

## Decisions taken by West Yorkshire Combined Authority

<b>DATE OF MEETING:</b>	Thursday, 14 March 2024
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<b>CIRCULATION:</b>	Members of the WYCA Overview & Scrutiny Committee
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<b>Agenda Item No.</b>	<b>Subject/Title of Report</b>	<b>Decision(s)</b>
5	Bus Reform	<p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>(i) The Combined Authority noted the completion of the consultation process, its extent and the responses received.</li> <li>(ii) The Combined Authority noted and considered the contents of the Consultation Response Report at Appendix 2 and associated documents, including the Bus Reform Assessment, and endorsed the Combined Authority’s response to the consultation summarised in the report and set out at Appendix 2.</li> <li>(iii) The Combined Authority recommended to the Mayor that she make a franchising scheme as set out at Appendix 3, complying with all associated statutory requirements, rather than recommending that the Combined Authority pursue an Enhanced Partnership Plus.</li> <li>(iv) That following a decision by the Mayor whether or not to make a franchising scheme, the Combined Authority agreed to adopt and publish the Combined Authority’s response to the consultation, together with the Mayor’s decision as the report to be published by the Combined Authority under section 123G(1) of the Transport Act 2000 (the “Act”) and in accordance with s123G(2) of the Act to give notice to the traffic commissioner.</li> </ul>

- (v) That if the Mayor decided to make a franchising scheme, the Combined Authority would publish the scheme set out at Appendix 3 on behalf of the Mayor at the same time as the Consultation Response Report (Appendix 2) to be published under section 123G(1) of the Act; and, at the same time, publish a transitional notice in the terms set out in Appendix 4 and then within 14 days of date upon which transitional notice is published, give notice to the traffic commissioner of its publication on behalf of the Mayor if the Mayor so decides (or alternatively WYCA) as required by the Public Service Vehicles (Registration of Local Services) (Franchising Schemes Transitional Provisions and Amendments) (England) Regulations 2018. Further, the Combined Authority agreed that, in conducting the procurement process for the provision of local services, the Combined Authority would facilitate the involvement of small and medium sized operators in the provision of local services as set out at Appendix 5 (s123G(3) of the Act); and commence with mobilisation of franchising, noting section 2.140 – 2.160 of the report (Mobilisation).
- (vi) That if the Mayor recommended that the Combined Authority pursued Enhanced Partnership Plus, to commence with mobilisation of Enhanced Partnership Plus, noting section 2.140 – 2.160 of the report (Mobilisation).
- (vii) The Combined Authority approved the repurposing of the remaining £2,883,150 funding approved for the preparation of the assessment to be used for initial mobilisation costs.

#### **Mayoral Decision**

Having considered all of the evidence and being satisfied that all legal requirements had been complied with, the Mayor decided on behalf of the Combined Authority, and in accordance with

		Section 123G (4) of the Transport Act 2000, (as amended by the Bus Services Act 2017), to make the West Yorkshire Franchising Scheme and publish the transitional notice set out in Appendix 4 of the Combined Authority report.
6	West Yorkshire Mass Transit: Outcomes from the first Strategic Outline Case in advance of submission to the DfT and subsequent consultation and engagement activities	<p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>i. The Combined Authority noted the SOC work that had been undertaken and delegated submission of the SOC to the DfT to the Executive Director for Transport for submission to the Department for Transport in consultation with the Mayor.</li> <li>ii. The Combined Authority approved the continued development of Phase 1a of the Mass Transit Programme and the commencement of the work on the development of the Outline Business Case and Transport and Works Act Order application.</li> <li>iii. The Combined Authority approved commencing wider stakeholder engagement in March 2024 and public consultation on Phase 1a in Summer 2024.</li> <li>iv. The Combined Authority approved the allocation of up to £1 million funds from the Mass Transit budget to support the Dewsbury Line Development Project in parallel with the development of the future Kirklees Local Plan.</li> </ul>
7	Better Homes Hub	<p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>i. The Combined Authority noted the content of the report and provided feedback.</li> <li>ii. The Combined Authority endorsed the development of a business case for the One Stop Shop.</li> </ul>
8	West Yorkshire Housing Strategy 2040	<b>Resolved:</b>

