

## Decisions taken by West Yorkshire and York Investment Committee

<b>DATE OF MEETING:</b>	Tuesday, 9 June 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>
6	Capital Spending and Project Approvals	<p>(i) That in respect of the Emergency Active Travel Funding the Investment Committee recommends to the Combined Authority that:</p> <ul style="list-style-type: none"> <li>a) The Emergency Active Travel Funding work commences on Activity 6 (Delivery).</li> <li>b) Approval for the expenditure of DfT Emergency Active Travel funding that is allocated to the Combined Authority. Presently, this is £2.513 million, but this could vary as the final allocation of both tranches is dependent on satisfactory plans being submitted to government that set out the proposals to be delivered.</li> <li>c) The allocation of the DfT Emergency Active Travel funding between the Combined Authority and the five West Yorkshire partner councils is delegated to the Managing Director.</li> </ul> <p>(ii) That in respect of the A641 Bradford-Brighouse-Huddersfield Corridor the Investment Committee recommends to the Combined Authority that:</p>

		<p>a) The A641 Bradford Huddersfield Corridor project proceeds through decision point 2 and work commences on activity 3 (outline business case).</p> <p>b) An indicative approval to the Combined Authority's contribution of £75.54 million to be funded through the West Yorkshire plus Transport 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 cost is estimated to be up to £95.1 million.</p> <p>c) Additional development costs of £1.335 million are approved in order to progress the scheme to decision point 3 (outline business case), taking the total project approval to £2.129 million.</p> <p>d) The Combined Authority enter into an addendum to the existing Funding Agreement with Calderdale Council for expenditure of up to £2.129 million from the West Yorkshire plus Transport 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 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</p>
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		<p>report.</p> <p>(iii) That in respect of the Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth Investment Committee approves that:</p> <p>a) The Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth proceeds through decision point 2 and work commences on activity 4 (full business case)</p> <p>b) An indicative approval to the Combined Authority's contribution of £1.9 million from the Local Transport Plan – Integrated Transport Block fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.</p> <p>c) Development costs of £438,000 are approved to progress the scheme to decision point 5, taking the total approval to £438,000</p> <p>d) Future approvals are 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. This will be subject to the scheme remaining within the tolerances outlined in this report.</p>
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		<p>(iv) That in respect of the 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) the Investment Committee recommends to the Combined Authority that:</p> <ul style="list-style-type: none"> <li>a) The 'Connecting Leeds' from South Leeds and through Wakefield (A61 South) proceeds through decision point 2 (strategic outline case) and work commences on activity 3 (outline business case).</li> <li>b) An indicative approval to the total package value of £7 million is given from the Transforming Cities Fund with full approval to spend being granted once individual schemes have progressed through the assurance process to decision point 5.</li> <li>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 Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.</li> </ul> <p>(v) That in respect of the Active and Sustainable Interchange for Harrogate package the Investment Committee recommends to the Combined Authority that:</p> <ul style="list-style-type: none"> <li>a) The Active and Sustainable Interchange for Harrogate package proceeds through decision point 2 (strategic outline case) and work</li> </ul>
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		<p>commences on activity 3 (outline business case).</p> <p>b) An indicative approval for the Combined Authority contribution of £7.893 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) 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 Appraisal Team. This will be subject to the package remaining within the tolerances outlined in this report.</p> <p>(vi) That in respect of the Active and Sustainable Travel across Skipton Town package Investment Committee recommends to the Combined Authority that:</p> <p>a) The Active and Sustainable Travel across Skipton Town 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 Combined Authority contribution of £5.803 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</p>
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		<p>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 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 Active and Sustainable Travel to Selby Gateway package Investment Committee recommends to the Combined Authority that:</p> <p>a) The Active and Sustainable Travel to Selby Gateway 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 Combined Authority contribution of £17.465 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) 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>(viii) That in respect of the 'Connecting Leeds' towards Castleford and the Five Towns (A639) the Investment Committee recommends to the Combined Authority that:</p> <p>a) The TCF 'Connecting Leeds' towards Castleford and the Five Towns (A639) 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 £10.9 million is given from the Transforming Cities Fund with full approval to spend being granted once individual schemes have 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 Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.</p> <p>(ix) That in respect of the Armley Gyratory scheme Investment Committee recommends to the Combined Authority that:</p>
