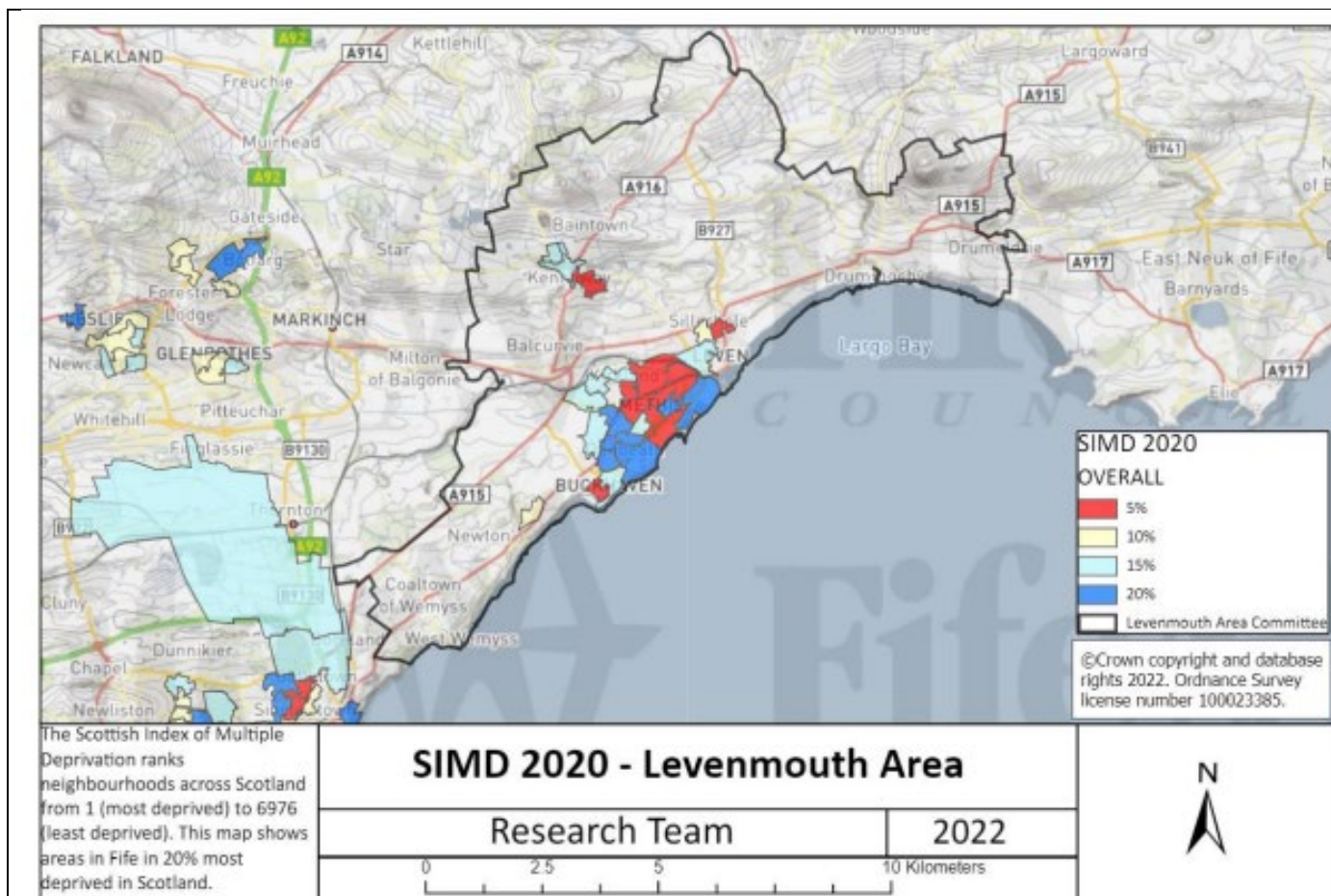
This map outlines the Constituency, the location of the projects and the River Leven.



Glenrothes and Mid Fife has a lowest proportion of people of working age (60.9%) and the highest proportion of children (18.5%) for Fife's UK Constituencies. Levenmouth has 22.6% older people and Glenrothes has 22.6% older people, both higher than the Fife average of 20%. Source: Mid-2020 UK Parliamentary Constituency Population Estimates, National Records of Scotland. It has the highest rates of income and employment deprivation (16.4% of the population are income deprived. 12.7% of the population are employment deprived). 12.7% of the population undertake some form of unpaid voluntary help in their community.

28.1% of the working age population is economically inactive. The Constituency's economic inactivity rate is higher than both the Fife and Scottish rates and the highest in Fife. Its current rate of inactivity is higher than the 2019 pre-pandemic rate (24.4%). Source: ONS Annual Population Survey, Jan - Dec 2021. In 2021, 4.9% of people were Claiming Out-of-work Benefits. The Buckhaven, Methil & Wemyss ward in Levenmouth has the highest claimant rate in Fife.

Map highlighting the 5, 10, 15 and 20% most deprived datazones in Constituency area, SIMD 2020



There were 33,000 jobs in the Constituency in 2020, 25% of the total number of jobs in Fife. The 2020 job density is higher than Fife as a whole (0.70), but lower than Scottish average (0.80). The Constituency's lowest proportionate fall in job numbers 2019-2020. The largest employers are in the Public Sector, Manufacturing, Health & social care, Wholesale & retail trade, and Education.

Glenrothes (23.4%) and Leven (20.1%) both have relatively high town centre vacancy rates. The percentage of vacant units in both town centres has increased since 2019. Source: Experian GOAD Data (Fife Council).

The STEAM Tourism Economic Impacts Fife 2020, by Global Tourism Solutions (UK) Ltd for Fife's Central and Heartlands of Fife LTAs (These include both the Glenrothes and Central Fife and the Kirkcaldy and Cowdenbeath Constituencies) forecast that:

Volume and Value of Tourism,	Kirkcaldy and Mid Fife	
	Jan-Dec 2020	Jan-Dec 2021
Visitor days	722,300	346,100
% change in visitor days 2019-2020	-59.0%	+2.8%
Economic impact (direct, indirect & induced)	£34.27m	£16.28m
% change in economic impact 2019-2020	-60.9%	+40.5%
Number of jobs supported (FTEs)	661	623
% change in number of jobs supported	-50.4%	+28.1%

In 2020 tourism activity in Kirkcaldy and Mid-Fife was substantially affected by the travel restrictions because of the Covid-19 pandemic. It is estimated that the number of days visitors spent in the region fell by 59.0% (from 1.76m in 2019 to 722,300 in 2020) and the economic impact fell by -60.9% from £900m to £310m.

The number of jobs supported fell by 50% between 2020 and 2019, from 1,334 (FTEs) to 661. 2021 shows that the sector has stabilised but has a long way to go to recover its performance.

ⁱ Source: ONS Annual Population Survey, Jan - Dec 2021.

ⁱⁱ Source: STEAM Tourism Economic Impacts Fife 2020, Global Tourism Solutions (UK) Ltd for Dunfermline & West Fife Associations

3.5 Please confirm where the investment is taking place (where the funding is being spent, not the applicant location or where bid beneficiaries are located). If the bid is at a single location please confirm the postcode and grid reference for the investment. If the bid covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes and coordinates that are relevant to the investment. For all bids, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.

We need to clearly understand where the funding is being spent. This information will be used to determine the “Change Place” score and will be used for reporting purposes. If the bid is at a single location please confirm the postcode and grid reference for the location of the investment. If the bid covers multiple locations please provide a GIS file. If this is unavailable please provide a list of postcodes/coordinates that are relevant to the investment. For all bids, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.

Constituency – Glenrothes and Central Fife, wholly located in Fife Council area.
Glenrothes 26% of investment, Levenmouth 74%

Component	Postcode	OS Grid Ref - Easting	OS Grid Ref - Northing
Riverside Park, Glenrothes	KY6 3EP	308970	687449
Levenmouth Connectivity	KY8 4PA	309115	687254

This map sets out the scope of the Levenmouth Connectivity works.

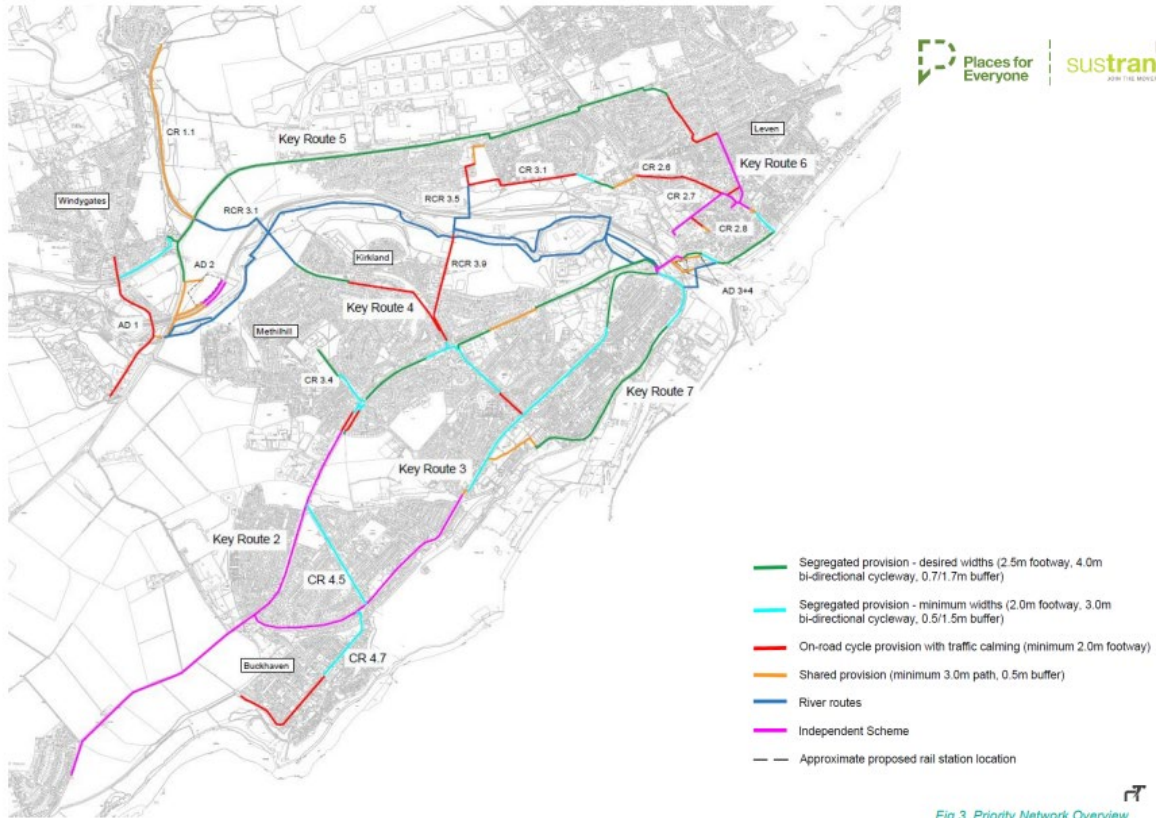


Fig 3. Priority Network Overview

The project will be delivered in 4no. phases.

	km	Description
Phase 1	16.9km	Key links to new rail stations
Key Route 2	2.1km	Methilhaven Road
Key Route 5	3.2km	A915, Cameron Hospital to Broom
Additional routes 1, 2, 3 and 4	5.7km	Connections to Cameron Bridge station
Primary Riverside Routes	5.9km	River Park Primary routes including river and rail crossings
Phase 2	12.3km	Expanded network to key locations
Key Route 3	1.8km	Wellesley Road
Key Route 4	1.7km	Kirkland Walk
Key Route 6	1.8km	School Lane/Waggon Road
Key Route 7	1.9km	South Street
Secondary Riverside Routes	5.1km	River Park Secondary Routes
Phase 3	6.5km	Intercommunity connecting routes
South west connecting routes	2.1km	Buckhaven and Methilhill
Central and east connecting routes	3.3km	Kirkland and Leven
Windygates upgrade	1.1km	Windygates upgrade
River Park extras	-	Biodiversity improvements and linear play spaces
Phase 4		LTNs and connections to outlying communities
Low Traffic Neighbourhoods	-	LTN feasibility and concept designs
Buckhaven to Cameron Bridge	-	Buckhaven to Cameron Bridge
Leven to Broom	-	Leven to Broom
Leven Loop upgrade	-	Leven Loop upgrade
Total	35.7km	

This Bid seeks funding for Phase 1, key routes 2 and 5, additional routes 1,2,3 and 4 and primary routes.

<p>3.6 Please confirm the total grant requested from LUF (£).</p> <p><i>This should be the total LUF grant value (excluding match funding) requested from round 2 of LUF. This total LUF grant value should align with that presented in the relevant Costings and Planning Workbook – Table B – Funding Profile.</i></p>	<p>19.41m</p>						
<p>3.7 Please specify the proportion of funding requested for each of the Fund’s three investment themes</p> <p><i>This should be the % of LUF grant to be spent in each investment theme. Please ensure the total adds up to 100%. When identifying the percentage of themes within a bid applicants should define this according to costs associated with activity in support of each theme. For example, if 75% of a bid’s total value contained costs associated with activity in support of a regeneration output or outcome, with 25% costs associated with activity in support of a cultural output or outcome, it would be defined as being a 75% regeneration and 25% cultural bid.</i></p>	<table border="1"> <tr> <td data-bbox="855 371 1476 416">Regeneration and town centre</td> <td data-bbox="1476 371 1596 416">26%</td> </tr> <tr> <td data-bbox="855 416 1476 461">Cultural</td> <td data-bbox="1476 416 1596 461">%</td> </tr> <tr> <td data-bbox="855 461 1476 913">Transport</td> <td data-bbox="1476 461 1596 913">74%</td> </tr> </table>	Regeneration and town centre	26%	Cultural	%	Transport	74%
Regeneration and town centre	26%						
Cultural	%						
Transport	74%						
<p>3.8 Please tick one or more subcategories that are relevant to your investment:</p> <p><i>If you have ticked ‘other’ you will be asked to elaborate.</i></p>	<table border="1"> <tr> <td data-bbox="855 913 1476 1765"> <p>Regeneration</p> <ul style="list-style-type: none"> - Commercial - Civic - Residential - Other <p>Cultural</p> <ul style="list-style-type: none"> • Arts & Culture • Creative Industries • Visitor Economy • Sports and athletics facilities • Heritage buildings and sites • Other <p>Transport</p> <ul style="list-style-type: none"> • Active Travel • Buses • Strategic Road • Rail • Aviation • Maritime • Light Rail • EV Infrastructure • Local Road • Other </td> <td data-bbox="1476 913 1596 1765"> <p>√</p> <p>√ nature</p> <p>√</p> <p>√</p> </td> </tr> </table>	<p>Regeneration</p> <ul style="list-style-type: none"> - Commercial - Civic - Residential - Other <p>Cultural</p> <ul style="list-style-type: none"> • Arts & Culture • Creative Industries • Visitor Economy • Sports and athletics facilities • Heritage buildings and sites • Other <p>Transport</p> <ul style="list-style-type: none"> • Active Travel • Buses • Strategic Road • Rail • Aviation • Maritime • Light Rail • EV Infrastructure • Local Road • Other 	<p>√</p> <p>√ nature</p> <p>√</p> <p>√</p>				
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<p>3.9 Please provide details of any applications made to other funding schemes for this same bid that are currently pending an outcome. Where a successful outcome might lead to you no longer requiring the LUF grant please provide details and confirm when might you expect the outcome to be known. (150 words)</p>	<p><i>No other funding applications have been made for the LUF grant. Only additional applications made are for matched funding within the overall bid.</i></p> <p>Applicants should list any other funding applications they have made or are planning to make under any other funding scheme or variants thereof that may impact the requirement for LUF funding if successful. If applicable, anticipated timeframes should be provided.</p>						

	receiving the outcomes of these applications. Applicants should also provide the amount of funding being applied for from other funds and how this will affect the LUF grant sought.
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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.

4.1.1 Has an MP given formal priority support for this bid? Y/N	<input checked="" type="checkbox"/> Yes
4.1.2 Please confirm which MP has provided formal priority support: (name)	<input type="checkbox"/> No
4.1.3 Which constituency does this MP represent? Please also complete pro forma 6.	

Peter Grant MP - Glenrothes & Central Fife Constituency

Email: peter.grant.mp@parliament.uk

4.2 Stakeholder Engagement and Support

Applicants are encouraged to engage with a wide range of local stakeholders and the local community to inform proposals in the bid and to secure buy in

4.2.1 Describe what engagement you have undertaken with local relevant stakeholders, including the community (the public, civic society, private sector and local businesses). How has this informed your bid and what support do you have from them? (Limit 500 words)

Applicants will be given the opportunity to upload evidence of stakeholder engagement at the time of submission. This should include, if applicable, , MSPs in Scotland.

Applicants should use this section to articulate the methods and strategies used (including innovative virtual methods in light of COVID-19) to engage with stakeholders, as well as detailing how this interaction has influenced the proposal, and how any potentially controversial aspects of the bid will be resolved.

Applicants should detail how stakeholders were identified, and what efforts were made to reach those more isolated members of the community, including rural communities, who might not normally engage. Evidence of stakeholder engagement can be provided in various forms including letters of support or minutes of meetings and attached as an annex.

Applicants should explain how the engagement activities have informed the development and design of the bid. The range of engagement feedback should be clearly explained and evidenced including reference to any current/ongoing consultations, community forums, etc.

Where success of the bid is reliant on the cooperation and support of stakeholders or the local community, the application should clearly explain and evidence this.

Whilst there is no pre-defined list, potential relevant local stakeholders and partners may include: - Elected representatives of Local Government (i.e. Democratic decision-making process of the Local Authority, Cabinet Decisions etc.) - Local businesses - Local Enterprise Partnerships - Public transport providers - Police and emergency services - Community representatives / groups - Government bodies / organisations e.g. Historic England, Arts Council - Environmental representatives - Public health representatives - Universities, and further education colleges - Audience, visitors, spectators and participants

Levenmouth Connectivity Project

A fundamental part of the Levenmouth Connectivity Project is about engaging with the local community and addressing issues raised. To date, this has been focused through the facilitation of public events, online and social media events and collaboration with project partners.

Extensive public consultation was programmed as a key part of the project development, with an initial consultation event programmed for March 2020. However, given the timing of the COVID-19 pandemic and the extent of restrictions on travel and social gatherings, it has proven impractical to fully consult on the proposed network to date, as anticipated.

An online consultation, which was promoted through social media and The Leven Programme website, was undertaken in July – August 2020, with two ‘Town Hall’ consultation events held via Zoom in October 2020.

The feedback from participants indicated a positive attitude towards the project. Such events are acknowledged as limited in terms of demographic reach.

Further, more extensive local community and stakeholder engagement is programmed during the development of the detailed design phase of the project when Covid-19 restrictions allow greater opportunities for face-to-face discussions.

Letters of support from Community Groups for all projects are included in the attachments

Glenrothes Riverside Park

Two public consultation events were arranged to discuss improvements to the park in December 2018 and April 2019. The main points from the events were that paths, signage needed to be improved. The river needed to be cleaned up. People wanted to see more features such as sensory gardens, play features, BBQ areas. The park needed to be better promoted and digitally connected.

Since the summer of 2019, a development group has been meeting monthly to progress improvements. This is composed of Fife Council officers and Friends of Riverside Park (local community group). The aim of this is to keep memento from the public events and to provide a forum to discuss the park and to capture any new ideas.

As part of the development of the Glenrothes Town Centre Masterplan a comprehensive consultation exercise was carried out with key stakeholders within the Glenrothes area, this exercise was integral to the production of the masterplan. There was a specific focus on the participation of children and young people in the production of the plan

In 2021 WSP UK Limited (WSP) was commissioned by Fife Council to undertake a review of the current condition of Riverside Park Glenrothes, collate existing plans, proposals, and aspirations for the park. As part of the commission WSP facilitated a session with local stakeholders. The aim of which was to gather aspirations and agree objectives with which to assess potential options. The vision and objectives set out in the Improvement Plan document were reviewed and discussed.

As a result of the local stakeholder session, a list of five project objectives (POs) and seven critical success factors (CSFs) were drafted. The five POs and eight CSFs were used to populate a bespoke Multi-Criteria Assessment Tool (MCAT) which allowed each option to be evaluated, scored, and ranked.

The final prioritised list shows the recommended delivery order based on deliverability alongside overall benefit and greatest impact according to the objectives.

Friends of Riverside Park have provided a letter of support for Glenrothes Riverside Park Project. Cllr Altany Craik, Spokesperson for Finance, Economy and Strategic Planning and Councillor for Glenrothes has also provided a letter stating his support for the project.

4.2.2 Has your proposal faced any opposition? Please provide a brief summary, including any campaigns or particular groups in support or opposition, and if applicable, how will you work with them to resolve any issues. (Limit 250 words)

Applicants should summarise any opposition to the bid, its relevance (i.e. impact), and what has/will be done to resolve this and any other concerns raised during stakeholder engagement activities. Applicants should explain if there is any sensitivity in their stakeholder engagement, for example if part of the bid process has not been made public or if the bid requires compulsory purchase of buildings. Please provide reasoning if certain stakeholders could not be engaged with and how any impacts of this have been mitigated.

No – these proposals have been consulted on with the Communities and their ideas have been implemented wherever possible.

4.2.3 Do you have statutory responsibility for the delivery of all aspects of the bid? If no: - Please confirm those parts of the project for which you do not have statutory responsibility - Please confirm who is the relevant responsible authority - Please confirm that you have the support/consent of the relevant responsible authority.

Applicants that do not have statutory responsibility for the delivery of all aspects of their bid must secure the support/consent of the relevant responsible authority prior to proceeding. All bids with a transport element must supply a pro forma of support from the relevant authority with statutory responsibility for transport unless the applicant has statutory responsibility, in which case the applicant should state N/A. For any bids in England, Scotland, and/or Wales where the applicant does not have statutory responsibility to deliver all of the transport elements of their bid, they are required to demonstrate that they have the support of all the authorities with the relevant statutory responsibility before proceeding with their application. Please complete pro forma 1. Rail-related applications would need the support of Network Rail and applications for infrastructure on the Strategic Road Network would need the support of National Highways, for example.

Yes, Fife Council has statutory responsibility for the delivery of all aspects of the bid.

4.3 The Case for Investment

Applicants should use this section to detail a compelling case for why the proposed investment supports the economic, community and cultural priorities of their local area. Applicants should upload their completed Theory of Change model that supports this section at the time of submission. For package bids, an explanation should be provided as to how the component projects are aligned with each other and represent a coherent set of interventions.

See technical note Table 1 for further guidance.

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

Applicants should provide quantifiable evidence of the local challenges and barriers to growth, and detail how the planned intervention/s will address these.

