

Draft Infrastructure Delivery Plan Baseline

East Riding of Yorkshire Council

Version 1 (July 2026)

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Introduction

An Infrastructure Delivery Plan (IDP) is a key evidence base document that supports the preparation and delivery of a local plan. It provides an assessment of the infrastructure required to support planned growth, helping to demonstrate that proposed development can be delivered in a coordinated and sustainable manner. The IDP identifies existing infrastructure provision, current constraints, future requirements, and the investments needed to support development over the plan period.

Beyond its role in plan-making, the IDP is an important tool for coordinating infrastructure planning and investment across the East Riding and with external partners. It provides a shared evidence base that helps align growth ambitions with infrastructure delivery, supports engagement with service providers and stakeholders, and identifies opportunities to secure funding and investment. By bringing together information on infrastructure needs, planned projects and delivery priorities, the IDP helps ensure that infrastructure is planned proactively, can achieve wider place outcomes and community benefits, and remains responsive to changing circumstances through ongoing monitoring and review.

Our Approach

The IDP will be a document that evolves as the preparation of the local plan progresses. The first iteration, this document, is the baseline and is focused on reviewing existing evidence and providing a point for engaging with key stakeholders to establish an up-to-date and robust picture of current infrastructure provision. In this baseline we, also identify gaps in the evidence base where further engagement with infrastructure providers or additional technical work may be required. This baseline builds on the findings of the [2023 Infrastructure Study](#), which identified a range of strategic investment requirements associated with planned growth set out in the adopted Local Plan Update (2020-2039).

The second iteration of the IDP will consider the extent to which existing infrastructure (identified in the baseline) is sufficient to support the impact of different Local Plan growth options/spatial strategies. It will assess the likely infrastructure implications of different development options, identify where further evidence or input from infrastructure providers is required, and test impacts to inform the selection of a preferred strategy.

From this analysis, we can create the Delivery Plan element. This can only be prepared later in the plan-making process as we identify the infrastructure schemes and interventions required to support the preferred spatial development strategy. It will consider potential funding sources, phasing and delivery mechanisms, and will be informed by ongoing engagement with infrastructure providers and stakeholders.

The preparation of the IDP will be informed by national policy and guidance, including the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), alongside local policy objectives set out in the emerging local plan. The approach ensures that infrastructure planning is aligned with the spatial strategy and that the local plan is supported by a clear, credible and deliverable infrastructure framework.

Planning policy context

The preparation of this baseline report has been informed by the National Planning Policy Framework (NPPF) and supporting Planning Practice Guidance (PPG). National policy requires local plans to be supported by a robust and proportionate evidence base and to set out a clear spatial strategy for growth. This includes identifying the type, extent and broad location of strategic infrastructure required to support development and serve existing communities, including transport, utilities, social infrastructure, waste management, flood risk management and, where appropriate, minerals provision.

PPG reinforces this approach, confirming that infrastructure planning should be based on up-to-date evidence, developed in collaboration with infrastructure providers, and used to establish the baseline position, identify constraints and inform the testing of spatial options. This IDP Baseline report has been prepared in line with this guidance, drawing together available evidence to understand infrastructure capacity, highlight deficits and risks, and identify where further work or engagement is required.

The approach also reflects the direction of emerging national policy, which places increased emphasis on plan deliverability, clarity in plan-making and the alignment of growth with infrastructure provision.

Scope

There is no nationally prescribed format or definitive list of infrastructure types that must be included within an IDP. National planning policy and guidance provide flexibility for local authorities to prepare IDPs that reflect local circumstances, priorities, and growth ambitions. The scope of our IDP includes a broad range of infrastructure types from transport, utilities and education to health, green infrastructure, and emergency services. The different types of infrastructure included in the IDP are likely to be relevant to delivering the local plan policies and objectives and focused on what matters most for delivering development and growth in the East Riding. The table below provides a breakdown of the infrastructure types and subtypes covered in the IDP.

Table 1: Infrastructure types included in this Delivery Plan

Infrastructure type	Subtype
Flood Risk and Drainage	Tidal and fluvial defences, drainage network and pumping stations, flood storage and alleviation schemes, urban drainage improvements and minor defences, and coastal erosion
Utilities / Energy	Electricity, gas, renewable and low carbon energy, sewage and wastewater treatment, water supply, phone and broadband
Health Services	GP services, dental, hospitals, pharmacy
Education Provision	Early years and childcare, primary and secondary education, post-16 education and training, SEND education
Community Facilities	Built sports facilities, playing pitches, public open space, burial provision, library services, services for children and families
Waste Management and Recycling	Municipal waste, commercial and industrial waste, and construction and demolition waste
Transport Infrastructure	Highways, bus and rail services, walking and cycling
Emergency Services	Police, fire and rescue, ambulance

Stakeholder engagement

Stakeholder engagement is central to the preparation of the IDP, ensuring that infrastructure planning reflects the knowledge, priorities and investment programmes of the stakeholders responsible for delivering services and infrastructure across the East Riding. The baseline represents the first stage in an ongoing programme of engagement that will continue throughout local plan preparation and implementation.

The development of the baseline has been informed by collaboration with a wide range of stakeholders, including internal council services, key infrastructure providers and strategic partners. This includes engagement with the NHS Humber and North Yorkshire Integrated Care Board (ICB) and workshops with Northern Powergrid and Yorkshire Water. We have also held numerous discussions with a number of council departments responsible for infrastructure planning and delivery, including education and the asset strategy department, who oversee open space, playing pitches and built sports facilities, flood risk management and transport policy.

In addition to direct discussions and workshops, relevant strategies, investment programmes and evidence produced by infrastructure providers have been reviewed to inform the baseline assessment. Draft versions of selected infrastructure chapters have

also been shared with providers to verify information, identify any omissions and ensure the most up-to-date evidence is reflected prior to publication.

This collaborative approach helps to ensure that the IDP is based on a shared understanding of current infrastructure provision, planned investment and known capacity constraints. It also establishes the foundations for continued engagement with infrastructure providers as the local plan progresses, enabling infrastructure requirements and delivery priorities to be refined as growth options are assessed and a preferred development strategy emerges.

We will continue to work closely with infrastructure providers and stakeholders throughout the preparation, monitoring and review of the IDP to ensure that it remains an up-to-date and effective tool for infrastructure planning and delivery.

Methodology

The IDP will be prepared through a staged process that aligns with local plan preparation and ongoing engagement with infrastructure providers and stakeholders.

Stage 1 – Baseline Assessment

The first stage, presented in this document, involves establishing a comprehensive baseline of existing infrastructure provision across the East Riding. This includes reviewing key evidence base documents, relevant strategies, planned investment programmes, and available capacity information to identify current infrastructure assets, known constraints, and gaps in provision. The baseline also identifies emerging issues, interim findings, and areas where further evidence or engagement will be required.

Stage 2 – Growth Scenarios and Infrastructure Assessment

Building on the baseline, the second stage will consider the infrastructure implications of potential spatial growth options emerging through the local plan preparation process. This will include engagement with infrastructure providers and stakeholders to undertake a high-level assessment of infrastructure requirements associated with different development scenarios. The assessment will identify likely capacity pressures, infrastructure needs, and areas requiring further technical evidence to inform the selection of a preferred spatial strategy.

Stage 3 – Infrastructure Delivery Plan

Following the identification of the preferred local plan strategy, the IDP will set out the infrastructure required to support planned growth. It will be informed by stage 2 and will identify the infrastructure projects and interventions necessary to support the preferred

strategy. It will consider delivery mechanisms, phasing, responsibilities, and potential funding sources, and will form part of the Local Plan evidence base. This version of the IDP will be consulted on alongside the proposed local plan (under regulation 27 of The Town and Country Planning (Local Planning) (England) Regulations 2026) and finalised for submission at examination. As part of the examination process, it will be used in the preparation of any material required by the Examiner (e.g. responses to Examiner's Questions), and during Examination Hearings to support particular policies and site allocations.

Stage 4 – Monitoring and Review

The IDP is intended to be a live document and will be regularly reviewed and updated to reflect changes in infrastructure requirements, funding availability, and delivery programmes. Ongoing monitoring of the project schedule will inform infrastructure priorities, spending strategies, and the Infrastructure Funding Statement (IFS), helping to ensure that infrastructure delivery remains aligned with planned growth throughout the plan period.

