

Director: Melanie Corcoran,
Director, Delivery
Author: Catherine Pinn



Report to: West Yorkshire & York Investment Committee

Date: 12 July 2017

Subject: Capital Spending and Project Approvals

1. Purpose

- 1.1 To put forward proposals for the progression of, and funding for, a number of West Yorkshire Plus Transport Fund (WY+TF) and Growth Deal projects for consideration by the Investment Committee at Stages 1, 2 and 3 of the Assurance Process. The Committee will recall that WYCA has a three stage Assurance Process as set out below with the requirement that all projects will as a minimum need to formally pass Decision Points 2 and 5, highlighted in green below, with the requirement to meet the intervening activities deemed on a project by project basis.



- 1.2 The Programme Appraisal Team (PAT) appraises all schemes at the Decision Points. The PAT is an internal assurance group and has no formal approval making powers, they make recommendations which are then reported through the current WYCA governance arrangements for a formal decision/approval. The PAT consists of a panel of officers representing policy, legal, financial, assurance and delivery supplemented with external experts. Where conflict of interest issues arise during a meeting e.g. scheme comes forward for discussion which a member of the PAT is the Senior Responsible Officer for, the SRO will not take part in the discussion and agreeing of recommendations and in the case of the chair will leave the meeting and won't be part of any discussions and recommendations in relation to their scheme. The scheme promoters from the District Councils or Partner Delivery organisations attend the meeting to introduce the scheme and answer questions from the panel as required. The Terms of Reference for the PAT are contained within the Assurance Framework.

2. Information

- 2.1 Projects at the Pipeline Eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, meet funding criteria and have available funding identified with further project definition including costs and

detailed timescales to be developed as the project progresses through the pipeline. At this stage funding may be sought to enable this work to progress.

Projects at Pipeline Development Stage should demonstrate that they have tested the feasibility of a solution through their business case. This business case should then be developed in order to confirm and detail the preferred solution including finalising its cost. Once in Delivery & Evaluation the scheme is delivered and WYCA funding is drawn down. When delivery is completed a review is carried out to ensure that the scheme has met all its requirements and outputs in accordance with its Funding Agreement. Finally information about a scheme’s performance following its completion is collected, in order to evaluate the success of the scheme.

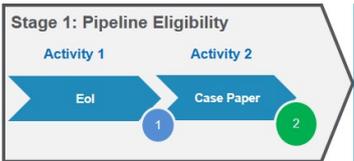
Five schemes are set out in the following report. These are summarised as:

West Yorkshire Plus Transport Fund Transformational Schemes - Wakefield South Featherstone Link Road	Activity 2 (Case Paper)
West Yorkshire Plus Transport Fund Transformational Schemes - York Outer Ring Road Dualling	Activity 2 (Case Paper)
West Yorkshire Plus Transport Fund Transformational Schemes - North Kirklees Orbital Route	Activity 2 (Case Paper)
WYCA’s Portfolio Information Management System	Decision Point 3 (Outline Business Case)
Harrogate Road New Line – Change Request	Activity 4 (Full Business Case)

Since Investment Committee’s meeting on 16 June 2017, decisions regarding the following two schemes have been exercised:

New Bolton Woods	Decision Point 4 (Full Business Case)
A629 Phase 1a	Decision Point 5 (Full Business Case with Finalised Costs)

Projects in Stage 1: Pipeline Eligibility



2.2 West Yorkshire Plus Transport Fund Transformational Schemes (Activity 2 Case Paper)

Under the WY+TF, there is a £12.5m allocation for the development and scoping of potentially transformational. Transformational change will allow for the economic

growth aspirations identified in the Strategic Economic plan to be realised and this available funding will fund early pre-feasibility development of projects to be considered from a strategic case perspective.

Following a discussion with Investment Committee members at a workshop in January 2017, project officers have been considering what projects could be brought forward and districts are keen to draw down from this available funding stream and undertake development work on future transformational projects.

To ensure the consideration of projects meets with strategic aspirations, work to further develop the approach and criteria of a 'transformational project' is being undertaken by our Transport Policy and Strategy team. In parallel, and to allow for development work of projects to commence the following three schemes are seeking funding approval to enable their Strategic Cases to be developed. These transformational schemes are not included as named schemes in the West Yorkshire Plus Transport Fund and it has been made clear to Promoters that whilst funding has been made available to fund development of their strategic cases, there is no guarantee of any future WY+TF funding to fund future delivery of the schemes.