Evidence could include (but is not limited to) data regarding:

- *Employment details, income levels, deprivation, skills and educational attainment*
 - *Vacancy rates and footfall*
 - *Land and development challenges*
 - *Transport challenges including poor connectivity to existing assets, congestion and air quality issues*
 - *Crime and anti-social behaviour Transport applications should consider evidence within the local context with clear identification of sources.*
- This may include:*
- *Reliability of the network (e.g. cancellation rates, congestion, capacity levels, variability in journey times)*
 - *Safety data including accident rates.*
 - *Environmental data including air quality and carbon emissions.*
 - *Journey satisfaction*
 - *Time taken to reach specified number of jobs or services*
 - *Data on mode of travel.*
 - *Data on number of services, spending and maps showing existing transport network*
- Heritage/Cultural applications should also consider providing some of the following evidence. These should be contextualised within the local context:*
- *Cultural/creative/community/sports vision.*
 - *Creative/curated/community sports programme.*
 - *Range of programmes (e.g. public libraries programmes going beyond culture, such as business support, health and well-being, literacy).*
 - *Practitioners track record.*
 - *Level of demand.*
 - *For heritage/museum collections, how the assets will be maintained/conserved in line with statutory and best practice.*
 - *Improvements to provision of public spaces and community facilities.*
 - *Audience/participant/user engagement benefit – reach/diversity/depth of engagement.*
- Audience/participant/user development – including segmentations.*
- *Current cultural heritage sports offer and provision of community facilities, how they are perceived, how well they already inspire community cohesion/pride in and attractiveness of place*
 - *Local levels of engagement/ demand*
 - *Added value that this project would bring (particularly for upgrades)*

An Area Economic Profile for the Glenrothes & Central Fife UK Parliamentary Constituency was prepared by Fife Council's Economy team in May 2022 based on the latest available data from NOMIS. This includes evidence on the Labour Market including population, employment, economic inactivity, earnings, skills and qualifications, business base, vacant and derelict land, town centres and tourism. Section 3.4 above includes the town centre and tourism issues. Town Centre vacancy rates are higher than average for Fife and Scotland, increasing over time. Tourism Volume and Value has shrunk to between 20 and 33% of its volume and value in 2019.

This concluded that the key issues are:

Labour Market

- Smaller proportion of population is of working age.
- Lowest employment rate in Fife. High and increasing rate of economic inactivity.
- Second highest claimant rate in Fife; high male claimant rate.
- Highest rates of employment and income deprivation in Fife. Lowest resident earnings in Fife.

- Labour market is poorly qualified. Poor attainment of school leavers with below average proportion of 16–19 year-olds in education, training or employment.

Business Base

- Business base has grown at a lower rate than Fife and Scottish growth rate
- Reliance on public sector employment.

Town Centres

- High and rising town centre vacancy rates.

The draft Local Strategic Assessments prepared by the Council's Corporate Research team in May 2022 provides an overview of how a Local Area is doing. It collates and updates a wide range of information to give key input for the refresh of Local Community Plans. It is intended to inform and support local conversations about the issues that need to be addressed in the Area, in terms of both People and Place.

A study to explore the impact of COVID-19 for residents, including vulnerable and disadvantaged people, found that priority issues included social isolation and its subsequent impact on mental health; food poverty; financial strains; lack of employment opportunities; digital literacy, and drug use. There was a sense that a shared experience (of the pandemic) had brought the community closer together and the future could be more positive. The top five major issues for the area included funding for public services, NHS / Hospitals / Healthcare, pensions and benefits, cost of living (including food, petrol prices), and low pay / fair wages.

Extensive community consultation focused on using existing key green assets and active travel to promote higher levels of visitors to the area. An additional benefit of better and more paths is that their use can help tackle issues around health and activity at the same time.

Natural assets and outdoor facilities provide significant opportunities to promote increased awareness of tourism and active leisure in Mid-Fife by improving the quality of the product offering and associated infrastructure.

4.3.2 Explain why Government investment is needed (what is the market failure). (600 words)

Applicants should explain what market failure(s) are present and why Government intervention is needed. Market failure occurs where a market is unable to function according to the economic ideas of efficient markets.

From a Green Book perspective, which looks beyond simply economic efficiency, this means the market is unable to provide satisfactory levels of welfare efficiency.

Examples of market failures include, but are not limited to:

- *Public goods – goods which are not provided by the private sector because they would be unable to supply them for a profit – for example, road infrastructure or place-making activities. A public good is often under-provided in a free market because its characteristics of non-rivalry and nonexcludability mean there is an incentive not to pay.*
- *Imperfect information – for some goods or services the availability of information or information processing difficulties may prevent people from making rational decisions. This can be a barrier to economic activity as potential gains from trade could be realised if better information allowed people to provide or consume additional goods and services.*

- *Negative externalities – these occur when an activity imposes costs or produces benefits for economic agents not directly involved in the deal. For example, pollution not covered by regulation may be profitable for a perpetrator but impose real costs on others who are not directly involved in the market. Where applications involve non-public sector partners, for example through the delivery of commercial property development, the applicant should ensure they clearly justify the need for government intervention and the assumptions underpinning this*

There are two market failures driving this investment. The public realm improvements in Riverside Park, Glenrothes and the creation of an extensive network of paths in Levenmouth, develop public goods. All businesses and users of the towns will benefit from this investment. The private sector would not be able to supply them for a profit. There are very limited revenue generating opportunities with these projects. Both Riverside Park and the Levenmouth Connectivity network are non-rival and non-excludable, i.e. they can be used by more than one person and cannot easily be kept from non-paying consumers.

The other market failure, negative externalities, occurs because the quality of the environment in Riverside Park is putting its VisitScotland Visitor Attraction Classification at risk. A high-quality town centre green space with good connections to the Bus Station and shops will attract more visitors, local and from further afield.

Strong active travel connections are required to encourage users of the reinstated Leven Rail link to travel to and from the Stations without using their cars. The current disjointed approach to paths in Levenmouth means there are gaps, barriers between neighbourhoods and varying quality of path. These factors make the overall area and town centres less attractive to visitors, with a negative impact on footfall.

The network design focusses on minimising the severance created by the river and rail line and making every-day journeys easier to the two new railway stations at Leven and Cameron Bridge, as well as to education, employment, health care facilities, leisure and local high streets across six settlements. Design consultants Amey assessed and identified a proposed Levenmouth wide active travel network, then developed a concept design based on the Places for Everyone core design principals. A feasibility study assessed all existing, potential and community proposed routes in the area.

Levenmouth is currently one of the most deprived areas in Scotland. It suffers from generational unemployment and lacks a sense of pride in place. Working with communities, programme partners and other agencies, the aim is to combat existing negative perceptions of the region and help Levenmouth and the surrounding communities to be seen as great places to live, work and grow. The network will connect the communities of Leven, Methil, Methilhill, Buckhaven, Windygates and Kennoway to each other, local facilities, and transport interchanges as well as the natural environment, many of which are in the bottom 10% of SIMD. The value of this level of intervention here is considerably higher than it would be in most other areas of Fife, in part due to the joined-up approach of investment already happening in the area.

Government investment is required to help deliver a step-change in the quality and condition of the active travel and green spaces in Levenmouth and Glenrothes. Without it, the community's ambitions would not be delivered.

4.3.3 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.

For large transport bids £20M - £50M applicants should submit an Option Assessment Report (OAR). (750 words).

All applicants should clearly explain what they are proposing to invest in and evidence how the planned interventions will address the identified challenges and barriers. All applicants should set out the different options considered as part of the process of deciding on the intervention chosen and justify why the proposed solution is the preferred option above others. As part of this, applicants should justify why the proposed location of the investment is the preferred option above others. Applicants submitting large transport bids £20 million - £50 million are encouraged to submit an Option Assessment Report (OAR) with reference to page 4 of DfT's Transport Analysis Guidance.

The quality of the product offer in Glenrothes Town Centre will be significantly improved by Public Realm Improvements focusing on Riverside Park. Riverside Park has river walks along the River Leven. Features in the park include play parks, skatepark, orchard, and public art. Friends of Riverside Park have created a network of trails, the Fife Pilgrim Way goes through the park. The park also features art installations, part of the town's collection of 100+. Visit Scotland classify it as a 3* visitor attraction, however a quality review in 2019 indicated that the quality of the environment put that at risk.

The improvements include enhanced park entrances, better signage and improved access throughout the park. Creation of accessible and sustainable path network linking with town centre, Pilgrims Way and wider town for wheelchairs, buggies and cyclists and upgrades to tarmac footpaths throughout the park for year-round use. Enhanced play equipment accessible for all and the provision of a cycling track to complement existing offer creating a unique offer to create destination attraction to attract more visitors and increase dwell time.

This Capital investment will not generate the additional visitor numbers without revenue funded activities such as marketing and promotion, events, interpretation. These will be considered as part of Fife's Investment Plan for UK Shared Prosperity Funding.

The Leven Connectivity Project aims to create an exemplar network of paths and cycleways along the 5km stretch of the river and a 30km network of paths through and between local towns in the area. To serve the local population and to complement the reopening of the Leven Rail Link in December 2024.

The network focusses on minimising the severance created by the river and rail line and making every-day journeys easier to the two new railway stations at Leven and Cameron Bridge, as well as to education, employment, health care facilities, leisure and local high streets across six settlements.

Design consultants (Amey) proposed Levenmouth wide active travel network, then developed a concept design based on the Places for Everyone core design principals. A feasibility study assessed all existing, potential and community proposed routes in the area. The network was then divided into routes which were categorised into:

- Key routes – along strategic travel corridors which provide better active travel infrastructure between communities and to trip generators.

- Connecting routes – provide connection between other types of routes.
- Riverside routes* – links through and along the river and proposed River Leven Park. These will serve as both functional journey and recreational routes.

(Note on terminology: - “Active Travel Network” refers to all routes on adopted roads. - “River Park” and “Riverside routes” refers to traffic free routes, river and rail crossings, and accompanying extras within the river valley/proposed river park geography.)

These routes were then assessed against the scheme objectives of achieving a consistent network of bi-directional cycle provision which produced a proposed priority network of approximately 24km. Of this, 10km are segregated, achieved through the reallocation of road space and removal of parking.

Key aspects of the proposals include:

- Road narrowing, removal of hatching, removal of parking.
- 6m road width as the majority of routes are also used by buses and HGVs
- At-grade crossings, parallel crossings and single-stage signalised crossings.
- Vehicle free bridges.
- Change of major roundabouts to signalised junctions.
- Continuous footways.

A further 11km of shared use routes are proposed within the river park taking the network to 35km; the project has completed RIBA Stage 2 for all 35km. The network was then prioritised and split into three phases, each phase consisting of several routes. During consultation in late 2020, the community raised that there were some routes they considered key but were missing from the network. These have been mapped and identified as Phase 4. The map and the table outline the phases. This Bid seeks to fund Phase 1 only.

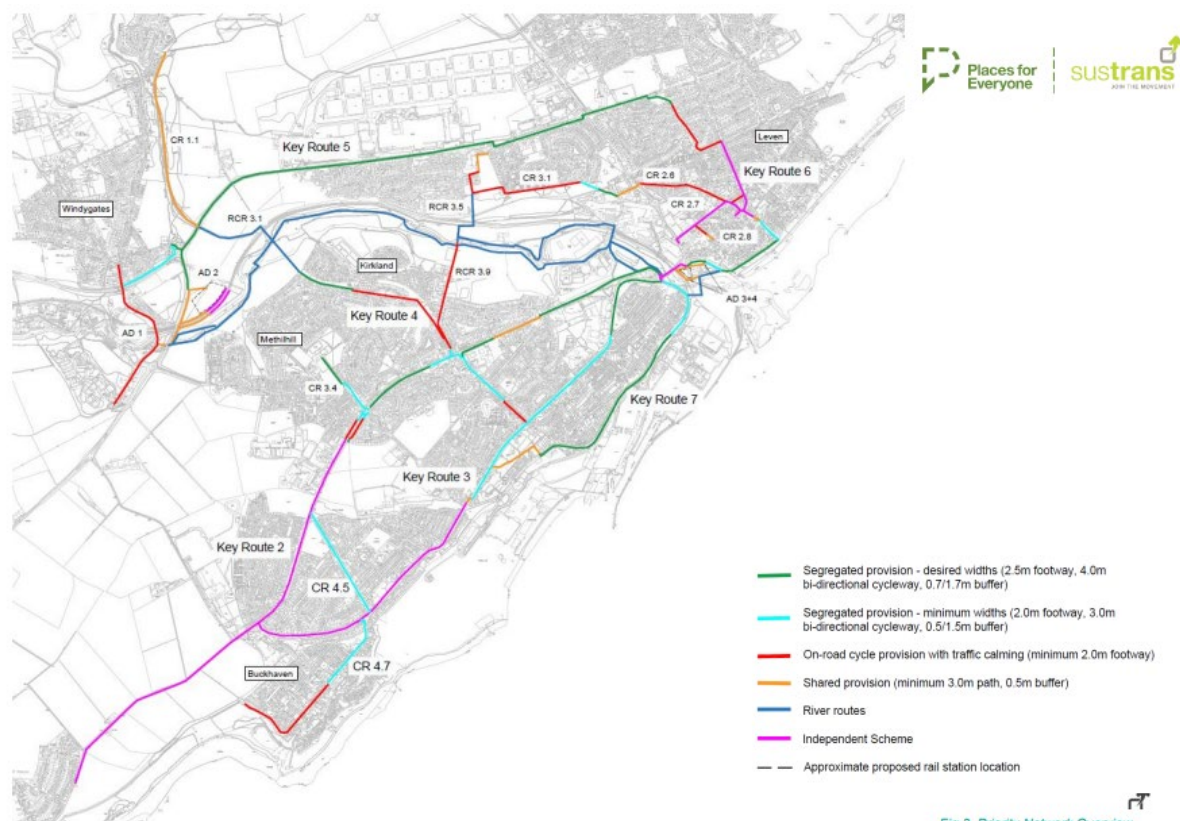


Fig 3. Priority Network Overview

The project will be delivered in 4no. phases.

	km	Description
Phase 1	16.9km	Key links to new rail stations
Key Route 2	2.1km	Methilhaven Road
Key Route 5	3.2km	A915, Cameron Hospital to Broom
Additional routes 1, 2, 3 and 4	5.7km	Connections to Cameron Bridge station
Primary Riverside Routes	5.9km	River Park Primary routes including river and rail crossings
Phase 2	12.3km	Expanded network to key locations
Key Route 3	1.8km	Wellesley Road
Key Route 4	1.7km	Kirkland Walk
Key Route 6	1.8km	School Lane/Waggon Road
Key Route 7	1.9km	South Street
Secondary Riverside Routes	5.1km	River Park Secondary Routes
Phase 3	6.5km	Intercommunity connecting routes
South west connecting routes	2.1km	Buckhaven and Methilhill
Central and east connecting routes	3.3km	Kirkland and Leven
Windygates upgrade	1.1km	Windygates upgrade
River Park extras	-	Biodiversity improvements and linear play spaces
Phase 4		LTNs and connections to outlying communities
Low Traffic Neighbourhoods	-	LTN feasibility and concept designs
Buckhaven to Cameron Bridge	-	Buckhaven to Cameron Bridge
Leven to Broom	-	Leven to Broom
Leven Loop upgrade	-	Leven Loop upgrade
Total	35.7km	

So far, the network has focussed on key strategic trafficked routes and the river valley. To make it truly transformational, Low Traffic Neighbourhoods (LTNs) will be considered in Phase 4. There are currently no LTNs in place in Fife, therefore Levenmouth could be one of the first areas to benefit.

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

Yes

No

4.3.4 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 DLUHC appraisal guidance. (500 words)

Applicants should use this section to explain simply and clearly how they will deliver the outputs and confirm how results are likely to flow from the interventions.

Applicants may wish to refer to the Technical Note Annex B Intervention Framework, which provides an illustrative summary of the outputs and outcomes that may fall within the scope of this fund.

Applicants are strongly encouraged to design their bids so that the outputs delivered align with this list where possible – although it is recognised that some novel projects will require their own custom indicators.

Applicants are encouraged to submit a Theory of Change. Developing a Theory of Change typically involves considering the proposed inputs (what investment/actions will take place) and the causal chain that leads from these inputs through to the expected outputs and outcomes. It considers the

causal mechanisms by which an intervention is expected to achieve its outcomes, basing this theory on the gathering and synthesis of evidence.

There are many mapping tools that can be used to help explore how the intervention is expected to work, often described as the ‘programme theory’. These include Theory of Change mapping, logic mapping, log frames, benefits mapping, and system mapping. The most appropriate tool to use will depend on the characteristics of the intervention, the complexity of the system it is applied to, and the type of evaluation that is being planned. Theories of Change can range from simple descriptions to more complex analyses and the level of detail would be proportionate to the size and scope of your bid. More sophisticated exercises produce a more detailed and rigorous assessment of the intervention and its underlying assumptions

Guidance from the Magenta Book has been followed to produce a Theory of Change. This included shaping a logic model to develop and interpret a thorough understanding of the intervention package. Individual interventions themselves were derived from project option appraisal considered during the development of the Glenrothes Town Centre masterplan and the Levenmouth Connectivity concept design.

This Logic Model is aligned with and will be monitored through Table E: Monitoring and Evaluation, in the Cost and planning Workbook.

Dunfermline and West Fife, Levelling Up Application, Theory of Change

Inputs	Outputs	Outcomes	Impacts	Objectives
Partnership Agreement Levenmouth Programme. Delivery resources from partners and subcontractors.	M ² of public realm improved or created	Increase footfall in Glenrothes town and Levenmouth town centres.	Life Satisfaction and Wellbeing . The percentage of respondents who rated life satisfaction good or very good. (ONS Wellbeing Survey)	By 2030, the volume and value of tourism for the & Mid Fife area has recovered to 2019 levels.
Friends of Riverside Park, Glenrothes , a group of committed volunteers working towards improving the park for the use of the whole community. Involved in planning the future of the park, and keeping it in good shape.	M ² of green space improved or created	Reduced vacancy rates — Glenrothes and Levenmouth	Increase the Volume and Value of Tourism, for the Kirkcaldy & Mid Fife area. By 2030, Visitor Days; direct, indirect & induced Economic Impact; and number of jobs supported return to 2019 levels.	By 2030, fewer residents experience Chronic Diseases as a result of a lack of regular physical activity.
Community Engagement and support (Local Community Planning partnerships, People's Panel)	Km of walking & cycling paths created.	Increase Visitor Volume & Value (STEAM)	Business Turnover and Employment for the Glenrothes & Central Fife Constituency increases	
Levelling Up Investment and Leveraged funding.	Number of visitors, length of visit, offsite spend	Jobs Created/safeguarded	Reduce percentage of population aged 16-64 in Receipt of Out-of-Work benefits.	
Reinstatement of the Leven Rail Link	Increased active travel use (Levenmouth Connectivity)	Wider Land Value Uplift (Levenmouth)	Improvement in Local Health stats (Levenmouth)	
	Construction jobs created		Increased use of other transport modes	

The projects will invest in an improved Riverside Park, Glenrothes and a new network of Paths in Levenmouth. These visitor facilities aim to extend both the amount and type of green space and active travel facilities on offer. Riverside Park utilises and develops existing facilities, already in the ownership and control of the Council with no requirement to acquire sites or buildings. Some of the Levenmouth Connectivity project will use adopted footpaths, however some of the riverside paths

may require permission from third party landowners. They have agreed in principle to do so without financial compensation.

If both communities increase their physical exercise as a result of the investment, chronic diseases in them should start to reduce.

The investment will deliver higher quality townscapes, more attractive to visitors, with an improved leisure offer in both Glenrothes and Levenmouth. These have been developed with extensive community consultation and engagement to increase community capacity and stewardship for the surrounding environment.

It is expected the proposed investment will increase visitor numbers, substantially generating increased local economic activity through the direct creation of jobs and additional spending throughout Fife. The Costings and Planning Workbook captures these benefits. A key desired impact is visitors stay longer and spend more, not only while visiting each attraction, but also when in the Fife region. The objective is to recover tourism volume and value to 2019 levels by 2030.

The improved active travel offer and high-quality greenspaces in Levenmouth is forecast to result in wider land value uplift and increased use of other modes of travel such as cycling and rail. The Investment will lead to increased economic activity in both towns. This will be measured by the number of business start-ups, jobs, and earnings. Visitor numbers and value will also measure the impact on tourism.

The new investment is designed to boost interest in the town as a tourist destination and place of interest.

Another key impact of considerable importance is the need to maintain and emphasise the cultural contribution by outdoor tourism in Fife. By using shadow pricing, an economic value per hour for each new visitor to these attractions has been used to capture in monetary terms the heritage and wellbeing benefits of the investment. Moreover, existing visitors and residents of Fife will have the advantage of a significant enhancement of Fife's heritage, visitor and leisure offer as well as improvement to the Region's image.

4.3.5 For package bids you should clearly explain how the component projects are aligned with each other and represent a coherent set of interventions. (250 words)

Where applicants are submitting a package bid they should explain how all the component projects work together. For example, a transport intervention and associated place-making intervention may together support greater footfall and access to a local high street. Package bids should not include multiple unrelated investments.

The projects represent a coherent set of interventions that together will improve Visitor Volume and Value and footfall within both towns, as well as use by residents for physical exercise.

The River Leven is at the heart of this regeneration bid. The Leven Programme partners have a shared ambition that the river catchment will become an exemplar for a green economic recovery to meet climate and nature targets and a just transition to Net Zero. The long-term ambition is to connect Loch Leven to the Firth of Forth through an active travel route along the river. This Bid takes the first steps in this vision, focussing on the Levenmouth Connectivity Project and the existing Riverside Park, Glenrothes.

Both projects intend to improve the quality of greenspace – Riverside Park is an established asset that has deteriorated. The Levenmouth Connectivity project builds on existing paths and greenspace but intends to expand it to 35km over several phases. This bid seeks funding for phase 1. The greenspace and paths will be of scale and significance to attract visitors to use them as well as residents, helping recover Tourism Volume and Value to 2019 levels by 2030.

The projects are located near to several public transport hubs (Leven Rail [from 2024] and Bus Station; Markinch Rail Station and Glenrothes Bus Station) to support the transition to Net Zero, increasing the use of alternative modes of travel other than the car.

Separate revenue funding will be used to improve the signage and information between the greenspace and the town centres to encourage their users to rest and spend time there. Consequently, footfall in both centres is expected to increase. More users in the centres improve the turnover for businesses there, and increases the jobs supported by them. These jobs would be available to economically inactive residents. Opportunities Fife, the employability partnership, works with residents to improve their chance of getting a job.

4.4 Alignment with the local and national context

In this section, applicants should clearly articulate their alignment with any relevant local and national strategies and objectives concerning investment, infrastructure and levelling up. Applicants should explicitly state how the bid will substantially support the delivery of local and national policy objectives.

See technical note Table 1 for further guidance.

