

**MINUTES OF THE MEETING OF THE  
WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE  
HELD ON TUESDAY, 5 JUNE 2018 AT COMMITTEE ROOM A -  
WELLINGTON HOUSE, LEEDS**

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**Present:**

Councillor Peter Box CBE (Chair)  
Roger Marsh OBE (Deputy Chair)  
Councillor Ian Gillies  
Councillor Denise Jeffery  
Councillor Richard Lewis  
Councillor Peter McBride  
Councillor Alex Ross-Shaw

Wakefield Council  
Leeds City Region Enterprise Partnership  
City of York Council  
Wakefield Council  
Leeds City Council  
Kirklees Council  
Bradford Council

**In attendance:**

Melanie Corcoran  
Angela Taylor  
Dave Haskins  
Mark Auger  
Rebecca Cheung  
Jess McNeill  
Jacquie Boulton  
Mark Thompson  
Gary Bartlett  
Mark Philpott  
Ruth Chaplin

West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
West Yorkshire Combined Authority  
Calderdale Council  
Leeds City Council  
Leeds City Council  
West Yorkshire Combined Authority

**59. Apologies for Absence**

Apologies for absence were received from Councillor Barry Collins.

**60. Declarations of Disclosable Pecuniary Interests**

Roger Marsh declared an interest in respect of agenda item 7, Further Capital Spend Proposals (following the 'Call for Projects') - Institute for High Speed Railways and System Integration, University of Leeds, as he is a member of the University of Leeds Council.

**61. Exempt Information - Possible Exclusion of the Press and Public**

**Resolved:** That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendix 12 to Agenda Item 7 and Appendices 1, 2, 3, 4 and 5 to Agenda Item 8 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**62. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 18 April 2018**

**Resolved:** That the minutes of the West Yorkshire & York Investment Committee held on 18 April 2018 be approved and signed by the Chair.

**63. Capital Programme Update**

The Committee considered a report on progress made on the implementation of the West Yorkshire Combined Authority's capital programme in 2017/18.

A summary of each of the Combined Authority's capital programmes was provided in Table 1 and spend by priority in respect of the Growth Deal target expenditure was outlined in Table 2 of the submitted report. The dashboards for the Growth Deal and West Yorkshire plus Transport Fund were attached at Appendices 1 and 2 and detailed the final spend and RAG rating of each project.

The Growth Deal performance and the outputs achieved to the end of 2017/18 were detailed in Table 3 and it was noted that activity was ongoing to ensure all projects accurately collate, evidence and report on outputs. Members noted the update on project progress and performance and the report outlined the projects which currently have a red RAG rating.

Progress in respect of the Local Transport Capital Programme, which includes five funding streams, was outlined in the submitted report. This included the Local Transport Plan Integrated Transport Block (LTP) and National Productivity Investment Fund (NPIF) and a breakdown of the initial allocation for 2017/18 and 2018/19 and expenditure on each project was provided at Appendix 3. The report also provided an update on other transport and economic development funding which included the DfT Cycle City Ambition Fund, WY Cycling and Walking Fund, Ultra Low Emission Vehicles, the WY Broadband programme and the Growing Places Fund.

**Resolved:** That the progress made in implementing the Combined Authority Capital Programme be noted.

## **64. Capital Spending and Project Approvals**

The Committee considered a report on proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund and Growth Deal at stages 1, 2 and 3 of the Combined Authority's assurance process.

Members discussed the proposals for the progress of the following five schemes which were detailed in the submitted report:

- Land Release Fund
- Leeds Integrated Station Masterplan
- Northgate House, Halifax
- Real Time Bus Information
- Ultra Low Emissions Vehicles (ULEV) taxi scheme

The real time bus information project was welcomed and the Committee would be keen to see a similar scheme rolled out across West Yorkshire if funding could be secured.

In respect of Northgate House, the risk identified around the refurbishment scheme and the mitigations that would need to be addressed as the business case is developed was acknowledged.

The report also provided further details and outlined proposed recommendations for the following schemes which have had change request reports assessed in line with the Combined Authority's assurance process:

- Leeds Station Gateway – New Station Street improvements
- Harrogate Road New Line – junction improvement Bradford/Leeds corridor
- A65-A658 airport link road project

It was reported that the change request for the A65-A658 airport link road project was for additional development costs to progress the scheme to decision point 3 (outline business case) and that this would not increase the total indicative scheme cost at this stage and will result in funds being drawn down early to complete works on the outline business case. Members were advised that discussions would be entered into with the airport to seek a contribution for the scheme.

