

OFFICIALHull and East Yorkshire Combined Authority26th September 2025 11:00amAura, Bridgehead Business Park, HesslePRESENT:-

Mayor Luke Campbell, Councillors Handley, Ross, Tock (substituting for Councillor Dad), and Tucker, J. Evison (Humberside Police and Crime Commissioner), J. Adamson (HEY Skills Board Chair) and J. Speedy (HEY Business Board Chair).

IN ATTENDANCE:-

A. Menzies (Interim Chief Executive minute 28 onwards), J. Neilson (Interim Director of Finance), T. Maione (Interim Monitoring Officer minute 29 onwards), and L. Hawkins (Democratic Services Officer).

S. Skelton (Investment Lead) minute 31, A. Hewitt (Strategic Programme Lead - Employability & Health) minute 33, W. Dunnett (Interim Strategic Transport Advisor) minute 34, and J. Pemberton (Sustainable Environment Manager) minute 35.

APOLOGIES:-

Councillor Dad.

Minute No.	Description/Decision	Action By/Deadline
PROCEDURAL ITEMS		
24.	<p>DECLARATIONS OF INTEREST</p> <p>No declarations of interest were received in relation to the items that follow below.</p>	
25.	<p>MINUTES OF THE HULL AND EAST YORKSHIRE COMBINED AUTHORITY EXECUTIVE BOARD MEETING HELD ON 25TH JULY 2025</p> <p>Agreed – that the minutes of the Hull and East Yorkshire Combined Authority Executive Board held on 25th July 2025 be approved as a true and correct record.</p>	

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26.	<p>ANNOUNCEMENTS FROM THE MAYOR</p> <p>The Mayor explained that he did not have any announcements for the meeting.</p>	
27.	<p>PUBLIC QUESTIONS</p> <p>The Democratic Services Officer confirmed that a number of public questions had been received.</p> <p><u>Question from Mr David Ostler</u></p> <p>I am a member of the Hull Civic Society and also a board member. Our remit is to help preserve the heritage of the city and influence improvement and raise awareness of the city heritage and that of the East Riding also. Primarily though, it is the city we look at discussing and objecting if required, to some planning applications. We also take part and promote the Heritage Open Days which take place in September every year, giving people the chance to look at some of our fine heritage and go behind the scenes. We also have a presence with the CAAC Committee.</p> <p>I would like to establish some kind of link with the board so we can relay information as to what is happening around the area as we go through the year. This is to keep our members informed of what is going on.</p> <p>We intend to pursue further, matters from the Council in regard to the bridge network of the city though what we have gathered so far, is encouraging.</p> <p>Although we have a raft of questions I would like to start off with just two.</p> <p>1. If we were to look at the Beverley to York rail link, are we being realistic that this will happen? We know that Mr. Graham Stuart has been championing this for a while now. I ask because is it possible that funding from HEYCA be made available in the future for it?</p>	

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2. For the city, are there future plans for modification of the Southcoates Lane and Marfleet Lane roundabouts/junctions, as these are now causing long tailbacks during the day and at certain times of the day? The road surface of Marfleet Lane especially needs renewing and lane discipline is poor. Perhaps a box junction may be a start to alleviate congestion?

The Hull Civic Society is concerned about all aspects of the city through transport/housing/education/history and culture. It is not our intention to antagonise anyone but constructive criticism should be welcomed at all levels. Ultimately, our goals should be the same in that we want a city to be proud of and a surrounding area that can adequately support our needs. We should always be looking for continuous improvement.

The Mayor asked Councillor Tucker to respond to the member of the public's question. Councillor Tucker provided the following response –

That in relation to the first question around the Beverley to York line there have been many feasibility studies undertaken in the past and nothing is off the table.

In relation to the second question I will look into the issue and, following discussions with Councillor Ieronimo the Portfolio Holder for Transport and Infrastructure (Hull City Council), a response will be provided.