2.3 Wakefield South Featherstone Link Road (Activity 2 Case Paper)

Background

Wakefield City Council have submitted an application for the South Featherstone Link Road to be considered for preliminary funding. The criteria the project meets are:

- funding request is for scoping and feasibility;
- delivery of the scheme would be post 2021;
- this is feasibility for a new project not already on the West Yorkshire Plus Transport Fund list;
- the scheme would unlock land for housing and employment use; and
- this would be a new road and would significantly affect driver behaviour.

The scheme itself is intended to be a by-pass around Ackworth, Featherstone and Pontefract. The funding required is to enable a technical feasibility exercise to consider a range of scenarios. This will include evaluation of transport, environmental and economic indicators. The outcome of this project is expected to be a report detailing a short list of options and high level cost estimates. The key objectives of the project are to carry out a number of technical and feasibility checks and to provide a report with a number of options, with high level costs and Programmes for delivery.

- To assess and report the transport impacts of the full range of link road options and implementation scenarios.
- To assess and report the high level environmental impacts associated with the full range of link road options.
- To investigate the impact of the road alignments on land ownerships and potential land valuations

- To quantify the housing, employment and development opportunities associated with the link road alignment.
- To produce an initial cost estimate of the highway alignments and bridge construction.
- To understand the views and issues of Network Rail and the Environment Agency.

A summary of the Scheme's Expression of Interest/Case Paper is included in **Appendix 1**.

Costs

Up to £284k for feasibility and scoping works. Total scheme costs to be confirmed following this work.

Timescales

This is anticipated to be a 24 month feasibility and scoping project to culminate in a high level options report.

Project Responsibilities

Senior Responsible Officer:	Neil Rodgers, Wakefield Council
Project Manager:	Paul Stevenson, Wakefield Council
WYCA case officer:	Lisa Childs, WYCA

Recommendations

That the Investment Committee recommends to WYCA that funding of £284k is approved for the Wakefield South Featherstone Link Road scheme to progress through Decision Point 2 and develop a Strategic Case for the Transformational Project. In addition, that Investment Committee recommends to WYCA that WYCA enter into a Funding Agreement with Wakefield Council for expenditure of up to £284K from the West Yorkshire Plus Transport Fund.

2.4 York Outer Ring Road Dualling (Activity 2 Case Paper)

Background

Improvements to the A1237 York Outer Ring Road (YORR) is one of the schemes programmed to be implemented as part of the West Yorkshire Plus Transport Fund programme before 2021. This focuses on improvements to seven of the thirteen roundabouts on a stretch from A1237/B1224 to A1237/Monks Cross/North Lane, and has Decision Point 3 (OBC) approval. It is acknowledged that whilst the scheme will deliver significant benefits, in order for more transformational change to be delivered, the route should be improved to dual carriageway standard. Funding is identified for pre-feasibility work on transformational schemes as part of the original WY+TF schedule, with a total of £12.5m available. City of York Council has submitted a request for funding approval at Decision Point 2, in order to progress further

modelling and pre-feasibility work to strengthen the strategic case for dualling of all or part of the carriageway.

The A1237 between the A64 at Askham Bar and A64 at Hopgrove forms the north west corner of the York Outer Ring Road and carries 35,000 vehicles daily. Numbers have increased significantly over the past 10 years (10% since 2012). Despite the road being subject to the 60mph national speed limit, the current average end to end journey time is over 30 minutes (for 10 miles), meaning average speeds are actually less than 20mph. Queue lengths extend across roundabouts, particularly the A19 and A59 intersections, causing significant additional delay on radial routes also.

Dualling of the YORR is considered crucial to enabling the successful implementation of York's Local Plan and future housing and employment growth aspirations of both the Leeds City Region and York. By undertaking this pre-feasibility work, City of York Council can develop a robust strategic case, which can be presented to DfT and other funding bodies to secure funding to develop the business case, and potential subsequent delivery.

Looking at the strategic case for the upgrade to dual carriageway standard now compliments the upgrade of roundabouts on the A1237 corridor through the WY+TF before 2021, and also enables that scheme to be future proofed. This pre-feasibility work also compliments the proposed RIS (Regional Investment Strategy) 2 Hopgrove A64 interchange upgrade scheme by Highways England.

The pre-feasibility work to develop the strategic case for dualling of the A1237 York Outer Ring Road has clear alignment with the LCR SEP, particularly priority 4 – Infrastructure for Growth (Transport and Services) – places will be connected by high quality transport and wider infrastructure that serves the needs of businesses and people. Movement between towns and cities will be easy and fast. Furthermore dualling of the A1237 has a clear strategic fit with the York, North Yorkshire & East Riding Economic Plan – 'A well connected economy' is a key priority identified, with objectives including fast reliable journeys between key centre; transport that underpins growth; and access to UK and international markets.

