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**Report to:** West Yorkshire and York Investment Committee

**Date:** 3 January 2018

**Subject:** Capital Spending and Project Approvals

## 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 the Investment Committee at Stages 1, 2 and 3 of WYCA's Assurance process.
- 1.2. This report presents proposals for the progression of six 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, £17.062m of which 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.

<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

1.3. This report also presents recommendations for the following schemes that have had Change Request reports assessed in line with WYCA’s Assurance Process. A total expenditure recommendation to the value of £0.637m is sought, as part of this report, for the development and delivery of these schemes. This report recommends that following consideration and recommendation by Investment Committee a decision on these schemes will be sought via a delegation to WYCA’s Managing Director. This approval route is proposed, as the funding approvals requested (for ULEV Taxi Scheme, A62 Cooper Bridge, Steeton & Silsden and Shipley Rail Station Car Parks) are to bring funding forward without a forecasted increase to total project costs. Hebden Bridge Rail Park and Ride scheme requests a small total funding increase, so it is judged that it is appropriate to seek approval through the delegation to WYCA’s Managing Director following consideration by Investment Committee. Further detail on the schemes summarised below can be found as part of this report.

ULEV Taxi Scheme <i>West Yorkshire scheme</i>	Activity 3 (Outline Business Case) Change Request Total Value - £3.180m Total Value of WYCA Funding - £3.180m Funding Recommendation sought – £0.155m	A scheme to deliver electric charging points for use by taxis in each of the West Yorkshire districts.
A62 Cooper Bridge <i>Kirklees scheme</i>	Activity 3 (Outline Business Case) Change Request Total Value - £77.000m Total Value of WYCA Funding - £69.000m Funding Recommendation sought – £0.250m	A scheme to deliver large-scale junction improvements at the Cooper Bridge Roundabout on the A62.
Steeton and Silsden and Shipley Rail Station Car Parks <i>Bradford Scheme</i>	Activity 5 (Full Business Case with Finalised Costs) Change Request Total Value - £5.080m Total Value of WYCA Funding - £5.080m Funding Recommendation sought – £0.166m	A project that will deliver an increase in car parking capacity at Steeton and Silsden and Shipley Rail Stations.
Hebden Bridge Rail Park and Ride <i>Calderdale scheme</i>	Activity 6 (Delivery) Change Request Total Value - £0.648m Total Value of WYCA Funding - £0.648m Funding Recommendation sought – £0.066m	A project that will deliver an increase in car parking capacity at Hebden Bridge Rail Station.

1.4. Since Investment Committee’s meeting on 9 November 2017, decisions regarding the following schemes have been exercised through agreed delegation to WYCA’s Managing Director. These schemes have a total combined funding value of £23.312m when fully approved, £13.865m of this amount will be funded by WYCA with the remainder being funded from private sector contributions. A total expenditure recommendation to the value of £13.8650m was sought for the development and delivery of these schemes.

Cycle City Ambition Grant Phase 2 - Individual schemes <i>Wakefield and York Projects</i>	Decision Point 5 (Full Business Case with Finalised Costs) Total Value - £3.861m Total Value of WYCA Funding - £3.861m Funding Recommendation sought – £3.861m	Three further schemes within phase 2 of the Cycle City Ambition Grant to develop cycling infrastructure in the York and Wakefield districts.
Access Innovation Programme <i>Leeds City Region Wide Scheme</i>	Decision Point 5 (Full Business Case with Finalised Costs) Total Value - £9.174m Total Value of WYCA Funding - £4.749m Funding Recommendation sought – £4.749m	A grant programme designed to support innovation activity by SMEs in the Leeds City Region.
Strategic Business Growth Programme <i>Leeds City Region Wide Scheme</i>	Decision Point 5 (Full Business Case with Finalised Costs) Total Value - £7.058m Total Value of WYCA Funding - £3.146m Funding Recommendation sought – £3.146m	A grant programme designed to support SMEs operating within priority sectors to grow through providing an integrated package of support.
Rail Park and Ride Phase 1 – Mirfield (A) <i>Kirklees Scheme</i>	Decision Point 5 (Full Business Case with Finalised Costs) Total Value - £0.309m Total Value of WYCA Funding - £0.309m Funding Recommendation sought – £0.309m	A project that will deliver an increase in car parking capacity at Mirfield Rail Station.
Leeds City Region Warm Homes Fund <i>Leeds City Region Wide Scheme</i>	Decision Point 5 (Full Business Case with Finalised Costs) Total Value - £2.910m Total Value of WYCA Funding - £1.620m Funding Recommendation sought – £1.620m	A grant fund programme to deliver central heating systems and gas connections to fuel poor households in Leeds City Region.

