

**Chief Executives' Group – North Yorkshire and York
6 September 2018
LEP review**

1 Purpose of the report

- 1.1 This paper provides recommendations for responding to the LEP review 'Strengthening Local Enterprise Partnerships' published by government in July 2018.

2 Background

- 2.1 The A review of LEPs was announced in the Industrial Strategy White Paper with its findings published in July 2018. LEPs have until 28 September for LEPs to submit their response.
- 2.2 It has been led by Ministerial group Jake Berry (MHCLG), Margot James BEIS) and Andrew Jones (HMT) and included engagement with local authorities, business representation organisation and others through working groups.
- 2.3 The review is a vote of confidence in LEPs. The Prime Minister recently met with LEP Chairs and has scheduled bi-annual meetings, which given the government agenda is significant.
- 2.4 The review and changes are about ensuring LEPs are fit for purpose to be the lead organisation in implementing the Industrial Strategy and investing the UK Shared Prosperity Fund.
- 2.5 There are three clear areas to the review

LEP Governance - LEPs will be expected to have

- A legal personality i.e. be incorporated
- An Annual Business Plan incl. governance and assurance
- Clear qualitative and quantitative measures for performance
- Full compliance with Mary Ney review findings
- An open AGM and better transparency
- Independence of the secretariat from any host organisation

LEP Boards

- A clear succession plan and standard time limits for Chair.
- Max size 20
- Board Diversity – targets around gender - Ideally 50% female, but min 33%- also need to consider ethnicity.
- Clear private sector leadership – 66% private sector 33% public sector

Geography

- a. No overlapping geographies – this is a red line for Treasury. This is presented as necessary to remove an obstacle to the aim of UK Shared Prosperity Fund for delivering a flexible single pot for each LEP to replace ESIF and Growth Deal.
- b. An optimal size of 1m+ population

- c. Ideally don't want a single county geography
- d. Geography to be sorted locally, but] quickly – by Autumn budget. If solutions are not forthcoming
 - i. Government will impose a solution; and
 - ii. LEPs not engaging in this process will be back of the queue for Local Industrial Strategy & UK Shared Prosperity Fund engagement

2.6 The key implication for our LEP and focus of this paper is LEP geography with governance and LEP Board membership following geography.

3.0 LEP Geography Options Analysis

3.1 Annex A provides a detailed analysis of the LEP Geography Options. This is summarised below

LEP Geographies covering YNYER	Summary
Humber Disbanded and Hull join YNYER	Politically difficult locally and government keen on Humber therefore likely to challenge. Not a realistic option
Yorkshire without Sheffield City Region	Provides scale and coherence however based on devolution discussions unlikely to be acceptable to West Yorkshire Authorities. Would also likely end possibility of One Yorkshire. Not a realistic option
One Yorkshire	Current devolution discussions would indicate government unlikely to allow this model. Not a realistic option
Yorkshire split into North, East, South & West. i.e. York & North Yorkshire	<p>Builds on current strong partnership model which reflects the scale and capacity of district authorities alongside unitary of York. A strong coherent economic fit, however concerns economic links to Leeds and some urban agenda's lost.</p> <p>Does not exclude potential for future One Yorkshire Devolution deal.</p> <p>Viable, however not preferred option for York, Harrogate, Craven and Selby. Whilst below 1 million population threshold, remains a viable size and strong fit with functional economic geography and travel to work areas.</p> <p>A potential option, however governance and formal collaboration would need to address links between Y&NY and West Yorkshire and also with East Riding and enable York to remain part of West Yorkshire+ Transport Deal.</p>
York & North Yorkshire merge with Leeds City Region, East Riding remain in Humber	<p>Provides scale and links between NY & WY, particularly for business support agenda's. Also provides economies of scale for policy/research activity. Risk of marginalising rural/coastal agenda's and districts influence. Strong support from Local Authorities in overlapping areas</p> <p>Governance difficult, with balance between two tier government in North Yorkshire and Unitary Metropolitan Authorities in West Yorkshire.</p>

	<p>Any future devolution likely to be at North & West Yorkshire level, not One Yorkshire with a move towards a North & West Combined Authority</p> <p>A potential option, and politically the easiest to deliver however governance would need to formally address the issue of rurality and protect the interests of rural and coastal North Yorkshire and district authorities including formal collaboration with East Riding.</p>
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3.2 The conclusion from the above options analysis is that government commitment and support for Humber is likely to result in East Riding remaining as part of the Humber LEP. YNYER therefore becomes York and North Yorkshire and has two viable options.

