



# Feasibility Study for the Development of a Multi-Use Path between St. Dogmaels and Poppit Sands, Pembrokeshire

## Phase 2 - Assessment and Planning



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\* As detailed in the Cost Estimates section of the report (pg16), "cost estimates have been calculated on the preferred route for the project using the services of a dedicated multi use path contractor to gain the most accurate estimate of costs for the development of the path". Unfortunately, Grwp Llwybr Poppit Path Group has been unable to identify the contractors who were approached to provide these estimates for the construction of the path and for the provision of tarmac. As such PPG is unable to verify that the figures are accurate."

## Phase Two Feasibility Outline

### Background

Following the first phase of the project to identify the potential route from three potential options, the second phase of the feasibility covers a detailed analysis of the costs of path development along the proposed route and how it can be managed through in terms of delivery and the funding mechanisms for this.

### Understanding of the Brief

The requirement for the forward look business plan for the delivery of what is a capital works project that will include a revenue element to cover the project management of works that will lead to ongoing maintenance costs of the path, either through the group or via adoption of the path by the local authority.

### Specific Deliverables of Phase Two

#### **1. Cost Estimates**

- a. Itemised estimate of costs for the following elements of the proposed capital works (**preferred route only**)<sup>1</sup>:
  - i. Any pre-works ecological surveys;
  - ii. Site preparation, including vegetation clearance;
  - iii. Groundworks prior to path construction;
  - iv. Path materials;
  - v. Materials required for any fencing;
  - vi. Signage;
  - vii. Path construction (labour) costs;
  - viii. Project Management of capital works phase;
  - ix. Contingency budget; and
  - x. Costs for ongoing maintenance of path (for 15 year period);
- b. These costs should be presented in terms of a three-year forward look cash projection for the proposal.

#### **2. Funding and Business Plan Options**

- a. Review of options for obtaining funding for any future capital works;
- b. Outline three-year forward look business plan for the proposed project.

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<sup>1</sup> Final cost estimate will form the basis of any subsequent bid for Capital Funding so a high-level of detail, within the constraints of the budget available, should be provided.

## Review of Options for Funding

For the type of project proposed, options for funding will be dictated by the activity undertaken and the requirements of the fund to cover what will be predominantly a capital works project with a smaller revenue element.

Options for funding will also be driven by the type of organisation that will apply for funding beyond the feasibility study stage, as there may be a number of options available aside from the Poppit Path Group (PPG) to take the project forward. These may be:

- Adoption of the project by Pembrokeshire Coast National Park Authority or Pembrokeshire County Council;
- Adoption of the project by Welsh Government;
- A reconstitution of PPG to an entity that will enable it to deliver a project of scale and maintain the assets in future e.g. Community Interest Company or Community Benefit Society;
- For the project to be applied for and run by an existing organisation with the personnel in place to manage the project and the ability to cashflow the project. This could be Planed or a local group such as 4CG Ltd. based in Cardigan;

The options for funding for PPG will have to consider its ability to cashflow the project, particularly as many funds require defrayment of expenditure prior to claiming, therefore working capital, loan of overdraft facilities would be critical to the implementation of a project of this scale.

Funders will also require project applicants to meet a number of criteria as pre-qualification of applying to particular funds as part of their diligence frameworks, that may consider a number of factors from the applicant experience and track record through to holding the necessary insurances to undertake the activity.

Progressing through the options for funding in this section, we will cover the main options for funding for the development of the path going forward. The range of funds available are extremely broad and variable, particularly in the context of Brexit and the requirements for new projects to be approved prior to exiting the EC and the effective end of EU structural fund programming that will take place in March 2023 should EU exit take place at its current trajectory.

Our methodology for the identification of funds has been to consult locally within the County Council, Welsh Government and Big Lottery with regard to the project and the potential for funding from these sources to deliver the outcomes of the feasibility study. Following completion of this work we would recommend that whoever leads on the project liaises with Plened to assess the grant landscape through their mechanisms and applications such as Grant Finder.

## Funding Sources

### Coastal Communities Fund / Big Lottery

With a distinct fund in Wales, Coastal Communities Fund has just progressed through its round 5 bidding phase in May 2018. Coastal Communities Fund (CCF) is able to fund capital and revenue projects with the benefit of being able to support cashflow efficiently to applicants on the production of invoices rather than defrayed payments.

The breadth of projects funded via CCF covers private, voluntary and public sectors and there are a number of examples where the fund has supported path improvements in Wales and the UK.

One of the limitations with the fund in Wales is that there is upper limit of £300,000 available to projects and while this may be sufficient to fund a section of the proposed project, it is at the upper limit to cover the whole improvement. As the funding originates from Crown Estate, it can however be used as 'clean' money to match fund from European funding sources if required.

As far as applying to CCF is concerned, it is one of the more administratively efficient funds to progress through, with previous bidding rounds focussing on specific criteria that allows applicants to focus their projects on specific outcomes, with job creation and safeguarding being part of the outputs.

### Welsh Government Sources

#### *Active Travel Fund*

Welsh Government has been the lead organisation with regard to Active Travel and the creation of the Wales Coast Path. Active Travel activities delivered from the organisation's Transport Division have been subject to funding via local authorities with a focus on Active Travel Areas designated in Wales, with the area under study having been identified within this feasibility study from information available from Pembrokeshire County Council.

As with other sources of funding, announcements of allocations of funding in tranches are made at Ministerial level to coincide with policy developments or requirements to further develop the walking and cycling agenda in Wales.