Question from Mr Paul Brayford

Before the election, you said your second of three top priorities was to 'Fix the bus network'

You claimed that "fares are going up, routes are being cut, and timetables are going down" and said: "I think it's time for us to take back control now. Control the fares, control the bus routes and the quality of service," reportedly looking at the work done in Greater Manchester where the Bee Network, an integrated public transport network, has been established bringing all buses under public

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	<p>control. Your electorate got the impression that you would take steps to start bring the buses across Hull and East Yorkshire back under public control. Last year, the West Yorkshire Mayor brought buses back under local control and the North East Mayor confirmed on their first day in office that they had instructed officers to start the process. This year the South Yorkshire Mayor also started the process of bringing buses in their region back under public control.</p> <p>You will be aware of the people living in primarily rural areas where poor bus services mean that residents have difficulty accessing employment opportunities that arise in the urban areas, especially if they do not have access to their own vehicles. You will be aware that an excellent and well used public transport network will have a significant effect on residents' quality of life and health outcomes, as well as a stronger local economy and improved environmental sustainability.</p> <p>In the papers for the September 2025 HEYCA Executive Board we see an agenda item "Notification of Intent – Exploration of a Combined Enhanced Bus Partnership Agreement (EBPA)". Reading that report, I do not perceive that it meets your previously expressed intention of "taking back control", aiming for a weaker outcome than those your peers in other regions are aiming for. Why is that?</p> <p>The Mayor provided the following response –</p> <p>We are working on our long term ambition and we are currently looking at what we can do now. We are exploring an integrated bus ticket that can be used across the bus companies and at lowering bus fares for under 18s and over 65's.</p> <p>Councillor Tucker also explained that safety of passengers would also be looked at, in particularly the safety of women and girls, and the Combined Authority would work with the Police and Crime Commissioner.</p>	
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28.	<p>URGENT ITEM - APPOINTMENT OF AN INTERIM CHIEF EXECUTIVE</p> <p>The Interim Director of Finance submitted a report which sought approval of the designation of a new Interim Head of Paid Service for the Hull and East Yorkshire Combined Authority with immediate effect.</p> <p>The Interim Finance Director explained that the current Interim Chief Executive was due to leave the Authority and there was a duty to appoint to the position.</p> <p>Members of the Board thanked the Interim Chief Executive for his work over the past seven months.</p> <p>Agreed – that the Board approves the designation of Alan Menzies as Interim Head of Paid Service for the Combined Authority, with immediate effect.</p> <p><u>Reasons for Recommendations</u> To comply with the statutory requirement to designate a Head of Paid of Service.</p>	
29.	<p>URGENT ITEM - APPOINTMENT OF AN INTERIM MONITORING OFFICER</p> <p>The Interim Director of Finance submitted a report which sought approval of the designation of a new Interim Monitoring Officer for the Hull and East Yorkshire Combined Authority with immediate effect.</p> <p>The Interim Finance Director explained that the current Interim Monitoring Officer was due to leave the Authority and there was a duty to appoint to the position.</p> <p>Agreed – that the Board approves the designation of Tony Maione as Interim Monitoring Officer for the Combined Authority, with immediate effect.</p> <p><u>Reasons for Recommendations</u> To comply with the statutory requirements to designate a Monitoring Officer.</p>	

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30.	<p>REPORTS FROM ANY OTHER COMMITTEES OF THE COMBINED AUTHORITY</p> <p>The Interim Monitoring Officer confirmed that there were no reports to be considered.</p>	
31.	<p>THE HEYCA GAMEPLAN – DRAFT FOR CONSULTATION</p> <p>The Interim Chief Executive submitted a report which provided the Board with the draft HEYCA Gameplan for consideration and approval for further consultation.</p> <p>The Investment Lead informed the Board that there were four main priorities which were (i) good jobs, (ii) more connectivity, (iii) improving health and (iv) affordable homes; that it was the early stages of setting up in the Combined Authority and it was important to maintain momentum; that the Gameplan would evolve over time and would remain a living document, and that a policy sprint had been held over three days and had been very well attended.</p> <p>A discussion took place around the draft Gameplan and members of the Board raised the following matters –</p> <ul style="list-style-type: none"> i. That in relation to affordable homes there was a need to define safety and pride. The Police and Crime Commissioner was able to provide data in relation to safer neighbourhoods; ii. That the birth of new businesses was not necessarily a good indicator of growth and it was suggested that continuing businesses was a better indicator, and iii. That there needed to be reference to existing businesses and supply chains however it was felt that this issue would be picked up during the consultation exercise. 	