1. Flood Risk and Drainage

Introduction

The National Planning Policy Framework (NPPF) sets out an expectation for flood risk and coastal change to be taken fully into account in the preparation of development plans, using a risk-based approach to ensure development is directed to appropriate locations and remains safe and resilient throughout its lifetime. The Planning Practice Guidance (PPG) emphasises the need to assess flood risk implications when preparing Local Plans, ensuring a robust evidence base, including Strategic Flood Risk Assessments (SFRA) and advice from relevant flood risk management authorities, to ensure that growth is planned and delivered in a safe, sustainable and climate-resilient manner

The East Riding of Yorkshire is a predominantly low-lying region in northeast England, bordered by the North Sea coast and the Humber Estuary. Its landscape includes the chalk Yorkshire Wolds rising in the north, but large swathes of the area are flat coastal plain or river valley. Numerous rivers flow through the East Riding, notably the River Hull, River Derwent, River Ouse, River Aire, and River Trent, all ultimately draining into the tidal Humber Estuary. This combination of low-lying topography and multiple major watercourses means the East Riding has one of the highest concentrations of flood-prone properties in the UK.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Level 1 Strategic Flood Risk Assessment \(SFRA\)](#)
- [Level 2 Strategic Flood Risk Assessment for Goole \(SFRA\)](#)
- [Level 2 Strategic Flood Risk Assessment for Hedon \(SFRA\)](#)
- [HOW-G High Level Flood Risk Assessment \(2022\)](#)
- [Local Flood Risk Management Strategy](#)
- [River Hull Integrated Catchment Strategy \(RHICS\)](#)
- [Humber River Basin Management Plan](#)
- [Humber Flood Risk Management Strategy](#)
- [Humber river basin district flood risk management plan \(2022\)](#)
- [Humber 2100+](#)
- [Shoreline Management Plan - Flamborough Head to Gibraltar Point SMP3](#)
- [Shoreline Management Plan – The Tyne to Flamborough Head SMP2](#)
- [Hull and East Riding Management Catchment](#)
- [Flood and Water Management Act](#)

- [Flood Risk Sequential and Exception Test Background Paper](#)
- [National assessment of flood and coastal erosion risk in England 2024](#)
- [Hull and Haltemprice Blue-Green Plan](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

A significant amount of data on flood risk is available which helps to determine how to effectively manage development across the East Riding. A key source of information is set out on the government's Flood Map for Planning which shows outputs from the National Flood Risk Assessment 2 (NaFRA2). NaFRA 2 includes layers that show Flood Zone 2 and 3, outlines of risk from tidal and fluvial flooding (see below) – which are key planning considerations. The general approach to this, and to all sources of flooding, is to avoid development in high-risk areas wherever possible. As such, an understanding of risk is critical to developing a development strategy, protecting people and property, and minimising the need for further (potentially costly) infrastructure.

Tidal and fluvial risk

Tidal flooding (from the sea/estuary) and fluvial flooding (from rivers) are closely linked. The Humber Estuary's tides influence the lower reaches of the Ouse, Trent, Aire, and Hull rivers, meaning storm surges can propagate far inland. Without defences, a large portion of the East Riding, especially around the River Hull and in the Goole/Howdenshire area, would be subject to regular inundation by the sea or estuary. Even with defences in place, the residual risk from extreme events is significant.

- 32,900 residential properties are at high risk of flooding from seas or rivers currently (c. 20% of all homes)
- 4,700 commercial properties are at high risk of flooding from seas or rivers currently (c. 23% of properties)
- 3,000 residential properties are at high risk of surface water flooding currently
- c. 600 commercial properties are at high risk of surface water flooding currently
- 25% of the East Riding is area within FZ3 (c. 61,500 Hectares)
- Settlements with Significant Flood Zone 3
 - Goole: 96.4% in Flood Zone 3

- Hedon: 98.1% in Flood Zone 3
- Gilberdyke/Newport: 100% in Flood Zone 3
- Leven: 100% in Flood Zone 2
- Bilton: 37.1% in Flood Zone 3
- Dunswell: 100% in Flood Zone 3
- Rawcliffe: 61.5% in Flood Zone 3
- Thorngumbald: 88.5% in Flood Zone 3
- Tickton: 99.4% in Flood Zone 3

Functional flood plain

Local planning authorities are required to identify how Flood Zone 3 can be split into 3a and 3b, where the latter represents functional floodplain. The Level 1 SFRA for the East Riding determined the functional floodplain based on national guidance at the time. Land which would naturally flood with a 5% AEP (annual exceedance probability) event or greater in any year, or is designed to flood (for example, a flood storage scheme) provided a starting point. Further consideration was given to the effects of defences and other flood risk management infrastructure, as well as the approach taken in neighbouring Hull. Due to the availability of modelling, in many instances, the floodplain was determined on the basis of modelled flood outlines for 4% AEP instead.

The outputs from the Level 1 SFRA show functional floodplains in and around the River Aire (north of Snaith), River Ouse (south of Barmby on the Marsh and Asselby), the Humber Estuary (west of Saltmarshe, near Blacktoft and Yokefleet), River Hull (around Dunswell, east of Woodmansey, the upper reaches between Driffield and Beverley) and the northeastern edge of Hull.

As part of NaFRA2, the EA has published two products of particular relevance to functional floodplains: a defended 3.3% AEP (1 in 30) Rivers/Sea – Present Day scenario; and a defended 3.3% AEP (1 in 30) Rivers/Sea – Climate Change scenario. These can be used, together with more localised information, to identify functional floodplains in the preparation of new SFRAs. Currently, the output from these sources is much more extensive than that recorded in the 2019 Level 1 SFRA. Further work is needed to refine these datasets for use in identifying the East Riding's functional floodplains.

Surface water risk

Surface water flooding – ponding or flash floods caused by heavy rainfall overwhelming drainage systems – is a major contributor to flood incidents in the East Riding. Unlike river floods, which occur when watercourses overflow, surface water floods happen when intense rain cannot soak into the ground or drain away fast enough. This type of flooding is often short-term and localised, but can be very destructive in urban areas.

Certain parts of the East Riding are highly susceptible to surface water flooding due to their topography and drainage infrastructure. For instance, the Hull and Haltemprice urban area has extensive impermeable surfaces and under-capacity Victorian sewers. In the June 2007 nationwide floods, the East Riding (particularly Hull and surroundings) was one of the worst-hit areas in the UK: a stationary summer downpour dropped 100+ mm of rain in a day, overwhelming sewers and drainage channels. More than 6,000 properties in Hull and the East Riding flooded internally in the June 2007 event – largely from surface water runoff and overloaded sewers (there were no river overtoppings in that event).

According to the Council's analyses, about 3,100 homes and 620 businesses in the East Riding are currently considered at high risk of surface water flooding (e.g. in areas with >5% annual chance of surface water flood). Areas of particular concern include low-lying neighbourhoods where water naturally accumulates and places with known drainage constraints.

Groundwater risk

Groundwater flooding occurs when the water table rises up to or above the ground surface. In the East Riding, this is a less common source of flooding than surface or river water, but it does occur in specific areas and can be significant over longer durations. The likelihood of groundwater flooding is largely determined by underlying geology.

A large portion of the East Riding is underlain by the chalk of the Yorkshire Wolds in the north and east. Chalk is a highly permeable aquifer. In the higher parts of the Wolds, rain readily percolates down, and normally any groundwater moves slowly through the rock. However, along the foot of the Wolds and in valley bottoms, groundwater can emerge as springs when aquifer levels are high.

Overall, groundwater flood risk is highly localised and it tends to occur after long-duration rainfall (often in late winter or early spring when soils are saturated and aquifers full). Because it rises slowly, it usually doesn't pose the sudden hazard that rivers or surface water do, but it can be challenging to mitigate (pumping and drainage may have to continue until groundwater recedes naturally).

Reservoir risk

Reservoir flooding refers to the catastrophic but extremely low-likelihood scenario of a large man-made reservoir or lake embankment failing. In the East Riding of Yorkshire there are no large dams on upland rivers (as the terrain is mostly flat), but there are several sizable raised reservoirs and washlands, both within the county and upstream of it, whose sudden failure could inundate areas. It must be stressed that the probability of such failures is very low. However, as required by law, mapping has been done to show the worst-case flood extent if a reservoir dam were to fail.

Reservoir locations in the East Riding include:

- Barmby Barrage and Washland on the River Derwent – while not a traditional reservoir, the barrage controls river levels and failure could release a surge. However, the more relevant reservoirs are the “Ings” washlands upstream: e.g. Kellington Ings (Hensall Ings) in West Yorkshire. This is basically a flood storage area on the River Aire.
- Alkborough Flats on the Humber (just outside East Riding, on the Trent side) – this is a managed realignment site (essentially a designed flood storage) at the confluence of Ouse and Trent.
- Raised water supply reservoirs: There are a few small potable water reservoirs in the East Riding (e.g. Tophill Low near Watton, which consists of two large raised basins storing water from the River Hull) and one across the boundary at Loftsome Bride
- Various flood alleviation schemes which incorporate a series of flood storage lagoons such as at Cottingham and Orchard Park, Anlaby and East Ella, Willerby and Derringham, and Pocklington.

