

Decisions taken by West Yorkshire and York Investment Committee

DATE OF MEETING:	Tuesday, 1 September 2020
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CIRCULATION:	Members of the WYCA Overview & Scrutiny Committee
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Agenda Item No.	Subject/Title of Report	Decision(s)
6	Getting Building Fund	<p>Resolved: That the Investment Committee recommended to the Combined Authority that:</p> <ul style="list-style-type: none"> (i) The Getting Building Fund programme proceeds through decision point 2 (strategic business case). (ii) Each project commences work on activity 4 (full business case) or where relevant a change request is brought forward where the project is an extension to an existing Combined Authority project / programme. (iii) An indicative approval to the Combined Authority's contribution of up to £52.60 million to be funded through the Getting Building Fund is given, with full approval to spend being granted once each of the projects has progressed through the assurance process to decision point 5 (full business case with finalised costs). (iv) Programme development costs of up to £1 million (2%) and project development costs of £2.63 million (5%) are approved in order to progress the projects to decision point 4 (full

		<p>business case) and allocation of these development costs to the individual projects is delegated to the Director of Delivery.</p> <p>(v) The Combined Authority enter into funding agreements with Bradford Council, Calderdale Council, Kirklees Council, Leeds Council and Wakefield Council and other partners, including Canal and River Trust, as necessary for expenditure of up to £2.63 million collectively from the Getting Building Fund (the allocation per project / partner council to be delegated to the Director of Delivery).</p> <p>(vi) The assurance tolerances:</p> <ul style="list-style-type: none"> • Any programme cost increase remains within 2% as set out in this report and re allocation of funding between the projects is delegated to the Combined Authority's Managing Director. • Delivery timescales remain within those set out in this report. <p>(vii) Future approvals are made by the Investment Committee at decision point 4 and through a delegation to the Combined Authority's Managing Director at decision point 5 following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.</p>
7	Capital Spending and Project Approvals	1.2 That in respect of the CIP Phase 2 Programme the Investment Committee recommended to the Combined Authority