- **York City Region LEP** - York & North Yorkshire together, however agree formal collaborations with neighbouring areas. Particularly West Yorkshire and East Riding.
- **North & West Yorkshire LEP** - Merge with Leeds City Region creating a larger LEP, however agreeing a formal collaboration with Humber around Coastal, Rural and Links to York.

4.0 Economies of Scale Vs Risk of being marginalised.

4.1 There are obvious benefits to a larger geography, with access to greater resources and intelligence, a higher profile and influence within government and significant rural areas in West Yorkshire adding to the breadth and scale of our rural offer, however it is also important to understand the distinctive characteristics of York and North Yorkshire and to ensure the opportunities and challenges will be addressed in any solution. This should be considered both in the preferred geography of any solution, but also the governance and decision making, including through formal collaborations.

4.2 A starting point when considering the pro's and cons is to look at the existing strategic economic priorities and investments for those areas in both Leeds City Region and YNYER.

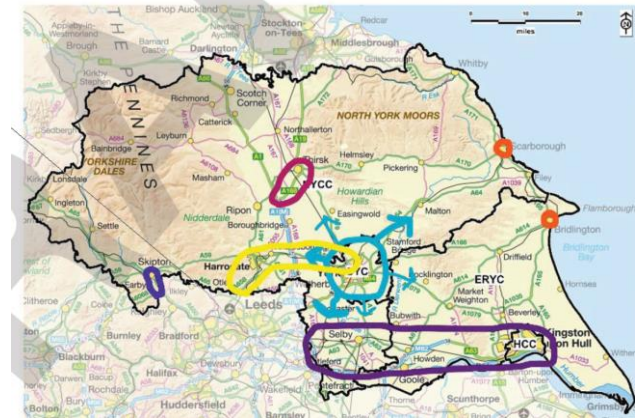
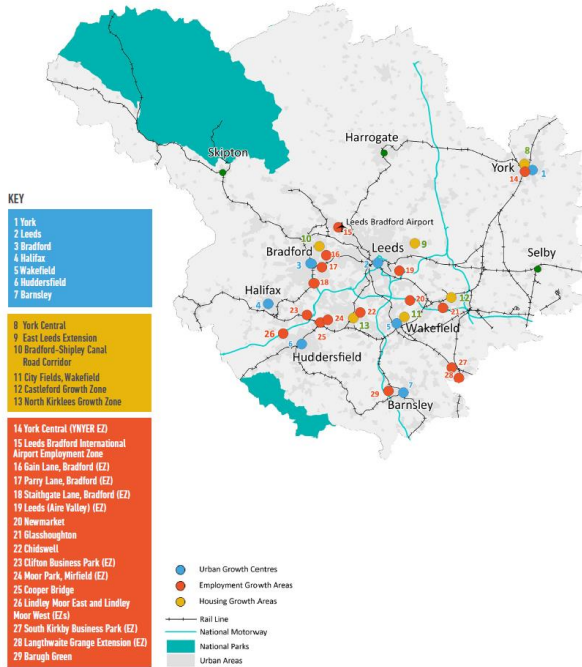
4.3 The graphics below outline the spatial priorities for both LEPs, whilst the table provides a comparison on capital infrastructure investments to date.

Spatial Priorities for Leeds City Region & YNYER

APPROACH

WE HAVE BUILT ON AND DEVELOPED THE CITY REGION'S PLACE-BASED FOCUS, WHICH IS TO BE BASED ON AN INTEGRATED SET OF 'SPATIAL PRIORITY AREAS'. THE SPATIAL PRIORITY AREA APPROACH IS TO TAKE A 'WHOLE-PLACE' VIEW OF THE INFRASTRUCTURE NEEDS AND OPPORTUNITIES OF THE DISTINCT CENTRES AND DEVELOPMENT LOCATIONS ACROSS THE CITY REGION.

