

ANALYSIS REPORT

Hull and East Yorkshire Devolution Consultation Analysis Report

Version : 1.8
Date: 13/03/2024

Authors:
Matthew Scott
Katie Lund
Dr Daniella Nayer
Chloe O'Brien

Contents

Executive Summary	3
1. Introduction	9
2. Analysis Methodology and Response Sample	10
3. Priorities for Hull and East Yorkshire	17
4. Hull and East Yorkshire's Devolution Deal	20
5. Connectivity.....	34
6. Productivity.....	45
7. Inclusivity.....	57
8. Sustainability.....	69
9. Governance Arrangements.....	76
10. Equalities.....	85
11. Other Issues.....	89

Executive Summary

Introduction

The Government proposed a devolution deal for Hull and East Yorkshire (HEY), which was approved by both local authorities' full council meetings in December 2023. Hull City Council and East Riding of Yorkshire Council ran a public consultation on the proposal to establish a Mayoral Combined Authority (MCA) for Hull and East Yorkshire. The consultation ran from 2nd January to 27th February 2024 and aimed to ensure all residents, organisations and businesses across the region had the opportunity to share their views. People were able to participate through a range of methods.

Overall response rates

In total over 5,800 shared their views in the consultation process, including:

- 4,488 members of the public through the online and paper surveys – with 2,941 from East Riding of Yorkshire; 1,491 from Hull; 39 from other areas; and 442 not providing their area of residence
- 122 businesses or organisations through the online and paper surveys
- An estimated 1,123 members of the public through 61 public events across the area
- 85 members of the public and businesses through nine targeted focus groups
- 31 businesses, organisations, and members of the public through stakeholder submissions
- 15 members of the public asking questions through the online and telephone channels

Summary of analysis

TONIC were commissioned to undertake an independent analysis of the response data generated by the consultation exercise. The findings of this are summarised in this report.

Survey responses

Priorities

Public

The top priorities for members of the public across both Hull and East Riding were to improve local transport (41% of the total public respondents), In addition to this, in Hull they also prioritised regenerating local communities (35%) and affordable housing (34%), while in East Riding they also prioritised business investment and growth (33%), with both preventing flood and improving local resilience and regenerating local communities having 31% of respondents putting this in their top three priorities.

Businesses and Organisations

The top three priorities for businesses or organisations were to support business investment and growth (63%), provide skills and training opportunities (37%), and raise HEY's profile nationally and internationally (35%).

The Devolution Deal

53% of all respondents agreed the devolution deal will help address HEY's priorities, while 35% disagreed.

Public

For Hull residents, 60% agreed and 29% disagreed. In East Riding, 48% agreed and 39% disagreed.

The most common reasons for agreeing were:

- Bringing new powers and decision making to the local area
- Welcoming the additional investment
- Supporting the introduction of a Mayoral Combined Authority
- Belief that this will help address local priorities

The most common reasons for disagreeing were:

- Not good use of tax payers' money
- An unnecessary layer of additional bureaucracy
- Insufficient investment to achieve the ambitions
- Lack of trust in local politicians and councils

Businesses and Organisations

79% of businesses/organisations agreed the devolution deal will help address HEY's priorities, while 16% disagreed.

The responses from businesses and organisations were positive about the potential benefits that devolution, coupled with the establishment of a Mayoral Combined Authority (MCA), could bring to the area. Respondents are supportive of the prospects for enhanced economic development, improved infrastructure, better public services, and more effective local governance. However, concerns were voiced regarding the execution of the deal, the adequacy of funding provided, the efficiency of the proposed governance structures, and equitable distribution of benefits throughout the region.

Connectivity

53% of all respondents agreed that HEY would benefit from an MCA taking on new powers for connectivity while 36% disagreed.

Public

For Hull residents this was 59% agree and 30% disagree. In East Riding, 48% agreed and 39% disagreed.

The most common reasons for agreeing were:

- Approval of becoming the Local Transport Authority
- Support for a combined approach to transport across both areas
- Approval of proposed improvements to public transport
- Welcoming the new investment and benefits it will bring

The most common reasons for disagreeing were:

- A lack of faith and trust in local authorities' ability to deliver
- Existing councils can carry out the proposals without need for MCA
- Certain parts of East Riding will not see a fair share of the funding
- Doubt that the deal will deliver benefits to the area

Businesses and Organisations

78% of businesses/organisations agreed that HEY would benefit from an MCA taking on new powers for connectivity and 18% disagreed.

A notable consensus emerges around the need for improved connectivity and transport infrastructure. Respondents advocated for a localised approach to decision-making, emphasising the value of leveraging regional expertise and community engagement to create a more connected, economically vibrant Hull and East Riding. The prospect of a Mayoral Combined Authority is viewed as a catalyst for strategic planning and investment, aimed at addressing unique regional needs, while promoting sustainable growth and enhancing residents' quality of life.

Productivity

51% of all respondents agreed HEY would benefit from the MCA taking on responsibilities around productivity while 34% disagreed.

Public

For Hull residents, 58% agreed and 28% disagreed. In East Riding, 46% agreed and 37% disagreed.

The most common reasons for agreeing were:

- A chance to address the skills gap for young people
- In support of decisions about education and jobs being made locally
- The proposals will enhance the economy and improve both areas
- Improvement in young people's education is crucial for the area

The most common reasons for disagreeing were:

- The responsibilities can be carried out by existing local authorities
- The proposals will not address productivity issues
- East Riding will not see a fair share of productivity investment
- No faith in local councils delivering success

Businesses and Organisations

76% of businesses/organisations agreed HEY would benefit from the MCA taking on responsibilities around productivity, and 15% disagreed.

On the topic of productivity, jobs, and employment, most welcomed the proposals. Respondents see devolution as a potential way to empower local authorities and enable them to lead skills and employment strategies that unlock the region's economic potential. They felt that a more locally lead approach would help develop a skilled workforce, attract investment, and support more sustainable economic prosperity.

Inclusivity

50% of all respondents agreed HEY would benefit from the MCA taking on responsibilities around inclusivity while 37% disagreed.

Public

For Hull residents, 58% agreed and 30% disagreed. In East Riding, 44% agreed and 42% disagreed.

The most common reasons for agreeing were:

- In favour of building more affordable housing
- In support of greater local control
- Highlighting the crucial housing and environmental needs in the area
- Support for taking a combined approach

The most common reasons for disagreeing were:

- No faith in the local authorities to carry out these tasks
- Not enough investment to make a difference to housing
- Devolution is unnecessary, existing council can action all proposals
- Negative impact on East Riding

Businesses and Organisations

62% of businesses/organisations agreed HEY would benefit from the MCA taking on responsibilities around inclusivity and 29% disagreed.

Discussions around inclusivity and housing highlight an ambition for a future that addresses current inequalities, creating a more inclusive and sustainable environment. The MCA is seen as pivotal in achieving this, offering a framework for co-ordinated decision-making and investment informed by local knowledge and priorities. However, some expressed concerns about whether the level of funding was adequate and about the balance between centralised authority and local autonomy.

Sustainability

48% of all respondents agreed HEY would benefit from the MCA taking on responsibilities around sustainability, whereas 35% disagreed.

Public

For Hull residents, 54% agreed and 29% disagreed. In East Riding, 43% agreed and 38% disagreed.

The most common reasons for agreeing were:

- Support for achieving Net Zero
- Encouraging more localised decision making on sustainability
- Identifying mutual benefits for both areas when working together
- New investment will help deliver sustainability goals

The most common reasons for disagreeing were:

- Insufficient funding to achieve the sustainability goals
- Net Zero cannot be achieved through the actions in this plan
- Lack of evidence and information provided to make a decision
- Bureaucracy of the proposed arrangements will prevent positive impact

Businesses and Organisations

68% of businesses/organisations agreed HEY would benefit from the MCA taking on responsibilities around sustainability and 23% disagreed.

Sustainability, net zero, and environmental considerations are identified as critical to the region's development agenda. Respondents called for a collaborative, strategic approach that capitalises on local strengths to meet challenges, advocating for focused leadership and governance enhancements through the MCA to support the achievement of sustainability goals.

Governance Arrangements

47% of all respondents agreed proposals would support efficient and effective governance, whereas 39% disagreed.

Public

In Hull 54% agreed and 32% disagreed. In East Riding 42% agreed and 43% disagreed.

The most common reasons for agreeing were:

- MCA will be mutually beneficial for both areas
- Increased local representation and improved knowledge of need
- It will give the area a strong voice
- The area is in need of the additional funds

The most common reasons for disagreeing were:

- Concerns about additional cost to tax payers
- History of conflict and major differences between the two areas
- Introducing an unnecessary extra layer of bureaucracy
- The problem of too much of the power being concentrated with one person (the Mayor)

Businesses and Organisations

69% of businesses and organisations agreed proposals would support efficient and effective governance and 18% disagreed.

Regarding the proposed governance arrangements, respondents identified that the region is ready for this change, asking for a governance model that combines visionary leadership with efficient, inclusive decision-making. There is broad support for the devolution deal's governance arrangements, including the role of a Mayor as a strong, visible leader. However, there were also concerns about potential bureaucratic inefficiencies, the effectiveness of centralised governance, and the imperative for inclusive, representative decision-making.

Equalities

Public

15% of all respondents who were members of the public felt the devolution plans would be beneficial to them with regard to their protected characteristic(s), 25% stated they did not feel the plans would benefit them in relation to this, and a further 16% said they were unsure. 44% said this was not applicable to them as they had no protected characteristics.

The most common potential benefits raised were:

- More accessible transport
- Support for vulnerable people
- Better lives for young people
- Empowered residents with more decision making power and skills

The most common potential negative issues were:

- Costs and wastefulness
- Lack of evidence
- People with protected characteristics will not benefit
- Older people will not benefit

Businesses and Organisations

With regard to equalities, respondents advocated for devolution policies and initiatives that are inclusive and address the diverse needs of the region's population. There was a collective call for an approach that helps create greater equity and equality across all sectors by focusing on economic development, education, housing, and governance.

Reasons for neutrality

Across the questions, the issues commonly raised by those neither agreeing nor disagreeing with proposals, or stating they didn't know, were:

- It largely depends on the skills, abilities and integrity of the people who would fill the new positions in the MCA and its governance, with a particular focus on the role of Mayor
- The need for comprehensive oversight, checks and balances
- More information on proposals was needed to make an informed decision
- Asking further questions about specific aspects of the proposals
- Concern around a lack of infrastructure to support the goals
- Concerns about whether the investment provided was sufficient to achieve the ambitions
- A history of conflict between the two councils would make progress difficult

Focus groups

Analysis of the notes from the focus groups revealed common themes that emerged among participants from a range of different backgrounds. Predominant among these were the need for improvements in crucial areas such as transportation, housing, local business support, and governance transparency.

Key priorities raised by participants included enhanced public transport, affordable housing solutions, and clear communication and implementation of devolution details.

Participants highlighted the need to address community-specific challenges if the MCA is to foster a more inclusive, responsive, and effective support system that caters to the diverse needs of residents. To address these challenges, the following points were raised:

- Understanding and perception: Participants displayed a general lack of understanding about devolution, expressing confusion and scepticism about its purpose and benefits.
- Government and Council roles: Mixed feelings were observed concerning the roles of government and the local councils in the devolution process, with uncertainty about its impacts on local governance and services.
- Doubts about effectiveness: There was widespread questioning about the effectiveness of devolution, with concerns about increased bureaucracy and potential corruption.
- Potential for local empowerment: Despite these concerns, participants acknowledged the potential for devolution to offer opportunities for more democratic local governance, provided its aims and mechanisms are clearly communicated and implemented.
- Concerns over local services: Discussions frequently revolved around how devolution might affect local services, particularly in transportation and housing, with a demand for improvements that directly address community needs.

Events

The notes from the events held showed general support for devolution among attendees, while also pointing out areas for improvement in messaging, the need to address specific local concerns, and a call to enhance the clarity of the devolution's impact on governance and local services.

Specific local issues such as transport connectivity and pay levels emerged as key concerns. Attendees were particularly interested in how devolution could address these long-standing problems, indicating a desire for tangible benefits from the devolution process.

Residents were keen to understand how devolution would directly impact them, debunking myths and addressing concerns about potential changes to local governance structures. There was a clear demand for straightforward answers to how everyday life might be affected.

Participants expressed a desire for specific protections to be put in place, particularly to prevent any bias towards certain areas within the MCA. This reflects a concern for equitable representation and decision-making within the new governance framework.

There was also a request for more localised messaging, more information and greater transparency about the devolution process.

1. Introduction

1.1 Background

In England, devolution is the transfer of powers and funding from national to local government. The objective of this is to ensure decisions are made closer to the local people, communities and businesses they affect.

The Government has proposed a devolution deal for Hull and East Yorkshire. The deal was announced in the 2023 Autumn Statement and subsequently approved by both local authorities' full council meetings on 21 December 2023. Further information is available on [GOV.UK](https://www.gov.uk) and the Proposal to establish a Mayoral Combined Authority (MCA) for Hull and East Yorkshire can be viewed [here](#). The devolution deal document states that it is "Subject to ratification of the deal by all partners and the statutory requirements referred to within this document, including, public consultation, the consent of councils affected, and parliamentary approval of the secondary legislation implementing the provisions of this Deal." Therefore, there is a statutory requirement for local authorities to conduct a public consultation on the deal, and to "consider the outcomes of the consultation before making any revisions to the proposal, before deciding to submit it, alongside a summary of the consultation responses to the Government, for consideration and implementation."¹

Hull City Council and East Riding of Yorkshire Council wanted to ensure that all residents, businesses and organisations across the region were fully informed and able to take part in a public consultation on the draft proposal for the governance and implementation of a Mayoral Combined Authority with devolved functions and powers relating to transport, skills and employment and housing and regeneration.

The consultation took place over an eight-week period, from 2nd January to 27th February 2024. People were able to participate through an online survey; by visiting their nearest library, customer service centre, adult learning centre or leisure centre to complete a paper consultation form or get support to complete the online survey; by requesting a paper consultation form; by emailing or telephoning their local council; or by attending an event, either face-to-face or online. A full list of events was published on a dedicated website and at local libraries.

1.2 Reporting Process (Collated Activity)

TONIC, a research organisation specialising in independent public consultation analysis (www.tonic.org.uk), has been commissioned by Hull City Council and East Riding of Yorkshire Council through The Consultation Institute (tCI), to undertake collation and analysis of the responses to the consultation and have summarised the findings in this report. tCI has also been commissioned by Hull City Council and East Riding of Yorkshire Council to provide support and quality assurance services using an independent team.

1.3 Report Structure

This report is set out to mirror the questions used in the consultation process, reporting the overall results to closed questions and identifying the themes identified in responses to the open questions.

Disclaimer

This report conveys the key messages arising from the analysis of the consultation responses. In order to provide the most reliable summary of the responses this analysis utilises the language and terminology used by respondents. We have illustrated themes identified through the analysis with direct quotations from the response data. It intentionally does not judge, provide challenge, or critique the key messages. Therefore, the views expressed, and language used in the report, do not represent the views of TONIC, The Consultation Institute, Hull City Council, or East Riding of Yorkshire Council, but are a faithful analysis of the response data.

¹ Hull and East Yorkshire Devolution Deal – this can be viewed online here: https://assets.publishing.service.gov.uk/media/65709ae87391350013b03c32/Hull_and_East_Yorkshire_Devolution_Deal.pdf

2. Analysis Methodology and Response Sample

2.1 Analysis and Coding

TONIC conducted quantitative statistical analysis for all responses to the closed (multiple choice) questions in the consultation.

We used thematic analysis (Braun and Clarke, 2006) to summarise the written responses to the open (free text) questions. Thematic analysis is a widely used method for identifying, analysing, and reporting patterns within text data. TONIC chose this approach as it provides a way to summarise themes in a large body of data, highlights similarities and differences across the dataset, and can generate unanticipated insights. The process facilitates the organisation and description of the dataset in detail and interprets various aspects of the research topic. Our analysts used specialist software to support the process, following six steps:

1. A detailed reading of the data in order to become familiar with the text.
2. Initial codes are then manually ascribed to the data and organised into meaningful groups relevant to consultation questions.
3. Codes conceptually related to one another are grouped together and identified as themes.
4. Themes are reviewed to determine whether they are internally coherent and distinct from each other.
5. Defining and naming themes and subthemes, which provide structure to the analysis.
6. Writing up results, providing a narrative summary of the relationship between codes, subthemes and themes, including examples from the data to illustrate the essence of each theme.

Quality Assurance of the analysis process

TONIC is committed to developing and maintaining the highest standards of quality assurance at every stage of our research. Our quality assurance mechanisms for this project were:

- **Sampling:** Our senior analyst conducted regular testing of a representative sample of coded responses by all analysts to ensure quality and accuracy of the analysis.
- **Inter-rater reliability:** Results for different analysts analysing similar data sets were compared to guarantee reliability and consistency between different analysts and across the various questions.
- **Controlling for bias:** We put in place a number of research processes to control for and minimise bias in our analysis:
 - All our analysts are qualified to at least degree level in a relevant discipline and receive regular training in thematic analysis, research methods and unconscious bias.
 - Our analysis process follows the six steps of thematic analysis, ensuring that each individual response is fully considered in isolation.
 - Multiple analysts conducted the analysis, and we conducted tests for inter-rater reliability.
 - The draft code frames produced are peer reviewed as part of our quality assurance process, which includes controlling for bias through reflexive practice and group discussions.
 - Quoted excerpts from responses used in the report were selected by the lead analyst as being typical examples of the responses containing the specific theme.

These processes combine to create a systematic approach to enhance the reliability and validity of the findings and to ensure that there is no bias in our findings. This is underpinned by the fact that TONIC is an independent research organisation with guiding principles from the British Psychological Society's Code of Ethics and Conduct (2021).

Data cleansing

Prior to beginning analysis, a data cleansing process was carried out in the following ways:

1. **Duplicates:** The raw dataset was assessed for duplicate responses by checking qualitative answers for identically worded responses and analysing the demographic information provided for similarities and differences.
2. **Blank submissions:** Entirely blank submissions were removed – i.e., responses from those who provided only demographic information but failed to answer any of the consultation questions.
3. **Blank answers:** Content-free qualitative answers which consisted entirely of comments such as “I don’t know”, “no comment”, “n/a”, “yes/”no”, or contained simply hyphens or dots were removed and are not included in the figures illustrating response rates.
4. **Online responses that were not submitted:** The consultation materials and online survey instructions were clear that in order for a response to be considered, respondents using the online survey needed to formally submit their response through the survey platform. In line with this guidance, only responses to the survey that had been submitted were included in the analysis. All paper responses received were included in the analysis.

Notes on reading the consultation analysis report

Public consultation, by its nature, is a self-selecting process, however the views contained in this report are an authentic summary of the issues and themes received by people who wished to respond.

In some cases, analysis of a respondent’s data resulted in multiple references to the same theme. This was particularly the case for longer responses. The report refers to the number of respondents who replied to a question or who had at least one reference belonging to a given theme within a question. The qualitative analysis drew on all the references coded to a theme.

The order of themes has been determined by number of respondents raising a particular theme. It is worth noting, however, that the number of respondents raising a theme does not necessarily correspond to the importance of the issues being put forward. Response frequencies, therefore, are included solely as a guide, not as an indication of priority.

Unless displayed otherwise, percentage figures are rounded to the nearest whole number and therefore totals may not always add up to 100%.

Results for each of the consultation questions have been reported in line with the consultation headings used in the materials available to respondents.

In each section of this report, we outline the results of the survey for each survey question and provide details of the main reasons why respondents agreed with proposals, disagreed or took a neutral position. We then include relevant information from the summary notes from the focus groups and the public events also held as part of the consultation process.

Anonymised quotes from responses have been used to illustrate themes. Note: Given the number of open questions and themes identified in the survey analysis, we have only used quotes for themes with over 50 references made. Quotes have been chosen as typical examples of response categorised within that theme.

2.2 Response formats and respondent numbers

In this section we set out the number and details of respondents to the consultation, broken down by each strand of activity and response format in this consultation exercise.

2.2.1 Survey responses

A total of 4,610 responses were submitted through the survey, combining both online and paper submissions into a single data set for analysis. This includes all respondents who had submitted a response to at least one of the consultation questions.

Demographics

4,488 members of the public, giving their views as an individual through the online and paper surveys – with 2,941 from East Riding of Yorkshire; 1,491 from Hull; 39 from other areas; and 442 not providing a response.

Please note: that not all these respondents provided answers to the demographic questions in this section, therefore totals shown at demographic level will be lower than this figure.

Gender

Just over half of public respondents were male (51%), 40% were female, 1% identified as transgender, and 0.3% as non-binary, with 7% preferring not to state their gender.

Table 1: Gender of survey respondents

GENDER	No.	%
Male	2250	51%
Female	1790	40%
Prefer not to say	321	7%
Non-Binary	14	0.3%
Trans	16	0.4%
Trans female	16	0.4%
Trans male	10	0.2%
Other	4	0.1%
Total	4421	

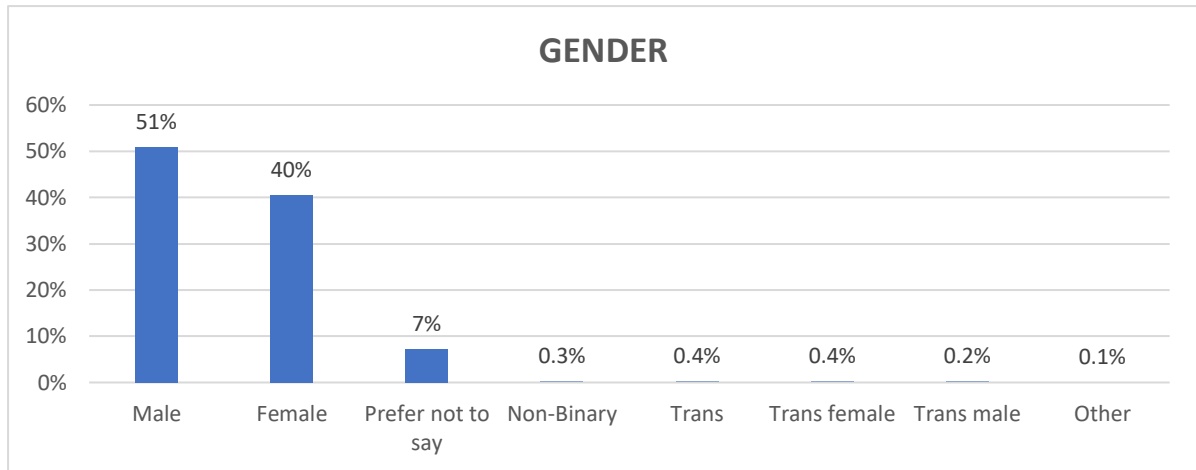


Figure 1: Gender of survey respondents

Age

Respondents aged 55 to 74 years make up the largest two age groups (42%), followed by those aged 35 to 54 (30%) – these age groups combine to make up nearly three quarters of all responses (72%). Around one in ten respondents were aged under 35 (11%) or were over 75 (9%). 7% preferred not to state their age.

Table 2: Age of survey respondents

AGE GROUP	No.	%
11 to 16 years	4	0.1%
17 to 24 years	128	2.9%
25 to 34 years	356	8.1%
35 to 44 years	599	14%
45 to 54 years	740	17%
55 to 64 years	953	22%
65 to 74 years	893	20%
75 to 84 years	381	9%
85 years or over	33	1%
Prefer not to say	313	7%
Total	4400	

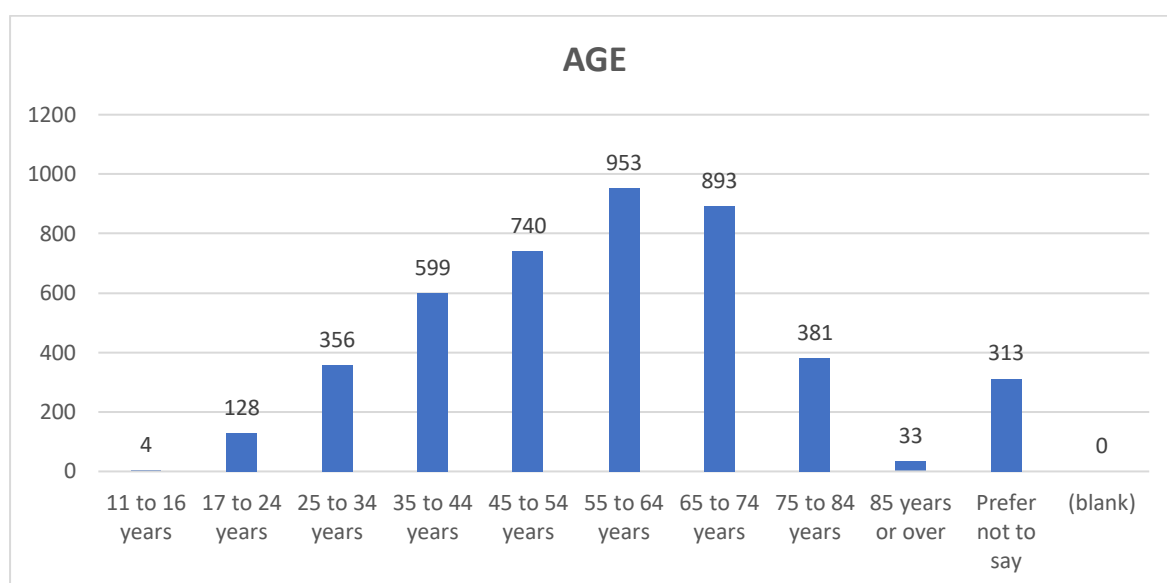


Figure 2: Age of survey respondents

Ethnicity

The majority of respondents (85%) were White British, with 1.8% from mixed or multiple ethnicities, and 1.1% from other white ethnicities. Less than 1% of respondents were Black/Black British (0.8%), Asian/Asian British (0.7%), from other ethnic groups (0.7%), and 0.2% were Arab. 10% preferred not to give their ethnicity.

Table 3: Ethnicity of survey respondents

ETHNICITY	No.	%
White British / English / Northern Irish / Scottish / Welsh	3693	85%
Mixed/multiple ethnicities	78	1.8%
Other white inc. Gypsy/Irish Traveller/Roma	46	1.1%
Black/Black British	35	0.8%
Asian/Asian British	30	0.7%
Other ethnic group	32	0.7%
Arab	7	0.2%
Prefer not to say	420	10%
Total	4341	

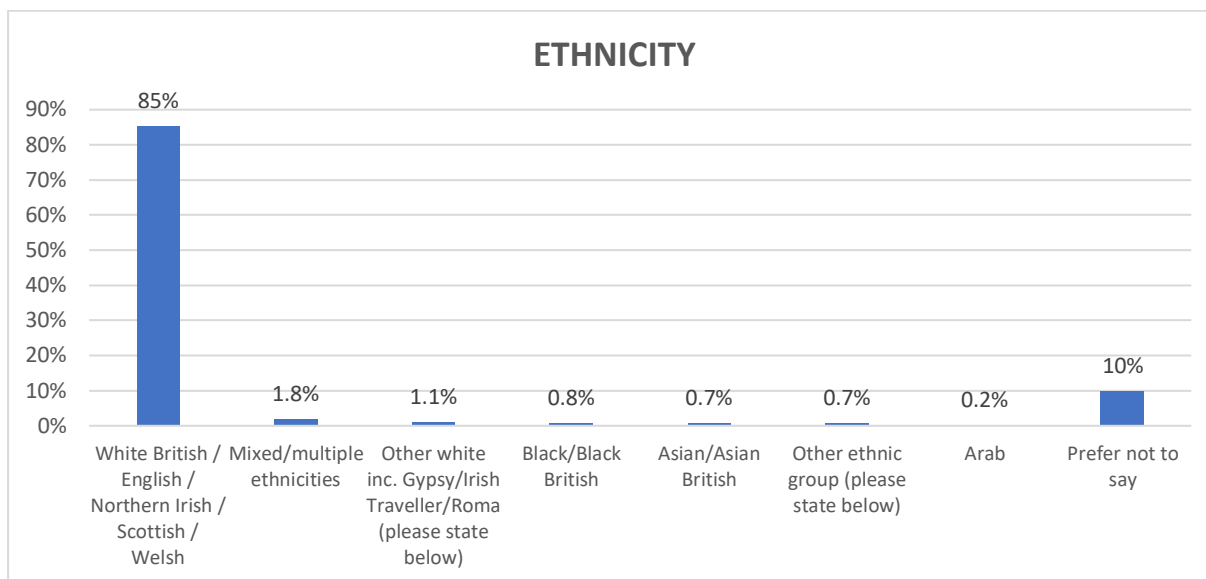


Figure 3: Ethnicity of survey respondents

Disability

67% of respondents who answered this question said they had no disabilities, while 30% indicated that they had at least one disability and 4% did not provide a response.

Long-Term Conditions

Most respondents did not provide a response to this question, while 69% of respondents who answered this question stated that they had at least one long-term condition (n=915). Of these, 29% said this reduced their ability to carry out day-to-day tasks a lot, and 59% said it reduced it a little. 12% said it did not affect their ability to carry out day-to-day tasks.

Businesses

122 responses were submitted on behalf of or representing a business or organisation. 51 of these were based in Hull (42%), 45 in East Riding (37%), and 21 in both Hull and East Riding (17%). 5 businesses stated that they were not based in either area (4%).

A list of all businesses and organisations that responded through the survey is included at Annex A at the end of this report.

Business / Organisation Size

48% of those who responded on behalf of a business or organisation were micro enterprises (with fewer than 10 employees). 20% were small enterprises with 10 to 49 employees, 14% were medium sized enterprises (with 50-249 employees), and 18% were large organisations (with 250 or more employees).

Business / Organisation Sector

The following table shows that the businesses or organisations that responded covered a wide range of sectors, with the most common being Information and Communication (16%), Professional, Scientific and Technical Activities (16%), Industry Other Service Activities (15%) and Education (15%).