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The Investment Lead explained that the outcome framework was likely to evolve the most; that the groups that had been set up as part of the policy sprint would be reconvened as part of the consultation; that the Authority would also work with the constituent councils to engage with their existing consultation groups.

Agreed –

- a. That the Board endorses the draft HEYCA Gameplan (Annex A) for further consultation with Portfolio Holders, the Overview and Scrutiny Committee, Business Board, Skills Board, and other stakeholders and partners, and
- b. That the Board received an updated version of the Gameplan for further consideration and adoption at a future meeting.

Reasons for Recommendations

- On adoption, the HEYCA Gameplan will act as the 'keystone' of the Combined Authority's strategic framework and will:
 - Describe, to stakeholders and the public the role of the Combined Authority and its organisational priorities, governance arrangements and ways of working;
 - Act as an early statement of what the Combined Authority will do, through statements of policy aspiration and initial Portfolio delivery plans that commit to near-term and medium-term actions; and
 - Establish a framework of outcomes across the range of HEYCA activity, against which future progress can be assessed.
- As such, it is appropriate to ensure the final plan benefits from consideration by the Overview and Scrutiny Committee and is

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	<p>based on feedback from key stakeholders and partners.</p>	
31.	<p>MAYORAL COMMUNITY INVESTMENT FUND</p> <p>The Interim Chief Executive submitted a report which asked the Board to note the creation of the Mayor's Community Investment Fund.</p> <p>It was confirmed that the report had been considered by the Overview and Scrutiny Committee and its recommendation had been included within the report.</p> <p>A discussion took place and members of the Board commented that –</p> <ul style="list-style-type: none"> i. There could be challenges in allocating £1m of funding in a 12 month period; ii. That the Police and Crime Commissioner received applications to its Community Safety Fund that it could not fund and these could be referred to the Mayoral Community Investment Fund, and iii. That it was important to provide some more information to residents about how the fund would work and to ensure that the fund was not used to duplicate activity that was already taking place. <p>The Interim Chief Executive explained that a detailed business case and point scoring system would be developed and that a marketing and promotion plan would be implemented.</p> <p>Members commented that bid writing was a difficult process and a simple approach was welcomed.</p> <p>Agreed – that the Board notes the creation of the Mayor's Community Investment Fund.</p> <p><u>Reasons for Recommendations</u></p> <ul style="list-style-type: none"> • The Mayor's Community Investment Fund is intended to support delivery of the HEYCA 	