A summary of the Scheme's Expression of Interest/Case Paper is included in **Appendix 2**.

Costs

A funding approval of £295k from the WY+TF is now sought, in order to complete the required evidence base, modelling and assessment, which is necessary to develop the strategic case for upgrading the A1237 YORR to dual carriageway standard.

Timescales

This pre-feasibility work is due to be completed in mid 2018/19.

Project Responsibilities

Senior Responsible Officer: Neil Ferris, City of York Council
Project Manager: Tony Clarke, City of York Council
WYCA case officer: Rachel Jones, WYCA

Recommendations

That the Investment Committee recommends to WYCA that funding of £295k is approved for the York Outer Ring Road Dualling scheme to progress through Decision Point 2 and develop a Strategic Case for the Transformational Project. In addition, that Investment Committee recommends to WYCA that WYCA enter into a Funding Agreement with York Council for expenditure of up to £295K from the West Yorkshire Plus Transport Fund.

2.5 North Kirklees Orbital Route (Transformational Scheme) – Case Paper (Activity 2)

Background

The North Kirklees Orbital Route (NKOR) is being considered for pre-feasibility funding under the Transformational Projects Criteria where funds are sought for strategic scoping, master planning and concept design as well as assess the contribution the scheme would make to the West Yorkshire/Leeds City Region economic growth.

The NKOR is a proposed 16.5km carriageway with the alignment proposed to follow the existing orientation of the A644 and A638 respectively and incorporate a new 9km section. The scheme will open up potential housing and employment development sites to promote new investment and employment opportunities in North Kirklees, delivering growth in an identified SEP spatial priority area and support wider City Region growth. Alleviating congestion on the A644/A638 strategic corridor will reduce transport barriers to development and the new road will open up potential development sites.

The scheme has a number of other key objectives including, providing an alternative route for traffic south of Dewsbury, thus improving Dewsbury town centre circulation by mitigating the severance of the existing A638 ring road. Reduce traffic through the Air Quality Management Area on the A644 by diverting through traffic away from urban area and improving network resilience by providing alternative routing between Dewsbury, neighbouring towns and the strategic road network (via J25 of the M62 and J40 of the M1).

Kirklees Council have submitted an Expression of Interest and a Case Paper has been prepared. Both documents were presented to the PAT on 22 February 2017 recommending the pre-feasibility funding be approved.

Works under the Transformational Projects route would be to establish and understand the strategic case for a project. Promoting Authorities are clear that allocation of feasibility funding may not lead to projects being funded through the

WY+TF. We would expect the feasibility undertaken to provide sufficient detail for a submission to other sources of funding.

A summary of the Scheme’s Expression of Interest/Case Paper is included in **Appendix 3**.

Costs

A funding approval of £248k is now sought from the WY+TF to cover a forecast spend to undertake pre-feasibility design route options, review of evidence and identification of problems along the A644/A638 corridors, desk top analysis and other works streams to clarify the scale of scope of the proposed scheme. These works will be undertaken under Pipeline Eligibility only, it is not proposed the scheme progresses beyond Activity 2.

Timescales

The project will undertake work streams identified during 17/18.

Project Responsibilities

Senior Responsible Officer:	Richard Hadfield, Kirklees Council
Project Manager:	Keith Bloomfield, Kirklees Council
WYCA Case Officer:	Jessica McNeill, WYCA

Recommendation

That the Investment Committee recommends to WYCA that funding of £248k is approved for the North Kirklees Orbital Route scheme to progress through Decision Point 2 to develop a Strategic Case for the Transformational Project. In addition, that Investment Committee recommends to WYCA that WYCA enter into a Funding Agreement with Kirklees Council for expenditure of up to £248K from the West Yorkshire Plus Transport Fund.

Projects in Stage 2: Pipeline Development



2.6 WYCA's Portfolio Information Management System (Activity 3 Outline Business Case)

Background

The project includes the implementation of a new IT Portfolio Information Management System (PIMS) using Microsoft's Project Online/SharePoint Online software. The PIMS is a key system for the Portfolio Management Office (PMO) and will support and strengthen the Leeds City Region Assurance Framework as well as underpinning the enhanced project, programme and portfolio approach.