Table 4: Business and organisation survey responses by sector

SECTOR	No	%
Information and Communication	15	16%
Professional, Scientific and Technical Activities	15	16%
Industry Other Service Activities	14	15%
Education	14	15%
Construction	11	12%
Manufacturing	10	11%
Arts, Entertainment and Recreation	10	11%
Real Estate Activities	9	9%
Administrative and Support Service Activities	7	7%
Human Health and Social Work Activities	7	7%
Accommodation and Food Service Activities	6	6%
Transportation and Storage	5	5%
Financial and Insurance Activities	4	4%
Public Administration and Defence; Compulsory Social Security	4	4%
Water Supply; Sewerage, Waste Management and Remediation Activities	3	3%
Electricity, Gas, Steam and Air Conditioning Supply	2	2%
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	1	1%

2.2.2 Events engagement

A series of events for members of the public were held across the area by Hull City Council and East Riding of Yorkshire Council to raise awareness of the devolution deal and the consultation, answer questions, and gather high-level feedback on people's views.

Council officials running the events captured a brief summary of each event and estimated the number of people participating. A summary of these notes is provided in this report.

61 events were held between 3rd January and 22nd February 2024, with an estimated 1,123 people participating in the process. A list of the events held, including the date, location and attendance, is included at Annex C at the end of this report.

2.2.3 Focus group sample

As part of this consultation exercise a series of focus groups were recruited and run, and the feedback was analysed by Lampada Digital Solutions. Lampada (www.lampada.co) is a wholly owned subsidiary of The University of Hull who were commissioned by Hull City Council and East Riding of Yorkshire Council. Lampada were provided a list of underrepresented groups that had a high non-response bias from the survey data.

They used Non-Probability sampling, and convenience and snow balling recruitment for some groups to achieve the required numbers. Their fieldworkers undertook face-to-face recruitment either in the specific locations of interest (town centres, city centres and villages) or attended specific locations where they would expect to find people who were part of the given groups (e.g., community centres).

Points raised in the focus group summary supplied by Lampada are included in this report in relevant sections.

85 people participated across 9 themed focus groups, as set out in the following table.

Table 5: Breakdown of focus group themes and participants

Focus	Venue	Date	Participants
Women	St Nicholas Church Hall, Hull	21 st February 2024	8
Young people (Under 25s)	Online	20 th February 2024	10
Students living at home	Aura Innovation Centre, Hessle	19 th February 2024	9
Unemployed people	Online	22 nd February 2024	10
English not a first language	Holiday Inn Express, Hull	26 th February 2024	10
Rural villages	Online	22 nd February 2024	10
Long-Term Illness or Disability	Online	22 nd February 2024	10
Small businesses (Micro and Small to Medium Enterprises)	Aura Innovation Centre, Hessle	23 rd February 2024	8
Business Groups	Aura Innovation Centre, Hessle	21 st February 2024	10

Key points for all focus groups were recorded by the fieldworkers and then summarised in an overarching report. Points raised in the focus groups are included in this report.

2.2.4 Stakeholder submissions

As part of the consultation, 31 businesses, organisations, and members of the public responded by sending in written stakeholder submissions. These responses have been analysed and reported on separately throughout the report in relation to the consultation questions.

A list of all businesses and organisations that provided stakeholder submissions is included at Annex B at the end of this report.

2.2.5 Questions

Throughout the consultation period, people could ask questions through dedicated online and phone channels operated by both councils. 15 members of the public asked questions using these routes. This information was reviewed as part of the analysis process. However, it was not deemed necessary to provide a summary of these questions in this report as they were not directly relevant to the consultation questions being asked.

3. Priorities for Hull and East Yorkshire

3.1 Background

The consultation materials provided the following text to respondents:

UNDERSTANDING YOUR PRIORITIES FOR HULL AND EAST YORKSHIRE

The Government is committed to levelling up the UK, ensuring that opportunities are spread evenly across the country. Devolution is a key part of this agenda, as it gives local areas more control over decisions.

The proposal is to create a Mayoral Combined Authority for Hull and East Yorkshire. This would be responsible for overseeing a range of services and investments in the area, including transport, economic development, and skills.

Devolution offers several benefits for Hull and East Yorkshire. It would allow us to prioritise investment in areas that matter most to our communities, such as supporting the transition to a low-carbon economy and improving the lives of our most deprived residents. It would also bring decision-making closer to the people it affects, ensuring that our voices are heard.

We would like to hear your thoughts on the most important issues that the Mayoral Combined Authority should address. Your views will help us to shape a proposal that reflects the needs of our communities.

Thinking about future priorities, if the Mayoral Combined Authority was established, tick the **THREE** most important areas which you think require investment:

- Improving local transport
- Providing skills and training opportunities
- Reducing unemployment
- Providing affordable housing
- Supporting business investment and growth
- Regenerating local communities
- Preventing flood and improving local resilience
- Reducing coastal erosion
- Increasing sustainability and achieving Net Zero
- Increasing tourism and cultural activities
- Increasing pride in local communities
- Increasing inward investment
- Raising Hull and East Yorkshire's profile nationally / internationally

3.2 Survey responses

The top three priorities for members of the public (n=4,331) were to improve local transport (41%), regenerate local communities (32%), and support business investment and growth (31%). Other common priorities were providing affordable housing (29%), preventing flood and improving local resilience (29%), increasing inward investment (24%), reducing unemployment (24%) and providing skills and training opportunities (23%).

Members of the public from Hull (n=1,453) prioritised improving local transport (35%), regenerating local communities (35%), and providing affordable housing (34%). Those living in East Riding (n=2,826) prioritised improving local transport (43%), supporting business investment and growth (33%), and preventing flood and improving local resilience (31%).

The top three priorities for businesses or organisations (n=115) were to support business investment and growth (63%), provide skills and training opportunities (37%), and raise HEY's profile nationally and internationally (35%). Other common priorities were increasing inward investment (33%), increasing sustainability/achieving net zero (23%), and regenerating local communities (23%).

Survey Results

Figure 4: The top three priorities of survey respondents

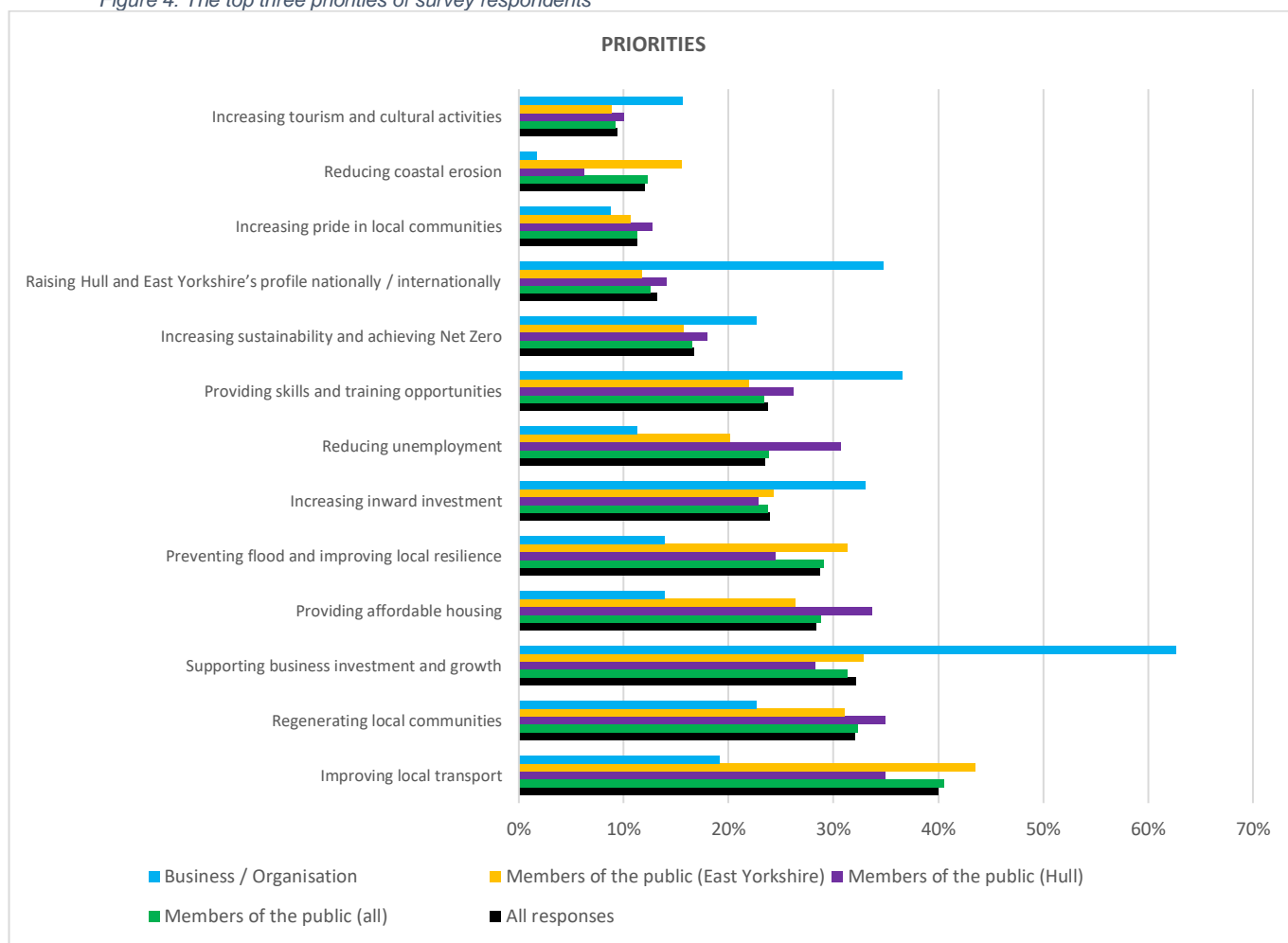


Table 6: The top three priorities of survey respondents

TOP 3 PRIORITIES	Total (All responses)		Members of the public (All)		Members of the public (Hull)		Members of the public (East Riding)		Public (other areas and no residence provided)		Businesses / Organisations	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Improving local transport	1777	40%	1755	41%	508	35%	1228	43%	19	37%	22	19%
Regenerating local communities	1427	32%	1401	32%	507	35%	877	31%	17	33%	26	23%
Supporting business investment and growth	1428	32%	1356	31%	410	28%	929	33%	17	33%	72	63%
Providing affordable housing	1261	28%	1245	29%	490	34%	744	26%	11	21%	16	14%
Preventing flood and improving local resilience	1276	29%	1260	29%	355	24%	886	31%	19	37%	16	14%
Increasing inward investment	1066	24%	1028	24%	331	23%	687	24%	10	19%	38	33%
Reducing unemployment	1044	23%	1031	24%	446	31%	568	20%	17	33%	13	11%
Providing skills and training opportunities	1056	24%	1014	23%	380	26%	620	22%	14	27%	42	37%
Increasing sustainability and achieving Net Zero	740	17%	714	16%	261	18%	444	16%	9	17%	26	23%
Raising Hull and East Yorkshire's profile nationally / internationally	584	13%	544	13%	204	14%	331	12%	9	17%	40	35%
Increasing pride in local communities	500	11%	490	11%	184	13%	301	11%	5	10%	10	9%
Reducing coastal erosion	534	12%	532	12%	90	6%	438	15%	4	8%	2	2%
Increasing tourism and cultural activities	416	9%	398	9%	145	10%	249	9%	4	8%	18	16%
Total	4446		4331		1453		2826		52		115	

3.3 Stakeholder submissions

Two stakeholder submissions directly addressed the priorities put forward in the proposals. One was directly supportive of the named priorities.

“We believe that devolution presents new and further opportunities to focus on the issues that reflect local priorities in Hull and East Yorkshire. [We have] shared priorities around skills, employment and economic growth; education; climate change and environment; health and wellbeing; economic, social and digital infrastructure; and housing.”
(Stakeholder submission)

The other stakeholder submission, however, was more neutral in nature, questioning whether these priorities would be taken forward in practice by the Mayor.

“Realistically the mayor will likely prioritise the projects which can achieve the best outcomes for their own voter base.” (Stakeholder submission)

3.4 Focus group comments

The focus groups encompassed individuals from various demographics, including those with long-term illnesses and disabilities, minoritised communities, women, rural residents, and unemployed individuals.

Despite their differing backgrounds, the most common priorities were to address their concerns about public transport, housing, local governance, and infrastructure. Participants also called for improved community support systems, enhanced governance transparency, and better local services.

3.5 Feedback from events

The priorities participants raised for the devolution deal were centred on its potential to improve skills for young people, attract inward investment to the region, transport connectivity, and pay levels.

Attendees were particularly interested in how devolution could address these long-standing problems, indicating a desire for tangible benefits from the devolution process.

There were some calls for more information to be provided and greater transparency about the deal and the devolution process, including the specific benefits it would offer and how concerns about governance, funding, and local impact would be addressed.

Some participants were reported as initially sceptical but becoming more positive through detailed discussion.

4. Hull and East Yorkshire's Devolution Deal

4.1 Background

The consultation materials provided the following text to respondents:

HULL AND EAST YORKSHIRE'S DEVOLUTION DEAL

Hull City Council and East Riding of Yorkshire Council have secured a devolution Deal with Government worth over £400 million which, if progressed, would move important choices about local investment, infrastructure, and training from government to local decision makers. The proposal explains how this deal supports both councils' ambitions for the area.

In summary, devolution for Hull and East Yorkshire includes:

- £400 million (£13.34 million per year) in Mayoral Investment Funding over 30 years to invest in local priorities.
- Control of locally-led brownfield funding and strategic partnerships with Homes England.
- A multi-year integrated transport budget for local road maintenance and upgrades and priority for new rail partnerships with Great British Railways.
- Control of the Adult Education Budget.
- Control of local transport functions and creation of a shared Local Transport Plan.
- Responsibility for the UK Shared Prosperity Fund.

In addition, next year Hull and East Yorkshire would be given:

- Up to £4.6 million for the building of new homes on brownfield land.
- Up to £15 million to spend on capital projects that support transport, flood resilience, coastal regeneration and bringing forward new brownfield employment sites.
- Up to £5 million to spend on local economic growth priorities, including any further expansion of the Siemens Gamesa Offshore Wind Facility.
- £2 million to help the set up and operation of the Mayoral Combined Authority.

Neither Hull or East Riding of Yorkshire Councils can access this range of powers and funding alone. Setting up a Mayoral Combined Authority is a way to access to these powers and funding. However, having a Mayoral Combined Authority does not mean Hull and East Riding of Yorkshire Councils will merge. Both councils would continue to operate as normal.

4.2 Survey responses

Over half (53%) of all respondents agreed that the powers and investment set out in the devolution deal with Government will help to address HEY's priorities and challenges, while over a third (35%) disagreed and 11% were neutral, answering that they "neither agree nor disagree".

Most businesses/organisations (79%) who responded agreed the powers and investment set out in the devolution deal with Government will help to address HEY's priorities and challenges. 16% disagreed and 5% were neutral (neither agreed nor disagreed).

The majority of members of the public from Hull (60%) agreed, with 29% disagreeing and 9% neither agreeing nor disagreeing. 48% of those living in East Riding agreed with this, while 39% disagreed and 12% neither agreed nor disagreed.

Across all members of the public, 53% agreed the devolution deal will help address HEY's priorities, with 35% disagreeing and 11% neutral.

Survey Results

Figure 5: Survey response results: How much do you agree or disagree that the powers and investment will help to address Hull and East Yorkshire's priorities and challenges?

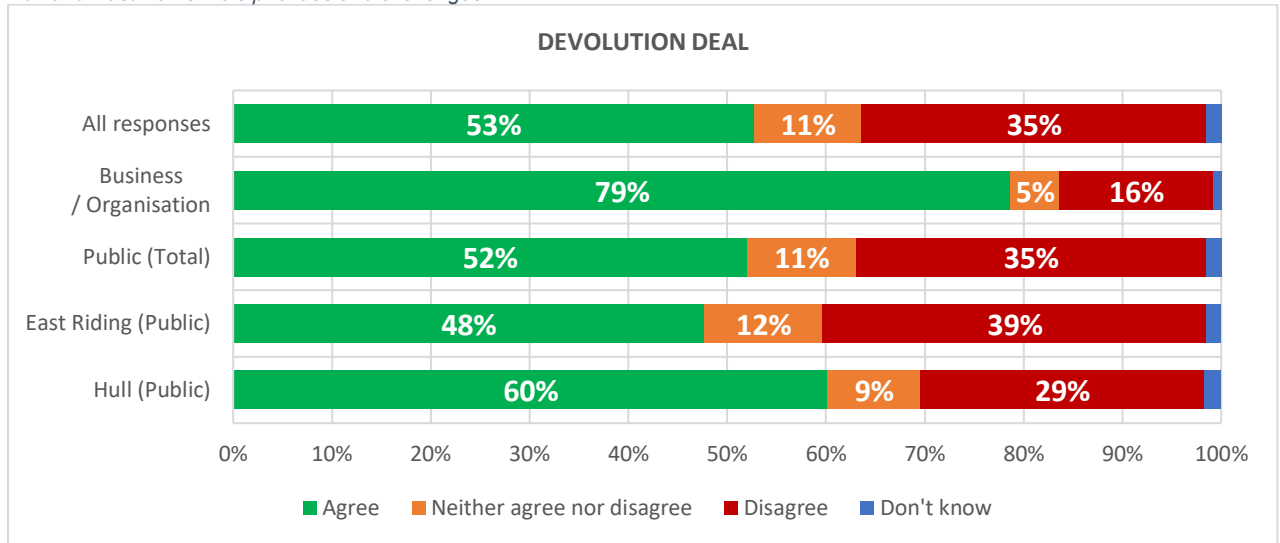
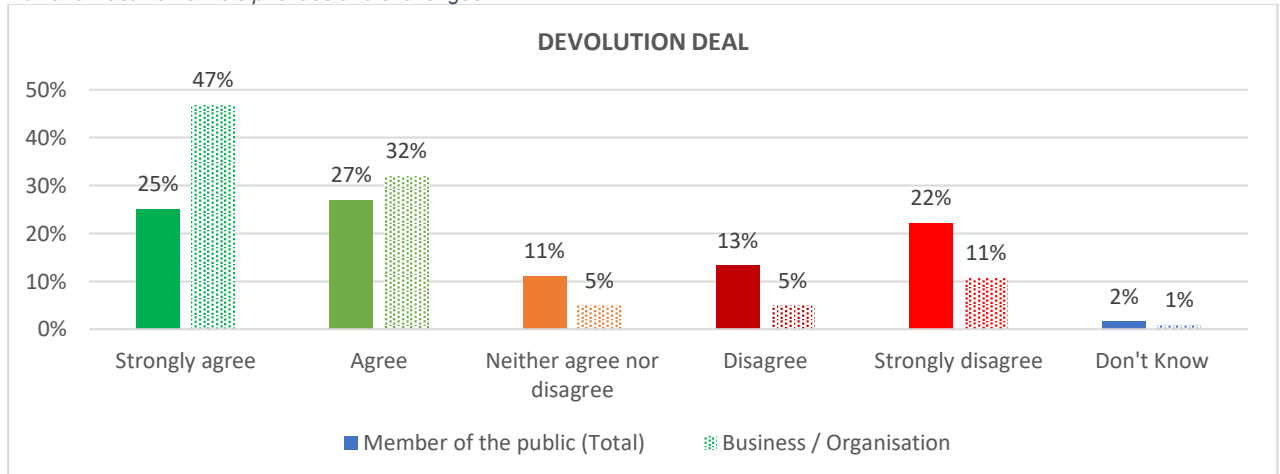


Table 7: Survey response results: How much do you agree or disagree that the powers and investment will help to address Hull and East Yorkshire's priorities and challenges?

DEVOLUTION DEAL	All responses		Member of the public (Total)		Members of the public: Hull		Members of the public: East Riding		Business / Organisation	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	1180	26%	1123	25%	472	32%	634	22%	57	47%
Agree	1240	27%	1201	27%	422	28%	762	26%	39	32%
Neither agree nor disagree	499	11%	493	11%	138	9%	351	12%	6	5%
Disagree	599	13%	593	13%	152	10%	438	15%	6	5%
Strongly disagree	1001	22%	988	22%	276	19%	700	24%	13	11%
Don't Know	71	2%	70	2%	25	2%	43	1%	1	1%
TOTAL	4590		4468		1485		2928		122	

Figure 6: Survey response results: How much do you agree or disagree that the powers and investment will help to address Hull and East Yorkshire's priorities and challenges?



4.2.1 Reasons for Agreement

Bringing new powers and decision making to the local area (n=679)

Respondents felt that providing local government with the power to make strategic, longer-term plans and decide where to direct investment to best serve the unique area is better than relying on central government and a one-size-fits-all approach. They felt that the challenges and priorities of the area are better understood at a local level, with local discussions helping to form long-term plans rather than quick fixes, and that having control over the budget will help make sure investment goes into the right areas.

It was felt that local leaders have a greater connection, concern and passion for local outcomes and that residents have greater confidence in their knowledge of the needs of businesses, residents and the region. Respondents felt that the devolution deal is a more efficient approach, stating that plans will be actioned faster and local leaders can respond more quickly to market changes.

Some stated that the present set up is outdated, with priorities and challenges in the area ignored by central government in favour of investment in the South. Some respondents felt it was important to give power to those with understanding of and mutual interest in the growth and prosperity of the area.

Devolution was said to bring the area up to date with the rest of the country, with respondents noting that devolution is working well in other metropolitan areas of the country, such as Manchester. There was said to be a relatively low number of Local Authority tiers compared to the rest of the country, therefore this would be a resource efficient and effective authority.

Devolution was felt to increase and encourage public engagement, with community members given the opportunity to voice thoughts and opinions and leaders benefiting from hearing the views of the people who matter the most, ultimately leading to a healthier democratic society that makes residents feel heard and results in actions that are in line with their needs.

In addition, it was stated that devolution will help improve the profile and pride of the people in the areas where they live and work, enabling local councils to use, assist, and encourage local businesses, therefore unlocking opportunities for better growth and providing more jobs.

Devolution was also said to retain the culture and heritage of an area by making decisions and changes in line with values and knowledge of the local people. This was felt to also improve the effectiveness and strength of local government, providing an opportunity to move away from an entrenched political situation that some said had impacted on Hull.

“Further investment in the area, with control over how this can be used to address local issues in line with Council Priorities, will allow for greater flexibility to provide more effective and targeted public services.” (Member of the public)

“I have [seen] areas which have benefited greatly from such devolution. Considering the problems and obscurity this area faces it should have been something we did years ago. This agreement and opportunity, if carried forward, will reassure me that our local politicians have at long last got their heads out of the sand and realised that we need to operate in a collaborative way for the benefit of all in East Yorkshire, and that the two areas have some great strengths in different areas that complement each other.” (Member of the public)

Positive comments regarding the additional investment (n=571)

Respondents suggested that the investment offered is vital and will help the area, unlocking access to ring-fenced funding which would otherwise be unavailable, and therefore it would not make sense to turn down the deal as it will risk this investment. Respondents felt that the planned investment was likely to help the area develop and grow and achieve its full potential as a great place to live in a good location.

Some respondents stated that devolution would represent a good deal as long as the investment is spent wisely. Hull's problems were said to be because of a lack of investment, being neglected in comparison to the rest of the country and being in a deprived state. As such, additional funding is needed in conjunction with new thinking about how to spend the money wisely to make beneficial changes.

It was felt that while the investment may not be sufficient for all the requirements of the area, it should give access to further funding in future, meaning the area will have greater presence to central government when applying for this. This was said to be especially important since investment from the EU is no longer available (which was said to be a valuable funding source for both capital infrastructure and revenue projects).

The investment being long-term was said to be helpful as it will take a generation to see a major difference.

Some felt that there are big challenges environmentally and economically for both councils which will not be managed without the MCA funds and the ability to work together more efficiently.

“The funding will not be available if we are not an MCA so we will lose out on vital funding that's required for the area, particularly since the loss of EU funding which previously was a valuable funding source for both capital infrastructure and revenue projects. There are big challenges environmentally and economically for both councils which will not be managed without the MCA funds and the ability to work together more efficiently.” (Member of the public)

“This is the only way we will access this level of funding as this is the direction central government wants to push, so we have no choice if we want to see investment to match other areas. It will also help Hull as currently the government aren't offering enough support as it is not marginal.” (Member of the public)

Support for a Combined Authority (n=348)

Respondents felt that both areas are inextricably linked geographically and depend on each other, so it makes sense to combine them with an overarching body. They suggested this would lead to a single, stronger voice (rather than two competing voices), with more power and influence for the region when combined. Some suggested the CMA would address past political disagreements between the two areas.

Respondents stated that the populations already flow between the two areas, so combining them is logical, especially regarding transport links. It was felt that they should not let historical differences stand in the way, and that this new agreement brings an opportunity to put past differences behind them and find commonality.

Respondents also mentioned successful Combined Authorities already in existence, such as Manchester, West Yorkshire, Merseyside, Leeds, and Sheffield, stating that HEY needs accept the devolution deal so it is not left behind in UK development. Combined Authorities were seen as an essential component in receiving maximum support from the central government.

It was ventured that operating as a single entity will give the area more influence than two separate entities. The areas were said to have strengths in different areas and that they can benefit from and complement each other by working collaboratively, while many of their challenges were said to be region wide and therefore it was logical to tackle them together. Respondents also felt there were better economies of scale when working together.

“Hull and East Riding are inexorably linked, with both populations accessing in some cases the same services and therefore, the current demarcation arrangements are artificial. It makes a lot of sense to bring strategic priorities together for the benefit of the entire population.” (Member of the public)

“We need to unite to access better funding, more power and better outcomes for us all.”
(Member of the public)

This will help address local priorities (n=187)

Some respondents believed that devolution would help address the challenges and priorities of the area as listed in the proposal, which they felt were of critical importance and would help business growth, unemployment rates, development of towns and cities, increase tourism, enhance skill set/training, and economic and social growth, as well as helping to improve the area’s general profile and outlook.

Respondents also believed that the deal would help address pressing issues such as flood defences, coastal erosion, and a lack of affordable housing. There was also support for the environmental focus, which would bring cleaner, greener energy to the area and promote a more sustainable approach to construction, infrastructure and jobs.

“Importantly, a 'combined' voice will provide a more powerful voice for our area nationally. I feel we have often been over looked as an area for funding and resources, as we have not always demonstrated we can work together across the area (around the Humber) to build on the benefits this estuary provides economically, socially and environmentally. A combined authority status together with the recent announcement of the Humber Freeport status, would provide a strong and powerful platform to support economic growth and prosperity in our area. We have a lot of talent and passion, people willing to support the progress devolution will bring and this opportunity must happen.” (Member of the public)

Support for the introduction of a Mayor (n=115)

Respondents wrote in support of having Mayoral leadership. They suggested that an elected Mayor can be a strong leader who bridges the gap between national and local provision, and who is in a better position than central government to make decisions that benefit the local community and local businesses. They also suggested that other areas had been shown to benefit from having a Mayor, and that elected Mayors have demonstrated successful track records in aiding better bidding and attracting inward investment.

For some, however, this was caveated by highlighting the importance of choosing the right person for the role, with respondents stating that the right Mayor would need to be passionate, impartial, have good business knowledge, and be guaranteed to put HEY first.

Some respondents felt that the HEY area currently “lacks a seat at the table” that other areas in the North have, and that having an elected Mayor would address this situation and give the area a much needed voice and act as a champion for the area.

“We have missed opportunities that a mayor can bring with a focus on jobs, investment, and growth. A mayor will be a point of contact to champion the region and speak with Government and Inward investors. the investment package on offer will only be the start.”
(Member of the public)

“I think this region is largely ignored by Westminster. Hopefully a regional mayor could be much more effective and innovative. Also, if this is the best way to attract inward investment it is essential that it does ahead.” (Member of the public)

Develop and improve transport (n=84)

For some respondents the opportunity to develop and improve transport links was considered very significant and a crucial step in improving the area. They felt this would improve connection both within the area and to the rest of the country, helping boost tourism, stimulating trade and innovation, and creating employment opportunities. It was also reiterated that transport priorities have been previously disregarded by Westminster.

“If local transport is assisted especially between Hull and East Riding to enable those who need to get work that is beneficial this will in turn assist in employment to enable people to travel to their jobs. Also, those who are on low paid income may be able to use the local transport if more reliable and kept at the £2 travel this will greatly assist those to gain employment and who are struggling with living costs at the present time. We need reliable transport links.” (Member of the public)

Support for Siemens Gamesa Offshore Wind Facility (n=9)

A small number of respondents voiced their support for the proposed expansion of Siemens Gamesa Offshore Wind Facility (SGRE), stating this will create jobs for the area and display great potential as a green energy company helping the country as it strives for net zero.

4.2.2 Reasons for Disagreement

Not good use of taxpayers’ money (n=459)

Respondents expressed concerns over the additional costs that will be incurred setting up and funding the MCA and Mayor, with many feeling this was not a good use of taxpayers’ money. Costs mentioned in responses included the MCA office, the Mayor's salary and expenses, 'inflated' salaries for additional staff (“jobs for the boys”), and unnecessary administration costs. Some said this made them question exactly how much of the £400m “headline figure” would find its way into communities.

“It sounds like a lot of money but in fact once it's been dished out into all the various functions it will just end up being soaked up into council and government bureaucracy.”
(Member of the public)

An unnecessary layer of bureaucracy (n=444)

Respondents felt that the devolution deal represented an extra layer of bureaucracy that would be of little benefit to the community and will result in extra costs to tax payer. They instead proposed that maintaining the status quo was preferable to introducing another tier of government. Some respondents also stated that the MCA lacks the level of power needed to achieve meaningful impact and will slow down processes since it will be more complicated to make changes. Some questioned why the extra powers and investment cannot just be given to the existing councils without a Mayoral leadership if the money is available.

Some respondents said they believed the MCA to be a gimmick, with politicians covering up making a constitutional change without a referendum and using a headline “£400 million” sum as government advertising.

“This is just intended to create another and rather unnecessary layer of bureaucracy. Creating positions of power for those who already possess too much of it. Surely by the two local authorities pushing this agenda, saying this is needed, are effectively admitting to failing to deliver for the people of Hull and East Riding?” (Member of the public)

Insufficient investment (n=341)

Some respondents suggested that the investment being offered was insufficient to bring about significant change or to achieve the ambitions set out in the proposals, and that greater investment from central government was necessary. Respondents believed that the investment would be spread too thinly across all the sectors it is meant to transform, and that £4.6m to build new homes and £15m for flood resilience represented figures which fell far short of those required to bring about meaningful transformation.