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	<p>Gameplan by developing greater community capacity and social capital in targeted areas.</p> <ul style="list-style-type: none">• Many people living in the region experience worse social and economic outcomes than those living in other parts of the UK. This inequality poses a significant risk to realising the full potential of the powers and investment opportunities presented by the Hull and East Yorkshire devolution deal. We know that strong cohesive communities and inclusive sustainable growth go hand in hand. Positive economic outcomes are underpinned by a wide range of social factors, from physical and mental health to community safety and access to affordable childcare. The success of our region and its economy is inextricably linked to the collective wellbeing of our people and places.• Many of our more deprived areas are less likely to have levels of existing social capital that equip them to secure resources or take on services and facilities. This is reinforced by recent national research overlaying deprivation and community capacity to identify 'left behind areas'.• National and local findings point to the importance of developing social capital in order to bring about growth that is inclusive in nature, rather than entrenching existing inequalities. There are a number of areas within the HEYCA region that face the dual challenge of deprivation and lack of community and voluntary organisations with the capacity to take ownership of solutions and 'help themselves'. To achieve HEYCA's objective of inclusive growth, communities need to be equipped to play an active role in shaping and seizing future opportunities.• Small charities and community groups are the building blocks of cohesive, inclusive and resilient communities, and prosperous regions. They work with residents furthest	
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	<p>from the labour market and most at risk of being left behind. These organisations are experiencing increasing demand on their services due to the cost-of-living crisis. They are also experiencing increasing running costs. They often have limited resources to be able to compete for funding and tend to miss out on commissioning processes that favour bigger regional or national charities.</p> <ul style="list-style-type: none"> • Local Authorities play a pivotal role in supporting community activity, but devolution provides additional opportunities to invest in the work of small charities and community groups working at a hyper-local level to create opportunity and fight inequalities. • The Mayor's Community Investment Fund is intended to make direct investment in the ideas and activities of our communities and help make the things that matter to local people a reality. <p>Fund Design</p> <ul style="list-style-type: none"> • A detailed business case detailing the Fund's design, and grant evaluation criteria, will be brought back to Executive Board prior to programme delivery. However, the following principles will apply. • The Mayor's Community Investment Fund will invest up to £1million in its first year in a new small grants programme supporting activities delivered by small charities and grassroots community groups. Funding will be targeted at organisations delivering activity that supports inclusion, cohesion and resilience in some of our most socially and economically deprived areas. • The Mayor's Community Investment Fund aims to build and strengthen community capacity and develop existing and new community and voluntary groups and networks, focusing on areas where the current capacity and infrastructure is limited 	
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	<p>and where there are significant challenges of social mobility, deprivation and inequality.</p> <ul style="list-style-type: none">• The Mayor's Community Investment Fund will:<ol style="list-style-type: none">i. Primarily benefit residents at risk of social and economic exclusion, contributing towards the Mayor's commitment to tackling poverty, deprivation and health inequalities;ii. Support the Mayor's commitment to work with local businesses, community leaders and the Voluntary, Community and Social Enterprise (VCSE) sector, as well as public service partners, to support and invest in the health, wellbeing and aspiration of local communities, recognising the role of the VCSE sector in supporting some of our most vulnerable residents by helping them get out of poverty;iii. Promote aspiration, opportunity and pride through volunteering and community-led campaigns;iv. Champion initiatives that improve public health and wellbeing;v. Support strong communities, building civic pride, tackling isolation, and strengthening the social fabric of places across Hull and East Yorkshire;vi. Work with partners to reduce poverty, including addressing the root causes of deprivation and supporting access to opportunity and work;vii. Engage with local VCSE organisations, volunteers and anchor institutions to unlock the energy and capacity of local people and communities;viii. Support the Combined Authority's wider commitment to supporting strong and connected communities
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	<p>that help to reduce inequalities and improve wellbeing for all;</p> <p>ix. Recognise the value of active and engaged communities in delivering HEYCA's ambitions for the region.</p> <ul style="list-style-type: none"> • In seeking to empower and provide communities with greater agency, the fund will be targeted at tackling one of the key barriers to inclusive growth that has been widely identified, nationally and locally. • Recognising the limited impact that top down and over-prescribed programmes can have in tackling the barriers identified, this funding is intended to be neutral regarding the form that the increase in capacity and community confidence takes. It may be that investment in community development results in groups being formed in order to run or influence local services, bid for funding for projects, support local volunteering, manage or take ownership of local assets or participate in wider networks. • Similarly, the formal structure of any groups formed could be a charity, community interest company, co-operative or social enterprise. These would not be prescribed, since the focus and form would depend on the outcome of the development and capacity building work, rather than being determined in advance. This approach also allows for local partners to align the investment with current or planned programmes that seek or rely on similar outcomes within the targeted areas. The overriding impact sought is that communities have greater agency to contribute to and benefit from inclusive growth. • Grants management and administration will be undertaken by East Riding of Yorkshire Council's Grants Management System (which provides an end-to-end grant 	
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	<p>management solution from application to due diligence checks, appraisal, grant panels, grant award, monitoring, evaluation and through to close down) together with the skills, knowledge and expertise of their highly experienced Grant Programmes Team, whose services will be provided to HEYCA as part of a Service Level Agreement with ERYC for the provision of Finance Services.</p> <ul style="list-style-type: none"> • The Mayor, or a representative of his choosing, will be invited to chair the grant assessment panels, which will be supported by stakeholders including relevant constituent council officers. • A communications strategy will also be developed to clearly explain the rationale for the fund's targeted approach. 	
32.	<p>FINANCIAL POSITION STATEMENT 2024-25 AND BUDGET OUTLOOK 2025-26</p> <p>The Interim Director of Finance (Section 73 Officer) submitted a report which informed the Board of the budget outturn position of the authority for 2024-25 and the forecast financial position for 2025-26.</p> <p>The Board was informed that –</p> <ul style="list-style-type: none"> i. The Combined Authority had only existed for the last two months of the previous financial year; ii. That the mayoral election, staffing, and Service Level Agreements with the constituent councils had been the most significant costs to the Authority to date, and iii. That there was a provisional surplus of £324,000 for 2024-25, and iv. A balanced budget position was forecast for 2025-26. <p>The Interim Director of Finance explained that the Authority was required to maintain a general reserve and it was recommended that the surplus was</p>	

