

## Decisions taken by West Yorkshire Combined Authority

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| <b>DATE OF MEETING:</b> | Thursday, 4 February 2021 |
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| <b>CIRCULATION:</b> | Members of the Overview & Scrutiny Committee |
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| Agenda Item No. | Subject/Title of Report                | Decision(s)  |
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| 5               | COVID-19 Update                        | <p><b>Resolved:</b></p> <p>(a) That the Combined Authority approves £5 million gainshare for local COVID recovery to support the delivery of local recovery plans.</p> <p>(b) That the latest update around the economic impacts of COVID-19 and progress on the delivery and development of the response to the crisis, including on the economic recovery plan be noted.</p>   |
| 6               | Capital Spending and Project Approvals | <p><b>Resolved:</b></p> <p>(a) In respect of the West Yorkshire plus Transport Fund Review –</p> <p>That following a recommendation from the Investment Committee, the Combined Authority approves:</p> <p>(i) That the proposed revised funding allocations as set out in Appendix 1 of the submitted report be approved.</p> <p>(ii) That following a number of requests for funding being received for projects within operational programmes, costs should be managed within the operational programme allocation. It is proposed that any changes to individual projects should be considered by each operational programme board and final recommendations brought for</p> |

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|  |  | <p>approval to the Investment Committee as and when required. These requests must remain within the envelope of each operational programme.</p> <p>(iii) That it be noted that the original purpose of the Corridor Improvement Programme was to provide small to medium scale measures to road corridors to improve traffic flow and bus access. Informal agreement was that costs per project should not exceed £15 million and it was agreed that this should be formalised to help to ensure that the programme budget can be managed within the current funding envelope.</p> <p>(iv) That the revised programme dates for each project as set out in Appendix 2 to the submitted report be approved.</p> <p>(v) That in future:</p> <ul style="list-style-type: none"> <li>○ Over-programming will be capped at the current level (£115.19 million or 11.5%).</li> <li>○ All indicative funding levels will be capped, except: <ul style="list-style-type: none"> <li>a. Where projects are part of an operational programme in this case funding can move between projects or take up unallocated programme headroom funding (all amendments to allocations within operational programmes must be approved by the Investment Committee).</li> <li>b. In exceptional circumstances. Officers of</li> </ul> </li> </ul> |
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|  |  | <p>the Combined Authority and partner councils will work together to set out the events that would trigger this consideration. Any additional funding requirement will be subject to the availability of headroom within the overprogramming and would need to be agreed before the business case can be approved.</p> <p>c. The Transport Fund will continue to be reviewed annually (commencing in August each year to inform the annual budget setting process). The scope of the review will include: any increased requirement for funding; actual spend and forecast spend; review of overall progress (number of projects in development, delivery and complete); monitoring of the level of over-programming and the estimates of QRA /contingency; and project timetable dates. (Note: decreases in funding can be agreed at any time).</p> <p>d. An interim review will also be undertaken in the spring of 2021 to consider any urgent requests for increases or decreases in project indicative allocation. This review will have a turnaround time of one month and will be undertaken following closure of the annual accounts in May each year and be considered by the Investment Committee</p> |
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|  |  | <p>at its meeting in July.</p> <p>e. Within the year each operational programme boards will consider requests for changes to funding allocations. Any changes to indicative funding allocations will be reported back to the Investment Committee.</p> <p>f. Underspend on completed projects or completed operational programmes will be returned to the Transport Fund central pot to address overprogramming.</p> <p>(b) In respect of the Digital Skills Programme -</p> <p>(i) That the retrospective approval to accept and spend the funding for the £1.3 million Digital Skills pilot be delegated to the Investment Committee so that delivery can commence in line with government’s delivery timeframes.</p> <p>(ii) That approval, to accept and spend the additional funding for the Digital Skills Programme bid, of up to £3 million (West Yorkshire bid), or up to £9 million (joint bid), subject to the successful outcome of the funding bid, be delegated to the Investment Committee so that delivery can commence in line with government’s delivery timeframes.</p> <p>(c) In respect of MCA Digital –</p> <p>That following a recommendation from the Investment Committee, the</p> |
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|  |  | <p>Combined Authority approves:</p> <ul style="list-style-type: none"> <li>(i) That the MCA Digital project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).</li> <li>(ii) That an indicative approval to the total project value of £1.97 million is given, to be funded by the Combined Authority from borrowing or the use of capital receipts 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).</li> <li>(iii) That development costs of £0.156 million are approved in order to progress the scheme to decision point 5 (full business case with finalised costs).</li> <li>(iv) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report, which will be subject to the scheme remaining within the tolerances outlined in the report.</li> </ul> <p>(d) In respect of A64 Regent Street Bridge – Leeds City Centre Package –</p> <p>That following a recommendation from the Investment Committee, the Combined Authority approves:</p> <ul style="list-style-type: none"> <li>(i) That the A64 Regent Street Bridge – Leeds City Centre Package scheme proceeds through decision point 5 and work commences on activity 6 (delivery).</li> <li>(ii) That approval be given to the</li> </ul> |
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|  |  | <p>Combined Authority's contribution of £12 million to be funded from the West Yorkshire plus Transport Fund (WY+TF). The total scheme value is £31 million.</p> <p>(iii) That approval be given to increase the Leeds City Centre Package programme budget by £12 million from £66.8 million to £78.8 million.</p> <p>(iv) That the Combined Authority enters into a funding agreement with Leeds City Council for expenditure of up to £12 million from the WY+TF.</p> <p>(v) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report subject to the scheme remaining within the tolerances outlined in the report.</p> <p>(e) In respect of Thorpe Park Rail Station –</p> <p>That following a recommendation from the Investment Committee, the Combined Authority approves:</p> <p>(i) That the Thorpe Park Rail Station scheme proceeds through decision point 3 and work commences on activity 4 (Full business case).</p> <p>(ii) That an indicative approval be given to the Combined Authority's contribution of £13.9 million (£3.8 million from the Leeds Public Transport Investment Programme and £10.1 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 (Full business case with finalised costs).</p> |
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|   |                                  | <p>The total scheme cost is £31.642 million.</p> <p>(iii) That development funding of £3.8 million is approved from the Leeds Public Transport Investment Programme to enable the scheme to progress to decision point 4 (Full business case).</p> <p>(iv) That development funding of £0.936 million is approved from the West Yorkshire plus Transport Fund to enable the scheme to progress to decision point 4 (Full business case), bringing the total development costs from the WY+TF to £1.436 million.</p> <p>(v) That the Combined Authority enters into a legal agreement with Leeds City Council to secure land required for the delivery of the scheme.</p> <p>(vi) That future approvals are made in accordance with the assurance pathway and approval route outlined in the submitted report subject to the scheme remaining within the tolerances outlined in the report.</p> |
| 8 | Budget and Business Plan 2021/22 | <p><b>Resolved:</b></p> <p>(a) That the Combined Authority proposed revenue budget for 2021/22 be approved.</p> <p>(b) That the indicative capital programme and budget for 2020/21 – 2023/24 be approved.</p> <p>(c) That progress on the 2021/22 business plan be noted.</p> <p>(d) That £1.5 million of the 2021/22 gainshare to meet the costs of both the Mayor’s Office and mayor readiness costs that are incurred in 2021/22,</p>  |