Coastal erosion and flood risk

The East Riding’s North Sea coast (the Holderness Coast) is predominantly composed of soft glacial till (boulder clay), which is highly vulnerable to marine erosion. This geology contrasts with the hard chalk of Flamborough Head at the northern end. Flamborough’s cliffs form a relatively resistant headland, but immediately south of this, the coast consists of unconsolidated clay cliffs averaging 20–30 m in height. These cliffs are easily undercut by wave action. Rainfall and groundwater exacerbate the process by infiltrating the clay, reducing its cohesion and causing sections to slump.

The Holderness coast is one of the fastest eroding coastlines in Europe. Average retreat rates range from roughly 1 to 1.5 metres per year in the northern parts (e.g. around Barmston to Atwick), increasing to about 2 to 4 metres per year further south between Hornsea and Kilnsea. These are long-term averages; in reality the coast recedes in sudden jumps when a cliff fall occurs – cliff losses of 10–20 m in a single year have been recorded in places. Generally, the central and southern segments of the East Riding coast are the most severely affected: the stretch between Hornsea and Withernsea (which includes communities like Skipsea, Aldbrough, and Mappleton) experiences the highest average erosion rates (often over 2 m/year). The extreme southeast end at Spurn Point is a constantly shifting spit, periodically breached and re-formed by the sea.

Flood history

A number of flood events have occurred in the East Riding and an analysis of these can help to determine where flood management interventions may be required. Chapter 4 of the 2019 Level 1 SFRA provides a commentary on several historic flood events including:

- **North Sea storm surge (December 2013)** – caused notable flooding in communities like Kilnsea, Paull, and in and around the city of Hull
- **June 2007** – Hull and the East Riding were some of the worst-hit areas in the UK as a stationary summer downpour dropped 100+ mm of rain in a day, overwhelming sewers and drainage channels. More than 6,000 properties in Hull and the East Riding were flooded along with over 12,000 hectares of land.
- **Winter flooding (2015-2016)** –a succession of slow-moving low pressure systems (including storms Desmond, Eva and Frank) brought prolonged heavy rainfall to many areas of the country and flooding initially occurred in Stamford Bridge, Pocklington, Wilberfoss, Bolton, Gowthorpe, Everingham and Market Weighton, as well as other location. Additionally, in early January, Bubwith was affected by high levels in the River Derwent.

Section 19 of the Flood and Water Management Act gives lead local flood authorities (LLFAs), such as East Riding of Yorkshire Council, the duty to investigate and produce reports on flooding where it considers it necessary or appropriate. Section 19 investigations examine the cause of the flood, the role of flood risk management authorities that may be involved and what is proposed in response to the flood. Copies of Section 19 investigation reports can be found on the council's [website](#).

Climate change

Changes to the climate could see increases in peak river flows, sea level rises and peak rainfall intensity. The Level 2 SFRA sought to determine how the Environment Agency's Flood Zones would be impacted. Naturally, the extent of the flood zones increased, bringing more properties and land into higher risk categories.

At a national level, the Government's National assessment of flood and coastal erosion risk in England (2024) now incorporates models which account for climate change and show, for example, that extreme once-a-century sea-level events are expected to become annual by 2100, and that UK sea levels could rise by over a metre.

The effect of this is that 1 in 4 properties in England will be in areas at risk of flooding from rivers and the sea or surface water by mid-century.

The Flood Map for Planning now includes these climate change scenarios for both Flood Zones 2 and 3 and shows an increase in coverage around the Goole and Humberhead Levels area, particularly around Howden and the surrounding farmland and hamlets. More modest increases are illustrated in other locations including around the River Hull, which predominantly covers agricultural land. However, significant parts of the East Riding are not modelled as part of this scenario due to a lack of data, and include parts of South Holderness and the Major Haltemprice Settlements. This omission will need to be considered through the council's ongoing work to prepare the next local plan.

Assets

To manage and mitigate its flood risks, the East Riding benefits from a wide array of flood and coastal management assets. These include engineered structures like flood defence walls and embankments, natural or semi-natural features, pumping installations, and drainage networks. Many of these assets have been built or improved over the past few decades in response to flood events. The council reports on the condition and ownership of these assets in a public register, the Flood Risk Asset Register (FRAR).

As well as hard engineered solutions, responsible authorities are increasingly utilising natural flood management (NFM) approaches. NFM aims to reduce the maximum water volume of a flood (the peak flood flow) and/or delay the arrival of the flood peak downstream, increasing the time available to prepare for floods. It involves implementing measures that help to protect, restore, and emulate the natural functions of catchments, floodplains, rivers, and the coast. Measures include leaky dams, swales, floodplain reconnection, river restoration, soil management, and woodland creation.

Tidal flood defences

Along the Humber Estuary, there is a nearly continuous line of raised earth embankments and flood walls protecting towns and farmland. These start from the boundary with Selby district on the Ouse, encircle Goole and neighbouring villages, and run eastwards along the Humber through places like Blacktoft, Brough, Hessle, and onwards around the fringes of Hull to Spurn Point at the estuary mouth.

The Hull Tidal Surge Barrier, while primarily a river defence, is also a critical tidal asset – situated at the mouth of the River Hull in Hull, it can be closed to prevent a surge on the Humber from pushing up the river (thus protecting Hull and inland areas).

Fluvial defences

The East Riding's main rivers are also defended by a mix of embankments and flood control structures. The River Ouse/Dutch River and River Aire around Goole feature high embankments on both banks, which tie into the Humber tidal embankments. The River Derwent has embankments and washlands (flood storage areas) along its course at the edge of the East Riding – notably near Bubwith and Wressle, where washland areas can take overflow. The River Hull is constrained by raised embankments or flood walls for much of its length south of Beverley. In Beverley town, floodwalls along the Beverley Beck (an arm of the Hull) and sluice control gates help manage high water levels. Downstream, the River Hull's flood defences continue through Hull (often invisible as they are integrated into docks and riverfronts) and include the Hull Tidal Barrier.

Additionally, there's an extensive arterial drainage channel, the Beverley and Barmston Drain, which runs parallel to the River Hull on its east side; this drain has its own embanked channel and outfall sluice, providing relief by diverting water away from the river. Many smaller watercourses (like the Burstwick Drain in Holderness, or West Beck in Driffield) have minor embankments or culverts to reduce local flood risk. Collectively, these fluvial defences ensure that most towns on rivers in the East Riding are protected up to at least a 1-in-100 year flood event.

Drainage network and pumping stations

Much of the East Riding, especially in the southeast (Holderness) and around the lower Ouse and Hull, is so low-lying that natural gravity drainage is insufficient. To manage water levels, there is an extensive network of artificial drainage channels (ditches, dykes, canals) managed by several Internal Drainage Boards (IDBs) and the Council. Accompanying these channels are numerous pumping stations.

For example, the Holderness Drain system east of Hull relies on the East Hull Pumping Station (historically known as Great Culvert Pump) to lift water into the Humber when gravity outflow isn't possible. The low areas around Goole and Airmyn are crisscrossed by drains that feed into pumping stations (such as Goole Fields PS and Airmyn PS), which pump water into the Ouse. In total, the East Riding has dozens of fixed pump sites (not counting smaller mobile pumps), which operate whenever water levels in the drains exceed certain thresholds. Yorkshire Water also operates important pumping stations for sewage and stormwater; for instance, the Bransholme Pumping Station on Hull's northeast edge (which handles excess water from both Hull and East Riding catchments) is one of the largest in Europe, recently upgraded after the 2007 floods. These systems are crucial in heavy rain: they effectively prevent prolonged flooding by actively removing water from low spots.

Flood storage and alleviation schemes

The council has one of the largest flood and coastal risk management capital programmes of any local authority in England. Since 2007, it has completed more than one hundred schemes ranging from minor culvert improvements to complex, multi-million-pound flood alleviation schemes.