		<ul style="list-style-type: none"> <li>i. The Combined Authority endorsed the West Yorkshire Housing Strategy 2040.</li> <li>ii. The Combined Authority granted delegated authority to the Chief Executive to make any necessary final amendments to the West Yorkshire Housing Strategy 2040 in consultation with the Mayor.</li> </ul>
9	Rail Strategy	<p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>i. The Combined Authority noted the outcome of the Rail Strategy public consultation and offered feedback.</li> <li>ii. The Combined Authority approved the Rail Strategy Executive Summary and Rail Strategy full document, authorising them to be adopted as the formal rail policy for West Yorkshire.</li> </ul>
10	Local Transport Plan	<p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>i. The Combined Authority approved an eight week public and stakeholder engagement exercise in June and July 2024 on the proposed vision, objectives, and overall approach to the new West Yorkshire Local Transport Plan.</li> <li>ii. The Combined Authority granted delegated authority to the Executive Director of Transport to finalise the engagement documents, following input from the Transport Committee in May 2024.</li> </ul>
12	Working towards a Child First Approach in the Combined Authority	<p><b>Resolved:</b> The Combined Authority endorsed a Child First Approach by authorising officers to engage with children in the development of a framework charter.</p>
14	13a Investment Zone Programme Approvals - Investment Priority 3 - Creating Great Places and Accelerated Infrastructure	
15	13a (2). West Yorkshire HealthTech and Digital Tech Investment Zone	<p><b>Resolved:</b></p>

	programme	<p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. The West Yorkshire HealthTech and Digital Tech Investment Zone programme proceed through decision point 2 (strategic outline case) and work commenced on the development of individual business cases.</li> <li>ii. The Combined Authority’s contribution of £80,000,000 to the scheme was approved, with the total value being £179,368,000 (including indicative match funding).</li> <li>iii. The Combined Authority approved development costs of £6,400,000 in order to progress programme and project development, with the total approved being £6,400,000.</li> <li>iv. The Combined Authority approved the use of Gainshare funding to cashflow programme costs pending the confirmation of Government funding.</li> <li>v. The Combined Authority authorised a programme update, including proposals for the assurance pathway and approval route of early projects, to be brought forward for consideration by the Authority at its meeting on 20 June 2024, with further programme-level updates provided at regular intervals over the programme lifetime.</li> <li>vi. The Combined Authority granted delegated authority to the Director of Policing, Environment, and Place to allocate development funds and to enter into funding agreements with partners to progress the development of projects in their areas.</li> </ul>
16	13c Better Homes Hub Project Approvals - Investment Priority 4 -	

	Tackling the Climate Emergency and Environmental	
17	13d Project Approvals - Investment Priority 5 - Delivering Sustainable, Integrated, Inclusive and Affordable Transport	
18	13e Project Approvals - Investment Priority 6 - Creative Industries, Culture, Heritage and Sport	
20	Corporate Plan 2024-25	<b>Resolved:</b> The Combined Authority endorsed the approach to the development of the Corporate Plan 2024-25.
23	13c (1) Better Homes Hub (BHH) Area-Based Scheme (Leeds - Part 1)	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the Better Homes Hub (BHH) Area-Based Scheme (Leeds – Part 1) scheme was authorised to proceed through decision point 2 to 4 (Business Justification) and work commenced on activity 5 (delivery).</li> <li>ii. The Combined Authority’s contribution of £1,734,906 to the scheme. The total value being £4,372,241.</li> <li>iii. That the Combined Authority enter into a funding agreement with Leeds City Council for expenditure of up to £1,734,906.</li> <li>iv. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Climate, Energy and Environment Committee.</li> </ul>
27	13d. (4) Huddersfield Rail Station Connections	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the Huddersfield Rail Station</li> </ul>

		<p>Connections scheme was authorised to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <ul style="list-style-type: none"> <li>ii. The Combined Authority contribution of £15,702,478 to the scheme. The total value being £18,702,478.</li> <li>iii. Development costs of £924,000 were approved in order to progress the scheme to decision point 4 (full business case), taking the total scheme approval to £2,541,389.</li> <li>iv. The Combined Authority enter into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £2,541,389.</li> <li>v. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.</li> </ul>
28	13d (7). TCF: Skipton Railway Station Gateway - Active Travel Improvement Scheme	<p><b>Resolved:</b></p> <p>That, subject to the successful outcome of the Department for Transport’s Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the Skipton Station Gateway scheme was authorised to proceed through decision point 4 (full business case) to activity 5 (Delivery).</li> <li>ii. The Combined Authority’s contribution of £6,971,771 for Phase 1 to the scheme. The value for Phase 1 being £7,171,771. The total scheme value for Phase 1 and Phase 2 being £15,070,000.</li> <li>iii. The Combined Authority enter into an addendum to the existing funding agreement with North Yorkshire Council</li> </ul>