		<p>that:</p> <ul style="list-style-type: none"> (i) The CIP Phase 2 Programme proceeds through decision point 2 (strategic outline case) and work commences on individual schemes to activity 3 (outline business case). (ii) An indicative approval to the total programme value of £47.35 million is given from the West Yorkshire plus Transport Fund with full approval to spend being granted once the schemes have progressed through the assurance process to decision point 5 (full business case with finalised costs). (iii) Approval to development costs of £4 million from the West Yorkshire plus Transport Fund of which £3 million to fund business case development costs in order to progress schemes within CIP Phase 2 to decision point 3 (outline business case) and £1 million to be allocated to support programme resilience and contingency. (iv) The Combined Authority enters into a funding agreement with: Kirklees council for expenditure up to £600,000; Calderdale council for expenditure up to £600,000; Bradford council for expenditure up to £670,000; Wakefield council for expenditure up to £1.13 million; all from the West Yorkshire plus Transport Fund <p>(i) That in respect of the Brownfield Housing Fund Programme the Investment Committee recommended to the Combined Authority that:</p> <ul style="list-style-type: none"> (a) The Brownfield Housing Fund
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		<p>programme proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) and activity 4 (full business case) for individual schemes coming through the programme.</p> <p>(b) An indicative approval to the total scheme value of £66.779 million is given from the Brownfield Housing Fund 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).</p> <p>(c) Development costs of £5 million from the Brownfield Housing Fund are approved in order to develop and manage the programme and design and develop individual schemes to the next decision point.</p> <p>(d) Delegation of allocation of development costs and to enter into funding and legal agreements with Bradford, Kirklees, Wakefield, Calderdale and Leeds Councils and associated development activity as outlined in this report to a total combined value of £5 million from the Brownfield Housing Fund, is given to the Combined Authority's Director of Delivery to enable programme development and individual projects to progress to the next decision point.</p> <p>(e) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at the next decision point through delegation to the Investment Committee and at decision point 5</p>
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		<p>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 this report.</p> <p>(ii) That in respect of the Active and Sustainable Travel in Bradford City Centre the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The Active and Sustainable Travel in Bradford City Centre package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>(b) An indicative approval to the total package value up to £30 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.</p> <p>(c) Development costs of £1.67 million is recommended for approval to complete Outline Business Case development. This will bring the total project approval to £2.15 million.</p> <p>(d) Enter into an amended funding agreement with Bradford Council for development costs of £1.67 million from Transforming Cities Fund, taking the total project approval to £2.15 million.</p> <p>(v) Future approvals are made in accordance with the assurance</p>
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		<p>pathway and approval route outlined in this 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 package remaining within the tolerances outlined in this report.</p> <p>(iii) That in respect of the Connecting Employment and Skills Centre in Dewsbury the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The Connecting Employment and Skills Centres in Dewsbury/ Active and Sustainable Travel in Dewsbury package project proceeds through decision point 2 and work commences on activity 3 (outline business case) for the Dewsbury Bus Station Replacement and Dewsbury town centre pedestrian and cycle improvement projects.</p> <p>(b) An indicative approval to the total package value of £16 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.</p> <p>(c) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Portfolio</p>
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		<p>Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.</p> <p>(iv) That in respect of the South Bradford Bus Park and Ride and Expressway the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The South Bradford Bus Park and Ride and Expressway project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>(vi) An indicative approval to the total package value of £20 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5.</p> <p>(vii) £335,000 of development costs have been approved to date for this scheme and a further £1.02 million development funding is recommended for approval from the Transforming Cities Fund are requested to take the scheme to decision point 3 (outline business case) bringing the total funding approved to £1.36 million</p> <p>(viii) The Combined Authority enters into an amended funding agreement with Bradford Council for this scheme up to £1.02 million from the Transforming Cities Fund bringing the total scheme approval to £1.34 million</p> <p>(ix) Future approvals are made in accordance with the assurance</p>
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		<p>pathway and approval route outlined in this 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 package remaining within the tolerances outlined in this report.</p> <p>(v) That in respect of the Network Navigation – West Yorkshire the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The Network Navigation project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>(b) An indicative approval to the total package value of £15.20 million is given from the Transforming Cities Fund and £300,000 from Integrated Transport Bloc funding with full approval to spend once the package has progressed through the assurance process to decision point 5.</p> <p>(c) Future approvals are made in accordance with the assurance pathway and approval route outlined in this 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 package remaining within the tolerances outlined in this report.</p>
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		<p>(vi) That in respect of the Transforming Access to Bradford Interchange package the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The Transforming Access to Bradford Interchange package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>(b) An indicative approval to the total Combined Authority funding of £13.2 million is given from the Transforming Cities Fund with full approval to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).</p> <p>(c) Development costs of £350,000 have been approved for this project to date. A further £2.69 million from the Transforming Cities Fund is recommended for approval to progress to decision point 3 (outline business case).</p> <p>(x) Enter into an amended funding agreement with Bradford Council for additional development costs of up to £2.69 million from the Transforming Cities Fund, taking the total amount approved to £3.04 million.</p> <p>(d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director</p>
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		<p>following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.</p> <p>(vii) That in respect of the Transforming Access to Brighouse and Elland Railway Stations Investment Committee recommends to the Combined Authority that:</p> <p>(a) The Transforming Cycling and Walking Access in Brighouse and Elland Railways Stations package project proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case) for the Brighouse Cycling and Walking Improvement Scheme and activity 4 (full business case) for the Elland Station Access scheme.</p> <p>(xi) An indicative approval to the Combined Authority's contribution of £7.40 million, £5.42 million which will be funded from the Transforming Cities Fund and £1.98 million from the West Yorkshire plus Transport Fund (Elland station and access package) 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).</p> <p>(b) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 (full business case with finalised costs) through a delegation to the Combined</p>
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		<p>Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.</p> <p>(viii) That in respect of the Transforming bus and active travel opportunities between Dewsbury and Bradford (A638) the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The Transforming bus and active travel opportunities between Dewsbury and Bradford (A638) package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case)</p> <p>(b) An indicative approval to the total value of Combined Authority funding £16 million is given from the Transforming Cities Fund to spend once the package has progressed through the assurance process to decision point 5 (full business case with finalised costs).</p> <p>(xii) Approve for further development costs to progress this scheme to decision point 3 (outline business case) of £80,000, taking the total approved to £350,000 and enter into an amended funding agreement with Kirklees Council for an additional £80,000 from the Transforming Cities Fund.</p> <p>(c) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined</p>