Some of the major flood alleviation works are set out in the table below:

Table 2: Major flood alleviation schemes in the East Riding

Scheme	Description	Approx. no. of properties protected	Link
Willerby and Derringham Flood Alleviation Scheme (WaDFAS)	In partnership with Hull City Council, WaDFAS reduces surface water flood risk to parts of Willerby in the East Riding of Yorkshire and Derringham area of Hull. The scheme was completed in 2016, and it features a series of lagoons and infrastructure along the Great Gutter Valley, protecting 8,000 homes from surface water flooding.	8,000	Link
Cottingham and Orchard Park Flood Alleviation Scheme (COPFAS)	The £21m COPFAS was completed in 2019 and involves constructing a series of large lagoons to store rainfall run-off and reduce the risk of surface water flooding to over 4,000 properties.	4,000	Link
Anlaby and East Ella Flood Alleviation Scheme (AEEFAS)	The £21m AEEFAS reduces the risk of surface water flooding to over 4,000 properties in the urban area of Anlaby and environs. AEEFAS features a series of overflow spillways and inlet structures that intercept and divert flows from the Westella Valley and Tranby Hill Catchments into a storm-water culvert and away from the urban area. Water is then channelled through a new open watercourse to join the existing Western Drain and then into lagoons and storage reservoirs.	4,000	Link
Paull Tidal Defence Scheme (HaHFAS – Phase 1)	A 520-metre glass wall was installed at Paull in 2016 as part of Phase 1. The scheme is a key component of the wider tidal flood defences along the north bank of the Humber Estuary and this is considered the UK's longest glass tidal defence structure.	1,500	Link
Pocklington Flood Alleviation Scheme (PockFAS)	Completed in 2019, PockFAS is designed to reduce the risk of flooding to around 140 properties in Pocklington. The £4.7m scheme involved the construction of an earth bund across Mill Beck to create a flood storage reservoir, upstream of the town.	140	Link

Scheme	Description	Approx. no. of properties protected	Link
Hessle Foreshore Tidal Defence	This £11 million project aims to reduce the risk of tidal flooding in parts of Hessle and West Hull, areas that experienced severe flooding during the tidal surge in December 2013. In collaboration with Highways England, a 600-metre-long reinforced concrete barrier was constructed along the A63. Additionally, to provide flood protection while preserving views, a 465-meter-long glass and concrete flood wall was built along Cliff Road. Improvement works at Fleet Drain included enhancements to the Hessle Clough Sluice to control flooding.	4,000	Link
South Withernsea Coastal Defence Scheme	Completed in 2020 at £7 million, this seeks to project protects businesses, residential properties, and holiday chalets against future coastal erosion to the previously undefended section of coastline at South Withernsea. The scheme extends the current defences by 400 metres, further extending the lifespan of key strategic infrastructure and creating an area of improved habitat on the coastal slope above the new defences.		Link

Urban drainage improvements and minor defences

Following 2007, a host of local drainage improvements were implemented. These included:

- Enlarging or opening up culverts (e.g. Beverley Town Drain);
- Installing rainwater gullies and chambers;
- De-silting of sewers; and
- Small-scale defences such as earthen banks (e.g. at Leven, Burton Fleming)

Coastal management

The major coastal towns in the East Riding, Bridlington, Hornsea, and Withernsea, are actively defended and will continue to be held as per policy. These towns have substantial hard engineered defences that have been developed and improved over the past century. Bridlington, for example, is protected by promenades and sea walls (associated with its harbour and seafront), and a system of groynes maintains a wide beach in the bay. Hornsea has a curved concrete seawall along with timber groynes and rock armoured revetments at its base, shielding the town and its promenade.

Withernsea is defended by a continuous seawall and promenade, supplemented in recent decades by rock armour (rip-rap) at the toe of the wall to absorb wave energy. Each of the three towns has received periodic upgrades – for instance, Withernsea’s defences were extended southward in 2020, when approximately 63,000 tonnes of rock armour was placed to protect the road and properties at the south edge of town.

In addition to the towns, a couple of smaller but critical sites are defended in line with SMP recommendations. The village of Mappleton (between Bridlington and Hornsea) is protected by two large rock groynes and a revetment, primarily to safeguard the B1242 coast road that runs through the village. Further south, the Easington (Dimlington) Gas Terminals, which house nationally important natural gas facilities on the clifftop, are defended by a substantial rock revetment embankment along the shoreline. The rock armour has been reinforced in recent years to ensure the terminals remain set back from an eroding edge. In total, about 12 km of the East Riding’s 85 km coastline is defended by some form of engineered structure (sea walls, groynes, revetments, etc.), while the remaining ~73 km has no active defences and is left to erode naturally.

Planned Investment and Strategy

In respect of delivering sustainable development, national planning policy requires a risk-based approach when identifying suitable locations for development. In doing so, local planning authorities should steer development to areas of lower risk wherever possible (the sequential test). Any residual risk will need to be managed.

To manage this residual risk, a number of approaches may be required. The **Local Flood Risk Management Strategy (LFRMS)** (2015–2027) assesses risks, sets objectives, and lists measures across the spectrum of prevention, protection, preparedness, and recovery. Prevention and protection are key areas that the local plan can influence or assist with.

The LFRMS outlines several high-level objectives. Of particular note for the local plan are:

- Objective 3 – Work with key partners on developing integrated strategies and plans to identify suitable options for managing the risk of flooding from all sources and coastal erosion and inform investment and delivery plans.
- Objective 8 – Strengthen and deliver a coordinated programme of capital investment in flood and coastal erosion risk management, maximising funding from external sources.
- Objective 9 – Ensure flood risk to and from new development is minimised, and where possible achieves an overall reduction in flood risk.
- Objective 10 – Identify and where possible fulfil opportunities to deliver wider sustainability benefits through strategic implementation and coordination of flood risk management activities.

A new LFRMS is being prepared and early indications suggest that a key focus, given the availability of resources and the need to maximise benefits, will be on schemes that maintain and upgrade existing flood defence assets, especially along the coast and Humber embankments, rather than solely delivering new schemes.

The Environment Agency (EA) takes a strategic overview for tidal flood risk on the Humber. The last comprehensive strategy was in 2008 (Humber Flood Risk Management Strategy); now a new plan called Humber 2100+ is being developed by the EA in collaboration with the 12 Humber local authorities (including East Riding). This plan is looking ahead to the end of the century, factoring in sea level rise. It will set out how existing defences may need upgrading or realignment and where new investments are required to maintain protection for communities around the estuary. Humber 2100+ is expected to outline a long-term investment programme to ensure places like Hull, Goole, and coastal towns remain defensible as sea levels rise ~1m by 2100. Early indications suggest a combination of raising existing embankments, creating new tidal surge barriers (possibly at the Humber mouth eventually), and managed realignment in some less populated areas to give the estuary more flood storage capacity.

A series of other plans and strategies are also in place which help guide investment and decisions across the East Riding area:

- Flood Risk Management Plan (FRMP) for Kingston upon Hull and Haltemprice catchment (2015-2021);

- Humber River Basin District FRMP (2022) identifies the Hull and Haltemprice area as a designated ‘Flood Risk Areas’ (FRA) in respect of surface water risk and identifies potential interventions;
- Living with Water is a partnership between East Riding of Yorkshire Council, Hull City Council, Environment Agency, Yorkshire Water and University of Hull to explore innovative water management systems and collaborate with local communities and global experts to develop long-term urban water resilience in Hull and the East Riding.

In coastal terms, the Shoreline Management Plan 3 (SMP3) sets out the management approach for the shoreline between Flamborough Head and Gibraltar Point, including the outer Humber Estuary, in the short, medium and long term. The four SMP policies which can be considered for each section of coastline are:

- Hold the Line (HTL) – Holding the current line of flood/erosion defence. This is the policy for 6 units in the East Riding including Bridlington to Hilderthorpe, North Cliff to Hornsea Burton, and Easington to Kilnsea
- Advance the Line (ATL) – Advancing the current flood/erosion defence seawards. There are no areas in the East Riding where this policy approach is being implemented.
- No Active Intervention (NAI) – This allows natural processes to take place. If present, existing flood/erosion defences would not be maintained. This is the policy for 4 units in the East Riding including Flamborough Head to Sewerby, Wilsthorpe to Atwick and Holym to Dimlington Cliffs.
- Managed Realignment (MR) – Moving the flood/erosion defence landwards. This is the policy for Kilnsea to Spurn Point

A key element of the East Riding’s approach is facilitating planned retreat and resilience for communities affected by ongoing erosion. The current Local Plan Update includes a “Rollback” policy, which makes it easier, in planning terms, for coastal properties at risk to be relocated inland.

The council has recently secured funding for a new Changing Coasts East Riding project to strengthen long-term adaptation. This project is working directly with the most at-risk communities (such as Skipsea, Barmston, Aldbrough) to plan for the future. It will explore and fund measures like relocating or replacing community assets (for example, relocating village facilities further inland before they are lost), creating buffer zones or amenity space on former coastal plots, and even facilitating small-scale community housing schemes inland for those displaced.