		<p>for expenditure up to £6,971,771, subject to confirmation from the Department for Transport that funding for FY 24/25, 25/26 and 26/27 is available.</p> <p>iv. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.</p>
29	13d (8). TCF Selby Station Gateway	<p><b>Resolved:</b></p> <p>That, subject to the successful outcome of the Department for Transport’s Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <p>i. That the Selby Station Gateway scheme was authorised to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery)</p> <p>ii. Approval was granted to increase the Combined Authority’s contribution for phase 1 by £289,375, from £20,000,000 to £20,289,375, with the additional contribution to be funded by reallocating £289,375 from the TCF Skipton scheme. The total scheme value for phase 1 being £25,375,508. The total scheme value for phase 1 and 2 being £32,535,508.</p> <p>iii. The Combined Authority enter into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £20,289,375, subject to confirmation from the Department for Transport that funding for Financial Years 2024/25 and 2025/26 is available.</p> <p>iv. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required,</p>



		any future committee level approvals were delegated to the Transport Committee.
30	13d (9). Kirklees Speed Limit Review	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the Kirklees Speed Limit Review scheme was authorised to proceed through decision point 2 - 4 (business justification case) and work begins on activity 5 (delivery).</li> <li>ii. The Combined Authority contribution of £900,000 to the scheme. The total value being £1,052,000.</li> <li>iii. The Combined Authority enter into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £900,000.</li> <li>iv. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.</li> </ul>
31	13d (10). A58/A672 Corridor Improvement Scheme	<p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. The change request for the A58/A672 Corridor Improvement scheme to increase the Combined Authority contribution by £1,333,769 from £5,442,000 to £6,775,769, to revise the scheme scope, and to extend the delivery completion date (decision point 5) from December 2023 to December 2024.</li> <li>ii. The Combined Authority enter into an addendum to the existing funding agreement with Calderdale Council for expenditure up to £6,775,769.</li> </ul>

		<p>iii. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.</p>
32	13d (12). Active Travel Fund and Capability Fund Programme - Active Travel Fund 4 Extension and Capability Fund Extension	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <p>i. Subject to Active Travel England approval, the changes to the Active Travel Fund 2 (ATF2), Active Travel Fund 3 (ATF3), and Active Travel Fund 4 (ATF4) projects in Tables 1, 2, and 3 of this report were approved.</p> <p>ii. The change request for the ATF4 Grandstand Road Phase 1 scheme to increase the development funding by £21,720, from £15,280 to £37,000, was approved, and the Combined Authority entered into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £37,000 from the Active Travel 4 fund. The change request for the ATF4 West Yorkshire School Streets scheme, to reduce the number of school streets from 10 to 8, was approved.</p> <p>iii. The change request for the Capability Fund to extend the DP5 completion of the delivery date from December 2023 to December 2024 was approved (already been approved by ATE).</p> <p>iv. Additional funding of £3,082,319 from the Active Travel Fund 4 Extension and additional funding of £1,265,484 from the Capability Fund Extension were added to the ATF4 program, taking the indicative approval to the</p>

Combined Authorities' contribution from £19,961,635 to £24,309,438. The total scheme value was £24,309,438. (Active Travel Fund 4 Extension funding to be confirmed by ATE) Subject to confirmation of ATF4E funding by ATE, that the ATF4E funding of £3,082,319 funded the schemes in Table 4 and that work commenced on activity 5 (Delivery) subject to approval to proceed for schemes B, C, E & F. Grant funding agreements were entered into with the respective partner councils for the amounts in Table 4 of this report for schemes B, C, E & F.

v.  
Subject to confirmation of ATF4E funding by ATE, development costs of £80,000 were approved to progress scheme A in Table 4 to decision point 4 (via business justification case). A grant funding agreement was entered into with Bradford Council for £80,000.