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	<p>moved to that reserve. The level of general reserve would be reviewed when the 2026-27 budget was set.</p> <p>A discussion took place around the capital budget and the Interim Finance Director confirmed that the Local Transport Grant, the Integrated Transport Block and the Shared Prosperity Fund would be transferred to the constituent councils and were expected to be fully committed by the end of the financial year.</p> <p>It was acknowledged that the transport related grant funding allocated to the constituent authorities was based on a formula.</p> <p>Agreed –</p> <ol style="list-style-type: none"> a. That the Board notes the 2024-25 outturn position; b. That the Board approves the transfer of the 2024-25 surplus to the general reserve; c. That the Board notes the 2025-26 revised budget; d. That the Board approves a supplementary revenue budget of £1.450m for the Mayoral Renewables Fund, and e. That the Board approves a supplementary capital budget of £26.497m for Highways Maintenance Block grant from the Department for Transport. 	
33.	<p>HULL & EAST YORKSHIRE LOCAL GET BRITAIN WORKING PLAN – BACKGROUND AND STRUCTURE</p> <p>The Strategic Programme Lead - Employability & Health submitted a report which provided the Board with a synopsis of the published Local Get Britain Working Plan (LGBWP) guidance and expectations from the Department of Work and Pensions (DWP) alongside information on how Hull and East Yorkshire Combined Authority and partners are planning to structure the local plan, developing governance and timelines for completion of the document.</p>	

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	<p>The Board was informed that –</p> <ul style="list-style-type: none"> i. As the Combined Authority had not been in existence when the DWP had announced the LGBWP in April 2025 and as a result the deadline for the submission of its plan had been extended to the end of October/early November 2025, and ii. That a three pillar approach had been developed in order to deliver the LGBWP and work was being undertaken to understand the current delivery. <p>Agreed – that the Board notes the content of this report and approves the suggested structure of three key pillars for completion of the Local Get Britain Working Plan.</p> <p>Reasons for Recommendations</p> <ul style="list-style-type: none"> • It is important that the board are aware of the background of the Local Get Britain Working Plan as this is key document which will contribute to the alleviation of health deprivation and positively impact the desire to support residents to play a full role in the labour market. The structure of this document has been designed to best deliver the requirements of this plan to meet the needs of DWP as laid out in their 'guidance for developing get Britain Working Plans' but also to capture the maximum local value from the process to inform other strategic documents which are currently being prepared, namely the Local Growth Plan, and Employment & Skills Plans. 	
35.	<p>NOTIFICATION OF INTENT – EXPLORATION OF A COMBINED ENHANCED BUS PARTNERSHIP AGREEMENT (EBPA)</p> <p>The Chief Executive submitted a report which sought approval from the Hull and East Yorkshire</p>	

