

Decisions taken by West Yorkshire and York Investment Committee

DATE OF MEETING:	Thursday, 11 July 2019
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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)
5	Capital Spending & Project Approvals	<p>(i) That in respect of the Kirklees Cycling and Walking Early Gateway Transformation Package the Investment Committee recommends to the Combined Authority:</p> <p>(a) That the Kirklees Cycling and Walking Early Gateway Transformation Package proceed through decision point 2 (case paper) and work commences on activity 5 (full business case with finalised costs).</p> <p>(b) That an indicative approval be given to the Combined Authority's contribution of £1.895 million, which will be funded through the Transforming Cities 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 £2.2 million.</p> <p>(c) That the development costs of £337,000 are approved (including £150,000 for advanced construction works on the Huddersfield element) in order to progress the scheme to decision point 5 (full business case with finalised costs).</p>

		<p>(d) That future approvals be 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>(ii) That in respect of the Ultra-Low Emission Bus the Investment Committee recommends to the Combined Authority:</p> <p>(a) That the Ultra-Low Emission Bus (ULEB) scheme proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs) subject to further assurances regarding the ownership of assets in the event of a change of circumstance for the prospective operators.</p> <p>(b) That an indicative approval is given to the Combined Authority's contribution of £1.650 million (which will be funded through £1.033 million from Leeds Public Transport Investment Programme (LPTIP) and £617,000 from the DfT ULEB scheme 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 of £2.7 million.</p> <p>(c) That 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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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.

(iii) That in respect of the A629 Phase 4 the Investment Committee recommends to the Combined Authority:

- (a) That the A629 Phase 4 scheme proceeds through decision point 3 and work commences on activity 4 (full business case).
- (b) That an indicative approval to the total project value of £25.928 million is given 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.)
- (c) That additional development costs of £3.94 million be approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project development cost approval to £4.585 million.
- (d) That to fund land acquisition costs of up to £2.5 million be approved, with final approval to claim against this approval delegated to the Combined Authority's Managing Director when finalised costs are known.
- (e) That the Combined Authority enters into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £7.085 million from the West Yorkshire plus Transport Fund.
- (f) That future approvals are made in accordance with the approval

pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

(iv) That in respect of the Harrogate Road / New Line project the Investment Committee approves:

(a) That the Harrogate Road / New Line project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).

(b) That an indicative approval to the Combined Authority's contribution of £6.765 million (which will be funded through the West Yorkshire Plus Transport Fund) be 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 £11.427 million.

(c) That 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.

(v) That in respect of Halifax Station Gateway

		<p>the Investment Committee resolved:</p> <ul style="list-style-type: none"> (a) That the change request to the Halifax Station Gateway project to provide £247,336 of additional development funds be approved. (b) That the timeframe extension outlined in this report be approved. (c) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for additional expenditure of £247,336 taking the total approval up to £1.355 million from the West Yorkshire plus Transport Fund. (d) That 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 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>(vi) That in respect of the York Outer Ring Road Junctions Improvement Programme – Phase 1 the Investment Committee recommends to the Combined Authority that:</p> <ul style="list-style-type: none"> (a) That the change request to the YORR Phase 1 (A1237 – B1224 Wetherby Road Junction upgrade) to approve the additional expenditure for encountered issues on site during the construction phase be approved. This is subject to the Combined Authority's Programme Appraisal Team's acceptance of revised scheme cost estimates, showing the
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		<p>re-profiled risk and contingency budgets.</p> <p>(b) That the total cost of Phase 1 of the YORR scheme is increased to £4.054 million from £3.599 million, with the additional costs of £266,581 being met through the existing programme budget of £38.276 million.</p> <p>(c) That the Combined Authority enters into an addendum to the existing funding agreement with City of York Council for additional total approved expenditure of up to £266,581 from the West Yorkshire plus Transport Fund.</p> <p>(d) That future approvals are made in accordance with the approval 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>(iv) That in respect of the Clean Bus Technology Fund the Investment Committee recommends to the Combined Authority:</p> <p>(a) That the increase total scheme costs of from £6.088 million to £9.570 million, (an increase of £3.482 million) be approved. This increase is funded from £2.976 million of additional DEFRA grant and an estimate of a further £506,000 bus operator match contribution.</p> <p>(b) That the Combined Authority contribution to the scheme from £5.06 million to £8.036 million, (an increase of £2.976 million) be approved. This will be funded from the additional DEFRA grant awarded to Combined Authority.</p>
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5	A629 (Phase 4)	<p>(vii) That in respect of the A629 Phase 4 the Investment Committee recommends to the Combined Authority:</p> <p>(a) That the A629 Phase 4 scheme proceeds through decision point 3 and work commences on activity 4 (full business case).</p> <p>(b) That an indicative approval to the total project value of £25.928 million is given 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.)</p>