vi.  
Subject to confirmation of ATF4E funding by ATE, development costs of £102,495 were approved to progress scheme D in Table 4 to decision point 4 (via business justification case). A grant funding agreement was entered into with Calderdale Council for £102,495.

vii.  
That the Capability Fund Extension funding of £1,265,484 was added to the Capability Fund Programme and that activity 5 (Delivery) continued.

viii.  
The Combined Authority entered into new grant funding agreements with partner councils allocating amounts from the Capability Fund Extension as follows: Kirklees Council received up to £154,600, Calderdale Council up to £193,900, Wakefield Council

		<p>up to £118,900, Bradford Council up to £118,400, and Leeds City Council up to £278,900.</p> <p>ix. That a Delegation to the Executive Director for Transport was approved to allow allocated funding amounts released as part of this decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.</p> <p>x. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where further approval was required, the respective program or schemes would return to the Transport Committee.</p> <p>At the conclusion of this agenda item, the Mayor suspended the meeting for a short five-minute recess. The Combined Authority meeting then resumed afterwards.</p>
33	13e (1). West Yorkshire Tourism - Local Visitor Economy Partnership (LVEP)	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the West Yorkshire Tourism - LVEP scheme was authorised to proceed through decision point 2 to 4 (business justification) and work commences on activity 5 (delivery).</li> <li>ii. The Combined Authority's contribution of £500,000 to the scheme. The total value being £500,000.</li> <li>iii. That the Combined Authority enter into a funding agreement with Leeds City Council for expenditure of up to £470,000.</li> <li>iv. That future approvals would be made in accordance with the assurance pathway</li> </ul>

		and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Culture, Heritage and Sport Committee.
34	13e (2). Bradford 2025 UK City of Culture	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the Bradford 2025 City of Culture scheme was authorised to proceed through decision point 4 (full business case) and work commences on activity 5 (delivery).</li> <li>ii. The Combined Authority's contribution of £5,700,000 to the scheme. This took the total approval to £6,000,000. The total value being £42,407,000.</li> <li>iii. The Combined Authority enter into an addendum to the funding agreement with Bradford Culture Company (BCC) Ltd for expenditure of up to £6,000,000.</li> <li>iv. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report.</li> </ul> <p>The recommendations were agreed by a majority of members of the Combined Authority, with Councillor Lamb indicating his dissent.</p>
36	13d. (2) BCPC Kings Road Sustainable Transport Corridor	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the BCPC Kings Road Sustainable Transport Corridor scheme was authorised to proceed through strategic outline case (decision point 2) and work commences on outline business case (decision point 3).</li> <li>ii. The Combined Authority contribution of £34,999,161 to the scheme. The total</li> </ul>

		<p>value being £34,999,161.</p> <p>iii. Development costs of £3,540,990 were approved in order to progress the scheme to outline business case (decision point 3) taking the total scheme approval to £3,790,990.</p> <p>iv. That the Combined Authority enter into an addendum to the existing funding agreement with Bradford Metropolitan District Council for expenditure of up to £3,790,990.</p> <p>v. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.</p>
37	13b Local Nature Recovery Strategy Project Approvals - Investment Priority 3 - Creating Great Places and Accelerated	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <p>i. That the Local Nature Recovery Strategy scheme was authorised to proceed through decision points 2 to 4 (business justification case) and work commenced on activity 5 (delivery).</p> <p>ii. The Combined Authority's contribution of £459,376 to the scheme. The total value being £459,376.</p> <p>iii. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Place, Regeneration and Housing Committee.</p>
38	13c (2) Better Homes Hub	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p>

		<ul style="list-style-type: none"> <li>i. The change request to release development costs of £240,000 of Combined Authority funding to enable programme evaluation and to undertake a feasibility study for the Better Homes Hub Area-Based Scheme (Leeds – Part 2). This takes the total approval to £5,288,585. The total programme cost being £17,587,834.</li> <li>ii. The Combined Authority enter into a funding agreement with Leeds City Council for expenditure of up to £50,000.</li> <li>iii. That delegated authority be granted to the Director of Policing, Environment &amp; Place, to approve the reallocation of spend within the wider Better Homes Hub Programme and to enter into Grant Funding Agreements / letters between the Combined Authority and the local authority partners and suppliers.</li> <li>iv. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Climate, Energy and Environment Committee.</li> </ul>
39	13d. (3) Bus Highway Hotspot Improvements Programme (BSHHIP)	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. Development costs of £252,000 were approved in order to progress the schemes to approval to proceed, the total scheme approvals being £592,000. The £252,000 was comprised of £232,000 from the City of Bradford Metropolitan District Council and £20,000 from Wakefield Council.</li> <li>ii. The Combined Authority enter into an addendum to the existing funding agreements for expenditure as listed above.</li> </ul>