LEEDS CITY REGION SPATIAL PRIORITY AREAS



77 LEEDS CITY REGION STRATEGIC ECONOMIC PLAN 2014-2036

Capital Infrastructure Investments in overlapping LEP Geographies

Project	YNYER	LCR
Harrogate		
Harrogate College	3,000,000	-
J47 A1/A59	2,470,000	-
York-Hgte Rail	9,600,000	-
Harrogate Centre	1,000,000	-
Potter Group, Melmerby	900,000	-
LEADER - rural grants	594,793	-
Total	17,564,793	-
Selby		
Selby College	158,149	693,000
Drax, Selby	1,500,000	
Tadcaster Bridge	1,400,000	
Sherburn	3,100,000	
Total	6,158,149	693,000
Craven		
Craven College	835,520	
Skipton Flood	1,200,000	1,500,000
Skipton Housing	4,780,000	
LEADER - rural grants	692,293	

Total	7,507,813	1,500,000
York		
York BioHub	1,000,000	
York Central	5,000,000	2,550,000
York Guildhall	-	1,000,000
Askham Bryan College	1,600,000	
York College	16,955	
Total	7,616,955	3,550,000
York Additional Investment		
York Enterprise Zone retained Business Rates. Based on City of York Council Model	60,000,000- 100,000,000	
West Yorkshire + Transport Scheme		75,300,000

4.4 Whilst the above information clearly indicates the priorities for a larger metropolitan areas are unlikely to benefit North Yorkshire and its districts, it does not necessarily imply that a merger with Leeds City Region would be a wrong move. Moreover, the implications are that for a merger to be considered there needs to be recognition and agreement that spatial priorities, investment appraisals and decision making must be adapted and re-configured to reflect both rural and urban scale, density and geographies. A single urban model will disadvantage both York and North Yorkshire districts.

This must be a red line for any discussions

- **The Importance of City of York** – York is a small city with a big role. Its importance in driving not just the York economy, but the economy of a wider **York city region** incorporating large parts of North Yorkshire, cannot be underestimated. The city is constrained by tight boundaries and therefore the relationship with its neighbouring districts is critical. As a city whose future is driven by innovation, access to grow on space, so that innovative growing businesses can remain in the area is critical to the ambition of attracting and retaining high level jobs. York travel to work patterns and housing markets are fundamentally linked to North Yorkshire markets as identified in the York Local Plan, York, North Yorkshire & East Riding Spatial Plan and the Office of National Statistics Travel to Work Areas as detailed below.



York has clearly benefitted from the early West Yorkshire devolution deal, joining the West Yorkshire+ transport deal to access significant transport funding. Significant work has also been undertaken at a city region level around smart cities and other urban agenda's, however York has suffered in Leeds City Region when bidding opportunities have arisen (e.g. HS2 College, Channel 4, Enterprise Zones, Careers Hub) have all selected West Yorkshire priorities over York.

York has equally benefitted from membership of YNYER LEP being the preferred Enterprise Zone. The EZ provides £60-100m in retained business rates to the city. York and its links to North Yorkshire is also the driving force to the business cases for securing a £150m+ major investment to address congestion at Hopgrove Roundabout and dual A64 up to Barton. Working together York, North Yorkshire and East Riding have developed a YNYER Spatial Framework and proposed housing deal, whilst York Schools were part of the recent YNYER successful careers hub bid.

Whilst York is smaller than Leeds, Bradford, Kirklees and Wakefield, any potential alliance with West Yorkshire must recognise the importance of York both as a brand, as a city in its own right, and reflecting its inter-dependency and importance in driving the North Yorkshire economy which is second only to Leeds in size.