- 1.5. Since Investment Committee’s meeting on 9 November 2017, the following change requests have been assessed in line with WYCA’s Assurance Process and approved through agreed delegation to WYCA’s Managing Director. A total expenditure recommendation to the value of £0.075m is sought, as part of this report, for the development and delivery of these schemes:

Corridor Improvement Programme <i>West Yorkshire Wide Scheme</i>	Activity 3 (Outline Business Case) Change Request Total Value of Phase 1 – £71.240m Total Value of WYCA funding for Phase 1 – £65.927m Funding Recommendation sought - £0.075m	An additional scheme at Owl Lane Roundabout in Wakefield added into Phase 1 of the Programme, which will deliver reduced congestion and support removal of economic growth constraints
LEP Loan 201 – Glasshoughton <i>Wakefield Scheme</i>	Activity 6 (Delivery) Change Request Approval to vary the Works Longstop Date	A project to develop a previous colliery site through providing site remediation.

1.6. The Leeds City Region Warm Homes Fund and WYCA Website project both at Decision Point 2 (Case Paper) proceeded directly to WYCA ahead of consideration by the Investment Committee due to the nature and/or time constraints related to their funding stream. Projects to the total forecast value of £3.210m, of which £1.920m will be funded by WYCA, were approved by WYCA on 14 December 2017. A summary of these WYCA decisions is provided in the following report.

## 2. Information

2.1. Investment 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, and with the requirement to meet the intervening activities deemed on a project by project basis.

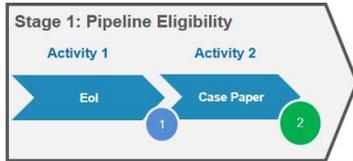


- 2.2. The Programme Appraisal Team (PAT) appraises all schemes at the Decision Points. The PAT is an internal assurance group and has no formal approval making powers, they make recommendations which are then reported through the current WYCA governance arrangements for a formal decision/approval. The 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 PAT as required. The Terms of Reference for the PAT are contained within the Assurance Framework.
- 2.3. 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 development funding may be sought to enable this work to progress.
- 2.4. 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.
- 2.5. Once in Delivery and 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.

### **Programmes and Projects for Consideration**

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



##### **3.1. 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.

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

#### **Background**

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.

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.

A summary of the Scheme’s Business Case is included in **Appendix 1**.

**Costs**

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

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

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.

**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**

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>
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## **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 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**

Senior Responsible Officer: Julian Jackson, City of Bradford MBC

Project Manager: Tom Jones, City of Bradford MBC

WYCA Case Officer: Helen Friedrichsen

## **Recommendations**

That Investment Committee recommends to WYCA:

- 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 (FBC 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.

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

#### **Background**

This project relates exclusively to the pre-feasibility work required to gain an understanding of the Phase 2 options for Bradford Interchange.

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.

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.

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 be proceed separately through the WYCA Assurance Process if and when a funding source is identified.

A summary of the Scheme's Business Case is included in **Appendix 2**.

#### **Costs**

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**

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

## Assurance Pathway and Approval Route

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

## 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 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

Senior Responsible Officer: Julian Jackson, City of Bradford MBC

Project Manager: Tom Jones, City of Bradford MBC

WYCA Case Officer: Helen Friedrichsen

## Recommendations

That Investment Committee recommends to WYCA:

- 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.

### 3.4. Project Beta (Decision Point 2 Case Paper)

#### Background

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.

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.

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 result has now been submitted as an Expression of Interest (Decision Point 1) and appraised via a Case Paper. As a result the Investment Committee are now requested to consider the scheme at Decision Point 2 (Case Paper).

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. This is provided in **Exempt Appendix 11**

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.

## Costs

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

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

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)	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

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 11** materialise.
- Should the benefits set out in the **Exempt Appendix 11** not materialise.

## Project Responsibilities

Senior Responsible Officer: David Shepherd (WYCA)

WYCA Lead Office: David Moore (WYCA)

WYCA Case Officer: Chris Maunder

## Recommendations

That Investment Committee recommends to WYCA 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 (FBC 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



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

#### Background

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 programme 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 within 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.

A summary of the Scheme's Business Case is included in **Appendix 3**.

### **Costs**

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.

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).

### **Timescales**

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**

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.

<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**

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**

Senior Responsible Officer: Simon Taylor, Kirklees Council

Project Manager: Guy Thompson, Kirklees Council, Daisy Johnson, WYCA

WYCA Case Officer: Paul Coy

## **Recommendations**

That Investment Committee recommends to WYCA:

- 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 (FBC 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 outline in this report.

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

#### **Background**

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 programme 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.

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.

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.

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.

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.

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.

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

## **Costs**

The forecast total project outturn costs is £4.168m.

The WYCA Funding contribution is up to £2.600m.

The remainder of the project costs will be funded from Section 106 developer contribution, and district funding through the Local levy.