PIMS will provide functions such as folders to store and view documentation, a central repository for project information, a centralised way to view project summaries, standardised templates and dashboard, all accessible by Districts and partners.

Microsoft Project with SharePoint Online provides an out of the box solution that can be easily set up and will provide the organisation with the required functionality, negating the need for a bespoke system with its associated development and support costs. The solution will integrate with WYCA's existing Microsoft products including SharePoint/Office 365 installations.

A summary of the Scheme's Business Case is included in **Appendix 4**.

Costs

The total capital expenditure sought for the recommended option, including contingency is £150,000. There will be an on-going annual cost for licensing charges. Based on Microsoft's current licencing arrangements, this is likely be in the region of £50,000 per annum (this cost has been based on 100 Premium licences). It is recommended that the licence costs be capitalised and funded as an overhead cost from the Portfolio Management Office costs (in turn funded from various capital funding streams and projects that WYCA are responsible for) from 18/19 onwards.

Timescales

The full Business Case (which follows tendering and receiving costs from suppliers) will be completed in September 2017 with development and implementation expected to be complete by the December 2017. Following a period of soft launch it is expected that the first Phase will be live early 2018. Further development is likely to follow the initial go live and this work will be managed separately with new approvals as required.

Tolerances

In order for the scheme to follow the Assurance Pathway and Approval Route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or WYCA for further consideration:

- That costs remain within 10% of the £150K total project value
- That the key milestones for final approval of the Business Case (in September 2017), Development and implementation (by December 2017) with a full launch (in early 2018) are delivered with a maximum of 3 months of the target dates.

Recommendations

That Investment Committee recommends to WYCA:

- That the Portfolio Information Management System (PIMS) proceeds through Decision Point 2 onto Stage 2 Activity 5 (Full Business Case with Finalised Costs).
- That an indicative approval to the total project value of £150k capital for the development of the system and £50k per annum on-going licence fee (the on-going licence fee will be required from 18/19 onwards), to be funded as an overhead cost from the overall Portfolio Management Office costs, is given. Ultimate approval to spend will be granted once the scheme has progressed through the Assurance Process to Decision Point 5 (Full Business Case with finalised costs).
- That the future approvals at Decision Point 5 are made through a delegation to WYCA's Managing Director following a recommendation by WYCA's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

2.7 Harrogate Road New Line – Change Request (Activity 4 Full Business Case)

Background

The project will reconfigure the existing Harrogate Road / New Line Junction to create a P-Loop junction to reduce congestion, provide controlled pedestrian crossing points to improve safety as well as increasing safety provision for cyclists. The improvements to the junction will support delivery of a number of significant new housing developments together with longer term development opportunities.

The A658 Harrogate Road / A657 New Line junction is situated on the corridor between Bradford and Leeds Bradford International Airport (LBIA). The crossroads are a significant congestion pinch point with delays on all four legs having a detrimental impact on journeys times between Bradford and LBIA, and also between Shipley / Airedale and Leeds. It will also facilitate housing development in the immediate area, and improve safety and reduce severance for pedestrians and cyclists.

The project received Gateway 1 approval from WYCA in November 2014 (this is equivalent to Decision Point 3 (Outline Business Case) on the WYCA Assurance Process) as part of this approval £328,000 of funding was provided in order to progress the scheme to full business case (Decision Point 4). This change request is to allocate further development funding of £972,000 to the project in order for Activity 4 to be completed.

The change request is required as a result of the project taking significantly longer and costing more to develop than originally anticipated. This is due to a number of reasons as summarised below:

1. Over 36 small pieces of land and property interests must be acquired to enable the delivery of the project. Detailed negotiations with all the landowners have and are continuing to take longer and costing more than originally anticipated.
2. Extra design iterations have been required as a result of the on-going negotiations with landowners to ensure the design was optimised to reduce land take whilst still achieving the benefits.
3. Following extended negotiations with a small number of landowners, it is now apparent that a compulsory purchase order (CPO) will be required to assemble the land. This has significantly extended the project.
4. It is expected that a public inquiry will be required as part of the CPO process which will require additional funding both for legal and technical specialists to present the case for the scheme as well as funding for an appropriate public venue.
5. Difficulties in negotiations with landowners, have necessitated the use of legal powers to gain access to land and property for surveys to allow the design to be completed, this will increase both costs and time taken to complete this element of the works.
6. Negotiations with interested parties to secure agreement for the revised parking restriction TROs is taking longer than anticipated.
7. Listed Building consent is required for two properties, this required extra work has now been granted.