4.4.1 Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, Local Economic Strategies, Local Cultural Strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. For Northern Ireland, Scotland and Wales bids: In addition, explain how your bid aligns to the strategic plans and objectives of devolved administrations. (500 words)

All bids including those with a regeneration element should explain how the bid aligns to and supports the delivery of relevant local strategies (such as local plans, local economic strategies, local cultural strategies or local transport plans) and local objectives for investment, improving infrastructure, local economic development and levelling up. Bids with any transport element should, in addition, outline the specific local transport context and clearly explain how they support existing transport strategies and commitments in their area and nationally. Similarly, bids with a culture and heritage element should align and support local (cultural, heritage, sports, community hub) strategies. This should include a rationale for the strategies it supports, explaining the current cultural/ heritage/ sports/ community facility offer and engagement, and how the strategies link into the place’s broader growth and development strategies. For bids within Scotland, Wales and Northern Ireland, applicants should additionally make clear links to the relevant strategies from the Devolved Administrations.

The following table outlines the relevant local strategies which align with the objectives for the Projects outlined in this bid.

Policy/Strategy	Contribution
The Plan4Fife, Fife’s Local Outcome	This bid helps tackle the challenge “We are not making the most of all our tourism assets to grow existing or new

Improvement Plan 2017- 2027.	businesses”. It supports “Making better use of public assets, like the countryside and historic buildings”, “Make more of Fife’s natural, cultural and historic assets to improve year-round visitor opportunity” and “Maximise the potential of key destinations for outdoor recreation such as Fife Coastal Path”. The Ambitions for Fife include Fife has year on year increases in visitor numbers and tourism spend.
Fife LDP 1 (2017)	LDP identifies the need for Town Centres to be the principal focus for commercial, cultural, and civic functions and services that meet the needs of the town and a network of surrounding communities they serve. The LDP indicates that the Council will apply the six qualities of successful places when considering development proposals including distinctive; welcoming; adaptable; resource efficient; safe and pleasant; and easy to move around and beyond. These investments will deliver these requirements.
Glenrothes Town Centre Masterplan	The masterplan focusses on 9 key development sites and improved green corridor links with Riverside Park.
Fife’s Economic Strategy 2017	The ambition is that Fife has lively and attractive town centres, and it is in the top five Scottish authorities for median gross weekly pay and business start-up and survival rates. The key challenge is that Fife’s town centres need to evolve to respond to the changing habits of consumers and take on different roles to boost their residential population and increase their diversity and distinctiveness. This will be tackled through the Town Centre first principle and stimulating private sector investment.
Fife’s Economic Recovery Plan (2021) Part of the Revised Plan4Fife (Local Outcome Improvement Plan)	Recovering jobs and businesses is the key driver for this plan. It aims to secure business numbers and employment levels recovered to pre-pandemic levels; that the Tourism sector grows back; town centres are revived and repurposed and the required strategic investment achieved.
Fife’s Tourism Strategy 2019	The drivers for growth identify that Fife’s key strengths are both geographically and thematically based underpinned by developing a strong sense of place. Creating an identity and sense of place is key to the success of both Leven and Glenrothes. To help achieve the ambition to make Fife one of Scotland’s best loved tourist destinations by attracting more visitors, year-round, and increasing the annual visitor spend with one of the actions to achieve this being to “improve access to local assets and facilities”. The Fife Economic Strategy 2017-2027 identifies tourism as a key sector within the Fife economy and recognises the importance of the sector in contributing to Fife’s overall economic growth.

	<p>Fife boasts a vibrant number of people who are here visiting friends and relatives and as such demonstrates the importance of promoting what is available in Fife to those that live in Fife and for visitors exciting projects such as the Fife Pilgrim Way and The Footsteps of the Kings. These trails meander through lesser-known communities but link key attractions along the way such as the Riverside Park and the River Leven. This investment will help develop new offers within the constituency area strengthen the sense of place and help capitalise on the area's assets.</p>
<p>Mid Fife Economic Action Plan (June 2021)</p>	<p>In June 2021, Fife Council approved a Mid-Fife Economic Action Plan. This includes Priority Theme 6: Promoting place-based investment. This Bid seeks funding to deliver Actions 8b Supporting the implementation of the Glenrothes Town Centre Action Plan (Riverside Park) and 8e Actively support the Levenmouth Rail Link, through a new and improved path network.</p>
<p>4.4.2 Explain how the bid aligns to and supports the UK Government policy objectives. For Northern Ireland, Scotland and Wales: In addition, explain how your bid aligns to any specific policy objectives, legal and statutory commitments relevant to the devolved administrations. (500 words)</p>	
<p><i>Applicants should explain how the bid aligns with UK Government policy objectives, including the missions set out in the Levelling Up White Paper, and legal and statutory commitments, such as the Clean Growth Strategy, Clean Air Strategy and the target to achieve Net Zero carbon emissions for 2050.</i></p> <p><i>Bids should be aligned to and support Net Zero goals: for instance, be based on low or zero carbon best practice; adopt and support innovative clean tech and/or support the growth of green skills and sustainable supply chains.</i></p> <p><i>Bids should set out how they will minimise any negative environmental impact and where they are promoting positive environmental choices.</i></p> <p><i>Bids should consider how projects can work with the natural environment to achieve project objectives – considering at a minimum the project’s impact on our country’s natural assets and nature, as well as the resilience of any capital and infrastructure project to potential hazards such as flooding.</i></p> <p><i>Transport applications in particular should clearly explain their carbon benefits. For bids involving regeneration and town centre investment, relevant strategies may include the UK Industrial Strategy, Local Industrial Strategies, National Infrastructure Strategy, Strategic Economic Plans, Local Plans, place-specific regeneration strategies or housing plans.</i></p> <p><i>Applicants may also reference alignment with Covid-19 recovery plans.</i></p> <p><i>For bids within Scotland, Wales and Northern Ireland, applicants should additionally make clear links to the relevant strategies from the Devolved Administrations</i></p>	
<p>This bid aligns to and supports the UK Government policy objective set out in the Levelling Up White Paper: restore a sense of community, local pride and belonging.</p> <p>This bid aligns to and supports the Levelling Up Mission: By 2030, pride in place, such as people’s satisfaction with their town centre and engagement in local culture and community, will have risen in every area of the UK, with the gap between top</p>	

performing and other areas closing. In 2021, both Glenrothes and Levenmouth centres had higher and increasing vacancy rates.

The Levelling Up White Paper sets out three elements that will support the delivery of this mission: regeneration; communities; and culture, heritage, and sport. This bid aims to deliver all three by regenerating Riverside Park, a town centre green space in Glenrothes with additional facilities for visitors and paths accessible for wheeled users all year round. Community and public use of the restored park is at the heart of their re-purposing. The interventions support increased footfall; improved perceptions of the places by residents/visitors; leading to sustainable, inclusive, economic growth.

The Levenmouth Connectivity Project is strongly aligned with the outcomes of National Transport Strategy 2:

- Reduces inequalities by providing sustainable access for all in an area of deprivation
- Takes climate action by encouraging sustainable travel
- Delivers inclusive economic growth by improving connectivity with employment
- Improves health and wellbeing through increased activity

The Levenmouth Connectivity project aims to extend and improve the existing path networks into active travel routes supporting the reinstated Leven Rail link, due to open in December 2024, and green space along the River Leven. Increased physical exercise will contribute to the Levelling Up Mission: By 2030, the gap in Healthy Life Expectancy (HLE) between local areas where it is highest and lowest will have narrowed, and by 2035 HLE will rise by five years.

While this is a regeneration Bid, with no material net zero carbon strategies and air quality improvements, it is focused (in addition to economic outputs) on improving health and wellbeing for visitors and residents. Active travel will facilitate mode shift which contributes to decarbonisation. It directly aligns to and supports Net Zero ambitions by investing in improved green space. The public realm and streetscape improvements will aim for operational net zero carbon.

The Bid also aligns with and supports delivery of Scotland's National Strategy for Economic Transformation. Its vision is to create a wellbeing economy: a society that is thriving across economic, social, and environmental dimensions, and that delivers prosperity for all Scotland's people and places. The strategy aims to achieve this while respecting environmental limits, embodied by our climate and nature targets.

The Bid helps to strengthen Scotland's position in new markets and industries (eco-tourism). It aims to generate new, well-paid jobs from a just transition to net zero, by focusing on the socio-economic benefits from increased use of Riverside Park and the Levenmouth Connectivity network. The projects also support tourism.

High vacancy rates often sit alongside deprivation and economic underperformance. This Bid aims to reverse this by unlocking the potential of the centres, growing the local economy, and becoming more sustainable. An atmosphere of decline can undermine pride in place and economic dynamism. The Bid recognises that the complexity and scale of this challenge requires coordinated action between central and local government, devolved administrations, and the private sector.

4.4.3 Where applicable explain how the bid complements / or aligns to and supports existing and / or planned investments in the same locality. (100 words max per fund)

Applicants should explain how the LUF investment will complement/align to and support other investments from different funding streams. Applicants should consider the alignment of their bid with other planned/committed investments in the same location, detailing how additionality will be granted through LUF investment and duplication avoided.

Where, for example, the LUF investment represents a first step in the implementation of a place's regeneration/town centre strategy the application should demonstrate how the bid fits into the overall vision and would be a catalyst for transformation.

Funding streams could include but are not limited to: - LUF Round 1 - Towns Fund (including Future High Streets Competition) - City Region Sustainable Transport Settlement Fund - Major Road Network - Large Local Major Schemes - City and Growth Deals - Bus transformation funding - Cycling and Walking funding - Forthcoming UKSPF investment plans and any Community Renewal Fund investments - Freeports - High Streets Heritage Action Zones - Heritage Action Zones - Transforming Places Through Heritage - Heritage Horizon Awards - Cultural Development Fund - Museums Estates and Development Fund (MEND) - Libraries Improvement Fund - Discover England Fund - Great Places Scheme - Northern Cultural Regeneration Fund - UK City of Culture bids - Create Growth Programme - Creative People and Places - Arts Council England capital investment programme

And any investment available by devolved administrations.

This Bid complements existing investments in the same locality.

Transport Scotland has commissioned Network Rail to design and construct the Levenmouth rail link. Enabling works have begun to restore a rail connection to communities in the east of Fife, in Scotland, severed from the network for decades. The five-mile (8km) project will give around 30,000 people a direct connection to the rail network and provide the potential for future freight links and economic regeneration. This is a £116.6 m construction project.

The Levenmouth Rail Link is being delivered through an 'integrator model' which brings together a range of contractors with the skills, disciplines, and capabilities to efficiently deliver the project on behalf of Scotland's Railway, the network in Scotland. It is expected that the line will be programmed in March 2024.

Experience from the highly successful Borders Railway project makes clear the maximum benefits of the railway investment are realised where they are delivered as a package of improved transport measures and underpinned with community initiatives and projects. That is exactly what is happening at Levenmouth. This Bid forms part of the community initiative and project taking place to support the rail link as part of the Levenmouth Reconnected Programme. This aims to maximise the economic and social value of the new Levenmouth railway – developing initiatives and projects that build on the railway investment-led opportunity.

The LUF investment in Riverside Park is one of 9 projects prioritised in the Glenrothes Town Centre Masterplan approved by Glenrothes Area Committee in March 2021. Private sector investment in the Town Centre includes a new retail Park on the "Ciswo" site and the re-location of Ciswo to former social work offices. Drive thru restaurants have opened in the centre and there has been streetscape improvements to the entrances to the Kingdom Shopping Centre and improved linkages for pedestrians to the adjoining residential areas.

4.4.4 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. (250 words)

If the bid does not contain any transport related elements this question is not applicable. o Where bids include local road projects, the intervention should deliver or improve cycling and walking infrastructure and include bus priority measures or give a sufficient explanation as to why this is not necessary Applicants submitting bids with local road projects should familiarise themselves with DFT's 'Better Deal for Bus Users', 'Bus Back Better' and 'Gear Change' strategies. o If applicants are proposing any cycling infrastructure within their bid, it must adhere to the government's cycling design guidance: - For Scotland

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

The Levenmouth Connectivity project intends to upgrade existing footpaths and extend these to create an exemplar network of paths and cycleways along the 5km stretch of the river and a 30km network of paths through and between local towns in the area. The project aims to create:

- an exemplar active travel network for Scotland in a context outside the major cities;
- liveable, interconnected neighbourhoods in areas of high deprivation;
- a suite of community-led, active travel behaviour change interventions;
- a complementary green network which achieves biodiversity net-gain;
- a safe and attractive river park which can be used for recreation, education and everyday journeys;
- embedded circular economy principles in all construction activities;
- productive use of vacant and derelict land.

These routes were assessed against the scheme objectives of achieving a consistent network of bi-directional cycle provision which produced a proposed priority network of approximately 24km. Of this, 10km are segregated, achieved through the reallocation of road space and removal of parking. Government's cycling design guidance has been adopted.

Key aspects of the proposals include:

- Road narrowing, removal of hatching, removal of parking.
- 6m road width as the majority of routes are also used by buses and HGVs
- At-grade crossings, parallel crossings and single-stage signalised crossings.
- Vehicle free bridges.
- Change of major roundabouts to signalised junctions.
- Continuous footways.

The package of measures will have no impact on bus priority measures.

4.4.5 Please tick to confirm which of the following Levelling Up White Paper Missions (p.120-21) your project contributes to:

- Living Standards
- Research and Development (R&D)
- Transport Infrastructure
- Digital Connectivity
- Education
- Skills
- Health ✓
- Wellbeing
- Pride in Place ✓

- Housing
- Crime
- Local Leadership

And write a short sentence to demonstrate how your bid contributes to the Mission(s).
Applicants should tick each of the Levelling Up White Paper Missions the project will contribute towards and then provide a short sentence to demonstrate how the bid contributes to the mission. Multiple missions can be selected if applicable

The Levelling Up White Paper sets out three elements that will support the delivery of this mission: regeneration; communities; and culture, heritage, and sport. This bid aims to deliver all three by improving the use of Riverside Park by residents and visitors. Levenmouth Connectivity will deliver Phase 1 of a 35km walking and cycling path network, to encourage active travel and exercise for health.

<h2 style="color: white;">PART 5 Economic Case</h2> <p style="color: white;"><i>All costs and benefits must be compliant or in line with HMT’s Green Book, DfT Transport Analysis Guidance and DLUHC Appraisal Guidance. Please also see Technical Note.</i></p>
<h3 style="color: white;">5.1 Appropriateness of data sources and evidence</h3> <p style="color: white;">See technical note Annex B and Table 1 for further guidance.</p> <p style="color: white;">All costs and benefits must be compliant or in line with HMT’s Green Book, DfT Transport Analysis Guidance and MHCLG Appraisal Guidance.</p>
<p>5.1.1 Please provide up to date evidence to demonstrate the scale and significance of local problems and issues. (500 words)</p> <p><i>Applicants should explain the scale and significance of the local issues that they are seeking to address through the bid using data for the most relevant area; comparisons should be made between the area and the wider region and/or nation to evidence the scale of the problem. Data should be provided from credible and robust sources.</i></p> <p><i>The following list is not exhaustive but is indicative of the quality of sources expected:</i></p> <ul style="list-style-type: none"> • <i>Office for National Statistics</i> • <i>Indices of Multiple Deprivation</i> • <i>Labour Force Survey</i> • <i>Published studies</i> • <i>Past examples of similar interventions</i> • <i>Local area surveys</i> • <i>LA commissioned research reports</i> • <i>White papers on the area of focus/sector of interest</i> • <i>Comparative Devolved Administration data sources</i> • <i>Traffic count data</i> • <i>DCMS Sectors Economic Estimates</i> • <i>Culture and Heritage Capital Portal</i> • <i>The Active Lives Survey</i> • <i>Taking Part Survey</i> • <i>VisitBritain Surveys</i>

The data analysis and the evidence should be interwoven in the economic case providing a concise and easy to understand narrative.

Bids with a transport element should provide clear evidence of how the current transport system operates, considering current congestion levels, public transport patronage and existing journey times to key services. This should illustrate the scale of the problem(s) the scheme is intended to address. The evidence should, in most cases, cover the level of service and capacity offered by the current transport network and the current demand for travel in the area. Associated issues should also be supported by evidence (e.g. where congestion/accessibility is stifling economic growth this should be clearly demonstrated).

All costs and benefits are in line with HMT’s Green Book, and MHCLG Appraisal Guidance. Section 4.3 sets out the rationale for intervention and a clear definition of outcomes and the potential scope for what is to be achieved. The Economic Case set out in Section 5 demonstrates that the spending proposal represents value for money and includes an appraisal of realistic and achievable options.

This Bid relies on the following evidence to demonstrate the scale and significance of local problems and issues: A Local Economic Profile 2021-22 for the Constituency and the Draft Local Strategic Assessments for Glenrothes and Levenmouth Area Committees, produced in May 2022 by the Council’s Research team. These are produced from NOMIS, GOAD, STEAM Tourism Economic Impacts and Fife’s Peoples Panel.

Using the national Place Standard tool, local people were asked to consider aspects of the physical and social environment where they live and to paint a picture of the place and what needed to improve. There are several areas which appear in need of improvement in Glenrothes including “Social Interaction” and “Streets and Spaces”. In Levenmouth it was “Housing and Community”. Both areas identify “work and the economy” as the area needing most improvement and “Influence and Sense of Control” and “Care and Maintenance”.

In 2021, Tourism Volume and Value for Kirkcaldy and Mid Fife had shrunk to between 20 and 33% of its volume and value in 2019.

Volume and Value of Tourism,	Kirkcaldy and Mid Fife	
	Jan-Dec 2020	Jan-Dec 2021
Visitor days	722,300	346,100
% change in visitor days 2019-2020	-59.0%	+2.8%
Economic impact (direct, indirect & induced)	£34.27m	£16.28m
% change in economic impact 2019-2020	-60.9%	+40.5%
Number of jobs supported (FTEs)	661	623
% change in number of jobs supported	-50.4%	+28.1%

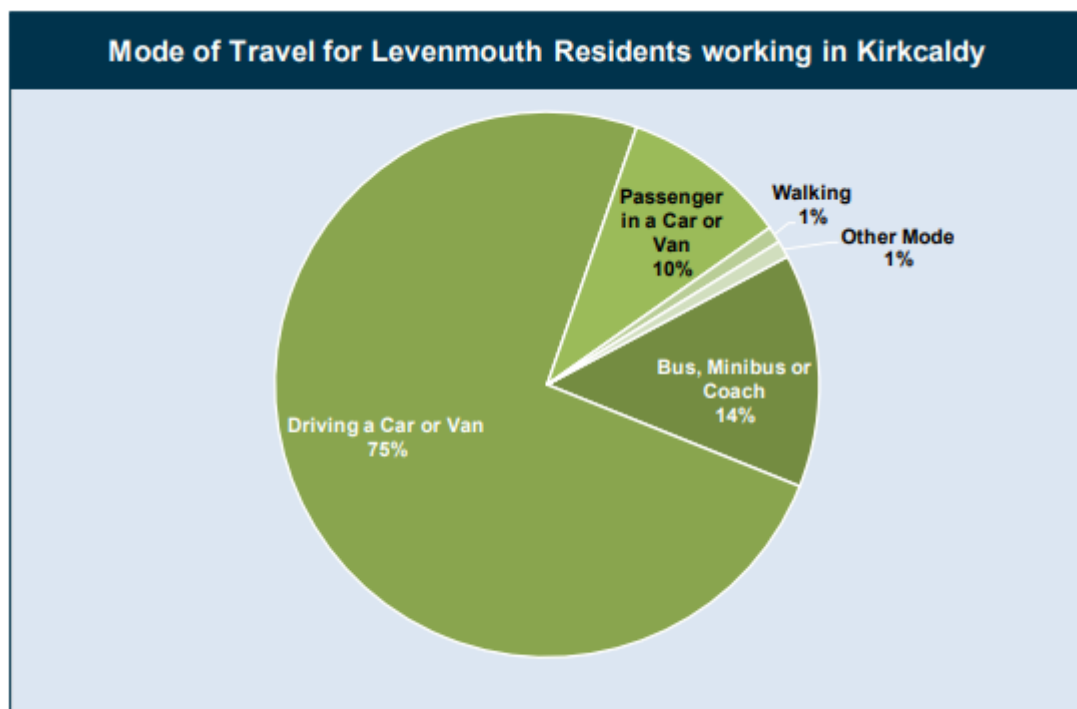
In 2020 tourism activity in Kirkcaldy and Mid-Fife was substantially affected by the travel restrictions imposed because of the Covid-19 pandemic. It is estimated that the number of days visitors spent in the region fell by 59.0% (from 1.76m in 2019 to 722,300 in 2020) and the economic impact fell by -60.9% from £90m to £34m.

The number of jobs supported fell by 50% between 2020 and 2019, from 1,334 (FTEs) to 661. 2021 indicates that the sector has stabilised but has a long way to go to recover its performance.

The proportion of vacant units in Glenrothes town centre was 23.4% (April 2021), with 26.5% of floorspace vacant, both increasing since 2019. The High Street Leven is the main retail centre in Levenmouth. The proportion of vacant units in the town centre was 20.1% (April 2021), with 22.6% of floorspace vacant, both increasing since 2019.

To address such reductions in tourism rates and economic outputs, investment in the greenspace projects outlined in this Bid will help bring visitors back into the area, to complement the existing coastal path route and the use of the new Fife Pilgrim Way. The intention, apart from increasing visitor numbers, is also to encourage longer stays and for them to spend more in the Glenrothes and Central Fife area, with subsequent knock-on effects in sustainable employment and tourism income growth.

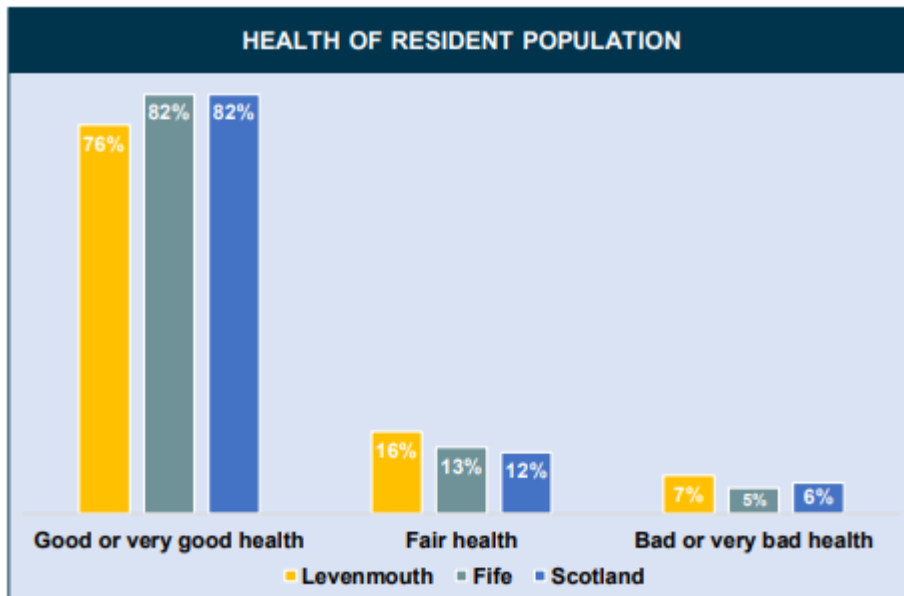
In 2018 as part of the Levenmouth Sustainable Transport Study, community engagement through a travel survey concluded that there were low levels of car ownership, yet high reliance on car to travel to work outside the area. For example:



The objective for the reinstatement of the Leven Rail link is that residents switch to rail, with easy, safe walking routes to the new stations. Additionally more residents will be able to travel outside of the area to work, helping to reduce economic inactivity and out of work benefit claimant rates.

