

## Decisions taken by West Yorkshire and York Investment Committee

<b>DATE OF MEETING:</b>	Wednesday, 5 February 2020
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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	Capital Spend and Project Approvals	<p>(i) That in respect of the York City Centre Access Improvements the Investment Committee recommended to the Combined Authority:</p> <p style="padding-left: 40px;">(a) That the York City Centre Access Improvements scheme proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</p> <p style="padding-left: 40px;">(b) That an indicative approval to the total project value of £8.1 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.</p> <p style="padding-left: 40px;">(c) That development costs of £355,000 be approved in order to progress the scheme to activity 3 (outline business case).</p> <p style="padding-left: 40px;">(d) That the Combined Authority enters into a Funding Agreement with City of York Council for expenditure of up to £355,000 from the West Yorkshire-plus Transport Fund.</p> <p style="padding-left: 40px;">(e) That future approvals are made in</p>

accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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 set out in this report.

- (ii) That in respect of the Leeds City Region Future Mobility Zone the Investment Committee recommended to the Combined Authority:
  - (a) That the Future Mobility Zone (FMZ) programme proceeds through Decision Point 2 and work commences on the development of business cases for individual packages
  - (b) That an indicative approval to £30.793 million, which will be funded from the Local Transport Plan (£2.75 million), the Leeds Public Transport Investment Programme (£0.763 million) and the Department for Transport FMZ fund (£27.28 million) is given with full approval to spend being granted as individual scheme or packages have progressed through the Assurance Process to Decision Point 5. The total programme cost is £32.01 million, including £1.22 million from District Partners.
  - (c) That an approval for development funding of £2.01 million be made to enable initial work on outline business cases for individual packages, subject to DfT funding being announced.

(d) That future programme approvals are made in accordance with the assurance pathway and approval route outlined in this report including at Decision Point 6 and 7 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

(iii) That in respect of the Hebden Bridge Flood Alleviation Scheme the Investment Committee recommended to the Combined Authority:

(a) That the Hebden Bridge Flood Alleviation Scheme proceeds through decision point 3 and work commences on activity 4 (full business case)

(b) That development costs of £1.9 million are approved in order to progress the scheme to activity 4 (full business case) from the Local Growth Fund. The total project value is £27.283 million.

(c) That the Combined Authority enters into a Funding Agreement with the Environment Agency for development expenditure of up to £1.9 million from the Local Growth fund.

(d) That 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.

- (iv) That in respect of the Corn Exchange Gateway the Investment Committee recommended to the Combined Authority:
  - (a) That the Corn Exchange Gateway project proceeds through decision point 3 and work commences on activity 4 (FBC).
  - (b) That an indicative approval to the Combined Authority's contribution of £24.7 million be given, with £18.6 million to be funded through the Leeds Public Transport Investment Programme and £6.1 million from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs). The total project value is £25.6 million.
  - (c) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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 this report.
- (v) That in respect of the Enterprise Zone: Parry Lane the Investment Committee recommended to the Combined Authority that:
  - (a) That the EZ Parry Lane scheme proceeds through decision point 3

and work commences on activity 4 (full business case).

(b) That the total cost of the scheme is £18.88 million. An indicative approval to the Combined Authority's contribution of £8.081 million through 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).

(c) That development costs of £540,000 are approved in order to progress the scheme to decision point 4 (full business case).

(d) That approval is given to enter into a Funding Agreement with the City of Bradford District & Metropolitan Council in order to assist in the development of the full business case for up to £540,000.

(e) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision point 4 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 this report.

(vi) That in respect of the Leeds inland port project the Investment Committee recommended to the Combined Authority:

(a) That the Leeds Inland Port project

proceeds through decision point 3 and work commences on activity 4 (Full business case).

(b) That an indicative approval to the Combined Authority's contribution of £3.17 million be given, to be funded from the West Yorkshire plus Transport Fund, with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (FBC with finalised costs). The total project value is £3.37 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.

(vii) That in respect of the Leeds Bradford Airport Parkway the Investment Committee recommended to the Combined Authority:

(a) That the Leeds Bradford Airport Parkway project 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 £5 million has been given from the LPTIP 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 the development costs of £4.5 million are approved in order to progress the scheme to decision point 4 (Full business case), taking the total project approval to £5 million.

(d) That future approvals be made in accordance with the assurance pathway and approval route outlined in this report, including at decision point 4 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team (subject to the scheme remaining within the tolerances outlined in this report), with decision point 5 approval through a delegation to the Investment Committee following a recommendation by the Combined Authority's Programme Appraisal Team.

(viii) That in respect of the Network Navigation scheme the Investment Committee recommended to the Combined Authority:

(a) The Network Navigation (Leeds) scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (Full Business Case plus cost).

(b) An indicative approval to the total project value of £1.8 million is given from the LPTIP 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) Development costs of £150,000 are approved in order to progress the scheme to decision point 5 (Full business case with finalised costs), taking the total project approval to £250,000.

(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 scheme remaining within the tolerances outlined in this report.

(ix) That in respect of the Moorthorpe Rail Car Park project the Investment Committee recommended to the Combined Authority:

(a) That the Moorthorpe Rail Car Park project proceeds through decision point 5 and work commences on activity 6 (Delivery).

(b) That approval to the total project value of £778,551 million is given from the West Yorkshire plus Transport Fund.

(c) That approval for the Combined Authority to enter into a Section 56 Funding Agreement with Arriva Rail North for expenditure of up to £635,000 million from the West Yorkshire plus Transport Fund.

(d) That approval for the Combined Authority to enter into a Basic Asset Protection Agreement with Network

Rail for £32,000.

- (e) That 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.
- (x) That in respect of the Superfast West Yorkshire and York Contract 3 the Investment Committee approved:
  - (a) That the change request to the SBWYY Contract 3 project to deliver the rural element at the total project value to £7.276 million.
  - (b) That an indicative approval to the total project value of £7.276 million from the funding sources outlined in this report for which the Combined Authority is the accountable body 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) That future approvals are made in accordance with the assurance pathway and approval route outlined in this report including at decision 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.

6	Assurance Framework	<p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>(i) That the changes made to the Local Assurance Framework, as set out in the submitted report, be noted.</li> <li>(ii) That the substantive form of the draft updated Assurance Framework document be approved.</li> </ul>
7	ESIF SUD	<p><b>Resolved:</b> That the Investment Committee recommend to the Managing Authority that the outline application progress to a full application, and that the applicant strengthen the bid in light of the enhanced guidance provided by the Investment Committee in its role as Intermediate Body.</p>