		<ul style="list-style-type: none"> <li>iii. The Bus Highway Hotspot Improvement Programme proceed through decision point 2 (strategic outline case) and work commences on decision point 5 (delivery) of individual schemes.</li> <li>iv. Approval of £1,743,359, taking the total Combined Authority approval to £2,083,359 with indicative allocations for each scheme as below. The total scheme value is £2,083,359. Expenditure up to the following was authorised; £1,287,004 from the City of Bradford Metropolitan District Council, £350,899 from Leeds City Council and £357,357 from Wakefield Metropolitan District Council.</li> <li>v. The Combined Authority enter into addendums to the existing funding agreements for expenditure as listed above.</li> <li>vi. That a Delegation to the Executive Director for Transport be approved to allow allocated funding amounts released as part of this decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.</li> <li>vii. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.</li> </ul>
40	13d. (5) TCF Dewsbury - Batley - Chidswell Sustainable Travel Corridor	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the Dewsbury-Batley-Chidswell Sustainable Travel Corridor scheme was authorised to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business</li> </ul>



		<p>case).</p> <ul style="list-style-type: none"> <li>ii. The Combined Authority's contribution of £9,992,299 to the scheme. The total value being £9,992,299.</li> <li>iii. Development costs of £926,000 were approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £1,775,000.</li> <li>iv. The Combined Authority enter into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £1,775,000.</li> <li>v. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.</li> </ul>
41	13d (6). Harrogate Railway Station Gateway - Active Travel Improvement Scheme	<p><b>Resolved:</b></p> <p>That, subject to the successful outcome of the Department for Transport's Stage Gate review for the project and change control process for the three North Yorkshire TCF schemes, and subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. That the Harrogate Rail Station Gateway Active Travel Improvement scheme was authorised to proceed through decision point 4 (full business case) to activity 5 (Delivery).</li> <li>ii. Additional development costs of £200,000 were approved in order to progress the scheme to approval to proceed, taking the total scheme development cost approvals to £2,296,553.</li> <li>iii. The Combined Authority's contribution of £11,006,970 to the scheme. The total value being £12,056,970.</li> </ul>

		<ul style="list-style-type: none"> <li>iv. The Combined Authority enter into an addendum to the existing funding agreement with North Yorkshire Council for expenditure up to £11,006,970, subject to confirmation from the Department for Transport that funding for FY 24/25, 25/26 and 26/27 is available.</li> <li>v. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.</li> </ul>
42	13d (11). Zero Emission Bus Regional Area (ZEBRA)	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. The change request to for the scope changes and extension to project timescales to the ZEBRA project (Phase 1) as detailed in exempt Appendix 9.</li> <li>ii. The change request to accept new funding from the second round of Zero Emission Bus Regional Area funding (ZEBRA 2), if awarded by the Department for Transport (DfT) and extend project delivery timescales as detailed in exempt Appendix 9.</li> <li>iii. The Combined Authority enter into addendum to the existing funding agreements with the bus operators for the sums detailed in exempt Appendix 9.</li> <li>iv. The delegation to the Chief Executive was approved to allow allocated funding amounts to be released as part of that decision to be amended as required and for grant funding agreements or addendums to grant funding agreements to be amended accordingly.</li> <li>v. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances</li> </ul>

		outlined in the report. Where required, any future committee level approvals were delegated to the Transport Committee.
45	13a (1) Enterprise West Yorkshire	<p><b>Resolved:</b></p> <p>That, subject to the conditions set by the Portfolio Investment Panel, the Combined Authority approved:</p> <ul style="list-style-type: none"> <li>i. The change request for the Enterprise West Yorkshire scheme to extend delivery timeframes by 12 months, from 30th September 2024 to 30th September 2025.</li> <li>ii. That future approvals would be made in accordance with the assurance pathway and approval route and tolerances outlined in the report.</li> </ul>