Health (2011 Census)

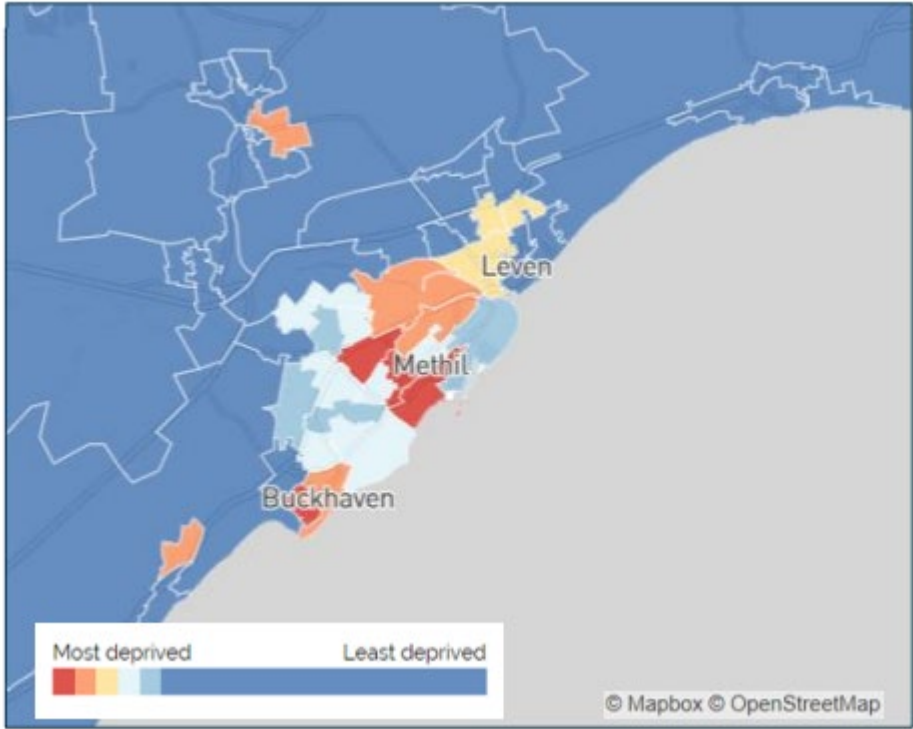
The figure below shows health classification from the Census 2011. It can be seen that the Levenmouth area suffers from lower levels of good health and higher levels of bad health compared to both Fife and Scotland respectively.



[Values rounded to nearest percentage]

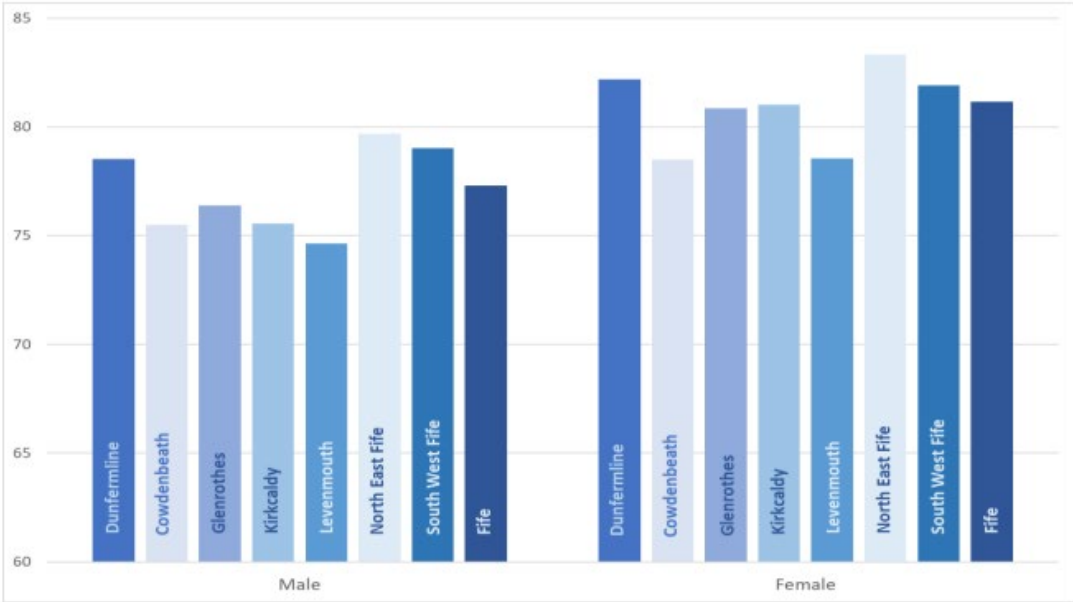
Scottish Index of Multiple Deprivation (SIMD) is the Scottish Government’s official tool to identify areas of poverty and inequality across Scotland. More specifically, it is used to identify areas where many people experience multiple deprivation and, hence, finding areas of greater need for public support and intervention/investment. SIMD considers multiple types of deprivation because ‘deprived’ does not just mean ‘poor’ or ‘low income’ – it can also mean, for example, people have fewer resources and opportunities in, say, health. SIMD combines 38 indicators across seven domains including Health. Health considers hospital stays related to alcohol and drugs misuse, emergency stays in hospital and proportion of population being prescribed drugs for anxiety, depression or psychosis. The map below highlights the areas in Levenmouth classified as being in the 20% most deprived areas of Scotland.

SIMD – Health, Levenmouth.(2016)



The 2020 – 2021 NHS Fife Public Health Annual Report confirms that health deprivation in Levenmouth is still a major issue. Life expectancy is the lowest in Fife’s Area Committees for both men and women.

Figure 2: Male and Female Life Expectancy; HSCP Locality/Area Committee 2016-20



The Report evidences the link between deprivation and chronic diseases for example obesity and Type 2 Diabetes. Also the perceived causes such as low levels of physical exercise and obesity.

5.1.2 Please 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. (500 words)

Applicants should provide the sources that the information presented in 5.1.1 were taken from and explain why these are appropriate data sources. Applicants should justify why the evidence used is the most appropriate (i.e. is it reliable and the most up to date) and explain why it is an accurate reflection of the challenges the area faces (i.e. not subject to bias). Data collection reports may be useful for transport schemes.

This Bid relies on the following evidence to demonstrate the scale and significance of local problems and issues: A Local Economic Profile 2021-22 for the Constituency and the draft Local Strategic Assessments for Glenrothes and Levenmouth Area Committees, produced in May 2022 by the Council's Research team. These are produced from NOMIS, GOAD, STEAM Tourism Economic Impacts and Fife's Peoples Pane, using the most up to date data available.

The analysis of the socio-economic issues has been carried out by two teams in Fife Council. The Economy unit in Economy, Tourism and Town Centres team and the Corporate Research team. These teams comprise experienced research consultants with a demonstrated history of working in Local Government and with Community Planning partners. They provide unbiased, high-quality research, evidence, and advice to inform action to improve outcomes for local communities. They provide economic, population and behavioural insight to other services in the Council. Their outputs have been peer reviewed and cross-checked at the time of preparation of this application to ensure accuracy and applicability.

The analysis of socio-economic issues is based on publicly available statistics published by the Scottish or UK Governments. The data underpinning the economic appraisal is specific to Glenrothes and Central Fife wherever possible. Using data specific to the project area ensures the local context is captured within the analysis and impact estimates are accurate and proportionate to the project's area of influence. Nomis official labour market statistics are used to analysis the labour market.

Stakeholder engagement has been undertaken to obtain community input and feedback on the projects in the Bid and the reinstatement of the Leven Rail Link.

Please see section 4.2a for more details on the stakeholder consultation process and findings.

The town centre vacancy data is sourced from Goad Plan Experian Data. This provides a bird's eye view of a retail centre floor space and location of all retail outlets and vacant premises. Experian's Goad Plan Data is a comprehensive dataset that covers retail areas within urban areas across the whole of the UK and Ireland and has the potential to support high-quality research through both coverage and geographic linkage. Fife Council uses this to assess the viability of its town centres.

Viability and Gross Development Value

The Council and the Levenmouth Programme partnership commissioned independent cost estimates of the proposed developments. These included a summary of cost estimates in December 2021. The cost consultants are suitably

experienced and qualified and have detailed current and local knowledge of the sectors applicable to the projects.

Evidence from the pre-COVID and COVID tourism position in Fife and the Bid area is based on the STEAM Tourism Economic Impacts Fife 2020, Global Tourism Solutions (UK) Ltd for Kirkcaldy & Mid Fife Local Tourist Associations

Using these multiple sources demonstrates robustness of data and independence for the local area and presents a clear case that tourism rates have dropped with multiple knock-on effects. These diverse and available public data sources offer unbiased evidence of tourism decline since 2019 and evidences the requirement for investment being needed to boost the outdoor and greenspace offering in Glenrothes and Mid Fife to begin the delivery of a new long-distance path along the River Leven and to complement the attraction of the Forth, Fife Pilgrim Way and the Fife Coastal path.

The outcomes from a review of these publications have been peer reviewed and cross-checked at the time of preparation of this application to ensure accuracy and applicability.

5.1.3 Please demonstrate that the data and evidence supplied is appropriate to the area of influence of the interventions. (250 words)

Applicants should explain how the data provided in 5.1.1 is relevant to the area targeted for the intervention. If the data provided is at a lower level of granularity than the specific area explain why the data is appropriate. Bids with a transport element should provide details of the travel market including key origins and destinations and the geographical extent of current transport problem with underlying drivers identified.

The data and evidence supplied is appropriate to the area of influence of the interventions. Data and evidence specific to the Constituency has been used in the first instance.

The draft Local Strategic Assessments were prepared for each of the Council's Area Committees. This includes survey data from Fife's People Panel, using recognised tools such the national Place Standard tool. Through comparing the results of Place Surveys in 2016, 2018 and 2022 the Council has been able to get a picture of how the Area is changing. Where data is not available at this level of specificity, local authority data has been used.

The interventions will influence footfall in the town centres of Glenrothes and Levenmouth. Installation of Footfall counters will be part of the works carried out. Footfall counters (or other methods to count users) will also be installed in the Riverside Park.

Visitor volume and value is available for Fife, the Fife Pilgrim Way and the Fife Coastal Path through visitor surveys and modelling.

The Scottish Household Survey (SHS) is an annual, cross-sectional survey that provides robust evidence on the composition, characteristics, attitudes and behaviour of private households and individuals as well as evidence on the physical condition of Scotland's homes. The SHS asks questions of a random

sample of people in private residences in Scotland. It also includes information on satisfaction with Neighbourhoods, Economic Activity, and Local Services.

The interventions will also have an influence on Economic Activity and the Labour Market in the Constituency. Standard evidence for this e.g. Business Start-ups, claimant rates for out-of-work benefits, town centre vacancy rates will be appropriate to evidence trends in these areas.

As shown in Section 4.2, the Council has carried out consultation with the local community and the wider public to record the issues they have in the area. This has influenced the design of the projects proposed in the bid.

5.2 Effectiveness of proposal in addressing problems

In this section applicants should clearly set out how the activity described in the bid will address the challenges identified

5.2.1 Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should be forecasted using a suitable model. Theory of Change evidence should be identified and referenced. (750 words)

Applicants should provide a clear link between the problem, the proposal and the expected impact, describing the assumptions and the models used to justify how the proposal will be effective in resolving/mitigating the issue/s identified. For all proposals, evidence should be referenced which demonstrates how the inputs and activities from the Theory of Change clearly link to the outcomes and impacts the project intends to deliver. Quantifiable impacts should, where appropriate, be forecasted using a suitable economic impact model. At its most simple form, the model should demonstrate a % change of X will lead to a % change of Y, based on Z rationale. Data collection and survey reports may be annexed

Section 4.3.4 sets out the Theory of Change for this Bid. The proposal addresses the need to increase footfall in the centres, by creating additional reasons to visit them for both residents and visitors. If there are increased users of the facilities/amenities and increased footfall in Glenrothes and Levenmouth, then vacancy rates will fall and business turnover increase, to create or safeguard employment.

For Levenmouth Connectivity project, the new paths will provide new opportunities for physical exercise and active travel. Many chronic health diseases are triggered by obesity and low levels of exercise. This investment is likely to improve health in the area for residents. Improving the quality and quantity of the greenspace will also have a positive impact on land values.

The financial and economic impacts have been quantified using a modified, in-house, Fife Council developed model, in line with HMT's Green Book, and MHCLG Appraisal Guidance that calculates the outputs as required by this bid. This model has been successfully used in other bid situations and is proven to quantify material impacts in line with Government appraisal requirements. The model is fully integrated using assumptions on income, costs (economic and financial) and increase in economic activity to provide an instant value for money appraisal of any given investment.

Glenrothes and Central Fife is a tourist area and needs to build back after the COVID pandemic to attract pre-pandemic levels of visitors from elsewhere in the UK and internationally. With Edinburgh close by, investment in these facilities and

amenities will help to diversify and extend the greenspace and outdoor recreation, widening the offer beyond the immediate area.

The improved Riverside Park will encourage more visitors to Glenrothes, increasing turnover for businesses located there, making it more able to sustain more businesses and jobs. The park will be available for use and events, year-round, again increasing footfall and encouraging visitors to stay longer. These visitors will include tourists walking the Fife Pilgrim Way, making Glenrothes a destination with more to do and see. As a result, there will be fewer empty shops.

Levenmouth also wants to encourage more visitors to the area by providing a network of paths for walking, cycling and wheeling. The reinstatement of the Leven rail Link provides a new way for visitors to reach the area, but the path network will give them something to do and see. Some of the towns in the area sit on the Fife Coastal Path and national cycle routes. By offering a wider range of facilities and amenities, it will encourage a wider range of visitor to enjoy its facilities. A stronger sense of civic pride in the place will lead to improvement in the overall quality of the place.

For Riverside Park, Glenrothes, it is expected annual visitors will increase from 75,000 to 100,000 with annual visitor growth of 1%. This is expected to generate heritage and culture benefits for the town of £34m over 30 years at current prices (£18.6m discounted).

The investment in Levenmouth Connectivity path network will lift annual users from 7,800 to 37,800 with annual growth of 1%. In addition, daily walkers and cyclists will increase from 1,113 to 1,891 on the active travel routes increasing economic benefits by £8.9m (discounted) .Land values are also expected to increase by 0.24% per year over the period. This is expected to generate economic benefits of £223m over 30 years at current prices (£130m discounted).

5.2.2 Please describe the robustness of the analysis and evidence supplied such as the forecasting assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis, the quality of the evidence and the accuracy and functionality of the models used. (500 words)

With reference to 5.2.1, applicants should discuss why the forecasting assumptions are reasonable, why the methodology and choice of model is appropriate and why the evidence used is accurate.

Key factors to be covered include: - the quality of the analysis - the quality of the evidence - and the accuracy and functionality of the models used.

Applicants should also reference any limitations in the model. Bids with a transport element should provide the methodology employed to forecast the 'do minimum' and 'do something' options. The method used to forecast demand should clearly be described in the bid. The methodology should be appropriate with a clear rationale provided. The methodology should also demonstrate alignment to Transport Analysis Guidance forecasting processes in a proportionate manner.

Relevant local model validation report(s) and model forecasting reports can be attached

The forecasting assumptions, methodology and model outputs are realistic and robust. The assumptions and methodology are based on the experience of previous projects of a similar type, delivered by Fife Council. The socio-economic data for visitor volume and value are based on the STEAM Tourism Economic Impacts for Fife, produced by Global Tourism Solutions (UK) Ltd and analysis

undertaken by 4-consulting Kirkcaldy, Scotland for a similar project on the value of hourly leisure time.

The in-house Fife financial and economic model has been modified to deliver the exact outputs required by this application. It comprises a standard model for each project and the consolidated position of all three projects. It has full error checking functionality to ensure summary results are correctly consolidated. An external Consultant experiences in successful funding bids carried out the modelling to ensure impartiality.

The model is proven and has been successfully used to secure funding for other bids. The model calculates the financial costs associated with the bid (so the LUF ask can be determined after matched funding) and also calculates the economic costs and economic benefits so a BCR score can be established. The model is ideally suited to this bid as the outputs are in an exact form for automatic linking to the Costings and Planning Workbooks as part of the bid process. The model has also been configured to supply all the required outputs for the application form including sensitivity testing and switching values analysis.

It is split into 3 key sections – project data, financial model, and the economic model. These sections are discussed in detail below.

Project Data

All the key assumptions of the individual project are listed in the one place for ease of collection and discussion with delivery managers. An excerpt from the key data collected and robustly challenged with those same managers is shown below. The aim in these discussions has been to ensure forecasting assumptions are reasonable and able to stand up to scrutiny. The integrated model has an evidence tab where the origins of all data and assumptions are collated and accessed instantly in a hyperlink database format.

PROJECT DATA & FINANCIAL CASE: Riverside Park		Entry cells Yellow/Key Outputs Green	
ALL INCOME AND COSTS			
Income and Cost Type - enter at real terms value (without inflation)		Driver	Type
Total Project Cost including Fees and Preliminaries		Phased Excel Model	All Capital Costs
Other Costs - Project Managers		Fife Council	Capital
Contingency		15%	Capital
Additional risk premium		5%	Capital
Mitigated Optimism Bias -see supplementary Green Book Guidance		44%	Non-Standard CE Project
Matched Funding		0%	Public Sector
Reference case - existing costs of maintaining asset		Silverburn Data Used	Revenue
Project Revenue Income Stream and Residual Value at Year 30		No details	Revenue
Project Revenue Expenditure		No details	Revenue
Total Increased Project Turnover from completion		No details	Revenue
Total Financial Case (excluding Optimism Bias - applies to Economic case only)		LUF bid Request	
ADDITIONAL BUILT SPACE			
Additional Space created from Investment		Not Applicable	Sq M
SOCIAL ECONOMIC DATA			
Data Type		Source	Reference
Projected new visitor numbers		Meeting 24/3/22	
Existing visitor numbers		Meeting 24/3/23	
Spend of each visitor offsite per £'000		Silverburn data used	
Average visit time per attraction (Hrs)		Silverburn data used	
Value of hourly leisure time - from Silverburn Economic Report		Silverburn Economic Report	Per Hour
Base (Existing) Land values		Awaiting Details	
Revised Land Values after Investment		Awaiting Details	
Average Commercial Property Value in Fife and numbers (with growth)		Awaiting Details	0.00
Average Residential Property Value in Fife and numbers (with growth)		Awaiting Details	0.00
Base (Existing) Air Quality Indicator (Damage Cost in Tonnes)		Awaiting Details	
Revised Air Quality Indicator after investment (Damage cost in Tonnes)		Awaiting Details	
Base Existing Noise Metric in Decibels (Day and Night Average)		Awaiting Details	
Revised Noise Metric in Decibels after Investment (Average)		Awaiting Details	
Base (Existing) Carbon Emissions in Tonnes		Awaiting Details	
Revised Carbon Emissions after investment in tonnes		Awaiting Details	
Base (Existing) Average Journey Times (hrs)		Awaiting Details	
Revised Journey Times after investment (hrs)		Awaiting Details	
Base (Existing) number of motorised Journeys by individuals		Awaiting Details	
Number of motorised Journeys by individuals after investment		Awaiting Details	
Base (Existing) Active Travel Journeys by individuals		Awaiting Details	
Revised Active Travel Journeys after investment (by individuals)		Awaiting Details	

Financial Model

The financial model shows costs in non-discounted and discounted terms for use in the application. The discounted calculations are based on the Government non-inflated discount rate of 3.5% in order to calculate a marginal net public sector cost. An excerpt of the key headings is shown for the packaged area as a whole although this is before any Active Travel Model adjustments are taken into account.

Economic Model

The model calculates direct employment based economic outputs and also indirect monetised benefits needed for the LUF BCR calculation. BCR benefits are calculated using Government departmental indices and values or bona fide research (in the case of heritage and wellbeing). Economic outputs are there to illustrate the wider outputs of the investment and do not affect the BCR calculation. The model is very robust and as mentioned earlier can also calculate sensitivities

and accommodate “switching value” techniques. A relevant extract for the whole packaged area is illustrated below.

MONETISED NON-MARKET BENEFITS		
Economic Value of Leisure Time (Culture and Heritage Well Being)		
Total Economic Value in NPV terms	Shadow Price Monetisation	-29,700.83
Increase in Land Values - Direct		
Total Economic Value in NPV terms - increased land value		
Increase in Land Values - Wider Land Value Uplift		
Total Economic Value in NPV terms - increased land value		-118,740.27
Improvement in Air Quality		
Total Economic Value in NPV terms - improved air quality		
Improvement in Noise Emissions		
Total Economic Value in NPV terms - reduction in noise		
Reduction in Carbon Emissions		
Total Economic Value in NPV terms - improved air quality		
Reduction in Motorised Travel Journeys and Time Saved		
Total Economic Value in NPV terms - reduction in active travel time		
Discounted Economic Health Benefits using WHO's Health Economic Appraisal Tool		
TOTAL SOCIAL ECONOMIC VALUE OF INVESTMENT		
Direct Monetised Benefits		-83,644.17
Monetised Non-Market Benefits		-148,440.27
Total Social Economic Benefits		-232,084.44
Combined Benefit to Cost Ratio (Economic Outputs and Benefits)		
	Direct + Non-Market	5
Benefit to Cost Ratio (Economic Benefits Only)		
	Non-Market Only	3
Average Annual GVA - Direct only		
		-1,548.57
		-8,588.45
Total Average Annual Tax and NI for the Treasury		
		-78.31

The in-house model has been used to calculate all the economic benefits for the Riverside Park Project and some of the benefits (wider land values) for the River Leven Connectivity Project. The Government’s Active Travel Model has been used to calculate the general suite of benefits for the connectivity project from increasing walking and cycling in the Leven area.

Model Limitations

The scope and scale of the financial and economic outputs are comprehensive and have been designed to be delivered in the form required for the LUF bid and calculate a robust initial BCR that is in effect the final adjusted BCR as all benefits have a strong underlying evidence base and are based on Green Book main/supplementary guidance and other departmental guidance (e.g. DfT and DCLG guidance etc). Any limitation is more to do with the absence of potential benefits associated with an adjusted BCR as we have sought as a policy not to rely on our own evidence where the information is not incorporated in Green or departmental guidance and/or based on tentative assumptions where the evidence base is not so well established.

5.3 Analysis of costs and benefits

In this section applicants should describe and explain the costs and benefits in the relevant Costings and Planning Workbook – Tables A – Economic Benefits and Table A - Economic Costs. They should provide an explanation of how benefits and costs are analysed and estimated, and how this approach is proportionate for the proposal being submitted. All costs and benefits must be compliant or in line with HMT’s Green Book (including supplementary guidance), DLUHC Appraisal Guidance, and if appropriate Transport Analysis Guidance. Package bids need to demonstrate both the overall package costs and benefits, and the disaggregated costs and benefits for each component project. Supplementary tables for component projects should be completed in full.