- Yorkshire Coast** – Our coast benefits from major private sector investment in both industrial and leisure opportunities. York Potash is the largest private sector investment in Northern Powerhouse, McCains are investing £100m in a new facility, which GCHQ grows and is developing the GCHQ North concept. Alongside this new leisure and sports facilities continue to appear, whilst the Coventry University and University Technical College demonstrate confidence in the area. Scarborough however, continues to suffer from long standing deprivation with some of the most deprived wards in the country. These private sector investments provide the opportunity to address some of these deep rooted issues with continued focused investment in infrastructure and programmes which have a deep understanding of the issues. This will require strong partnership and collaboration between public and private sector with long term co-investment to ensure the growth on Yorkshire Coast is inclusive and benefits

all parts of communities. There are limited benefits to Yorkshire Coast of any partnership or collaboration with West Yorkshire and any arrangements will need to ensure coastal investment and issues remain a priority and the unique economic characteristics are understood and reflected.

- **Rural Powerhouse** – as a region which benefits from two national parks, two areas of natural beauty and small and large market towns, there are significant challenges given changes both in retail behaviour, but also agriculture post Brexit. Importantly, the average scale of individual schemes and investments is significantly smaller than in a city region, presenting the risk that in a rural-city collaboration more rural schemes could lose out. This is reflected in the LCR Strategic Economic Plan spatial priorities whereby there are no urban, housing or employment growth areas identified in Harrogate, Selby or Craven.

With changes to the Common Agriculture Policy likely to provide opportunities around new supply chains, natural capital and bio-economy there is a need to ensure the distinctive characteristics and opportunities of rural areas are recognised.

A place based approach will be even more important if we decide to operate at a larger geography where larger urban areas could dwarf rural issues.

- **Prioritisation of Investment** – There could be some benefit from scale in bidding for investment from government at a programme level, however there is significant risk that a standard economic appraisal model will significantly disadvantage Y&NY. The scale and density of a large conurbation such as West Yorkshire would result in the majority of projects significantly outscoring any York & North Yorkshire projects in basic value for money and economic impact. This would apply across most agenda's including transport, housing, social inclusion, business and digital connectivity

Consideration must also be given to ensuring Y&NY are treated fairly if a LEP has to select a project/area in any particular process or bid.

If working at a larger geography, appraisal criteria and governance must clearly differentiate between urban and rural and protect investment levels across Y&NY

- **Organisational Culture & Capacity** – There are potentially significant benefits from working with a larger organisation to benefit from their capacity and resource, particularly around strategy and policy development alongside the importance government place on cities, however there are also risks when considering the size and capacity within larger metropolitan authorities against smaller rural authorities.

A real strength of the YNYER region is the mutual trust between the public and private sectors, both in strategy development and decision making. This has enabled a much more integrated approach between the LEP and LA's which has allowed capacity issues to be addressed in a flexible manner based on shared skills.

There is significant cost and resource in bringing forward projects for investment and austerity measures make this increasingly challenging for Local Authorities.

This integrated partnership working must be retained in any future arrangements ensuring smaller authorities are not disadvantaged through having less capacity and fewer specialist resources.

This strong partnership working has resulted in the York, North Yorkshire, East Riding & Hull Spatial Framework being agreed, joint working on unimplemented planning permissions and a York, North Yorkshire & East Riding Housing Deal proposal due to be submitted in September.

Future arrangements must protect the current integrated approach which allows for sharing of resources and expertise to support all authorities to bring forward projects.

- **Inclusive Growth** – The LIS should enable all parts of society to benefit. Social Inclusion and social mobility are issues for both Y&NY and LCR, however the challenge in rural areas is one where deprivation is often hidden with in-work poverty and issues magnified through rural isolation and a lack of local connectivity. Similarly coastal areas have deep rooted issues similar to some city centre areas, however the solution and economic opportunities are very different in nature. The urban-rural split in deprivation has long been a challenge, whereby traditional indicators significantly favour urban areas where the density and scale is much greater. The isolated nature of rural areas, whereby the cost of living is greater, access to basic services lower and there is a decline in public transport, make connecting deprived individuals to opportunities more expensive and bespoke in nature.