		<p>(c) That additional development costs of £3.94 million be approved in order to progress the scheme to decision point 5 (full business case with finalised costs) taking the total project development cost approval to £4.585 million.</p> <p>(d) That to fund land acquisition costs of up to £2.5 million be approved, with final approval to claim against this approval delegated to the Combined Authority's Managing Director when finalised costs are known.</p> <p>(e) That the Combined Authority enters into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £7.085 million from the West Yorkshire plus Transport Fund.</p> <p>(f) That future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 and 5 through a delegation to the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.</p>
5	Harrogate Road - New Line (Transport Scheme)	<p>(viii) That in respect of the Harrogate Road / New Line project the Investment Committee approves:</p> <p>(a) That the Harrogate Road / New Line project proceeds through decision point 4 and work commences on activity 5 (full business case with finalised costs).</p> <p>(b) That an indicative approval to the Combined Authority's contribution of £6.765 million (which will be funded through the West Yorkshire Plus Transport Fund) be given with</p>

		<p>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 £11.427 million.</p> <p>(c) That 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>
5	Halifax Station Gateway (Transport Scheme)	<p>(ix) That in respect of Halifax Station Gateway the Investment Committee resolved:</p> <p>(a) That the change request to the Halifax Station Gateway project to provide £247,336 of additional development funds be approved.</p> <p>(b) That the timeframe extension outlined in this report be approved.</p> <p>(c) That the Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for additional expenditure of £247,336 taking the total approval up to £1.355 million from the West Yorkshire plus Transport Fund.</p> <p>(d) That 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 the</p>

		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.
5	York Outer Ring Road Junctions (Transport Scheme)	<p>(x) That in respect of the York Outer Ring Road Junctions Improvement Programme – Phase 1 the Investment Committee recommends to the Combined Authority that:</p> <p>(a) That the change request to the YORR Phase 1 (A1237 – B1224 Wetherby Road Junction upgrade) to approve the additional expenditure for encountered issues on site during the construction phase be approved. This is subject to the Combined Authority's Programme Appraisal Team's acceptance of revised scheme cost estimates, showing the re-profiled risk and contingency budgets.</p> <p>(b) That the total cost of Phase 1 of the YORR scheme is increased to £4.054 million from £3.599 million, with the additional costs of £266,581 being met through the existing programme budget of £38.276 million.</p> <p>(c) That the Combined Authority enters into an addendum to the existing funding agreement with City of York Council for additional total approved expenditure of up to £266,581 from the West Yorkshire plus Transport Fund.</p> <p>(d) That future approvals are made in accordance with the approval pathway and approval route outlined in this report following a</p>

		<p>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>
5	Clean Bus Technology Fund	<p>That in respect of the Clean Bus Technology Fund the Investment Committee recommends to the Combined Authority:</p> <ul style="list-style-type: none"> (a) That the increase total scheme costs of from £6.088 million to £9.570 million, (an increase of £3.482 million) be approved. This increase is funded from £2.976 million of additional DEFRA grant and an estimate of a further £506,000 bus operator match contribution. (b) That the Combined Authority contribution to the scheme from £5.06 million to £8.036 million, (an increase of £2.976 million) be approved. This will be funded from the additional DEFRA grant awarded to Combined Authority. (c) That the revised delivery timescales to 31 March 2020 be approved. (d) That the Combined Authority to enter into a grant agreement with the preferred bus operator/s following procurement, for expenditure of up to £2.976 million, to be funded from the additional DEFRA grant secured by the Combined Authority. (e) That future approvals are made in accordance with the approval 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.