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**Report to:** West Yorkshire Combined Authority  
**Date:** 1 February 2018  
**Subject:** Capital Spending and Project Approvals

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**1 Purpose**

- 1.1 To put forward proposals for the progression of, and funding for, a number of WYCA supported projects, including West Yorkshire plus Transport Fund (WY+TF) and Growth Deal, for consideration by WYCA at Stages 1, 2 and 3 of WYCA’s Assurance process.
- 1.2 This report presents proposals for the progression of seven schemes through WYCA’s Assurance process in line with the Leeds City Region Assurance Framework. These schemes have a total combined funding value of £20.731m<sup>1</sup> when fully approved, of this amount £17.062m will be funded by WYCA. A total expenditure recommendation to the value of £0.657m is sought as part of this report for the development and delivery of these schemes. Further detail on the schemes summarised below can be found as part of this report.

Bradford Interchange Phase 1 <i>Bradford Scheme</i>	Decision Point 2 (Case Paper) Total Value - £5.650m Total Value of WYCA Funding - £5.650m Funding Recommendation sought – £0.100m	A scheme to carry out short to medium term works to improve both the looks and usability of Bradford Interchange (a combined rail, bus and coach station in central Bradford).
Bradford Interchange Phase 2 <i>Bradford Scheme</i>	Decision Point 2 (Case Paper) Total Value - £0.512m Total Value of WYCA Funding - £0.512m Funding Recommendation sought – £0.512m	A proposal to carry out pre-feasibility works for Phase 2 of the Bradford Interchange Scheme. This will inform, identify and assess the options available in order to develop the Interchange into a high quality gateway to the city.
Project Beta <i>Leeds Scheme</i>	Decision Point 2 (Case Paper) Total Value – Exempt information Total Value of WYCA Funding - £3.000m Funding Recommendation sought – £0m	A scheme that will lead to the establishment of a new UK based drug manufacturing facility in the Leeds Enterprise zone
Natural Flood Management Programme <i>Leeds City Region-wide scheme</i>	Decision Point 3 (Outline Business Case) Total Value - £3.801m Total Value of WYCA Funding - £1.700m Funding Recommendation sought – £0.045m	A programme of small projects to implement natural flood management measures (such as increased woodland cover and run-off attenuation measures) within prioritised sub-catchment areas of the rivers Aire, Calder, Colne and Holme.

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<sup>1</sup> This figure does not include the total value for Project Beta, this includes the WYCA Grant funding value only. The total project value figure is exempt under Paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information).

Wyke Beck Valley Flood Alleviation <i>Leeds scheme</i>	Decision Point 4 (Full Business Case) Total Value – 4.168m Total Value of WYCA Funding - £2.600m Funding Recommendation sought – £0	A project to manage flood risk and develop green infrastructure to the Wyke Beck Valley River Catchment area.
York Outer Ring Road Junction <i>York scheme</i>	Decision Point 4 (Full Business Case) Total Value - £3.600m Total Value of WYCA Funding - £3.600m Funding Recommendation sought – £0	A scheme to deliver improvements to the York Outer Ring Road / Wetherby Road Roundabout
Project Raven Leeds City Region-wide scheme	Decision Point 2 (Case Paper) Total Value - £1.000m Total Value of WYCA Funding - £1.000m Funding Recommendation sought – £0	A scheme that will provide a global shared services centre.

1.3 This report also presents recommendations for the following schemes that have had Change Requests assessed in line with WYCA’s Assurance Process. These schemes have a total combined funding value of £2.140m when fully approved, all of which will be funded by WYCA. A total expenditure recommendation to the value of £0.640m is sought as part of this report for the development and delivery of these schemes. Further detail on the schemes summarised below can be found as part of this report.

DfT’s Cycling and Walking to Work Fund <i>West Yorkshire Wide Scheme</i>	Activity 6 (Delivery) Change Request Total Value - £2.140m Total Value of WYCA Funding - £2.140m Funding Recommendation sought – £0.640m	Funding for further strategic development of this multi-modal corridor scheme which links Bradford, Brighouse and Huddersfield.
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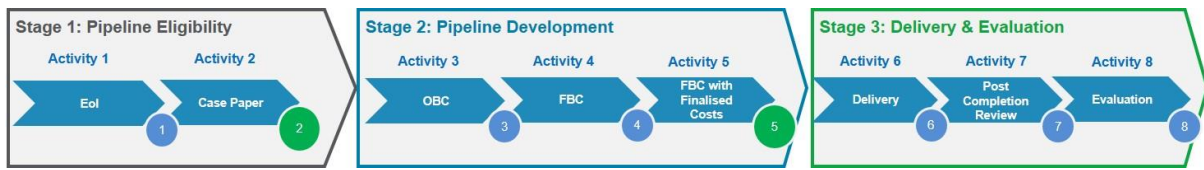
1.4 WYCA’s Assurance Framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a Decision Point to the next activity
- Indicative or full approval to the total value of the scheme
- Funding requested
- WYCA’s entry into a funding agreement with the scheme’s Promoter
- The Assurance Pathway and Approval Route for future Decision points
- The scheme’s Approval Tolerances

This report provides the information required to enable WYCA to approve each of the above elements.

## 2 Information

2.1 This report puts forward proposals for the progression of, and funding for, a number of schemes for approval by WYCA, following consideration by the Investment Committee. WYCA will recall that a three stage approach has been introduced as part of an enhancement to current project management arrangements, with the requirement that all projects subject to minor exceptions as detailed in the Assurance Framework, will as a minimum, need to formally pass Decision Points 2 (case paper approval) and 5 (final cost approval), highlighted in green below, with the requirement to meet the intervening activities deemed on a project by project basis.