The Committee was also provided with details of a decision made through delegation to the Combined Authority's Managing Director since the last meeting in respect of:

- Apprenticeship Grants for Employers (AGE) Extension, West Yorkshire

It was noted that the Combined Authority's Corporate Technology Strategy had been approved by the Combined Authority on 10 May 2018 as part of the corporate priorities report.

Summaries of the schemes' business cases were attached as Appendices 2-7 of the submitted report.

**Resolved:**

- (i) In respect of Land Release Fund (LRF), the Investment Committee recommends to the Combined Authority that:
  - (a) The LRF project proceeds through decision point 2 and work commences on activity 6 – delivery.
  - (b) An approval to the total project value of £662,125 is given from the One Public Estate (OPE) Capital Grant fund with full approval to spend granted.
  - (c) Delivery costs of £662,000 are approved in order to progress the scheme to activity 6 – delivery, taking the total project approval to £662,125.
  - (d) The Combined Authority enter into a funding agreement with Craven, Wakefield, Leeds and Selby Councils for expenditure of up to £493,750, £18,750, £130,875 and £18,750 respectively from the OPE Capital Grant Fund.
- (ii) In respect of the Leeds Integrated Station Masterplan (LISM) the Investment Committee recommends to the Combined Authority that:
  - (a) The Leeds Integrated Station Masterplan project proceeds through decision point 2 and work commences on activity 3 (outline business case).
  - (b) An indicative approval to the total project value of £6.32 million of which £5 million will be funded by the Combined Authority (to be funded from the Leeds Public Transport Investment Programme (LPTIP), £320,000 from the LCR HS2 Growth Strategy and West Yorkshire Plus Transport Fund and £1 million match funding from Network Rail, 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).
  - (c) Development costs of up to £1 million are approved in order to progress the scheme to decision point 3 (outline business case).
  - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 3 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

- (iii) In respect of Northgate House, the Investment Committee recommends to the Combined Authority that:
- (a) The Northgate House project proceeds through decision point 2 and work commences on activity 4 (full business case).
  - (b) An indicative approval from the Combined Authority of £3 million from the Local Growth Fund (previously a £1.3 million loan) is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £11.87 million.  
  
(Note - £300,000 of this £3 million has already been paid to Calderdale Council as a loan).
  - (c) Approval to amend the terms of the funding agreement from an interest free loan to grant funding.
  - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report which includes a Combined Authority approval at decision point 4 and at decision point 5 through a delegation to Combined Authority's Managing Director following a recommendation by Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (iv) In respect of Real Time Bus Information, the Investment Committee recommends to the Combined Authority that:
- (a) The Real Time project proceeds through decision point 3 (outline business case) and work start on activity 5 (full business case with finalised costs).
  - (b) Approval to the total indicative project value of £7.2 million from the LPTIP is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (c) Approval for development costs of £1.74 million for the purchase and installation of the first 490 units and bus shelters with existing power supply along the core network (£1.64 million) and for funding a project manager (£100,000).
  - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be

subject to the scheme remaining within the tolerances outlined in the submitted report.

- (v) In respect of the Ultra Low Emissions Vehicles (ULEV) taxi scheme, the Investment Committee recommends to the Combined Authority that:
  - (a) The ULEV Taxi Scheme project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).
  - (b) An indicative approval to the Combined Authority's contribution of £3.18 million which will be funded through £1.2 million from the LTP fund and £1.98 million from the OLEV grant is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (c) Approval to the additional £200,000 development costs to allow advance site preparation tasks to commence, taking the total development costs for the project to £380,000.
  - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (vi) In respect of the Leeds Station Gateway - New Station Street improvements, the Investment Committee recommends to the Combined Authority's Managing Director that:
  - (a) The change request to Leeds Station Gateway – New Station Street Improvements, to extend the completion date from December 2018 to June 2019 is approved.
  - (b) The scheme progresses through to full business case with costs and that subject to the scheme remaining within the tolerances for cost and time, approval be given by the Managing Director at decision point 5.
  - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (vii) In respect of Harrogate Road - New Line – junction improvement, the Investment Committee recommends to the Combined Authority that:

- (a) The change request to the Harrogate Road New Line Junction Improvement project to increase the indicative approval to the Combined Authority's contribution to £6.765 million, which will be funded from the West Yorkshire plus Transport Fund and is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value is £8.691 million (£6.765 million plus £1.926 million Bradford Council section 106 monies) is approved.
  - (b) The change request to the Harrogate Road New Line – Junction Improvement project to additional development costs of £585,000 in order to progress the scheme to decision point 5 (full business case with finalised costs) is approved.
  - (c) The Combined Authority enters into an addendum of £585,000 to the existing funding agreement with the City of Bradford for expenditure of up to £1.885 million from the West Yorkshire plus Transport Fund.
  - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (viii) In respect of the A65-A658 airport link road project, the Investment Committee recommends to the Combined Authority that:
- (a) The Change Request to A65-A658 airport link road project for additional development costs of £975,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £1.785 million. This will be funded from the West Yorkshire plus Transport Fund.
  - (b) The Combined Authority enter into an addendum for £975,000 to the existing funding agreement with Leeds City Council for total expenditure of up to £1.785 million.
  - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.

## **65. Further Capital Spend Proposals (following the 'Call for Projects')**

The Committee considered a report which, following the call for projects in Autumn 2017, put forward proposals regarding progression of the following West Yorkshire Combined Authority supported projects, for funding through

the West Yorkshire plus Transport Fund (Transport Fund) and Growth Deal, for consideration by the Investment Committee at stage 1 of the Combined Authority's assurance process.

- Institute for High Speed Railways and System Integration – Phase 1
- Leeds City Region Enterprise Zones Programme
- Leeds Inland Port
- Gateway to Huddersfield – Phase 1
- CityConnect Cycle City Ambition Programme (CCAG) Phase 1 & 2 extension
- Bradford City Centre Heritage Properties
- Halifax Living, Halifax
- Wakefield City Centre – South East Gateway
- Rail Park & Ride Programme – Phase 2
- York Central Kickstarter – Phase 1
- Leeds City Centre Package – change request

It was noted that in-principle support for the 11 projects listed above had been approved in February 2018 by the Combined Authority and the promoters were invited to resubmit their expressions of interest and provide updated information.

A summary of the call for project submissions was attached at Appendix 1 and the background information on the Combined Authority's assurance framework through which each of the schemes are being approved was attached at Appendix 2.

Members discussed the detail of the submissions which were outlined in the submitted report and the business case summaries were attached at Appendices 3 – 12. Roger Marsh left the room during consideration of the Institute for High Speed Railways and System Integration – Phase 1 project. It was noted that the York Central Kickstarter Phase 1 project was not seeking a recommendation at the present time although it may be resubmitted at a later stage in the programme.

The Committee welcomed the projects being put forward, some of which would deliver additional housing and jobs and Members asked that consideration be given as to how social benefits can be highlighted in future project approval reports.

**Resolved:**

- (i) In respect of Institute for High Speed Railways and System Integration, the Investment Committee recommends to the Combined Authority that:
  - (a) The Institute for High Speed Rail and System Integration scheme Phase 1 proceeds through decision point 2 and work commences on activity 4 (full business case).



- (b) An indicative approval to the Combined Authority's contribution of £11.44 million is given, which will be funded through over-programming against the Local Growth 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). The total Phase 1 value is £22.88 million (The University of Leeds will contribute match funding of £11.44 million).
  - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (ii) In respect of Leeds City Region Enterprise Zones, the Investment Committee recommends to the Combined Authority that:
  - (a) The full Enterprise Zones programme proceeds through decision point 2 (case paper) and work commences on Activity 3 (outline business case) for all Enterprise Zones sites, with the exception of Leeds (Aire Valley) which will continue progressing through Activity 4 (full business case).
  - (b) An indicative approval to the Combined Authority's contribution of £45.044 million is given (which will be funded through £20 million from Local Growth Fund's existing approval, £24.939 million from over-programming against the Local Growth Fund, £75,000 of Department of Communities and Local Government Grant funding and £30,000 of other Combined Authority budget funding), with full approval to spend being granted once individual schemes have progressed through the Assurance Process to Decision Point 5 (full business case with finalised costs). The total programme value is £49.558 million.
  - (c) Development costs of up to £1.541 million are approved in order to progress the schemes within the programme to Decision Point 3 (outline business case) taking the total development cost approval up to £1.923 million. This will be funded from Local Growth Fund (£1.516 million) and the Department of Communities and Local Government Grant funding (£25,000).
  - (d) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report. This will be subject to the programme remaining within the tolerances outlined in the submitted report.