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	<p>Combined Authority Executive Board to commence formal exploration into establishing a Combined Enhanced Bus Partnership Agreement (EBPA) across the Combined Authority area, incorporating the administrative areas of Hull City Council and East Riding of Yorkshire Council.</p> <p>The Interim Strategic Transport Advisor explained that the legislation relating to buses was evolving; that currently Hull and East Yorkshire were operating two separate EBPA's; that the formation of a Combined EBPA would provide a better partnership for the region; that the Buses Bill was expected to be laid before Recess in 2026, and that consultation with bus operators would start over the Autumn and feedback would be provided to the Board in 2026.</p> <p>A discussion took place and members commented that highways and transport was a priority for residents and that the Police and Crime and Commissioner had a pivotal role and needed to be included within the consultation.</p> <p>Board members queried how much funding would be needed to undertake the consultation. The Interim Strategic Transport Advisor explained that some additional support could be required to develop the policy document and that the consultation and policy document would help the authority to determine the longer term financial commitments.</p> <p>The Interim Finance Director confirmed that the Authority has received £634,000 to develop its Transport strategies.</p> <p>Members of the Board suggested that the voice of businesses would need to be included within the consultation particularly in relation to accessibility to new development sites.</p> <p>Agreed –</p> <p>a. that the Board approves the intention to explore the development and opportunity created by a Combined Enhanced Bus</p>	
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	<p>Partnership Agreement (EBPA) for Hull and East Yorkshire;</p> <p>b. that the Board authorises officers to commence a consultation process with local bus operators, key stakeholders and organisations that represent the public in accordance with the Transport Act 2000 (as amended by the Bus Services Act 2017), and</p> <p>c. That the Board ensures a legal and financial review is undertaken to assess the implications of forming a Combined EBPA, and</p> <p>d. Notes the relevance of the forthcoming Buses Bill and agrees to incorporate future statutory changes into the process as appropriate and under guidance from the Department for Transport.</p> <p><u>Reasons for Recommendations</u></p> <ul style="list-style-type: none"> • The development of a Combined Enhanced Bus Partnership Agreement represents a strategic opportunity to improve bus governance and services across Hull and East Yorkshire. It will support the MCA's ambitions for integrated and sustainable transport and respond proactively to the evolving national policy environment. • Subject to Board approval, officers will begin the formal consultation and preparatory work, with a further detailed proposal to be brought forward in early 2026. 	
36.	<p>HULL AND EAST YORKSHIRE LOCAL NATURE RECOVERY STRATEGY</p> <p>The Interim Chief Executive submitted a report which asked the Board to acknowledge the Combined Authority's role as a Supporting Authority.</p> <p>The Sustainable Environment Manager explained that the LNRS was a legal requirement under the Environment Act 2021; that East Riding of Yorkshire</p>	

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	<p>Council had been designated as the Responsible Authority and that Hull City Council and the Combined Authority had been designated as Supporting Authorities; that a 28 day consultation had taken place, and that the publication of the LNRS could be expedited if the Combined Authority was in support of its contents.</p> <p>A discussion took place and members of the Board acknowledged the role that connecting with nature could help in supporting mental health and the benefits it provided to the health and wellbeing of residents and communities.</p> <p>Agreed –</p> <ol style="list-style-type: none"> a. That the Board acknowledges the Combined Authority's role as a Supporting Authority and agrees to review the Hull and East Yorkshire's (HEY) Local Nature Recovery Strategy (LNRS) as part of the Supporting Authority consultation process prior to publication, and b. That the Board agrees if appropriate to confirm in writing that it supports the content of the HEY LNRS in advance of the consultation deadline, confirming that there are no objections to publication. <p>Reasons for Recommendations</p> <p>The HEY LNRS has been developed following all regulations and statutory guidance and has the support of statutory agencies in moving to publication. Pre-publication consultation with Supporting Authorities is a statutory element of the LNRS development process.</p>	
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