Within Welsh Government, we have reviewed the possibility for funding through the current Rural Development Programme for Wales. The most appropriate source of funding from this programme can be split into two programme offerings:

### *Sustainable Management Scheme*

The Sustainable Management Scheme can provide financial support for a range of activities that leads to the improvement the management of our natural resources and in doing so contribute to the well-being of our rural communities.

The scheme is open to a wide range of collaborations made up of a variety of individuals and organisations including:

- SME and large businesses, education or research establishments;
- farmers, foresters, other land managers;
- community or voluntary groups (inclusive of all non government organisations) associations of owners, community woodlands and trusts;
- local authorities;

The scheme offers grants to collaborative groups looking to; improve our natural resources and the benefits they provide, take action to reduce greenhouse gas emissions and improve business and community resilience to the impacts of climate change.

A new service launched to support farmers and foresters to apply for the Sustainable Management Scheme is being delivered under the [Farming Connect Programme](#). Grants can range from a minimum of £10,000 to a maximum of £5,000,000 to help start up and facilitate new collaborations, through to landscape-scale ambition co-ordinating actions and input from several parties to achieve lasting benefits across our communities.

The maximum grant rate for any individual investment project is 100% of the total cost.

One key feature of the scheme in relation to this project is the wider impact the project could have working with land owners along the proposed route. This could bring into consideration wider land management activity that could support run-off and drainage issues within certain sections of the proposed path or wider environmental measures supporting the project. There is an opportunity on the first section of the route to work with land owners with regard to woodland management activity, including thinning and

coppicing and re-planting of native species if and where required. This could include areas of land that are difficult to manage agriculturally, where environmental benefits could be gained within the project.

### Wales Tourism / Visit Wales Support

Visit Wales, part of Welsh Government, has a number of different mechanisms for supporting the development of tourism in Wales with a range of grant products available at present. The fund that has most synergy with the Poppit Path project is the Tourism Amenity Investment Fund that is part of the Rural Development Programme for Wales.

The purpose of the fund is to develop accessible small-scale tourism infrastructure at the destination level. Ideally, the fund seeks creative proposals that make a difference and add value to the visitor experience, whether a strategic perception changing product, or as part of a cluster of products that help to build a destination and drive economic growth.

The Welsh Government's Tourism Strategy – Partnership for Growth aims to grow tourism earnings in Wales by 10% or more by 2020. The strategy adopts a product-led approach intended to deliver compelling reasons to visit and discover Wales by creating 'best in class' product experiences.

The priorities of the fund are:

1. Drive a product-led approach and support high quality, reputation changing product.
  
2. Develop destinations that people want to visit and recommend to others by providing opportunities to:
  - deliver memorable visitor experiences in local communities;
  
  - improve the reputation of Wales as a destination that provides a diverse range of distinctive experiences including heritage & faith, music, arts, food, contemporary culture, ancestry and local events;
  
  - encourage more opportunities to deliver a distinctive sense of place to visitors in order to utilise the best of Wales' culture, heritage and language;
  
  - improve the reputation of Wales as a sustainable tourism destination.

Example projects could:

An eligible proposal must be a capital project and a tourism project. Examples might include (this is not an exhaustive list):

- Environmental improvements such as hard and soft landscaping, or pedestrianisation schemes at key tourism destinations.
- Improved bilingual/multilingual signposting, interpretation & trails including in exceptional circumstances visitor centres where these are an integral part of a destination management programme.
- Car & Coach Parking, including accessibility, EV car charging points, information, and improved toilet facilities at key destinations.
- Improved access to water for activities, and water quality projects (e.g. Blue Flag awards). Accessibility improvements might include ramped routes to beaches with handrails and / or wooden pathways to the beaches; electric scooter charging points; changing places facilities (more space and more equipment than standard accessible toilet); dog toilet area for assistance dogs; accessible toilets, designated parking and close to accessible toilets; accessible (e.g. sensory) paths and routes to avoid the use of stiles.
- Event infrastructure (where the event is tourism related), and artwork or 'experiential' product at key destinations.
- Theme building projects related to Year of the Sea, Year of Discovery & The Wales Way. Links to Thematic Years: <https://businesswales.gov.wales/tourism/thematic-years>; [www.thewalesway.com](http://www.thewalesway.com).

Eligibility in terms of who can apply is as follows:

- Local Action Groups (if incorporated entities);
- Local Community Groups (including charities, trusts and co-operatives);
- Social Enterprises;
- Not for Profit Companies Ltd by Guarantee;
- Community Interest Companies;

- Mutual;
- Local Authorities;
- Other public bodies such as National Parks.

This is a capital fund and revenue costs will not be considered. The minimum level of support is £25,000 and support will not exceed £128,000. There is a cap on total eligible project expenditure at £160,000, making the intervention level a mandatory 80%. The focus of the fund is to support small scale tourism infrastructure works, examples as described (but not limited to the above).

One of the main aspects of the fund that are restrictive to the proposed path is that general repairs and maintenance are not eligible for support, neither are certain revenue costs such as marketing, overheads and staff time.

This may have an impact on how the project is structured, as general project management fees are ineligible for support through this fund. It would therefore need to be funded from an alternative source or the project managed from an organisation that has the ability to cash flow this element of the project.

#### Crowd Funding / Corporate Investment

Crowdfunding is a way of raising finance by asking a large number of people each for a small amount of money. Traditionally, financing a business, project or venture involved asking a few people for large sums of money. Crowdfunding switches this idea around, using the internet to talk to thousands – if not millions – of potential funders. Typically, those seeking funds will set up a profile of their project on a crowd funding website. They can then use social media, alongside traditional networks of friends, family and work acquaintances, to raise money.<sup>2</sup>

For the path development project, donation or reward crowd funding is the most suitable. In these circumstances, individuals, businesses or groups are able to invest in the project because it is something they believe in. There is a personal or social motivation for making the financial contribution, but nothing expected back other than the completion of the project and being part of the funding package that made it a reality.