All aspects of the skills agenda should enable local targeting. EU social inclusion programmes have demonstrated how targeting over a larger area can leave some areas unsupported.

It is essential that any solution includes metrics which addressed both rural and urban deprivation and allows for the identification of local outcomes and solutions which are bespoke to local places.

- **Business Support** – The current EU funded programmes have demonstrated the need for scale in delivering business support. Commissioning activity at a Y&NY level would restrict the opportunities to attract delivery partners and the build relationships with wider business and innovation assets. This scale is equally important when looking at sector initiatives.

Scale is critical to procuring business support programmes. A whole of Yorkshire programme would be the preference

- **Inward Investment** – Inward investment requires a targeted approach and to operate on an internationally significant scale. There are clear benefits from operating Inward investment at a wider geography to create scale and brand strength.

The Y&NY Inward Investment offer is very limited. Yorkshire is the strongest Inward Investment Brand.

- **Productivity Gap** – Both Y&NY and West Yorkshire need to close the productivity gap, however the structure of the business base and solutions need to reflect the differences. Whilst SME's dominate both economies, the priority sectors in West Yorkshire and Y&NY are different and whilst there can be strength in diversity, there is a need to reflect the differences. Additionally in Y&NY businesses are more micro with significant businesses and jobs in the low wage low productivity sectors of retail, tourism, agriculture and food production. West Yorkshire boasts larger sme's.

Programmes must reflect the different structure of the business environment and challenges in targeting delivery and changing business behaviour. Equally workforce skills programme should enable local priorities and behaviours to be influenced.

This is a key challenge for our region and any solution must be able to target local issues whilst also reflecting where scale provides benefits.

- **Transport** – transport strategies and investment is long term and requires strong collaboration. By its very nature transport connects places together.
 - Transport for the North is the key Northern Powerhouse strategic transport body and we should look to maximise our influence and impact on this agenda
 - Highways – City of York are members of the WY+ transport scheme which is providing major investment into the city. This must be protected in any arrangements.
 - Maintaining the link between transport and housing/employment land is critical – invariably the viability gap on any site is highways related, whilst influencing road investment is critical for delivery of Local Plans. Therefore governance should look to keep county and districts together.
 - Public transport is a key challenge in both urban and rural areas, however the solutions are hugely different. West Yorkshire has the metro system, which could potentially extend to some parts of neighbouring areas (e.g Harrogate, Selby, Skipton) however will not address the challenge of more rural areas. A very different franchise model will need to be developed for rural areas.

Arrangements should be to keep county and districts together, whilst enabling York to retain the benefits from the WY+ transport scheme.

- **Digital Infrastructure** – Digital connectivity is a priority for all areas, however cities are significantly better connected than rural areas. York, one of UK's most connected cities must be able to benefit from smart city approaches, whilst rural areas continue to receive investment and pilot new approaches in order to achieve 100% coverage. Equally larger rural centres will wish to reach the speeds of city neighbours and implement new innovative solutions in the town centres.

Governance must be able to differentiate between filling the last 5% and implementing new 'smart' approaches

- **Housing** – Increasing house building is a national priority and achieving local plan targets critical. Housing markets tend to reflect travel to work areas and Y, NY&ER have agreed a spatial plan and are submitting a proposed housing deal to Homes England. Equally, independent work on unimplemented planning permissions has further highlighted the interrelation between counties and districts to bring sites forward.

Progress on the spatial plan and housing deal should be protected in any arrangements

- **Rural** – Brexit and changing retail behaviours present real challenges to rural areas, ranging from the impact on high streets to the risk facing agriculture from

the changes to common agricultural payments. West Yorkshire has significant rural areas and a larger more diverse rural geography could benefit positioning the region with DEFRA regarding post Brexit discussions. However the characteristics and catchment areas are very different and will require different approaches.

Strategies must reflect similarities, opportunities arising from CAP changes, whilst enabling local solutions.