## Timescales

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

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

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

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

## Recommendations

That Investment Committee recommends to WYCA:

- 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 (FBC 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.

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

#### **Background**

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.

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).

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 ICD of roundabout;
- Lane designations reallocated; and
- Minor arm amendments, including widening and lane remarking.

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.

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 at Full Business Case (Decision Point 4).

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

### **Costs**

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.

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**

The current programme shows Decision Point 5 approval in March 2018, and a start on site in March to June 2018/19, with completion in September to December 2018/19.

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

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.

<b>Assurance Pathway</b>	<b>Approval Route</b>
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**

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**

Senior Responsible Officer: James Gilchrist, City of York Council

Project Manager: Gary Frost, City of York Council

WYCA Case Officer: Tom Murphy

### **Recommendations**

That Investment Committee recommends to WYCA 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 YORR 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.

## **3.8 ULEV Taxi Scheme (Activity 3 Outline Business Case) Change Request**

### **Background**

The Secretary of State for Transport has awarded West Yorkshire Combined Authority (WYCA) a capital grant on 30 March 2017 to deliver its Ultra-low Emission Vehicle (ULEV) Taxi Infrastructure proposals, for the low uptake scenario. WYCA is named as delivery lead, and financial accountable body for the OLEV grant funding.

The OLEV grant is to deliver a maximum of 88 taxi-only rapid charge point sites, and is being match funded by WYCA with £1.2m Local Transport Programme (LTP) capital funding.

In June 2017, WYCA gave Decision Point 2 (Case Paper) approval to the scheme. This included indicative approval to total scheme costs of £3.18m (to be funded from LTP and OLEV grant funding). £0.025m of development costs were also approved.

The project team has now completed the initiation stage of the project concluding that, as with any 'trial', there are significant risks. For example, initial market engagement has indicated that taxi-only charge points is not attractive to the supplier market. OLEV has accepted 'in principle' a proposal by WYCA to provide two parking bays at each charge point site, with one bay being taxi-only and the other being available to the general public

Therefore, there is a need for significant WYCA, West Yorkshire District Officer and legal resource commitment to deliver this project.

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

The Activity 2 Case Paper assumed that the initial grant payment by OLEV of £0.495m had to be spent by 31 March 2018, and this constraint influenced the choice of procurement strategy. OLEV has now confirmed that all of the grant funding will remain available to the project until 31 March 2020. This allows time to procure a single charge points supplier / operator for West Yorkshire in 2017/18, before installing the charge points in the following two financial years.

Work has commenced on the next stage of this project, with the following tasks running in parallel:

- Procurement of a single charge point supplier for West Yorkshire, to ensure interoperability.
- District site preparation, to agree a long list of optimum sites for the charge points.

### **Costs**

There is no cost impact of this Change Request on the total forecast project cost of £3.18m, therefore approval to this change will be sought by delegation to WYCA's Managing Director.

The revised forecast development cost to progress this project to Decision Point 5 (Full Business Case with Finalised Costs) has increased as a result of this Change Request by £0.155m from 0.025m to £0.180m. This will be funded from allocated LTP funding which was programmed to be spent on the project in subsequent years. The development cost increase will cover:

- Re-forecasted WYCA project management costs and legal advice
- District site identification and preparation
- Publicity Strategy
- Overheads
- Contingency

## Timescales

Decision Point 3 Outline Business Case Approval by March 2018  
Delivery end date for the installation of the charge points (Decision Point 6) by 31 March 2020.

## Assurance Pathway and Approval Route

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
Activity 3 (Change Request)	Recommendation - Investment Committee Approval – Managing Director delegated approval.
Decision Point 3	Recommendation - Investment Committee Approval – WYCA.
Decision Point 5	Recommendation - Programme Appraisal Team Approval – Delegation to WYCA Managing Director.

## 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 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

Senior Responsible Officer: Caroline Farnham, WYCA (From February '18 onwards)  
Project Manager: Mark Auger, WYCA  
WYCA Case Officer: Chris Dunderdale, WYCA

## Recommendations

That Investment Committee recommends to WYCA's Managing Director:

- That the Change Request to the ULEV Taxi scheme for additional development costs of £0.155m is approved, to be funded from the LTP match funding taking the total development cost approval to £0.180m.
- 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.

### 3.9 **A62 to Cooper Bridge (Activity 3 Outline Business Case) Change Request.**

#### **Background**

Cooper Bridge is one of the most important Gateways into Huddersfield. The A62 is one of the main transport routes into and out of Huddersfield. It is a major route through Kirklees between Huddersfield and Leeds and provides key access to the M62 corridor.

The existing A62/A644 Cooper Bridge junction comprises of a signalised three armed roundabout connecting the A62 Cooper Bridge Road (southern arm), the A644 Wakefield Road (western arm) and the A62 Leeds Road (eastern arm). The roundabout and the surrounding road network are known to be severely congested in both the AM and PM traffic peaks.