Crowd funding can be an efficient method of raising funds for elements of projects where there are costs that may not be eligible for mainstream funds. The purchase of land is often

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<sup>2</sup> <https://www.ukcfa.org.uk/what-is-crowdfunding/>

one such component that is either not eligible or is only eligible as a small percentage of the project.

### *Corporate Investment*

As a final source of potential funding, the source of funding from corporate investment houses and directly from multi-nationals with strong corporate and social responsibility strategies should be reviewed to ascertain whether there is a match with the deliverables of the project.

Consideration should be given to some of the ancillary elements of the proposed project, such as woodland management and the potential for investment in renewables in certain areas of the proposed route that have the potential for long term investment return to the community and the maintenance of the proposed path. While this may be one of the more radical and controversial approaches to funding, particularly given the proximity to the National Park and other designated areas, it is a viable option for long term stability in managing ongoing costs.

### Summary of Funding Options

For a project of this nature and expenditure, with a focus on capital investment, project management and ongoing maintenance, the reality is that funding will have to be applied from the funding streams that are available at any one time. Welsh Government and Coastal Communities Fund have a structure of opening and closing funding windows that dictate the timing of the start and end dates of capital works and delivery.

As a feasibility study, it is not known who the applicant would be if the project were to be taken forward, nor the final arrangements with land owners in relation to the access, lease or purchase of land through which the proposed path will run. There is also the outstanding question with regard to ongoing maintenance of the path, which, if the advice is considered within the main feasibility report, could fall under local authority management should it be designated under a path creation order.

Our recommendation with regard to moving from the feasibility stage forwards to finalising land owner agreements and delivering the path would be to move through a critical path plan with the first deliverables being to make a decision on the entity that will take forward the project and the manage it in the future. We will therefore take this into consideration in the next section covering a forward look plan for the project where the main output will be a critical path that can be used flexibly for the project in future as a project management asset.

## Forward Look Project Plan and Financial Planning

### Outline

For the forward look, the basis for the plan will be the production of a critical path that is appended to this document and which will lay out the phases of development and stage barriers that will occur within the development perspective.

To produce what can be defined as a classic business plan for this type of project would be difficult, given that the development of a footpath cannot be defined as a business, but more a project that will have a high value fixed asset and an ongoing maintenance requirement.

To effectively plan for the project, there are a number of key factors that will be common when applying for funding from a range of institutions. These will be:

- The type of entity applying
- How the project fits with policy objectives
- How the project fits with wider legislative frameworks
- Demand for the project
- Governance arrangements
- Financial control and due diligence
- Procurement

Any forward planning will require forecasting for the legal costs that will be incurred in negotiating access with land owners along the route via their representatives. While this can be an open-ended activity, there should be some consideration of the costs and a limit placed on the level of expenditure incurred by the applicant that is not excessive. If the project is taken forward by PPG or a like-minded organisation, a move to agree permissive access would be the most cost effective option for all concerned, with particular reference to the first section of the proposed path.

In terms of the proposed route itself, from a project planning perspective, there should be consideration of prioritising which sections of the path should be created in the first phase of development. For the purposes of the feasibility, the recommendation is to prioritise the first section from the St. Dogmaels to the top of Webley where there is currently no footpath.

This section will represent the highest level of complexity in terms of its deliverability and engagement with landowners with the creation of a new path that will require a high level of intervention in terms of engineering, clearance of vegetation and trees and potentially excavation on one area of the route.

### *Type of Entity*

For the purposes of any funding application, the type of entity applying for funding will be key to the funding organisations pre-qualification criteria for applications. At a minimum, there will be a requirement for a constituted organisation that has the ability to deliver the activity of the project going forward.

It is recommended that PPG move forward and constitute itself as one of the following entities that would be able to manage the finances of a future project and allow fund raising activities to take place.

- Community Interest Company (CIC);
- Community Benefit Society (CBS);
- Company Limited by Guarantee (CLG); and/or
- Charitable Incorporated Organisation (CIO).

Wales Coop Centre are able to provide advice and guidance on the most appropriate form of organisation through a diagnostic assessment with PPG, should this route be considered and progressed in future.

### *Policy Objectives and Frameworks*

The main policy objectives and frameworks to be integrated into the project plan have been covered in detail in the Phase 1 report. As part of the project planning and potential application phase for funding to support the creation of the path, this will need to be revisited to cover off any changes in the policy environment that will support or hinder an application being submitted to a potential funder.

One recent example may be the release of evidence by Welsh Government that the Active Travel Act and associated delivery has not led to an increase in walking or cycling within target areas:

<https://www.bbc.co.uk/news/uk-wales-politics-44230493>

Welsh Government is moving firmly to a land management approach within its latest consultation *Brexit and the Land*<sup>3</sup> which should be referred to in any future application in terms of the delivery of public goods by land owners. This, we would suggest is a key feature of the proposed path, particularly within the first section.

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<sup>3</sup> [https://beta.gov.wales/sites/default/files/consultations/2018-07/brexit-and-our-land-consultation-document\\_0.pdf](https://beta.gov.wales/sites/default/files/consultations/2018-07/brexit-and-our-land-consultation-document_0.pdf)

## *Demand*

With regard to progressing the project through to funding and creating the multi-use path, for any funder there will need to be an evidence of need. These factors will need to be evidenced from a historical perspective with regard to the level of use of the route in terms of traffic volume and other users such as walkers and cyclists.