The stated figures were also said to not rise with inflation, leading to concerns that the investment may not cover future Mayoral costs.

Some respondents said the local areas should be entitled to this money without having to “waste” £2m on establishing and running an MCA. It was also ventured that the additional money does not

address reductions in local authority funding. Some suggested that any subsequent failure to deliver the aims set out in the devolution deal as a result of this insufficient funding would be disregarded by the government on the basis that they have delegated responsibility for this.

Some respondents also felt that the level of investment was indicative of a North/South divide, and that areas in the South had received and were scheduled to receive considerably greater investment than equivalent areas in the North.

“On paper the deal appears to reasonable; however it does not address the associated risks in terms of resources capability and competence to deliver. The £400m over 30 years over a large geographical area amounts to a relatively small amount of spending how far will £5million get you today with the cost of living?” (Member of the public)

Lack of trust in local politicians and councils (n=322)

Respondents spoke of having little confidence or trust in their local councils and politicians, feeling that they are not equipped to make the important decisions set out in the devolution deal. They felt that they lack the requisite knowledge, and that their political views made them poorly placed to make such strategic decisions.

Some respondents believed that residents have already lost trust in the political system, saying that due to past experiences they do not believe that what is listed in the plans is where the money will go or that it will make any difference. For example, some said that the City of Culture was meant to bring large-scale change and prosperity to Hull like it had in Liverpool, but they said there has been very little lasting impact. Some suggested that councils already have too much power and should not be given more through this deal.

Respondents also voiced disappointment with how budgets had been spent in the past, giving example such as: new funding for road maintenance when roads are still in poor condition; empty houses left abandoned while there is demand for more housing to be built; public services being underfunded and understaffed; and unneeded and subsequently rarely used cycle lanes being installed and then later removed.

Respondents said there had been a lack of involvement for residents in this process, and that a better system would involve leaders asking the local population where money needs to be spent rather than deciding for them through this deal.

There were also fears that both councils could go bankrupt as a result of negligence and ineptitude, as they suggested has happened to other councils.

“The Goole Town Deal (execution of) is lesson to all in how not to run a £25m project. Suggesting that local gov is incapable of delivering infrastructure project without significant delay and unnecessary costs.” (Member of the public)

“This deal has been brokered by political parties who are untrustworthy, mendacious and totally incompetent.” (Member of the public)

Lack of support for the position of Mayor (n=249)

Some respondents suggested that a Mayor was unnecessary, while others were concerned that it gives too much power to one person, citing the Teesside Mayor as an example of this, with a perceived lack of transparency, risk of corruption, and threat of wasting the investment. There were fears that a Mayor may make decisions that will benefit themselves and their circle of friends and family rather than the requirements and desires of residents.

Some also felt that Mayors were often “out of touch” with the general population – especially with those living in deprived area – with Manchester and London being cited as examples. Some respondents believed that evidence shows an MCA creates a larger gap between those making decisions and the local people and their needs, and that both councils can carry out these jobs without the need for a Mayor.

Many felt there would be political bias, suggesting that a Conservative Mayor would focus on East Riding and a Labour Mayor would focus on Hull. The role was likened by some to the local Police and Crime Commissioners, which were seen as vague in terms of their objectives and costs.

“Dictatorship ; ref Khan in London etc. A letter should be sent to all households asking if they want a MAYOR or NOT; not just via this site. The amount of money being promoted £400 millions is peanuts in the overall. Would not trust anyone to become Mayor.” (Member of the public)

Unfair for East Riding (n=245)

Some respondents felt that the establishment of an MCA would be unfair to East Riding, with Hull benefitting more from the proposals – especially in outlying areas and smaller coastal and rural communities. Respondents felt that as Hull is the larger council it would therefore receive most of the money, and that the most deprived areas of Hull (such as Bransholme, Orchard Park, East Hull, and Hessle Road) would receive the vast majority of investment. Respondents also suggested that certain towns in East Riding are consistently overlooked (for example, Goole, Pocklington, Bridlington and Withernsea) and some therefore suggested that certain areas of East Riding would be better off being more closely aligned with North Yorkshire, which is more similar to these areas than Hull. It was also stated that Hull City Council have a track record of wasting resources on projects that do not deliver, making East Riding residents reluctant to support a combined approach.

Some East Riding residents were against joining with Hull due to its reputation of deprivation, while others suggested that the proposals sought to impose a ‘city mentality’ that would not suit East Riding. Some also felt that because the proposal is centred on economic enhancement the focus would therefore naturally be on the economic centre of Hull, and not on the communities of East Riding.

“East Yorkshire we will not see much off this money it will stop in hull or Beverly the needs off the coastal towns will be the last on the list as we need a lot more money spent on sea defences and regeneration off coastal towns tourism passed to the forefront for the future.” (Member of the public)

Stay as two separate areas (n=170)

Some respondents felt that Hull and East Riding are not compatible areas, highlighting that Hull is a densely populated urban area, traditionally aligned with Labour, while East Riding is a sparsely populated rural area traditionally aligned with Conservative. The two areas, therefore, would have different priorities, economies, ethnicities, demographics, and cultures, resulting in contrasting ideas, imbalances, and political infighting that would lead to conflict and tension, and delays in progress being made.

Some ventured that previous combined authorities (such as Humberside) had failed because of these differences. Others believed that the MCA plan is overkill for the relatively small size of population, stating that it would be better to continue with two separate local authorities, with their own budgets, that consult each other on combined priorities such as transport.

A combined authority was also suspected of reducing the level of direct accountability, meaning there would be examples of administrations ‘passing of the buck’.

“Hull and the East Riding are the opposite of each other. That is why they currently have separate authorities. A previous combined authority was dismantled because the region was too diverse.” (Member of the public)

The wrong priorities (n=152)

Respondents suggested that the listed priorities are either wrong for the area or lack focus in other crucial areas. They suggested a number of areas there should be greater focus on. This included:

mental health, education, meaningful employment opportunities for youth, homelessness, social care (both adult and child), reducing violence against women and girls, social welfare, free school meals, heating in schools, fixing potholes in roads, addressing the drug problem, and tackling deprivation, crime, teenage pregnancy, domestic abuse, and poverty. Some outlined that the deal should invest in important infrastructure such as schools, health support, NHS dentists, A&E provision, period building restoration, and social housing.

It was felt that there should be more emphasis on the environmental impacts from all investments and that there should be more with regard to conservation, such as: habitat regeneration; increasing park areas and nature reserves; more green areas in towns and cities; more trees planted near roads.

Respondents also suggested there should be specific investment in culture and art, including: music; visual arts; photography; film; theatre; poetry; literature; gastronomic culture; sports; and leisure. Some questioned why public money would be used to fund Siemens expansion, stating this should not be a priority as they are already a profitable private company. There was also felt to be poor planning regarding housing, with the priority for affordable housing over social housing.

“It would appear that the off shore wind facility seems to be more of a priority than the health of residents. Nowhere is it mentioned that there is a lack of doctors, dentists , and schools. The infrastructure for the proposed housing just is not there.” (Member of the public)

Too ‘top down’ (n=69)

People highlighted what they said appears to be a ‘top down agenda’, where everything is already decided by powers above rather than by asking local residents what they want their money spent on. They said that there should be a way for the public to vote on the setting of priorities.

“I think that it really doesn't matter what the public think or want, if this gets the go ahead then the politicians will do what they want and force the council departments/employees to carry this out.” (Member of the public)

A biased view of the deal with no downsides listed (n=58)

Some respondents felt that the consultation materials presented a biased assessment of devolution, with only positive outcomes proposed and no mention or evaluation of the potential downsides of the deal. They also said that no other alternative options were presented. They suggested that similar deals in other areas have not proved successful, and that this should have been taken into account and discussed in the consultation materials. Some also felt that there should have been an option to wait till the next election to hold out for a better deal.

“There is nothing about the downsides, or any indication about how much money we would have got anyway without devolution, or any significant information about how this would be delivered.” (Member of the public)

No long term guarantees of funding (n=48)

Respondents highlighted that there were no guarantees of the funding for the MCA continuing beyond the current government.

Calls for a referendum (n=46)

Some respondents believed there should be a referendum to ask the electorate if they want this change, rather than a consultation, asserting their “democratic right” to vote on the proposal for devolution.

Powers are not sufficient to drive change (n=24)

Some respondents felt that the proposed powers given are not enough to make significant lasting change for the area, with central government retaining the real control and being able to override anything they do not like. They said that councillors already have many of the powers mentioned,

asserting that there needs to be greater autonomy for devolution to work. Some said that the deal seems weak in relation to the powers other MCAs have received.

The deal will disadvantage Hull (n=20)

Some suggested that the deal would be bad for Hull, with East Riding being better off from the proposals as it is a larger area that will therefore end up with decisions more suited to them. They were concerned that Hull residents will have to pay more council tax whilst East Riding will get more money to spend.

The current system works well (n=11)

A small number of respondents stated that the current system is fine as it is and does not require this kind of change.

4.2.3 Reasons for Neither Agree nor Disagree

Talent and integrity of the Mayor and MCA staff (n=145)

Respondents felt that this would be a good deal as long as there is a very clear agenda in place and wise decisions are made to benefit the area, which they felt would ultimately be determined by the leadership of the Mayor and the qualities of those involved in the MCA.

There were concerns that politicians may make decisions based on what will get them the most votes rather than what is best for the community, so it was emphasised that it will be important to have the right people for the new MCA jobs, including the Mayor. It was suggested that they will need good local knowledge, passion for driving the area forward, working transparently, listening to the views of residents and businesses, and be focussed on the needs of the community by becoming an embedded part of it. Some said this would depend on the political allegiances of the Mayor.

There were questions asked about who oversees the Mayor and how performance would be measured and presented to the public, and what repercussions there would be if targets were not met.

“However, those charged with this task must avoid petty party politics and ensure that they are involved for the benefit of East Yorkshire and Hull rather than embarking on a self-serving ego trip.” (Member of the public)

Questions and doubts (n=91)

Respondents said that the consultation materials lacked important information about the strategy and how the individual goals will be delivered that would enable them to make an informed decision. They suggested that it would be helpful to have a case study to help people better understand the benefits and risks. Some requested more information on a range of areas, including: how this deal compares to the current situation; clarifying what funding the area currently receives for these issues; confirming the figures from other cities who have taken part in devolution etc. Others felt that some aspects lack deadlines and confirmed funding levels, including how the money will be shared between the two areas. Some suggested the consultation materials were not transparent, using vague, marketing language. Some suggested that there are no tangible targets.

“Welcome the investment and new powers. It'd be good to understand the investment of £13.34 million a year in the wider context of what the Councils already get from Central Government for example the Settlement Funding, which I understand for East Riding was £58m in 2022/23, and I assume Hull's in similar, so that's about 10% extra from this devolution deal. I think it would help to give some perspective. East Riding spends around £330m a year, so £13.4m is only around 4% of additional 'spending power'. So while the extra central gov money is welcomed I think there are other higher priorities such as the rising cost of Adult Social Care, and the East Riding spending 1/3rd of its budget on ASC should be top priority for both regions. It's a shame the devolution deal doesn't mention or move to address this more pressing issue.” (Member of the public)

Ensuring fairness (n=74)

These respondents were in broad agreement with the deal but had questions on achieving fairness, including a fair split on the funding for both Hull and East Riding. They expressed hope that the authorities could work together to achieve positive changes for both areas whilst maintaining their unique identities.

It was suggested that funds should go to help those working in the area and SMEs first and not be used up by lobby groups, M.N.C's, or special interest groups close to the Mayor. They suggested that to help ensure fairness, a register of interests should be set up for all involved with the MCA. Some also had concerns that political infighting between the two areas would result from the deal that would have a negative impact.

“East Riding and Hull are very separate entities. It would require very careful management of investment to ensure fairness and parity.” (Member of the public)

Insufficient funding promised (n=69)

Some respondents said they would support the devolution plans but were not convinced there is sufficient funding offered to carry out the plans listed. They queried the level of funding offered in light of the environmental (flooding, coastal erosion) and deprivation challenges in the area. They also highlighted that planned costs tended to go over budget.

“Whilst I agree that the devolution deal is a great step forward in regenerating Hull and East Yorkshire, I do have slight concerns about whether the allocated funding in the devolution deal will be sufficient to achieve the ambitious goals. Whilst £400 million spread over 30 years provides a consistent flow of regeneration cash, I worry that it might not be enough per year, to drive the transformative changes envisioned.” (Member of the public)

4.2.4 The views of businesses and organisations

There was strong support from businesses and organisations for more localised control and decision-making. Respondents believe that areas with combined local authorities (respondents cited those areas led by Andy Street and Andy Burnham) perform better due to a deeper understanding of regional needs and challenges. The consensus is that local governance allows for prioritising and addressing issues more effectively than central control from Westminster.

“Areas with combined local authorities seem to be performing better. The likes of Andy Street and Andy Burnham are improving their areas by understanding the particular region and challenges.” (Business)

Key points include the benefit of a combined authority in preventing independent political agendas from hindering regional development and the importance of recognising the unique identity and needs of the region. There is significant support for devolving powers and funding directly to locally identified priorities, with a focus on economic decisions being made for the greater good of the region.

Respondents also highlighted the critical role of local knowledge in addressing area-specific needs and the potential for devolution to bring increased investment and autonomy. Concerns were raised about past inefficiencies in local governance, with calls for better strategic planning and the avoidance of wasteful spending.

The potential establishment of a Mayoral Combined Authority is seen as a way to give the region a single, more powerful voice in negotiations with the government.

“Devolution, by transferring powers and investment from central to local governments, can significantly impact regions like Hull and East Yorkshire. Here are the reasons why:
Tailored Solutions to Local Issues: Local authorities understand their region's unique challenges and opportunities better than a central government. Devolution allows for creating solutions that are specifically tailored to the needs of Hull and East Yorkshire, leading to more effective and efficient governance.

Increased Investment in Key Areas: With more control over finances, local governments can prioritize investment in areas most beneficial for their region. This could mean more funding for infrastructure, healthcare, education, or other critical sectors that directly impact the well-being and development of the local community.

Economic Growth and Job Creation: Devolution often leads to more direct and impactful economic policies. Hull and East Yorkshire can focus on developing industries that are most relevant to their economic landscape, fostering local businesses, and creating jobs that cater to the skills and needs of the local populace.

Enhanced Democratic Participation: When decisions are made closer to the people they affect, it encourages greater public engagement and participation in the democratic process. This can lead to a more active and informed citizenry, which is essential for the health of any democratic system.

Accountability and Transparency: Local governance under devolution can be more transparent and accountable to the people. This is because it's easier for residents to see the impact of policies and hold their local officials responsible for their actions.

Cultural and Social Benefits: Devolution can also help preserve and promote local culture and identity. By having the power to make decisions that reflect the region's heritage and values, communities like Hull and East Yorkshire can maintain their unique cultural characteristics while contributing to the nation's diversity.

In summary, devolution offers a framework where Hull and East Yorkshire can address their specific priorities and challenges more effectively than under a centralised system.

The increased autonomy and investment can lead to more tailored solutions, better economic outcomes, and stronger democratic engagement, all of which are crucial for the region's overall development and prosperity.” (Business)

However, there are worries about the adequacy of proposed funding and the effectiveness of local decision-making in addressing the region's challenges comprehensively.

“In light of the severe budget cuts we've endured through austerity and the desperate financial struggle both councils are facing, it's apparent that this deal falls well short of addressing the financial challenges our region faces. Running the mayoral office will absorb some of the money given so the real figure will be lower. Inflation will eat into the amount awarded over the next 30 years resulting in declining budget. The amount is much less than the £110m budget cuts to Hull.” (Business)

“Living in Bridlington, we witness first hand, the simple human frailty of those with their hand on the purse strings, feathering their own nest. So, we see the road network, health provision, transport provision, education offer around Hull, and especially Beverley, improve exponentially whilst the resources for Bridlington are reduced. How can Beverley have ever have justified a new hospital when two large hospitals sit some 7 miles away. Meanwhile, Bridlington's hospital of only 20 yrs of age has been downgraded and wards mothballed and, this, in a town of 37,000 people. Why does this happen? Because those making the decisions live around Hull and Beverley and it is the roads, hospitals, schools and public transport that they and their families use that get the money. It's human nature. We did far better under the EU when a totally objective view was taken and Bridlington was identified as a deprived area and funded accordingly. Let's not even get into the obscene salaries that these new 'Mayors' will pay themselves.....” (Business)

4.3 Stakeholder submissions

Most (24) of the stakeholder submissions expressed their support for the devolution deal, with two opposing the deal and four adopting a more neutral position.

Those that supported the deal saw this as a critical opportunity to empower local authorities, enabling them to drive economic development and community engagement initiatives tailored to regional needs.

They also anticipated that enhanced governance powers through the devolution deal would improve public services by aligning them more closely with local needs and aspirations.

“Our MCA is the biggest single opportunity for Jobs, Growth, Skills, decarbonization and transport in my lifetime. That is why I will continue to ensure the Public and Private sectors are joined up, talking, listening, and acting together - thereby securing the best possible future for the next generations.” (Stakeholder submission)

“We are writing in support of the efforts of Hull City Council and East Riding of Yorkshire Council as they work together towards a proposed devolution deal for the area... Hull and East Yorkshire is the last part of Yorkshire to negotiate a devolution deal and we believe that now is a critical time to secure a deal that works for our area.” (Stakeholder submission)

“[We are] committed to supporting devolution for Hull and East Yorkshire and the significant opportunities it affords for growth and economic prosperity for the region.” (Stakeholder submission)

“I’d like to confirm my support for the Hull & East Yorkshire Devolution Deal.” (Stakeholder submission)

“I congratulate and thank you both for taking the risk of winning, and hence providing the chance for our area to attain the profile, voice, freedom for self-determination and the investment we so desperately need.” (Stakeholder submission)

Those that opposed the deal mentioned that although they supported the general idea of devolution, they felt it would not work in these areas, and that this was being rushed through without enough time to fully consider the implications, expressing concern about whether funding commitments would be honoured long term.

“I agree with the idea of devolution but not for Hull and East Riding.” (Stakeholder submission)

“The only funding certainty offered by this Devolution Deal is the certainty of years of further cuts in the most deprived and left behind communities alongside little genuine progress on economic regeneration... As we can see from the examples we mention from elsewhere in the country, genuine and lasting regeneration that helps boost the country’s economy takes decades - not one or two Parliaments. Upgrading infrastructure and getting well-paid jobs and spending power into a local economy creates a virtuous circle for further investment in housing, retail, leisure and services – but this doesn’t happen overnight. A new era of construction can at least help us to break out of the vicious circle of decline hanging over the UK.” (Stakeholder submission)

Those that were more neutral about the deal could see some benefits but also had concerns, with others just having questions they wanted answering before they could make this decision.

“Do we need another layer of Local Government?? With the Devolution Mayor’s salary and extra staff funding coming out the Devolution pot?? Why can’t Hull have a City Devolution Mayor (250K+ residents) and East Riding have a Devolution Mayor??” (Stakeholder submission)

“We are neither in favour or against the devolution deal.” (Stakeholder submission)

4.4 Focus group comments

Key points raised during the focus groups about the devolution deal were:

- **Understanding and Perception:** Participants displayed a general lack of understanding about devolution, expressing confusion and scepticism about its purpose and benefits.
- **Concerns Over Local Services:** Discussions frequently revolved around how devolution might affect local services, particularly in transportation and housing, with a demand for improvements that directly address community needs.

4.5 Feedback from events

On the whole, event participants expressed positive sentiments toward the opportunities that devolution could bring. However, opinions varied, with some focused on concerns about the governance and constitutional framework of the proposed MCA. This indicates a nuanced perspective among attendees, balancing support with specific concerns.

Residents were keen to understand how devolution would directly impact them, debunking myths, and addressing concerns about potential changes to local governance structures. There was a clear demand for straightforward answers to how everyday life might be affected by the deal.

5. Connectivity

5.1 Background

The consultation materials provided the following text to respondents:

CONNECTIVITY

The Proposal, if adopted, would give the Mayoral Combined Authority responsibilities for investment in transport infrastructure and services, including public transport. This would help Hull and East Yorkshire develop an effective and efficient transport system for the long-term and provide greater certainty over future funding for transport improvements.

Presently, Hull and East Riding of Yorkshire Councils each receive funding for specific transport initiatives, each with its own terms and conditions set by Government. In future, all of those funds would come as one whole pot giving Hull and East Yorkshire the flexibility to make decisions about the area's own transport plans. These may include helping to shape and improve local rail services, deliver high quality bus services along with decarbonising local bus services and improving the road network serving Hull and East Yorkshire.

It is proposed that the Mayoral Combined Authority would have the following powers and responsibilities:

- Power to draw up a Hull and East Yorkshire Local Transport Plan and related transport strategies.
- Powers to introduce bus franchising, setting out which bus services would be provided, determining the routes, timetables and fares.
- Setting up and managing a Key Route Network of major roads and highways with powers of direction, allowing them to direct highway authorities.
- Powers to plan with utility companies for diversionary works and to operate a permit scheme related to works carried out on the Key Route Network.
- Become the Local Transport Authority for the Combined Area.

5.2 Survey responses

The majority of all respondents (53%) agreed that HEY would benefit from a Mayoral Combined Authority taking on the new powers and responsibilities for connectivity. 36% disagreed with this, while 10% stated that they neither agreed nor disagreed.

The majority (78%) of businesses and organisations agreed, 18% disagreed and 3% were neutral.

The majority of members of the public from Hull (59%) agreed that the area will benefit from the connectivity proposals, with 30% disagreeing and 9% neutral. 48% of East Riding residents agreed with this, while 39% disagreed and 11% were neutral.

For all members of the public who responded, over half (52%) agreed, 28% disagreed and 11% were neutral.

Survey Results

Figure 7: Survey response results: regarding how much they agreed or disagreed with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on powers and responsibilities regarding connectivity

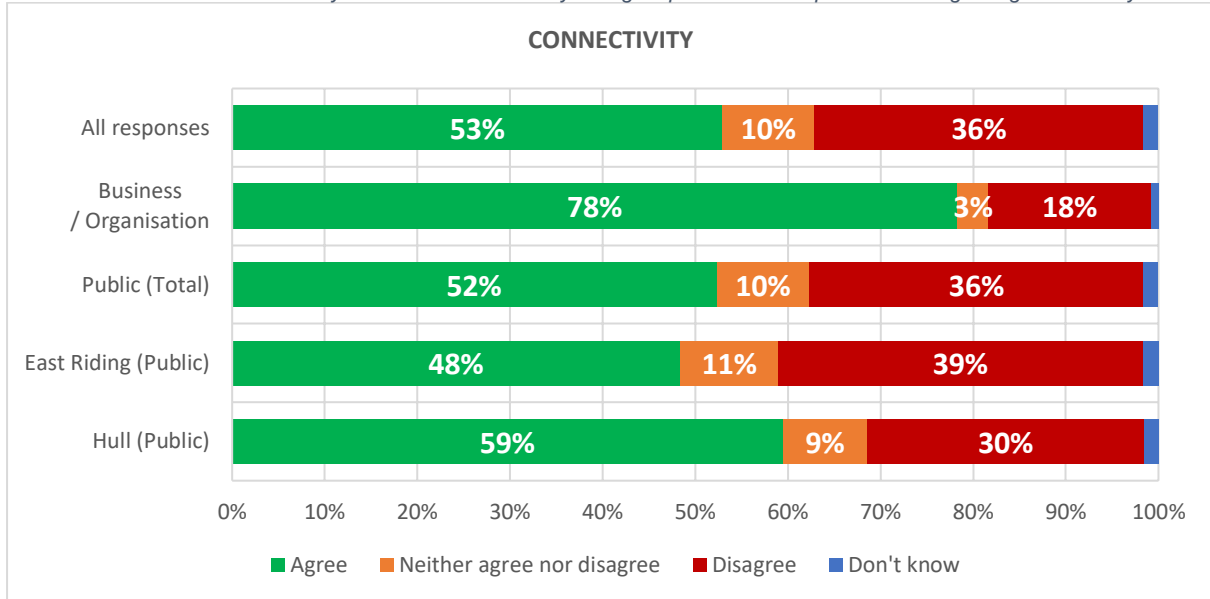
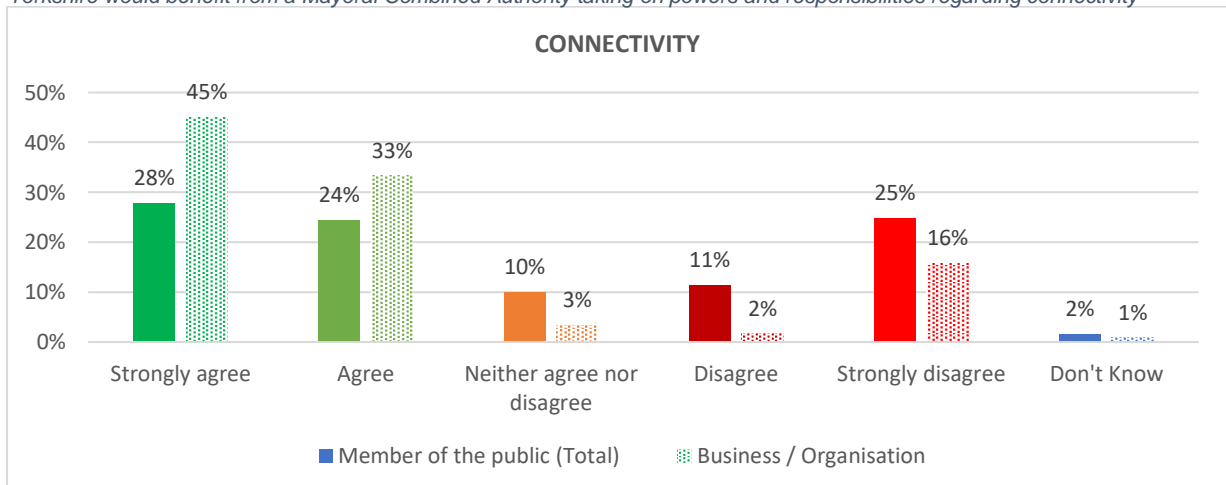


Table 8: Survey response results: regarding how much they agreed or disagreed with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on powers and responsibilities regarding connectivity

CONNECTIVITY	All responses		Member of the public (Total)		Members of the public: Hull		Members of the public: East Riding		Business / Organisation	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	1297	28%	1243	28%	480	32%	745	25%	54	45%
Agree	1132	25%	1092	24%	402	27%	672	23%	40	33%
Neither agree nor disagree	452	10%	448	10%	136	9%	308	11%	4	3%
Disagree	507	11%	505	11%	121	8%	381	13%	2	2%
Strongly disagree	1124	25%	1105	25%	322	22%	772	26%	19	16%
Don't Know	73	2%	72	2%	23	2%	49	2%	1	1%
TOTAL	4585		4465		1484		2927		120	

Figure 8: Survey response results: regarding how much they agreed or disagreed with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on powers and responsibilities regarding connectivity



5.2.1 Reasons for Agreement

Approval of becoming the Local Transport Authority (n=547)

Respondents felt that creating a Local Transport Authority is a better option than remaining in national control. They believe that if the MCA took on the responsibilities outlined, it would lead to a more integrated, strategic, locally led approach, serving the needs of residents. They consider this to be vital because the current transport situation acts as a barrier, preventing travel in the area for work and leisure. People commented on the need for a much stronger influence over transport links, the unique requirements of the area need to be understood, and connections improved both regionally and nationally, this being an additional challenge because it is situated to the east of all major transport hubs and routes. Respondents were glad to see transport improvement and modernisation as a priority for the area, they pointed out that investment has been very low for decades, especially in comparison with the south. They hoped that a strong figurehead could finally make a difference to the transport systems, which could make up for the issues created by national plans such as the Sustainable Transport Plan.

By introducing a locally led, carefully considered plan, it was felt that this would help ensure that services offered are based on the real problems faced by the area and residents reported needs rather than transport companies deciding for them and prioritising profiteering over social good. It was stated that a devolution of power will enable greater flexibility, making it easier and faster to react to changes and issues. It was suggested that there have been positive results in the areas that have already gone through devolution, using Manchester as an example and their decision to bring buses back into public control. The public were keen to not be left behind, stating how crucial it is to take control of the transport agenda and budget, therefore avoiding the delays, cancellations and diversion of funds associated with national government. They believe these past experiences have held the areas economic development back in comparison to the South and other Mayoral Combined Authorities. It was suggested that the local authorities would be easier to approach with issues and suggestions than central government, they felt that having a Mayor gives the public a point of contact, a figurehead that can be held accountable.

“Transport would fall under one umbrella and hopefully have some semblance of a proper functioning transport network. Currently buses are late/don't turn up, trains are cancelled daily and you can't get a taxi on a weekend. So having one authority helping with transport plans should hopefully rectify how bad the area's transport links currently are.” (Member of the public)

Support for a combined approach to transport (n=399)

Since Hull has such a tight boundary with the East Riding and the whole geographical area is merged it was felt that a joined up approach to transport is logical. There were hopes of achieving local town and village connections to Hull in the way that inner cities like Manchester and Leeds are well connected to the suburbs of the area. Respondents pointed out that there is a large amount of travel between the two areas since people live and work across the two, for this reason they felt there should be a unified transport network that links the whole area seamlessly, at a reasonable cost. It was suggested that improvements in this area, would help and encourage residents to access better suited and higher paid jobs as well as enhancing the experience for tourists, making it easier to go between city and countryside.

A combined approach to travel was approved of since it would provide better economies of scale, increased strength, and bargaining power as well as one single voice making the best decisions for the whole area rather than two competing voices. The differences between the two areas were considered a positive, since Hull is a socialist authority while East Riding is conservative, it was hoped that the two combined would complement each other and achieve balanced solutions. It was stated that urgent road upgrades have been held back due to the work crossing both areas, therefore the combining of authorities, it was felt would prevent such delays in the future. In addition, the issues caused by poorly planned road works on numerous occasions were highlighted by many, it was suggested that a joined up approach would make it easier to plan road works across the whole area to hopefully limit the disruption. It was also hoped that by drawing the two authorities to work together, they would have a greater chance of unlocking the potential of Humberside airport, to benefit locals and the rest of the country.