Interim Findings

Much of the district's land lies only a few meters above sea level, especially in the Humberhead Levels around Goole and along the Holderness coast. In natural conditions these areas would be frequently inundated. Effective flood defences and drainage have enabled development and agriculture, but a substantial portion of the East Riding remains inherently vulnerable to flooding. Around 25% of the area is classified as being in a high flood risk area (Flood Zone 3), if no defences were present. Flood risk arises from multiple sources: tidal surges from the North Sea and Humber, fluvial (river) flooding from the major rivers and their tributaries, intense surface water (pluvial) runoff during heavy rainfall, and even groundwater emergence in certain geological areas.

The main locations where there is little or no land outside of Flood Zones 2 & 3 include:

- Goole
- Hedon
- Gilberdyke/Newport
- Leven
- Bilton
- Dunswell
- Rawcliffe
- Thorngumbald
- Tickton

Whilst many areas of the East Riding are defended and will continue to be so, there will also be a residual risk that needs to be considered where defences are breached or overtopped. Furthermore, the level of risk is likely to be exacerbated by changes to the climate which will increase peak river flows, sea level rise and peak rainfall intensity.

Surface water risk is also relatively widespread with particular challenges in Haltemprice. For groundwater, parts of the Wolds are vulnerable and susceptible to flooding when the water table is high.

In those areas where development can or is planned to take place in higher risk areas, continued investment in defences and management will be required. A combination of hard engineering and more nature-based flood management approaches will be required, building on from the significant investment in infrastructure that has taken place, most notably since 2007. To assist in the delivery of such interventions, developers may need to deliver measures on-site or contribute towards larger off-site schemes that may require funding from a variety of sources.

Further Work

A number of projects and studies are either underway or are planned and will help to build a more detailed picture of flood risk and flood management in the East Riding. A new SFRA will be required to inform the preparation of the local plan and to help make decisions on individual planning applications. The SFRA will include site level mitigation options to mitigate and adapt to the presence of flood risk. It will specifically need to look at the potential impact of climate changes (future flood risk), identify functional floodplains and help identify land for safeguarding for future flood risk management.

As noted above, a new Local Flood Risk Management Strategy is also being prepared. This will lay out a series of actions and interventions for managing flood risk across the areas, potentially identifying schemes for specific locations in the East Riding.

At the same time, work on the Humber 2100+ project will progress, allowing for consideration of additional data and the strategic approach across a wider area.

2. Utilities

The National Planning Policy Framework (NPPF) recognises that sufficient infrastructure is essential to support sustainable growth and requires planning policies to identify and coordinate the provision of strategic infrastructure, including energy, telecommunications, water supply, wastewater, and other utility services. Ensuring that utility networks have the capacity and resilience to meet the needs of existing and future communities is therefore a fundamental consideration in planning for growth and development.

Across the East Riding, utility infrastructure is provided by a range of statutory undertakers and network operators, including National Grid, Northern Powergrid, Northern Gas Networks, Yorkshire Water and Mobile Network Operators. Together, these organisations manage the infrastructure that supports homes, businesses and industry, including electricity and gas distribution networks, renewable and low-carbon energy generation, water supply and wastewater systems, and digital communications infrastructure. These networks are facing increasing pressures arising from population and employment growth, the transition to net zero, climate change, evolving technologies and rising customer expectations.

At the same time, significant investment and transformation are planned across the utility sectors. This includes reinforcement of energy networks to support electrification and renewable energy deployment, improvements to water and wastewater infrastructure through Yorkshire Water's AMP8 investment programme, the development of local energy planning to support decarbonisation, and the continued expansion of gigabit-capable broadband and mobile communications networks. Understanding the capacity, constraints and future requirements of these utility systems is therefore essential to ensuring that growth in the East Riding can be accommodated in a sustainable, resilient and coordinated manner.

Electricity Transmission and Distribution Network

Introduction

Electricity transmission

Electricity is generated at power stations and renewable energy facilities, then stepped up to very high voltages (275 kV or 400 kV). Electricity is transmitted across the country through an extensive network of electricity transmission assets (including overhead wires and underground cables). The transmission network delivers electricity to distribution networks via Grid Supply Points (GSPs), which reduce the voltage to lower voltages which is then transported via overhead cables and underground cables to local substations and onwards to consumers. These networks are managed by distribution network operators (DNOs) and independent distribution network operators (IDNOs) and deliver power directly to homes and businesses. Some large industrial users, such as steel manufacturers or data centres, are directly connected to the transmission network due to their high energy demands.

Northern Powergrid is the licensed operator of the electricity infrastructure for the Yorkshire region whereas National Grid own and operate national electricity transmission assets (275,000 Volt & 400,000 Volt infrastructure).

Electricity distribution

A DNO is a company licensed to own and operate the infrastructure that distributes electricity from the national transmission grid to homes and businesses in a specific nation or region. They are responsible for maintaining the local network and restoring power after a fault.

The primary DNO for the North East, Yorkshire and Humber region is Northern Powergrid (NPg), operating across two licence areas: Northern Electric and Yorkshire Electric.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Northern Powergrid Business Plan](#)
- [Northern Powergrid's Long Term Development Statement for Yorkshire](#)
- [Network Development Plan \(NDP\) 2024](#)
- [British Energy Security Strategy](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

The main Grid Supply Point (GSP) for the area is Creyke Beck substation near Cottingham. This GSP feeds Drifffield Bulk Supply Point (BSP) in the north, which in turn supports a number of Primary Sub-stations (PSs) via 66kV circuits to the north of the East Riding. Creyke Beck substation also feeds a number of BSPs in the south of the East Riding and Hull utilising a 33kV network. Other GSPs are identified as critical to a smaller number of settlements in the district.

There are four additional GSP's that serve the East Riding:

- Saltend North
- Drax
- Camblesforth
- Ferrybridge B

The following table is taken from Appendix 10 of Northern Powergrid's Long Term Development Statement (LDTS). It identifies the capacity and North Powergrid primary substations which distribute into the East Riding as well as the forecast demand for the next 5 years against the firm capacity of the primary substation to enable the approximate available capacity within the local authority boundary to be calculated.

Table 3: Capacity and Northern Powergrid primary substations

Supply Point	Primary Substation	Firm Capacity (MVA)	Utilisation 2024/25	Forecast Utilisation 2029/30
Beverley 132/33kV	Endike Lane	23.00	56%	62%
Beverley 132/33kV	Holme Upon Spalding Moor	8.00	81%	95%
Beverley 132/33kV	Norwood	23.00	59%	71%
Beverley 132/33kV	Southgate	8.00	57%	83%
Beverley 132/33kV	Southwood Road	23.00	47%	61%
Beverley 132/33kV	Spark Mill Lane	23.00	68%	84%
Blyton	Epworth	10.00	51%	63%
Blyton	Haxey	8.00	78%	90%
Bramham	Dunkeswick	8.00	72%	78%
Bramham	Tadcaster	23.00	61%	69%
Bransholme	Holderness	23.00	57%	67%
Bransholme	Wawne Road	24.00	41%	50%
Camblesforth	Drax Primary	8.00	40%	86%
Camblesforth	Goole	23.00	63%	75%
Camblesforth	Guardian Glass	30.00	20%	52%

Supply Point	Primary Substation	Firm Capacity (MVA)	Utilisation 2024/25	Forecast Utilisation 2029/30
Camblesforth	Rawcliffe	8.00	34%	51%
Doncaster B/ Thorpe Marsh	Thorne	23.00	71%	146%
Driffield/ Beverley Group	Belthorpe Lane	8.00	48%	49%
Driffield/ Beverley Group	Brett Street	23.80	82%	90%
Driffield/ Beverley Group	Burton Pidsea	9.00	40%	44%
Driffield/ Beverley Group	Butterwick	6.50	67%	71%
Driffield/ Beverley Group	Driffield	24.00	74%	90%
Driffield/ Beverley Group	Hayton	15.30	95%	119%
Driffield/ Beverley Group	Hunmanby	24.00	30%	33%
Driffield/ Beverley Group	Kirkburn	8.00	104%	117%
Driffield/ Beverley Group	Martongate	14.10	82%	96%
Driffield/ Beverley Group	Sandhill Lane	8.00	44%	50%
Driffield/ Beverley Group	Seaton	20.00	69%	84%
Ferrybridge A	Ledston	23.00	53%	64%
Halifax 132/33kV	Swan Bank Lane	24.00	48%	66%
Holmfield	Thornton	23.00	56%	61%
Hull East 132/33kV	Easington	17.00	32%	39%
Hull East 132/33kV	Hedon Road	23.00	54%	52%
Hull East 132/33kV	Hull East 33/11kV	23.00	51%	58%
Hull East 132/33kV	Patrington Road	8.00	87%	97%
Hull East 132/33kV	Ottringham Road	15.00	2%	2%
Hull East 132/33kV	Withernsea	10.00	50%	65%
Hull South	County Road North	23.00	71%	76%
Hull South	Hessle Road 1	23.00	15%	21%
Hull West	Elgar Road	23.00	66%	79%
Hull West	Gibson Lane	23.00	74%	120%
Hull West	Hessle Road 2	23.00	25%	26%
Hull West	Newport 1	20.40	39%	49%
Hull West	Skillings Lane	24.00	36%	62%
Kirkhaw Lane	Beal	16.20	54%	135%
Kirkhaw Lane	Pollington	9.30	60%	78%
Osgodby 3/4	Newport 2	20.40	0%	0%
Osgodby 3/4	Olympia Mills	30.00	53%	62%
Osgodby 3/4	Thorpe Road	23.80	58%	81%
Saltend 132/33kV	Ellifoot Lane	1.90	21%	27%
Saltend 132/33kV	Yorkshire Water Hull Road	23.00	26%	26%
Silsden	Bolton Road	15.30	46%	54%
Silsden	Crosshills	15.30	80%	91%

Planned Investment and Strategy

Northern Powergrid's Network Development Plan

Northern Powergrid's Network Development Plan publishes planned interventions. 30 interventions are currently planned within the East Riding of Yorkshire. Several interventions are simply replacing existing infrastructure, however 4 schemes will provide additional capacity totalling 112.8MVA.