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|  |  | <p>including final costs of the election process be approved.</p> <p>(e) That approval be given to use the 2021/22 Mayoral Capacity Fund of £1 million to meet the additional capacity/support costs as set out in the submitted report.</p> <p>(f) That the Transport Committee be delegated to approve individual schemes within the integrated transport block of the 2021/22 capital programme up to a maximum cost of £3 million.</p> <p>(g) That in accordance with the powers contained in the Local Government Finance Act 1988 (as amended) and by virtue of article 9(6) of the West Yorkshire Combined Authority Order and the Transport Levying Bodies Regulations 2015 (as amended) a levy of £103 million be determined for the year ended 31 March 2022.</p> <p>(h) That the Director, Corporate Services be authorised to issue the levy letter in respect of the financial year ending 31 March 2022 to the five District Councils in West Yorkshire.</p> <p>(i) That a payment of £5.09 million be made to the five District Councils in accordance with Table 2 of the report.</p> <p>(j) That authorisation be given to the Director, Corporate Services to arrange appropriate funding for all expenditure in 2020/21 and 2021/22 subject to statutory limitation, including the most appropriate application of capital funding as set out in the report.</p> <p>(k) That once funding is received, approval be given for the Director, Corporate Services to approve payment of highways maintenance funding and the pothole action fund, to be paid quarterly to the West Yorkshire local authorities in accordance with the DfT formula.</p> |
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|    |                  | <ul style="list-style-type: none"> <li>(l) That approval be given to the continuing of the policy, effective from 2017/18, for recovering the Combined Authority costs of managing the capital programme against the capital programme spend being mainly West Yorkshire plus Transport Fund, Transforming Cities, Getting Building Fund, Brownfield Housing, Local Transport Plan Integrated Transport and any schemes developed in year. For 2021/22 the estimated total value is £9.6 million (2% - 3% of the total capital programme).</li> <li>(m) That the adoption of the CIPFA Code of Practice for Treasury Management in Public Services be reaffirmed.</li> <li>(n) That the treasury management policy as set out in <b>Appendix 5</b> be approved.</li> <li>(o) That the prudential limits for the next three years as set out in <b>Appendix 5</b> be adopted.</li> </ul> |
| 11 | MCA Preparations | <p><b>Resolved:</b></p> <ul style="list-style-type: none"> <li>(a) In respect of MCA Governance, the Combined Authority approves: <ul style="list-style-type: none"> <li>(i) That decision-making in respect of the Non-Mayoral Functions be carried out under current arrangements, subject to the outcome of any future general review of committee arrangements, and any amendments to be made by the Head of Legal and Governance Services under delegated authority and in consultation with the Chair of the Combined authority to facilitate their implementation.</li> <li>(ii) That authority be delegated to the Head of Legal and Governance Services, in consultation with the Chair of the Combined Authority, to make any amendments to</li> </ul> </li> </ul>  |

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|    |   | <p>existing governance arrangements to facilitate the implementation of the new Non-Mayoral Functions.</p> <p>(iii) That the Head of Legal and Governance Services be authorised to extend the remit of the Independent Remuneration Panel to include any other allowances should such a review be needed at any time in the next 12 months, and to determine and pay an allowance or expenses to the members of the Independent Remuneration Panel.</p> <p>(b) In respect of the organisational structure:</p> <p>(i) That an amendment to the Combined Authority’s establishment be approved to create an additional Director position and separate out the current Policy, Strategy and Communications Directorate.</p> <p>(ii) That the proposed role profiles and approach to recruiting to the subsequent vacant position be endorsed, delegating finalisation to the Combined Authority’s Managing Director, in consultation with Members as set out in paragraph 2.54 of the submitted report.</p> <p>(iii) That authority be give to the Combined Authority’s Managing Director to implement interim arrangements if required.</p> |
| 13 | European Structural and Investment Funds (ESIF) – Sustainable Urban Development (SUD) | <p><b>Resolved:</b> That the Combined Authority, in its role as the Intermediate Body for the SUD part of the ESIF programme, approves the advice included in the full assessment forms at part 2 of exempt Appendices 2 and 3 to allow the Managing Authority to now issue a funding agreement subject to the proposed conditions set out in the full assessments being fully met.</p>   |