“There is a strong need for a combined outlook in terms on transport in the region. There is a vast amount of travel between and within both areas East Riding/Hull, with people living/working within both current authorities. A joined up transport plan as discussed above would prove massively important for the full region, promote future investments in terms of business, as well as improving transport for those living in more rural areas of the East Riding who rely on public transport e.g. Young people.” (Member of the public)

Approval of the changes this will bring to public transport (n=307)

Respondents felt that public transport desperately needed improving and prioritising and that the proposals would improve, integrate, and encourage public transport usage which would help reduce the need for cars and address sustainability, they suggested that HEY overuses private cars and so the changes would reduce carbon emissions and contribute to net zero. They pointed out that the improvements will help the vulnerable elderly and young people who live in more rural areas without access to a car as well as increasing employment prospects, access to tourism, leisure, education, and healthcare facilities. Better public transport, it was suggested would make it easier for residents to get out in the community and socialise, ultimately helping improve wellbeing as well as making it easier for those living in the city to access and enjoy the surrounding countryside without the need for a car. The traffic in Hull and Beverley is reportedly often in gridlock due to volume and road works, people were hopeful that the improved public transport services would help alleviate this by offering alternative options. Bus franchising is seen as positive by respondents, as it should improve reliability, service and accessibility as well as ensuring the service matches the needs of the community (so long as care is taken to support bus companies needs like staff shortages). It was commented on that public transport improvement is very important if there is an increase in tourism bringing income to the area. Connectivity within the region it was stated must be seen as reliable, clean, fast, and frequent to keep up with the rest of the north.

“Transport across the region, particularly between the in LA Areas is not at all affordable, reliable or consistent. It would be such a boost if it were easier to get around the region in an affordable and timely manner. Hopefully this would see the end of each LA cutting off support at the border of the city which is entirely surrounded by ERY and mean joined up services so you can get into and around the city, and out into wider region, more affordably without a car.” (Member of the public)

The urgent need for investment in transport and the benefits it will bring to the area (n=177)

Respondents were of the view that the current road networks and public transport systems are disgraceful and in urgent need of investment. They believe better transport systems are essential for both improvement to the region as a whole and the daily lives of residents: in regard to the region, it is seen to be crucial for the growth of the economy, business development, attracting new businesses to the area, the betterment of the environment, increased tourism, improved profile of the area as well as an opportunity to increase trade in the UK via the Humber ports. Transport is considered to be a key indicator to show an area is "open for business". The area was labelled an "end of the line location" with people reporting poor links to the rest of Yorkshire, public transport was said to be slow, unreliable and expensive while the road networks were congested and not well maintained. It was said therefore that the area needs all the help it can get to become better connected to the rest of the country.

It was suggested that better public transport would improve quality of life, job prospects and social connection, as well as reducing travel time and encouraging those in East Riding to travel to the city for shopping and cultural events while city dwellers would be more likely to visit the countryside, places of interest and coastal areas of East Riding. It was suggested that residents would be able to make more sustainable transport choices. It was suggested that improved public transport late at night would have a large effect on night time economy since residents in East Riding are put off accessing offerings in the city due to expensive taxi rides being the only way to get home. Overall, they said this would improve the ability for social connection which can be difficult for isolated residents. In addition, it was highlighted in a positive manner that the proposals for sustainable transport contribute to the important goals of achieving Net Zero.

“Transport is the one issue affecting both authorities due to the location of the area and ongoing poor transport links. The issue gets worse within ERY in particular with many rural communities experiencing waits or worse to commute or simply live their lives sustainably. This causes communities to degrade as people feel the need to live closer to their work. If better transport were available, people are more likely to remain in their own community and commute which improves the local areas and retains the skills of the local people. Enabling better transport will also help enable people make more sustainable choices for travel which is only a good thing for our areas. Investing in electric car charging infrastructure through subsidies or direct investment will encourage people to take up owning/driving an electric vehicle with local businesses feeling confident about using electric fleets. It would be fantastic to be one of the first areas to be ready for the future which will naturally attract investment and businesses.” (Member of the public)

Positive about the improvements to transport in rural and coastal areas (n=78)

It is thought that the transport in rural areas is underfunded. There were various mentions of the local bus services as being not fit for purpose, limited in services, and lacking in route options meaning travel can be extremely impractical, slow and require various changes. There were also comments made about services often being cancelled, prices being too expensive and a lack of disabled access. There was approval that the proposals would help improve this and benefit isolated people in rural areas without cars; this was considered important because of the detrimental effects isolation and loneliness can have on mental health, not to mention the physical needs of being able to access hospitals and other services. There were questions around the less used routes and whether subsidisation would be in place to ensure they keep running reliably and increase the number of services offered throughout the day.

“As an area which is semirural it is key that we prioritise connectivity across the county. By having a transport plan, it enables our local authorities to push for better transport in coastal communities as well as those missed out in other parts of the county.” (Member of the public)

In support of a Key Route Network (n=70)

Respondents voiced their frustrations about the conditions and congestion experienced on the roads, concerns were raised around the additional houses being developed in the area without any thought being put into the additional infrastructure needed. Some even went to far as to say that potholes were so bad that some roads were undriveable. They were pleased to see attention being placed on the road networks in the proposal, stating that not everyone can manage on public transport. There were comments made about the disruption caused by the poor planning of road works, especially around Hull. In order to achieve more control over the utility and highway companies it was considered sensible to set up a Key Route Network so that works will not be carried out on key networks at the same time and that should this happen, the companies are held accountable and strong penalties are put in place. It was also pointed out that utility companies waste time and money digging up and refilling same sections of the road, when, if coordinated better, works could be carried out in one efficient project. It was felt that following the changes outlined, the traffic would start to flow more efficiently, and the road quality would be improved and maintained. In addition, respondents were hopeful that new roads and bypasses would be developed to help the area cope and profit from the increases in population and tourism.

“Granting the authority the ability to develop a Hull and East Yorkshire Local Transport Plan and related strategies is pivotal for addressing the region’s transport needs strategically. The powers to introduce bus franchising, manage a Key Route Network, and collaborate with utility companies for diversionary works demonstrate a proactive approach to improving transportation infrastructure. The authority’s potential to become the Local Transport Authority for the Combined Area adds an essential layer of coherence to the management of regional transport.” (Member of the public)

In support of bus franchising (n=27)

Some were in support of bus franchising, hoping that this move would result in more frequent services, more routes, cheaper fares and possibly one bus pass for all routes. It was suggested that this scheme is proving to work well in Manchester. There were comments made on the poor, disjointed services provided by the private companies, that buses are unreliable, dirty, and expensive but that nothing changes as there's no one to hold them accountable.

In support of the electrification of the railway (n=26)

The electrification of the railway system was welcomed by residents, it was considered important and long overdue to make journeys quicker and greener.

5.2.2 Reasons for Disagreement

A lack of faith in local authorities (n=229)

Respondents reported a lack of trust in the local councils to deliver successful changes, this is based on experiences and examples of them having done such a poor job with transportation in the past, people believe that LAs lack of first-hand knowledge in transport and as a result waste money on initiatives that fail or cause further problems down the line; because of this there is little faith in them being able to implement successful changes now. It was stated that what is needed is a party who will listen to the public's needs rather than going ahead and carrying out plans that are decided by those at the top. People were frustrated at a repeating pattern with long term political strategies where promises are made but new leaders come into power and have different priorities or plans and as a result original priorities get forgotten about. This brought about an attitude that nothing will ever change no matter what proposals are put forward and they question why this plan would be any different. There was also disbelief expressed that funding would change the abilities and attitudes of poorly performing local councillors. The proposals begin with "may" rather than "will" which was said to instil a lack of confidence in the plan from the start.

"I don't hold out much hope of any significant planning on anything to do with transport and infrastructure if the same people are still in their job roles." (Member of the public)

The existing local authorities can carry out the proposals without the need for MCA (n=194)

It was felt that all the connectivity proposals could be worked on in a joint transport plan with the additional funding by the existing authorities without having to waste money on a Mayor and extra tier of government. Many felt that Mayoral models do not improve transport services and that the areas do not need a Mayor for combined action. People also felt that that local authorities have these powers already and that a lot of the policies mentioned are already in place. Others suggested that a better solution is to give the local councillors the powers since it is what they are already supposed to do.

"Local Authorities already have the necessary powers to enact change, a lot of the improvements are reliant on the two providers within both local authority areas and a Mayoral model would not make these organisations change anymore than the Councils can influence them. Mayoral models do not result in improvements in Transport Links. HS2 was scrapped for the North and for Manchester who operate a Mayoral model, same for Birmingham, there is no confidence that a Mayoral model guarantees anything." (Member of the public)

Certain parts of East Riding will not see a fair share of the funding (n=171)

It is stated by some respondents that there is no information on how the funds would be split across the two areas, some respondents have concluded that these proposals will benefit Hull and high population areas, like Beverley, rather than those in remote and rural areas. In addition, others question whether more affluent areas will receive less funding due to deprived areas transport needs being considered more urgent. It is felt that there is more money to be made in populated areas, which is where most of the public transport resides so that is where investment will go. Some felt that public transport is already overly concentrated in Hull.

Respondents point out that past transport improvement initiatives have gone over budget in the city meaning the villages get left out and a number of residents from the smaller, more rural areas highlight the urgent need for better bus services; frustration lies around the limited number of buses per day, the limited number of routes which results in long journey times if a direct route is not an option, the cancellation of buses etc.

“I live in Beverley where we get a bus service which isn't enough to be able to get to Castle Hill or Hull Royal in a timely way. Even in Beverley you need two busses and a 3 hour round trip to get to the out of hours doctors. None of that will be improved. I doubt this would change with the limited monies they'll get. Hulls roads are a mess. Look at Beverley Road don't even have proper road markings to see what lane you are meant to be in. We'd be inheriting/sharing their problems and as they have more higher use roads, East Riding will lose out.” (Member of the public)

Proposals will not benefit the area (n=130)

Some felt that the proposed plans would fail to make any difference to the transport issues and fail to make best use of the new investment. Some expressed that they do not see how a Mayor could improve transport issues as they felt they lack the necessary knowledge. It was suggested that these powers would be better remaining with central government, where they have the appropriate people and departments in place to advise and produce a complete transport plan for the whole country. Respondents had concerns that the trains would not run on time or be affordable, roads will still be congested, and buses will still be too slow and unreliable. There was a feeling that there was not enough fit for purpose transport infrastructure or bus operators to allow for substantial positive change. It was suggested that a problem with transport is that it is made up of private businesses focused on profits rather than council owned services run for the good of the public, and that these proposals do not address this.

“The Central Government have Civil Servants, Departments and experts to provide them with the appropriate advice and tools to be able to fulfil that responsibility, wasting time and effort to have multiple conversations in multiple local areas to try to have ad hoc approaches, structures and policies that don't fit together and are not cohesive is frankly a car crash waiting to happen. There will be so little money in real terms, and little time and little power to apply to this area (transport) just like all the different areas being proposed for devolution that will render those locally responsible unable to achieve anything meaningful. Please stop this now.” (Member of the public)

Differing needs between Hull and East Riding (n=84)

It was suggested that Hull and East Riding have different transport needs considering their urban vs rural geographies and that one would be prioritised over the other, so it seems illogical to them to combine. Respondents suggested that both authorities should be both be given a fair transport funding deal from the government with the power to lead improvements for the good of their area and just consult and liaises with each other as needed. They believe that the devolution deal is not for the good of the community, who do not want to combine, it is all about reducing costs. It was stated that a combined authority was already tried with the formation of Humberside and was in theory a good idea but failed since there were far too many conflicting views and opinions, questions around why this authority would be different. It was believed that a larger area to control with very different needs will just mean extra complications and less support.

“I think the priorities of East Yorks and Hull are arguably different. Largely speaking the East Riding is more affluent, has better facilities and infrastructure in place than the city of Hull. What may serve one may not serve the other, significant road surface repairs for example would benefit Hull more than Beverley.” (Member of the public)

The proposals are unnecessary (n=68)

Some respondents felt that the transport systems work well as they are, that people are happy with the current services, and that investment would be better placed dealing with more pressing issues facing the area. Some pointed out that a decentralised approach is working well and some of the

proposed plans are already underway, such as electrification to railways and major road infrastructure in East Riding. Since these respondents saw no benefit from what has been presented, the idea of introducing a MCA was considered unnecessary.

“I think we already have an excellent bus service. I like and use it a lot. I like there's only two companies (wish it was only one tbh). It's cheap, reliable and runs early til v late. The trains also are great. Can go from Cottingham to London! So, I really don't want any of this to change. I can't see how anything you're saying will make it better, apart from possibly carbon neutral planning, but I'm pretty sure stagecoach have their own plans for this anyways.” (Member of the public)

The proposals do not go far enough (n=65)

It is thought by some that the proposals do not go far enough to make any sustainable changes to the transport systems, and it was suggested that the public have different priorities to those outlined in the plan. This included electrifying the train line from Hull to Leeds, electric buses, regular trains from Hull to Manchester, from Beverley to York and a reliable service to London etc.

“Bus and rail services are non existent in rural areas currently, and the road networks in these areas are in urgent need of maintenance, Rural roads come under vast pressure from the ever increasing size of agricultural machinery and transport vehicles and the enormous increase in traffic to holiday sites throughout the coastal and rural areas. I do not believe this proposal will assist this.” (Member of the public)

Insufficient investment available (n=46)

Some respondents felt that there is insufficient investment to achieve the proposals listed. They believe that the area needs a fully integrated transport network and the size and cost of which must be misunderstood or not taken seriously since it would be impossible on this budget.

Disapproval of bus franchising (n=41)

Some felt that the bus services should not be franchised, they considered it to be unrealistic that the council will have the money, power, or knowledge to control the bus companies: and, since bus and train companies would still be privately owned the proposal won't change the poor service they provide. Respondents pointed out that bus timetables, routes and fares are down to the funding and profits of the bus companies as well as the market demand, that is unless they are nationalised, and then subsidisation would lead to an increase in council tax. It was suggested that bus operators are more knowledgeable to make the decisions on timetables, routes and fares and that partnership working would make more sense. There was concern that bus franchising has not worked in other areas, for example efforts made in London, Sheffield and Manchester have failed. People questioned how much power a Mayor would realistically have over a privately run company, pointing out that a private company cannot be forced to run services at a loss for the good of the community. At the same time, it was stated that tax payers' money should not be invested or transferred to support the bus system as this would effectively be supporting shareholders' dividend. Finally, it was suggested that bus franchising will overcomplicate matters since it would introduce new operators, new depots and the streets would be flooded with buses.

Disapproval with the types of changes made by existing Mayoral leaderships (n=25)

It was felt that Mayoral leadership would introduce undesirable laws and changes and reduced democracy to the area's transport systems, examples include restrictions on car travel, excessive parking charges, 20mph limits, congestion charge like Ultra Low Emission Zones or Low Traffic Neighbourhood type restrictions. These types of changes were considered vanity projects carried out by the Mayors of Manchester and London, not measures that benefit the public. There was also disapproval expressed around promotion of the electrification of cars, suggesting that they have a large carbon footprint, and the manufacturing produces environmental damage.

Too much focus on public transport (n=18)

A small number of people felt that the proposals focused too much on public transport when the reality of the matter is that most shopping and working areas are out of the city centre and accessed by car. It does not seem viable according to these respondents to fund the work needed to link the

urban areas with coastal and doesn't seem cost effective or timely for the individual in comparison to travelling by car. It was suggested that not many people use public transport anymore since it's expensive, unreliable and even 'disgusting'. Some were of the opinion that public transport only suits a select few and that cars are much more practical, an example being that one cannot access shift work on public transport. It is therefore considered a waste of money to invest in it and is better to focus on road maintenance and improvement which would have the biggest impact on the city as well as better infrastructure for cyclists.

The deal benefits East Riding more than Hull (n=10)

A small number of respondents were concerned that improvements would be focused in the East Riding, mainly on improving their rural bus route and as a result Hull would lose out. They felt that since the East Riding area is a much more expansive area with more roads than Hull it will take an unfair proportion of funding and Hull would be better not combining.

5.2.3 Reasons for Neither Agree nor Disagree

Success depends on who is in charge (n=91)

Some were of the opinion that the deal sounded positive on paper but were sceptical that the work would be carried out effectively, since planning and actioning are two very different things. In order for it to work it was stated to be crucial that the right person or people are given the power to make decisions; they must be a good and passionate representative for the area, forward thinking with strong vision and leadership but still listens to the public and is held accountable. People were worried about the MCA creating a resource wasting, political battleground. It was suggested that the authority should include members of the Parish Council and use professional consultants for advice when needed. There were questions around how success would be measured and communicated, pointing out that leaders should be held accountable for not meeting targets.

"In principle, it makes sense for the MCA to take on these responsibilities. We'll need to work hard to ensure that the key appointments represent our area and are forward thinking ideally younger in age than the average postholders in similar roles." (Member of the public)

Ensuring there is an even distribution of the funding (n=62)

Some felt the proposed plan was a good one but only if the funds available were split evenly, stating that it is very important if the deal is going to work that one area is not prioritised over another.

"I believe this decision making on investment in different authorities' areas, must be fair and scrutinised." (Member of the public)

Is there enough funding? (n=21)

While people were in general agreement of the proposals, some were concerned that there is not enough funding for what is planned and for what is needed to make a difference to transport.

More information needed (n=16)

A small number of respondents felt it to be too hard to answer the question stating there were limited detail provided as to what these objectives will mean in practice, commenting that information given was not specific enough about where the money will go.

5.2.4 The views of businesses and organisations

Respondents from businesses and organisations warmly welcome the idea of consolidating leadership under a MCA, recognising the potential for more unified, efficient, and locally attuned decision-making. This centralised approach is seen as a pathway to enhancing public accountability, improving civic engagement through the visibility of a single leadership figure, and fostering a stronger sense of regional identity.

There is a consensus on the critical need for improvements in the region's transport and connectivity infrastructure. Businesses express a keen interest in seeing these enhancements come to life, highlighting how better transport services could significantly benefit the local economy, the workforce, and the broader community. The inefficiencies and inadequacies of the current public transport system are a common concern, with many advocating for a strategic overhaul that could only be achieved through localised governance and planning. The proposed MCA is thus seen as a hopeful solution to long-standing issues, offering a chance to tailor strategies that cater specifically to the unique needs of both Hull and East Riding.

Criticism of the current, centrally planned strategies from London underscores the respondents' belief in the importance of local knowledge and decision-making. The MCA is envisioned as a means to shift focus from a one-size-fits-all approach to one that is deeply rooted in the region's specific challenges and opportunities, especially in areas like Hull that have different priorities and infrastructure needs compared to more affluent parts of the East Riding.

The potential economic and social benefits of improved transport and connectivity are widely acknowledged. Enhanced infrastructure is seen as a cornerstone for economic growth, supporting businesses, boosting tourism, and improving the overall quality of life for the region's inhabitants. Moreover, the environmental aspect of better transport planning aligns with broader goals of achieving net zero, with a focus on developing sustainable, alternative transport modes to reduce car dependency.

“We are pleased to see transport prioritised. We are a business located on the South Bank with over 80% of our workforce living within 1 hours drive of our Grimsby site. Any improvements in transport is welcomed for our current and future workforce as the sector expands.” (Business)

“Joined up approach for HEY will improve transport and infrastructure strategy and in turn help promote business and tourism. Recent infrastructure upgrades to the city have been done in scale but it has also impacted on day to day activity/movement so expect these increased powers will help mitigate some impacts and increase effectiveness.” (Business)

Some voiced concerns about political influence, the sufficiency of funding, and the specific challenges of road condition improvements. However, the overarching sentiment remains hopeful that a MCA could effectively address these issues through more localised, inclusive planning and decision-making processes. This includes a desire for direct community involvement in shaping transport strategies that are more aligned with residents' needs and expectations.

“We are unsure whether there will be sufficient investment from central government supplied to achieve the outcomes outlined above, therefore we cannot support it.” (Business)

“Currently a decentralised transport policy is working well. There is no need for this. A tiny elite Mayoral group controlled by Westminster will be free to implement London style Net Zero disastrous policies with no ability for councillors to mitigate such measures. 20mph limits, Home Zones and traffic calming measures, ULEZ style road use charging pricing ruinous to businesses, 15 minute neighbourhoods and 'smart cities'.” (Business)

5.3 Stakeholder responses

9 stakeholder submissions supported the proposals around connectivity in the deal, with one opposing this and three taking a more neutral position.

Those supporting the proposals regarding transport felt the new powers and additional investment would help to achieve innovations in energy-efficient transport solutions and address the need for sustainable connectivity that supports the region's economic ambitions.

“Having a say in local transport planning means better connectivity for our businesses. Improved infrastructure, efficient logistics, and sustainable mobility options will enhance productivity and competitiveness. Increasing our visitor economy, and the social mobility of talent which we wish to both retain and attract.” (Stakeholder submission)

“We envisage the deal will enable key cross-cutting themes such as transport.”
(Stakeholder submission)

The response opposing the proposals suggested that says the councils were being too trusting of Government around their plans to improve transport, casting doubt on whether proposed developments and improvements would happen in practice and suggesting that the investment was insufficient to achieve what had been proposed.

“We all know that poor transport links hold back economic development around the Humber.... To illustrate the scale of public and private investment that is truly transformative, in East London £500m went into building Canary Wharf Crossrail station alone. This is more than the £400m promised to Hull and the East Riding over 30 years - an amount that will be eroded in value by inflation... Our Devolution Deal apparently comes with some £15m for transport infrastructure. It should be noted that the cost of rail electrification for Hull was estimated to be some £100m, even at 2013 prices. A greater regional role for franchising bus services might also be welcome, but not without the funding to make much difference.” (Stakeholder submission)

Those who were more neutral were seeking clarification and further details about the transport infrastructure proposals, with others emphasising the need for improvements.

“Transport: Timetables need to be improved.” (Stakeholder submission)

“The reliability of public transport links to, from and within the region must be addressed. It is essential that international companies, or businesses with offices around the country can easily and reliably reach colleagues operating in the wider Humber area. Consideration needs to be given to the expected increased need for superfast electric charging across the region and also an understanding of the future of logistics fuelling for vessels or HGVs and the impact on existing infrastructure, including the electricity grid.” (Stakeholder submission)

5.4 Focus group comments

Many of the focus groups expressed a desire for much improved public transport provision, which was affordable, accessible and better served rural areas.

5.5 Feedback from events

Specific feedback about connectivity from the notes of the events conducted showed an interest in long term improvements to rail networks, rural transport systems, bus networks, and the maintenance of roads.

6. Productivity

6.1 Background

The consultation materials provided the following text to respondents:

PRODUCTIVITY

The Proposal, if adopted, will give the Mayoral Combined Authority powers to help people and businesses in Hull and East Yorkshire get the skills and support necessary to reach their ambitions, as well as support the region's economy. Hull and East Yorkshire will have both the money to spend on Adult Education and the opportunity to decide locally what it is spent on. This will be achieved through control of the government's Adult Education Budget and powers.

It is proposed that the Mayoral Combined Authority would have the following powers and responsibilities:

- Locally providing Adult Education and training and controlling the Adult Education Budget (AEB).
- Ensuring that Adult Education and training in Hull and East Yorkshire promotes high standards, fair access to opportunity for education and training, and fulfils individuals' learning potential.
- Requiring relevant institutions in the further education sector to provide appropriate education to specified individuals aged between 16 and 18 years.
- Contributing to Local Skills Improvement Plans, developed by the Chamber of Commerce, enabling Hull and East Yorkshire to invest in the skills residents and businesses need for the future.

This will be supported by up to £5 million to help deliver Hull and East Yorkshire's economic growth priorities, including any potential expansion of the local offshore wind industry.

6.2 Survey responses

Over half of all respondents (51%) agreed that HEY would benefit from the MCA taking on responsibilities around productivity. 34% of public respondents disagreed with this, and a further 13% took a neutral position.

The majority of businesses and organisations (76%) agreed, 15% disagreed and 8% were neutral.

Most of the respondents from Hull (58%) agreed that the area will benefit from the productivity proposals, with 28% disagreeing and 11% neutral. 46% of East Riding residents agreed with this, while 37% disagreed and 14% were neutral.

Over half of all members of the public who responded (52%) agreed, 36% disagreed and 10% were neutral.

Survey Results

Figure 9: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on productivity responsibilities?

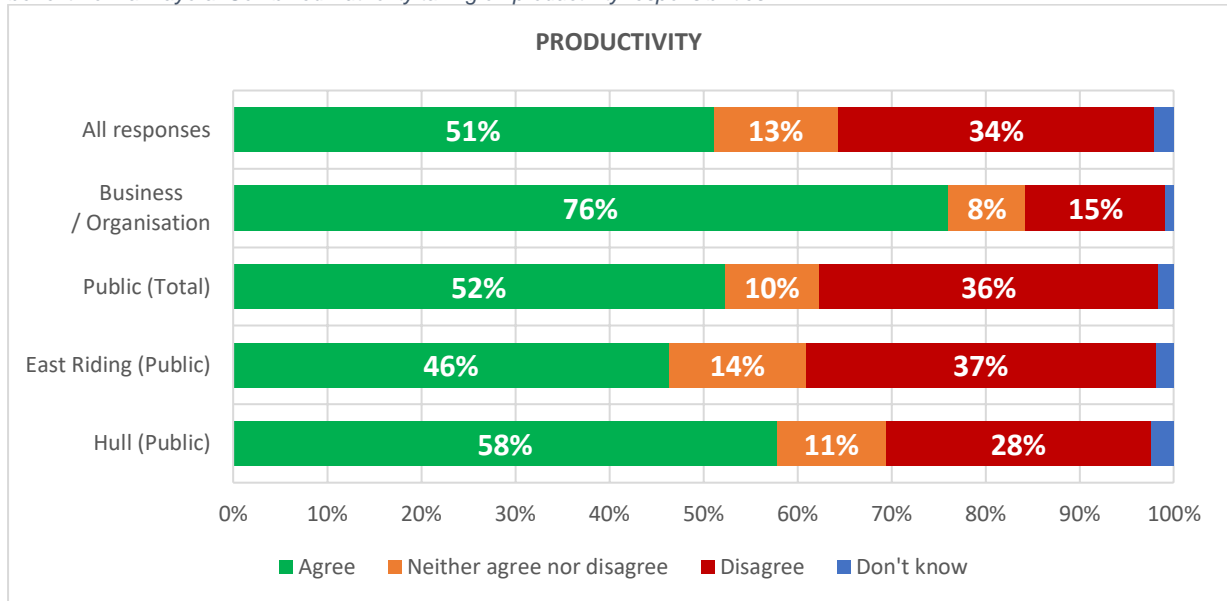
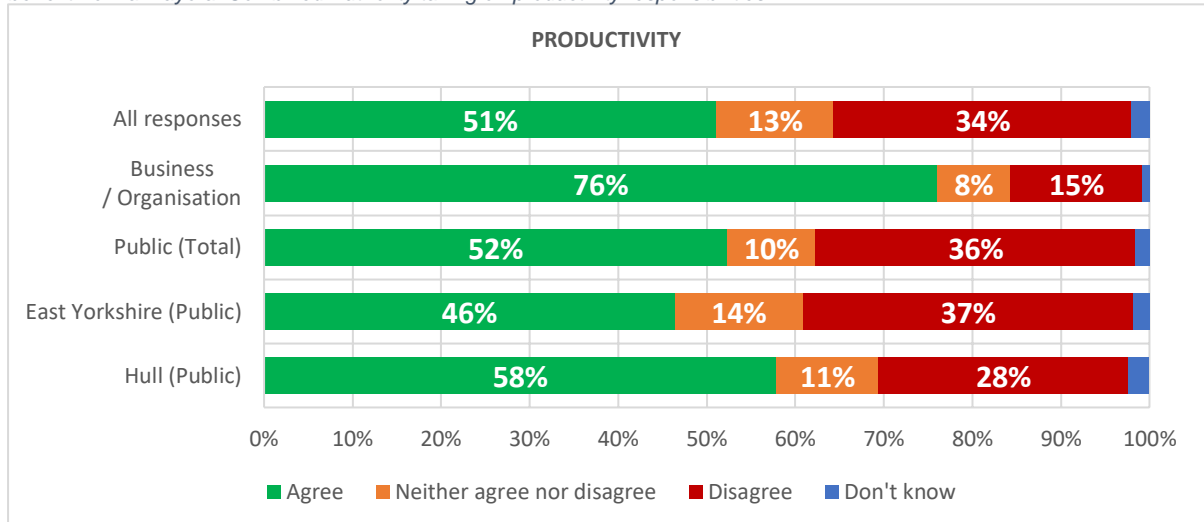


Table 9: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on productivity responsibilities?

PRODUCTIVITY	All responses		Member of the public (Total)		Members of the public: Hull		Members of the public: East Riding		Business / Organisation	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	1201	26%	1243	28%	469	32%	666	23%	54	45%
Agree	1138	25%	1092	24%	389	26%	690	24%	38	31%
Neither agree nor disagree	608	13%	448	10%	170	11%	423	14%	10	8%
Disagree	480	10%	505	11%	120	8%	358	12%	0	0%
Strongly disagree	1060	23%	1105	25%	299	20%	732	25%	18	15%
Don't Know	93	2%	72	2%	35	2%	54	2%	1	1%
TOTAL	4580		4465		1482		2923		121	

Figure 10: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on productivity responsibilities?



6.2.1 Reasons for Agreement

A chance to address the skills gap for young people (n=358)

A number of respondents approved of the deal as they felt the two areas need more opportunities to improve relevant skills and gain qualifications and that the Local Skills Improvement Plans and the partnership with local companies would be a key aspect of this.

It was felt that this initiative is important to inspire young people to want to work and contribute to society. They stated that many courses are currently nationally rather than locally focussed and that there is too much focus on a university education and not enough on vocational training. Some respondents stated that the young people post 16 need more accessible, vocational options after school - not just university options for which there are high dropout rates, or that qualifications gained are not always put to use in the real world, emphasising that not everyone is suited to this type of learning.

They felt that addressing the skills shortages, relevant for the area, the time (both today and the future) and local businesses will produce a more capable workforce and help attract more businesses and industries to the area, keep up-to-date and help grow the economy. Some pointed out that there are already a number of specialised roles in the area (e.g. the energy industry), adding that improved education and upskilling will allow residents to gain access to these roles, which come with increased income and job satisfaction, as well as being of benefit to the economy and the profile of the area. It was suggested that funding for training should be ring fenced for addressing the shortages of specific skills in the area, e.g. offshore wind technology, agriculture, train manufacturing; this was suggested to help keep talent in the area, help fill the skills gaps, and ensure there are good job prospects following training.