Table 4: Northern Powergrid planned interventions

GSP	Supply Point/ Primary/ Circuit	Planned Intervention	Expected start date	Expected completion date	Completion Year	Capacity Added (MVA)
Camblesforth	Goole 66/11kV	Replacement of 11kV switchgear	2029	2033	2033	0
Creyke Beck	Beverley 132/33kV	Replacement of Transformer	Q4 2024	Q3 2025	2025	0
	Beverley 132/33kV	Replacement of 33kV switchboard	Q1 2025	Q2 2026	2026	0
	BEVERLEY 1-SPARK MILL LANE 1 33kV Circuit	Replacement of 1.6km of 33kV overhead line	2029	2033	2033	0
	BEVERLEY 2-EPPLEWORTH H BOTT TEED 33kV Circuit	Replacement of 10.7km of 33kV overhead line	2029	2033	2033	0
	BEVERLEY 2-SPARK MILL LANE 2 33kV Circuit	Replacement of 1.7km of 33kV overhead line	2029	2033	2033	0
	Burton Pidsea 66/11kV	Replacement of 66kV feeder Circuit Breakers	Q1 2024	Q4 2024	2024	0
	CREYKE BECK 132KV Circuits	Replacement of 8.9km of 132kV underground cables	Q3 2024	Q3 2026	2026	0
	DRIFFIELD 1-SEATON 1 66kV Circuit	Replacement of 11.1km of 66kV overhead line	2029	2033	2033	0
	DRIFFIELD 1-SEATON 1 66kV Circuit	Replacement of 15.2km of 66kV overhead line	2029	2033	2033	0

GSP	Supply Point/ Primary/ Circuit	Planned Intervention	Expected start date	Expected completion date	Completion Year	Capacity Added (MVA)
	DRIFFIELD 2-BRETT STREET 2 TEED 66kV Circuit	Replacement of 16.7km of 66kV overhead line	2029	2033	2033	0
	Hull West 132/33kV	Replacement of 33kV switchboard	Q4 2027	Q3 2028	2028	0
	HUNMANBY 2 66kV Circuit	Replacement of 21.6km of 66kV overhead line	2029	2033	2033	0
	Southgate 33/11kV	Addition of a second 33/11kV transformer and 33kV circuit, and 11kV switchboard extension	Q2 2026	Q3 2027	2027	7.1
	Spark Mill Lane 33/11kV	Replacement of 11kV switchgear	2029	2033	2033	0
	Elgar Road 33/11kV	Replacement of 33kV Transformer T2	2029	2033	2033	0
	Gibson Lane 33/11kV	Replacement of 11kV switchboard	Q2 2025	Q1 2026	2026	0
	Gibson Lane 33/11kV	Replacement of 33kV Transformer T1&T2	2029	2033	2033	0
	Holme Upon Spalding Moor 33/11kV	Reinforcement	Q2 2026	Q3 2027	2027	0
	Seaton 66/11kV	Replacement of 66kV Circuit Breakers	Q2 2025	Q4 2025	2025	0
	Southgate 33/11kV	Flexibility	2024	2027	2027	0.5
	BEVERLEY 1-ENDIKE LANE 1 33kV Circuit	Replacement of 2.4km of 33kV overhead line	2029	2033	2033	0
	BEVERLEY 1-FIGHAM HULL ROAD	Replacement of 1.3km of 33kV	2029	2033	2033	0

GSP	Supply Point/ Primary/ Circuit	Planned Intervention	Expected start date	Expected completion date	Completion Year	Capacity Added (MVA)
	TEED 33kV Circuit	underground cable				
	Elgar Road 33/11kV	Replacement of 33kV and 11kV switchgear	Q1 2021	Q2 2024	2024	0
	Hull West 132/33kV	Replace 132kV Transformer T1B&T2B	2029	2033	2033	0
Saltend North	Hull East 132/33kV	Asset replacement	Q1 2027	Q3 2027	2027	39
	Hedon Road 33/11kV	Replacement of 33kV Transformer T1&T2	2029	2033	2033	0
	Hull East 33/11kV	Replacement of 11kV switchgear in a new switchroom.	Q1 2024	Q4 2024	2024	0
	Saltend 132/33kV	Replacement of 33kV switchboard and Tx1	Q1 2028	Q4 2028	2028	66.2
	Withernsea 33/11kV	Replacement of 11kV switchgear	Q4 2023	Q2 2024	2024	0

The transitional Regional Energy Strategic Plan (tRESP)

The UK's energy infrastructure has struggled to respond quickly and cost-effectively to new sources of energy supply and demand, largely due to a lack of long-term, strategic planning. To address this, Government established the National Energy System Operator (NESO) with responsibility for national and regional strategic energy planning. The transitional Regional Energy Strategic Plan (tRESP) is NESO's first major output and is intended to guide electricity distribution network operators, including Northern Powergrid, to invest proactively in grid upgrades ahead of need at priority locations.

For the East Riding of Yorkshire, the tRESP is particularly significant. Much of the area is served by Grid Supply Points (GSPs) that NESO has identified as national priorities for infrastructure investment. In particular, the Saltend North and Camblesforth GSP areas – which cover large parts of the East Riding and the Humber Freeport – are expected to see a combined future electricity demand increase of around 0.88GW. This growth is driven by industrial decarbonisation, the deployment of new clean technologies, and major commercial and freeport developments. While individual site demands are not

publicly detailed, they are known to NESO and are expected to inform Northern Powergrid's investment planning.

Northern Powergrid will be required to take the tRESP into account when developing its 2028–2033 business plan. Although inclusion in the tRESP does not guarantee funding, sites and technologies referenced in its analysis, maps and datasets are significantly more likely to receive timely and cost-effective grid connections. To support this outcome, HEYCA and the HEY Business Growth and Skills Hub worked closely with East Riding of Yorkshire Council, Hull City Council, Humber Freeport and the Humber Energy Board to ensure that the East Riding's economic priorities and major investment opportunities were reflected throughout the tRESP development.

Looking ahead, NESO has committed to confirming the status of individual sites submitted through the information-gathering process by early 2026. Combined with outputs from the Local Area Energy Plan, the tRESP provides strong spatial evidence to support strategic planning, investment promotion and engagement with developers across the East Riding. As Ofgem prepares guidance for distribution network operators and ultimately approves future investment, partners across the region are strengthening collaboration with NESO, Northern Powergrid and Northern Gas Networks to maximise the East Riding's growth potential and ensure that energy infrastructure does not become a barrier to delivery.

Major electricity network projects

The Eastern Green Link projects (EGL1 and EGL2) are major new subsea electricity interconnectors being developed to carry renewable energy from Scotland down the east coast of Britain. Promoted by National Grid and Scottish Power, these high-voltage direct current (HVDC) cables are designed to transport large volumes of offshore wind power generated in the North Sea to areas of higher demand in England. EGL2, in particular, is highly relevant to the East Riding, as it is planned to make landfall near the Holderness coast, connecting into the grid close to existing infrastructure around the Humber. Together, EGL1 and EGL2 represent a significant reinforcement of the UK's electricity transmission system, enabling more renewable energy to flow south and reducing reliance on fossil fuels.

The proposed Atlantic Super Connection (ASC) is a separate but complementary concept: a long-distance subsea interconnector linking the UK directly with Iceland. Developed by Atlantic Superconnection Corporation, the project would import renewable electricity—primarily geothermal and hydro—from Iceland into the UK grid. While it is still at a much earlier and more uncertain stage than the Eastern Green Links, its potential scale is substantial, offering a steady, low-carbon power source that could help balance the intermittency of wind energy. If delivered, it would plug into the UK's

transmission network, likely reinforcing supply into regions like the Humber that are already becoming major energy hubs.