2.2 The Programme Appraisal Team (PAT) appraises all schemes at the Decision Points. The PAT consists of an independent panel of officers representing policy, legal, financial, assurance and delivery supplemented with external experts. The scheme promoters from the District Councils or Partner Delivery organisations attend the meeting to introduce the scheme and answer questions from the panel. The Terms of Reference for the PAT are contained within the Leeds City Region Assurance Framework.

2.3 Six schemes that are set out in the following report have been considered by West Yorkshire and York’s Investment Committee and have been recommended for approval. These are summarised as:

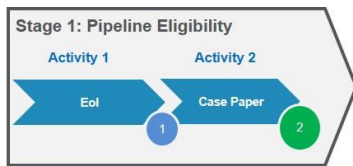
Bradford Interchange Phase 1	Decision Point 2 (Case Paper)
Bradford Interchange Phase 2	Decision Point 2 (Case Paper)
Project Beta	Decision Point 2 (Case Paper)
Natural Flood Management Programme	Decision Point 3 (Outline Business Case)
Wyke Beck Valley Flood Alleviation	Decision Point 4 (Full Business Case)
York Outer Ring Road Junction	Decision Point 4 (Full Business Case)

2.4 The following two schemes have progressed directly to WYCA, because of either timescales relating to their delivery or governance requirements of the funding stream.

Project Raven	Decision Point 2 (Case Paper)
DfT Cycling and Walking to Work Fund	Activity 6 (Delivery) Change Request

## Programmes and Projects for Consideration

### **3 Projects in Stage 1: Pipeline Eligibility**



3.1 Projects at the eligibility stage are seeking entry into the portfolio and should demonstrate a strategic fit in terms of project outcomes, 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.

#### **3.2 Bradford Interchange Phase 1 and Phase 2 Schemes**

The following two schemes have been developed and appraised as two separate Expressions of Interest, however they are linked in that Phase 1 is the shorter term scheme, and Phase 2 represents the longer term aspirations for Bradford Interchange.

#### **3.3 Bradford Interchange Phase 1 (Decision Point 2 Case Paper)**

Is this a key decision?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	N/A

#### **Background**

3.3.1 Bradford Interchange Phase 1 Scheme seeks to carry out short to medium term non-abortive works to improve the look and usability of the Interchange which is currently used by 6 million bus passengers and 3 million rail users each year.

The scheme has the following objectives:

- Delivery of an improved gateway environment on arrival into the city of Bradford - Most critical to this goal is the removal of vehicular movements from the main Bridge Street entrance into the interchange. This will in turn facilitate the creation of a pedestrianised station frontage to provide an improved user experience.
- Reorientation of taxi and drop off facilities – in order to create the above gateway, those vehicles which currently dominate the station frontage would

require an alternative provision. This alternative should in itself be attractive to both customers and the taxi operators.

- Improvements to station concourses – as is the case with the Bridge Street frontage, the concourse environments do not provide a fitting customer experience for a station of this scale.
- Improved intermodal connectivity within the station site – the improved interchange must provide improved user experiences in passing between modes. This would include both interchange between rail and bus, public transport and taxi as well as coaches and the aforementioned modes.

3.3.2 Funding is now being sought by Bradford Council of £0.100m to refine the potential solutions to an Outline Business Case (Activity 3) and demonstrate that the above objectives are achievable within the forecast total indicative scheme cost of £5.65m. Any works undertaken are seeking to be non-abortive given that longer term transformational (Phase 2 and 3) works will at future stages bring further significant changes to this site.

#### **Costs**

3.3.3 The scheme has an existing approval of £0.080m which funded pre-feasibility works.

3.3.4 The total scheme cost is forecast to be £5.65m, which would be funded entirely from the West Yorkshire plus Transport Fund.

3.3.5 The scheme promoters require a further £0.100m of development funding to cover the cost of undertaking further feasibility work to determine scope and costs of the scheme including stakeholder engagement and preliminary design works, and outline business case preparation in order to take the scheme to Decision Point 3.

#### **3.3.6 Timescales**

- An Outline Business Case submission is programmed for September 2018/19.
- Full Business Case plus Finalised Costs (Decision Point 5) for June-September 2019/20.
- Start on site September 2019/20 with completion December 2020/21.

#### **Assurance Pathway and Approval Route**

3.3.7 The table below outlines the proposed Assurance Process and corresponding Approval Route for this scheme. The Assurance Pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The Approval Route indicates which Committees or Officers will make both a recommendation and approval of the scheme at each Decision Point. A

delegated decision can only be made by the Managing Director if this has received prior approval from WYCA.

Assurance Pathway	Approval Route
Decision Point 2 (Case Paper)	<ul style="list-style-type: none"> <li>• Recommendation - Investment Committee</li> <li>• Approval – WYCA</li> </ul>
Decision Point 3 (Outline Business Case)	<ul style="list-style-type: none"> <li>• Recommendation – Investment Committee</li> <li>• Approval - Delegation to WYCA Managing Director</li> </ul>
Decision Point 5 (Full Business Case with Finalised Costs)	<ul style="list-style-type: none"> <li>• Recommendation - Investment Committee</li> <li>• Approval – WYCA</li> </ul>

### **Tolerances**

3.3.8 In order for the programme 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 total project costs will remain within 10% of the total project costs outlined in this report.
- That the project delivery timescales will remain within 3 months of the agreed programme set out in the report.