The overall project cost is currently not anticipated to change from the £6.8m originally estimated, however this will be confirmed at Full Business Case. A large optimism bias value was included in the initial estimate. The Project Promoters are confident that increases in design costs are likely to be met within the total scheme cost of £6,826m.

Costs

The total scheme cost is £6,826,000; WYCA's contribution to this would be £4,900,000. Additional funding sought from this change request is £972,000.

Timescales

Decision Point 4 approval planned for September 2018, once the scheme has had the CPO approved.

Decision Point 5 approval planned for January 2019

Date for completion February 2020

Tolerances

In order for the scheme to follow the Assurance Pathway and Approval Route that are proposed in this report, it should remain within the following tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or WYCA for further consideration.

- The scheme should remain within +10% of the overall scheme cost set out in this report
- The scheme should be delivered within +6 months of the timescales set out in this report

Project Responsibilities

Senior Responsible Officer:	Julian Jackson, Bradford Council
Project Manager:	Richard Gelder, Kirklees Council
WYCA Case Officer:	Caroline Coy, WYCA

Recommendations

That Investment Committee recommends to WYCA's Managing Director:

- That the Harrogate Road New Line scheme's additional development costs of £972,000 are approved in order to progress the scheme to Decision Point 4 and that WYCA amend the existing Funding Agreement with Bradford Council for expenditure of up to £1,300,000 to be funded from the WY+TF.
- That the scheme will return to Investment Committee and WYCA at Decision Point 4 (Full Business Case).

Projects in Stage 3 – Programme Committed



2.8 There are no schemes in **Stage 3 – Programme Committed** that require consideration by Investment Committee at this meeting.

2.9 Decisions made through the Delegation to the Managing Director

Since Investment Committee's meeting on 16 June 2017, decisions regarding the following two schemes have been exercised. These decisions were made through the delegation to WYCA's Managing Director following a recommendation from WYCA's Programme Appraisal Team.

- **New Bolton Woods Decision Point 4 (Full Business Case)**

The New Bolton Woods project will undertake essential site remediation, preparation and infrastructure works to facilitate the delivery of a key phase of residential development within a major mixed-use regeneration scheme. New Bolton Woods sustainable urban village will provide over 1000 new homes in the Bradford Shipley Canal Road Corridor regeneration area. The rehabilitation and preparation of 5.66Ha of brownfield land for housing development purposes will deliver 145 new homes by 2021. Bradford Council have applied to WYCA for a £3.6m grant (with conditions) to support this project.

Following consideration of the project's Full Business Case, WYCA's Programme Appraisal Team recommended to WYCA's Managing Director that the project should proceed through Decision Point 4 (Full Business Case) to Activity 5 (Full Business Case with Finalised Costs). This approval was granted through the delegation to the Managing Director on 16 June 2017. The project is forecast to reach Decision Point 5 in September 2017 at which stage the project will be considered by Investment Committee and full approval will be sought from WYCA. Delivery of the scheme is forecast to commence in January 2018.

A summary of the Scheme's Business Case is included in **Appendix 5**.

- **A629 Phase 1a Decision Point 5 (Full Business Case with Finalised Costs)**

Improvements along the A629 corridor between Halifax and Huddersfield is one of the priority schemes programmed to be implemented as part of the West Yorkshire Plus Transport Fund programme. Corridor improvements under the Transport Fund will see a £120.6m transport package comprising multi-modal interventions which will improve journey time reliability, through a combination of road space reallocation and targeted junction improvements to address key congestion hot spots. Delivered in a number of phases over the next five years, it will also bring major transformations to Halifax town centre's pedestrian environment, public transport network and infrastructure. The scheme is a crucial component in realising the Halifax Town Centre Delivery Plan aspirations, and unlocking key Local Plan growth sites.

Phase 1a is the most progressed of the phases. The scheme comprises works on the following key junctions and locations:

- Jubilee Road to Dudwell Lane
- Dudwell Lane Junction
- Dryclough Lane Junction
- Dryclough Lane to Shaw Hill/Free School Lane
- Shaw Hill/Free School Lane Junction

This will deliver:

- Accessibility improved to and from Halifax, Huddersfield and key employment areas;
- Accessibility/severance between surrounding business and residential areas is improved;

- Increased cycle mode share to key attractions on the A629 for all modes;
- Reduced levels of rat-running through Siddal and Exley;
- Increased vehicle throughput;
- Decrease in public transport journey time variability;
- Decrease in end to end corridor journey times; and
- Improvement in air quality.