- (iii) In respect of Leeds Inland Port, the Investment Committee recommends to the Combined Authority that:
- (a) The Leeds Inland Port project proceeds through decision point 2 and work commences on activity 3 (outline business case).
  - (b) An indicative approval to the Combined Authority's contribution of £3.17 million is given, which will be funded through over-programming against the Local Growth 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). The total project value is £3.37 million (Canal & Rivers Trust match funding of £200,000).
  - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision points 3 and 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (iv) In respect of Gateway to Huddersfield - Phase 1, the Investment Committee recommends to the Combined Authority that:
- (a) The Gateway to Huddersfield Phase 1 project proceeds through decision point 2 and work commences on activity 3 (outline business case).
  - (b) An indicative approval to the Combined Authority's contribution of £5.05 million is given, to be funded by 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). The total project value is £5.55 million (£500,000 contribution from Kirklees Council).
  - (c) Development costs of up to £115,000 are approved in order to progress the scheme to decision point 3 (outline business case), taking the total development cost approval to £165,000.
  - (d) West Yorkshire Combined Authority enter into a funding agreement with Kirklees Council for expenditure of up to £115,000. This funding agreement will also acknowledge the existing £50,000 development funding approval.
  - (e) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Programme Appraisal Team. This will

be subject to the scheme remaining within the tolerances outlined in the submitted report.

- (v) In respect of CityConnect Cycle City Ambition Programme - Phase 1 & 2 extension, the Investment Committee recommends to the Combined Authority that:
  - (a) The City Connect Cycle City Ambition Programme – Phase 1 & 2 extension proceeds through decision point 2 and work commences on activity 3 outline business case for each of the projects within the programme.
  - (b) An indicative approval to the total project value of £14.824 million is given of which £14.424 million will be funded by the Combined Authority with full approval to spend being granted once each of the projects within the programme have progressed through the assurance process to decision point 5 (full business case with finalised costs). The Combined Authority contribution will be funded from £12.053 million from over-programming against the West Yorkshire plus Transport Fund and £2.371 million from the existing City Connect programme funding from the Department for Transport.
  - (c) Development costs of up to £350,000 are approved in order to progress the projects within the programme to Decision Point 3 (outline business case) to be funded from over-programming against the West Yorkshire plus Transport Fund.
  - (d) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in the submitted report including at Decision Point 3 (outline business case) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (vi) In respect of Bradford City Centre Heritage Properties Development Scheme, the Investment Committee recommends to the Combined Authority that:
  - (a) The Bradford city centre heritage properties development scheme proceeds through decision point 2 and work commences on activity 3 (outline business case).
  - (b) An indicative approval to the Combined Authority's contribution of up to £7.4 million, which will be funded through over-programming against the Local Growth Fund, is given with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). The total project value

is £31.602 million (private sector investment estimated at £24.202 million).

- (c) Future approvals are made in accordance with the Approval Pathway and approval route outlined in the submitted report, including the use of a delegation to the Combined Authority's Managing Director at decision point 5 (full business case with finalised costs). This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (vii) In respect of Halifax Living Programme (Phase 1), the Investment Committee recommends to the Combined Authority that:
  - (a) The Halifax Living Programme (Phase 1) proceeds through decision point 2 and work commences on activity 3 (outline business case).
  - (b) An indicative approval to the Combined Authority contribution to the programme of £764,000 is given to be funded from over-programming against the Local Growth 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). In addition, that an additional £797,000 of over-programming against the Local Growth Fund can be utilised to fund the land remediation element of the Beech Hill project (which will be considered as a separate business case at a later meeting) and subject to satisfactory progress through the assurance process.
  - (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report, including through a delegation to the Combined Authority's Managing Director at decision point 5. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (viii) In respect of Wakefield City Centre South East Gateway, the Investment Committee recommends to the Combined Authority that:
  - (a) The Wakefield City Centre South East Gateway project proceeds through decision point 2 and work commences on activity 3 (outline business case) or 4 (full business case) dependent on sufficient detail being available at submission stage.
  - (b) An indicative approval to the total project value of £41.55 million is given, which includes a £6.505 million contribution from the Combined Authority to be funded from over-programming against the Local Growth 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).