In the recently published Kirklees Local Plan two site allocations will further promote additional vehicle demand in the wider area, namely:

- Site of the former Cooper Bridge Waste Water Treatment Works and land to the west and north of the Three Nuns Pub, Leeds Road, Mirfield. A strategic employment allocation
- Land north of Bradley Road (site of existing golf course), 51 hectare site, indicative housing allocation of 2000 units.

#### **Description of the Change Request**

Originally a scheme was being progressed that involved the construction of a large single gyratory to replace the existing roundabout at Cooper Bridge. The A62 and A644 improvement scheme required large scale accommodation works at Cooper Bridge which included two new rail bridges, the relocation of numerous statutory undertaker plant, large scale demolition of property and land costs which meant that the estimated cost of the scheme was likely to substantially exceed the original forecast budget of £77m (£69m WYCA, £8m developer contribution). As a result Kirklees decided that further feasibility work was required in order to find a solution that kept it within the original budget envelope. The description of the revised scheme now being progressed through Activity 3 is as follows:

- Highway improvement works to the junction of Bradley Road / Colne Bridge Road (incorporating Oak Road);
- Construction of the Cooper Bridge Relief Road (Bradley to the A644 Wakefield Road);
- Highway improvement works to the junction of A62 Cooper Bridge Road, A644 Wakefield Road, A62 Leeds Road (incorporating the 'Three Nuns' junction); and
- Widening (in part) of the A644 Wakefield Road.

### Costs

The baselined scheme cost is £77m of which £69m contribution from the West Yorkshire Combined Authority.

The scheme has a current WYCA development cost approval of £0.500m, and now requests a further £0.250m of WYCA funding to take the scheme to Outline Business Case (Decision Point 3). It is not forecast that this Change Request will lead to an increase to overall project costs and as a result it is proposed that the Change Request is approved through a delegation to WYCA's Managing Director on receipt of a recommendation from Investment Committee.

### Timescales

The forecast full approval date is forecast for 2019 (Decision Point 5) and the forecast completion date is forecast for 2023 (Decision Point 6).

### Assurance Pathway and Approval Route

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
Activity 3 (Outline Business Case)	Recommendation - Investment Committee Approval – WYCA
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 WYCA Managing Director

Decision Point 5 (Full Business Case with Finalised Costs)	Recommendation - Investment Committee Approval – WYCA
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## 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 total project costs will remain within 10% of the total project costs outlined in this report.
- That the project delivery timescales will remain within 6 months of the agreed programme set out in this report.

## Project Responsibilities

Senior Responsible Officer: Melanie Corcoran, WYCA  
Project Manager: Jessica McNeil, WYCA  
WYCA Case Officer: Paul Coy

## Recommendations

That Investment Committee recommends to WYCA's Managing Director:

- That the Change Request to the A62 Cooper Bridge project for additional development costs of £0.250m is approved, to be funded from the West Yorkshire plus Transport Fund taking the total development cost approval to £0.750m.
- That WYCA enters into an addendum for £0.250m to the existing funding agreement with Kirklees Council for total development cost expenditure of up to £0.750m to be funded from the West Yorkshire plus Transport Fund.
- 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.

### 3.10 Steeton & Silsden Rail Park and Ride Car Park and Shipley Rail Park and Ride Car Park (Activity 5) Change Request.

#### Background

WYCA's Park & Ride programme has been identified to enhance connectivity to, from and within West Yorkshire. The purpose of the programme is to increase car parking capacity at selected stations including Steeton & Silsden and also Shipley thereby

increasing access to the rail network. The Programme consists of 17 sites adjacent to rail stations to be developed into car parking for the benefit of rail users.

In January 2017, At Decision Point 3 (Outline Business Case) Investment Committee recommended to WYCA's Managing Director approval to seven Rail Park & Ride sites including Shipley, Steeton & Silsden and it was also agreed that Decision Point 5 approval (Full Business Case with Finalised Costs) could be made via WYCA's Managing Director delegated approvals for each individual site. This approval route would be subject to schemes remaining within a 10% cost tolerance.

Network Rail are the land owners at both locations and the car park extensions will be delivered, operated and maintained by Arriva Rail North (the train operating company). The design for both sites involves the development of the existing surface level site into a decked car park.

### Details of the Change Request

Pre-contract discussions with Arriva Rail North's prospective contractor has identified an opportunity to increase the capacity of the proposed new decked car parks at Steeton & Silsden and Shipley railway stations, by integrating the design into the local topography and making better use of integrated vehicle ramps. It may be feasible to increase both schemes from one to two or three decks thereby increasing car parking capacity significantly.