Respondents added that it is important to focus on qualifications and skills that adapt to the green energy industry and skills required to contribute to reaching net zero. Focus should also be placed, they felt on GP, dentistry, adult care sector, social services training since these services drastically need to increase in the area, as well as trades that link to retrofit of houses such as electricians, plumbers, carpenters, bricklayers, and jobs relevant to the future, such as IT, computing, and AI.

They hoped that these plans would include a greater focus on apprenticeships, pointing out that young people earn while they learn and benefit from the skills and knowledge of the older generations.

It was felt that upskilling the workforce is relevant now more than ever as some low skilled jobs become automated. There was concern expressed around addressing the major issues around recruitment and retention of staff and government funding of level 3 programmes for learners aged 19 and over. There were hopes that some focus would be placed on the skill shortage in region's arts and culture sector, widening the opportunity for young people to enter the creative industries.

“Absolutely essential especially after Brexit where there is a huge deficit in unskilled, skilled and semiskilled workers. Last year we ploughed £61m worth of crops back into the ground because there was a shortage of workers. There are 135,000 vacancies in the NHS nationally and a predicted 100,000 vacancies in teaching alone. If our region appears poor and cannot support the development of a new, young workforce, particularly in health and social care to look after our ever ageing population, then it will not attract high fliers or indeed any workers as they will be attracted to more affluent areas of the UK. Without access to a migrant EU workforce and a falling birth rate we are in grave danger of substantially missing the boat if we overlook our young population here.” (Member of the public)

In support of decisions being made locally (n=254)

Many emphasised their support for decisions on productivity are best made locally, by people who have the knowledge of what residents and employers need in regard to education, skills and training. Respondents suggested that local decision-making about productivity proposals will help support the region's sectors like net zero, renewables, green energy, manufacturing and health care, which will contribute to economic growth. They also said that this would allow for faster recognition and reaction

to changes in the job market, for example recent dramatic changes regarding the digital revolution and the need for people to have appropriate skills to match. People felt that there is more chance of being listened to and supported by the proposed MCA than national government to meet these challenges.

“The mayoral authority will be able to consult with local industry and see what their labour/skills needs are as opposed to National set educational standards which do not always reflect the actual needs of an area or region. The Mayoral authority will be able to adapt and move with the needs of local industry and people in the provision of providing relevant education / training for the needs of the local area / region.” (Member of the public)

The proposals will enhance the area (n=221)

Respondents felt that investment in local people is a positive thing and expressed concern that productivity is low in the area compared to the rest of the UK, pointing out that Hull's performance has been constrained to a considerable extent by skill and Adult Education failings. They said that education and skill development are key for the area to thrive, attract businesses, increase prosperity, productivity, enhance quality of life/wellbeing, reduce crime and to be competitive. Some highlighted the importance of keeping young people in local work, those who would otherwise be forced to go to find work in the surrounding cities, ultimately being better for them and better for HEY if jobs are within. It is felt that there is an opportunity to develop new technology and build on the success of Siemens and ultimately give the area a focus that has strong future prospects of growth and success. Others said that improvements in skills and education will help attract further inward investment to the area.

“At present, this region is too reliant on the public sector, looking after too many people who depend on some level of support. By providing skills to local people, particularly high level skills for higher and better jobs, this will break a vicious circle of putting more earned money into people's pockets rather than benefits. This is important in providing real routes for social mobility.” (Member of the public)

Improvement in young people's education is crucial for the area (n=184)

Respondents stated that everyone deserves a decent education; and that it is crucial for employment, social and cultural success and key for an individual achieving their future potential. They felt that education and facilities are poor in the area, with funding and education centres having been cut (e.g. schools, colleges, Adult Education opportunities). A number of people pointed out the problems caused by the closure of Goole College. In order to access current education and training opportunities, it was stated there can be significant travel time and cost or opportunities, leading to some young people missing out. It is felt, therefore, that additional funding and focus in the education sector are welcome, and that the devolution deal finally seems to take the need for better education and training seriously. They expressed hope that pride in learning will be restored. It was ventured that post compulsory education (16-18) needs to increase in the area and should be encouraged and made more easily accessible to all.

“We need to retain young people and local education needs to be good and strong.”
(Member of the public)

In support of budget control and improvements to Adult Education (n=164)

Respondents are of the view that the area needs more and improved Adult Education to help tap into the potential skill set of older generations. They stated that Adult Education is a good initiative to invest in since it will help enhance the skills of the workforce and contribute to the training and support of younger generations (e.g. through mentorship/ better trained parents are of benefit to their children).

It was thought that Adult Education also benefits general wellbeing and the older community, as it keeps the mind engaged and is a good way to meet people, socialise and form new communities. Some saw it as advantageous to bring Adult Education into council control; currently the competition

between different providers was felt to mean that many courses did not run because there are too few potential students in each institution making it inefficient for providers and, therefore, not serving residents.

It was also stated that Adult Education is important for those that had a difficult time at school or a difficult childhood, it can be considered a second chance, plus it is becoming more common for individuals to retrain and change career paths rather than stick to the same profession. Respondents pointed out that Adult Education is important for existing and future immigrants in the area; to ensure they are equipped with skills necessary (including language and culture) to enter the working world and integrate in society with ease. It was stated that that rural areas would appreciate increased access to learning opportunities, since courses are mainly offered in Hull and are difficult to access for those from other areas. There were requests made to consider evening and weekend times and free or reduced costs for those in work but with less income. Others felt that higher level training should be offered, and courses focussed on providing the skills necessary for self-employment. There were also calls for Adult Education to help individuals become workplace ready, e.g. through interview skills, confidence building, basic numeracy, literacy, and IT training. Some felt that centres and facilities for Adult Education are in need of investment and a refresh.

“People in Driffield are falling behind due to lack of education opportunities particularly those aged 50+ There is a lack of opportunities for older people, particularly those who are made redundant to be able to receive further support and to meet people.” (Member of the public)

Approval of a combined approach to productivity (n=158)

A combined approach, it was suggested, will allow the best use of training across the whole area and will help reduce inequalities. People pointed out that currently users of these services migrate across the local government boundaries, so it makes sense to provide for them in an integrated manner. It was felt that by joining forces, more consistency and reliability of skills would be available across the whole area, which would hopefully address the education inequalities and may help level up more deprived areas. To add to this, respondents felt that there should not be a postcode lottery as to whether an individual has access to a good education.

“Hull has a tight geographical boundary with very limited land available to attract business to set up here. Taking a holistic approach to attracting business cross boundary would ensure that both areas benefit from inward investment.” (Member of the public)

Addressing unemployment and workforce skills shortages (n=98)

It was stated that HEY has serious issues in regard to both unemployment and a low skilled workforce. They pointed out that the proposals should help address unemployment, and decrease reliance, overuse and abuse of the benefits system, ultimately leading to an increase in the number of people paying tax which would be beneficial for the area. It was stated that it is important to provide good training opportunities and guidance that inspire young people to enter the workforce, find purpose and contribute to society. Respondents felt that low income is a critical co-determinant of poor health as it drives housing quality, lifestyle, mental health and nutrition; therefore, improving employment and income will be an important factor in improving the lives of residents and the profile of the area, enhancing the local economy. The powers provided, it was thought would allow for a more disciplined and tailored approach to educating young people not in employment, education or training (NEET) to help them overcome social, emotional, and disability barriers.

“One big area holding business back is skills. The right skills. It is vital we develop talent to meet the needs of modern business. In terms of societal improvement it is important we give local people the skills to go out and contribute fully within the community.” (Member of the public)

6.2.2 Reasons for Disagreement

The responsibilities can be carried out by existing local authorities (n=190)

Respondents believed that education providers and councils should, or already do, hold the power to fulfil these actions without requiring a costly, bureaucratic MCA to be put in place. It was suggested the areas' skills problems are not down to a lack of local power but a lack of investment, so providing the extra funding to existing teams to let them do the job without costing the tax payer extra money would be more beneficial. In order to further reduce costs, respondents suggested using existing facilities (like schools and libraries) rather than building new ones, as these are spread across the whole area and therefore likely to be more accessible.

“The above listed actions should be being done effectively and efficiently now. We do not need another layer of bureaucracy to ensure these actions get done. We already have an Adult Education Budget and also work towards a Local Skills Improvement Plan, working in Partnership with the Chamber of Commerce.” (Member of the public)

The proposals will not address productivity issues (n=144)

Respondents stated that it was hard for them to understand how the introduction of an MCA, or the proposed plans, would help with the extensive issues in schools, or improve recruitment and retention. They felt that since education is delivered by standalone academies, they will still face staff shortages and may potentially close down, with politicians having very little impact on this. They warned that Adult Education has been reduced so much in the area that there are no teachers or premises left. The extra training they said, would not help those from deprived communities as they felt there was little interest in education and employment and that many feel better off on benefits rather than working long hours on minimum wage.

It was suggested that extra skills are not useful without the right businesses and industries being in place to create the related employment opportunities. They said that these businesses will not come while the transport system is inadequate and property rental is unaffordable. They suggested it makes more sense to invest in businesses and then the businesses will invest in training.

Some felt that a lack of consideration had been given to the deprived coastal areas which largely only offers seasonal work and they wanted to see solutions to change that.

Some also pointed out that there is a need for more schools and teachers across the area to fulfil the proposals. They highlighted that many residents will still have to travel to Leeds or York to find well paid jobs. There were also some doubts expressed around the benefit of Adult Education, since it was felt that significant investment had already been put into this area, with little effect on employment levels.

“East Riding schools have been underfunded for many years (my children went to an East Riding school, I speak from experience) Hull has problems with recruitment and retention, as it does in other public services. There seems to be an underlying assumption in this proposal that a ‘Combined Authority’ could deal with those problems, and many similar ones, more effectively. I fail to see how. The whole of this area needs more investment and jobs in order to break the spiral of decline that we’ve been in for many years. Local authorities have a role to play in providing the right conditions, and attracting private enterprise business into the area. Hull has an enviable record in this area, having over past years turned down Marks and Spencer (town centre expansion, proposed move to Priory Sidings), and IKEA. Plus no support for a cruise ship terminal and a potential Humber/Hull lagoon. And the East Riding has huge problems with coastal erosion, the decline of seaside communities and lack of tourist revenue (the latter also applies to Hull) How will an enlarged committee address any of these problems?” (Member of the public)

East Riding will not see a fair share of productivity investment (n=138)

A number of respondents felt that Hull, and in some cases Beverley, will benefit from the deal because proposed education facilities will be based there and focus more on needs of the city. They were concerned that this deal will not solve the problem that young adults face living in East Riding of

often having to travel extensively to reach education facilities in the city, making them inaccessible for some as there is too much time and cost involved. Again, they felt that Hull requires more investment in education facilities since East Riding schools achieve better ratings than Hull, so will lose out and education will not be specialised enough to serve the different needs of East Riding.

“There are limited opportunities for adult education in the East Riding with 1618 year olds often having to travel for an hour each way to access education in York or Hull, greater flexibility needs to be implemented to reduce this environmental and wellbeing impact the time travelling could be spent on other activities including studying. My concern is that with a combined authority that young adults in the East Riding will continue to have to travel to the existing hubs rather than new hubs being explored, linked with improved public transport services.” (Member of the public)

No faith in local councils delivering success (n=125)

It was felt that Hull City Council's record on education is poor. Some felt that both councils have been funded in the past to make these types of changes but have just wasted the money with no improvements evident. As a result, people lack faith in their ability to manage the proposals well, and question why this scheme would be any different. They add that the devolution would, in fact, make matters worse because there would be less, or no accountability. Some label gave examples of Hull City Council making poor decisions such as turning down M&S and Ikea investment, which, they say would have made a substantial difference to productivity. Some felt that other issues requiring council funding, such as housing, will then take priority over productivity.

“It is blindingly obvious that there is a huge opportunity in training people in green jobs e.g. retrofit. Yet the councils have done nothing to engage with this. This will not change with devolution.” (Member of the public)

Disapproval of combined approach given the different needs of the two areas (n=94)

Some felt that the authorities should be kept separate, that a combined approach will lead to one area being prioritised over the other. Others suggested that the two areas have very different needs, requiring different strategies. They stated that East Riding has a problem with isolated community members and an aging population while Hull has a problem with able workers relying on the benefit system rather than finding work. East Riding has a farming and agriculture focus, while Hull is a city with an industrial, manufacturing focus). They stated that Adult Education and skills development need to be focused on local need, rather than a broad assessment across the two areas. They said it would be hard to find a Mayor impartial enough to keep investment and planning fair.

“I also feel that Hull and East Riding are very different local authorities in demography, employment opportunities and the skills required by people moving into employment. They already cooperate where appropriate and will continue to do so without this flawed deal.” (Member of the public)

Not enough investment (n=52)

Some were not in support of the deal since they believed that there will not be enough money to fund the productivity initiatives or make the impact required and that any improvements to the education system will be minimal. They also felt that the investment did not make up for the years of cuts and underfunding in education.

“The skills and level of investment needed will not be sustainable or achievable under the figures mentioned spread over this wide region of underdeveloped business and development.” (Member of the public)

The proposals are unnecessary (n=52)

It was suggested that the productivity initiatives and funding are already in place, and that because of this and the marketing language and buzz words used in the consultation document it was felt that the

whole deal was untrustworthy. They said there are already sufficient 16-18 courses, Adult Education options and skills training opportunities available to meet demand, and that they are run when there is need. Some felt there are already good enough colleges and a university in the area. The education providers, it was suggested already have appropriate checks and inspections in place (i.e. OFSTED). It was suggested that the money could be invested on materials and teachers, especially considering poor teacher retention rates and the difficult nature of the job.

“Hull City Council already have significant amounts of funding running through a successful Hull Adult and Training Education, there is Bootcamp Funding, Multiply Funding. I am fairly confident East Riding has the same, I do not see what additional benefits will be gained through removing these from individual councils and into a mayoral model.” (Member of the public)

Better to prioritise school age children and a well-rounded education (n=52)

Respondents felt it would be better to prioritise school age children and invest in schools rather than in Adult Education, to set a better standard of education at a young age. They pointed out that local schools are overcrowded, with large class sizes, and generally poor performance, lack extracurricular activities and materials, with buildings in bad condition (e.g. lacking sufficient heating), and there is a lack of teachers resulting in existing staff feeling over worked. They add that there is nothing listed in the document that will improve on these urgent priorities.

At school age, it was suggested to focus more on subjects that will be useful for the types of trades and jobs that meet the needs of society as well as employability skills, especially for children that are not suited to purely academic style of learning. People reacted to there being no mention of apprenticeships and said that there should be a focus on apprenticeships with a clear career path, that this would help keep young people in the area. They said there was little point waiting until pupils are 16 to make them work ready, and instead to start instilling the 'work pays' ethic from a young age. Others felt it important to ensure that education is not just about the needs of businesses, and that it should also be about the development of decent, well-rounded and educated members of society with high morals and ethics. A few respondents questioned that as Goole college was shut down, why the funding could not be spent on getting that back up and running.

“All education needs support: massive overcrowding in schools and reduced extra curricular provision in those schools. Why does this just refer to Adult Education?” (Member of the public)

“The aims have much to commend them, but in education to help young people develop as people to encourage their creativity, initiative working people to people relationships are essential.” (Member of the public)

Inappropriate to devolve powers and responsibilities regarding productivity (n=45)

It was stated that very few politicians and councillors have the required knowledge in education, industry and training to be appropriate to have the proposed powers devolved to them. Some felt that giving funds directly to educationalists and individual institutions would be more beneficial and efficient than allowing less knowledgeable bodies make these decisions. It was suggested that if businesses want to improve and upskill or change their skill set, it should be their responsibility to invest in training and pay their workforce better, that this is not an area for public money to be spent. It was thought that there needs to be professional consultants' input, not just the opinion of councillors, shaping these decisions. Others felt that there are extensive legal complexities involved in this field and that a Mayor is unlikely to have the knowledge to deal with them.

Leave powers and responsibilities in the hands of national government (n=26)

A small number of people felt that the responsibilities should be left in the power of the national government, especially in regard to education. They felt this was important to keep measures equal and because central government has much more experience in this field.

Priorities for Adult Education (n=16)

Some were of the opinion that Adult Education is not just about careers and employability skills but should also be about cultural development, personal development, social skills and community engagement and that Adult Education is full of 'dumbed down' courses that very few are interested in. They said courses of general interest would be good for those in rural communities to get out of their houses and socialise, with more investment needed in alternative education and 'exciting' courses, not just those with a focus on employment. Some suggested more recreational courses they felt would help promote social and mental wellbeing in the community. People wished to see courses for older workers, and those less physically or mentally able. It was stated that only those on benefits can access adult courses for free and that should change, suggesting that proposals should provide help for employed workers who wish to learn new skills but cannot afford it and help for the elderly to tackle loneliness and cognitive decline. Some felt that the proposals appear to focus on low level training and that there should also be higher level training options to boost skills and earning potential. Adult Education, it was stated should be less about profit and more about the quality of what is offered.

Ensure the skills are right for the area (n=11)

A small number of respondents felt that there needs to be more work on understanding the skills employers want, not just what the local authorities think. They warned against putting too much focus on large businesses (like Siemens), suggesting that this would be like "putting all eggs in one basket" which was felt to be risky. They ventured that it would be better to also ensure a focus on the needs of a range of smaller, local businesses and modern industries. Some felt that the proposals focused too much on private businesses, that there should be emphasis placed on improving skills and job prospects for the struggling public sector (e.g. social care, healthcare, housing). While there was agreement that the area needs manual type trades and skills, it was pointed out that there is also significant demand for higher skilled jobs like dentistry (said to be severely lacking in the area) and future technologies.

Better to spend the investment elsewhere (n=7)

A small number of respondents felt it would be better to invest the money in more crucial areas like affordable housing, NHS, mental health facilities, care in the community, and end of life care.

Hull will not see a fair share of the funding (n=5)

A small number felt that East Riding will benefit from this deal and Hull will lose out because the buildings are structurally worse in East Riding, so will likely get a higher portion of the funds.

6.2.3 Reasons for Neither Agree nor Disagree**Depends on the people involved (n=57)**

In this group of respondents, while the proposals on productivity were generally approved of, some felt that the outcome will depend greatly on who is making the decisions. They felt this would need to be someone with the best interest of the area at heart, that understands its needs as well as the differences between Hull and East Riding, with strong leadership that was not biased towards one area over the other. They said it would be important for them to listen to the views of educational bodies to avoid making poor decisions. They also said it would depend on the quality of the teaching and educators working in the local FE sector. Some expressed doubts as to whether the Chamber of Commerce was the best option to assess the skills needed.

"This cannot be delivered without the involvement of education professionals, I hope they, and their representatives, would be involved." (Member of the public)

I'm not sure about this one. I don't know if the local Chamber of Commerce necessarily has its finger on the pulse of what the region's businesses and residents need in terms of education and skills development." (Member of the public)

More information on proposals needed (n=31)

Some people stated that they required more information to answer this question than the document provided, stating that they felt proposals were too vague and lacked detail on what would actually be carried out. A small number of respondents were confused by the plans for 16-18 year olds, believing that the Adult Education was only intended for this age category.

Consider transport needs (n=18)

Some respondents felt there should be more investigation and foresight conducted into what is needed, including ensuring the necessary transport infrastructure is set up and affordable so that those that want to attend courses can do so. Otherwise, they point out that there is a risk of wasting money setting up inaccessible initiatives. They add that facilities should not be centralised in one area but spread out fairly across the region and that consideration should be made about providing online and distance learning for those in rural communities.

Lacks focus on SEND (n=16)

Some individuals were concerned about the lack of attention given to those with special education needs and neurodiversity. They said there should be more focus on how education and training can create an inclusive attitude to help overcome stigma surrounding such conditions and encourage and enable them to train in areas that play to their strengths and give them meaningful employment within the community.

No information on engagement (n=10)

A small number of respondents stated that the document does not provide enough information on how it will engage residents with the educational offerings. They felt that there is already a lot on offer with little take up, so for the proposals to be cost-effective, the opportunities need to be promoted by councils and businesses with a focus on reaching the long-term unemployed and underrepresented communities.

6.2.4 The views of businesses and organisations

Respondents highlight the importance of addressing the skills gap exacerbated by recent challenges such as Brexit, which has impacted the availability of low-skilled workers in the region. The consensus is that a regional agenda focused on skills and education is vital for ensuring that the local workforce can meet the demands of emerging industries, such as the burgeoning offshore wind sector, which promises a significant number of high-skilled jobs in the near future. The local control of the adult skills and education budget is seen as a crucial step towards tailoring training programs to meet the specific needs of the regional economy.

There was a strong belief in the benefits of streamlining decision-making processes through a MCA, which would enable faster and more effective implementation of policies designed to boost productivity and employment. By fostering focused leadership and providing a unified front for negotiating with the national government and private entities, a MCA could enhance resource allocation and stimulate economic growth. Additionally, the potential for improved public services and increased democratic engagement is recognised as essential for developing a skilled workforce and attracting investment.

Key themes include the need for equitable access to funding and opportunities across different types of skills providers, addressing educational disparities within the region, and ensuring that training and education programs are directly aligned with the needs of local employers. There's also a call for a holistic approach to skills development that includes not just technical skills but also soft skills and creative thinking, which are increasingly valued by employers across sectors.

“With links to business leaders, the Authority would be able to direct the development of skills training that is required to improve the type and level of employment in the area.”
(Business)

“Skills gaps across the area should be identified and training opportunities should be made available to everyone in Hull and East Yorkshire regardless of where they live. These should be publicised, perhaps as part of a new devolution website on which people are kept

up to date of how the money is being spent and what opportunities it has provided to local people.” (Business)

Those voicing concern criticised the current system, arguing for a more integrated and less bureaucratic approach to skills and education, emphasising the importance of local knowledge and expertise in crafting effective solutions. The feedback suggests that a MCA could play a pivotal role in bridging the gap between the supply of skilled workforce and the demand from businesses, thereby enhancing the region's competitiveness and attractiveness to both workers and investors.

“We sorely need to upskill our local population. However, without knowing if there will be sufficient funding to support these aims, we cannot agree to the proposal.” (Business)

“Again you failed to do your job in the current system you will fail to effectively execute it in a new system.” (Business)

6.3 Stakeholder submissions

Most stakeholder submissions (20) were positive about the deal's potential positive impact on productivity, with two proposals giving a negative view and a further two taking a more neutral position.

Those that supported the proposals focussed on the link between skill development, particularly in innovative sectors, placing emphasis on overall productivity, with education playing a foundational role in equipping the workforce with necessary competencies.

There was support for the deal promoting economic growth, through investments in education, particularly in aligning the curriculum with market demands, which was viewed as crucial for boosting regional productivity and economic growth.

“The proposed devolution deal which would see powers and funding of £400million devolved to a new combined authority, overseen by a directly elected mayor who would represent the area in a new relationship with the Government is something that we believe will be good for business and inward investment opportunities... It is in the interest of local businesses and individuals who live and work here that a Devolution deal is secured.”

“Most importantly for us, we think the impact it will have on creating new economic opportunities and, subsequently, helping to raise aspirations in our young people is vital, particularly for our deprived communities in Hull.” (Stakeholder submission)

“The devolution deal will be a catalyst for inward investment and will support the Humber industrial cluster to thrive, working with the Freeport, Future Humber and the planned Greater Lincolnshire Mayoral Combined County Authority.” (Stakeholder submission)

“We are convinced that this will lead to a confidence and strength that will help us to build our businesses and the new jobs that the area sorely needs.” (Stakeholder submission)

“This is a fantastic opportunity which will mean that we can promote the Region on the National and International stage and get the vital resources we need to maximise the opportunities for economic development and prosperity for our community.”

“We see that Mayoral Devolution is all about economics which can empower our local economy with additional powers and long-term funding in areas such as inward investment, economic growth, transport, arts and culture and skills to support and encourage businesses and employment opportunities under the central leadership of an elected Mayor.” (Stakeholder submission)

Those who did not think the deal would improve productivity spoke about the challenging economic backdrop and made suggestions that investment in productivity was needed but would be better achieved via alternative means.

“[There is] simply not enough [investment] to even start the economic transformation that is needed... The current Government’s attitude to ‘devolution’ was also shown by the Prime Minister cancelling the Northern leg of HS2, causing significant damage to economic regeneration prospects in the North. We are surprised this evidently does not sound any notes of alarm for Hull and East Riding’s council leaderships.” (Stakeholder submission)

The neutral responses simply highlighted the importance of the issue and provided points for consideration but neither supported nor opposed the proposals.

6.4 Focus group comments

The focus group with the under 25s raised the issue of jobs, with the overall feeling being that jobs were readily available for this age group but only “if people have the drive to get them”. The majority of the group felt positive about the job market and gave examples of their own employers not being able to find enough suitable people to fill vacancies.

The students group felt that devolution could facilitate job creation, stimulate local economies, and enable more relevant educational programmes.

The business leaders focus group discussion covered the strategy covering regional economic development and the control that local authorities have over this. Some felt that businesses drive economic development and create a lot of employment operating within the normal market forces.

6.5 Feedback from events

At only one focus group, the notes mention that some students felt they were more likely to seek work outside of the county in the future, given limited roles here.

7. Inclusivity

7.1 Background

The consultation materials provided the following text to respondents:

INCLUSIVITY

The Proposal, if adopted, would give the Mayoral Combined Authority responsibilities for housing and regeneration. This will help the coordination of decisions across the whole of Hull and East Yorkshire ensuring that individuals are able to benefit from economic growth and access to jobs. The proposal is that this will be done by giving powers to the Mayoral Combined Authority working in partnership with Hull and East Riding of Yorkshire Councils and Homes England. It is proposed that the Mayoral Combined Authority would have the following powers and responsibilities:

- Power to create Mayoral Development Areas and Mayoral Development Corporations to support the regeneration and acquire, develop, hold, and dispose of land and property, and develop infrastructure.
- Housing and land acquisition powers to support development, regeneration, and infrastructure projects in the public interest, which will help to bring about improvements to social, economic, and environmental wellbeing and community development.
- Improve the supply and quality of housing, ensuring the availability of decent affordable homes for local people and enabling them to continue to live in their communities.
- Secure regeneration or development of land or infrastructure.
- Support in other ways the creation, regeneration, and development of communities, including in relation to culture, heritage, sport and tourism.
- Contribute to achieving sustainable development and good design.

The Mayoral Combined Authority would receive up to £4.6million of devolved capital funding in 2024 / 25 to support the building of new homes on brownfield land.

7.2 Survey responses

With regards to whether HEY would benefit from the MCA taking on responsibilities around inclusivity, half (50%) of all respondents agreed, over a third (37%) disagreed, and 12% were neutral.

The majority of businesses and organisations (62%) agreed, 29% disagreed and 8% were neutral.

Most of the respondents from Hull (58%) agreed that the area will benefit from the inclusivity proposals, with 30% disagreeing and 10% neutral. 44% of East Riding residents agreed with this, while 42% disagreed and 13% were neutral.

For all members of the public, 49% agreed, 38% disagreed and 12% were neutral.

Survey Results

Figure 11: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on inclusivity responsibilities?

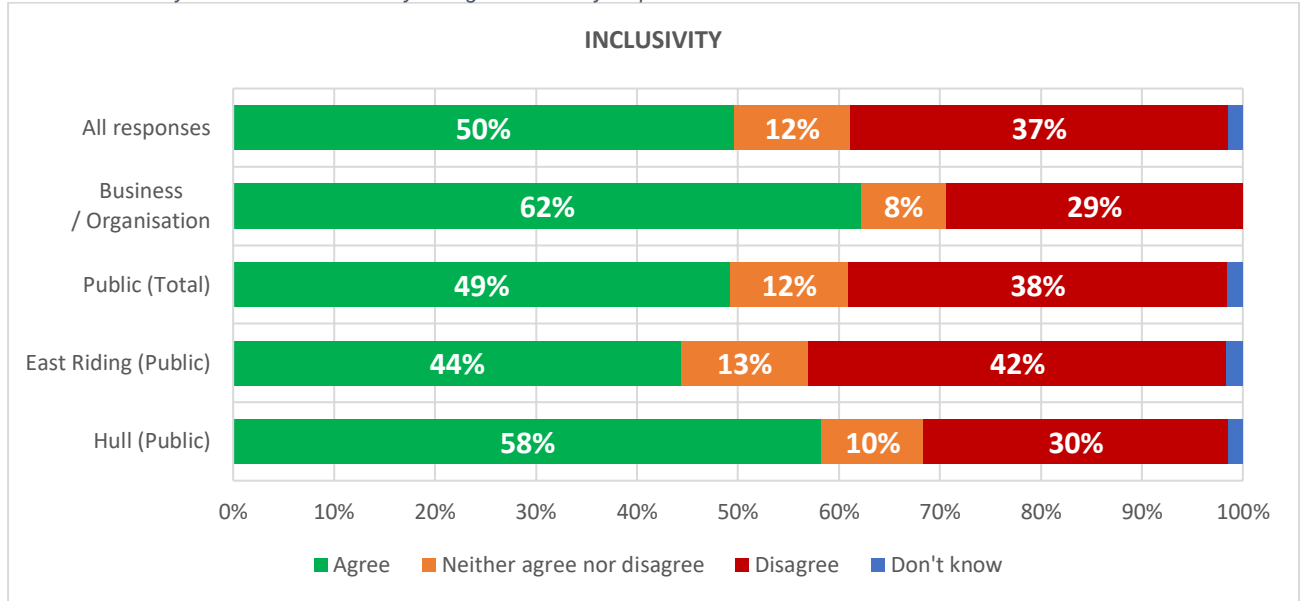
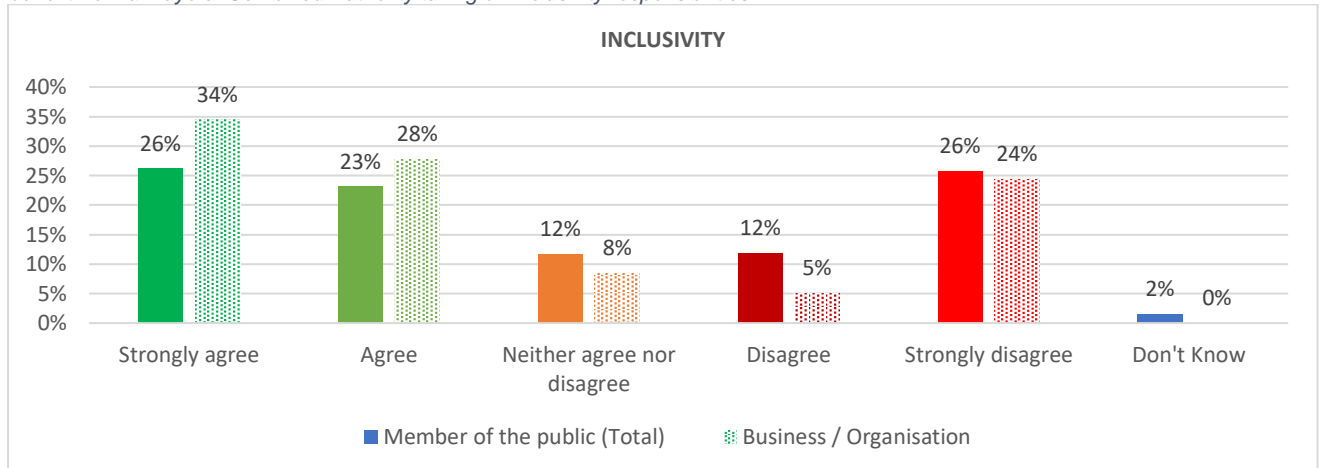


Table 10: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on inclusivity responsibilities?