5.3.1 Please explain how the economic costs of the bid have been calculated, including the whole life costs. (500 words)

Applicants should explain how they have converted the financial costs into economic costs. Costs should be consistent with the costs in the financial case but adjusted for the economic case. This should include, but is not limited to, providing evidence that the costs have been adjusted for inflation and discounted back to an appropriate base-year. In addition, please explain how cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be explained and included in the cost estimates in the economic case.

The economic costs of the bid have been calculated on the following basis:

Policy on Base Nominal Costs

In line with the approach recommended by the HMT Green Book, all current and future costs are shown at constant 2021/22 prices (no inflation). These prices have then been adjusted to present value costs using the Treasury’s discount rate of 3.5% per annum and discounted back to 2022/23, as a base year in line with the in-house integrated model . LUF funding is expected to run to 31 March 2025. There is no private sector contribution.

Policy on Optimism Bias

The financial and economic model includes an element of risk, contingency and optimism bias. The optimism bias profile was based on Supplementary Green Book Guidance. This arrived at a mitigated score after considering the optimism bias ranges in the Green Book for the build types – all standard buildings. The table below refers.

For Riverside Park, the overall discounted capital costs of the development include optimism bias, adjustments for project income/costs, and the reference cost (costs of maintaining the existing asset). Project income/costs are capitalised and deducted/added from gross costs including optimism bias to arrive at a net public sector cost. Any residual values of the existing project assets are deducted to arrive at the net public sector cost. Reference costs have been deducted from the net public sector cost to produce a marginal net public sector cost.

For the connectivity project, the active travel model has been used to derive the discounted cost including optimism bias. The relevant outputs are located in tab “Analysis of Costs and Benefits” cell E19 of the Active Travel Model.

5.3.2 Please describe how the economic benefits have been estimated, including a discussion and evidence to support assumptions. (750 words)

- Applicants should describe the quantifiable benefits of the proposal and where possible, be explained in terms of outcomes. These must be categorised according to the different benefits of the proposal.
- Suitable benefits include, but are not limited to, direct land value uplift, wider land value uplifts, amenity benefits, air quality benefits, reduced journey times, supporting employment, or reduced carbon emissions.
- Applicants should describe any assumptions used that have not been described in 5.2.1, including unit values used, forecasting assumptions and additionality.
- References to guidance and/or unit values that have been used should also be provided. For transport bids the benefit calculations should be proportionately aligned with Transport Analysis Guidance. Applicants should provide specific appraisal outputs spreadsheets where used, including Active Travel Appraisal Toolkit, Local Highways Maintenance Appraisal Toolkit, Small Scheme Appraisal Toolkit, DfT's Small Scheme Appraisal Toolkit, or Transport User Benefit Appraisal (TUBA) outputs

For culture and heritage bids, the Culture and Heritage Capital Framework can be used to support valuing the benefits provided by culture and heritage assets. It provides a formalised approach to estimate how culture and heritage assets contribute to achieving the outcomes and how these benefits are captured in a stocks and flows framework. Assets, for example an art collection or historic building, are the "stock", while the services that create benefits to society are regarded as "flows". Once monetary values are estimated for these flows, it is possible to estimate the value of the asset as a whole by forecasting these values over a period of time. For further guidance on valuing cultural or heritage assets refer to: - Arts Council England: Local Museums Benefit Transfer Report - DCMS: Culture and Heritage Capital Portal - Historic England: Culture and Heritage Capital

The economic benefits have been estimated by adopting the following approach:

Overall Modelling Approach Adopted

In compliance with HMT Green Book, DCLG appraisal guidance and DfT's Small Scheme Appraisal Toolkit (as this is a UK *project* appraisal rather than a place-based appraisal), the direct creation of gross and net jobs has not been included in the calculation of the BCR (benefit to cost ratio).

However, the outputs are listed below for completeness and to illustrate a fuller understanding of the benefits of the intervention. The main BCR is calculated from essentially the non-market benefits arising from the projects.

As each project is an improvement to buildings and infrastructure, Fife Council has followed the guidance in HMT Green Book and DCLG appraisal guidance and used a 30-year period for economic modelling. It is considered that these packaged interventions will create a sustainable increase in visitor numbers with subsequent financial spend, economic outputs and economic benefits that will deliver sustainable, long-term economic growth and wellbeing and help to repair the damage done to the local area by the Covid pandemic.

Economic Outputs

The 2 projects combined produce 11 gross jobs in UK terms and 5 jobs for the Fife Region after additionality adjustments. In addition, 501 cumulative construction jobs are expected to be created. Total average annual GVA (discounted) is

expected to be £1.55 m pa. Moreover, the combined investment will provide £0.079 m in annual taxation and national insurance for the Treasury.

These economic outputs have been lifted from the Integrated Finance and Economic Model developed by Fife Council for its City Region Deal investment programme and modified to include non-market benefits for this application process.

Jobs and economic outputs arising from their creation have been derived from relevant economic multipliers for the Fife Region and research carried out by Viewforth/4-Consulting in August 2021.

Economic Benefits

The calculation of economic benefits is based on HMT Green Book and DCLG guidance, supplemented by indicators from BEIS, DEFRA and DfT. In this particular appraisal the calculation of heritage benefits has also been calculated using research from Viewforth/4-Consulting which builds on the Culture and Heritage Capital framework as well as using evidence available internationally. This work has been instrumental in arriving at a monetised value for the wellbeing benefits delivered by the interventions.

A wide range of indicators have been considered as part of the appraisal.

- Culture and Heritage Well Being Benefits
- Direct Increase in Land Values for the 2 Projects
- Wider land value Uplifts
- Improvement in Air Quality
- Improvement in Noise Emissions
- Reduction in carbon Emissions
- Reduction in Motorised Travel Journeys and Time Saved

After careful consideration of the specifics of each project and discussions with project delivery managers, it was found that material benefits were delivered in terms of culture and wellbeing (Riverside Park), wider land values, heritage and active travel benefits (Connectivity Project). Heritage benefits are calculated from the value increased visitors will obtain from the connectivity investment. It is derived using the projected increase in visitor numbers, how long these new visitors will spend at the attraction and factoring in an hourly value of leisure time. We have used a value of £14.12 at 2021/22 prices for each hour of leisure time spent based on research by Verbooy et al (2018). *Time Is Money: Investigating the Value of Leisure Time and Unpaid Work*.

The addition of the new station/rail link and its connectivity infrastructure will put the area within 65 minutes of the centre of Edinburgh pulling it into the reckoning for commuting. Nationwide House Price Index report June 2021, living near a rail link in Glasgow adds 7.2 per cent to the value of a property, up from 3.5% in 2019-20. A similar rise has been factored in here and apportioned over 30 years. Data on number of residential houses and existing values has been supplied by Fife Council's research team, while commercial numbers and values have been researched and sourced from local commercial agents.

The DfT Active Model Appraisal Toolkit has been used to calculate the active travel benefits.

Impact of Additionality

Specific additionality calculations have been undertaken for each project mainly in relation to accounting for the deadweight (reference or base cost). The net additionality has been included in tab “Table A2: Economic Benefits” in the Costings and Planning workbook. These calculations have been based on specific guidance issued by English Partnerships (“Additionality Guide: A Standard Approach to Assessing the Additional Impact of Interventions” Third Edition October 2008).

5.4 Value for money

In this section applicants should set out the Value for Money (VfM) of their bid, taking account of monetised and non-monetised impacts and risks and uncertainties. Page | 33 Prior to completing this section the application should complete the relevant Costings and Planning Workbook – Table A – VfM

5.4.1 Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios (BCR). (500 words) If a BCR has been estimated, please provide the BCR of the proposal below. If you only have one BCR, please enter this against the ‘initial’ BCR. ‘Initial’ BCR (single bid) ‘Adjusted’ BCR (single bid)

Applicants should provide a summary of the overall Value for Money of the bid. This should be consistent with the relevant Costings and Planning Workbook Table A – VfM.

If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated i.e. a methodology note. BCRs should be calculated in a way that is consistent with HMT Green Book.

For non-transport bids it should be consistent with DLUHC appraisal guidance.

For bids with a transport element this should be consistent with DfT Transport Analysis Guidance.

If an ‘initial’ and an ‘adjusted’ BCR are provided, applicants should explain which categories of benefits are included in each.

Applicants are encouraged to attach a more detailed explanatory note explaining how the BCR has been calculated.

Summary of the overall Value for Money of the proposal.

It is calculated that the 2 projects will deliver total economic benefits over 30 years of £146.20m

The total private sector contribution is £0 m and has been converted to 2021/22 constant prices and discounted. They have been deducted from the total benefits to arrive at a net economic benefits value over 30 years of £146.20m

The following table describes how the BCR calculation has been arrived at taking the marginal net public sector cost and dividing by economic benefits (net of private sector contributions). The BCR based on DCLG (now DLUHC) appraisal guidance is high at 4.1.

The BCR has been calculated in line with HMT Green Book and DCLG guidance. Economic costs have been calculated in line with the narrative found at section 5.3.1 and benefits in line with the text and tables in 5.3.2. To summarise, economic Benefits are calculated from the value increased numbers of visitors will obtain

from the investment, the wider land values increase from the connectivity project and active travel benefits for walkers and cyclists.

While the package of interventions delivers considerable economic outputs, In accordance with Green Book and DCLG guidance only the genuine economic benefits of town centre regeneration, associated well being and transport benefits are included in the BCR calculation against discounted marginal public sector costs. A BCR of 4.1 represents high value for money in terms of the overall investment.

While this is the overall VfM for the whole area, individual projects also score well above 1 offering excellent value for money. The table below refers.

BCR for Riverside Park										2.74
BCR for Connectivity Project										4.47
Total BCR for all Projects										4.14

5.4.2 Please describe the non-monetised impacts the bid will have and provide a summary of how these have been assessed, including the expected scale of these impacts. These will be factored into the overall Value for Money assessment of the bid. (500 words)

In response to this question applicants should discuss any non-monetised impacts the proposal will have including an assessment of how significant the nonmonetised impacts may be. Applicants should consider that beyond the economic impact that can be quantified, there are other important benefits associated with any intervention that are harder to monetise. These can be included as non-monetised benefits in acknowledgment that there a limited number of studies that have monetised these benefits.

The following list of non-monetised impacts that the bid will have. It is not exhaustive but has been carefully compiled from discussions with relevant stakeholders and from analysis undertaken by consultants for each project. They are all significant, however the place-making are most important to the Bid. Enhanced quality of life and wellbeing and community capacity building benefits are more likely to be realised during the operation of the restored facilities and amenities.

The proposed project will result in non-monetised benefits, including:

Enhanced placemaking:

- Visitor numbers
- Culture and heritage as a unique and authentic tourist offer.
- Smart places agenda – smart is ubiquitous in places at risk of being left behind due to rurality and/or deprivation.
- Use of new or improved cycle ways and new or improved pedestrian paths
- Use of new or improved car parking spaces
- Use of alternative fuel charging/re-fuelling points
- New trees planted
- Volunteering opportunities supported

Enhanced quality of life

- Leisure time – spend elsewhere in local area
- The value of culture and heritage for its own sake – heritage and
- Reduced carbon impacts where they cannot be quantified
- Educational value of heritage too.
- Provide more capacity to increase the general health and wellbeing of the local community
- Offer green space, studio space and opportunities for employment and volunteering
- Present opportunities for (regular) social and community events e.g. festivals and exhibitions
- Deliver sustainability
- Permit increased accessibility and diversity with a central location, improved parking capacity and wider access to include specific and disabled needs.
- Give locals and visitors the opportunity to mix and socialise around classes and volunteering opportunities
- Enable outdoor space to be utilised for e.g. a community allotment or sensory garden or outdoor classes

Community capacity building

- board membership and volunteering opportunities
- commitment to property maintenance

5.4.3 Please provide an assessment of the risks and uncertainties that could affect the overall Value for Money of the bid. (250 words)

In response to 5.4.3, applicants should provide an assessment of the risks and uncertainties that may impact the overall VfM of the bid

Applicants are expected to provide the results of any sensitivity analysis here. Key assumptions should be varied to demonstrate how the overall VfM result is sensitive to changes in assumptions, for example the impact of lower transport demand after COVID-19

The main risks and uncertainties that could affect the overall Value for Money of the bid come from costs exceeding those planned or visitor numbers not achieving the levels anticipated. These will affect the BCR score from economic costs being too high or alternatively from culture, heritage and well being benefits being too low. The risks affecting value for money can be quantified using sensitivity analysis and switching values techniques. This is explored in more detail below.

Sensitivity testing has been carried out to test the impact of key financial risks and uncertainties on the BCR score. This includes the recommended HMT Green Book technique of “switching values” to achieve a 1:1 BCR score. The results of the detailed scenario testing for each of these risks/uncertainties are shown.

As can be seen, the package stands up exceptionally well to likely risk scenarios with all scenarios still delivering a BCR of above 3:1.

The results of using the “Switching values” technique and the % changes needed to achieve a BCR of 1:1 are shown below.

The movements required to achieve a 1:1 BCR are substantial so increases in costs or reduction in benefits would need to be severe before value for money is affected.

In terms of individual projects, a more extensive list of risks and uncertainties has been compiled following a comprehensive risk assessment approach listing all risks associated with the project. An Excel Tool was developed to assist delivery managers consider and process each risk.

5.4.4 We would expect an Appraisal Summary Table, to be completed to enable a full range of impacts to be considered. This should be consistent with the relevant appraisal guidance for the bid. For package bids, please provide an Appraisal Summary Table for each component project. For Regeneration or Cultural bids, the Appraisal Summary table should be consistent with the DLUHC appraisal guidance. For Transport bids it should be consistent the Transport Analysis Guide. Any additional evidence to support your responses to this section should be referenced within your responses (5.1.1 – 5.4.3) and attached as a single annex.

For Regeneration or Cultural bids, applicants are encouraged to submit an Appraisal Summary Table consistent with the DLUHC appraisal guidance for their project.

For transport bids, applicants are encouraged to submit an Appraisal Summary Table consistent with the Transport Analysis Guidance for their bid.

For package bids, applicants are encouraged to submit an Appraisal Summary Table for each component project consistent with the relevant appraisal guidance for the theme of the project.

Any additional evidence to support your responses to this section should be referenced within your responses (5.1.1 – 5.4.3) and attached as a single annex. Applicants should provide specific appraisal output spreadsheets where relevant, including Active Mode Appraisal Toolkit, Local Highways Maintenance Appraisal Toolkit, Small Scheme Appraisal Toolkit or Transport User Benefit Appraisal (TUBA) outputs.

An Appraisal Summary Table has been completed to enable a full range of impacts to be considered. It is consistent with the relevant appraisal guidance for the bid. The Appraisal Summary Table outlines the impact for each component project and the Package Bid. The Net Present Public Value is highest for the package bid and 2nd highest in terms of BCR although is deemed to offer a more cohesive solution as well as a sufficiently high score. The Switching Value is 2nd lowest for this option although there is no significant change to the risks.

PART 6 DELIVERABILITY

6.1 Financial

Within this section applicants are required to provide clear and robust details of the financial aspects of the bid, including sources, secured status, and type of match funding, project costs, financial risks and mitigation measures, and how funding is structured – e.g. if you are intending to further disburse the LUF grant with bid partners. Management and consultancy costs should be clearly shown within the project budget, and any work to be sub-contracted explained within the

application form. Prior to completing this section applicants should complete the relevant Costings and Planning Workbook - Table B – Funding Profile and Table C – Cost Estimates.

6.1.1 Please confirm the total value of your bid.

Applicants should confirm the total value of the bid, this should include the LUF grant and any match funding. All expenditure should be defrayed by March 2025 (and by 2025-26 on an exceptional basis e.g. for large projects between £20 million and £50 million).

LUF financial ask is £19.414m, 62.88%% of project costs.

6.1.2 Please confirm the value of the capital grant you are requesting from LUF. Applicants should confirm the total value of LUF grant they are seeking. Applicants are reminded that LUF grant will only fund direct capital costs associated with the delivery of the project.

The total value of the capital grant requested from LUF is £19.414m, 62.88%% of project costs as part of this package bid.

6.1.4 If you are intending to make a land contribution (via the use of existing owned land), please provide further details below and confirm who currently owns the land, details of any restrictions and the estimated monetary value. (250 words)

For land contributions, applicants are required to submit a letter from an independent valuer to verify the true market value of the land

The current ownership of the land and any restrictions on use, should also be set out here.

There will be no land contribution by Fife Council.

All the land for Riverside Park, Glenrothes and the Adopted Roads and Footpaths components in Levenmouth Connectivity are owned by Fife Council.

There may be sections of the primary riverside route in phase 1 of the Levenmouth Connectivity project that require landowner consent. The landowners have been approached and their agreement obtained. There will be no contribution by the landowners, only right to use.

6.1.5 Please confirm if your budget includes unrecoverable VAT costs and describe what these are, providing further details below. (250 words)

Applicants should confirm if their budget includes unrecoverable VAT costs and should state what these are.

VAT is charged on all taxable supplies procured by the Council.

Both projects will be procured and delivered as part of Fife Council's business activities. However, the Council can reclaim the VAT on all non-business items undertaken in respect of a Statutory Duty. This means that any VAT payable on the construction costs or planning and design fees will be recoverable. In other words, any VAT payable will be fully recoverable by the Council.

6.1.6 Please describe what benchmarking or research activity you have undertaken to help you determine the costs you have proposed in your budget. Please advise on any assumptions. (750 words)

For each cost item, applicants should provide a clear explanation of the benchmarking/market research undertaken to support the proposed cost, including details of any assumptions.

Condition surveys have been undertaken for both projects by Design Consultants (Levenmouth Connectivity - Amey, Glenrothes - WPS). Concept designs and indicative costs have been prepared by Civil engineers. The design consultants undertake this type of work regularly for the Council and other public sector organisations. The costs were updated in 2021.

Design consultants Amey assessed and identified a proposed Levenmouth wide active travel network, then developed a concept design based on the Places for Everyone core design principals. A feasibility study assessed all existing, potential and community proposed routes in the area. The network was then divided into routes which were categorised into:

- Key routes – along strategic travel corridors which provide better active travel infrastructure between communities and to trip generators.
- Connecting routes – provide connection between other types of routes.
- Riverside routes* – links through and along the river and proposed River Leven Park. These will serve as both functional journey and recreational routes.

* Note on terminology: - “Active Travel Network” refers to all routes on adopted roads. - “River Park” and “Riverside routes” refers to traffic free routes, river and rail crossings, and accompanying extras within the river valley/proposed river park geography.

These are subject to technical surveys, consideration of the requirements for Planning and Roads Consents and Building Warrant which can’t be anticipated in advance. The final requirements may change through community consultation on the detailed designs. Budgets are reasonable for the anticipated scope of works and variations likely to be accommodated.

WPS reviewed the Riverside Park proposals within the Glenrothes Town Centres Masterplan to produce indicative costs for the all the works recommended. These were then reviewed and prioritised with the Friends of Riverside Park on the basis of what would tackle the quality issues identified by VisitScotland’s quality assessment in 2019. This produced a set of activities deliverable in the timescale for the Levelling Up funding. WPS are a framework supplier for Fife Council, undertaking this type of civil engineering work regularly.

6.1.8 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-UK Government funding partners. (You should cross refer to the Risk Register). (750 words)

Bids should highlight the key financial risks from the Risk Register and detail how cost overruns will be dealt with and shared between non-UK Government funding partners. Any risk mitigations proposed should be relevant, costed and timely. In addition, applicants should detail the contingencies they intend to put in place in the event that mitigations are unsuccessful. Any impacts on communities, cultural groups and local transport groups such as disruption or displacement should also be considered, with impacts costed and mitigations or compensations identified.

The main financial risks to the project and the proposed mitigation and management procedures are summarised below.

Key Risk Factor	Mitigation
<p><u>Delivery Risk</u></p> <p>Each project must be delivered in a challenging timeframe if LUF funding criteria are to be met. The scope and scale of the works are onerous especially for third party organisations. There is a risk that delivery does not proceed to timetable or spend profile.</p>	<p>Third party organisations are aware of how important these projects are and are fully committed to successful delivery. Professional project management assistance combined with advice from professional advisers will help to reduce this ongoing risk.</p>
<p><u>Demand Risk</u></p> <p>Success factors for each require an increase in visitor numbers to deliver viability, and to deliver regeneration and transport ambitions.</p>	<p>Risk mitigation will centre around extensive marketing and awareness campaigns both locally, regionally and Scotland wide to publicise the new offerings.</p>
<p><u>Cost Risk</u></p> <p>Construction costs exceed LUF funding</p>	<p>Existing levels of protection against cost risk through contingency and risk allowances in the cost schedules along with 10% optimism bias should offer ample mitigation. Professional advice from advisors on cost creep will offer a double lock on this risk.</p>
<p><u>Economic Environment Risk</u></p> <p>Continued national and international supply side issues limit available materials and the supply of skilled labour</p>	<p>Project Boards will continue to monitor the wider environment and either bring in specialist assistance from the Council or adjust project timings to allow a degree of recognition of supply issues.</p>
<p><u>COVID 19</u></p> <p>The COVID impacts continue, and the UK economy is subject to a stop/start multi-year cycle of disruption and high levels of absenteeism.</p>	<p>It is likely restrictions will continue rather than lockdown so safe working practices will continue to be implemented. Project and construction employees will be reminded to work safely to ensure minimal disruption to deadlines and key milestones.</p>

6.1.10 What legal / governance structure do you intend to put in place with any bid partners who have a financial interest in the project? (750 words)

Applicants should clearly set out the legal / governance structure that will be put in place with any project partners who have a financial interest in the bid. If appropriate, applicants should explain what financial assessment and due diligence has or will be undertaken on bid partners.

The Leven Programme is a partnership of 16 public and private organisations undertaking a programme of work to deliver sustainable, inclusive growth with a place-based focus in mid-Fife. In 2020, a 3-year, Sustainable Growth Agreement was signed to agree the ambition that all partners would work together to achieve.

Sustrans is a partner in the Leven Programme, not a bid partner but has a financial interest in the Levenmouth Connectivity project as a funding partner. This does not require any new legal/governance structure as the Leven Programme already has agreed that the ongoing monitoring and management of progress will be undertaken by The Leven Programme Board, and by relevant Project Boards. There is a Project Board for the Connectivity Project.

There is no bid partner who has a financial interest in the Riverside Park Project.

6.2 Commercial

Within this section, applicants should set out their commercial and procurement strategy for effectively awarding and managing any contracts for goods, works or services to be funded by the grant. The strategy should include all key procurement lifecycle activities, timescales and who will lead on procurement / contractor management..

6.2.1 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. (1500 words)

Applicants should set out their procurement approach to managing the project. The procurement route should also include an explanation as to why it is appropriate for a bid of the scale and nature proposed. 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.