Site	Current spaces	Demand Forecast (DF)	Current scheme	Predicted Shortfall (DF)	Potential of Expanded scheme (subject to design and funding)
Steeton & Silsden	145	238	1 deck = +64 spaces	-29	+2 <sup>nd</sup> floor deck = +60 spaces +3 <sup>rd</sup> floor deck = +50 spaces
Shipley	175	539	1 deck = +95 spaces	-269	+ 2 <sup>nd</sup> floor deck = + 80 spaces +3 <sup>rd</sup> floor deck = +60 spaces

However, additional ground surveys and feasibility studies are required to assess the deliverability of these extended schemes. Initial discussions with Arriva Rail North and the appointed contractor indicate that this is feasible. However, other constraints including cost and available funding, planning permissions and track safety will have to be taken into account.

### Costs

The Rail Station Park and Ride Programme Tranche 2 has a current funding approval of £0.732m. The Change Request proposed in this report includes a request for a development cost increase of £0.165m (£73,685 for Steeton and Silsden, £91,747 for

Shipley), which will be allocated to the individual projects rather than the programme as a whole. This cost will be advanced from the forecast total project costs and is not forecast to result in a net increase to total budgeted costs. This will be fully explored as part of the Decision Point 5 Full Business Case. As a result, it is proposed that this Change Request is approved via a delegation to WYCA’s Managing Director following consideration from Investment Committee.

The forecast total scheme cost for Steeton & Silsden is £2.53m and for Shipley is £2.55m.

**Timescales**

It is forecast that the delivery of the decked car parks at Steeton & Silsden and Shipley will be delayed by approximately four to six months, at each location

Full Business Case Approval (Decision Point 5) – summer 2018

Completion of construction (Decision Point 6) – autumn 2019

**Assurance Pathway and Approval Route**

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
Activity 5 Change Request (Full Business Case with Finalised Costs)	Recommendation - Investment Committee Approval - A delegated decision by the Managing Director
Decision Point 5 (Full Business Case with Finalised Costs)	Recommendation – Investment Committee Approval - WYCA

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

- That the project delivery timescales will remain within 6 months of the agreed programme set out in this report.

### Project Responsibilities

Senior Responsible Officer: Melanie Corcoran, WYCA  
 Project Manager: Sara Brook, WYCA  
 Case Officer: Paul Coy, WYCA

### Recommendations

That Investment Committee recommends to WYCA’s Managing Director that:

- The Change Request to Steeton & Silsden Rail Park and Ride Car Park and Shipley Rail Park and Ride Car Park for additional development costs of up to £0.166m is approved taking the total development costs approval for the Rail Park and Ride Tranche2 Programme to £0.897m to be funded from the West Yorkshire plus Transport Fund.
- That WYCA enters into a new Section 56 Agreement with Arriva Rail North to the value of £165,432 in order to carry out the works at both sites.
- 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 3 – Programme Committed



#### 3.11 WYCA Rail Park and Ride Programme - Hebden Bridge Rail Station Car Park Extension (Activity 6 Delivery) Change Request

##### Background

WYCA’s Park & Ride programme has been identified to enhance connectivity to, from and within West Yorkshire to the rail network. The Programme consists of 17 sites adjacent to rail stations to be developed into car parking for the benefit of rail users. Hebden Bridge was one of the first sites to be approved to move into Delivery (Activity 6) in July 2017. Network Rail own the land at Hebden Bridge and the car park extension will be delivered, operated and maintained by Arriva Rail North (the train operating company).

The original scheme at Hebden Bridge was for an additional 81 spaces utilising all Network Rail land. However part of the site is occupied by a tenant, Sheards Coal

yard and Ward Members could not support a scheme that resulted in the removal of the solid fuel supplier regarded as essential to the rural community. Therefore, a co-existence design was developed that enabled the tenant to remain on site and create an additional 46 spaces; the Full Business Case with Finalised Costs of £0.582m was approved on 7 July 2017.

The scheme is divided into 2 phases:

- Phase 1: Relocation Works: ground and surface works, installation of a storage shed preceded by the installation of a trackside boundary fence.
- Phase 2: ground and surface works of extended site to create an extended car park, re-surfacing and re-marking of existing car park.

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

The original procurement route to relocate the tenant with Network Rail had to be re-negotiated as the complexities of the site required further works and asset protection; this has resulted in an increase in costs of £0.066m and the delivery timescales of six months. The Benefit Cost Ratio for the scheme was originally 4.4; sensitivity testing was conducted assuming an increase in costs of +25% reducing the BCR to 3.7 therefore the proposed cost increase of 11.35% is within those parameters.

