MINUTES OF THE MEETING OF THE WEST YORKSHIRE AND YORK INVESTMENT COMMITTEE HELD ON THURSDAY, 5 NOVEMBER 2020 AT THIS MEETING WILL BE HELD REMOTELY AND WILL BE LIVESTREAMED HERE: HTTPS://WWW.YOUTUBE.COM/CHANNEL/UCAZJNSGPQZZT41VIBN2ZK9A/LIVE (COPY AND PASTE THE LINK IN YOUR BROWSER)

Present:

Councillor Denise Jeffery (Chair)	Wakefield Council
Roger Marsh OBE DL (Deputy Chair)	Leeds City Region Enterprise Partnership
Councillor Peter McBride	Kirklees Council
Councillor Jonathan Pryor	Leeds City Council
Councillor Alex Ross-Shaw	Bradford Council
Councillor Jane Scullion	Calderdale Council
Councillor Andrew Waller	City of York Council
Councillor Darren Byford	Wakefield Council

In attendance:

Melanie Corcoran	West Yorkshire Combined Authority
Angela Taylor	West Yorkshire Combined Authority
Patrick Bowes	West Yorkshire Combined Authority
Ian Pegg	West Yorkshire Combined Authority
Vicky Dumbrell	WYCA
Caroline Coy	West Yorkshire Combined Authority
Fiona Limb	West Yorkshire Combined Authority
Simon Collingwood	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority

22. Apologies for Absence

Apologies were received from Councillor Groves.

23. Declarations of Disclosable Pecuniary Interests

There wer no declarations of pecuniary interests at the meeting.

24. Exempt Information - Possible Exclusion of the Press and Public

There were no items which required the exemption of the press or public.

25. Minutes of the Meeting of the West Yorkshire and York Investment Committee held on 7 October

Resolved: That the minutes from the meeting of the Investment Committee held on 7 October be approved.

26. Capital Programme Update

Members considered a report which provided an update on the implementation of the Combined Authority's capital programme. The report set out the in year forecast from June as well as the quarter 1 figures. Figures for Quarter 2 would be brought to the next meeting.

Members noted the update on the Leeds Public Transport Investment Programme and the Broadband programme.

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

27. Capital Spending and Project Approvals

The Committee considered a report which set out proposals for the progression of, and funding for, a number of West Yorkshire Combined Authority supported projects, including West Yorkshire plus Transport Fund (Transport Fund) and Local Growth Fund, for consideration by the Investment Committee at stages 1, 2 and 3 of the Combined Authority's assurance process. Members discussed the proposals for the progression of the following schemes which were detailed in the submitted report:

- Active and Sustainable Travel in Wakefield City Centre
- York Station and City Centre Access Package
- A629 Phase 2: Halifax Town Centre
- Wakefield South East Gateway (Kirkgate)
- Tranche 2 Emergency Active Travel Funding
- Wakefield SE Gateway (Rutland Mills)
- Bradford Heritage Project
- Rail Park and Ride Phase 1 (Steeton, Silsden, Moorthorpe, Normanton)

The Committee was also advised of the following decisions made through delegations to the Combined Authority's Managing Director since the last meeting:

- CIP A646/A6033 Calderdale

- CIP A58/A672 Calderdale
- City Connect phase 3 – Leeds

Resolved:

(i) In respect of the Active and Sustainable Travel in Wakefield City Centre the Investment Committee recommended to the Combined Authority that:

(a) The Wakefield City Centre Bus, Cycle and Walking improvements package proceeds through Decision Point 2 and work commences on Activity 3 (outline business case)

(b) An indicative approval to the total package value of £13.600 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

(c) Development costs of £0.119 million are approved to progress the scheme to decision point 3 (outline business case) bringing the total development costs approval to £0.525 million.

(d) The Combined Authority enters into an addendum to the existing funding agreement with Wakefield Council for expenditure of up to £0.525 million from the Transforming Cities Fund.

(e) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(ii) In respect of the York Station and City Centre Access Package the Investment Committee recommended to the Combined Authority that:

(a) The York Station and City Centre Access Gateway package proceeds through Decision Point 2 and work commences on activity 5 (full business case with finalised costs)

(b) An indicative approval to the total package value of £14.547 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.

(c) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(iii) In respect of the A629 Phase 2: Halifax Town Centre the Investment Committee approved that:

(a) The A629 Phase 2 Halifax Town Centre scheme proceeds through

decision point 4 and work commences on activity 5 (full business case with finalised costs).

(b) An indicative approval to the total scheme value of £47.84 million is given 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).

(c) Development costs of £2.598 million are approved to progress the scheme to decision point 5 (full business case with finalised costs) bringing the total development costs approval to £5.844 million.

(d) The Combined Authority enters into an addendum to the existing funding agreement with Calderdale Council for expenditure of up to £5.844 million from the WY+TF fund.

(e) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(iv) In respect of the Wakefield South East Gateway (Kirkgate) the Investment Committee approved that:

(a) The Wakefield SE Gateway (Kirkgate) scheme proceeds through decision point 5 and work commences on activity 6 (Delivery).

(b) Approval to the Combined Authority's contribution of £1.6 million which will be funded through £1.6 million from the Local Growth Fund.

(c) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £1.6 million from the Local Growth Fund.

(d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(v) In respect of the Tranche 2 Emergency Active Travel Funding the Investment Committee approved, subject to receipt of the DfT allocation, that:

(a) The Tranche 2 Emergency Active Travel programme proceeds through decision point 5 and work commences on activity 6 (Delivery).

(b) Approval of £10.053 million which will be funded through the Tranche 2 Emergency Active Travel funding.