The procurement strategy should be proportionate with value of the project and should cover the full procurement cycle. All applicants should clearly set out: - Which key contracts will be procured - What pre-market engagement/research activity has been undertaken to date or is planned - Whether or not a health check of the market has been undertaken to identify any potential capability or limitations that may impact on project/procurement timescales and how these will be mitigated. - What procurement approaches have been explored or discounted - What route to market is proposed, including an explanation as to why it is appropriate for scale / nature of the contract/s? - Set how you will effectively manage your contracts with key suppliers/contractors to ensure quality and manage/mitigate supply chain risks. The procurement strategy should also demonstrate alignment with Net Zero ambitions, and where appropriate, include details of a sustainable approach such as: - use of innovative clean technology - support the growth of green skills - use of sustainable supply chains

All applicants should set out how contracts will be procured and managed effectively; in accordance with procurement best practice and all relevant legal requirements including public contract regulations 2015 and 2020 amendments (post EU exit) and other appropriate legislation including the Modern Slavery Act, as applicable. Additionally, local authority applicants should: - demonstrate that they have considered government policies and guidance including the Sourcing and Consultancy Playbooks and Construction Playbook. - demonstrate innovative procurement, including for example how they have factored social value into their procurements set out in their

procurement strategy and risk register how government guidance on Resolution Planning¹ has been considered. For package bids, please note that we need to understand the procurement activities for each component project. More detailed information on procurement activities, timescales, and the resources required should be included in the project delivery plan

Fife Council will be responsible for project delivery for both projects. This includes the procurement approach.

For all procurement activity carried during the duration of this programme, the Council's Mandatory requirements as set out in its Procurement & Commercial Strategy 2019 – 2024 shall apply. These include Value for Money, Sustainable Procurement including Community Benefits, Consultation, Fair Work Practices, Payments and Health & Safety.

The Council's Contract and Supplier Management Process and Guidance Manual is used for their operational management. Procurement and contractor management will be undertaken by Fife Council Roads & Transportation Services, who have extensive experience in managing the delivery of large-scale road and active travel projects. Roads & Transportation Services will be supported by the Technical Design consultant and Fife Council's in-house specialist procurement team.

The Council has adopted the 'Fife Council Construction Charter' and all construction companies who secure contracts within this Programme will be encouraged to fully comply with this Charter. As the health and safety of all workers is paramount in the construction industry, all contractors are expected to rigorously implement and adhere to the Charter's minimum standards. In addition, all contractors are required to provide fit for purpose welfare facilities of a quality in accordance with the Construction Design and Management Regulation of 2015.

The Council is committed to delivering and increasing the community benefits from its procurements. These will form part of the tender process for all projects in the Bid. This is a statutory obligation, and an annual report is produced to track progress. The Statutory obligations include all relevant legal requirements including public contract regulations 2015 and 2020 amendments (post EU exit) and other appropriate legislation including the Modern Slavery Act.

National Frameworks Agreements will be utilised (where value for money has already been demonstrated). These may include Framework Agreements produced by Scotland Excel, Scape, Scottish Procurement Alliance, Crown Commercial Services etc. and HubCo. The Procurement Strategy for both projects will be confirmed once the Levelling Up funding award is confirmed. The "hard" civil engineering elements are likely to be procured separately from the "soft" landscaping works for the Levenmouth Connectivity project.

A key objective is to engage with the local community in its delivery and encourage volunteering and ownership of the network. One of the partners in the Leven Programme is the Green Action Trust, which was created to help realise the vision for the Central Scotland Green Network (CSGN). Its mission is to drive forward the delivery of the CSGN by being collaborative, inclusive, and innovative; working with partners, stakeholders and communities. Its priorities are the remediation of vacant and derelict land, greening of active travel routes and delivering environmental improvements in areas of disadvantage. The Leven Programme

contributes to all three of these and is a flagship for the CSGN. The Green Action Trust will be responsible for the delivery of the soft landscaping in the primary riverside routes in Phase 1 of the Leven Programme.

For example, the Scape Framework offers full performance managed civil engineering frameworks, property services and design solutions to accelerate procurement. These direct award frameworks are fully compliant, designed to deliver them to the highest possible standard supported by an extensive local supply chain.

Market research will be undertaken in Quarter 2 2022/23 to identify any potential capability or limitations that may impact on project/procurement timescales. The Council has several civil engineering projects in delivery at any time so regularly engages with potential contractors to understand potential risks and issues.

The risks relating to Interest Rates, Construction and Completion, Operating Risks, Demand Risk, Force Majeure and changes in Law, Political, Regulatory, Environmental and Social Risks associated with the delivery of the projects will be allocated to the party that is best placed to manage them in a cost-effective way to maximise value for money, including to the private sector. This allocation and/or transfer will include the occurrence and impact of the risk, be informed by market conditions and transaction costs.

The Council's Next Zero Ambitions will be included in the procurement process and the specification of the requirements. The detailed design will include embedded and operational carbon assessments. The civil engineering works will include an assessment of the embedded carbon in its specification, to reduce this where possible within the cost envelope. The soft landscaping works will undertake a similar assessment on the carbon capture of its plantings.

6.2.2 Who will lead on the procurement and contractor management on this bid and explain what expertise and skills do they have in managing procurements and contracts of this nature? If the procurement is being led by a third party and not the lead applicant, please provide details below. (500 words)

The applicant should clarify who will lead the procurement/s and demonstrate that the core project team have the relevant skills and expertise for managing procurements and contracts.

The Council's Lead Officer for Town Centre Development will act as Client/ Strategic Project Manager for the Riverside Park project. The Town Centre Development Unit is part of Business and Employability Services, within the Council's Enterprise & Environment Directorate.

This Unit has a significant and successful track record in delivering a similar role in Town Centre improvement projects across Fife's Town Centres. It delivers capital and revenue funded initiatives across Fife, with a strategic focus on the mid-Fife towns.

This includes the Town Centre Capital Programme funded by annual capital grant from the Scottish Government alongside the Council's own Capital Programme. 2021/22 started the current 5 year "Place Based Investment Programme" fund. Examples of completed projects include Kirkcaldy Waterfront Phase 1, Leven Public Realm. Several of these projects have been delivered by the Council's Roads & Lighting Contracts team.

The Council's Lead Consultant for Local Transport Strategy, Sustainable Transport & Parking Service will act as Client/ Strategic Project Manager for the Levenmouth Connectivity project. Both Services are part of the Council's Enterprise & Environment Directorate.

Sustainable Transport and Parking Service is responsible for climate change and partnerships (including the development of the electric vehicle network and efficient movement of freight); transport planning; car parking strategy and operations; road safety; travel planning and sustainable traffic, including active travel. Examples of completed projects include Halbeath Park and Ride delivered by the Council's Roads & Lighting Contracts team.

The Service Manager, Roads & Lighting Contracts within Assets, Transportation & Environment Services, Enterprise & Environment Directorate, Fife Council will lead on the procurement and contractor management for both the Riverside Park and Levenmouth Connectivity projects. He is responsible for the feasibility, design, procurement, and site supervision of key capital projects for Roads and Transportation Services.

This includes externally delivered Area Roads Programme (ARP) carriageway resurfacing and street lighting projects. He also delivers the procurement and contract management for town centre civil engineering projects such as Kirkcaldy and Levenmouth mentioned above. Section 6.2.1 outlines the procurement strategy. The Service Manager, Roads & Lighting Contracts has a successful track record in delivering projects similar to this.

6.2.3 Are you intending to outsource or sub-contract any other work on this bid to third parties? For example, where you have identified a capability or capacity gaps. (750 words)

Applicants should set out plans for engaging with key suppliers/contractors so it is clear how suppliers/contractors have been selected and how contracts will be effectively managed to ensure the desired outcomes are delivered. This should include the use of key performance indicators (KPI's) and other measures that will be used to drive quality. Applicants should also clearly set out in their response how they will manage any capability or capacity gaps

The outsourcing and sub-contract work for the projects in this Bid is set out in Sections 6.2.1 and 6.2.2. The activities in 2022/23 for all projects will include detailed design, statutory consents, and preliminaries. During this process the procurement strategies will be finalised. This will include the management of the contract through key performance indicators (KPI's) and other measures to drive quality.

Fife Council are in the process of appointing a consultant to undertake the Technical Design stage for the Levenmouth Connectivity Project. Fife Council Roads & Transportation Services will manage the project and undertake technical assurance.

6.2.4 How will you engage with key suppliers to effectively manage their contracts so that they deliver your desired outcomes. What measures will you put in place to mitigate supplier/contractor risks and what controls will you implement to ensure they deliver on quality. (1000 words)

Applicants should set out what measures will be put in place to manage contractor / supplier risks. This should include due diligence, the checking of the financial and economic standing of suppliers, and effective contract / payment structures.

The principal aim of the Council's Procurement Strategy is to support the Council in becoming more commercial whilst ensuring the principles of public procurement – transparency, integrity, openness, fairness, non-discrimination, equal treatment, competition, and accountability underpin our procurement activity. This, and of course ensuring value for money and securing financial savings and benefits for all third party spend.

The Council's Contract and Supplier Management Process and Guidance Manual is used for their operational management. Procurement and contractor management will be undertaken by Fife Council Roads & Transportation Services, who have extensive experience in managing the delivery of large scale road and active travel projects. Roads & Transportation Services will be supported by the Technical Design consultant and Fife Council's in-house specialist procurement team.

The Council has worked with Scotland Excel, the Centre of Procurement Expertise for Local Authorities to implement a consistent and commercial approach to procurement activity. To achieve this, the Council has improved demand management, increased operational control across all procurement spend, as well as implementing a new programme of contract and supplier management. A strategic sourcing approach has been developed. This aims to create a strong commercial culture across all Council Service Departments, promoting more innovative thinking around procurement.

The Procurement function utilises a category management approach with a structured sourcing programme, categories of spend have been segmented into the following relevant areas: Construction Materials and Construction Projects/Works. Procurement activity is delegated to authorised individuals within the service area for construction works related activity, however process guidance is provided by the central Procurement function to aid consistency and compliance. It is the remit of the Category Manager to set the strategy and direction for procurement activity in these category areas in conjunction with the services. Around £100m or 20% of the Council's Capital Allocation per year is spent on Construction activity but this varies depending on the external funding levered.

Fife Council Procurement aims to embrace technology to conduct its procurement activity. Such an approach works towards the standardisation of processes and a reduction in duplication of effort. Additionally, it provides a robust audit trail and provide effective management information. The following systems (and technology) are used to facilitate procurement activity:

- P2P ERP System for end-to-end P2P process – requisition > order > receipt > payment > reporting
- Public Contracts Scotland (PCS) web-portal – to conduct Quick Quotes and contract notices as well as the upload and receipt of tenders

- Public Contracts Scotland Tender (PCS-T) web-portal - to conduct full online tendering activity (building of tender > response > evaluation > award)
- Excel – Contract Register/Programme; Pipeline, Benefits Tracker (financial) and Benefits Tracker (non-financial, e.g. community benefits) – to provide data on contracts and benefits.

All Council projects adopt its project and programme management processes. These are based on PRINCE2 and Managing Successful Programmes (MSP). These processes will be used for the projects in this Bid to manage contractors and suppliers. This includes management of risk, finance and the delivery plan. Depending on the procurement strategy for the project, the Council will adopt the Contract Management processes provided by the Scape Framework. Mitigating the contractor / supplier risks will be one of the criteria to determine the preferred procurement option.

6.3 Management

Prior to completing this section applicants should complete the relevant Costings and Planning Workbook - Table D – Milestones Delivery.

6.3.1 Please set out how you plan to deliver the bid (this should be a summary of your Delivery Plan). (1000 words)

Applicants should set out clearly how they plan to deliver the bid. The response should consider the following: - Key milestones: The project plan needs to clearly identify the key capital build and construction phases and include the 'stage gates' that might be used to verify build and infrastructural works completed by any contractor/s. Timescales should be realistic and meet scheme requirements. - Key dependencies and interfaces, resource requirements, task durations and contingencies. - A description of roles and responsibilities of those involved in the project. Plans should identify the roles, responsibilities and resource for each activity – including a delineation of key responsibilities such as project management, finance etc. - An understanding of the skills, capability, or capacity needed - some bids may require specialist skills. If specialist skills are required, they should be set out here. - Arrangements for managing any delivery partners and the plan for benefits realisation. - Engagement of developers/ occupiers (where needed). - The strategy and communication approach for managing stakeholders and considering their interests and influences. - Confirmation of any powers or consents needed, and statutory approvals e.g. planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence - Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. - The approach to monitoring progress of the project including budget management. Stated benefits should be well defined and measurable as part of the monitoring and evaluation process. - Any other information to support the delivery approach. Applicants are encouraged to submit a detailed delivery plan to support their response to this question. The delivery plan should be proportionate and realistic to the bid submitted and the timelines presented should be feasible, allowing sufficient time for each phase of the programme. Applicants are also encouraged to submit evidence of statutory consents/land acquisitions.

The Project Delivery Milestones are set out in the Bid Workbook in Table D. Project 1 is Riverside Park, Glenrothes project, Project 2 Levenmouth Connectivity project. The more detailed information is provided in the Master Schedule for the Bid is uploaded to the Portal. A detailed, fully resourced project plan for each project will be developed with their Contractors once appointed.

Both projects are subject to a logic of phasing between those that are stand-alone, well-advanced and “shovel ready” and those that need to be implemented earlier on in terms of the sequence of works. All assets are in the ownership of the Council.

All projects will incur capital expenditure in 2022-23. This will include (but not limited to):

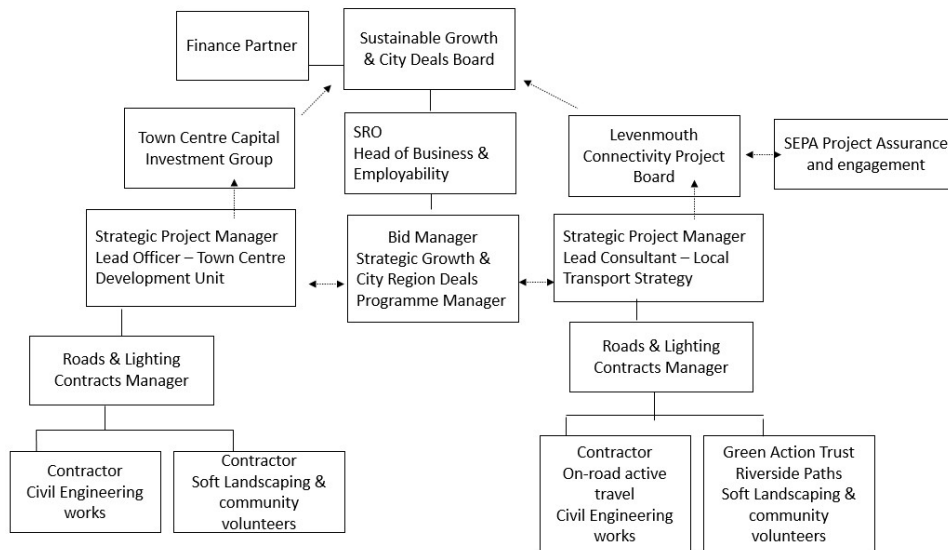
- Project Management
- Design Fees
- Legal Fees
- Enabling works
- Project insurance
- Other Fees/Costs.

The delivery and management structure includes:

- High level monitoring and governance of the overall Bid by the Sustainable Growth and City Region Deals Board. The Board includes senior, cross-Service representatives from Fife Council, and provides clear governance over the Levelling Up investment process. This Board will report to Elected Members through the relevant Committees.
- Ongoing strategic management of the Riverside Park project by the Town Centre Capital Investment Group. This incorporates Service management of Fife Council. The Group will retain close contact with other stakeholders who will inform strategic delivery
- Ongoing strategic management of the Levenmouth Connectivity project by the Connectivity Project Board, within the Leven Programme. This includes representatives from partners and Service management from Fife Council. The board will retain close contact with other stakeholders who will inform strategic delivery. SEPA will have a project assurance and engagement role.
- Operational management of project delivery will be within the remit of the Project Delivery Team(s). This will include a Project Board with representatives from the supplier(s) and customers of the finished product. The team will be resourced by officers of the respective specialist departments in Fife Council and the lead organisation.

The following diagram sets out the Delivery Structure for the Bid and both projects.

Organisational Structure for Project Delivery



The Governance Structure will ensure co-ordination of LUF projects with other activity and interventions associated with the project. This will ensure appropriate resources are identified and allocated to enable project delivery within LUF timescales and to the agreed Project Plan.

The Project Delivery Team(s) will meet monthly to monitor and evaluate project delivery against established milestones and benchmarks, auditing and evidencing all money spent for record keeping and audit trail purposes. Project specific management measures will ensure delivery is aligned with the agreed Delivery Plan. Project costs include a provision for additional project management resources to expand capacity to enable delivery of successful Levelling Up projects.

The Town Centre Capital Investment Group meets every monthly and monitors progress of Town Centre and Place-based projects via progress reports provided by the Project Delivery Team. Management in this layer will ensure project progress to agreed milestones, risk is managed, and that spend is being appropriately monitored for audit.

The Sustainable Growth and City Region Deals Board meets every 2 months, responsible for monitoring the overall Levelling Up investment programme. The Sustainable Growth and City Region Deals Board will receive relevant progress reports and updates from the Town Centre Capital Investment Group and provide oversight. This group will be able to implement programme-wide management or mitigation measures to ensure LUF project delivery against its stated objectives.

Formal project and funding approval has been obtained via Fife Council’s Cabinet.

Stakeholder and community engagement will be led by the Community Manager for Glenrothes or Levenmouth.

Project 1 Riverside Park, Glenrothes.

Once the Levelling Up funding is confirmed, the detailed technical designs and Statutory Consents for the civil engineering works will be progressed. The

estimated completion date is within Quarter 4 2022/23. All works will then be tendered, with contract start date in Quarter 1 2023/24. The project is forecast to take 20 months based on similar projects, allowing for delays in the sourcing of materials. The soft landscaping is estimated to complete by Quarter 4 2024/25.

Project 2 Levenmouth Connectivity

Once the Levelling Up funding is confirmed, the detailed technical designs and Statutory Consents for the civil engineering works will be progressed. The estimated completion date is within Quarter 4 2022/23. All works will then be tendered, with contract start date in Quarter 1 2023/24. The project is forecast to take 20 months based on similar projects, allowing for delays in the sourcing of materials. The soft landscaping is estimated to complete by Quarter 4 2024/25.

All projects are at an appropriate level of design certainty and cost accuracy, until the Levelling Up funding is available, to undertake technical and detailed design work to obtain the necessary Statutory Consents.

6.3.2 Please confirm the plans for LUF project activity in 2022-23. (250 words)

6.3.3 Risk Management: Applicants are asked to set out a detailed risk assessment. (500 words)

Applicants are encouraged to submit a Risk Register to support their response to this question. This can be in any format but should provide sufficient information regarding clearly defined risks with impacts, owners, dates, mitigations and costs.

In responding to this question applicants should set out a detailed risk assessment, covering all types of risks including, for example, environmental risks, health and safety, withdrawal of funding, potential partner disputes, legal risks, reputational, delivery etc. The risk assessment should demonstrate that all potential risks have been carefully considered and cover the whole project lifecycle.

In particular risk assessments should cover: - the barriers and level of risk to the delivery of your bid - appropriate and effective arrangements for managing and mitigating these risks - a clear understanding on roles / responsibilities for risk management and reporting risk. Please detail any key risks that you have identified as part of your risk assessment for this bid and details of mitigation measures. This should align with your risk register.

For package bids, please set out the risk assessment and mitigations for each component project.

The Glenrothes and Central Fife Bid (LUF) project risk register captures all identified risks, their causes and consequences, assessment of likelihood and impact, and proposed management actions to mitigate the risk. The register is the focal point for addressing risks, actions and impacts and is the key management tool for communication and tracking actions.

Management/Mitigation

The risks on the current register have been identified at the early concept stage of the project. New risks will be added from the issues log, highlight reports and specific workshops. The risks will need to be quantified and considered when presenting budget costs, this will assist the Client Team in managing tolerances

etc. The owner of individual risks will also be noted on the risk register; however, risks will generally be owned by the Client Team, their management will often be delegated to Project Team members.

To ensure clarity on risk status, high risks will be assigned a red status with low risks assigned a green status. Amber status will be assigned to intermediate risks. All risks will be regularly monitored and scored on their impact, probability, and estimated occurrence. The revised priority of risks can then be acted on appropriately. The Council will retain risks which are not transferred or avoided.

The key controls are:

- procedures are in place to identify, assess, prevent or contain material known risks, and these procedures are operating effectively throughout the Council;
- a monitoring process is in place to regularly review the effectiveness of risk reduction strategies and the operation of these controls;
- managers know that they are responsible for managing relevant risks and are provided with relevant information on risk management initiatives;
 - managers apply a standard approach to risk identification and recording, using the risk management strategy;

Roles and Responsibilities

The Strategic Project Managers (Lead officer, Town Centre Development Unit and Lead Consultant – Local Transport Strategy) for the projects within the Bid will be the main risk managers that co-ordinate, monitors, record and is part of the decision-making process in the event of any project variances. This post will report to the SRO, Service Accountant and Senior Finance Officer in relation to financial implications and recommendations.

The Roads & Lighting Contracts Service Manager will be the main risk manager for the projects that they manage. Risk Tolerances will be agreed for the escalation of risks to the Strategic Project Managers and Senior Responsible Owner.

The members of the Town Centres Capital Investment Group or the Connectivity Project Board may be allocated risk mitigation actions. The Sustainable Growth & City Deals Board will escalate any risks that require action by the Executive Leadership Team.

Tolerances for the Bid and its projects will be established as part of the mobilisation for each project including for risks. Where a change is required that exceeds tolerance, the Project Managers (working with the relevant contractors) will provide an initial cost to establish the viability based on the information available to the Finance officer.

The Strategic Project Managers will negotiate with senior stakeholders to broker solutions to project issues. They will decide how responsibility for Project Assurance will be met, for instance by delegation to a suitably skilled individual(s) across the Council.

6.3.4 Please provide details of your core project team and provide evidence of their track record and experience of delivering schemes of this nature. Please explain if you are intending to sub-contract any of this work or if a third party is managing the project and not the organisation applying. (750 words)

Applicants should explain the roles and people involved in the core project team, and demonstrate they have the necessary skills, experience, and capabilities to support successful project delivery through all key stages of the project. Applicants should set out the measures they will put in place to address any capacity or capability gaps. Track record of delivering similar projects for example in terms of size, value, or complexity should be demonstrated. Applicants are encouraged to provide case studies. If a third party is managing the project and not the authority applying, the applicant should set out clearly in this section how this arrangement will work.

The Council's Lead Officer for Town Centre Development will act as Client for the Riverside Park project in the Bid. The Town Centre Development Unit is part of Business and Employability Services, within the Council's Enterprise & Environment Directorate.