This has been outside of the scope of this feasibility study, but having been on site for some considerable time assessing route options, we have noted the considerable level of traffic along the route, from car users, to agricultural traffic and buses. While on site and in liaison with those involved with the RNLI base at Poppit Sands, we also noted the requirement of call out crew needing to progress quickly to launch in the event of a call out that increases the level of danger for walkers and cyclists along the road section between the Webley and back to St. Dogmaels.

Having noted a number of walkers and cyclists using the route while undertaking this study, there will be a requirement for a formal assessment of volumes to inform the construction materials of the multi-use path and ongoing maintenance. Even in the event of the assessment showing a low volume of users, the difficulties of the existing route should outweigh current cyclist and walker use on what is part of the Wales Coast Path and Pembrokeshire Coast Path where the expectation and policy direction is for user volume to increase over time.

## *Governance, Finance and Procurement*

Governance is intrinsically linked to the type of entity that will move forward with an application for funding. Funders will require assurance of good governance and business practice arrangements within any applicant organisation that will provide project management and the management of funding.

Coastal Communities Fund for example has a requirement for the management team who are responsible for an application to have a range of skills and experience to provide comfort to them as a funder that the delivery of the project is undertaken diligently. In certain circumstances this may be the addition of a co-opted member or director to an organisation for the duration of the project delivery period.

When taking a forward look at the planning of project delivery, financial control and the ability to manage cash flow within the project will be critical to how it is delivered. Financial management procedures will need to be in place or, as stated, a member of the applicant organisation will need a financial management background or experience of managing projects.

As a final component of the forward look plan, note should be taken of the procurement requirements that are common to all organisations who may apply for public funding. The management of the procurement of goods and services and in the case of this project, works activities should be considered from a time and cost perspective within the overall project management activities of the project.

While it is within the scope of this project to develop a cost base for the development of the path, any applicant organisation going forward will be required to move to a detailed procurement exercise for the components of the project from a range of suppliers.

The following can be considered the most basic framework policy for procurement moving forward that meets the requirement for Welsh Government schemes at present:

All quotes are secured; and largely there are three for each item; evidence that the preferred suppliers are selected based on both value for money and good experience and reputation. In addition, they are also locally based and only where specialist equipment is being secured is this sourced from a global procurement exercise. In securing the quotes, the Request for Quote - is commonly regarded as a much simpler process compared to a formal tender. In order to cost the project at the project outline stage, quotations were secured to ascertain the full project cost.

All suppliers received all or some of the following prior to the submission of a quote:

- Instructions for submission
- Specifications of Requirements
- Method Statements

In addition, under the directive from Welsh Government for Competitive Tendering and Public Procurement, an applicant organisation will also adhere to technical guidance notes which indicate that they must demonstrate that they have used fair and open practices by using a competitive tendering exercise for all goods or services that are included in the project for which they intend to claim grant support. As a result, the various elements of this project will be put out to tender via Sell2Wales<sup>4</sup> as set out on the following page:

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<sup>4</sup> [www.sell2wales.gov.wales](http://www.sell2wales.gov.wales)

Procurement Value*	Requirement	Notes
£0 - £4,999	One written quote	It is recommended to use suppliers that are registered on <a href="http://www.sell2wales.gov.wales">www.sell2wales.gov.wales</a>
£5,000 – £24,999	Three written quotes	It is recommended to use suppliers that are registered on <a href="http://www.sell2wales.gov.wales">www.sell2wales.gov.wales</a>

**\*Please note these figures are exclusive of VAT\***

Procurement Value*	Requirement	Notes
£25,000 - £106,046 (Goods and Services)	Full and open competition	Requirements may be published through <a href="http://www.sell2wales.gov.wales">www.sell2wales.gov.wales</a> Quotes may be sought by direct reference to suppliers
£25,000 - £4,104,393 (Works)	Full and open competition	Requirements may be published through <a href="http://www.sell2wales.gov.wales">www.sell2wales.gov.wales</a> Quotes may be sought by direct reference to suppliers
£106,047 and above (Goods and Services)	Full and open competition	Publish requirement throughout Europe via <a href="http://www.sell2wales.gov.wales">www.sell2wales.gov.wales</a>
£4,104,394 and above (Works)	Full and open competition	Publish requirement throughout Europe via <a href="http://www.sell2wales.gov.wales">www.sell2wales.gov.wales</a>

As a project progresses through to commissioning contractors following the grant award, procurement for items in the upper threshold above £25,000 are published through the sell2wales website, with the creation of a dedicated procurement file within the project documentation to capture the procurement process for the claims and audit stages.

## Forward Plan Critical Path

In terms of forward planning and project management for the creation of the multi-use path the most appropriate methodology for presentation is through a critical path model. The practicality of a business plan approach to this is not compatible with the feasibility as a whole and therefore the production of a critical path, alongside the costs of a potential project holistically will allow for it to be integrated into any future plans and applications made for the development.

The critical path is presented as an attachment to this document and covers what are the main components to progress the project, with, at this point in time, PPG acting as the applicant to a fund to move the project forward.

As previously stated, the critical path will be broken down into phases for each of the path sections, with the priority being the creation of the multi-use path in the area of most need at present which is the area between St. Dogmaels and Webley Hill. Less impactful works will be undertaken on the later sections of the path from Manian Fawr to Poppit Sands Car Park where a footpath already exists.

## Cost Estimates

Cost estimates have been calculated on the preferred route for the project using the services of a dedicated multi use path contractor to gain the most accurate estimate of costs for the development of the path. An independent specialist provided this service to the project who has experience of delivering this type of project in Wales for facilities such as Coed-y-Brenin Centre in North Wales.