INCLUSIVITY	All responses		Member of the public (Total)		Members of the public: Hull		Members of the public: East Riding		Businesses or Organisations	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	1202	26%	1161	26%	496	34%	652	22%	41	34%
Agree	1059	23%	1026	23%	365	25%	641	22%	33	28%
Neither agree nor disagree	528	12%	518	12%	149	10%	364	13%	10	8%
Disagree	532	12%	526	12%	130	9%	394	14%	6	5%
Strongly disagree	1173	26%	1144	26%	315	21%	815	28%	29	24%
Don't Know	68	1%	68	2%	22	1%	46	2%	0	0%
TOTAL	4562		4443		1477		2912		119	

Figure 12: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on inclusivity responsibilities?



7.2.1 Reasons for Agreement

In favour of the building of affordable homes (n=248)

A large number of those in agreement with the proposals emphasised that good quality, innovative, affordable housing owned by the local council is of high priority for the area to meet the increasing demand for housing and attract new people to the area. Bringing new people to the areas was considered a positive by some citing that they generate greater diversity and broader skill sets.

There were a number of factors suggested by the respondents as to why local housing was in such crisis, which included: the Right to Buy scheme has reduced public sector housing; the region's average wages are low; homelessness is increasing even amongst the working population; rental prices set by private landlords are very high and that rental properties are often not up to standard.

Respondents pointed out that as many of the recent housing developments (on greenfield sites) are beyond the means of many, it is therefore important that new houses are built to best serve the needs of the local population. People stated that there is a need for affordable one bed terrace houses, flats and bungalows in close proximity to shops and services which are crucial for young people, young families and first time buyers, as well as elderly and disabled members of the community. They said that right now there are too many unaffordable semi- or detached 3-5 bedroom houses on the outskirts of cities and towns.

Some questions and requests were posed by these respondents, including: What is the definition of 'affordable'? How many houses will be built? How will this ensure the affordable housing is only provided to those with a local connection? Will there be increased costs on second and holiday home owners payable to the local authority to reinvest in the area.

“Affordable housing for all is a basic right, and this should be made a priority. Rent prices are out of control, in most cases consuming large amounts of a person's wages. By providing social housing that is affordable for all means that people will have more disposable income.” (Member of the public)

In support of local control (n=203)

A number of respondents believed it is best to put these powers in the hands of local people since they have local knowledge and experience to make the most strategic and informed plans for the area. They said that this will mean local people get their needs heard and met and hopefully don't have to leave the area to find appropriate housing. It was considered better to have local control of the budget, this would mean it would be more likely that actions would be carried out efficiently and to address challenges and specific needs unique to the area like flood risks, coastal erosion, and deprived communities.

There were hopes that devolved power will mean some areas are refused new homes due to overcrowding. It was said that there would be more accountability if the actions do not take place or are substandard and should increase incentive to get the job done well. and that it is good that powers are with the council whose interest is in the good of the community rather than private companies and developers who prioritise profit. This method was suggested to take bureaucracy out of the planning process.

“Inside and specific knowledge of the region, taking into account, the region's unique heritage, countryside, farming and tourism along with the need for growth in business and industry is critical in planning for the future.” (Member of the public)

Highlighting the crucial housing and environmental needs in the area (n=156)

This group of respondents ventured that there is a national housing crisis, and that regeneration is a high priority for the area, affirming that investment is well overdue. People were of the opinion that private land and property owners have too much power in the area, which is preventing important development, which must change in order to best serve the community, attract new people to live and work and for the future workforce. It is crucial, they said to have the right homes available to ensure

the area can house people with the skills the area is lacking (e.g. key workers such as doctors, dentists, carers, teachers etc.)

It was also considered an important part of the aim to enhance quality of life, regenerate communities, enhance the local natural environment and make residents proud of where they live, all for the greater good of the local economy, supporting employment opportunities and development of the area.

Some commented on the poor decisions that have been made, such as building on flood plains, building too many apartment blocks in Hull and houses in Beverley, the funding offered, and the initiatives planned should help ensure there is a more strategic, long term, and successful plan in place.

“We need more suitable homes developed on land in which should be built on. More affordable housing created for all to increase culture, development, socialisation and infrastructure.” (Member of the public)

Taking a combined approach (n=149)

Respondents felt that a combined approach is better for inclusivity and to avoid ‘NIMBYism’ and parochial views which can act as a barrier to progress and delay developments. They also said that it can be complicated to know where ownership lies on some land (e.g. on boundary lines), again adding delays and complications to processes. It was felt there is a shortage of housing in the area and a lack of land to build on in Hull, therefore utilising the space available in East Riding will serve both communities. Homelessness is a problem in both areas, people believed that making a strategic, long term plan with better economies of scale would be the most sensible option. They added that a focus on regenerating Hull city centre would benefit the rest of East Yorkshire in a similar way that investment in Manchester and Leeds has benefitted those in the wider catchment area.

“The two Authorities have had to often compete for resources , especially in relation to the provision of housing . The explosion of private housing in the East Riding has had an impact on the provision of services and Hulls infrastructures, I e road and transportation network . Increased income from new Housing in East Riding does not contribute to sustaining Hull infrastructure. A MCA might take a more holistic approach in terms of allocating financial resources.” (Member of the public)

Utilising brownfield land (n=110)

Development on brownfield land was considered a positive step by these respondents, since it was said to be good for house building. They felt that there is a large amount of brownfield sites in the area, it is underused, and the necessary infrastructure is already in place. The use of brownfield land was felt to help to save greenfield land which is more important to ensuring the countryside and natural habitats are preserved. It was stated that there are many plots of brownfield land which need to be developed, for example the Old Sugar Mill; they noted that these derelict areas impact negatively on the town and provide spaces for substance abuse, trafficking, and criminality.

“The ability to build on Brownfield sites and gaining funding to do so is particularly relevant and important in this time of housing shortages, this goes hand in glove with regeneration of both urban and rural sites and communities and at the same time will minimise the impact of building of greenbelt land.” (Member of the public)

Endorsing regeneration plans (n=78)

There was support for regeneration plans, with respondents citing that both Hull and East Riding have areas that are run down and in desperate need of redevelopment and regeneration. It was said to be positive that unused land and buildings will be brought back into use. It was noted that regeneration is proven to have a large impact on struggling areas and communities, and there are some attractive but abandoned buildings with great potential. Important aspects linked to regeneration were to improve the aesthetics and safety of the area, for the benefit of residents living there and tourism and to help

preserve the countryside. It was suggested that regeneration should be conducted in a sustainable manner.

“This is a vital part of the proposal. I've been working voluntarily in regeneration of my home town for around 30 years and ERYC has been superb in drawing down funds via central government and Europe, and delivering projects, within our community. I am very keen to see this continue and investment to continue to flow into the area as a whole.”

(Member of the public)

New housing and land acquisition powers are beneficial (n=23)

The power to acquire, develop, hold, and dispose of land and property, and develop infrastructure is seen as highly advantageous by a number of respondents. They felt that there are too many land sites and houses left derelict and that the land acquisition powers will help make sure they are used wisely and for the common good. However, they felt this process should include consultation with residents and must remain fair, as it should be of benefit to the community and not a profiteering activity.

Culture and heritage (n=21)

There was approval voiced for the proposed investment in culture and heritage. Respondents suggested that there are some crucial pieces of city heritage and listed buildings that need protection or regeneration and that having acquisition powers would be beneficial for such matters. Focus on culture and heritage, it was said, would enhance the social and economic benefits of the local area, suggesting that a thriving cultural scene is key to making an area attractive to new businesses and those considering moving to the region.

Boost for tourism (n=20)

Some expressed the view that the proposals would boost tourism since the area has great potential but has not been 'on the map' in recent years. They say that more visitors in the area will bring more money and improvements that will benefit locals too. It was hoped that the area would compete with the likes of Leeds and York and offer tourists a unique experience.

Plans are sustainable (n=12)

A small number of respondents were encouraged by the commitment to develop in a sustainable way and emphasised that this was critical. They felt this commitment would ensure new builds are future proofed, by being energy efficient, carbon neutral, and linking well with the strong green industry in the area.

Benefits to sport and leisure (n=12)

A small number were pleased to see funding for sport and leisure spaces since these are areas said to be effective at bringing communities together and improving general health and wellbeing.

7.2.2 Reasons for Disagreement

No faith in the local authorities to carry out these tasks (n=235)

Respondents ventured that they were concerned by what they felt were poor decisions made by local councillors in the past regarding housing and planning. They felt that councillors do not understand local needs and that housing has become about profiteering. This was said to lead to a lack of confidence and trust in them and they felt there is nothing in the deal to suggest that anything will change in the way the councils or developers operate. There were reports of corruption, developers and builders' profiting from mismanaged housing schemes while those in need of housing lose out or are left to deal with poor quality, overpriced properties. They also said local councillors are largely untrained and inexperienced in large corporate decision making practices. Some felt that previous regeneration had been concentrated in the wrong areas and sectors, neglecting many key buildings and areas. Some suggested that the councils already have many of these powers and do not make good use of them (e.g. enforce higher building standards), so they questioned what would change with the introduction of the MCA.

“It has been proven over the past 20 years that EYRC does not live up to the expectations and commitments required of it in terms of providing the necessary planning controls, environmental services, road provision, infrastructure development etc., etc.” (Member of the public)

Not enough investment to make a difference (n=198)

This group felt that the level of investment is not enough for the projects outlined in the proposals as housing regeneration is costly. Some suggested the plans do not take decontamination of brownfield land into consideration. It was felt that there are significant aspects not costed for in the plans, like the necessary infrastructure and therefore the whole proposal could not be taken seriously. People also questioned what the long-term plans for funding regeneration and housing were.

“The aims and objectives outlined have some merit, but the solutions cannot and will not be brought about by Local Authority actions, or tinkering with structures and formats. All of the above require huge investment, by local and national Government and private enterprise. The finance promised by this proposal is so inadequate as to be laughable. Neither of the Authorities should be seeking to put a positive spin on it, in my view. We in this area, plus every other Authority in the North, should be making it plain to Government that the funding is totally inadequate, unfair and insulting.” (Member of the public)

Devolution is unnecessary, existing council can do the proposals listed (n=176)

Respondents felt that these aims can be (through proper investment) or are already carried out by elected politicians and civil servants without the need for a combined authority or a Mayor, stating that this will duplicate jobs and waste money. An efficient and knowledgeable planning department is already established which works in coalition with the council and local people, plus local authorities already have compulsory purchase powers. Some suggested that Homes England already works well with the councils and the MCA will not change this. There were comments made on the good work the existing authorities have already achieved regarding new builds, suggesting that a partnership approach would suffice rather than a combined one.

“Local authorities are already supposed to be doing all of these points. You are already supposed to ensure there are "good design" and/or "affordable homes" provided by developers. I doubt funding will change the lack of this in the area.” (Member of the public)

Negative impact on East Riding (n=121)

It was felt by some that the proposals would have a negative impact on East Riding as Hull has more severe housing needs but less land available, resulting in greater reliance on ER to provide housing, and land, resulting in urbanisation and increase the population too quickly. They suggest this would lead to more people being moved from Hull to the East Riding. It was also felt that Hull requires more regeneration and has more brownfield land so there were concerns that more money and improvements will go there, meaning funds will not be evenly split.

“It would unquestionably result in a dramatic drop in standards in the East Riding of Yorkshire which would become a dumping ground for problem families originating from within Hull and I foresee the appearance of large council estates appearing throughout the previously picturesque and peaceful villages of East Yorkshire.” (Member of the public)

The Mayor would have too much power (n=98)

The devolvement of power was disagreed upon by some, as they felt it would mean that too much power will be given to the Mayor, resulting in a concern that one person would control land use over a whole region. There was a lack of trust in any future Mayor to do the right thing as housing provision was said to already be too politicised. More specifically, for some, the proposed compulsory purchase powers were a concern as some felt the Mayor could forcibly remove people from their homes, causing sever disruption without adequate compensation. Some emphasised that no local authority should have the powers to acquire land for funding or to likely benefit themselves. The proposals

were seen by some as being open to corruption and designed to make money and benefit those at the top or those closest to the Mayor. It was suggested that cheap land will be acquired and then sold to the highest bidder, such as private developers who will overcharge rather than provide genuinely affordable and good quality housing for the community. The Teesside Mayor was mentioned a number of times as an example of this. Some asked how potential corruption would be policed in the MCA.

“Anyone watching the news will be alarmed at what has happened with the MCA in Teesside and the issues that have taken place there regarding highly suspect actions being taken in relation to the purchase of land and assets that will no longer benefit the people of Teesside, but a tiny number of individuals. Some of this includes the removal of public rights of way, the disposal of highly valuable public assets into private hands and the lack of transparency over actions that should be in the public domain, but have taken court orders and continuing legal action to expose what has happened there.

There is a very high risk that the same could happen here, we will lose publicly valuable land and assets, the profits from which will disappear into private hands and we will never be able to get it back. This must not happen and the legal safeguards to prevent this from happening simply do not exist currently. What constraints, if any, will be put on the mayor to ensure this does not happen?” (Member of the public)

Significant differences between the two areas (n=57)

It was suggested that the two areas have very separate needs and values regarding housing, so a combined authority is illogical and would not encourage an inclusive approach. Some questioned that by increasing the size of the authority, how would local neighbourhood plans be considered.

“Think the demographics across the two areas of Hull and East riding vary greatly. My concern would be around how the needs of those at the greatest socio-economic disadvantage would be heard when there are exceptionally affluent areas within the East Riding that may skew the data on what is truly 'affordable' for many. I also feel that the areas have drastically different interests and there would be significant challenges in working to ensure all these needs and ways of engaging with the local infrastructure and cultural opportunities are catered for.” (Member of the public)

No new houses (n=56)

Some were completely opposed to any new housing as they felt there are already too many being built, resulting in rural areas being ruined, overcrowding and new, unsightly housing projects ruining the dynamic and character of towns and villages as well as introducing flooding risks. They said that more houses mean more people, leading to more traffic congestion, and more environmental damage. They also said many new houses are not selling (e.g. Hornsea, Beverley, Bridlington, Cottingham, Goole, Market Weighton, Driffield). They suggested that instead of building new houses, they instead needed better infrastructure and action on second home owners and Airbnb's where properties are often standing empty for months. Suggestions were made to build up instead of out, for example flats above shops etc.

“Cottingham has had enough land destroyed by new homes. There is more flooding to original properties and less green spaces. The village cannot handle new population there is barely space for what we have. We do not want to be an afterthought.” (Member of the public)

Not enough power to make a difference (n=52)

Some people were of the opinion that the proposals and the additional powers will make no difference to the housing and regeneration priorities and challenges of the area. They felt the plans are not ambitious enough and that lobbying by developers is far greater than any power of a Mayor, for example in relation to building standards, upkeep, and infrastructure provision which would remain beyond local control.

“Grand words which are totally meaningless. The lobbying by developers is far greater than any power of a Mayor. Building standards and infrastructure provision would be beyond local control.” (Member of the public)

No democracy (n=40)

Some voiced disapproval due to a perceived lack of democracy as they felt local opinions have been, and will continue to be, ignored. They proposed that the MCA would just do what they think is best and follow the developers rather than listening to the people. For example, many residents contested the building on flood plains, but views were said to have been ignored. They proposed that these types of decisions require a wide democratic overview, and this plan is too autocratic.

Do not build on brownfield land (n=17)

Some respondents were not in favour of building on brownfield land, since they advocated for it being nurtured to help reduce flood risk. They also pointed out that developers do not want to build on it because it has to be decontaminated which is prohibitively expensive and past initiatives have failed because of this

Should remain under national government control (n=12)

A small number felt that the housing crisis is a national issue, and it would be better to leave responsibility with national government. They felt there is corruption within local councils, and they believed that there should be more oversight in national government.

Hull would lose out (n=9)

A few were concerned about what Hull would get out the deal, since there is virtually no land left in Hull to build on so they believed that all the funds would go to East Riding.

Planning permission (n=5)

There were questions made as to whether there are planning permissions in place for what is being proposed. It was suggested that the plans are unrealistic unless planning powers are also devolved to the MCA. Hold-ups relating to planning permission were said to seriously delay or act as a barrier for these types of projects to make progress.

Build more higher price homes (n=3)

A small number of respondents were of the opinion that in order to improve the area and attract wealthier people to it, more expensive, better quality homes should be introduced in the East Riding.

7.2.3 Reasons for Neither Agree nor Disagree

Concern around a lack of infrastructure (n=182)

There was concern around the lack of consideration for infrastructure in the plans. Respondents were put off the deal as they propounded that existing housing developments are lacking necessary infrastructure. They felt there should only be new builds if local facilities and vital infrastructure are in place and up to standard, including retail, leisure, healthcare, emergency services, schools, transport, road networks, sewage, drainage green spaces, grid power supply, water supply, electric car charging ports, active travel, children's play areas, flood relief, and telecoms. They did not want new housing to cause more traffic congestion and reduce access to already strained local services. These areas, it was suggested, should be made into places that people want to live in, not just isolated, characterless developments. Some said it was better to have terraced houses in walkable distance to facilities rather than new estates recently developed on the edge of towns making a car essential to get anywhere. Some advocated for community hubs and outdoor spaces, to bring people together and ensure new developments are not just urban jungles with no opportunities for interaction and community.

“As is the case nationally, new housing is badly needing in the area, but current house building often results in isolated new estates with limited coordinated improvement in local amenities. It is key that any MCA activity in this sector not only builds houses but ensures

that new and existing housing developments support and are supported by key amenities, from local shops to GPs.” (Member of the public)

Requiring sustainable and high quality building to meet local needs (n=119)

Respondents supported the plans only on the condition that the housing is built to high quality standards and in a sustainable way. They suggested housing should be solar powered, well insulated, have active travel routes, outdoor space and allotments. Some identified there should be consideration of biodiversity, flooding and climate change, through designs with net zero in mind. They wanted plans to ensure people live close to where they study and work. Other aspects mentioned were good designs, genuine affordability and suitability for the population (e.g. 1-2 bedroom affordable houses in central locations, not 5 bedroom expensive houses on the outskirts). It was pointed out that there have recently been many new builds in the area that have experienced issues such as building on flood plains, and low quality builds due to lack of skilled tradesmen. It was recommended that forethought be given to making buildings truly accessible for disabled people.

“It is also critical that any new homes built by the MCA have high levels of sustainability and energy efficiency to ensure that they are cheap to live in, low carbon, and will not require future costly retrofit. In dealing with the regeneration of existing homes and communities, it is disappointing to see that this deal does not include a GMCA-style retrofit budget.”
(Member of the public)

No more greenfield development (n=95)

Some were positive about the proposals on the proviso that there were no more developments on greenfield land, demanding that measures be put in place to care for and expand urban green spaces. Both were said to be crucial for the wellbeing of the community and the preservation of the natural environment. Some also highlighted that building on greenfield can increase flood risk. Greenfield land, it was suggested, should be preserved for agriculture in a bid to become more self-sufficient. The point was made by some that developers tend to avoid brownfield land because of the clean-up involved and of a lack of profit and so have been turning to greenfield land despite the lack of infrastructure, it was hoped that this would be stopped.

“I think we need to minimise the amount of agricultural land that is used as much as possible or how will we ever continue to feed our nation ? I don't want us to lose our agricultural land as an island we need to be able to feed ourselves and not rely on imports which are generally not produced to such high standards as our own farmers produce. Please also consider how much we all need green fields and trees to enhance our own wellbeing.” (Member of the public)

More focus on social housing needed (n=93)

A number of people were disappointed that there is no mention of investment in social housing, as they felt there is an urgent need for good quality social housing across the area, both for working families and those that were not in work. They wished for the local councils to stop allowing people to buy council houses and stop selling the land they are built on, stating that properties built using public money should remain the property of the public.

“Although there has been a significant increase in house building around our towns and villages, not enough social housing has been provided. This is, of course, due to the government having cut funding to local authorities. I hope this increased funding will help with greater provision.” (Member of the public)

Dependent on the people and plans (n=81)

Success in this area, it was felt, would be dependent on the people in charge and their ability to cooperate, their integrity and abilities, and whether they remain fully accountable. There are concerns that once land is acquired it will be sold off to the highest bidder, so accountability was said to be vital. More information was requested on the approval process for decisions about specific projects. It was

said to be important that the Mayor, holding those kinds of powers, has a commitment to sustainability, the environment, and the residents instead of profiteering.

“Again, in principle, I believe that the proposal would benefit from an MCA in place based on the shared values that have been communicated across both local authorities. However, strong leadership, a shared vision, cross-party, cross-region and cross-stakeholder cooperation would only ensure that an MCA could work.” (Member of the public)

Regenerate instead of build (n=52)

Some put forward that the area has many empty and deteriorating properties, there were suggestions made to focus on regenerating what is already there instead of building new developments or stipulating that new houses should be built to replace older housing on land which is already suited for that purpose. They suggest this would help improve the appearance of the area and save land. Some suggested regenerating brownfield sites into green spaces to benefit the community and the environment.

“I would like to see housing improved, not only with newly built housing, but by improving the housing stock that already exists. Much of this is poorly insulated and has poor thermal quality. I would hope that the combined authority look at this rather than just building more and more houses.” (Member of the public)

There should be democracy (n=33)

Some wanted to know if residents would be given a chance to voice their needs and concerns about these proposals. They said it is important that the elected Mayor listens to residents and businesses to make them feel empowered and part of the plan, emphasising that the public should have their say on the development and acquisition of any land, as well as the building of any large developments.

Questions re housing and land (n=16)

There were a number of specific questions posed by respondents in relation to housing and land. It was requested that plans be outlined more clearly with a greater level of detail provided. Some asked whether the MCA would have the individual power to compulsorily purchase brownfield land for housing development and override any objections or constraints from the existing two councils.

Local priority (n=12)

While in agreement with the plans, it was felt by some respondents that priority for housing should be given to those that live or were born in the area. Some voiced concerns about the number of people moving into the area when there is not enough houses and facilities for current residents.

7.2.4 The views of businesses and organisations

Respondents acknowledge that large numbers of commuters regularly move between Hull and East Riding, suggesting an interdependency that requires a unified strategy for tackling housing and inclusivity issues.

Respondents show interest in leveraging the region's assets more effectively to attract investors, pointing out the comparative lag behind other UK regions in this regard. The potential for localised prioritisation of investment and regeneration is welcomed, with an emphasis on the need to address the workforce's current and future needs comprehensively.

Sustainability emerges as a critical theme, with stakeholders advocating for development initiatives that not only address immediate housing needs but also integrate considerations for biodiversity, active travel, and overall "good growth." Respondents advocated for development that aligns with modern sustainability criteria and call for new housing projects to contribute positively to region both environmentally and socially.

“I think this will be a great way to view the East Riding area as a whole and see which locations/areas need priority for development and regeneration. And this will have a good positive effect on the East Riding area as a whole.” (Business)

“This is critical to the success of our long term strategy for resilience to shocks and stresses associated with water management, devolution gives a significant opportunity for alignment of investment and efficiency of delivery at the local scale.” (Business)

Responses show there is a complex landscape of housing challenges, including issues specific to care leavers in East Riding compared to Hull, and a general shortage of affordable housing across the region. The potential for a Mayoral Combined Authority to create a more uniform and inclusive approach to housing and community support is seen as promising, however, there is some scepticism regarding the practical implementation and impact of such a centralised authority, raising the potential of conflict between the MCA and local authorities.

Concerns are raised about the sufficiency of the budget to bring about substantial change, particularly in new home building, highlighting the challenge of translating devolutionary powers into tangible improvements in housing development. Respondents also

“£4.6 Mill is nothing. You plan to privatise council housing. If governments can run it not for profit how can private firms effectively continue and receive profit. The system collapse we pick up the aftermath. Then you sell off all the accessories. Land buildings. And compulsive purchase others!” (Business)

“The sum of money on offer and the vague powers being devolved will not enable Hull and East Yorkshire to achieve the economic growth that is sorely needed.” (Business)

7.3 Stakeholder responses

8 stakeholder submissions were positive about the impact of the devolution deal on inclusivity, while no responses gave negative comments about this topic.

Positive responses focussed on ensuring all communities and groups were included in the investment and given equal opportunities to benefit from the deal. There was support for regional development and community engagement, with initiatives aimed at ensuring inclusive growth being highlighted, with a focus on engaging all community segments in economic development plans. Some also emphasised the importance of fostering a strong regional identity that includes diverse community voices, ensuring that development benefits are widely shared.

“[We] are delighted to see that arts and culture is mentioned prominently in the devolution package.” (Stakeholder submission)

“The impact on our hard-pressed communities can only be positive as this investment and invigorated profile helps us to create new opportunities for our communities to get involved in training and education, employment opportunities and start to build a more robust future for our young people.” (Stakeholder submission)

“Training for people [with learning disabilities] to get a job – this needs to include: Help with filling in forms; Support for interviews; Support with travel.” (Stakeholder submission)

“A dedicated Mayor will serve as a champion for the area, representing the needs and aspirations of all residents.” (Stakeholder submission)

“We therefore request going forward any Combined Authority engages with the wider micro-businesses' community and in particular young entrepreneurs in a meaningful way

which I suspect knowing the leaders of both Council's they would be willing to do.”
(Stakeholder submission)

7.4 Focus group comments

The focus group with people with long-term illness or disability discussed housing affordability as a significant concern, with many expressing frustration over the lack of affordable housing options and rising rental prices. In the focus group with people from rural areas, participants expressed anxiety about housing affordability, citing generational shifts in economic capacity and difficulties in saving for a deposit. Support schemes for first-time buyers were questioned, and the importance of affordable housing for future generations was emphasised.

The group with people where English was not their first language felt that the scarcity of affordable housing was a pivotal issue, with participants urging for policy measures to ensure housing affordability across all income brackets. Affordable housing was also a concern for the focus groups people who were unemployed.

The student group discussed the escalating housing crisis, marked by soaring property prices and rents, poses a formidable challenge for students, low-income families, and workers. They made calls for a comprehensive strategy that includes the development of affordable housing units and regulatory measures to control price inflation.

Within the focus group with women, access to affordable housing emerged as a pressing issue, with barriers including high costs and limited availability affecting community members. The group recommended policy interventions to increase the supply of affordable homes and support low-income families. They also raised the tension between housing developments and the preservation of green spaces.

7.5 Feedback from events

Notes from one event show that some participants felt that there was too much housing at present and not enough services to address the new population growth, whilst at another event some participants shared concerns over housing and building in green spaces. At other events, attendees highlighted housing growth as a core issue, some expressed concerns about affordability of housing currently and questioned how they would get on the property ladder, some discussed opportunities for social or community-led housing within East Riding, and concerns were discussed about access to housing.

8. Sustainability

8.1 Background

The consultation materials provided the following text to respondents:

SUSTAINABILITY

The Proposal, if adopted, contains Government commitment to support Hull and East Yorkshire to make more use of our natural capital and develop a low carbon economy.

- Assume the role of Heat Network Zoning Coordinator for the locality in the delivery of heat decarbonisation infrastructure.
- Deliver green skills interventions at a local level through having a greater role in delivering the Adult Education Budget and UK Shared Prosperity Fund (UKSPF).
- Support the development of a Net Zero Strategy to accelerate the green energy transition across the Humber through observer representation on the Humber Energy Board.
- Prepare the Local Nature Recovery Strategy for the area (coordinated by East Riding of Yorkshire Council).

8.2 Survey responses

48% of all respondents agreed that HEY would benefit from the MCA taking on responsibilities around sustainability, whereas 35% disagreed with this, and 15% neither agreed nor disagreed.

The majority of businesses / organisations (68%) agreed, 23% disagreed and 7% were neutral.

Most respondents from Hull (54%) agreed that the area will benefit from the inclusivity proposals, with 29% disagreeing and 13% neutral. 43% of East Riding residents agreed with this, while 38% disagreed and 16% were neutral.

For all members of the public who responded, 47% agreed, 35% disagreed and 15% were neutral.

Survey Results

Figure 13: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on sustainability responsibilities?