This Unit has a significant and successful track record in delivering a similar role for streetscape improvement projects across Fife's Town Centres. It delivers capital and revenue funded initiatives across Fife, with a strategic focus on the mid-Fife towns.

This includes the Town Centre Capital Programme funded by annual capital grant from the Scottish Government alongside the Council's own Capital Programme. 2021/22 started the current 5 year "Place Based Investment Programme" fund. Examples of completed projects include Kirkcaldy Waterfront Phase 1.

The Council's Lead Consultant for Local Transport Strategy, Sustainable Transport & Parking Service will act as Client/ Strategic Project Manager for the Levenmouth Connectivity project. Both Services are part of the Council's Enterprise & Environment Directorate.

Sustainable Transport and Parking Service is responsible for climate change and partnerships (including the development of the electric vehicle network and efficient movement of freight); transport planning; car parking strategy and operations; road safety; travel planning and sustainable traffic, including active travel. Examples of completed

All projects will incur capital expenditure in 2022-23. This will include (but not limited to):

- Project Management
- Design Fees
- Legal Fees
- Enabling works
- Project insurance
- Other Fees/Costs.

projects include Halbeath Park and Ride delivered by the Council's Roads & Lighting Contracts team.

The Service Manager, Roads & Lighting Contracts within Assets, Transportation & Environment Services, Enterprise & Environment Directorate, Fife Council will lead on the procurement and contractor management for both projects. He is responsible for the feasibility, design, procurement, and site supervision of key capital projects for Roads and Transportation Services.

This includes externally delivered Area Roads Programme (ARP) carriageway resurfacing and street lighting projects. He also delivers the procurement and contract management for town centre civil engineering projects such as Kirkcaldy and Levenmouth mentioned above. Section 6.2.1 outlines the procurement strategy. The Service Manager, Roads & Lighting Contracts has a successful track record in delivering these types of projects.

6.3.5 Please set out what governance procedures will be put in place to manage the grant and project. We will require Chief Financial Officer confirmation that adequate assurance systems will be in place. For large transport bids, you should also reference your Integrated Assurance and Approval Plan, which should include details around planned health checks or gateway reviews. (750 words)

All applicants are required to describe what governance and assurance procedures will be put in place to manage the grant and project. This may include (but not limited to): - Delegated authority – including Project Board or Committee approvals - Financial controls - Audit - Counter fraud, corruption, and anti-bribery - Procedures to avoid Conflict of Interests - Cyber security, and data management - Code of conduct setting standards for ethical and professional behaviour. Applicants should also consider how to communicate and inform governance policy and procedures to partners working on the project, how progress will be reported and reviewed, and the involvement of the board and senior management in decision making. In responding to this question applicants are encouraged to refer to the https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/771152/2019-01-15_Code_of_Conduct_for_Grant_Recipients_v._1.01.pdf

Adequate assurance processes are in place to manage the Levelling Up Grant and the Projects. The Chief Financial Officer appoints a Business Partner as a key member of each Project Board. The Board will receive reports to confirm project delivery and costs to ensure the individual projects remain on target and within the project plan. Project Board will meet monthly and will receive a financial report, key milestone report and a review of the risk register to support any variation to expenditure, timescales or project delivery.

The Council's Code of Conduct provides a clear framework to guide employee behaviour and acts as a reference for employees when faced with difficult

situations. All employees must comply with the code and every employee has a responsibility to represent the Council's views on integrity, respect, and accountability. The code is based on the National Code of Conduct for Local Government Employees. The Council is committed to maintaining high standards and expects employees will understand the need to follow this code. Disciplinary action may take place if an employee, at any level, breaches the Code.

All employees of the Council are expected to comply with the Conflict-of-Interest Policy. The best interests of the Council must be the overriding consideration and no private interests are to influence the decision taken or advice provided by an employee. An annual declaration of any potential conflict areas is provided by all employees to ensure that the communities which Councils serve, should have full confidence that all decisions and actions taken by Council employees, are as objective as possible. Officers are not permitted to accept offers of hospitality from contractors, suppliers, consultants, agencies, or other organisations who do business with, are employed by, or funded by or who are seeking business or employment with or funding, from the Council.

All employees undertake mandatory, regular training on the Council's Information Security policy and processes. This includes cyber security and data. The Council's Audit and Risk Management Services manages the Strategy and Response Plan for the Prevention and Detection of Fraud and Corruption. The Five Council List of Committee Powers, List of Officer Powers, Standing Orders, Financial Regulations and Code of Corporate Governance set out a framework for dealing with the affairs of the Council and all employees have a duty to comply with their provisions. Comprehensive documentation, including working manuals and operating procedures, is produced for all financial and operational systems, and must be issued to relevant staff.

Every effort must be made to continually to review and develop these systems in line with best practice to ensure efficient and effective internal controls to deter fraudulent activity and detect error. The adequacy and appropriateness of the Council's financial systems is independently monitored and assessed by External Audit and the control and operating systems by ARMS. Senior Management is committed to continuously improving the systems, for which it is responsible, through self-assessment and by positive response to audit recommendations.

The Council retains full control of the financial processes for these projects to ensure they comply with the terms and conditions that apply to the Levelling Up Funding.

A separate project budget will be created in the Council's Finance system for all activity related to each project. All invoices and grant payments will be paid through this budget to ensure only directly related expenditure is included. The projects will use the Local Government definition of capital expenditure to ensure expenditure is eligible

Each project will prepare annual financial forecasts for their investment profile and grant draw down. Each project team will produce an expenditure report of all payments (Actuals) to support the grant claim. Within 7 days of the end of each month, they will submit their invoices for that month to the Council. The Council will claim the grant from the Levelling Up Fund and reimburse the contractors.

The Council will be responsible for the Projects' project management documents to carry out an assurance role. This would include project plan, risk and issue logs, change control and financial management systems. The Service Accountant, Finance will fulfil the assurance process. The Strategic Growth & City Region Deals Programme Manager will ensure that the overall Bid meets its financial commitments to the UK Government.

Fife Council has established internal governance arrangements for the management of this Bid and its projects (see 6.3.1). The Lead Officer, Town Centre Development Unit has the authority to develop the Riverside Park project, including but not limited to managing stakeholders and procuring works for approval prior to submission authorisation by the Town Centre Capital Investment Group. As noted, the Council has a mechanism for regular progress updates and dialogue on all of projects between responsible officers and Elected Members. As set out in 6.3.1, they will be responsible for reporting to the Town Centre Capital Investment Group on a regular basis and the Council if required.

The Lead Consultant, Local Transport Strategy has the authority to develop the Levenmouth Connectivity project, including but not limited to managing stakeholders and procuring works for approval prior to submission authorisation by the Levenmouth Connectivity Project Board. As noted, the Council has a mechanism for regular progress updates and dialogue on all of projects between responsible officers and Elected Members. As set out in 6.3.1, they will be responsible for reporting to the Levenmouth Connectivity Project Board on a regular basis and the Council if required.

6.4 Monitoring and Evaluation

Prior to completing this section please complete the relevant Costings and Planning Workbook - Table E – Monitoring and Evaluation

6.4.1 Monitoring and Evaluation Plan: Please set out proportionate plans for monitoring and evaluation. (1000 words)

Applicants should refer to Annex E in the Technical Note and explain what their plans are for meeting the monitoring and evaluation (M&E) requirements of the Fund, as well as meeting their own ambitions for learning, and determination of impact, at the local level. This plan should cover: - Aims of the bid level monitoring and evaluation, including key evaluation and learning questions to be answered, aligned with bid objectives and Theory of Change - Key components and deliverables of the bid level monitoring and evaluation (e.g., process and impact evaluations; interim and final reports) and how these will be used and disseminated to maximise learning - Outline of the approach to the bid level monitoring and evaluation, including how it will be ensured that data is collected in an accurate and timely manner, and how this data will be used in the evaluation of the bid - Governance arrangements and resourcing for bid level monitoring and evaluation, including key personnel/organisations and budgets - Summary of key outputs, outcomes and impacts, informed by bid objectives and Theory of Change - M&E activities should be included in Table E in the relevant Costings and Planning Workbook. Evaluation plans should be proportionate to the size and complexity of the project to be delivered. For large projects, applicants should seek to address complex queries (e.g. attribution of impact). M&E plans can include multiple approaches, aligned to the different phases of the project being delivered

The following approach to monitoring and evaluation (M&E) aims to meet requirements of the Levelling Up Fund, and meet the Council's own ambitions for learning, and determination of impact, at the local level.

Objectives

The evaluation of this Bid will have the following objectives:

1. To assess how the package of projects are being developed and delivered against agreed LUF aims and objectives;
2. To assess the project governance and management during the project and its future sustainability, post 2025;
3. To assess the impact of implementation of the package of projects and the resultant aggregated outcomes and impacts. The scope of the evaluation is for the period October 2022 to March 2030.

The geographical coverage is Glenrothes and Central Fife Constituency, Glenrothes and Leven town centres. The evaluation will also look at secondary and multiplier benefits across the wider place and community.

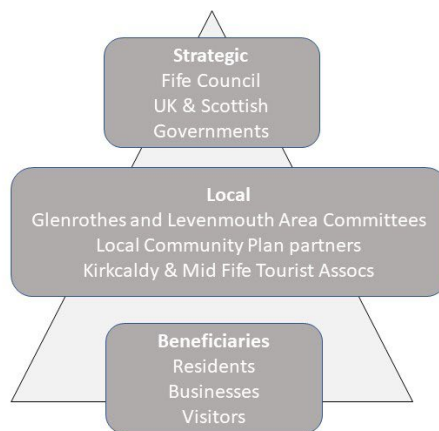
Evaluation Approach

Our approach to this evaluation is formative and summative, assessing the process and impact of LUF on several suggested Fund objectives:

1. Town centre regeneration scheme to support economic growth and improve the experience of town centre users.
2. Regeneration to upgrade dated green infrastructure and expand pedestrian/cycle paths so that public amenities/facilities/community spaces are connected into the areas town centres.
3. Cultural investment to maintaining, regenerate, or create green spaces as visitor attractions as well as creating new spaces to support the arts and serve as cultural spaces.
4. For investment proposals to support high priority projects that will make a visible impact in local areas. That will support travel mode switch.
5. For capital and infrastructure projects to have a visible impact on their surroundings, being aligned to and support Net Zero goals, either based on low or zero carbon best practice, adopt and support innovative clean tech and/or support the growth of green skills and sustainable supply chains.
6. If the opportunities for increased physical exercise helps tackle high rates of chronic disease and life expectancy.

Audiences for Evaluation

Audiences for Evaluation



The evaluation will be open to a multi-layered audience as shown above with case studies, lessons learnt, knowledge transfer and continual free flow of information during the process. The Council will use its membership of national economic bodies such as SLAED (Scottish Local Authorities Economic Development), Institute for Economic Development (IED), EDAS (economic Development Association Scotland) and SURF (Scottish Urban Regeneration Forum). To reach the Fife and Local Audiences, the Council will use its social media and e-zines such as Fife Business Matters.

Tasks

The key tasks for M&E include:

- Establishing the processes with the relevant Council Services and occupiers to capture the data regularly and sustainably.
 - To sense check the baseline data, both qualitative and quantitative, to set a benchmark for the evaluation process, identify any barriers/opportunities at the start and validate the project aim and objectives;
 - To review the projects' process from a strategic to operational level and how progress is being made against project objectives;
 - To understand how the process, logic and outputs from that lead to "improved lives by giving people pride in their local communities; bringing more places across the UK closer to opportunity; and demonstrating that government can visibly deliver against the diverse needs of all places and all geographies".
 - To understand the impact of the projects and their deliverables.

A staged monitoring and evaluation plan will take place at each of the following Gateway points:

- Gateway 1 (2023) – An initial evaluation, approximately one year into the programme will provide an early indication that the project is operating as planned.
- Gateway 2 (2025/6) – A detailed evaluation, approximately three to four years into the delivery of the entire programme. A more detailed assessment, to understand the interventions effect as outlined in the business case.
- Gateway 3 (2030) – This will consider impacts over a longer period to provide a more detailed measurement as to what extent the longer-term objectives have been achieved (i.e. footfall, vacancy rates, change in travel behaviours, physical activity levels). This also allows consideration of the impacts of wider initiatives, including the local resident and business sentiment.

Data

The Strategic Project Manager will have responsibility for requesting, collecting, analysing, and reporting data to the relevant oversight Board and Fife Council. A centralised system will be used to record and evidence activity. Storage will be secured and will abide by the Data Protection Act 2018.

A series of smart counters will be incorporated into the Park and Path Network to monitor their use. These will monitor pedestrian and cycle passes regardless of direction. A beam breaker system is expected to be used on each of the buildings and streets

Monitoring Systems

The project will create a library of baseline project documentation, management, and monitoring information. This will provide a technical context for any future evaluation of the project and its constituent parts.

Documents and information will include (but are not limited to) the following:

- Key strategic documents that support the project;
- Approved Bid and funding letters with conditions;
- Monitoring and reporting documents; financial and physical;
- Project management manuals – systems and protocols;
- Organisation and management systems;
- Meeting notes and reports;
- Marketing and promotion activities, associated material;
- Desktop analysis of project documentation – strategic and delivery information e.g. monitoring returns on expenditure, milestones, outputs.

The management information process will provide a spreadsheet-based file that tags project activity to key results, outputs, and outcomes at a strategic level. This will have links to evidence and documents that supports progress to date. It will provide an actual position on indicators against targets and shows variances. It is also linked to financial expenditure, claim made, and grant income received.

Key metrics

Table E has been completed in the Costings and Planning Workbook. Monitoring and evaluation are driven by the Theory of Change outlined in Section 4.3.1.

The inputs, outputs, outcomes and impacts are shown below.

INPUTS

Measure	Data To be used	Baseline data source	Data collection methods	Frequency of data collection	Benefit owner (if A
Inputs					
Number of Visitors	Numbers	Counters	Electronic system	Daily	All Project Owners
Length of Visit	Hours	Sign in/Sign out Book	Paper Based system	Daily	All Project Owners
Offsite Spend	£ spent	Surveys	Survey Monkey	Monthly	All Project Owners
Net Permanent Jobs Created	Numbers	Payroll	Payroll records	Quarterly	All Project Owners
Construction Jobs Created	Numbers	Construction Returns	Request from Contractor	Quarterly	All Project Owners

OUTPUTS

Measure	Data To be used	Baseline data source	Data collection methods	Frequency of data collection	Benefit owner (if Applicable)
Outputs					
Number of Visitors v Projections	Numbers	Counters	Electronic system	Daily	All Project Owners
Length of Visit v Projections	Hours	Sign in/Sign out Book	Paper Based system	Daily	All Project Owners
Offsite Spend v Projections	£ spent	Surveys	Survey Monkey	Monthly	All Project Owners
Actual Jobs v Projected	Numbers	Payroll	Payroll records	Quarterly	All Project Owners
Actual Jobs v Projected	Numbers	Construction Returns	Request from Contractor	Quarterly	All Project Owners

OUTCOMES

Measure	Data To be used	Baseline data source	Data collection methods	Frequency of data collection	Benefit owner (if Applicable)
Outcomes					
Turnover Increase	Numbers	Annual Accounts	Public Information	Annual	All Project Owners
Cultural Benefit	Hours	Questionnaires/Surveys	Survey Monkey	Annual	All Project Owners
Economic Uplift	Jobs/GVA	Regional Economic Indicators	Local Nomis Online Indicators	Annual	All Project Owners

IMPACTS

Measure	Data To be used	Baseline data source	Data collection methods	Frequency of data collection	Benefit owner (if Applicable)
Impacts					
Fife's status as Cultural Destination	Report Findings	Consultancy Support	Consultancy Support	Annual	All Project Owners
Visitor numbers back to pre-Covid rates	Numbers	Counters/local intelligence	Electronic systems	Annual	All Project Owners
Economic Uplift	Jobs/GVA	Regional Economic Indicators	Local Nomis Indicators	Annual	All Project Owners

The following targets will be met upon practical completion:

- The Riverside Park, Glenrothes will be restored to VisitScotland 3* Visitor Attraction standard and have a significant proportion of its paths accessible and available for year-round use Enhanced play equipment which will be accessible for all and the addition of a cycle track will attract visitors to the park.
- Levenmouth Connectivity path network will have completed Phase 1. This includes active travel connections to Leven and Cameron Bridge railway stations to support the reinstatement of the Leven Rail Link.

Resources and Governance

The Strategic Project Managers will have ultimate responsibility and sign off for monitoring their projects for Fife Council and onwards to UK Government. External

Consultants with appropriate expertise will be procured to provide independent monitoring and evaluation. The projects' costs include an allowance for this.

Their key roles and responsibilities include:

- Ensuring appropriate resources are available for M&E
- Ensuring information is collected and available
- Procurement of evaluation consultant, appointment and day to day management, Progress and meeting milestones, dealing with consultant queries and dissemination of evaluation findings.

The Strategic Project Managers will monitor the following research questions:

- Are the facilities providing routes to new employment opportunities for residents?
- Are the facilities impacting on visitor numbers, value, and length of stay?
- Are the facilities providing new job opportunities for vulnerable residents or groups and supporting Fife's 'levelling up' ?

Quarterly progress reporting on project development and delivery will be provided, compliant with MHCLG guidance.

PART 7 DECLARATIONS

7.1 Senior Responsible Owner Declaration

Please complete pro forma 7 Senior Responsible Owner Declaration.

X04: DECLARATIONS

7.2 Chief Finance Officer Declaration

1. Please complete pro forma 8 Chief Finance Officer Declaration

DECLARATIONS

DECLARATIONS

7.3 Data Protection

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

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

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

You can find more information about how the Department deals with your data here.

7.4 Publishing

When authorities submit a bid for funding to the UK Government, 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, if the bid is successful they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of the successful bids by UK Government. UK Government reserves the right to deem the bid as non-compliant if this is not adhered to.

[Home](#) | [Fife Council](#)

ANNEXES A – C: PROJECT SUMMARIES

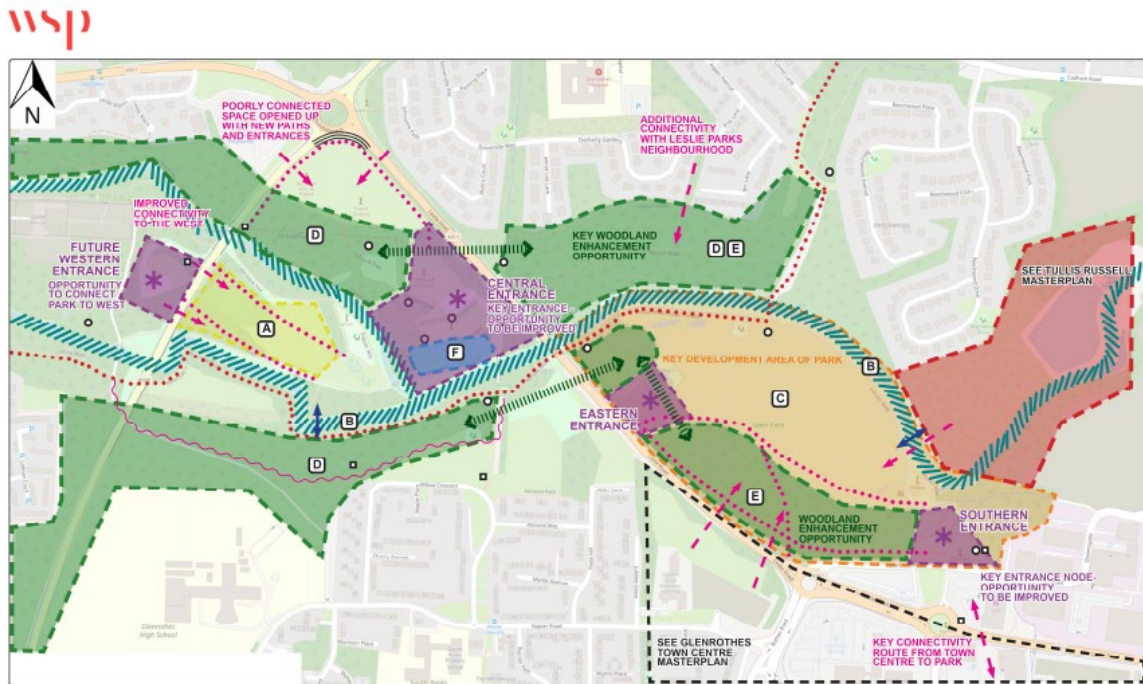
These should be completed individually for each component within a package bid.

Please use Annexes A – C to provide detail on each component project of a package bid. A package bid can have up to 3 component projects.

For each component project please complete this form e.g., annex a would be details for component one, annex b for component two and annex c for the third package component.

Project 1	
A1. Project Name	Riverside Park, Glenrothes
A2. Please provide a short description of this project (100 words maximum)	
<p>The quality of the product offer in Glenrothes Town Centre will be significantly improved by Public Realm Improvements in Riverside Park. Riverside Park has river walks along the River Leven. Features in the park include play parks, skatepark, orchard, and public art. Friends of Riverside Park have created a network of trails, the Fife Pilgrim Way goes through the park. The park also features art installations, part of the town’s collection of 100+. Visit Scotland classify it as a 3* visitor attraction, however a quality review in 2019 indicated that the quality of the environment puts that at risk.</p>	
A3. Please provide a more detailed overview of the project and how this project aligns with the other projects in the package bid, representing a coherent set of interventions. (250 words)	
<p>The River Leven is at the heart of this regeneration bid. The river catchment will become an exemplar for a green economic recovery to meet climate and nature targets and a just transition to Net Zero. The long-term ambition is to connect Loch Leven to the Firth of Forth through an active travel route along the river. This Project takes the first steps in this vision, focussing on the existing Riverside Park, Glenrothes, approx. 8 miles (13km) upstream from the mouth of the river. The only outlet of Loch Leven in the Kinross basin, the River Leven flows from the southeast corner of the Loch for just over 16 miles (26 km) before emptying into the Firth of Forth at Leven. The Levenmouth Connectivity project focuses on the first 3 miles (5 km) of the river.</p> <p>Riverside Park is also part of the Leslie to Markinch section of the Fife Pilgrim Way. It is also adjacent to the town centre in Glenrothes. Strong connections with the town centre encourage users to stay longer by visiting the Park. It is an inspiring destination in its own right but working together with the Levenmouth Connectivity project, they have the potential to deliver a step change in visitor numbers in Glenrothes and Central Fife, to recover from COVID restrictions and help the transition to more sustainable eco-tourism.</p> <p>The improvements include enhanced park entrances , better signage and improved access throughout the park. Creation of accessible and sustainable path network linking with town centre, Pilgrim’s Way and wider town for wheelchairs, buggies and cyclists and upgrades to tarmac footpaths throughout the park for year-round use. Enhanced play equipment accessible for all and the provision of a cycling track to complement existing offer creating a unique offer to create destination attraction to attract more visitors and increase dwell time The drawing below sets out the whole proposals. The LUF bid is for some of the components, to restore the quality to retain the 3* visitor attraction status.</p>	

The following map shows all the proposed improvements to the park.