As per the specification for this aspect of the project, the costs were broken down into sections of the preferred route as presented in the first phase of the feasibility. In addition, having undertaken a more detailed ecological survey within the initial phase of the project, the specialist contractor was able to consider the result of the survey when developing the costs and level of work to be undertaken.

The methodology adopted in the development of multi-use paths is to respect the environmental features present at the development site. This means that tree removal will be kept to a minimum along with other disturbance within the development site that may affect ground conditions.

## Construction

Construction of the path will initially be based on materials used for a non-metalled, loose surface of 4mm to dust stone. This will be in addition to sub-base materials where required. Any new path running through a natural environment will require bedding in over a period of time and use, where maintenance will be required throughout this period and has been input into the project costs.

Aware that proposals wished to take a metalled, tarmac path into consideration, this will also be added as a cost, with additional labour works and materials.

It should also be noted at the feasibility stage, that there are no agreements with land owners in place for features on their property such as physical barriers at the start point, mid points and end points of the proposed route. Therefore, the most commonly used barriers have been input into the costs at this stage.

Project management has been estimated from the perspective of a project funded self-employed Project Manager being hired for the period of project implementation through to completion. This will not burden the applicant with PAYE employment responsibilities and allow for flexibility in the delivery of the programme.

## Site Preparation, Materials, Construction and Labour

Table 1 below shows the project costs for the three sections of the path including costs within the Further Considerations section on page 19. Please note that all costs have been calculated net of VAT.

**Table 1**

<b>Section 1– Moorings to exit at Manian Fawr Bridleway at top of Webley Hill</b>	
Site Preparation and Vegetation Clearance	£5,396
Site Preparation Cutting, Soil Extraction and Grading	£18,760
Fencing (netting) Labour and Gates	£9,500
Path Construction	£35,665
Fencing for Post and Rail Labour	£6,250
Construction Management and Site Supervision	£28,765
<b>Section 2 – Manian Fawr to Holiday Park</b>	
Site Preparation and Vegetation Clearance	£800
Ground Works and Construction	£13,798
Construction Management and Site Supervision	£6,108
<b>Section 3 – Holiday Park to Poppit Car Park Including Final Grass Island Feature</b>	
Site Preparation	£2,200
Groundworks and Construction	£5,600
Construction Management and Site Supervision	£4,209
<b>Materials and Work Items</b>	
Traffic Management	£1,050
Site Barriers during Construction	£1,200
Path Construction Materials	£81,900
Five Weighted Swing Barriers and Fencing Materials	£13,900
Interpretation / Signage Boards	£2,000
<b>Cost of Construction for All Sections</b>	<b>£237,101</b>
<b>Total Construction Project Cost</b>	<b>£237,101</b>

## Tarmac Option for Section 1

For the first section, including the section from The Moorings to the crossing point into the woodland, a tarmac price has been evaluated. Having consulted with tarmac providers, the main issue with regard to this surfacing is the confined woodland space and the ability to move material into the site in volume.

For the bulk of the work, tarmac will have to be raked and rolled. A surfacing machine is available for a consistently wide 3m path, but this will not be feasible in the first section of the path and it requires a following supply of tarmac material.

It has also been noted that a period of 12 to 18 months will be required for settlement of the sub-base materials used in the initial construction of the path. Due to the range of soil and vegetation in the area, movement has to be expected over this period of use and as such, the application of tarmac would need to be delayed until after this period.

An additional factor for the laying of tarmac is the requirement for a border to the path in the form of wooden boarding that would be pegged into the ground. Again, this has been evaluated and a cost developed for this section in Table 2 below:

**Table 2**

<b>Tarmac Option for Section 1</b>	
Boarding of Path	£19,762
Labour for Boarding Path	£9,795
Construction Management and Site Supervision for Boarding	£1,800
Tarmac Costs Based on Median of Quotes*	£216,000
Tarmac Lowest Cost Option**	£144,000

\*Quotations were sought on a square meter application on the assumption of a 3 metre wide path for the length of section 1. It was noted that respondents saw this as a difficult contract to deliver hence the variance in quotes received. It should also be noted that this cost is in addition to the initial construction cost presented in table 1.

\*\*A quotation was provided by PPG through their research in relation to tarmac provision and has been input into the critical path plan as the preferred price option.

## Further Considerations

The costs for a tarmac surface have not been included for Sections 2 and 3 as this is an existing public footpath and the lower section a permissive right of way. The costs of the inclusion of a metalled tarmac surface for the whole of the preferred route moves the project cost to what can be reasonably considered excessive.

In terms of timescales, the specialist contractor provided man hours for each of the sections of the preferred route and this has been input into the forward look critical path that accompanies this document with the costs of the project input also.

### *Pre-Ecological Surveys and Environmental Compliance*

Having undertaken a preliminary ecological survey as part of the feasibility, there may be a requirement to undertake a further assessment and a more formal Environmental Impact Assessment where changes in field boundaries and margins may take place alongside the removal and renewal of features such as hedgerows.

A recommendation of a £5,000 budget would cover such requirements including liaison with Welsh Government and other agencies to ensure compliance.

### *Lay Down Space*

During the build phase of the path, there will need to be a lay down area for plant and machinery and materials. This may be a yard or enclosed area near the development area where materials and machinery may be secured.

The lay down space will be an important aspect of the project as it will keep costs down in terms of multiple deliveries of materials and equipment. There are limitations along the route with regard to space for this activity and should the project progress to development, this aspect will need to be planned and considered further in discussion with land owners.