### **Project Responsibilities**

3.3.9 Senior Responsible Officer: Julian Jackson, City of Bradford MBC  
 Project Manager: Tom Jones, City of Bradford MBC  
 WYCA Case Officer: Helen Friedrichsen

### **Recommendations**

3.3.10 That WYCA approves that:

- The Bradford Interchange Phase 1 project proceeds through Decision Point 2 and work commences on Activity 3 (Outline Business Case) of the Assurance process.
- That an indicative approval to the total project value of up to £5.65m is given to be funded from the West Yorkshire plus Transport Fund, with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (Final Business Case with Finalised Costs).
- That further development costs of up to £0.100m are approved in order to progress the scheme to Decision Point 3 (Outline Business Case) taking the total project approval to £0.180m, and that WYCA enter into an addendum to the existing funding agreement with City of Bradford Metropolitan District Council

for total expenditure of up to £0.180m from the West Yorkshire plus Transport Fund.

- That future approvals are made in accordance with the Approval Pathway and Approval Route set out in this Case Paper. This will be subject to the scheme remaining within the tolerances outlined in this Case Paper.

### 3.4 Bradford Interchange Phase 2 – Pre-feasibility Option Development (Decision Point 2 Case Paper)

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	N/A

#### Background

- 3.4.1 This project relates exclusively to the pre-feasibility work required to gain an understanding of the Phase 2 options for Bradford Interchange.
- 3.4.2 The Bradford Interchange site comprises a rail station, a bus station, a shared concourse with travel centres operated by West Yorkshire Combined Authority and Network Rail, as well as car parks, taxi rank and retail premises. The Interchange, built in the 1970s, with incremental additions over the years requires investment to achieve a high quality contemporary gateway and arrival point to the city of Bradford. The site is on multi levels and this impedes the interchange between different modes of transport at the site.
- 3.4.3 Given the complexity of the Interchange site and the need to develop a high quality gateway that will have a lasting positive impact on the city, Phase 2 requires a thorough assessment of the potential options and their impacts. Crucial to this option development work is the requirement to minimise abortive works, both in relation to short term works being progressed through Phase 1 and in light of the continuing possibility of a Northern Powerhouse Rail station future for the interchange site.
- 3.4.4 The purpose of this project, sought under the Transformational Fund of the West Yorkshire plus Transport Fund, is to undertake required structural surveys (to the NCP building and Bus Deck) and transport surveys, to gather as much technical knowledge about the site. It also seeks to carry out options master-planning on Phases 2A, 2B and 2C and stakeholder engagement to select a preferred option for the site. This approval does not cover the development of any scheme resulting from this pre-feasibility work or provide any indicative agreement to funding this scheme. The resulting scheme will need to proceed separately through the WYCA Assurance Process if and when a funding source is identified.

## Costs

- 3.4.5 A funding approval is sought for £0.512m towards pre-feasibility works in order to select a preferred strategic option for Bradford Interchange Phase 2 and inform an updated Expression of Interest.

## Timescales

- 3.4.6 This pre-feasibility work is due to be completed in early 2019/20.

## Assurance Pathway and Approval Route

- 3.4.7 The table below outlines the proposed Assurance Process and corresponding Approval Route for this scheme. The Assurance Pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The Approval Route indicates which Committees or Officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from WYCA.

Assurance Pathway	Approval Route
Pre-feasibility Works as part of Decision Point 2 (Case Paper)	Recommendation - Investment Committee Approval – WYCA

## Tolerances

- 3.4.8 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 total project costs will remain within 10% of the total project costs outlined in this report.
  - That the project delivery timescales will remain within 3 months of the agreed programme set out in this report.

## Project Responsibilities

- 3.4.9 Senior Responsible Officer: Julian Jackson, City of Bradford MBC  
Project Manager: Tom Jones, City of Bradford MBC  
WYCA Case Officer: Helen Friedrichsen



## Recommendations

3.4.10 That WYCA approves that:

- Approval is given to £0.512m pre-feasibility funding from the WY+TF Transformational Projects Fund to support the selection of a preferred option for progressing Phase 2 of this project and that WYCA enter into a Funding Agreement with City of Bradford Metropolitan District Council for expenditure of up to £0.512m from the WY+TF Transformational Projects Fund.

### 3.5 Project Beta (Decision Point 2 Case Paper)

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	Paragraph 3

#### Background

- 3.5.1 Project Beta relates to an application from a company seeking support to establish a new UK based, drug manufacturing facility. Subject to regulatory approval these drugs could treat a wide range of difficult to treat human conditions, particularly in children. The Leeds Enterprise Zone was put forward as a location for this company and detailed dialogue has taken place with Leeds City Council and the LEP about funding to help to support the project. The scale of investment required will require a combination of funding which may involve both WYCA, Leeds City Council and Government alongside any private investment to secure the development. The company is expected to make a final decision shortly about their preferred location in the UK. The plant could create c£1bn growth each year for the city region and rates estimated at c£1m per annum which will be retained by the LEP until 2037.
- 3.5.2 At the meeting of WYCA on 2 February 2017, Project Beta was accepted as a good strategic fit with the Strategic Economic Plan and it was accepted into the pipeline and approved to continue to Activity 4 (Full Business Case) of the Assurance Framework in order to define the amount of funding required and the details of the Project. At that point in its development the level of financial support requested by the applicant differed considerably from the current level of support requested which is set out in this report. The company now requests a £3m grant, which is seen as an important part of a wider regional offer to the applicant to enable the company to commit to locating the facility in Leeds. In response to this change to the project, support in principle was sought from Investment Committee in November and WYCA in December 2017 to the revised request, which was provided.