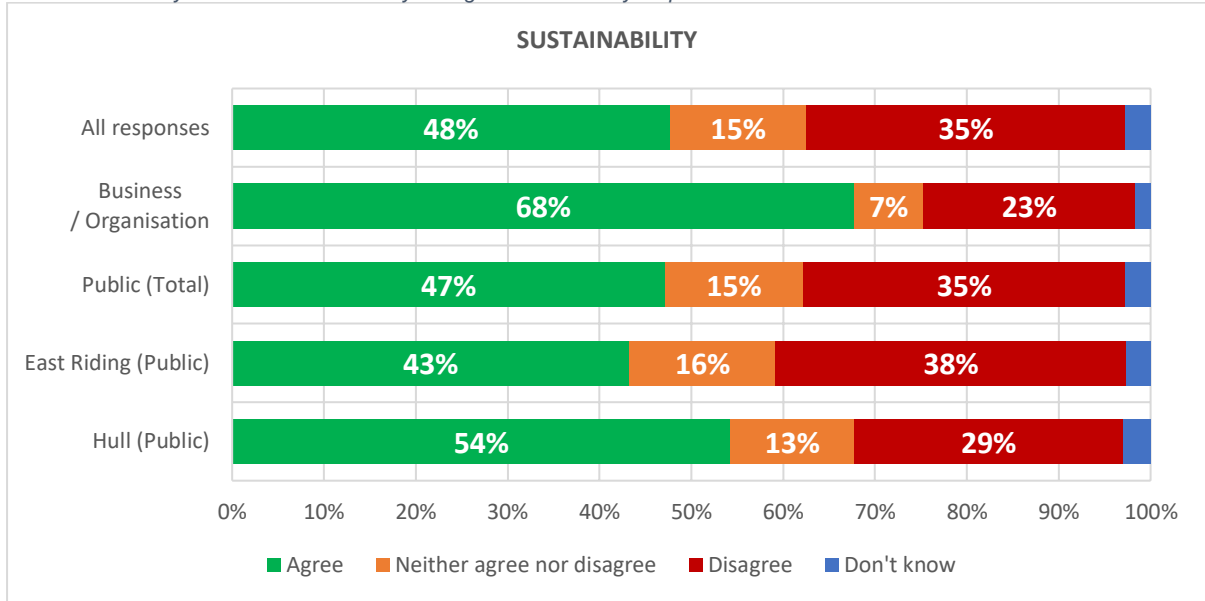
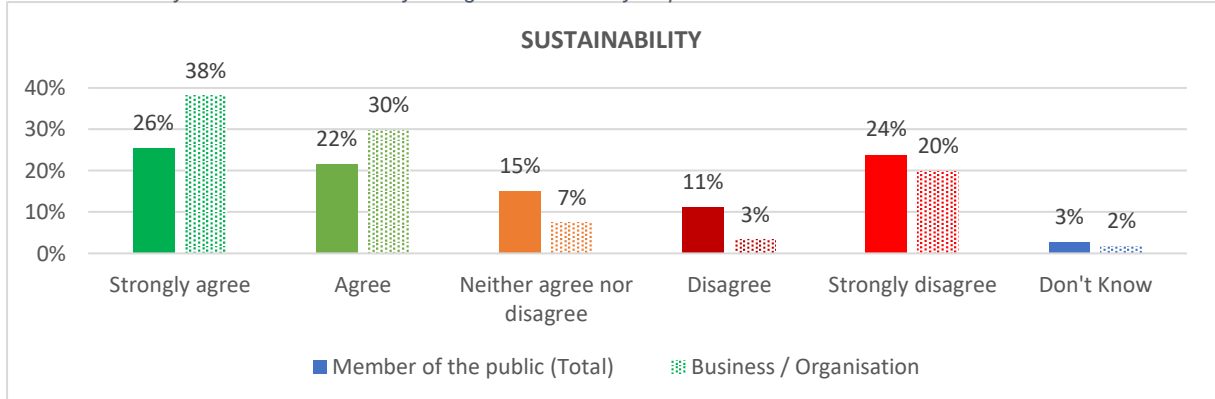


Table 11: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on sustainability responsibilities?

SUSTAINABILITY	All responses		Member of the public (Total)		Members of the public: Hull		Members of the public: East Riding		Business / Organisation	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	1179	26%	1133	26%	482	33%	637	22%	46	38%
Agree	996	22%	960	22%	321	22%	620	21%	36	30%
Neither agree nor disagree	675	15%	666	15%	199	13%	462	16%	9	7%
Disagree	503	11%	499	11%	125	8%	370	13%	4	3%
Strongly disagree	1084	24%	1060	24%	309	21%	740	25%	24	20%
Don't Know	123	3%	121	3%	44	3%	76	3%	2	2%
TOTAL	4560		4439		1480		2905		121	

Figure 14: Survey response results: How much do you agree or disagree with the proposal that Hull and East Yorkshire would benefit from a Mayoral Combined Authority taking on sustainability responsibilities?



8.2.1 Reasons for Agreement

Achieving Net Zero (n=488)

Many respondents highlighted the importance of Net Zero goals. They mentioned focussing on reducing greenhouse gasses and absorbing carbon dioxide to balance carbon emissions as a method of tackling the global warming crisis and building more sustainable energy sources such as wind turbines and solar panels. The investment towards reaching net zero was welcomed.

“Net zero has had a lot of funding already channelled through it (via different mechanisms - marketing Humber for example). As the UK’s biggest polluter, we do have to take ownership of this agenda but again, I would encourage the authority to work with those who can make tangible gains on this topic. We have had a lot of talk and not much action in this region on this.” (Member of the public)

Localised decision making (n=181)

By electing a local person to act as Mayor, they will have a better knowledge and understanding of the environmental needs of the area and be in a position of authority to take action. This new power will allow there to be more informed decisions made on the local area and give the residents of Hull and East Riding more influence in sustainability issues that impact them directly.

“This is an important global priority and one which is equally important for the Humber estuary. Having the opportunity to make decisions and influence on this priority is key, to support economic growth, job creation and skills development as well as creating a sustainable environment for us to work and live in.” (Member of the public)

There are mutual benefits for both areas working together (n=146)

Respondents felt that resources would be split more evenly between Hull and East Riding, with the specific needs of people living in both areas in mind, including improvements to infrastructure. People highlighted that both areas have their own strengths which will be reinforced by combining their resources and skills, working together to tackle issues such as carbon emissions and sustainability.

“I can see considerable potential here. The Energy Estuary concept needs to be driven forward. A single committed body can do this better than the existing arrangements.” (Member of the public)

New investment will help (n=59)

Respondents felt that having a Mayor with a focus on greener energy will help create more jobs for local people. Greener energy was expected to save local people money and be more financially sustainable once the initial set up costs have been funded, and respondents welcomed the £5 million proposed investment to reduce the financial impact on the tax payers.

“Locals understand what is required as the extra money will help our opportunities to be met.” (Member of the public)

8.2.2 Reasons for Disagreement

Insufficient Funding (n=279)

£5 million is not enough to cover the necessary expenses. There may also be a rise in energy bills to cover extra costs. The funding given may be used to cover the costs of wages of the new roles proposed and therefore will not leave enough money to cover the projects that will improve sustainability.

“This is the big issue. On a national level the scale of investment the rapid rate of skills acquisition, the changes in economic thinking, the necessary degree of social adaptation and perhaps above all radical changes in political thinking are essential; but they aren't going to happen. Even at a local level or regional level you would need a dedicated team with a lot of expertise, commitment, imagination and a big budget to attempt to deal with this. Once again the thinking here is much too small. Necessary but totally inadequate.”
(Member of the public)

Net Zero cannot be achieved through this plan and/or disagree with the aim (n=235)

Respondents suggested that local Net Zero is unachievable due to carbon emissions coming from other areas in the UK and other countries. Some highlighted that the funding promised is not enough to make a significant difference to achieve the ambition of Net Zero.

“I don't fully support the whole "Net Zero" agenda that is being forced on us. The general public want to see their energy bills come down not up and its thanks to all this green agenda that higher bills and the prospects of blackouts are being talked about.” (Member of the public)

Lack of evidence and information provided (n=168)

Some respondents felt that there is a lack of evidence and information being offered to residents, stating that more detail is needed to enable them to make a fully informed decision. They felt that there is no evidence that having a Mayor will have a positive impact on sustainability or the environment.

“What evidence is there that a low carbon economy is compatible with economic growth across all sectors of the HEY economy?” (Member of the public)

Bureaucracy will prevent impact (n=105)

The role of a Mayor is seen by some respondents as an unnecessary layer of power that may act as a barrier to progress. There was felt to be a lack of evidence that a Mayor will be able to make changes that are not already achievable by the current government in relation to sustainability.

“Another bureaucratic layer of governance will not help. It is not needed. East Riding council has recently approved plans for a huge Amazon warehouse leading to the destruction of trees, hedgerows and wildlife, causing inevitable light, noise and air pollution. A blight on the landscape. I do not believe that a mayoral authority would change this flawed decision making.” (Member of the public)

Competing priorities (n=101)

Some suggested that different people, organisations and groups have different ideas on how to achieve sustainability, with different priorities such as finances, green belt land, farming, energy, industry etc. They felt this will make it difficult to find a conclusion that is satisfactory for both East Riding and Hull.

“The bias of the two regions industry and green/environmental requirements are different.”
(Member of the public)

Loss of green spaces (n=59)

Some suggested that to achieve the sustainability goals, there would need to be a loss of green spaces to create the space needed to implement greener energy (wind turbines and solar farms), which may also ruin views of the countryside and coast.

“How can you have a Local Nature Recovery Strategy whilst at the same time concreting over our green fields? And the amount involved is pathetic.” (Member of the public)

Rural areas will be disadvantaged (n=35)

There is concern from some respondents that there will be more focus on the urban areas, leaving the rural areas disadvantaged as they both have different needs, and it may be difficult for one leading body (the MCA) to make decisions benefiting both East Riding and Hull equally.

Negative impact on public transport (n=13)

A small number of respondents suggested that a change in infrastructure to accommodate the sustainability pledges will put a strain on public transport and road usage, potentially causing more congestion.

8.2.3 Reasons for Neither Agree nor Disagree

Need more information to make a decision (n=166)

A number of respondents said they could not give a clear answer to this question as they did not feel they had been given enough information to give a fully informed opinion on this question.

“I am not sure how this would work. I would need more information.” (Member of the public)

Is the investment sufficient? (n=75)

Some respondents sought reassurance that the £5million would be enough to achieve the promises and claims being made on sustainability. Some were concerned that much of the funding available will be used to fund the new job roles involved in establishing and running the MCA.

“£5 mill is peanuts given the current issues with climate change, local flooding etc. etc. This should be a major priority. With our village and surrounds regularly flooded what is the point of spending money on other projects if you don't get this as right as you can?”
(Member of the public)

Unsure about viability of Net Zero target (n=46)

Some respondents were sceptical about green energy claims being reasonable and achievable due to limited funding, and the negative impact of other towns and countries on the environment. They suggested that by enforcing more sustainable ways of living in Hull and East Riding there will be some environmental benefit but not enough to achieve net zero.

Will the MCA have enough power to effect change? (n=20)

A small number of respondents voiced doubts about the amount of power and influence that both the elected Mayor and local people will have in making decisions regarding sustainability due to the influence of the government and the opportunity for local people to put forward other priorities.

8.2.4 The views of businesses and organisations

Respondents largely endorsed the vision for the region to take a leadership role in achieving net zero, leveraging its unique position and association with offshore wind energy.

Respondents highlight the critical need for collaboration, not only within the region but also with partners across the Humber and Lincolnshire, to address the challenge of being one of the largest carbon-producing regions in the UK. There's strong support for initiatives that contribute towards the sustainability and green agenda, with many respondents actively involved in regional energy boards and clusters, emphasising the Humber's significant decarbonisation opportunities.

Responses reveals a desire for a strategic approach to sustainability, integrating considerations for biodiversity, active travel, and overall "good growth" that benefits the local economy and does not prioritise short-term gains over long-term environmental sustainability. Local control and expertise are seen as crucial for better planning and decision-making, especially in selecting suitable sites for development that align with environmental goals.

There was a consensus on the importance of a unified strategy that addresses the broader challenges of climate change and environmental sustainability. The potential for local leadership through a MCA is viewed as a positive step toward more efficient and focused governance, enabling the region to implement tailored solutions that reflect its unique industrial landscape and environmental vulnerabilities.

"The whole area needs a plan to tackle sustainability issues so it makes sense for this to be done by one body." (Business)

"This is critical to the success of our long term strategy for resilience to shocks and stresses associated with water management, devolution gives a significant opportunity for alignment of priorities, investment and efficiency of delivery at the local scale." (Business)

Concerns are expressed about the adequacy of budgets to effect real change, particularly in transitioning away from carbon-based heating systems in homes and towards more sustainable energy solutions. Nonetheless, there's optimism about the potential for the region to harness its capabilities in green energy production and decarbonisation to lead by example nationally. Some respondents express scepticism about the impact of a MCA on individual actions toward net zero.

"Up to £5million falls too short of what is needed to make more use of our natural capital and develop a low carbon economy. Therefore we cannot support the proposal." (Business)

"This sounds very dangerous and I am against it. A regressive and anti-democratic move. Less democracy (already no vote on a regional mayor so your 'say' can be easily ignored by this consultation), less accountability, less say for citizens due to centralisation of powers. Starting on a terrible footing with no referendum, you are proposing a tiny elite Mayoral group controlled by Westminster who will be free to implement London style Net Zero disastrous policies with no ability for councillors to mitigate such measures. 20mph limits, Home Zones and traffic calming measures, ULEZ style road use charging pricing ruinous to businesses, 15 minute neighbourhoods and 'smart cities'." (Business)

8.3 Stakeholder submissions

10 stakeholder submissions supported the plans around delivering on sustainability goals, with none opposing this and one being more neutral. The deal's role in sustainability and the environment was discussed with a focus on making best use of innovation, ensuring sustainable practices in energy use, and making environmental stewardship key to the region's economic strategy. Submissions also mentioned the need for collaborative efforts to address environmental challenges and promote sustainability as part of the regional identity.

"We strongly believe that the proposed collaboration between the two Local Authorities could lead to some significant further growth for the region." (Stakeholder submission)

"We will work with a future Mayor, industry partners and the community to address major social, economic and environmental issues, including cancer care, wound healing, clean energy, carbon capture and flood resilience." (Stakeholder submission)

"It is essential that international companies, or businesses with offices around the country can easily and reliably reach colleagues operating in the wider Humber area. Consideration needs to be given to the expected increased need for superfast electric charging across the region and also an understanding of the future of logistics fuelling for vessels or HGVs and the impact on existing infrastructure, including the electricity grid. ... It is important that Hull & East Yorkshire and Northern Lincolnshire is recognised for its pivotal role in energy and

the energy transition and support the principles of a fair transition as the UK diverges from fossil fuels.” (Stakeholder submission)

“The proposed devolution deal would give our collaborative efforts the extra boost we need to really make that next level leap to determine our own future and secure our place as the centre of the UK’s decarbonisation efforts.” (Stakeholder submission)

The neutral response provided points for consideration around sustainability, particularly in relation to safeguarding the farming and agricultural industries.

“Farmers in East Yorkshire are custodians of the landscape as well as producers of high-quality food. A devolved Hull and East Yorkshire will have ambitions with respect to the natural environment such as improving biodiversity, tree planting and habitat creation as part of its wider environmental and net zero ambitions. Farming has a key role to play in achieving these ambitions but these need to be balanced with the need to produce food.” (Stakeholder submission)

8.4 Focus group comments

Comments from the focus group with women centred on enhancing public transport systems to improve accessibility and reduce community reliance on personal vehicles, thus contributing to environmental sustainability.

Regeneration and Environmental Impact was also discussed, with participants highlighting the tension between housing developments and the preservation of green spaces. There was a call for balanced development policies that consider long-term environmental impacts and community needs, promoting sustainable urban planning practices.

The business leaders focus group felt the deal would truly incentive green businesses and industry to re-locate here and cement the Humber as a genuine place for this type of investment.

The focus group with those without English as a first language identified flooding as a major concern, with participants advocating for enhanced infrastructure to combat the effects of climate change and safeguard vulnerable communities.

The under 25s focus group identified that many had experienced flooding and in general there was good awareness of the problem and how it affects people. Several respondents mentioned that roads being cut off and damaged and older people not being able to leave the house were common occurrences where they live.

8.5 Feedback from events

At three events, notes explicitly mention that climate change and sustainability were raised in discussion.

9. Governance Arrangements

9.1 Background

The consultation materials provided the following text to respondents:

GOVERNANCE ARRANGEMENTS

If the proposal is adopted, something called a Mayoral Combined Authority would be set up and a Mayor would be directly elected by Hull and East Riding residents every four years.

A Mayoral Combined Authority would allow Hull and East Yorkshire to access additional funding and powers, including the £400 million investment fund, which would not currently be available to either council alone.

The Mayoral Combined Authority would:

- Receive the powers and money from government and provide transparent local leadership.
- Offer decision-making on strategic matters affecting Hull and East Yorkshire.
- Promote Hull and East Yorkshire and give us one, strong voice locally, nationally and internationally.
- Make it easier to work together locally and with central government.
- Seek to secure even more long-term investment, including borrowing.
- Be able to generate revenue locally through a precept or levy, subject to certain conditions being met.
- Make sure things are done for the benefit of the whole of the Hull and East Yorkshire area, representing residents, their communities and their interests.

If the proposal is adopted, the Mayoral Combined Authority would be made up of:

- The Mayor.
- Two representatives each from Hull City Council and East Riding of Yorkshire Council.
- Up to four non-voting members, including the Police and Crime Commissioner and a Business Leader.

Some of the decisions would be made by the Mayor with the majority being made by the Mayoral Combined Authority as a whole – the proposal sets out a number of safeguards that seek to manage the use of the new powers and funding and ensure the efficient and effective operation of the Mayoral authority.

If the proposal is adopted, Hull City Council and East Riding of Yorkshire Council would not merge and would still deliver services locally and invest in their communities.

9.2 Survey responses

47% of all respondents agreed that the proposals would support efficient and effective governance across HEY, whereas 39% disagreed and a further 13% were neutral or didn't know.

The majority of businesses and organisations (69%) agreed, 18% disagreed and 10% were neutral.

Most respondents from Hull (54%) agreed with the proposed governance arrangements, with 32% disagreeing and 12% neutral. 42% of East Riding residents agreed with this, while 43% disagreed and 13% were neutral.

For all members of the public that responded, 46% agreed, 39% disagreed and 13% were neutral.

Survey Results

Figure 15: Survey response results: How much do you agree or disagree that the proposals will support efficient and effective governance across Hull and East Yorkshire?

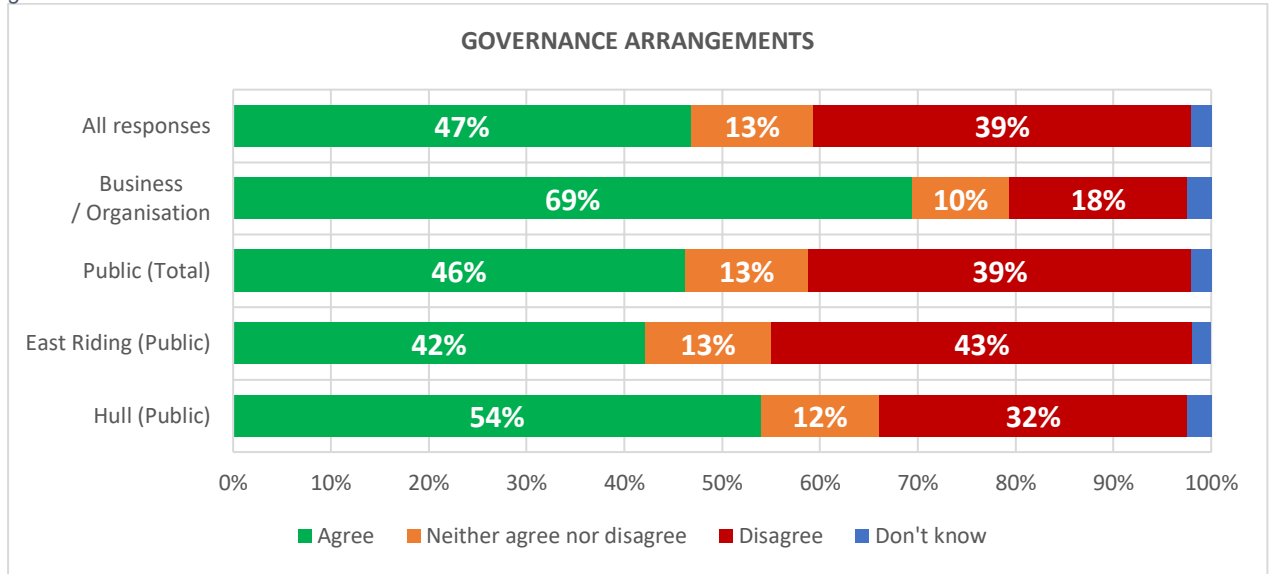
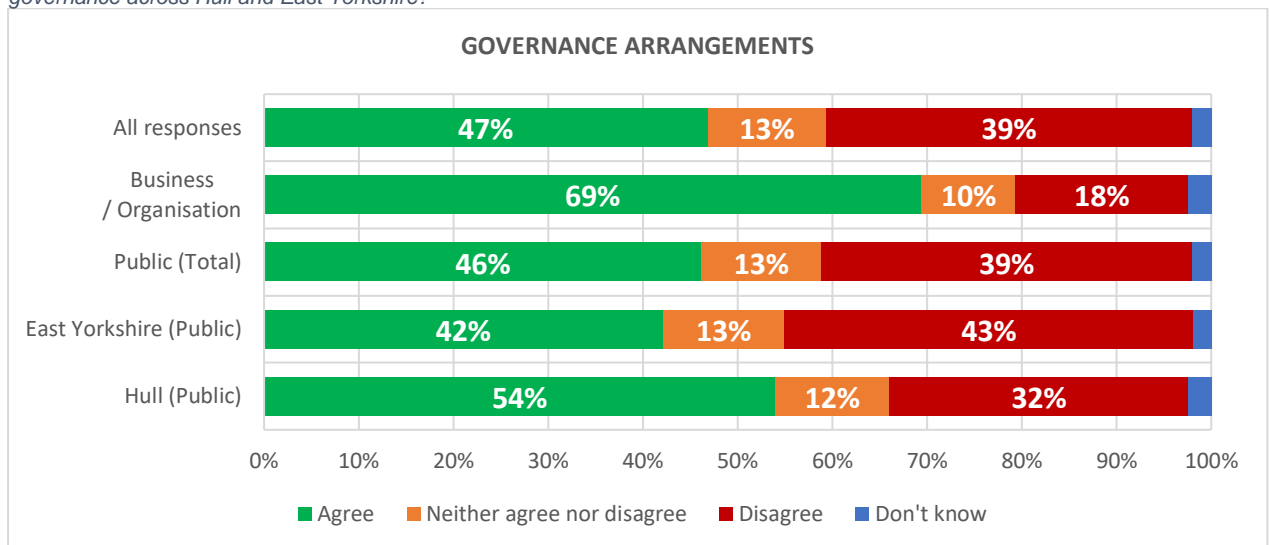


Table 12: Survey response results: How much do you agree or disagree that the proposals will support efficient and effective governance across Hull and East Yorkshire?

GOVERNANCE ARRANGEMENTS	All responses		Member of the public (Total)		Members of the public: Hull		Members of the public: East Riding		Business / Organisation	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	1008	22%	960	22%	402	27%	547	19%	48	40%
Agree	1129	25%	1093	25%	396	27%	678	23%	36	30%
Neither agree nor disagree	571	13%	559	13%	179	12%	374	13%	12	10%
Disagree	514	11%	511	12%	120	8%	388	13%	3	2%
Strongly disagree	1247	27%	1228	28%	346	23%	867	30%	19	16%
Don't Know	94	2%	91	2%	36	2%	55	2%	3	2%
TOTAL	4563		4442		1479		2909		121	

Figure 16: Survey response results: How much do you agree or disagree that the proposals will support efficient and effective governance across Hull and East Yorkshire?



9.2.1 Reasons for Agreement

MCA will be beneficial for both areas (n=210)

People stated that such a proposal would be mutually beneficial to the areas involved provided both engage equally and have equally access to resources that come from the changes.

“This is a no-brainer for me together we can achieve more and with greater resources available by working together, more still!” (Member of the public)

“Political interests should be set aside, and this involved should be striving for regeneration and investment within our area. Why do we always miss out on investment? an aligned combined authority will be a huge benefit.” (Member of the public)

Local representation and knowledge of area needs (n=197)

Many respondents outlined the importance of having local leaders because local leaders know what local areas need. They outlined that local leaders were much more in touch with local needs than the general government.

“During the period of UK participation in the EU we learned the term 'subsidiarity', which I think was a sensible idea meaning that decision making should be devolved to the lowest possible tier of government. If there are powers currently exercised by Westminster and Whitehall which the Government does not feel could be devolved to the level of an individual local authority, but which could be devolved to a slightly higher tier, it makes sense to create that tier. It may also be the case that in a few instances powers currently exercised by local authorities could beneficially be given to the new higher tier where there are efficiencies possible by closer coordination without loss of local control and local democratic accountability.” (Member of the public)

Giving the area a voice (n=45)

In support of the proposal, people outlined the importance of having someone knowledgeable of the area to benefit proposals, budgets etc. They emphasised the importance of a candidate with connection to the public to give local people a voice.

The area is in need of the additional funds (n=42)

Respondents advocated for changes to make the area more appealing to encourage more visitors and enable more investment.

9.2.2 Reasons for Disagreement

Concerns about additional cost to tax payers (n=381)

People explained their apprehension and worry that new policies and jobs will be at an additional cost to the local taxpayers.

“Another layer of expensive bureaucracy and potential for waste and corruption.”
“Our taxes and business rates will go up because of the extra drag of salaries the proposed mayoral merger. I know you will say ‘no it won’t’ however I disagree it will maybe not immediately or in a lump sum, but it will creep in over time like another waste of money crime commissioner drag on our council tax bills. I am against a mayor.”
“It’s just a needless layer of extra bureaucracy. It’s completely pointless and a waste of taxpayer money.” (Member of the public)

Conflict and difference between the areas (n=244)

People stated how different the areas are, outlining experiences and views of prejudice, differing needs and an unwillingness to work together. The fear is that the areas would not be equally treated or accounted for in choices for the region.

"I am not sure if I agree or disagree as East Riding has always worked well for local people. I am unsure how this will work when partnered with Hull as historically we seem to have had different priorities/outcomes." (Member of the public)

"This gets worse and worse. Frankly, the proposals seem to beggar reality; "one strong voice locally, nationally and internationally" It seems to me that the area which I never think of as a unity, such is the difference between Hull and its surrounds is riven with inequality and division. This doesn't mean that a lot can't be done, but it can't be done by business." (Member of the public)

An unnecessary additional layer of bureaucracy (n=183)

People stated this proposal has the risk of becoming another level of bureaucracy, creating barriers to decision making and disempowering local councils rather than providing what the area needs.

"We do not need another layer of politicians." (Member of the public)

"Extra bureaucracy, which won't come free, will not necessarily lead to improved or greater outcomes. The new mayor will need an office, which will have to be staffed and then he'll need managers/directors for each of the themes for which he will be responsible, and they will need PAs ... and so it goes on." (Member of the public)

"Another level of bureaucracy which the population have not asked for and will not be allowed to vote for." (Member of the public)

"This takes away the ability of local Councils to make decisions. The elected mayor would be able to levy a precept to pay for all the extra unnecessary bureaucracy which might be less efficient." (Member of the public)

The problem of too much power concentrated on one person (n=149)

Some respondents stated that the new proposed role gives too much authority to one individual if not managed correctly. They either disagreed with the proposal because of this or suggested that sanctions should be put in place to ensure candidates are held accountable.

"Centralization of power: While the Mayoral Combined Authority may offer local leadership, there is a risk of centralizing power and decision making in the hands of a few individuals. This could potentially marginalize or limit the influence of other local stakeholders, such as community groups, civic organizations, or smaller local councils, in shaping strategic matters that affect the region." (Member of the public)

"Too open to corruption and back handlers bigger the authority, bigger the chances of favours to cronies." (Member of the public)

"I can foresee lots of problems particularly with the Mayor being able to make some decisions independently. Although Mayors are voted in by the public this system is not representational." (Member of the public)

"Potential for limited accountability: While transparency is mentioned as a priority, the mechanisms for ensuring accountability of the Mayoral Combined Authority are not explicitly outlined. Without robust checks and balances, there may be concerns about the authority's decision making process, financial management, and responsiveness to the needs of the wider community." (Member of the public)

Trust in the design of the system (n=77)

Some people expressed their disenfranchisement with the design of the political system. They stated it should be effective and fair and candid in the choices made. They stated this clearer communication would encourage greater trust.

“The area of the proposed MCA is unlike other MCAs such as Manchester, West or South Yorkshire or Greater Lincolnshire where the geographical boundaries encompass several existing local authorities between which cooperation might be difficult to organise and an umbrella body therefore might make some sense. Here we are dealing with an area covered by only two local authorities, which already have some history of cooperating with one another on many areas, making the addition of a MCA much more likely to be an unnecessary additional layer of bureaucracy.” (Member of the public)

“I just think that the accountability mechanisms need to be made more explicit.” (Member of the public)

“Local councils, like governments, do not work on transparency having meetings behind closed doors. If you want to be transparent, and don't forget, councils and government are working for the public. They are paid by the public. They own no land or buildings, they are owned by the public. If you want to be transparent, have all internal doors removed. That will be transparency. No excuses. You are transparent or you are not. There is no middle ground.” (Member of the public)

Request for a public vote (n=56)

A number of respondents requested there should be a public vote or a referendum to decide whether this proposal should go through.

“We need a referendum.” (Member of the public)

“Listen to your community and let the majority lead the change.” (Member of the public)

“The people of the east riding had a referendum some years back on this issue and voted a resounding no. What's changed sufficiently or being proposed that makes this any different now. There will always in any group have people who hold sway. The people of the east riding want east riding people to make the decisions affecting them and not watered down into city or county factions.” (Member of the public)

“ONLY, re ONLY if there is a LEGAL guarantee that a Mayor ONLY be given powers based upon a MINIMUM voter turnout of 90%.” (Member of the public)

The importance of the backgrounds of the candidates (n=44)

Respondents suggested that to ensure the desired outcomes of the MCA, they would like to see those from business and social backgrounds as candidates and decision makers.

Fear for loss of local identity through mergers (n=19)

People were concerned that by giving power to one person or group across the two areas, the areas may lose their individual identity.

9.2.3 Reasons for Neither Agree nor Disagree

Criteria for those who would fill the new positions in the MCA governance (n=250)

Respondents had some suggestions about those that would fill these new positions. They wanted a local voice but one qualified and experienced to run the area efficiently and effectively. They stated the need for a candidate/team that is external to political promotion and motivated to help the area rather than their own personal promotion and gain. They suggested that the skills and drive of the candidate should be suitable and external to political promotion to elicit higher levels of trust.