The costs of this space may vary dependant on the level of security required and volume of space, but yard space should be considered at a minimum £160 a month for two sites and up to £500 for secured space for plant and machinery.

### *Legal and Planning*

At this feasibility stage, the legal costs incurred by the any potential future project may be subject to a number of factors. For the purposes of the feasibility study, the main costs that

can be foreseen are those relating to the negotiating of agreements with landowners, based on the permissive right of way option for access.

Risks to progression of the project and higher legal and planning costs may be incurred from the following:

- A requirement for more detailed habitat assessments and challenge rising from this;
- Local landowner objections to the development adjacent to the proposed route;
- Planning issues in relation to the route itself, from highways safety perspective and general development.

The proposed route has been chosen to limit and mitigate the risks of these areas coming into play, with a view towards an initial project based on permissive access with land owners for a time bound period that will be dictated by the type of funding applied for. For example, for EU funding, the asset retention period is five years from the point of final claim of the project and for Coastal Communities Fund, a ten year lease for permissive access will need to be signed with land owners prior to project commencement.

On the basis of being able to reach a permissive agreement with the land owners, a licence development cost has been set at £650.

A recommendation is also to budget for any planning requirements or liaison with planners within the local authority area with regard to any issues that may arise, with a budget of £1000.

**Table 3**

<b>Ancillary Project Costs</b>	
Legal and Planning	£1,650
Lay Down Space and Secure Storage	£9,500
Ecology and Environmental Compliance	£5,000
<b>Total</b>	<b>£16,150</b>

### *Project Management and Operational Costs*

For PPG to move to a position of managing a project, there will need to be a dedicated project management resource within the critical path. The project management costs set within the critical path covers the fees of a self-employed project manager and administrator, including recruitment fees, insurances, project evaluation and marketing. This is covered in Table 4 on below:

**Table 4**

<b>Project Management and Operational Costs</b>	
Recruitment	£1,000
Website and Social Media	£2,000
Insurances	£2,400
IT / Comms	£2,740
Project Manager	£45,500
Project Finance Administrator	£16,800
Project Evaluation	£5,000
<b>Total</b>	<b>£75,440</b>

### *Post Completion Maintenance*

The costs for ongoing maintenance will be dependent on the volunteer inputs from the group, but for all sections of the path, a forecast maintenance cost should be covered by a budget of between £3000 to £5000 per annum. This will cover any thinning work required, vegetation maintenance and cutting on three occasions during the growing season and minor repairs. As stated, this can be reduced if PPG are able to bring in volunteer time to cover this activity.

## Total Project Cost Summary

**Table 5 – Total Project Cost**

<b>Section 1– Moorings to exit at Manian Fawr Bridleway at top of Webley Hill</b>	
Site Preparation and Vegetation Clearance	£5,396
Site Preparation Cutting, Soil Extraction and Grading	£18,760
Fencing (netting) Labour and Gates	£9,500
Path Construction	£35,665
Fencing for Post and Rail Labour	£6,250
Construction Management and Site Supervision	£28,765
<b>Section 2 – Manian Fawr to Holiday Park</b>	
Site Preparation and Vegetation Clearance	£800
Ground Works and Construction	£13,798
Construction Management and Site Supervision	£6,108
<b>Section 3 – Holiday Park to Poppit Car Park Including Final Grass Island Feature</b>	
Site Preparation	£2,200
Groundworks and Construction	£5,600
Construction Management and Site Supervision	£4,209
<b>Materials and Work Items</b>	
Traffic Management	£1,050
Site Barriers during Construction	£1,200
Path Construction Materials	£81,900
Five Weighted Swing Barriers and Fencing Materials	£13,900
Interpretation / Signage Boards	£2,000
<b>Tarmac Option for Section 1</b>	
Boarding of Path	£19,762
Labour for Boarding Path	£9,795
Construction Management and Site Supervision for Boarding	£1,800
Tarmac Costs Based on Median of Quotes*	£216,000
Tarmac Lowest Cost Option	£144,000
<b>Ancillary Project Costs</b>	
Legal and Planning	£1,650
Lay Down Space and Secure Storage	£9,500
Ecology and Environmental Compliance	£5,000
<b>Project Management and Operational Costs</b>	
Recruitment	£1,000
Website and Social Media	£2,000
Insurances	£2,400
IT / Comms	£2,740
Project Manager	£45,500
Project Finance Administrator	£16,800
Project Evaluation	£5,000
<b>Total</b>	<b>£504,048</b>

\*Omitted from Total Cost Calculation

## Final Synopsis of the Feasibility of a Multi-Use Path

### Overall Feasibility

The overall feasibility of developing a multi-use path shows that the project is certainly feasible, if not without its challenges. While this may be the case, there are no physical barriers to the development of a multi-use path, at least for the part of the route where there is currently no option but to transit along the road from St. Dogmaels Moorings to the top of Webley Hill near Manian Fawr Farm.

Recommendations in order of priority for progression are therefore as follows:

#### *Landowner Consents*

For a large part of the initial section of the route, unresolved land ownership issues remain and require remedy and agreement. The issues for a large part of the initial section will become clear with time, but it can be foreseen that there may need to be concessions with regard to the field section of the path in Section 1 of the development that may require further location and positioning considerations.

On public rights of way within the proposed route there will also be a requirement to move from a public footpath to a multi-use designation for cyclists and walkers, with particular reference to Section 2 of the route from Manian Mill to the Holiday Park. For the final section from the Holiday Park to Poppit, the designation of the path needs to be clear for multi-use if it to be used as such.