As a result of a requirement to amend the procurement route, WYCA is now required to enter into an Implementation Agreement with Network Rail in order to deliver the tenancy relocation which will cover works associated with this Change Request and also works previously assumed to be part of the original procurement approach with Network Rail

### **Costs**

The existing funding approval to deliver the total scheme is £0.582m. The costs for the additional works proposed in this Change Request are £0.066m, taking the total scheme cost to £0.648m. It proposed that as this Change Request results in an 11% cost increase (just outside of the 10% cost approval tolerance), that following consideration by Investment Committee, approval is requested through a delegation to WYCA's Managing Director.

### **Timescales**

The works have been delayed by 6 months from the original programme with delivery now forecast to be completed in October 2018.

### **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 total project costs will remain within 10% of the total project costs outlined in this report.
- That the project delivery timescales will remain within 6 months of the agreed programme set out in this report.

### **Project Responsibilities**

Senior Responsible Officer: Melanie Corcoran, WYCA  
Project Manager: Sara Brook, WYCA  
Case Officer: Paul Coy, WYCA

### **Recommendations**

That Investment Committee recommends to WYCA's Managing Director that:

- The Change Request to Hebden Bridge Rail Station Car Park Extension for additional development costs of up to £0.066m is approved taking the total development costs approval for the project up to 0.648m to be funded from the West Yorkshire plus Transport Fund.
- That WYCA enters into a new Implementation Agreement with Network Rail to the value of £152,450 in order to carry out the works.
- 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.

#### **3.12 Decisions progressed directly to WYCA on 14 December 2017**

The following two decisions progressed directly to WYCA for approval prior to a recommendation from Investment Committee because of the timescales and funding stream associated with the schemes. Business Case summaries of these schemes were published as part of the Capital Spending and Project Approvals Report to WYCA on the 14 December.

##### **Leeds City Region Warm Homes Fund (Decision Point 2 Case Paper)**

This is a grant programme to deliver central heating systems and gas connections to fuel poor household in Leeds City Region. The total value of the project is £2.910m. In addition to WYCA's funding contribution of £1.620m (which is being funded through a grant to WYCA from the National Grid's Warm Homes Fund), the scheme will also be funded through contributions from District Councils, EON, Northern Gas Networks and private landlords. The scheme received Decision Point 2 (Case Paper) approval from WYCA on the 14 December 2017.

### **WYCA Website (Decision Point 2 Case Paper)**

This is a scheme to consolidate all of WYCA's existing websites through the design, development and launch of a new digital infrastructure enabling far greater engagement. The total project cost is forecast to be £0.300m, which will be funded internally by WYCA. The scheme received Decision Point 2 (Case Paper) approval from WYCA on the 14 December 2017.

### **3.13 Decisions made through the Delegation to the Managing Director**

Since Investment Committee's meeting on the 9 November 2017, decisions regarding the following 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.

#### **Cycle City Ambition Grant (City Connect) (CCAG) Phase 2 – Individual Schemes (Decision Point 5 Full Business Case with Finalised Costs)**

This Decision Point 5 approval related to the delivery of three further schemes within Phase 2 of the City Connect programme:

- The Wakefield to Castleford Phase 2 scheme including a Bridge Over Hallam Line
  - Wakefield to Castleford: Phase 3 scheme
- Both of schemes these will develop a high quality route linking existing infrastructure between Castleford and Wakefield, with a new bridge providing access over the Hallam Rail Line.
- A York scheme, which will provide a much needed link via a bridge across the river Ouse to the rail station and the proposed York Central site.

The City Connect phase 2 programme was considered by Transport Committee on the 7 July 2017, with an updated report presented to Transport Committee on the 17 November 2017. Decision Point 5 approval was given for these schemes by WYCA Managing Director on 17 November 2017.

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

#### **Access Innovation Programme (Decision Point 5 Full Business Case with Finalised Costs)**

This Decision Point 5 approval related to the delivery of a programme designed to support innovation activity by SMEs across the Leeds City Region providing grants from £2k to £50k. The scheme would support up to 444 businesses and create or safeguard 98 jobs.

The scheme was considered by Investment Committee on 6 September 2017 and by WYCA on 5 October 2017, and Decision Point 2 (Case Paper) approval was granted.

As part of this approval it was also agreed that the scheme would progress to Activity 5 (Full Business Case with Finalised Costs). It was agreed that approval at Decision Point 5 would be provided through the delegation to WYCA's Managing Director subject to the scheme remaining within its tolerances. As a result, following a recommendation from WYCA's Programme Appraisal Team, the scheme received Decision Point 5 approval on 10 November 2017.

A summary of the scheme's Business Case is included in **Appendix 7**

### **Strategic Business Growth Programme (Decision Point 5 Full Business Case with Finalised Costs)**

This Decision Point 5 approval related to the delivery of a programme designed to engage with SMEs across the Leeds City Region with ambition and aspirations to grow through providing an integrated package of support to be targeted at those operating within the LEPs priority sectors. A minimum of 302 businesses to be supported and a minimum of 604 jobs created.