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		<ul style="list-style-type: none"> <li>a) The Armley Gyratory scheme proceeds through decision point 3 and work commences on activity 4 (FBC).</li> <li>b) An indicative approval to the total project value of £40.5 million is given from the WY+TF 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).</li> <li>c) Development costs of £5.08 million are approved in order to progress the scheme to decision point 5 (FBC with finalised costs), taking the total project approval to £5.08 million.</li> <li>d) The Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £5.08 million from the WY+TF fund.</li> <li>e) 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.</li> <li>f) Work continues to further explore the scope of the Leeds City Centre Package, with a view to including the A64 Regent Street Bridge works at no additional cost to the Transport Fund and future</li> </ul>
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		<p>approvals be delegated to the Combined Authority's Managing Director</p> <p>(x) That in respect of the Holmfirth Town Centre project the Investment Committee recommends to the Combined Authority that:</p> <p>a) The Holmfirth Town Centre project proceeds through decision point 3 and work commences on activity 4 (FBC).</p> <p>b) An indicative approval to the total project value of £3.97 million is given from the WY+TF 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).</p> <p>c) Additional development costs of £640,000 are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £890,000.</p> <p>d) The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £890,000 from the WY+TF 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 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</p>
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		<p>within the tolerances outlined in this report.</p> <p>(xi) That in respect of the City Connect Cross Church Scheme the Investment Committee recommends to the Combined Authority that:</p> <p>a) The City Connect Cross Church scheme proceeds through decision point 3 (outline business case) and work commences on activity 5 (full business case plus costs).</p> <p>b) An indicative approval to the Combined Authority's contribution of £1.291 million (which will be funded through the West Yorkshire plus Transport 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 £2.09 million.</p> <p>c) Additional development costs of £115,000 are approved in order to progress the scheme to decision point 5 (full business case with finalised costs), taking the total project approval to £180,000.</p> <p>d) The Combined Authority enters into a funding agreement with Kirklees Council for expenditure of up to £180,000 from the West Yorkshire plus Transport 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</p>
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		<p>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>(xii) That in respect of the Halifax Station Gateway project the Investment Committee recommends to the Combined Authority that:</p> <p>a) The Halifax Station Gateway project proceeds through decision point 3 and work commences on activity 4 (Full Business Case).</p> <p>b) An indicative approval to the Combined Authority's contribution of £27.10 million (which will be funded through £10.60 million from the WY+TF fund and £16.50 million from the TCF fund) is given 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 £33.621 million.</p> <p>c) Additional development costs of £4.031 million are approved in order to progress the scheme to decision point 4 (FBC), taking the total project approval to £5.536 million.</p> <p>d) The Combined Authority enters into a funding agreement with Calderdale MBC for expenditure of up to £810,000 from the WY+TF fund and £3.221 million from the TCF fund. This is in addition to the existing funding agreement for expenditure of £1.505 million from the WY+TF fund.</p>
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		<p>e) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. These will be subject to the scheme remaining within the tolerances outlined in this report.</p> <p>(xiii) That in respect of the Monitoring, Evaluation and Bid Development the Programme Appraisal Team recommends that the Investment Committee approves that:</p> <p>a) Activity 5 Change Request for full approval to spend the indicative allocation of £450,000, approved by the Combined Authority on 25 April 2019 from the Local Transport Plan - Integrated Transport Block Programme 2019-2022.</p> <p>b) 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>
6	LTP: Bus Station Safety & Security / Invest to Save	<p>(xiv) That in respect of the Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth Investment Committee approves that:</p> <p>a) The Safety, Accessibility and Efficiency Programme: Investing in Bus Stations, Shelters and Clean Growth proceeds through decision point 2 and work commences on activity 4 (full business case)</p>

		<p>b) An indicative approval to the Combined Authority's contribution of £1.9 million from the Local Transport Plan – Integrated Transport Block fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5.</p> <p>c) Development costs of £438,000 are approved to progress the scheme to decision point 5, taking the total approval to £438,000</p> <p>d) Future approvals are 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. This will be subject to the scheme remaining within the tolerances outlined in this report.</p>
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