Throughout the route, further landowner consultation may bring to light a balanced use and development, with concessions being agreed to move to a point of gaining permissive access for the development. While this is contrary to the advice presented in the Phase 1 report to move to a footpath creation order, it will provide a framework for the build and bedding in period of the path for both users, land owners and the managing organisation.

#### *Contingencies within Route Options*

When considering the landowner consenting aspect of the project, a move to take the project forward should consider how it would deal with a lack of consent for certain sections of the proposed route. At present the area of highest risk of this is the field section within Section 1 of the route due to the nature of land use.

Consideration should be given to establishing entry and exit points from such areas to and from the existing route along the road, where this can be done safely and how this affects

the overall viability and need for the project. From a community engagement and harmony perspective, it would be hoped that moving to compulsory purchase would be avoided and final planning for the route negotiated and agreed upon via dialogue and agreement, given that all landowners consulted with agree upon the inherent difficulties of the existing route to users.

### *Wider Environmental and Conservation Considerations*

For much of the route, there is an opportunity for wider engagement in activities of benefit to landowners and the wider landscape. Of note is the opportunity to engage with land owners to support and enhance existing and new woodland management and woodland creation activity within five to six hectares of the proposed route.

There is also an opportunity with the field section of Section 1 to potentially renew the hedge line creating a bunded field boundary along the roadside with more robust features to mitigate run-off from this steep section of the route. While this is a radical approach and one of greater expense, it may be a solution for this section to mitigate some of the issues with this section.

### Summary

The feasibility has sought to balance the requirement for a multi-use path with wider consideration of land owners and the land features along the proposed route. The development of the cost base relating to the development along the proposed route has been completed factoring in minimal disruption. This covers the minimal extraction of trees to develop and construct the path, minimal disruption to what is a very busy road section and minimal disruption to neighbouring properties along the proposed route.

With further consultation and more detailed planning, a multi-use path can be created that delivers a community and tourism resource that will have benefit for many years to come, creating a new section of the Wales Coast Path and removing the requirement for users to transit a busy and congested road section.

## Appendices

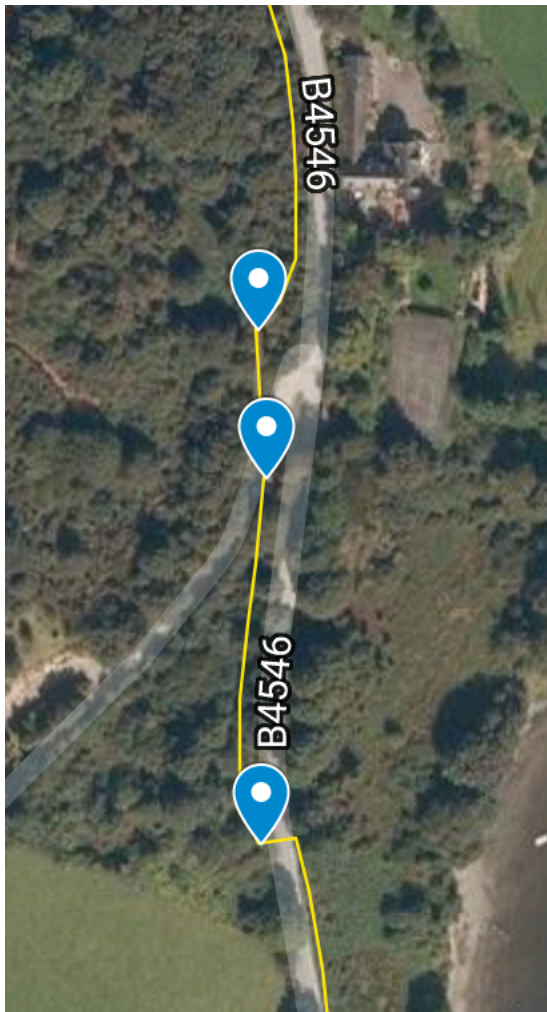
### Appendix 1 - Positioning of Access Features Along the Proposed Route

The positioning of access barriers, gates and other features may be found at the following link and viewed interactively on open source:

[https://drive.google.com/open?id=1BqJxCcD64eZTQXrQ83\\_33MtlchaHC7J1&usp=sharing](https://drive.google.com/open?id=1BqJxCcD64eZTQXrQ83_33MtlchaHC7J1&usp=sharing)

Accompanying notes have been provided on the tabs within the Google Map for information and explanation.