The scheme was considered by Investment Committee on 6 September 2017 and by WYCA on 5 October 2017, and Decision Point 2 (Case Paper) approval was granted. As part of this approval it was also agreed that the scheme would progress to Activity 5 (Full Business Case with Finalised Costs). It was agreed that approval at Decision Point 5 would be provided through the delegation to WYCA's Managing Director subject to the scheme remaining within its tolerances. As a result, following a recommendation from WYCA's Programme Appraisal Team, the scheme received Decision Point 5 approval on 27 October 2017.

A summary of the scheme's Business Case is included in **Appendix 8**

### **Rail Park & Ride Phase 1 – Mirfield (A) (Decision Point 5 Full Business Case with Finalised Costs)**

This Decision Point 5 approval related to the delivery of a scheme to extend the existing rail station car park at Mirfield to provide an increase to the number of car parking spaces from 35 to 59 (56 standard car parking spaces and 3 Blue Badge car parking spaces), an increase in overall car park capacity of 68% together with improved security measures through CCTV and lighting.

The project was presented to Investment Committee on 4 January 2017 as one of 7 schemes within the Rail Park & Ride Phase 1 Programme, for which it was agreed that approval of individual schemes at Decision Point 5 would be provided through the delegation to WYCA's Managing Director subject to the schemes remaining within its tolerances. As a result, following a recommendation from WYCA's Programme Appraisal Team, the scheme received Decision Point 5 approval on 24 November 2017.

A summary of the scheme's Business Case is included in **Appendix 9**

### **Leeds City Region Warm Homes Fund (Decision Point 5 Full Business Case with Finalised Costs)**

This grant programme to deliver central heating systems and gas connections to fuel poor household in Leeds City Region received Decision Point 2 (Case Paper) approval from WYCA on the 14 December 2017 (A summary of this decision is provided in section 3.12 of this report). The requirements of the Warm Homes Funding from National Grid required that a Grant Agreement was signed within short timescales upon receipt of the funding award, as result the Decision Point 5 appraisal and assurance was twin-tracked alongside the Decision point 2 approval from WYCA so that full approval to the scheme could be made shortly after WYCA's December meeting. The scheme received Decision Point 5 approval through a delegation to WYCA's Managing Director on the 15 December 2017. This approval route was agreed as part of WYCA's approval at Decision Point 2.

A summary of the scheme's Business Case is included in **Appendix 10**

### **LEP Loan 201 – Glasshoughton – approval to vary the Works Longstop Date (Activity 6 Delivery Change Request).**

This Change Request approval relates to a variation to the Works Longstop Date on the GPF/LEP Loan 201 Glasshoughton project. The project is developing a previous colliery site which has been in receipt of a GPF loan to enable the site remediation in three zones.

The site owner, Waystone 32, has now completed two zones, with this change relating to delivery of Zone 2 only. A previous extension to the Works Longstop Date to 31 December 2017 was approved by LEP Investment Panel on 15th November 2016, however Waystone 32 confirmed they wouldn't be able to achieve the already amended date due to changes to site layout following a buyer coming forward to develop the entire commercial plot in Zone 2. The new partner offers the advantage of completing the site 3 years earlier than phased sale of the land in plots would allow, hence the request for this further extension. This was approved through a delegation to WYCA's Managing Director on the 24 November 2017.

### **Corridor Improvement Programme - Wakefield MDC Owl Lane Roundabout (Activity Point 3 Outline Business Case Change Request)**

The Corridor Improvement Programme is an area wide approach to provide low and medium cost highway interventions across a range of key strategic highway corridors along the Key Route Network that would deliver benefits for traffic and provide improvements for commuters, business, buses and users of the transport network on the corridors. This programme covers what was originally known as Highways Efficiency and Bus Package (HEBP) in the original WY+TF portfolio.

A three phase approach for delivery has been taken in order to prioritise corridors for improvement. Phase 1 comprises of an accelerated package of junction improvements to be delivered by March 2021. Phase 2 undertake feasibility, is to identify any gaps in what Phase 1 will deliver and Phase 3 will deliver the scoping's from Phase 2. Phase 2 and 3 have yet to be fully defined and will do so as the programme progresses.

As part of Phase 1, Wakefield MDC have submitted a change request to add the A638 Owl Lane Roundabout Ossett in to the programme. This scheme will improve a major existing roundabout on A638 at the Owl Lane, Chancery Road and Leeds Road Junction in Ossett. This junction has been identified as being on the Key Route Network (KRN) and therefore falls within the scope of the programme. The scheme will also introduce bus priority measures to enhance the roundabout efficiency and address health and safety issues for pedestrians and cyclists due to there being no crossing facilities at all the entries. This scheme can be completed by 2020/21 which is within the programme timeframes.