- 3.5.3 As a result of the level of change to the support request from the applicant, it has been decided that the project will be appraised as a new project through the WYCA Assurance Process and as a result has now been submitted as an Expression of Interest (Decision Point 1) and appraised via a Case Paper. As a result WYCA are now requested to consider the scheme at Decision Point 2 (Case Paper).
- 3.5.4 The company now requests a £3m grant, which is seen as an important part of a wider regional offer to the applicant to enable the company to continue to commit to locating the facility in Leeds.
- 3.5.5 Due to the confidential nature of the proposals relating to Project Beta and the non-disclosure agreement signed between WYCA and the applicant, it is necessary to provide the further detail to support the recommendations in this report via an exempt appendix. In particular, the detail of the project tolerances. This is provided in **Exempt Appendix 1**.

#### **Costs**

- 3.5.6 A grant of 3m is sought from the Strategic Inward Investment Fund (SIIF), which is a Growth Deal programme supporting large firms to locate in the City Region.

#### **Timescales**

- 3.5.7 The project milestones are as follows:

- |  |               |
|--|---------------|
| • Expression of Interest approved by WYCA        | February 2018 |
| • Full Business Case submitted                   | March 2018    |
| • Full Business Case approval (Decision Point 5) | July 2018     |
| • Construction of facility commences             | January 2019  |
| • Facility constructed (Decision Point 6)        | May 2020      |
| • Commercial production commences                | February 2021 |

#### **Assurance Pathway and Approval Route**

- 3.5.8 The table below outlines the proposed Assurance Process and corresponding Approval Route for this scheme. The Assurance Pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The Approval Route indicates which Committees or Officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from WYCA.

Assurance Pathway	Approval Route
Decision Point 2 (Case Paper)	Recommendation - Investment Committee Approval – WYCA
Decision Point 4 (Full Business Case)	Recommendation – Programme Appraisal Team Approval – Delegated to WYCA’s Managing Director
Decision Point 5 (Full Business Case with Finalised Costs)	Recommendation – Programme Appraisal Team Approval – Delegated to WYCA’s Managing Director

## Tolerances

3.5.9 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 the WYCA Grant Funding should remain within £3m.
- That the delivery programme should remain within 3 months of the timescales set out in this report.
- Should the risks set out in the **Exempt Appendix 1** materialise.
- Should the benefits set out in the **Exempt Appendix 1** not materialise.

## Project Responsibilities

3.5.10 Senior Responsible Officer: David Shepherd (WYCA)  
WYCA Lead Officer: David Moore (WYCA)  
WYCA Case Officer: Chris Maunder

## Recommendations

3.5.11 That WYCA approves that:

- Project Beta proceeds through Decision Point 2 and work commences on Activity 4 (Full Business Case)
- An indicative approval to the proposed grant funding award of £3m is given, to be funded from the Strategic Inward Investment Fund, with Full Approval to expenditure being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (Full Business Case with Finalised Costs).
- Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

## Projects in Stage 2: Pipeline Development



3.6 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.

### 3.7 **Leeds City Region Natural Flood Management Scheme (Decision Point 3 Outline Business Case)**

Is this a key decision?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	N/A

### **Background**

3.7.1 At WYCA's meeting on the 29 June 2017, the Leeds City Region Flood Alleviation for Growth Programme received Decision Point 2 (Case Paper) approval. The Programme had a total forecast value of £77m, which included a £20m funding contribution from WYCA.

3.7.2 The programme contained a number of flood risk management projects to improve the resilience of businesses in the parts of the Leeds City Region which are currently affected by high flood risk. It was agreed that the programme's projects would proceed through WYCA's Assurance Process on an individual basis, returning to Investment Committee for recommendation at either Decision Point 3 (Outline Business Case) or Decision Point 4 (Full Business Case), whichever was most appropriate to the scheme. The Leeds City Region Natural Flood Management Scheme is one of the identified projects from the programme. The project encompasses a pipeline of small projects and is being developed by Local Authorities, Catchment Partnerships, Yorkshire Dales National Park Authority, Yorkshire Wildlife Trust, White Rose Forest and Yorkshire Water initiative to implement natural flood management measures within prioritised sub-catchment areas of the rivers, Aire, Calder, Colne and Holme. The Local Growth Fund contribution will deliver a range of outcomes including increased woodland cover and run off attenuation measures with upper catchment areas to reduce flow rates. This will provide long term benefits for the urban centres and Leeds City Region Spatial Priority Areas downstream, as well as providing additional benefits like increased biodiversity, recreation, tourism activity

and contributions to WYCA’s target of a zero carbon economy.

### **Costs**

- 3.7.3 The forecast total scheme cost is £3.801m, which will be funded through £1.700m of WYCA funding, other public sector investment of £2.08m and other private sector investment of £0.021m.
- 3.7.4 Development cost funding of £0.045m is requested in order to progress development of the Colne and Calder element of the scheme through Decision Points 4 and 5 (Full Business Case and Full Business Case with Finalised Costs). At this stage no other elements of the scheme require development funding.

### **Timescales**

- 3.7.5 Full Business Case with Finalised Costs (Decision Point 5) to be approved by July 2018. Full Delivery of works (Decision Point 6) to be completed by December 2020.

### **Assurance Pathway and Approval Route**

- 3.7.6 The table below outlines the proposed Assurance Process and corresponding Approval Route for this scheme. The Assurance Pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The Approval Route indicates which Committees or Officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from WYCA.

<b>Assurance Pathway</b>	<b>Approval Route</b>
Decision Point 3 (Outline Business Case)	Recommendation - Investment Committee Approval - WYCA
Decision Point 4 (Full Business Case)	Recommendation – Programme Appraisal Team Approval - A delegated decision by the Managing Director
Decision Point 5 (Full Business Case with Finalised Costs)	Recommendation – Programme Appraisal Team Approval - A delegated decision by the Managing Director

### **Tolerances**

- 3.7.7 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 total project costs will remain within 10% of the total project costs outlined in this report.