(c) The allocation of the DfT Emergency Active Travel funding

between the Combined Authority and the five West Yorkshire partners as set out below:

- Bradford - £2,131,555
- Calderdale - £101,172
- Kirklees - £1,983,983
- Leeds - £3,025,500
- Wakefield - £1,423,243
- Combined Authority - £1,387,439

(d) In order to ensure that schemes can be delivered within the tight timescales, the Investment Committee delegate authority to the Managing Director to amend the approval and allocation of Tranche 2 Emergency Active Travel funding if the DfT allocation differs from £10.053 million, or if further changes to individual allocations is required, as a result of changes to the programme and approaches to delivery.

(e) The Combined Authority enters into a funding agreement with Bradford, Calderdale, Kirklees, Leeds and Wakefield for expenditure as set out above from the Tranche 2 Emergency Active Travel fund.

(f) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(vi) In respect of the Wakefield SE Gateway (Rutland Mills) the Investment Committee approved that:

(a) The Wakefield City Centre South East Gateway- Rutland Mills scheme proceeds through decision point 5 and work commences on activity 6 (delivery).

(b) Approval to the Combined Authority's contribution of £4.9 million (which will be funded from the Local Growth Fund) is given. The total scheme value is £20.911 million.

(c) The Combined Authority enters into a funding agreement with Wakefield Council for expenditure of up to £4.9 million from the Local Growth Fund.

(d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(vii) In respect of the Bradford Heritage Project the Investment Committee approved that:

(a) The Bradford City Centre Heritage properties- High Point scheme proceeds through decision point 5 and work commences on activity 6 (delivery).

(b) Approval to the Combined Authority's contribution of £2.9 million (which will be funded from the Local Growth Fund) is given. The total scheme value is £9.432 million.

(c) The Combined Authority enters into a funding agreement with Bradford Metropolitan District Council for expenditure of up to £2.9 million from the Local Growth Fund.

(d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(viii) In respect of the Rail Park and Ride Phase 1 (Steeton, Silsden, Moorthorpe, Normanton) the Investment Committee approved that:

(a) An increase to the costs of the three schemes by £1.206 million to a total of £7.985 million. Individual scheme increases are Steeton and Silsden £0.752 million, Moorthorpe £0.127 million and Normanton £0.327 million.

(b) To agree to extending the completion time scales for each scheme.

(c) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outline in this report.

(a) A629 Phase 2

(b) Wakefield South East Gateway - Kirkgate

(c) Wakefield South East Gateway - Rutland Mills

(i) In respect of the Wakefield SE Gateway (Rutland Mills) the Investment Committee approved that:

(a) The Wakefield City Centre South East Gateway- Rutland Mills scheme proceeds through decision point 5 and work commences on activity 6 (delivery).

(b) Approval to the Combined Authority's contribution of £4.9 million (which will be funded from the Local Growth Fund) is given. The total scheme value is £20.911 million.

(c) The Combined Authority enters into a funding agreement

with Wakefield Council for expenditure of up to £4.9 million from the Local Growth Fund.

(d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(d) Bradford Heritage Properties (High Point)

(ix) In respect of the Bradford Heritage Project the Investment Committee approved that:

(a) The Bradford City Centre Heritage properties- High Point scheme proceeds through decision point 5 and work commences on activity 6 (delivery).

(b) Approval to the Combined Authority's contribution of £2.9 million (which will be funded from the Local Growth Fund) is given. The total scheme value is £9.432 million.

(c) The Combined Authority enters into a funding agreement with Bradford Metropolitan District Council for expenditure of up to £2.9 million from the Local Growth Fund.

(d) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report, which will be subject to the scheme remaining within the tolerances outlined in this report.

(e) Rail Park and Ride Programme (Steeton & Silsden, Moorthorpe and Normanton schemes)

(x) In respect of the Rail Park and Ride Phase 1 (Steeton, Silsden, Moorthorpe, Normanton) the Investment Committee approved that:

(a) An increase to the costs of the three schemes by £1.206 million to a total of £7.985 million. Individual scheme increases are Steeton and Silsden £0.752 million, Moorthorpe £0.127 million and Normanton £0.327 million.

(b) To agree to extending the completion time scales for each scheme.

(c) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within

the tolerances outline in this report.

28. Assurance Framework Review

The Committee considered a report which provided an update on progress relating to changes proposed to the Leeds City Region Assurance Framework.

The Draft Assurance Framework was attached as appendix 1 to the submitted report and was due to be submitted to Government on 1 December

Resolved: That the progress made on the Assurance Framework be noted.

29. Carbon Impact Analysis

Members considered a report which provided an update on the work underway to develop a carbon impact assessment tool to strengthen decision making in light of the climate emergency.

Members made the following questions and comments:

- That it was vital to promote the work the Combined Authority and increase public awareness on the progress being made. Members noted that the consultants working on the project had a strand on communication strategy and partner engagement.
- That it would be helpful to have a background document to refer to for members and the public.
- The membership of the steering group was noted and an invitation would be extended to the Chair of the Green Economy Panel to join the group.
- Questions were raised around the possibility of retro-fitting projects already approved prior to this carbon impact analysis. It was not anticipated that significant changes to schemes which have already been developed to Full Business Case would be possible; these schemes were conceived and developed before the Climate Emergency was declared. The focus of carbon impact assessment would therefore be on schemes at Outline Business Case and earlier in the development process.
- That officers could also look at offsetting at a programme level.
- The importance of a holistic approach to schemes – balancing economic, social and carbon benefits.

Resolved: That the report be noted