For the East Riding, these projects collectively signal a major shift in its role within the national energy system. The area is increasingly acting as a landing point and distribution hub for low-carbon energy, whether that is offshore wind via the Eastern Green Links or potentially imported renewable electricity via projects like the Atlantic Super Connection. This brings both opportunities and challenges: investment, infrastructure upgrades, and job creation on one hand, alongside landscape impacts, construction disruption, and pressure on local grid capacity on the other. In combination with hydrogen developments in the Humber, these electricity interconnection projects reinforce the East Riding's growing importance as a cornerstone of the UK's transition to a low-carbon energy future.

While the East Riding benefits from strategically significant electricity infrastructure, including Grid Supply Points and planned network reinforcements, there is increasing pressure on the electricity network arising from a combination of nationally significant infrastructure projects (NSIPs), major hydrogen and industrial decarbonisation schemes within the Humber, and new housing and employment development. These competing demands are contributing to longer connection queue times and increasing uncertainty around the delivery of timely connections. As a result, the availability of theoretical network capacity does not necessarily equate to guaranteed connection timescales. In some locations, development may therefore require phased delivery, early engagement with network operators, or interim solutions to ensure that growth can be accommodated without unacceptable delays or impacts on network operation.

Interim Findings

Electricity transmission across the North East and Yorkshire and Humber region is generally well served by high-capacity connections within the north-east and the south of the region; however, there are relatively limited high-voltage connections between these two areas. This constraint is being addressed through planned interventions under the Great Grid Upgrade, including the proposed North Humber to High Marnham transmission connection, which will directly benefit the East Riding of Yorkshire.

Under NESO's transitional Regional Energy Strategic Plan (tRESP), the East Riding is identified as strategically important for future energy infrastructure investment. Grid Supply Point areas serving the East Riding have been designated national priorities, reflecting a forecast increase in electricity demand of approximately 0.88GW driven by industrial decarbonisation, emerging clean technologies and Humber Freeport-related development. The regional narrative and spatial mapping within the tRESP accurately reflect the East Riding's economic and infrastructure context, strengthening the case

for proactive electricity network investment. While site-specific upgrades are not yet in the public domain, inclusion at GSP level increases the likelihood of timely and cost-effective infrastructure delivery through Northern Powergrid's 2028–2033 business planning period.

Additional high-voltage capacity is being developed through the Eastern Green Link projects (1 and 2), which will connect Scotland's renewable generation directly to County Durham and Drax in North Yorkshire. A further proposal, the Atlantic Super Connection, is planned to onshore at Creyke Beck, although this remains subject to analysis and approval by Ofgem.

Creyke Beck Grid Supply Point (GSP) is a strategically significant and increasingly in-demand piece of electricity infrastructure, providing capacity not only for local demand but also for wider regional growth, including energy-intensive development linked to the Humber area. Its location between Beverley and Cottingham places it at the centre of an area experiencing strong development pressure, meaning that proposals in this corridor have the potential to place additional demand on an already constrained asset. As a result, the availability of capacity at Creyke Beck, the cumulative impact of development, and the need for reinforcement or mitigation measures are critical considerations when assessing the scale, phasing and deliverability of growth between Beverley and Cottingham.

Despite this strategic infrastructure, forecasted growth in demand across the East Riding is placing increasing pressure on the distribution network. Five primary substations are forecast to exceed 100% capacity by 2029/30. Demand from nationally significant infrastructure projects, hydrogen schemes and planned development is contributing to longer connection queues and increased delivery uncertainty.

Further Work

Northern Powergrid are currently producing their RIIO-ED3 business plan, a five-year plan for the period April 2028 to March 2033 (ED3). The plan will be based around four key outcomes:

- Investing for the Energy Transition
- Responsible and Sustainable Business
- Resilient Networks
- Smarter Networks

A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect the capacity of existing electricity networks, ensuring that growth can be accommodated sustainably and that sufficient capacity is in place to serve new development.

Gas Transmission and Distribution Network and Hydrogen

Introduction

A gas distribution network (GDN), is a company that owns, operates, and maintains the pipeline network that transports natural gas from the high-pressure national transmission system to end consumers. These companies are responsible for the safe and reliable delivery of gas to customers within their geographical area.

Northern Gas Networks (NGN) is the statutory undertaker for the East Riding area. NGN own all assets and have contracted the operation, asset assessment and planning of these assets to Northern Gas Networks Operations Limited (formerly United Utilities Operations Limited). National Grid own and operate national gas transmission assets).

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Northern Gas Networks Business Plan](#)
- [Northern Gas Networks Long Term Development Statement](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

The non-gas map is a detailed map of Great Britain showing the distribution of properties without a gas grid connection across local authorities and LSOAs (lower-level super output areas). Across the East Riding as whole, 31.8% of properties are not connected to the gas network. In some areas such as the Wolds and along the coast, up to 95% of properties that not connected.

There are no known capacity issues in the East Riding, despite a forecasted increase in demand. The latest 2020 NGN Long Term Development Statement projects that over the next ten years annual gas demand is forecast to increase by 10.26% in the North East LDZ (which includes the East Riding). Most of this is due to recovery of gas demand to levels seen in 2021 prior to the cost of living crisis. When compared to 2021 gas demand levels the gas demand at the end of the forecast period is 2.78% higher in the

North East LDZ. There is always an uncertainty over the economic outlook and UK gas prices levels.

The existing transmission & distribution networks are expected to handle projected demand without significant reinforcement. Peak demand remains broadly flat (0.04–0.12% change), so existing infrastructure is adequate. Current storage levels are considered sufficient for seasonal balancing.

The Government targets for net zero and the transition to hydrogen are expected to reduce natural gas demand in the long term. The impact of the transition to hydrogen in the next decade is likely to be limited, however in the longer term the full conversion of networks could significantly cut natural gas demand, especially for heating. Industrial sectors and heavy transport are expected to adopt hydrogen faster than domestic heating. Government targets (e.g., UK aiming for 10 GW low-carbon hydrogen production by 2030) suggest the impact will be gradual, not immediate. Electrification of heating and other low-carbon technologies also contribute to the decline in gas demand.

Planned Investment and Strategy

Most of Northern Gas Network’s investments in RIIO-GD3 are not related to demand but instead focus on legislative requirements and asset health interventions, which will be the same whatever the future energy pathway.

Northern Gas Network’s Business plan for 2025-2031 focussing on managing network risk to ensure a safe, reliable and secure supply of gas to customers. To maintain network risk levels, across the whole network they will be investing a further £1.18 million over the Business Plan period and spend a further £656 million in operating and maintaining the network. This represents a 21% increase from the previous Business Plan period.

Planned Investment Schemes (RIIO-GD3: 2026–2031)

Table 5: Northern Gas Planned Investment Schemes

Project Name	Objective	Timeline	Funding Source
Network Sectorisation	Prepare network for hydrogen conversion via safe isolation and disconnection	2026–2031	UIOLI (Use It Or Lose It)
Disconnection & Decommissioning	Research future needs for removing/repurposing assets, incl. MOB strategy	2026–2031	UIOLI
Hydrogen Blending	Investigative design for blending hydrogen into gas networks	2026–2031	UIOLI + Uncertainty Mechs

Project Name	Objective	Timeline	Funding Source
Industrial Hydrogen Use	Support decarbonisation of power & industrial sectors (East Coast Hydrogen)	2026–2031	UIOLI + HTBM + UM
Net Zero Research Village (NeRV)	Establish UK’s first integrated research hub for whole-systems decarbonisation	2026–2031	Bespoke PCD
Smart Leakage Repair	Deploy robotic tech for leakage identification and repair	2026–2031	UIOLI
RESP Coordination & Engagement	Support regional energy planning and whole-system collaboration	2026–2031	UIOLI
Cyber Resilience Programme	Enhance monitoring, identity management, and physical security	2026–2031	Capex (IT & Security)
SAP S/4HANA Enhancements	Improve asset and work management processes	2026–2031	Capex (IT)
Digital Twin Development	Real-time network visualization for integrity and planning	2028–2031	Capex (Digitalisation)

Hydrogen

The East Riding of Yorkshire, as part of the wider Humber region, is emerging as one of the UK’s key centres for hydrogen development. This is largely because the Humber is the country’s most carbon-intensive industrial cluster, with sectors such as chemicals, refining, and power generation that are difficult to decarbonise through electrification alone. Projects like H2H Saltend, located near Hull, aim to produce large volumes of hydrogen (primarily “blue hydrogen” using natural gas with carbon capture) to replace fossil fuels in these industries. Supporting this, plans for the Humber Hydrogen Pipeline would connect production sites at Saltend with key infrastructure at Easington and storage facilities like Aldbrough, helping to create an integrated regional hydrogen network. Aldbrough itself is particularly important due to its underground salt caverns, which are well suited for large-scale hydrogen storage.