- That the project delivery timescales will remain within 3 months of the agreed programme set out in this report.

### **Project Responsibilities**

3.7.8 Senior Responsible Officer: Simon Taylor, Kirklees Council  
 Project Manager: Guy Thompson, Kirklees Council, Daisy Johnson, WYCA  
 WYCA Case Officer: Paul Coy

### **Recommendations**

3.7.9 That WYCA approves that:

- The LCR Pilot Natural Flood Management Programme proceeds through Decision Point 3 and work commences on Activity 4 (Full Business Case).
- That an indicative approval to WYCA’s contribution of £1.700m (which will be funded through from the Local Growth Deal 3 fund) is given with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (Full Business Case with Finalised Costs). The total project value is £3.801m.
- That development costs of £0.045m are approved in order to progress the scheme to Decision Point 4 and that WYCA enter into a Funding Agreement for expenditure of up to £0.045m from the Local Growth Deal Fund.
- That future approvals are made in accordance with the Approval Pathway and Approval Route set out in this report, including at Decision Point 5 through a delegation to WYCA’s Managing Director following a recommendation by WYCA’s Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **3.8 Wyke Beck Valley Flood Alleviation (Decision Point 4 Full Business Case)**

Is this a key decision?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	N/A

### **Background**

3.8.1 At WYCA’s meeting on the 29 June 2017, the Leeds City Region Flood Alleviation for Growth Programme received Decision Point 2 (Case Paper) approval. The Programme had a total forecast value of £77m, which included a £20m funding contribution from WYCA. The programme contained a number of flood risk management projects to improve the resilience of businesses in parts of the Leeds City Region which are currently affected by high flood risk. It was agreed that the

Programme's projects would proceed through WYCA's Assurance Process on an individual basis, returning to Investment Committee for recommendation at either Decision Point 3 (Outline Business Case) or Decision Point 4 (Full Business Case), whichever was most appropriate to the scheme. The Wyke Beck Valley Flood Alleviation Scheme is one of the identified projects from the programme.

- 3.8.2 The Wyke Beck watercourse starts at Waterloo Lake in Roundhay Park in north Leeds and flows through the east of the city, into the Aire Valley Enterprise Zone, before joining with the river Aire, south-east of the city centre.
- 3.8.3 The Wyke Beck valley river catchment has a long history of flooding and drainage issues. Leeds City Council (LCC) in partnership with the Environment Agency (EA) have developed a plan to address these issues in order to meet strategic priorities for Leeds City Region in particular managing flood risk and sustaining green infrastructure. A catchment wide approach has been taken, as sought in the Leeds City Region Flood Review. The three independent but complementary schemes are all situated within Local Nature Reserves associated with Wyke Beck and provide multiple benefits.
- 3.8.4 The Wyke Beck Valley is also an extremely important green corridor for wildlife having several unique Biodiversity Action Plan (BAP) Priority Habitats of high ecological value. Habitats of moderate to high ecological value within the valley include a number of semi-natural, broad-leaved woodlands (Lowland Mixed Deciduous Woodland UK BAP Priority Habitat) with an extensive distribution of woodland ground flora species indicating their value as long-established, semi-natural woodland.
- 3.8.5 A number of species-rich hedgerows have been identified within the valley (Hedgerows UK BAP Priority Habitat). These hedgerows are of high ecological value acting as important corridor links between the sites and providing habitat opportunities for many species of plants and animals.
- 3.8.6 White-clawed crayfish has a breeding population within the Wyke Beck. Six species of bat have been recorded foraging within the Valley. Many birds listed as UK and Local BAP Priority Species and birds listed on the red and amber list of Birds of Conservation Concern have also been recorded in the Valley. This project will help to secure the future of these valuable habitats.

### **Costs**

- 3.8.7 The forecast total project outturn costs is £4.168m.
- 3.8.8 WYCA Funding contribution is up to £2.600m.
- 3.8.9 The remainder of the project costs will be funded from Section 106 developer contribution, and district funding through the Environment Agency.

## Timescales

3.8.10 It is forecast that the project will be approved for Full Business Case with Finalised Costs in February 2018 (following WYCA's anticipated approval of Decision Point 4 on 1 February) and should be ready to commence delivery by February 2018 depending on all the relevant approvals. Delivery is programmed for completion (Decision Point 6) in October 2019.

## Assurance Pathway and Approval Route

3.8.11 The table below outlines the proposed Assurance Process and corresponding Approval Route for this scheme. The Assurance Pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The Approval Route indicate which Committees or Officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from WYCA.

Assurance Pathway	Approval Route
Decision Point 4 (Full Business Case )	Recommendation - Investment Committee Approval - WYCA
Decision Point 5 (Full Business Case with Finalised Costs)	Recommendation – Programme Appraisal Team Approval – A delegated decision by WYCA's Managing Director

## Tolerances

3.8.12 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 WYCA contribution should remain within £2.600m.
- The delivery programme should remain within 3 months of the timescales set out in this report.