A4. Please provide a short description of the area where the investment will take place. If complex (i.e., containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place. For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc. (250 words)

Please describe the area where this project component will take place. Maps / GIS files can be included where the area is across multiple locations. For transport projects please demonstrate the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc.

The park is situated on the banks of the River Leven and is served by two main roads, the A911 and the B969, which both run through the park and provide access to the park's car parking facilities.

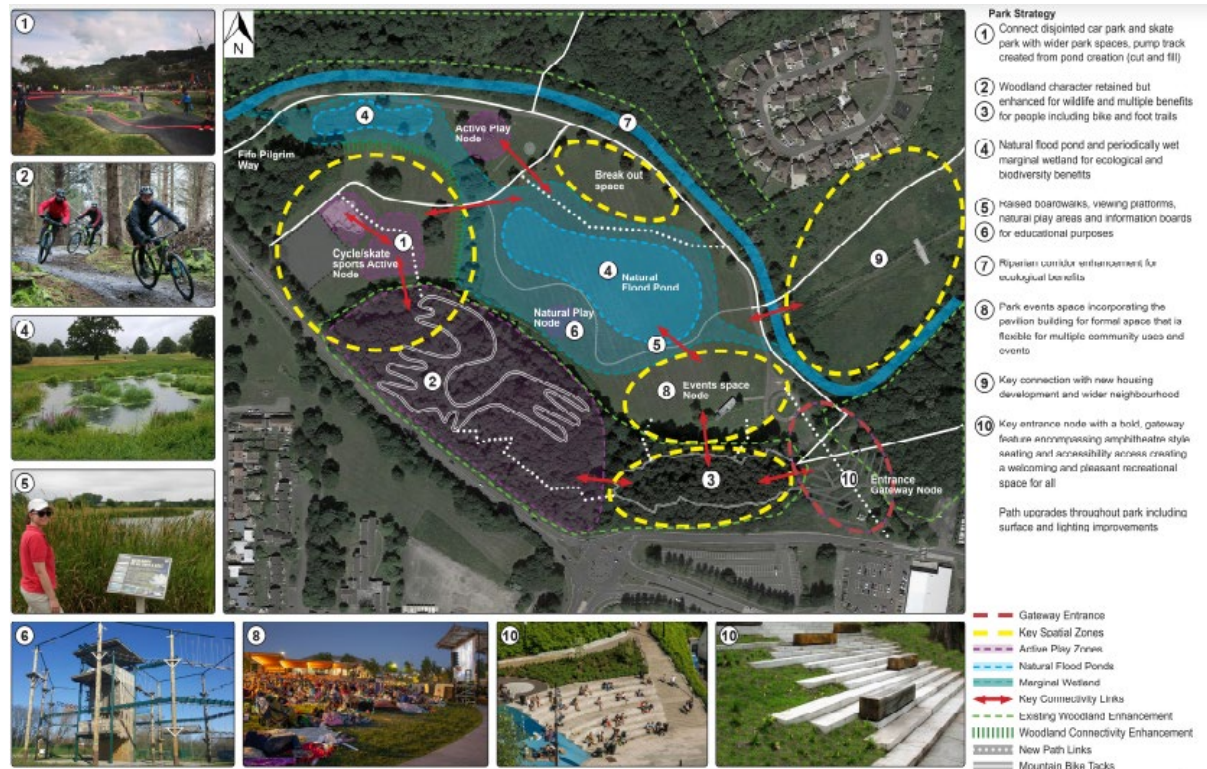
The park plays a key role in linking the existing residential areas to the north, south and west and the new housing development to the east to the town centre. The main shopping area accessed via the southeast entrance to the park, providing opportunities for residents to make use of the internal network of paths as a through route to access key destinations within the Glenrothes area.

This project aims to improve the quality of the product offer in Glenrothes Town Centre by improving its Public Realm in and around Riverside Park. The location of the Park is outlined in red on this map of Glenrothes.

Figure 1-1 – Site Location Plan



A spatial zone plan has been developed for the Park with a long list of potential improvements. These have been prioritised and consulted on with the Friends of Riverside park to scope the improvements to be carried out by this phase 1 project, funded by Levelling Up.



Glenrothes Riverside Park - Spatial Zone Plan



<p>A5. Please confirm where the investment is taking place (where the funding is being spent not the applicant location or where the project beneficiaries are located). If the project is at a single location please confirm the postcode and grid reference for the location of the investment. If the project covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes/coordinates that are relevant to the investment. For all projects, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location</p> <p><i>Please provide confirmation of the exact location the investment is taking place e.g. post code, grid reference etc. If the project is at a single location please confirm the postcode and grid reference for the location of the investment. If the project covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes/coordinates that are relevant to the investment. For all projects, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.</i></p>	
<p>This project is located in the Glenrothes and Central Fife Constituency. It extends to 21.58 ha (53.32 acres) The postcode is KY6 3EP. The OS Grid Reference: NO263015</p>	
<p>A6. Please confirm the total grant requested from LUF (£)</p>	<p>£4.98m</p>
<p>A7. Please specify the proportion of funding requested for each of the Fund's three investment themes: a) Regeneration and Town Centre % b) Cultural % c) Transport %</p>	<p>Please specify the proportion of funding requested for each of the Fund's three investment themes: a) Regeneration and Town Centre 100% b) Cultural % c) Transport %</p>
<p>A9. Value for Money Please 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. 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, applicants 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</p>	

economy, people, or environment. (500 words)

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. 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, applicants 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.

The project has several beneficial impacts in terms of economic outputs and benefits. Both these impacts have been monetised using a range of economic indicators and acknowledged research to populate a sophisticated Finance and Economic Model.

Economic Outputs

This project produces 6 gross jobs in UK terms and 2 jobs for the Fife Region after additionality adjustments. In addition, 75 cumulative construction jobs are expected to be created. Total average annual GVA (discounted) is forecast to be £0.321m pa.

Economic Benefits


The main economic benefit is from an increase in culture and heritage wellbeing – this is a key aim of the project. This is calculated from the value increased visitors will obtain from each project attraction. It is derived using the projected increase in visitor numbers, how long these new visitors will spend at the attraction and factoring in an hourly value of leisure time.

We have used a value of £14.12 at 2021/22 prices for each hour of leisure time spent based on research by Verbooy et al (2018). Time Is Money: Investigating the Value of Leisure Time and Unpaid Work. This results in an average annual GVA of £1.132m.

There are no material adverse impacts other than those considered and mitigated in the individual Risk Register.		
A10. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be provided at Question 5.5 in the main application. If it is not possible to provide an overall BCR for your package bid, please explain why. (250 words) <i>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</i>		
An overall Benefit Cost Ratio and Value for Money Assessment has been carried out.		
A11. Where available, please provide the initial and adjusted BCR for this project:		Initial BCR Adjusted B
A12. Does your proposal deliver nonmonetised benefits? Please set out what these are and a summary of how these have been assessed. (250 words)	The project will result in 3 types of non-monetised benefits, including: <ul style="list-style-type: none"> Enhanced placemaking; The park improvements will be Disability Discrimination-compliant allowing access to all sectors of the community Enhanced quality of life; evidenced by the increased levels of use by walkers and wheelers. and Community capacity building. Evidenced by the role of social enterprises in the management of the infrastructure and the diversity of their Boards and volunteers. 	
A15. Deliverability: Please demonstrate that project activity can be delivered in 2022-23?	<ul style="list-style-type: none"> 	
<p>Once the Levelling Up funding is confirmed, the detailed technical designs and Statutory Consents for the civil engineering works will be progressed. The estimated completion date is within Quarter 4 2022/23. All works will then be tendered, with contract start date in Quarter 1 2023/24. The project is forecast to take 20 months based on similar projects, allowing for delays in the sourcing of materials. The soft landscaping is estimated to complete by Quarter 4 2024/25.</p> <p>Expenditure to be incurred in 2022/23 includes:</p> <ul style="list-style-type: none"> Project Management Design Fees Legal Fees Enabling works – Pre-Contract - Demolition / Site Preparation or Remediation etc Project insurance Other Fees/Costs 		

A13. Does this project include plans for some LUF grant expenditure in 2022- 23?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/>
A14. Could this project be delivered as a standalone project or does it require to be part of the overall bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> But the socio-economic impact would be smaller
A15. Deliverability: Please demonstrate that project activity can be delivered in 2022-23?	Yes
Statutory Powers and Consents	
A16. 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. In relation to this component project,	
A17. Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.	<ul style="list-style-type: none"> • Planning and Building Warrant approvals for some elements of Phase 1 • Roads Consents <p>The timetable for obtaining them is estimated at 6 months from the grant award.</p>

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

Project 2	
B1. Project Name	Levenmouth Connectivity Project
B2. Please provide a short description of this project (100 words maximum)	
<p>This Project will create an exemplar network of pedestrian paths and cycleways along 5km of the River Leven and a 30km network of paths through and between local towns. Most of the local population live in the 20% most deprived SIMD areas. It supports the reopening of the Leven Rail Link. It is part of the Leven Programme, a partnership of 16 public and private organisations, jointly committed to deliver place-based, sustainable, inclusive growth. Quality of place contributes to a successful local economy, enhance the attractiveness of the area as a great place to live, work, learn, visit, and invest.</p>	
B3. Please provide a more detailed overview of the project and how this project aligns with the other projects in the package bid, representing a coherent set of interventions. (250 words)	
<p>The River Leven is at the heart of this regeneration bid. The river catchment will become an exemplar for a green economic recovery to meet climate and nature targets and a just transition to Net Zero. The long-term ambition is to connect Loch Leven to the Firth of Forth through an active travel route along the river. The only outlet of Loch Leven in the Kinross basin, the River Leven flows from the southeast corner of the Loch for just over 16 miles (26 km) before emptying into the Firth of Forth at Leven. The Levenmouth Connectivity project takes the first steps in this vision as it focuses on the first 3 miles (5 km) of the river. The following visualises the river path.</p> <div style="text-align: center;">  </div> <p><i>Fig 1. Early visualisation of the river spine path and connections</i></p> <p>Beyond Milton of Balgonie lies Glenrothes and the Riverside Park. Future projects will create paths from Levenmouth Connectivity Phase 1 to Glenrothes and beyond to Loch Leven.</p>	

This project complements the reinstatement the rail link. With the power of the partnership and momentum from local support, the investment is the start of a significant 'levelling up' strategy.

The types of improvements include:

- **Segregated walking and cycling** giving each group their own space.
- **Shared use paths**, mostly in areas away from traffic and close to green space.
- **Traffic calmed, on-road cycle routes**

The project will be split into two types of work, that will be worked on at the same time:

- **On road upgrades** – 24km of existing roads and paths for safer travel of walkers, wheelers and cyclists. Of this, 10km will be segregated from vehicles.
- **Off road/river routes** - allowing access the river.

B4. Please provide a short description of the area where the investment will take place. If complex (i.e., containing multiple locations/references) please include a map defining the area with references to any areas where the LUF investment will take place. For transport projects include the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc. (250 words)

Please describe the area where this project component will take place. Maps / GIS files can be included where the area is across multiple locations. For transport projects please demonstrate the route of the proposed scheme, the existing transport infrastructure and other points of particular interest to the bid e.g., development sites, areas of existing employment, constraints etc.

The project takes place in Levenmouth in multiple locations. This is a map of the proposed routes. This project aims to deliver Phase 1.

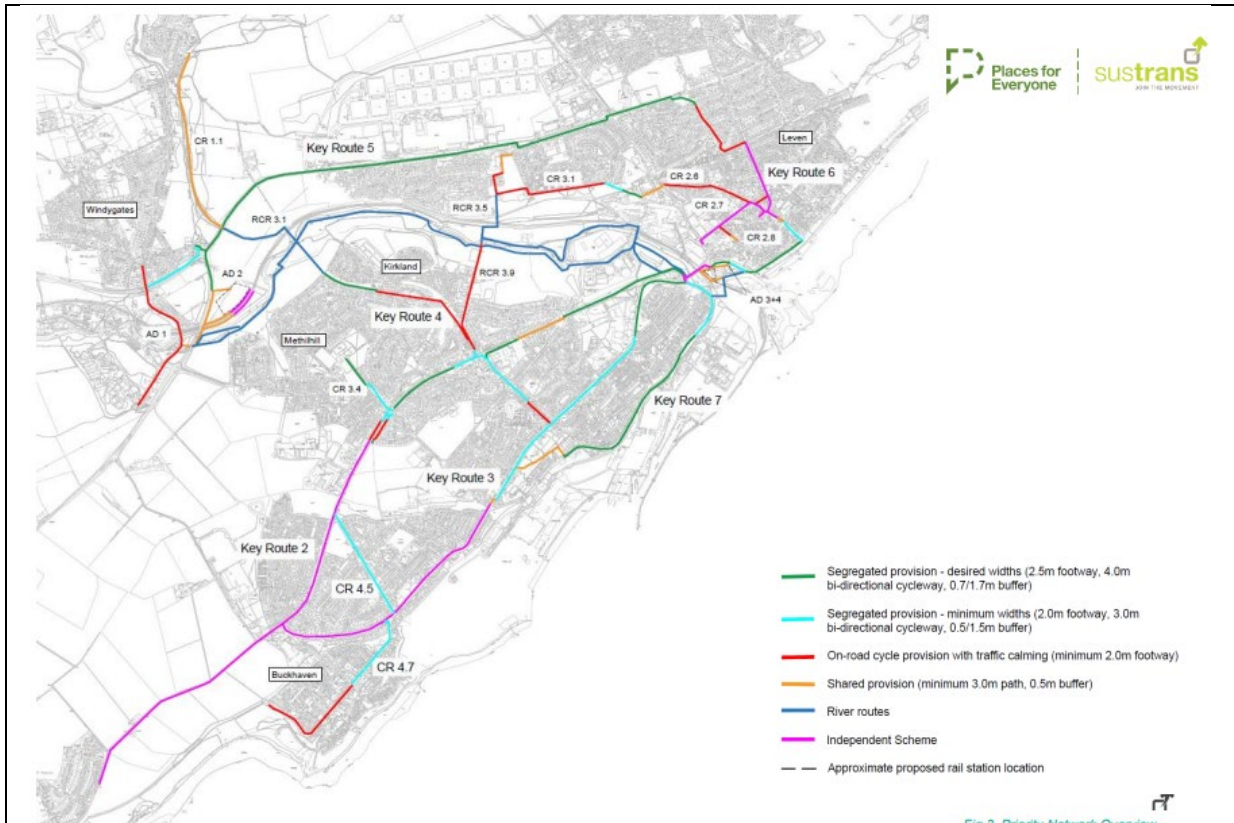


Fig 3. Priority Network Overview

This table sets out the phases. A map of the area’s location is included in Section 3.4 above.

The project will be delivered in 4no. phases.

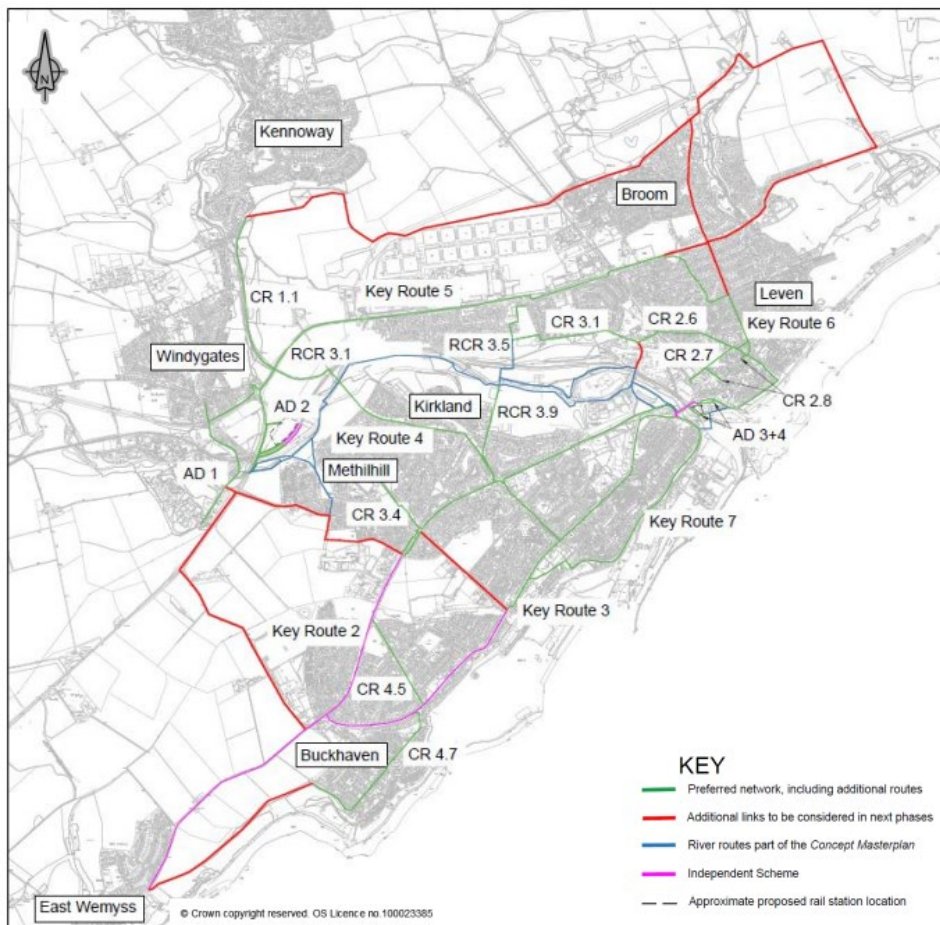
	km	Description
Phase 1	16.9km	Key links to new rail stations
Key Route 2	2.1km	Methillhaven Road
Key Route 5	3.2km	A915, Cameron Hospital to Broom
Additional routes 1, 2, 3 and 4	5.7km	Connections to Cameron Bridge station
Primary Riverside Routes	5.9km	River Park Primary routes including river and rail crossings
Phase 2	12.3km	Expanded network to key locations
Key Route 3	1.8km	Wellesley Road
Key Route 4	1.7km	Kirkland Walk
Key Route 6	1.8km	School Lane/Waggon Road
Key Route 7	1.9km	South Street
Secondary Riverside Routes	5.1km	River Park Secondary Routes
Phase 3	6.5km	Intercommunity connecting routes
South west connecting routes	2.1km	Buckhaven and Methillhill
Central and east connecting routes	3.3km	Kirkland and Leven
Windygates upgrade	1.1km	Windygates upgrade
River Park extras	-	Biodiversity improvements and linear play spaces
Phase 4		LTNs and connections to outlying communities
Low Traffic Neighbourhoods	-	LTN feasibility and concept designs
Buckhaven to Cameron Bridge	-	Buckhaven to Cameron Bridge
Leven to Broom	-	Leven to Broom
Leven Loop upgrade	-	Leven Loop upgrade
Total	35.7km	

B5. Please confirm where the investment is taking place (where the funding is being spent not the applicant location or where the project beneficiaries are located). If the project is at a single location please confirm the postcode and grid reference for the location of the investment. If the project covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes/coordinates that are relevant to the investment. For all projects, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location

Please provide confirmation of the exact location the investment is taking place e.g. post code, grid reference etc. If the project is at a single location please confirm the postcode and grid reference for the location of the investment. If the project covers multiple locations please provide a GIS file. If this is unavailable please list all the postcodes/coordinates that are relevant to the investment. For all projects, please confirm in which constituencies and local authorities the project is located. Please confirm the % investment in each location.

This project is located in the Glenrothes and Central Fife Constituency.

GIS files included as attachment. Below is a location plan for the area:



B6. Please confirm the total grant requested from LUF (£)

£14.43m

B7. Please specify the proportion of funding requested for each of the

Please specify the proportion of funding requested for each of the Fund's three investment themes:
a) Regeneration and Town Centre

<p>Fund's three investment themes: a) Regeneration and Town Centre % b) Cultural % c) Transport %</p>	<p>b) Cultural % c) Transport 100%</p>
<p>B9. Value for Money Please 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. 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, applicants 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. (500 words)</p> <p><i>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. 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, applicants 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</i></p>	

impacts, to the economy, people, or environment.

The project has several beneficial impacts in terms of economic outputs and benefits. Both these impacts have been monetised using a range of economic indicators and acknowledged research to populate a sophisticated Finance and Economic Model.

Economic Outputs

This project produces 5 gross jobs in UK terms and 2 jobs for the Fife Region after additionality adjustments. In addition, 426 cumulative construction jobs are expected to be created. Total average annual GVA (discounted) is forecast to be £1.228m pa.

Economic Benefits

The economic benefits are derived from an increase in wider land values following the new rail line and connectivity paths (estimated at 7.2%) and the wider health and qualitative benefits calculated by the Active Travel Model. These are shown below.

	£'M
Increase in wider land values	118.74
Benefits calculated through active travel model	8.90
Total Economic Benefits for the connectivity project	127.64

There are no material adverse impacts other than those considered and mitigated in the individual Risk Register.

B10. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be provided at Question 5.5 in the main application. If it is not possible to provide an overall BCR for your package bid, please explain why. (250 words)

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

B11. Where available, please provide the initial and adjusted BCR for this project:

Initial BCR
Adjusted BCR

B12. Does your proposal deliver nonmonetised benefits? Please set out what these are and a summary of how these have been assessed. (250 words)

The project will result in 3 types of non-monetised benefits, including:

- Enhanced placemaking; the path network will be Disability Discrimination-compliant allowing access to all sectors of the community
- Enhanced quality of life; evidenced by the increased levels of use by walkers and wheelers. and
- Community capacity building. Evidenced by the role of social enterprises in the management of the

	infrastructure and the diversity of their Boards and volunteers.
B13. Does this project include plans for some LUF grant expenditure in 2022- 23?	<input checked="" type="checkbox"/> Yes
B14. Could this project be delivered as a standalone project or does it require to be part of the overall bid?	<input checked="" type="checkbox"/> Yes By sharing approaches, lessons learned and a common interest of culture-led regeneration, all projects will have stronger risk management.
B15. Deliverability: Please demonstrate that project activity can be delivered in 2022-23?	
<p>Once the Levelling Up funding is confirmed, the detailed technical designs and Statutory Consents for the civil engineering works will be progressed. The estimated completion date is within Quarter 4 2022/23. All works will then be tendered, with contract start date in Quarter 1 2023/24. The project is forecast to take 20 months based on similar projects, allowing for delays in the sourcing of materials. The soft landscaping is estimated to complete by Quarter 4 2024/25.</p> <p>Expenditure includes:</p> <ul style="list-style-type: none"> • Project Management • Design Fees • Legal Fees • Project insurance • Other Fees/Costs 	
Statutory Powers and Consents	
<p>B16. Please list separately each power / consents etc. obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.</p> <p>In relation to this component project,</p>	
B17. Please list separately any outstanding statutory powers / consents etc, including the timetable for obtaining them.	<ul style="list-style-type: none"> • Planning approvals • Roads Consents <p>The timetable for obtaining these is estimated at 6 months from the grant award.</p>