The scheme received Decision Point 4 (Full Business Case) approval from WYCA at the meeting on the 6 April 2017. As part of this approval WYCA also agreed that Decision Point 5 approval could be delegated to WYCA's Managing Director providing that the scheme remained within its approval tolerances. The scheme has remained within these tolerances and the Full Business Case with finalised costs set out a total project value of £8,156,655, which was within the cost tolerance of £8.5m. As a result the scheme sought Managing Director delegated approval to proceed through Decision Point 5 into Activity 6 (Delivery), and also to increase the existing funding agreement by £5,943,518 to reflect the total project value. Managing Director delegated approval was received on the 16 June 2017.

A summary of the Scheme's Business Case is included in **Appendix 6**.

3. Financial Implications

- 3.1 The report seeks endorsement to expenditure from the available WYCA funding as set out in this report.

4. Legal Implications, Access to Information

- 4.1 The payment of any funding received through the Local Growth Deal to any partner will be subject to a funding agreement being in place between the WYCA and the partner in question.

5. Staffing Implications

- 5.1 A combination of WYCA and District partner programme management resources are identified within the programme. The ability to secure external specialist resource is contained within the programme as well so that the resources are or will be in place in order to manage the delivery of any of the projects that may be recommended for funding from this paper.

6. Recommendations

6.1 West Yorkshire Plus Transport Fund Transformational Schemes - Wakefield South Featherstone Link Road

That the Investment Committee recommends to WYCA that funding of £284k is approved for the Wakefield South Featherstone Link Road scheme to progress through Decision Point 2 and develop a Strategic Case for the Transformational Project. In addition, that Investment Committee recommends to WYCA that WYCA

enter into a Funding Agreement with Wakefield Council for expenditure of up to £284K from the West Yorkshire Plus Transport Fund.

6.2 West Yorkshire Plus Transport Fund Transformational Schemes - York Outer Ring Road Dualling

That the Investment Committee recommends to WYCA that funding of £295k is approved for the York Outer Ring Road Dualling scheme to progress through Decision Point 2 and develop a Strategic Case for the Transformational Project. In addition, that Investment Committee recommends to WYCA that WYCA enter into a Funding Agreement with York Council for expenditure of up to £295K from the West Yorkshire Plus Transport Fund.

6.3 West Yorkshire Plus Transport Fund Transformational Schemes - North Kirklees Orbital Route

That the Investment Committee recommends to WYCA that funding of £248k is approved for the North Kirklees Orbital Route scheme to progress through Decision Point 2 to develop a Strategic Case for the Transformational Project. In addition, that Investment Committee recommends to WYCA that WYCA enter into a Funding Agreement with Kirklees Council for expenditure of up to £248K from the West Yorkshire Plus Transport Fund.

6.4 WYCA's Portfolio Information Management System

That Investment Committee recommends to WYCA:

- That the Portfolio Information Management System (PIMS) proceeds through Decision Point 2 onto Stage 2 Activity 5 (Full Business Case with Finalised Costs).
- That an indicative approval to the total project value of £150k capital for the development of the system and £50k per annum on-going licence fee (the on-going licence fee will be required from 18/19 onwards), to be funded as an overhead cost from the overall Portfolio Management Office costs, is given. Ultimate approval to spend will be granted once the scheme has progressed through the Assurance Process to Decision Point 5 (Full Business Case with finalised costs).
- That the future approvals at Decision Point 5 are made through a delegation to WYCA's Managing Director following a recommendation by WYCA's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

6.5 Harrogate Road New Line – Change Request

That the Harrogate Road New Line scheme's additional development costs of £972,000 are approved in order to progress the scheme to Decision Point 4 and that WYCA amend the existing Funding Agreement with Bradford Council for expenditure of up to £1,300,000 to be funded from the WY+TF.

That the scheme will return to Investment Committee and WYCA at Decision Point 4 (Full Business Case).

7. Appendices

- **1 - West Yorkshire Plus Transport Fund Transformational Schemes - Wakefield South Featherstone Link Road EOI/Case Paper Summary**

- **2** - West Yorkshire Plus Transport Fund Transformational Schemes - York Outer Ring Road Dualling EOI/Case Paper Summary
- **3** - West Yorkshire Plus Transport Fund Transformational Schemes - North Kirklees Orbital Route EOI/Case Paper Summary
- **4** - WYCA's Portfolio Information Management System Business Case Summary
- **5** - New Bolton Woods Business Case Summary
- **6** - A629 Phase 1a Business Case Summary

8. Background Documents

8.1 None as part of this report