## Project Responsibilities

3.8.13 Senior Responsible Officer: Adam Brannen, Leeds City Council  
Project Manager: Daisy Johnson, WYCA & Jason Green, Leeds City Council  
WYCA Case Officer: Paul Coy



## Recommendations

3.8.14 That WYCA approves that:

- The Wyke Beck Valley Flood Alleviation Project proceeds through Decision Point 4 and work commences on Activity 5 (Full Business Case with Finalised Costs).
- That an indicative approval to WYCA's contribution of £2.600m (which will be funded through from the Local Growth Deal 3 fund) is given with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (Full Business Case with Finalised Costs).
- That future approvals are made in accordance with the Approval Pathway and Approval Route set out in this report, including at Decision Point 5 through a delegation to WYCA's Managing Director following a recommendation by WYCA's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### 3.9 York Outer Ring Road – Phase 1 (Full Business Case Decision Point 4)

Is this a key decision?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	N/A

#### Background

- 3.9.1 The A1237 York Outer Ring Road (YORR) has been the subject of a comprehensive and long-term strategy to review and develop junction improvements at identified roundabouts along the route to improve and reduce journey times on this heavily congested route.
- 3.9.2 The YORR Upgrade project includes improvements to 7 existing Outer Ring Road roundabouts between the Wetherby Road and Monks Cross junctions. The aim is to, where possible, upgrade junctions to a similar standard as the recently enhanced A19 and A59 roundabouts: i.e. approaches widened to 3 lanes, exits widened to 2 lanes, minor arm approaches widened to suit traffic flows, provision of walking and cycling improvements (including accommodation for future orbital and radial routes where possible).
- 3.9.3 In order to deliver the YORR strategy it is proposed that it is delivered in a number of phases. Improvements to the roundabout at the junction of the A1237 and B1224 Wetherby Road will be delivered as Phase 1 of the YORR strategy. The proposed measures at this roundabout are:

- A1237 approaches widened to three lanes;
- A1237 exits widened to two lanes;
- Enlarge Inscribed Circle Diameter of roundabout;
- Lane Designations reallocated; and
- Minor arm amendments, including widening and lane marking.

3.9.4 The YORR Programme achieved Gateway 1 approval (equivalent to Decision Point 3 Outline Business Case in the WYCA Assurance Process) at WYCA on 12 December 2014. The Gateway 1 approval allocated an indicative budget of £37.6m to the total programme.

3.9.5 The remaining phases of the York Outer Ring Road project are yet to be fully defined and each phase will be submitted for a recommendation by Investment Committee and subsequently West Yorkshire Combined Authority at Full Business Case (Decision Point 4).

### **Costs**

3.9.6 Forecast total outturn costs for Phase 1 of the scheme are £3.6m. These will be confirmed at Decision Point 5 (Full Business Case with Finalised Costs). Project costs up to £3.6m will be funded by WYCA from the West Yorkshire plus Transport Fund.

3.9.7 The YORR programme has a current approval of £2.450m to fund development of the YORR programme as a whole. No further development funding request is made as part of this report. The Phase 1 Full Business Case notes that the programme outturn costs are currently estimated to be £38.926m with WYCA funding of £38.276m required.

### **Timescales**

3.9.8 The current programme shows Decision Point 5 approval in March 2018, and a start on site early summer 2018.

### **Assurance Pathway and Approval Route**

3.9.9 The table below outlines the proposed future Assurance Process and corresponding Approval Route for this scheme. The Assurance Pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The Approval Route indicate which Committees or Officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from WYCA.

Assurance Pathway	Approval Route
Decision Point 4 (Full Business Case)	Recommendation - Investment Committee Approval - WYCA
Decision Point 5 (Full Business Case with Finalised Costs)	Recommendation – Programme Appraisal Team Approval – WYCA’s Managing Director Delegated Decision

### **Tolerances**

3.9.10 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 total project costs will remain within 5% of the total project costs outlined in this report.
- That the project delivery timescales will remain within 3 months of the agreed programme set out in this report.

### **Project Responsibilities**

3.9.11 Senior Responsible Officer: James Gilchrist, City of York Council  
Project Manager: Gary Frost, City of York Council  
WYCA Case Officer: Tom Murphy

### **Recommendations**

3.9.12 That WYCA approves that:

- The York Outer Ring Road Phase 1 project proceeds through Decision Point 4 and work commences on Activity 5 (Full Business Case with Finalised Costs).
- An indicative approval to York Outer Ring Road Phase 1 total forecast costs of up to £3.600m is given (to be funded from the West Yorkshire plus Transport Fund) with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (Full Business Case with Finalised Costs).
- Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at Decision Point 5 through a delegation to WYCA’s Managing Director following a recommendation by WYCA’s Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

**Projects in Stage 3 – Programme Committed**



3.10 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.

3.11 There is currently nothing to report at this stage of the Assurance Framework.

**4 Schemes proceeding directly to WYCA**

4.1 The following schemes have proceeded directly to WYCA ahead of consideration by the Investment Committee due to the nature of their funding stream or governance requirements.

**4.2 Project Raven (Decision Point 2 Case Paper)**

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	N/A

**Background**

4.2.1 Since 2015 the Trade and Investment team have been working closely with a professional services company, considering potential sites for a global shared services centre.

4.2.2 The firm have now reached the final stages of their decision making process and are modelling two specific options for locating this office.

4.2.3 The office will create up to 100 new additional jobs in the Leeds City Region.

4.2.4 The company have identified a financial gap in the business cases between their two final location options and have requested grant support from WYCA’s Strategic Inward Investment Fund to close this gap, securing the investment in Leeds City Region.

- 4.2.5 This will enable the company to achieve a more ambitious project, capitalising on the data strengths in our region to develop internal capacity in this field.
- 4.2.6 The grant support requested is up to £1m. The exact level of grant support required will be specified at Decision point 4 (Full Business Case) following receipt of the detailed application from the applicant.
- 4.2.7 Due to the commercially confidential nature of the proposals the project is referred to as Project Raven for the purposes of WYCA's Assurance Process appraisal and reporting. A non-disclosure agreement has been signed between WYCA and the applicant, and as a result it is not possible to provide a detailed summary of the scheme's Business Case within these papers.

### Costs

- 4.2.8 Up to £1m in grant support from the Strategic Inward Investment Fund.