5.0 Devolution and Combined Authorities

- 5.1 Currently all Local Authorities across Y&NY and Leeds City Region are publicly committed to a One Yorkshire Devolution deal, with work continuing on the business case. Whilst government support has not yet been achieved, guidance on the LEP review is clear proposals should be aimed at aligning with future devolution proposals.
- 5.2 A devolution deal is secured through a Mayoral Combined Authority and the LEP must respond to the LEP Review recommendation “We will **encourage Local Enterprise Partnerships and mayoral combined authorities to move towards coterminous boundaries where appropriate** in line with the wider discussions on Local Enterprise Partnership geographies”
- 5.3 West Yorkshire Combined Authority are not a Mayoral Combined Authority and the assumption is that there is not currently support for a North & West Yorkshire Mayoral Combined Authority.
- 5.4 Given the lack of a coterminous boundary between a possible North & West Yorkshire LEP and West Yorkshire Combined Authority - whilst West Yorkshire Combined Authority would be the Accountable Body, decision making should rest with the LEP with WYCA retaining the legal and financial checks akin to NYCC at present.
- 5.5 Should York and North Yorkshire Authorities wish to move towards a North & West Yorkshire Mayoral Combined Authority, there is a significant chance that a North & West Yorkshire Devolution Deal would follow, impacting on One Yorkshire proposals.

Both LEP geography and governance within a chosen geography should consider how it aligns with future devolution proposals, and in particular its impact on One Yorkshire.

Local Authority Chief Executives are asked to confirm the assumptions in this section

6.0 Private Sector Leadership

- 6.1 The government review is clear about the need for strong private sector leadership and independence of decision making. This is an area where YNYER has excelled, based on the mutual respect of the public and private sector and NYCC, as accountable body, taking an approach which ensures legality whilst fully devolving decision to the LEP Boards. This approach is applied across all LEP Boards, reflecting who is most appropriate to make decisions.

Retaining genuine independence and leadership for the LEP Board will be a fundamental principle for future arrangements.

7.0 Summary

- 7.1 Analysis demonstrates that whilst there are benefits from the economies of scale of joining with West Yorkshire, equally crucial is to recognise the distinctiveness and differences of the York & North Yorkshire footprint, in particular in recognising the threat from the different type, demographic and scale of projects and organisations and the importance of maintaining the county/district relationship in the majority of infrastructure projects.

The integrity and coherence of York and North Yorkshire must be retained in any solution

- 7.2 The most deliverable geography, politically, is a North & West Yorkshire LEP, however this presents significant risks and challenges and must not be at any cost. In particular these are around;
1. The willingness of West Yorkshire Combined Authority to change its governance to a devolved model which is truly independent.
 2. Protecting the Private Sector leadership and independence in decision making. The LEP must be the final decision taker.
 3. Ensuring North Yorkshire district authorities continue to have genuine influence and place based decisions include the Local Authority where they are based. This is essential particularly where the geographic coverage is so large
 4. Guaranteeing the Local Industrial Strategy will be place based and reflect the opportunities in York & North Yorkshire
 5. Ensuring key agenda's for York are North Yorkshire are not marginalised. Rural and Coastal must be treated as a key integral part of the region
 6. Ensuring an operating model is retained which supports Local Authorities to develop their priorities and considers local capacity and resources
 7. Securing governance and decision making which does not preclude a future One Yorkshire Devolution.

8.0 Geographic Recommendation

- 8.1 The recommendation is to explore with Leeds City Region two potential models;
1. A West & North Yorkshire LEP
 2. A York & North Yorkshire LEP with a formal collaboration including allowing CoYC to retain benefits of WY+ transport scheme
- 8.2 In order for discussions to progress, there are a number of assurances which help protect the interests of York and North Yorkshire
- The LEP Board must be independent, including in decision making.
 - There must be clear differentiation between the role of the independent LEP and the role of a Combined Authority as the accountable body
 - The LEP must be genuinely private sector led
 - Place based decisions must include the Local Authority where the investment is based.
 - Rural and urban must be of equal priority with funding guarantees for rural/coastal areas.
 - A York & North Yorkshire office will be retained leading on key agenda's.