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		<p>Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.</p> <p>(ix) That in respect of the West Bradford – Cycle Superhighway the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The West Bradford – Cycle Superhighway package proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p>(b) An indicative approval to the total package value of £17.5 million is given from the Transforming Cities Fund with full approval to spend being granted once the package has progressed through the assurance process to decision point 5.</p> <p>(c) Development costs of £175,000 have been approved for this project to date. A further £1.25 million from the Transforming Cities Fund is recommended for approval for developments costs in order to progress the project to decision point 3 (outline business case)</p> <p>(xiii) Approval to enter into an amended funding agreement for this scheme with Bradford Council for an additional £1.25 million for development costs from the Transforming Cities Fund, taking total approved to £1.43 million</p>
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		<p>(d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this 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 package remaining within the tolerances outlined in this report.</p> <p>(x) That in respect of the A660 Headingley Hills the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The A660 Headingley Hill scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).</p> <p>(b) That an indicative approval to the total project value of £5.1 million is granted from a funding source to be identified before the next decision point, 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).</p> <p>(c) Development costs of £825,807 from the West Yorkshire plus Transport Fund are approved in order to progress the scheme to decision point 4 (full business case with finalised costs).</p> <p>(d) The Combined Authority enters into a funding agreement with Leeds City Council for £825,807 from the West Yorkshire plus Transport</p>
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		<p>Fund.</p> <p>(e) Future approvals are made in accordance with the assurance pathway and approval route outlined in this 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 this report.</p> <p>(xi) That in respect of the Enterprise Zone – Langthwaite the Investment Committee recommended to the Combined Authority that:</p> <p>(a) The Langthwaite Enterprise Zone scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>(b) An indicative approval to the total scheme value of £5.55 million is given made up from the Local Growth Fund (£1.26 million) and Getting Building Fund (£4.29 million) 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).</p> <p>(c) Approval to development costs of £1.26 million from the Local Growth Fund to develop the scheme to decision point 5 (full business case with finalised costs), including funding to Wakefield Council to deliver the road, pre-construction enabling works and project development funding for the</p>
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		<p>Combined Authority to develop and progress the scheme to the next decision point.</p> <p>(d) The Combined Authority enters into a funding agreement with Wakefield Council for an amount within the £1.26 million development costs from Local Growth Fund, the amount to be confirmed by the Programme team.</p> <p>(e) Approval of Funding reallocation between the Getting Building Fund and Local Growth Funding element to maximise efficient and timely use of the Local Growth Fund where allowed.</p> <p>(f) Future approvals are made in accordance with the assurance pathway and approval route outlined in this 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 this report.</p> <p>1.3 That in respect of the Halifax, Walking Cycling and Bus Transformation Package – Halifax Bus Station the Investment Committee approved that:</p> <p>(i) The Halifax Bus Station scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs).</p> <p>(ii) Indicative approval to total scheme</p>
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		<p>costs of £15.805 million, with £15.4 million to be funded through the Transforming Cities Fund (TCF) and £405,000 from the West Yorkshire plus Transport Fund (WY+TF), 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).</p> <p>(iii) Additional approval to £1.12 million development costs from the TCF fund, of which £421,000 is to reimburse the WY+TF and £700,000 to support development costs to progress to full business case with finalised costs (activity 5), taking the total approval to the scheme to £1.53 million.</p> <p>(iv) Approval to enter into a funding agreement with Calderdale Council for advanced works development activity as determined by the Project team, ahead of the next decision point 5, for an amount to be determined by the Project team within the overall approved development costs of £1.53 million as outlined in (iii)</p> <p>(v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this 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 this report.</p>
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		<p>1.4 That in respect of the A61 North the Investment Committee recommended to the Combined Authority that:</p> <ul style="list-style-type: none"> (i) The A61(North) scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs). (ii) An indicative approval to the total scheme value of £4.41 million is given from the Leeds Public Transport Improvement Programme fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5. (iii) Development costs of £117,607 are approved in order to progress the scheme to decision point 5 taking the total scheme approval to £923,062 and approval of £892,141 for construction work undertaken at risk on package three, the Moortown Corner junction element, taking the total scheme approval to £1,815,203. (iv) The Combined Authority enters into a variation of the existing LPTIP Funding Agreement with Leeds City Council for expenditure of up to £1,815,203 from the LPTIP fund. (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this 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
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		<p>Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.</p> <p>(xii) That in respect of the Real Time Bus Information the Investment Committee approved that:</p> <p>(a) The Local Transport Plan – Integrated Transport Block (LTP – ITB) – Real Time Information scheme proceeds through decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery).</p> <p>(b) Approval to the total scheme value of £360,000 is given from the Local Transport Plan – Integrated Transport Block 2019-2022.</p> <p>(c) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report following a recommendation by the Combined Authority’s Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.</p> <p>(XVI) That in respect of the Growing Places Fund the Investment Committee recommended to the Combined Authority that:</p> <p>(a) Authority is delegated to the Combined Authority’s Section 73 officer, upon receipt of a written request from a loan holder and giving consideration to all relevant matters, to approve and vary any terms of repayment of individual Growing Places Fund loans, with</p>
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		any variations to be subsequently reported to the Business Investment Panel for information.
7	Halifax, Walking Cycling and Bus Transformation Package - Halifax Bus Station	<p>1.5 That in respect of the Halifax, Walking Cycling and Bus Transformation Package – Halifax Bus Station the Investment Committee approved that:</p> <ul style="list-style-type: none"> (i) The Halifax Bus Station scheme proceeds through decision point 4 (full business case) and work commences on activity 5 (full business case with finalised costs). (ii) Indicative approval to total scheme costs of £15.805 million, with £15.4 million to be funded through the Transforming Cities Fund (TCF) and £405,000 from the West Yorkshire plus Transport Fund (WY+TF), with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs). (iii) Additional approval to £1.12 million development costs from the TCF fund, of which £421,000 is to reimburse the WY+TF and £700,000 to support development costs to progress to full business case with finalised costs (activity 5), taking the total approval to the scheme to £1.53 million. (iv) Approval to enter into a funding agreement with Calderdale Council for advanced works development activity as determined by the Project team, ahead of the next decision point 5, for an amount to be determined by the Project team within the overall approved

		<p>development costs of £1.53 million as outlined in (iii)</p> <p>(v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this 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 this report.</p>
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