“It depends on the make up and appointment of a visionary Mayor [see previous suggestions] and Serious/ Knowledgeable/Sensible/Ethical/Pragmatic/Local representatives of the councils.” (Member of the public)

“Not sure what the four are doing apart from collecting a fee or expenses. You need creative, knowledgeable, experienced, skilled people in these roles. You need visionaries not bureaucrats.” (Member of the public)

"I don't think the new positions will be filled by people with the necessary skills. Both areas suffer from recruitment issues and I am not sure either authority is run efficiently currently, presumably the new positions mentioned will then go to existing senior officers from either council if it is not possible to recruit externally." (Member of the public)

"Must be sure that the correct person is elected for the right reasons and not for personal interests." (Member of the public)

"It is important that this authority if appointed is impartial and accountable. Political bias could destroy this initiative." (Member of the public)

"Successful leadership is very much dependent on the individuals picked to lead!" (Member of the public)

Conflict between the current political organisations (n=99)

Respondents reiterated the differing needs of the area and suggested having two Mayors rather than one so that one area is not favoured over the other in terms of resources delegation and understanding the needs of the area.

"Having to continue with 2 separate Councils gives to much opportunity for conflict in the future with 'party politics' taking over." (Member of the public)

"Needs the two councils to work in best interests of the whole region not just their own best interests." (Member of the public)

"Sounds like grounds for future conflict/disagreement and could cancel out all the above benefits." (Member of the public)

"You cannot go 6 months without falling out and never appear to have a strong, regional voice." (Member of the public)

Request for further information (n=94)

Some respondents stated that there is a lack of information given in the proposal to be able to confidently answer the question. Many asked questions and sought clarity on a range of issues.

"I'm not clear what is new funding and what is devolved. PCC why? Who will the other 2 members be why is that not stated? Could make it have more or less political influence depending on who they are. How will business leader be selected?" (Member of the public)

"Need to see more information on how this will work in the lower term to alter opinion to Strongly Agree." (Member of the public)

"It's not £400m, it's £13m per year (35% capital, 65% revenue). You should not be trying to mislead residents through a supposedly transparent consultation process." (Member of the public)

"Nowhere in the devolution proposal has it been explained or demonstrated why an additional tier of local government is needed." (Member of the public)

Elections not engaging all of the public (n=63)

Respondents noted that elections do not always engage a large demographic and asked what would be done to reach those not engaging. They also stated that if a Mayor is elected, they should be representative of all residents not just those who do vote.

"The proposal also creates the need for more voting with all the expense that that entails. Turnouts in the Hull area particularly are notoriously low." (Member of the public)

“More elections? The turnout for elections are already pitifully poor so adding more elections will not ensure a true reflection of the people’s views.” (Member of the public)

“The MCA in our region needs to break new ground, and set new trends, trusting the voice of younger, engaged representatives.” (Member of the public)

“The structure seems sound, with Scrutiny to monitor attainment, but how will the residents have their say?” (Member of the public)

“The PCC is elected on a very low turnout and should not be politicised in this way.” (Member of the public)

9.2.4 The views of businesses and organisations

Businesses and organisations largely endorse the need for strong, proactive leadership that can act as a positive regional figurehead, embodying the ambitions and potential of the region on both the national and international stage. There was an emphasis on local knowledge and decision-making with respondents advocating for decisions to be made by those who have a deep understanding of local needs and challenges.

Many respondents see the introduction of an MCA as an opportunity to streamline decision-making processes, enhancing the region's ability to respond efficiently and effectively to its unique challenges and opportunities. There is optimism about the potential for the MCA to provide the region with a louder voice, which some said was vital in the competitive landscape of regional development and investment attraction. They hoped for a governance model that transcends political divisions, focussing on meaningful consultation with residents and local stakeholders to drive real improvements for businesses and residents across Hull and East Riding.

“We need a strong, proactive and positive regional figurehead.” (Business)

“If the Mayoral Office gives the region a larger voice it can only be a good thing.” (Business)

However, there were also concerns over the addition of another layer of bureaucracy. Some respondents question the efficacy of introducing a new governance structure, worrying that it might complicate existing administrative processes without delivering the anticipated benefits of devolution.

Respondents also highlight the importance of inclusive governance, stressing the need for the Voluntary and Community Sector (VCS) and business leaders to be integrally linked to the MCA, suggesting that collaboration could unlock innovative, cost-effective solutions to longstanding regional issues. Caution was also voiced about the potential for political conflict and complexity.

Further to this, there were concerns about whether or how the MCA would incorporate issues of fire safety and crime.

“Please ensure that the Voluntary and Community Sector is linked into the combined authority and that the sector has the opportunity to access some of the funding so that the area benefits from the insight and ability of the VCS where it can offer an appropriate, cost effective solution.” (Organisation)

“Whilst there is no responsibility or powers for the Mayoral Combined Authority with regards to public safety (Fire) I believe there should a facility for matters pertaining to the safety of those working, visiting and living in the Hull and East Riding to be discussed and considered. Similarly there does not appear to be any opportunities for the Local Resilience Forum. I believe both the Fire Service and LRF has an important role in helping facilitate the ambitions of the MCA with regards to safety, economic investment and growth.” (Organisation)

9.3 Stakeholder submissions

13 of the stakeholder submissions were positive about the proposed governance arrangements, with two more critical of this and four adopting a more neutral stance.

Those that were in favour of the proposed governance arrangements suggested the creation of the MCA would be a pathway to more cohesive and effective governance, with a Mayoral figure leading integrated efforts to improve services and governance. Some felt that the MCA would provide enhanced local governance capabilities, suggesting the anticipated structure could facilitate better regional cooperation and strategic planning.

“I hope that the consistent courage of our Political Leaders in each Local Authority will be justly rewarded: you have been clear on the opportunity this provides to fully align, and to act in the collective interests of all those in our County.” (Stakeholder submission)
“[We have] been pushing for an Elected Mayor, with our preferred option that of a Mayor for the Humber.” (Stakeholder submission)

“A dedicated Mayor will serve as a champion for the area, representing the needs and aspirations of all residents.” (Stakeholder submission)

“[We are] strongly supportive of devolution proposals for Hull & East Yorkshire... which would see informed strategic decisions made at a local level.” (Stakeholder submission)

Those offering criticism of the proposed governance arrangements centred on the political differences between the two areas as being a major barrier to effective co-operation.

“Hull is staunch Labour or Liberal Democrat. East Riding is Conservative. I don’t think the two Councils are able to work together Politically.” (Stakeholder submission)

“A separately elected mayor might resist requests or collaboration from the local council which is led by a different political administration. This can lead to conflicts and hinder effective governance if the mayor controls staff, information/reports and chooses to isolate one of the local councils.” (Stakeholder submission)

The more neutral responses could see some benefits of a single champion of the local area but feared risks of too much power being held by one person, and were concerned that the Mayor would have limited impact due to the challenging economic situation they would be entering into.

“Having an individual directly elected by the residents of the areas they cover may help promote and escalate the interests of the area. (but) When power is vested in a single individual, such as an elected mayor, there is a risk of over-concentration of authority.”
“The government will inherit a stagnant flat-lining economy and extremely challenging public finance. There will be intense lobbying from every corner of the country where local authorities and other public services face a funding crisis.” (Stakeholder submission)

9.4 Focus group comments

Key points raised across the focus groups about governance were:

- **Potential for Local Empowerment:** Despite concerns, participants acknowledged the potential for devolution to offer opportunities for more democratic local governance, provided its aims and mechanisms are clearly communicated and implemented.

- **Government and Council Roles:** Mixed feelings were observed concerning the roles of government and councils in the devolution process, with uncertainty about its impacts on local governance and services.
- **Doubts About Effectiveness:** There was widespread concern about the effectiveness of devolution, with concerns about increased bureaucracy and potential corruption.

9.5 Feedback from events

Questions and discussions at events frequently touched on the governance structure of the proposed MCA, with attendees seeking clarity on the constitutional framework and how it would operate. Concerns were also raised about ensuring balanced representation within the MCA.

"Largely positive but focused on governance/constitutional framework for MCA." (Event notes)

Participants expressed a desire for specific protections to be put in place, particularly to prevent any bias towards certain areas within the MCA. This reflects a concern for equitable representation and decision-making within the new governance framework.

"Specific protections for the area should include three of five cabinet members be Hull-centric or ER-centric in MCA." (Event notes)

10. Equalities

10.1 Background

The consultation materials provided the following text to respondents:

EQUALITIES

We want to understand if and how the proposed plans will affect people with protected characteristics. We want to know whether you can identify any potentially beneficial or detrimental impacts of the proposed plans on you in relation to your protected characteristics.

10.2 Survey responses

15% of public respondents felt the devolution plans would be beneficial to them, with regards to their protected characteristic(s), 25% stating they did not feel the plans would benefit them in relation to this, and a further 16% saying they were unsure. 44% said this was not applicable to them as they had no protected characteristics.

17% of respondents from Hull and 14% from East Riding identified that they had at least one protected characteristic and felt the devolution plans will be beneficial to them with regards to this, while a further 18% and 15% respectively were unsure how the plans would affect their protected characteristic(s). However, 21% of respondents from Hull and 27% from East Riding stated that the plans would not be beneficial to them with regards to their protected characteristic(s). 45% of those from Hull and 44% of those from East Riding said that this was not applicable to them as they did not have any of the protected characteristics.

Figure 17: Survey response results: We want to understand if and how the proposed plans will affect people with protected characteristics. We want to know whether you can identify any potentially beneficial or detrimental impacts of the proposed plans on you in relation to your protected characteristics.

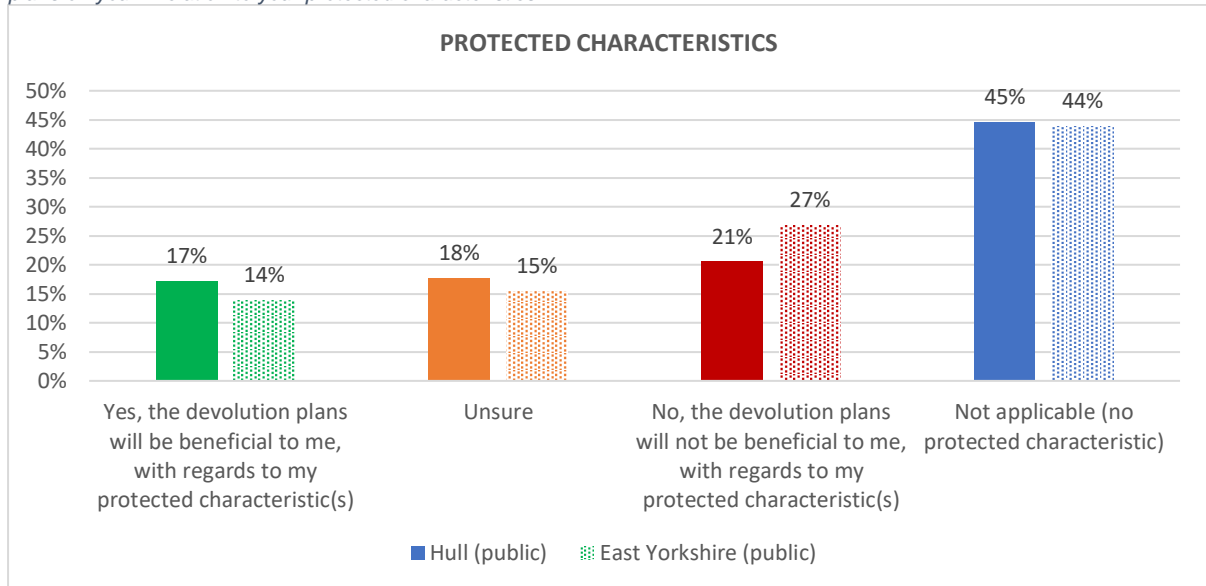


Table 13: Survey response results: We want to understand if and how the proposed plans will affect people with protected characteristics. We want to know whether you can identify any potentially beneficial or detrimental impacts of the proposed plans on you in relation to your protected characteristics.

Do proposals have potential to be beneficial to you?	Members of the public (All)		Members of the public: Hull		Members of the public: East Riding	
	No.	%	No.	%	No.	%
Yes, the devolution plans will be beneficial to me, with regards to my protected characteristic(s)	650	15%	247	17%	389	14%
Unsure	697	16%	255	18%	434	15%
No, the devolution plans will not be beneficial to me, with regards to my protected characteristic(s)	1054	25%	295	21%	754	27%
Not applicable (no protected characteristic)	1894	44%	640	45%	1230	44%
TOTAL	4295		1437		2807	

10.2.1 Positive Benefits and Opportunities

More empowered residents with more decision making power and skills (n=31)

It was said to be of benefit for local people to be in power and for residents to be educated on the area well enough to make the best decisions.

More accessible transport (n=30)

Some respondents thought that the deal would lead to better transport and infrastructure being available that will make things more accessible such as commuting to/from work and leisure activities.

Support for vulnerable people (n=26)

Some suggested that the MCA proposals would give support for people with protected characteristics, specifically in helping vulnerable people to find employment, such as those with disabilities or learning difficulties.

Better lives for young people (n=16)

Some felt that younger people will see the benefits first hand of more jobs, healthier living, greener energy, and better infrastructure. Stating that this is something that will benefit future generations.

Pride in local achievements (n=9)

A small number felt that the proposed changes would make Hull and East Yorkshire a place to be proud of, such as the green energy changes and helping to create a more united community.

More affordable housing (n=4)

Some felt that the deal gives people with financial difficulties the ability to find affordable accommodation, where they may have previously struggled to find support.

10.2.2 Negative Issues and Implications

Costs and wastefulness (n=75)

There is concern voiced by some that there will be increased costs for tax payers, and there were doubts that the funds will be used effectively.

Lack of evidence (n=40)

Some suggested there was a lack of evidence provided that would give them confidence that the proposed changes would benefit people with protected characteristics.

People with protected characteristics will not benefit (n=21)

There is some concern that the proposed changes (i.e. job roles and infrastructure) will not be of any benefit to people with disabilities or from minority ethnic groups.

Older people will not benefit (n=16)

Some were concerned that older people will not see the benefits due to the expected amount of time that the proposed changes will take to show effect.

Too much power with one person (n=9)

A small number felt that the proposed position gives too much authority to one individual (the Mayor) which may mean that they are not representative of all of Hull and East Yorkshire, there is also some concern that a Mayor will favour one area more than the other rather than having a united front for both areas.

Local businesses (n=4)

A small number suggested that there are no specific benefits mentioned that will support local businesses to thrive during changes to infrastructure and foot fall.

10.2.3 Unsure about impact

106 respondents provided comments to explain that they were unsure about whether the deal and the MCA structure would have a beneficial or negative affect on people with protected characteristics.

“Not enough information given in the plan as to how any of this will apply to people with disabilities or long term health issues.” (Member of the public)

4.2.4 The views of businesses and organisations

Several responses from businesses and organisations underscored the importance of appointing an advisor specifically for smaller businesses, highlighting the need to support neuro-diverse individuals, young people, LGBTQ+ communities, and people from minority ethnic backgrounds. This reflects a broader desire for the devolution deal to prioritise economic diversity and sustainability, ensuring that all communities benefit from the region's growth. The importance of infrastructure development, education and skills training, healthcare, community safety, and the preservation of cultural and heritage sites were also noted as crucial elements for the success of the devolution.

10.3 Stakeholder submissions

Four stakeholder submissions expressed views that the deal would provide benefits in terms of addressing inequalities and creating better opportunities for a range of groups.

“We envisaged the deal will enable key cross-cutting themes such as transport, regeneration, housing, skills and at the same time helped to take children, new people and families across the area out of poverty and have better life outcomes.” (Stakeholder submission)

“The contribution it can make to further improving health outcomes and reducing health inequalities is fundamental and we think the impact it will also have on creating new economic opportunity supports this.” (Stakeholder submission)

“Together, this helps to address the major opportunities and challenges we face, such as the drive for increased growth and productivity, the climate emergency, and rising health inequalities.” (Stakeholder submission)

10.4 Focus groups

The focus groups encompassed individuals from various demographics, including those with long-term illnesses and disabilities, minoritised communities, women, rural residents, and unemployed individuals.

Despite their differing backgrounds, common themes were captured across discussions, emphasising concerns about public transport, housing, local governance, and infrastructure.

The overarching consensus among participants was a shared desire for improved community support systems, enhanced governance transparency, and better local services.

10.4.1 Key findings by group

The following high-level summary sets out the key themes raised by each specific focus group:

Women

- Challenges with public transport accessibility and reliability
- Loss of green spaces due to housing developments
- Issues surrounding affordable housing options

Young People

- The group were positive about the idea of a devolved elected Mayor, driven by the idea that localised control being influenced by local people was preferable
- Affordable housing was felt by all to be a critical issue affecting their age group. Several had personal examples of trying to get a mortgage on a single working wage and cited rising rental costs as a major barrier.
- There was scepticism about the funding allocations, and that the money being devolved each year was very small for 2 large Local Authorities. They did not see how this would deliver much beyond the main city and did not feel it was likely to make a difference to rural towns and villages

Students

- Requests for improvement to rural transport in terms of access and affordability
- Suggesting that tackling the housing crisis should be a local priority, to help control prices and to build more affordable housing
- Observations about the decline of quality in public services due to cuts in funding, and the need to address this

Unemployed People

- Lack of reliable public transportation affecting job opportunities
- Inadequate housing and long repair wait times
- General lack of understanding and scepticism about devolution

People from Minoritised Communities

- Mixed feelings regarding government and council roles
- Varied experiences with public transport and traffic issues
- Concerns over housing affordability and quality

Rural Residents

- Heavy reliance on personal vehicles due to inadequate public transport
- Frustrations with infrastructure and roadworks
- Concerns over flooding and its impact on infrastructure resilience

Individuals with Long-term Illnesses and Disabilities

- Concerns regarding council accessibility and service delays
- Lack of trust in government and their ability to deliver their commitments
- Challenges with public transport and housing affordability

11. Other Issues

11.1 Survey responses

Respondents to the survey were asked if they had anything else they wanted to share their views on in relation to the devolution deal. The main themes are summarised here:

- **Support for the proposal:** People wanted to express their support for the proposal and the benefits it will make to the area. (n=454)
- **Concerns about the implementation costs:** People explained their apprehension that new policies and additional jobs in the MCA will be of an additional cost to the local taxpayers. (n=428)
- **Who should fill the new positions:** Respondents had some suggestions about those that would fill these new positions. They wanted a local voice but one educated and experienced to run the area efficiently and effectively. They stated the need for a candidate/team that is external to political promotion and motivated to help the area rather than their own personal promotion and gain. (n=308)
- **Conflict and differences between the two areas:** People stated how different the areas are, outlining experiences and views of prejudice, differing needs, and an unwillingness to work together. The fear is that the areas would not be equally treated or accounted for in choices for the region. (n=250)
- **Request for a public vote:** A number of respondents requested there should be a public vote to decide whether this proposal should go through. (n=190)
- **Alternative suggestions to the proposal:** Of those that did not support the proposal, some stated alternative suggestions for how funding could help the area if it is not put towards devolution. (n=155)
- **Request for further information:** Some respondents stated that there is a lack of information given in the proposal to be able to confidently answer the question. (n=139)
- **Improvements needed in the area:** Regardless of support for or against the proposal, people made suggestions about areas that need improvement in the region. Some such suggestions included transport, marketing, tourism, old buildings, etc. (n=109)
- **Benefits to the regional identity:** In support of the proposal, people think devolution will help create or develop the regional identity to be seen as a cohesive whole to those within the regions as well as in the country in general. (n=90)
- **Need for proof:** Some participants stated they would like to see evidence that such a proposal would work for the needs of the area. Many provided examples of areas with Mayors that have dealt with issues with the Mayoral system. Some outlined Manchester as a good example. (n=67)

11.2 Other issues raised by businesses and organisations

Many stakeholders reiterated their support for the devolution deal. There was a general consensus among respondents that such a change could herald a new era of opportunity for the region, emphasising the necessity for a strong regional figurehead to navigate the complexities of economic development, inclusivity, and sustainability.

Concerns were raised about adding another layer of bureaucracy and the potential for political bias to influence decision-making. However, the prospect of localised decision-making was welcomed, with many stakeholders recognising the value of having decisions made by those with intimate knowledge of the region's needs and challenges. This, coupled with the emphasis on engaging with private sectors and NGOs, indicates a strong desire for a collaborative approach to governance that leverages local expertise and resources.

The importance of inclusivity in governance was a recurring theme, with stakeholders calling for the Voluntary and Community Sector to be an integral part of shaping and benefiting from the devolution deal. Moreover, the potential for the MCA to provide a louder voice for the region on national and international stages was acknowledged as a significant advantage, fostering economic development and better public services.

Annex A. Businesses and Organisations that responded to the survey

The following 111 organisations provided their details in their survey response:

Active Humber Ltd

Adams & Green Ltd

Alexandra Hotel

Aura - University of Hull

Bad Wolf gaming

BAE Systems

Beal Developments Ltd

Bespoke management accounting services ltd

Birch Sheet Metal

Bishop Burton College

CBI

CH Consultants

Chandler Wealth Management Ltd

Children's Services (Pathway Team - Young people in care and care leavers)

Country Land & Business Association

D3 Office Group

Danbrit Holdings Limited

Different Resonance

Diocese of York

DMC Ltd

DS Smith PLC

E52 Ltd

East Riding of Yorkshire Council

East Riding of Yorkshire Council

East Riding of Yorkshire Council

Emmerson Kitney Ltd

EMS LTD

ExBow Limited

Ferriby Heritage Trust

Field House Farm (Sewerby) Ltd
For Entrepreneurs Only
Forward And Thinking Ltd
Fruit Market LLP
Garness Group
Garness Jones
HCF CATCH Ltd
Herd Agency Limited
Hinks Insurance
Hodgson Sealants Ltd
Horncastle Group Plc
Hull & Humber Chamber of Commerce
Hull and East Yorkshire Local Enterprise Partnership
Hull BID (Hull Business Improvement District)
Hull City Council
Hull City FC
Hull Food Partnership
Hull Truck Theatre
Hull West & Haltemprice Constituency Labour Party
Human Brilliance LTD
Humber HR People
Humber Learning Consortium (HLC)
Humber Teaching NHS Foundation Trust
HUMBERSIDE ENGINEERING TRAINING ASSOCIATION LTD
Humberside Fire and Rescue Service
Humberside Police and Crime Commissioner
INIT Creative
Insight Photographers Ltd
Invest East Yorkshire - ERYC
J R Rix & Sons Ltd
JCYEB
John Good Group
Judi Hair Design
Juice Studios

K Fresh Ltd
Kaizen Consulting
Kingston Modular Systems
Launchpad Trampoline Gymnastics Academy
Leafe Consultancy Limited
Library of Stuff CIC
Lloyd Dowson
Lucky Hedgehog Rescue C.I.C. 14085854
Mason Clark Associates
Member of Parliament Hull West and Hessle
Mindmap Video Productions
MKM Building Supplies
Mounce Hydrosmart Ltd
MULTEX Chemicals Ltd
North Ferriby Parish Council
Octovision Media Limited
OneGilliland
Orbit Business Development
Orsted
Outkast Panda Crew C.I.C
Pace Communications
Peter Ward Homes Ltd
PPH Commercial
Pure Block Management
Purple Chilli Marketing Limited
Reckitt
RedFez Ltd
Rollits LLP
Sewell Construction
Simplytrak Ltd
Soapy Bubbles TA Polaris 3D Printing Ltd
Sumo UK Ltd
Surestyle Limited
Survey responses ltd

TEC Partnership

The Conservation Volunteers

The Deep

Tickton & Routh Parish Council

Tigers Sport and Education Trust

Top 30 Under 30 Ltd

TrueYou Coaching

Umber Creative Ltd

Vensis Ltd

Vertual Limited

Waste Management Department

Wykeland Group

Yorkshire Housing

Yorkshire Water

Annex B. Stakeholder Submissions

The following list sets out the 31 stakeholders who made submissions to the consultation.

CatZero
CityCare
Esteem
Federation of Small Business
For Entrepreneurs Only
Future Humber
HEY Business Engagement Board
HEY Creative
HEY Youth Enterprise Partnership
Hull and Humber Chamber of Commerce
Hull MPs
Humber Marine and Renewables
Juice Studios
Learning Disability Partnership Board
Member of the public
NFU
NFU Individual Farmer Response
Orsted
Pace Communications
Parish Council
Past President Hull and Humber Chamber of Commerce
Police Crime Commissioner
Sewell Group
Siemens
University of Hull
Watergate Developments Ltd
Wykeland Beal
Wykeland Group - Dominic Gibbons
Wykeland Melton - Jonathan Stubbs
Yorkshire Energy Park

Yorkshire Universities

Annex C. List of Public Events

The following table sets out the 61 public events held as part of the consultation process.

Date	Audience	Activity	Participants
03/01/2024	ER Residents	Devolution: Meet the Leader drop-in (Beverley Library 09:30-10:30) plus 3 officers.	3
03/01/2024	ER Residents	Devolution: Meet the Leader drop-in (Beverley Leisure Centre 11:00-12:00) plus 1 other Councillor and 2 officers	75
12/01/2024	ERYC Staff	Staff Briefing and Q&A	71
15/01/2024	ERYC Ward Councillors	Webinar: Ward Councillors	23
15/01/2024	ERYC T&P Councillors	Webinar: Town and Parish Councillors	30
16/01/2024	Residents	Meet the Leader Drop-in Event: Driffield Leisure Centre	35
17/01/2024	Business	Webinar: SMEs and Small Businesses	31
18-Jan-24	Residents / Staff – Hull	Drop In Event: Freedom Centre	40
19/01/2024	Staff	Meet the Leader/Staff Briefing and Q&A: Goole	8
19/01/2024	Residents	Meet the Leader Drop-in Event: Goole Library	10
22-Jan-24	Residents – Hull	Drop In Event: Beverley Road Baths	5
23-Jan-24	Residents – Hull	Drop In Event: Costello Stadium	5
24/01/2024	Residents	Meet the Leader Drop-in Event: Hornsea Hub	45
24/01/2024	Staff - ER	Meet the Leader/Staff Q&A: Carnaby Depot	40
24-Jan-24	Residents – Hull	Drop In Event: Orchard Centre CSC	5
25-Jan-24	Residents – Hull	VCSE Event launching local defibrillator provision and training for individuals: The Edge, Myton Centre	25
25/01/2024	Businesses - Rural	Rural Partnerships Meeting, Bishop Burton College	40
25/01/2024	Residents - ER	Drop-In Event: Snaith Library	2
29-Jan-24	Residents – Hull	Drop In Event: Bransholme Library	5
29-Jan-24	Residents – Hull	Drop In Event: Greenwood Avenue Library	3
30-Jan-24	Residents – Hull	Drop In Event: Ings Library	5
31-Jan-24	Residents – Hull	Drop In Event: Hull Wyke Rugby Club (Toddler Groups)	2
31-Jan-24	Residents – Hull	Drop In Event: Ennerdale Leisure Centre	8
01-Feb-24	Residents – Hull	Drop In Event: River City Church, Holderness Road	10
02-Feb-24	VCSE – Hull	Hull and East Yorkshire Devolution VCSE Event - Guildhall	20
01/02/2024	Residents	Drop-In Event: Brough Petuaria Centre	10
01/02/2024	Residents	Drop-In Event: Pocklington Leisure Centre	15
02/02/2024	Residents	Drop-In Event: Wicstun Centre, Market Weighton	15

02/02/2024	Residents	Drop-In Event: Howden Library	25
02/02/2024	Residents	Drop-In Event: Haltemprice Leisure Centre	25
05-Feb-24	Residents – Hull	Drop In Event: Gipsyville Library	3
05-Feb-24	Residents – Hull	Drop In Event: Western Library	4
06/02/2024	Residents	Walkington Parish Council Presentation	40
06/02/2024	Residents	Webinar: Town & Parish Councils	27
06-Feb-24	Residents – Hull	Drop In Event: St Albans Church	11
06-Feb-24	Residents – Hull	Drop In Event: Waudby Library	2
07-Feb-24	Businesses – Small-Medium Enterprises	Small Business Breakfast - Guildhall	55
07-Feb-24	Residents – Hull	Drop In Event at Paragon Station / Transport Interchange with Leaders of Hull & ER	20
08-Feb-24	Residents – Hull	Drop In Event: Woodford Leisure Centre	3
08/02/2024	Residents	Drop-in Event: Bridlington Leisure Centre	30
10/02/2024	Residents	Drop-In Event: Beverley Library	20
12-Feb-24	Residents – Hull	Drop In Event: Fred Moore Library	2
13-Feb-24	Residents – Hull	Drop In Event: St James Church Hall	23
13/02/2024	Residents	Drop-In Event: Hessle	5
14-Feb-24	Residents – Hull	Drop In Event: East Park Library	5
14-Feb-24	Residents – Hull	Drop In Event: Central Library	6
15-Feb-24	Residents – Hull	Drop In Event: Oasis Community Church Newland Avenue	11
15-Feb-24	Residents – Hull	Drop In Event: Albert Avenue Pools and Fitness	6
19/02/2024	Residents	Meet the Leader Drop-In Event: Withernsea	25
19/02/2024	Residents	Drop-In Event: Hedon Centre	5
19-Feb-24	Residents – Hull	Drop In Event: Avenues Library	4
20-Feb-24	Residents – Hull	Drop In Event: St Johns Church - Bransholme	10
20/02/2024	Residents	Joint Event: Meet the Leaders – Bishop Burton College	60
20/02/2024	Residents	Devolution presentation – Hull and East Riding Centre for the Deaf	50
21-Feb-24	Residents – Hull	Drop In Event: Kingswood Community Centre	12
21-Feb-24	Residents – Hull	Drop In Event: University of Hull - Library	10
22-Feb-24	Residents – Hull	Drop In Event: Longhill Health Centre	7
22-Feb-24	Residents – Hull	Drop In Event: Hull Ice Arena	5
22/02/2024	Residents	Drop-in Event: Cottingham	10
22/02/2024	Business	Teams Presentation to the NFU	6
22/02/2024	Business	Presentation to Driffield Business group	10



CONTACT

Email: engage@tonic.org.uk
Phone: 0800 188 40 34