8.3 Once the above have been agreed, discussion will proceed with a focus on;

Option 1: North & West Yorkshire LEP

North & West Yorkshire LEP Board – Private Sector led and clear independence between the LEP and Combined Authorities

- LEP Board – 20 Members - 12 Private Sector, 8 Public Sector, plus WYCA S151 Officer in attendance to maintain Accountable Body Role
- LEP to have Private Sector Chair and Vice-Chair one of which to be West Yorkshire, one York and North Yorkshire – Succession planning should support the rotation of these roles.
- WYCA will be the Accountable Body, with clear separation of decision making roles.

Reflecting the lack of a coterminous boundary between the LEP and WYCA - Place based decisions include the Authority where they are based.

Operational Issues - leveraging the best of both organisations and ensuring effective, streamlined decision making,

- Local Industrial Strategy should be place based and reflect the place and economic based opportunities and challenges for York & North Yorkshire alongside West Yorkshire. In particular York and city links, Yorkshire Coast and Rural.
- An over-riding objective must be to build trust between all parties and an acceptance that this process is the joining together of two LEP's.
- the York and North Yorkshire Office should lead on the strategy, policy and programme development for distinctive York and North Yorkshire issues
- It is proposed a cross LEP working group is developed to undertake a fundamental review of decision making protocol within both organisation and to create a proposal which satisfies the legal obligations of WYCA in their Accountable Body Role, whilst also supporting innovation, responsiveness and speed of delivery and independence of the LEP Board.

Transitional Arrangements

- It would be false economy to change the existing arrangements for Local Growth Fund and EU Funding, both programmes being over half way through their lifecycle. Any transitional arrangements should run existing programmes in parallel, with the new model being targeted at UK Shared Prosperity Fund from 2020 onwards.
- A shadow North & West Yorkshire LEP Board could be created from March 2019 with the primary focus on developing the North & West Yorkshire Local Industrial Strategy and securing maximum investment from UK Shared Prosperity Fund

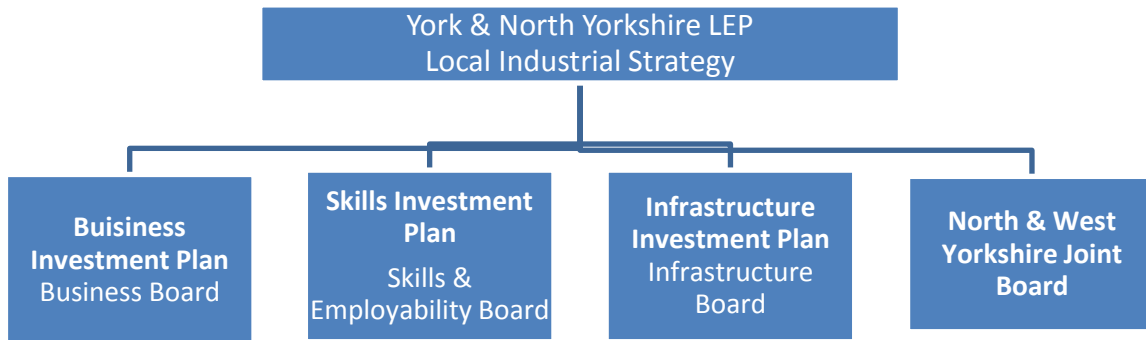
Proportional Representation and Formal Collaboration

- Membership and representation on national/sub-national bodies, including NP11 and/or working groups are discussed and agreed at a North & West Yorkshire level with a commitment to balanced and proportionate representation
- Formal collaborations negotiated with Humber LEP to support connection with East Riding around Coastal, Rural and York links.

Option 2: York City Region LEP with formal collaboration with West Yorkshire

Proposals

The existing LEP Structure will be retained with the addition of a new joint Board with West Yorkshire driving collaboration and developing joint investment opportunities.