**Figure 1** – Position of initial access barriers to the south of Glan Teifi House



#### Key

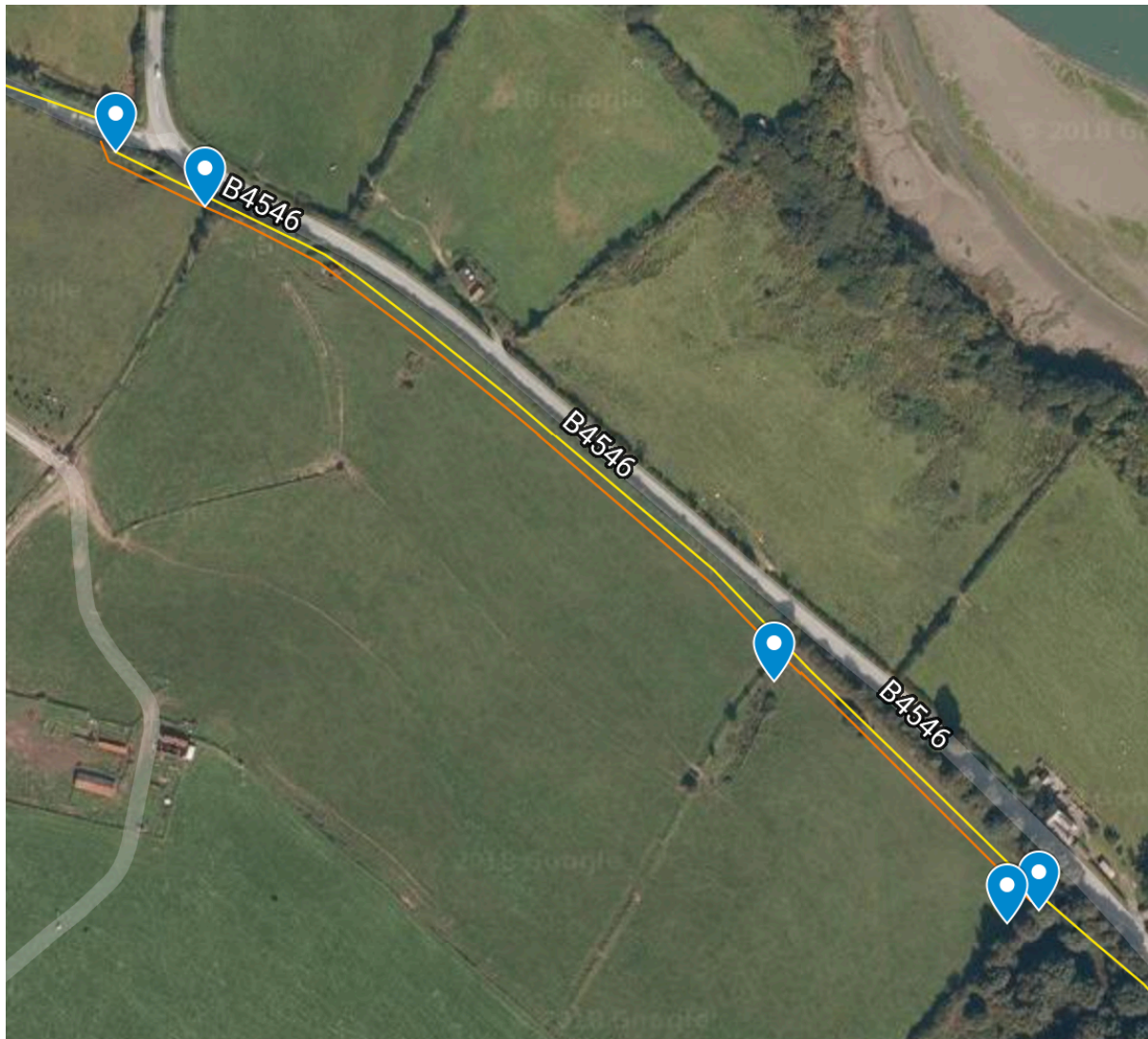
Yellow line denotes route of proposed path

Orange line denotes fencing requirements

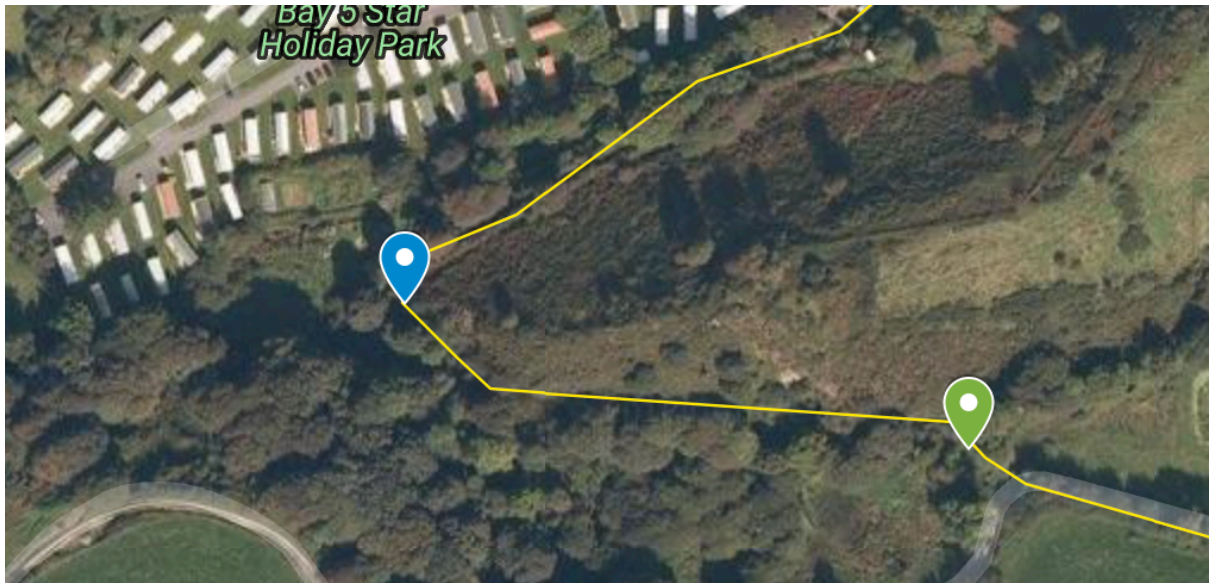
Blue markers denote positions of barriers.

Green marker denotes drainage renewal

**Figure 2** – Position of access barriers, fences and gates within the field on Section 1 from woodland section in the ownership of Selby Estate to Manian Fawr bridleway.



**Figure 3** – Manian Mill to Holiday Park access barriers and works



**Figure 4** – Stock management solution for area to the west of Figure 2 at Manian Fawr exit to bridleway