- (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report, including through a delegation to the Combined Authority's Managing Director at decision points 5, following a recommendation by the Combined Authority's Investment Committee or Programme Appraisal Team respectively. This will be subject to the scheme remaining within the tolerances outlined in the submitted report.
- (ix) In respect of the Rail Park & Ride Programme Phase 2, the Investment Committee recommends to the Combined Authority that:
  - (a) The Rail Park & Ride Programme Phase 2 proceeds through decision point 2 and work on the individual schemes commences on activity 3 (outline business case).
  - (b) An indicative approval to the total project delivery cost of £33.638 million is given which will be funded entirely by the Combined Authority (with £5 million from the Leeds Public Transport Investment Programme to fund works at New Pudsey rail station and £28.638 million from over-programming against the West Yorkshire plus Transport Fund) with full approval to spend being granted once individual projects have progressed through the assurance process to decision point 5 (full business case with finalised costs).
  - (c) Development costs of up to £2.016 million are approved in order to progress the scheme to decision point 3 (outline business case) from over-programming against the West Yorkshire plus Transport Fund.
  - (d) Future approvals are made in accordance with the Approval Pathway and Approval Route outlined in the submitted report, including the use of a delegation to the Combined Authority's Managing Director at decision points 3 and 5, following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.
- (x) In respect of the Leeds City Centre Package, the Investment Committee recommends to the Combined Authority that:
  - (a) The change request for Leeds City Centre Package (LCCP) to increase the funding contribution from the West Yorkshire plus Transport Fund from £36.5 million to £66.8 million is given indicative approval, that the LCCP package will now be delivered as four individual phases is approved and work continues on Activity 4 (full business case) for Phase 1 and on Activity 3 (outline business case) for Phases 2, 3 and 4.
  - (b) The revised total package delivery cost of £149.8 million is noted of which indicative funding from the Combined Authority is £79.6 million. This will be funded from the West Yorkshire

plus Transport Fund's original allocation (£36.5 million), over-programming against the West Yorkshire plus Transport Fund's requested as part of this report (£30.3 million) and Leeds Public Transport Investment programme (£12.8 million).

- (c) Future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report, including at decision point 5, which will be made through a delegation to Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This approval route will be subject to the scheme remaining within the tolerances outlined above.

## **66. Rail Legacy Projects - Final Accounts**

The Committee considered a report on Rail Legacy Projects – Final Accounts which:

- Provided an update on the outcome of discussions with Network Rail on final accounts for the Kirkstall Forge, Apperley Bridge, Leeds Station Southern Entrance (LSSE) and Low Moor projects.
- Sought recommendations to be made to the Combined Authority to approve relevant budget allocations and virements in relation to the proposed final accounts and payment(s) to Network Rail for Kirkstall Forge, Apperley Bridge and LSSE and to delegate authority to the Managing Director to conclude final account discussions and payments on Low Moor.

Members had previously considered and discussed information in respect of the rail station schemes outlined in the submitted report and the delays to the closure of accounts and completing the Lessons Learnt (Network Rail GRIP8) sessions.

The report provided further details on the final account discussions and members considered the information provided in the exempt appendices 1-5 which were attached to the submitted report. It was noted that cost overruns on all four projects were experienced and the quantum of costs payable by the Combined Authority have now been established and agreed in principle with Network Rail for Kirkstall Forge, Apperley Bridge and LSSE. In respect of Low Moor, discussions were continuing and it was proposed that the finalisation of this account and payment to Network Rail within the maximum funding envelope outlined in Appendix 1 be delegated to the Combined Authority's Managing Director.

### **Resolved:**

- (i) That the Investment Committee recommends to the Combined Authority to approve the proposed final account and payment(s) with Network Rail for Kirkstall Forge and Apperley Bridge outlined in

Appendix 2 and 3 to the submitted report, subject to receipt in writing of Network Rail's acceptance of the terms.

- (ii) That the Investment Committee recommends to the Combined Authority to approve the final account and payment(s) with Network Rail for LSSE outlined in Appendix 4 to the submitted report, subject to receipt in writing of Network Rail's acceptance of the terms.
- (iii) That the current status of discussions with Network Rail on Low Moor and the potential budget implications be noted and that the Investment Committee recommends to the Combined Authority to delegate authority to the Managing Director, in conjunction with the Chair of the Combined Authority, to conclude final account discussions and make the relevant payment(s) within the existing funding approval as detailed in Appendix 1 of the submitted report, subject to receipt in writing of Network Rail's acceptance of the terms.
- (iv) That the Investment Committee recommends to the Combined Authority to approve the budget allocations and virements detailed in Appendix 1 of the submitted report.

**67. Minutes of the Meeting of the Business Investment Panel held on 6 March 2018**

**Resolved:** That the minutes of the Business Investment Panel held on 6 March 2018 be noted.

**68. Draft Minutes of the Business Investment Panel held on 3 April 2018**

**Resolved:** That the draft minutes of the Business Investment Panel held on 3 April 2018 be noted.