### Timescales

- 4.2.9
- If Leeds is the chosen location for this investment recruitment exercises will begin from March 2018, ahead of capital investment beginning in June for an operational start date in summer 2018.
  - The Development stage will be completed by end of June 2020.
  - Job creation outputs will be realised in full by June 2020.

### Assurance Pathway and Approval Route

- 4.2.10 The Table below outlines below the proposed Assurance Process and corresponding Approval Route for this scheme. The Assurance Pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The Approval Route indicate which Committees or Officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from WYCA.

Assurance Pathway	Approval Route
Decision Point 2 (Case Paper)	Recommendation - Programme Appraisal Team Approval – WYCA
Decision Point 4 (Full Business Case)	Recommendation – Business Investment Panel Recommendation – Investment Committee Approval – Delegated to WYCA's Managing Director
Decision Point 5 (Full Business Case with Finalised Costs)	Recommendation – Programme Appraisal Team Approval – Delegated to WYCA's Managing Director

## Tolerances

4.2.11 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 WYCA's total grant contribution should not exceed £1m.
- The Programme timeline should remain deliverable within the Growth Deal period up to March 2021.
- The cost per job should remain under £10,000.

## Project Responsibilities

4.2.12 Senior Responsible Officer: David Shepherd  
Project Manager: Jennie Frost / Sam Lewis  
WYCA Case Officer: Martin Fox

## Recommendations

4.2.13 That WYCA approves that:

- Project Raven proceeds through Decision Point 2 (Case Paper) and commences work on Activity 4 (Full Business Case).
- That indicative approval is given to WYCA's grant contribution up to £1m, to be funded from the Strategic Inward Investment Fund with the remainder of the project costs being funded by the applicant.
- That future approvals are made in accordance with the Approval Pathway and Approval Route set out in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

## 4.3 DfT Cycling and Walking to Work Fund (Activity 6 Delivery Change Request)

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	N/A

## Background

4.3.1 The Cycling and Walking to Work Programme is now in delivery following approval to proceed to Activity 5 and 6 in 2017. The original programme for the funding, based on the grant funding offer from Department for Transport (DfT), was for all activities

to be completed and spend incurred by end of March 2018.

- 4.3.2 The possibility for an extended timescale to enable further engagement activities to take place during months where walking and cycling promotion and training activity was more likely to be successful was raised with DfT as part of initial discussions.
- 4.3.3 Following confirmation that one of the other two authorities in receipt of Cycling and Walking to Work funding had been granted an extension to their programme until July 2018, a Request for Change Report was provided to the PAT meeting proposing that an extension to the delivery timescale be sought from DfT, enabling delivery up to the end of July 2018 and reducing the risk of delivering the planned outputs.

#### **Details of the Request for Change**

- 4.3.4 In December 2017, DfT announced a 6 month, £1.6m extension to the national Cycling and Walking to Work pilot programme, with an additional £640k offered to West Yorkshire. DfT has agreed that delivery can take place up to the end of January 2019 (i.e. 6 months after the previous agreed delivery timescale). It is proposed to extend the current activities in line with the new timescale and funding envelope to increase the expected outputs and benefits of the programme, and a Request for Change has been submitted to the PAT meeting with agreement from the Managing Director.
- 4.3.5 DfT require the additional funding to be claimed by 31<sup>st</sup> March 2018.
- 4.3.6 The Request for Change therefore proposes to extend the delivery timescale to the end of January 2019 and increase the total project budget from £1.5m to £2.14m, enabling a longer period of delivery of the current activities throughout the spring and summer months and through the autumn when employees return to work.

#### **Costs**

- 4.3.7 This Request for Change requires an increase in the project budget from £1.5m to £2.14m, funded from additional Cycling and Walking to Work Funding granted by DfT.
- 4.3.8 This is a change to the tolerance currently set which is at zero tolerance above the current £1.5m funding.

#### **Timescales**

- 4.3.9 Delivery of the extended programme is now proposed to be completed by the end of January 2019, with evaluation of impacts and benefits following this.

## Assurance Pathway and Approvals

4.3.10 The table below outlines the proposed Assurance Process and corresponding Approval Route for this scheme. The Assurance Pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The Approval Route indicate which Committees or Officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from WYCA.

Assurance Pathway	Approval Route
Decision Point 2 (Case Paper)	Approval - WYCA
Decision Point 3 (Outline Business Case)	Approval - WYCA
Decision Point 4 (Full Business Case)	Approval - WYCA
Decision Point 5 (Full Business Case with Finalised Costs)	Approval - WYCA's Managing Director
Decision Point 6 (Delivery)	Approval – WYCA's Managing Director
Decision Point 7 (Post Completion Review)	Approval – WYCA's Managing Director
Decision Point 8 (Evaluation)	Approval – WYCA's Managing Director

## Tolerances

4.3.11 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 the total project costs remain within the agreed allocation of £2.14m.
- That the project delivery timescales remain within the agreed timescales as set out in this report.

## Project Responsibilities

4.3.12 Senior Responsible Officer: Kate Thompson  
Project Manager: Katie Edmondson  
WYCA Case Officer: Heather Briggs



## **Recommendations**

4.3.13 That WYCA approves that:

- The additional funding of £640k offered by DfT to extend the programme is accepted by the Director of Resources as Chief Finance Officer by the deadline of 31 March 2018.
- The Request for Change to programme funding and timescales is outlined in this report.
- The spending of up to £2.14m to be funded from the West Yorkshire Cycling and Walking to Work DfT grant.

## **5 Financial Implications**

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

## **6 Legal Implications**

6.1 The payment of funding to any recipient will be subject to a funding agreement being in place between WYCA and the organisations in question.