- **York to retain benefits from West Yorkshire+ Transport Scheme**
- **Builds on existing work on York, North Yorkshire & East Riding Spatial Framework and Housing Deal**
- **North & West Yorkshire Joint Board would drive formal collaboration around**
 - West Yorkshire/Y&NY Connectivity
 - Inward Investment
 - Energy Strategy
 - Tourism
 - Joint Investment Opportunities
 - Business Support Programmes

James Farrar
Chief Operating Officer, York, North Yorkshire and East Riding Local Enterprise Partnership

August 2018

Annex A: Analysis of geographic options

Annex A: Analysis of geographic options

Options	LEPs covering all or part of YNYER geography	No Overlap	1m + Population	Not single county	County & Districts remain together	Consistent with Travel to Work Areas	Potentially compatible with One Yorkshire Devolution Proposals	All areas covered and viable	Likely to be acceptable to government	Level of local support	Conclusion
Current status	YNYER	N	Y	Y	Y	Y	Y	Y	N	Current model works well, with partnerships across boundary	Not an option, discount
	Leeds City Region	N	Y	Y	Y	Y	Y	Y			
	Humber	N	N	Y	Y	Y	Y	Y			
Option 1 - Humber Disbanded and Hull join YNYER	YNYER & Hull	Y	Y	Y	Y	Y	N	Y	N	Difficult for Craven & Harrogate LA's and Humber businesses unlikely to support.	Politically difficult locally and government keen on Humber therefore likely to challenge. Not a realistic option
	West Yorkshire	Y	Y	Y	Y	Y	Y	Y			
Option 2 - Yorkshire without Sheffield City Region	Greater Yorkshire	Y	Y	Y	Y	Y	N	Y	N	Difficult for West Yorkshire LA's	Provides scale and coherence however based on devolution discussions unlikely to be acceptable to West Yorkshire Authorities. Would also likely end possibility of One Yorkshire. Not a realistic option

Option 3 - Whole of Yorkshire	Yorkshire	Y	Y	Y	Y	Y	Y	Y	N	Difficult for Sheffield & Rotherham LA's	Current devolution discussions would indicate government unlikely to allow this model Not a realistic option
Option 4 - Yorkshire split into North, South, East, West	York & North Yorkshire	Y	N	Y	Y	Y	Y	Y	Y	Difficult for York, Harrogate, Craven & Selby who have strong links to Leeds.	<p>Viable, however not preferred option for York, Harrogate, Craven and Selby. Whilst below 1 million population, remains a viable size and strong fit with travel to work areas.</p> <p>Builds on current strong partnership model which reflects the scale and capacity of district authorities alongside unitary of York. A strong coherent economic fit, however concerns economic links to Leeds and some urban agenda's lost.</p> <p>Does not exclude potential for future One Yorkshire Devolution deal.</p> <p>A potential option, however governance and formal collaboration would need to address links between Y&NY and West Yorkshire and also with East Riding and enable York to remain part of West Yorkshire+ Transport Deal.</p> <p>Formal collaboration will be essential to provide scale in some areas.</p>
	West Yorkshire	Y	Y	Y	Y	Y	Y	Y			
	Humber	Y	N	Y	Y	Y	Y	Y			

Option 5 - York & North Yorkshire merge with Leeds City Region, East Riding remain in Humber	West & North	Y	Y	Y	Y	Y	N	Y	Y	Significant concerns in Richmondshire, Ryedale, Hambleton & Scarborough	<p>Strong support from Local Authorities in overlapping areas. Provides scale and links between NY & WY, particularly for business support agenda's. Supports urban areas benefitting from city region scale and agenda's. Risk of marginalising rural/coastal agenda's and North Yorkshire districts. Governance difficult, with balance between two tier government in North Yorkshire and Unitary Metropolitan Authorities in West Yorkshire. Any future devolution likely to be at North & West Yorkshire level, not One Yorkshire</p> <p>A potential option, and politically the easiest to deliver however governance would need to formally address the issue of rurality and protect the interests of rural and coastal North Yorkshire and district authorities including formal collaboration with East Riding.</p> <p>Future devolution likely to be at this level rather than One Yorkshire with a move towards a North & West Combined Authority</p>
	Humber	Y	N	Y	Y	Y	Y	Y			