#### **4. Financial Implications**

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

#### **5. Legal Implications**

- 5.1 The payment of funding to any recipient will be subject to a funding agreement being in place between WYCA and the organisation in question.
- 5.2 The information contained in **Appendix 11** relating to Project Beta (see Section 3.4 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.
- 5.3 WYCA has signed a Non-Disclosure Agreement with the applicant relating to Project Beta.

#### **6. Staffing Implications**

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

## **7. External Consultees**

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

## **8. Recommendations**

### **8.1. Bradford Interchange Phase 1 (Decision Point 2)**

That Investment Committee recommends to WYCA:

- 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 (FBC 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.

### **8.2. Bradford Interchange Phase 2 (Decision Point 2)**

That Investment Committee recommends to WYCA:

- 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 Bradford Interchange Phase 2 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.

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

That Investment Committee recommends to WYCA 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 (FBC 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.

#### **8.4 LCR Pilot Natural Flood Management Programme (Decision Point 3)**

That Investment Committee recommends to WYCA:

- 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 (FBC 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 outline in this report.

#### **8.5 Wyke Beck Valley Flood Alleviation Project (Decision Point 4)**

That Investment Committee recommends to WYCA:

- 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 (FBC 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.

## 8.6 **York Outer Ring Road Junctions Phase 1 (Decision Point 4)**

That Investment Committee recommends to WYCA that:

- The York Outer Ring Road Junctions Phase 1 project proceeds through Decision Point 4 and work commences on Activity 5 (Full Business Case with Finalised Costs)
- An indicative approval to YORR 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.

## 8.7 **ULEV Taxi scheme (Activity 3 Change Request)**

That Investment Committee recommends to WYCA's Managing Director:

- That the Change Request to the ULEV Taxi scheme for additional development costs of £0.155m is approved, to be funded from the LTP match funding taking the total development cost approval to £0.180m.
- 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.

## 8.8 **A62 to Cooper Bridge (Activity 3 Change Request)**

That Investment Committee recommends to WYCA's Managing Director:

- That the Change Request to the A62 to Cooper Bridge project for additional development costs of £0.250m is approved, to be funded from the West Yorkshire plus Transport Fund taking the total development cost approval to £0.750m.
- That WYCA enters into an addendum for £0.250m to the existing funding agreement with Kirklees Council for total development cost expenditure of up to £0.750m to be funded from the West Yorkshire Transport Fund.
- 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.

## 8.9 **Steeton & Silsden Rail Park and Ride Car Park and Shipley Rail Park and Ride Car Park (Activity 5 Change Request)**

That Investment Committee recommends to WYCA's Managing Director that:

- The Change Request to Steeton & Silsden Rail Park and Ride Car Park and Shipley Rail Park and Ride Car Park for additional development costs of up to £0.166m is approved taking the total development costs approval for the Rail Park and Ride Tranche2 Programme to £0.897m to be funded from the West Yorkshire plus Transport Fund.
- That WYCA enters into a new Section 56 Agreement with Arriva Rail North to the value of £165,432 in order to carry out the works at both sites.
- 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.

## 8.10 **Hebden Bridge Rail Station Car Park Extension (Activity 6 Change Request)**

That Investment Committee recommends to WYCA's Managing Director that:

- The Change Request to Hebden Bridge Rail Station Car Park Extension for additional development costs of up to £0.066m is approved taking the total development costs approval for the project up to 0.648m to be funded from the West Yorkshire plus Transport Fund.
- That WYCA enters into a new Implementation Agreement with Network Rail to the value of £152,450 in order to carry out the works.
- 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.

## 9. **Appendices**

9.1. **Appendix 1** - Bradford Interchange Phase 1 Expression of Interest/Case Paper Summary

9.2. **Appendix 2** - Bradford Interchange Phase 2 Expression of Interest/Case Paper

9.3. **Appendix 3** - Natural Flood Management Programme Business Case Summary

9.4. **Appendix 4** - Wyke Beck Valley Flood Alleviation Business Case Summary

9.5. **Appendix 5** - York Outer Ring Road Junction Business Case Summary

9.6. **Appendix 6** - Cycle City Ambition Grant (City Connect) (CCAG) Phase 2 – Individual Schemes Business Case Summary

9.7. **Appendix 7** - Access Innovation Programme Business Case Summary

- 9.8. **Appendix 8** - Strategic Business Growth Programme Business Case Summary
- 9.9. **Appendix 9** - Rail Park & Ride Phase 1 – Mirfield (A) Business Case Summary
- 9.10. **Appendix 10** – Leeds City Region Warm Homes Fund Business Case Summary
- 9.11. **Appendix 11** – Project Beta Expression of Interest/Case Paper (**EXEMPT**)

## **10 Background Documents**

None as part of this report.