6.2 The information contained in **Appendix 1** relating to Project Beta (see section 3.5 of this report) is exempt under Paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). In particular, it provides information in relation to costs at a time when commercial negotiations are ongoing. It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future negotiations.

6.3 WYCA has signed a Non-Disclosure Agreement with the applicant relating to Project Beta and Project Raven.

## **7 Staffing Implications**

7.1 A combination of WYCA and District partner project, programme and portfolio management resources are identified and costed for within the schemes in this report.

## **8 External Consultees**

8.1 Where applicable scheme promoters have been consulted on the content of this report.

## **9 Recommendations**

### **Bradford Interchange Phase 1 (Decision Point 2 Case Paper)**

9.1 That WYCA approves that:

- i The Bradford Interchange Phase 1 project proceeds through Decision Point 2 and work commences on Activity 3 (Outline Business Case) of the Assurance process.
- ii That an indicative approval to the total project value of up to £5.65m is given to be funded from the West Yorkshire plus Transport Fund, with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (FBC with Finalised Costs).
- iii That further development costs of up to £0.100m are approved in order to progress the scheme to Decision Point 3 (Outline Business Case) taking the total project approval to £0.180m, and that WYCA enter into an addendum to the existing funding agreement with City of Bradford Metropolitan District Council for total expenditure of up to £0.180m from the West Yorkshire plus Transport Fund.
- iv That future approvals are made in accordance with the Approval Pathway and Approval Route set out in this Case Paper. This will be subject to the scheme remaining within the tolerances outlined in this Case Paper.

### **Bradford Interchange Phase 2 – Pre-feasibility Option Development (Decision Point 2 Case Paper)**

9.2 That WYCA approves that:

- i Approval is given to £0.512m pre-feasibility funding from the WY+TF Transformational Projects Fund to support the selection of a preferred option for progressing Phase 2 of this project and that WYCA enter into a Funding Agreement with City of Bradford Metropolitan District Council for expenditure of up to £0.512m from the WY+TF Transformational Projects Fund.

### **Project Beta (Decision Point 2 Case Paper)**

9.3 That WYCA approves that:

- i Project Beta proceeds through Decision Point 2 and work commences on Activity 4 (Full Business Case).
- ii An indicative approval to the proposed grant funding award of £3m is given, to be funded from the Strategic Inward Investment Fund, with Full Approval to expenditure being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (FBC with Finalised Costs).
- iii Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Leeds City Region Natural Flood Management Scheme (Decision Point 3 Outline Business Case)**

9.4 That WYCA approves that:

- i The LCR Pilot Natural Flood Management Programme proceeds through Decision Point 3 and work commences on Activity 4 (Full Business Case).
- ii That an indicative approval to WYCA's contribution of £1.700m (which will be funded through from the Local Growth Deal 3 fund) is given with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (FBC with Finalised Costs). The total project value is £3.801m.
- iii That development costs of £0.045m are approved in order to progress the scheme to Decision Point 4 and then WYCA enter into a Funding Agreement for expenditure of up to £0.045m from the Local Growth Deal Fund.
- iv That future approvals are made in accordance with the Approval Pathway and Approval Route set out in this report, including at Decision Point 5 through a delegation to WYCA's Managing Director following a recommendation by WYCA's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Wyke Beck Valley Flood Alleviation (Decision Point 4 Full Business Case)**

9.5 That WYCA approves that:

- i The Wyke Beck Valley Flood Alleviation Project proceeds through Decision Point 4 and work commences on Activity 5 (Full Business Case with Finalised Costs).
- ii That an indicative approval to WYCA's contribution of £2.600m (which will be funded through from the Local Growth Deal 3 fund) is given with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (FBC with Finalised Costs).
- iii That future approvals are made in accordance with the Approval Pathway and Approval Route set out in this report, including at Decision Point 5 through a delegation to WYCA's Managing Director following a recommendation by WYCA's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **York Outer Ring Road – Phase 1 (Full Business Case Decision Point 4)**

9.6 That WYCA approves that:

- i The York Outer Ring Road Phase 1 project proceeds through Decision Point 4 and work commences on Activity 5 (Full Business Case with Finalised Costs).
- ii An indicative approval to York Outer Ring Road Phase 1 total forecast costs of up to £3.600m is given (to be funded from the West Yorkshire plus Transport Fund) with Full Approval to spend being granted once the scheme has progressed through the Assurance Process to Decision Point 5 (Full Business Case with Finalised Costs).

- iii Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in this report including at Decision Point 5 through a delegation to WYCA's Managing Director following a recommendation by WYCA's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

#### **Project Raven (Decision Point 2 Case Paper)**

9.7 That WYCA approves that:

- i Project Raven proceeds through Decision Point 2 (Case Paper) and commences work on Activity 4 (Full Business Case).
- ii That indicative approval is given to WYCA's grant contribution up to £1m, to be funded from the Strategic Inward Investment Fund with the remainder of the project costs being funded by the applicant.
- iii That future approvals are made in accordance with the Approval Pathway and Approval Route set out in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

#### **DfT Cycling and Walking to Work Fund (Activity 6 Delivery Change Request)**

9.8 That WYCA approves that:

- i The additional funding of £640k offered by DfT to extend the programme is accepted by the Director of Resources as Chief Finance Officer by the deadline of 31 March 2018.
- ii The Request for Change to programme funding and timescales is outlined in this report.
- iii The spending of up to £2.14m to be funded from the West Yorkshire Cycling and Walking to Work DfT grant.

### **10 Appendices**

Appendix 1 – Project Beta Expression of Interest/Case Paper (**EXEMPT**)

### **11 Background Documents**

None as part of this report.