Overall, hydrogen development in the East Riding is focused on industrial use rather than domestic heating, with the aim of reducing emissions while maintaining the region’s economic base. The rollout is expected to take place gradually, with planning and funding decisions underway now, construction likely in the late 2020s, and operation in the early 2030s. The scale of investment and strategic importance of the projects indicate that hydrogen is likely to play a central role in the region’s long-term energy transition.

Interim Findings

The existing gas transmission and distribution network in the East Riding of Yorkshire is currently adequate to meet forecast demand over the next decade, with no known capacity constraints identified by Northern Gas Networks. Medium-term growth in gas demand is expected to be modest and is largely driven by a recovery to pre-2021 consumption levels following the impact of the cost-of-living crisis and elevated energy prices, rather than by new development pressures. Forecasts show that peak demand is expected to remain broadly flat, meaning that the current network configuration can accommodate anticipated demand without the need for strategic reinforcement.

In the longer term, demand for natural gas is expected to decline as a result of national net zero policies, electrification of heat, and the gradual transition to alternative low-carbon energy sources. In this context, investment by Northern Gas Networks is increasingly focused not on supplying additional capacity but on asset health, safety, resilience and regulatory compliance, ensuring the network remains safe and reliable regardless of the pace or pathway of decarbonisation. Planned investment under the RII0-GD3 period reflects this approach, with a strong emphasis on network maintenance, digitalisation, cyber resilience and preparation for future energy scenarios.

The East Riding's role within the wider Humber industrial cluster means that hydrogen is expected to become an increasingly important part of the region's energy system. Interim findings suggest that hydrogen deployment in the East Riding will be primarily focused on industrial and energy-intensive uses, rather than domestic heating, with major projects such as H2H Saltend, the Humber Hydrogen Pipeline and storage at Aldbrough forming part of a strategically coordinated regional network. While these developments are likely to have significant long-term implications for the gas network, the transition is expected to be gradual, with planning and infrastructure development taking place during the late 2020s and early 2030s.

Overall, the evidence indicates that gas infrastructure is unlikely to act as a constraint on planned growth in the short to medium term, but its role will evolve over time as the region transitions toward low-carbon energy. Ongoing coordination between Northern Gas Networks, regional energy planners and local authorities will be critical to ensuring that future development, industrial decarbonisation and hydrogen infrastructure are aligned with network capabilities and wider net zero objectives.

Further Work

A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect the capacity of existing networks,

ensuring that growth can be accommodated sustainably and that sufficient capacity is in place to serve new development.

Renewable and Low Carbon Energy

Introduction

This section outlines the current position and future direction for renewable and low-carbon energy across Hull and the East Riding of Yorkshire, set within the context of ambitious local net zero commitments and a rapidly evolving national energy system. Hull City Council and East Riding of Yorkshire Council are jointly developing a Local Area Energy Plan (LAEP) to provide a robust, evidence-led understanding of future energy demand and the most effective pathways to decarbonisation. The LAEP will bring together detailed data analysis, scenario modelling and a prioritised action plan to support both local objectives and wider regional and national climate goals.

The emerging evidence highlights the importance of a balanced approach that combines renewable energy generation, low-carbon heat solutions and strategic energy infrastructure. This includes the expansion of heat networks linked to industrial waste heat, careful consideration of landscape capacity for onshore renewable generation, and the delivery of nationally significant infrastructure projects critical to energy security and decarbonisation. Together, these elements provide the basis for delivering low-carbon energy across Hull and the East Riding.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [ERYC Carbon and Energy Management Strategy \(2020\)](#)
- [Future Humber Zero Carbon Humber](#)
- [Climate Change Partnership for Yorkshire & Humber: Low Carbon and Renewable Energy Capacity in Yorkshire and the Humber](#)
- [Wind Turbine Sensitivity and Capacity Study \(2018\)](#)
- [Interactive map: Energy Developments in the East Riding of Yorkshire](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

Heat Networks

Heat networks (or district heating) are systems that supply heat from a central source to multiple buildings through insulated pipes, replacing the need for individual boilers. They can use a range of energy sources—including gas, biomass, large heat pumps, or waste heat—and are seen as an important part of the UK’s plan to cut carbon emissions from heating. By sharing infrastructure, they can improve efficiency and enable the use of low-carbon or otherwise wasted energy, although they require significant upfront investment and careful regulation to ensure fair pricing and reliability for consumers.

There is growing interest in targeted schemes in towns such as Beverley and Bridlington, as well as in new developments and public sector sites. The region’s proximity to the [Humber Industrial Cluster](#) also creates opportunities to use industrial waste heat. Saltend, located in the East Riding is the key anchor point for the main heat network scheme in the Hull and East Riding area, which captures industrial waste heat and redistributes it.

That heat is transferred via a network of pipes to an energy centre at the Yorkshire Energy Park, where it can then be distributed to users. From there, the network supplies buildings across Kingston upon Hull, particularly in its early phases focusing on public and commercial sites rather than homes. The project is already underway, with construction beginning in the mid-2020s and plans for expansion over time. In practical terms, Saltend acts as a major heat source feeding a wider urban network.

Renewable Energy Generation

The East Riding Wind Turbine Sensitivity and Capacity Study, published by East Riding of Yorkshire Council in 2018, provides a strategic assessment of how different landscapes across the authority are likely to respond to onshore wind development. The study evaluates landscape sensitivity by landscape character area and turbine size, grading sensitivity from low to high based on factors such as openness, landform, settlement patterns, existing development and visual prominence. Its purpose is to inform Local Plan policy and planning decisions, rather than to allocate sites, by identifying where wind energy development is likely to be inappropriate and where limited opportunity may exist with careful siting and mitigation.

The study concludes that opportunities for onshore wind in the East Riding are highly constrained by landscape considerations. Areas of lower sensitivity are very limited and largely confined to narrow corridors associated with major existing infrastructure, notably along the M62 and A63. Much of the Holderness Plain and Humberhead Levels are assessed as medium sensitivity, requiring significant mitigation, while the Yorkshire Wolds and River Hull corridor are identified as highly sensitive landscapes where large-scale wind development would have significant adverse effects. As a result, while the study does not rule out all wind development, it establishes a cautious strategic

baseline that continues to shape planning decisions and debate around onshore wind deployment in the East Riding.

Planned Investment and Strategy

Hull & East Riding Local Area Energy Plan (LAEP)

Hull City Council and East Riding of Yorkshire Council have appointed a contactor to develop a Hull & East Riding Local Area Energy Plan (LAEP).

Local Area Energy Plans are data-driven assessments of future energy need within a geographic area, alongside recommendations of the most effective ways to meet that demand. They can also be the first step in developing a pipeline of commercially investible local projects. The LAEP development process will involve consolidating and analysing data to create a baseline representation of the region, developing and modelling future energy scenarios, producing carbon reduction pathways and producing a prioritised action plan to support decarbonisation.

This approach will bring a comprehensive view of the region's energy system, meeting both local needs and broader sustainability goals.

This LAEP, which will be developed by City Science, is being supported by the North East and Yorkshire Net Zero Hub local capacity support and is designed to back East Riding's goal of reaching net zero by 2050, as well as Hull's commitment to becoming carbon neutral by 2030 and achieving net zero by 2040.

Nationally Significant Infrastructure Projects

A Development Consent Order (DCO) is the statutory mechanism for authorizing Nationally Significant Infrastructure Projects (NSIPs) in England and Wales, covering major energy, transport, water, and waste projects. It replaces multiple planning permissions and consents, often including compulsory land acquisition, with applications examined by the Planning Inspectorate before a final decision by the relevant Secretary of State.

All Nationally Significant Infrastructure Projects can be found on the [Planning Inspectorate's website](#).

Currently, the applications being considered in the East Riding are:

Table 6: East Riding Nationally Significant Projects

Project name	Applicant name	Status April 2026
Dogger Bank D Wind Farm	Doggerbank Offshore Wind Farm Project 4 Projco Limited	Pre-Application Stage
Peartree Hill Solar Farm	RWE Renewables UK Solar and Storage Limited	Decision Stage
Mylen Leah Solar Farm	Mylen Leah Solar Limited	Pre-Application Stage.
Clean Air Solar Farm (previously named Kingfisher Solar Farm)	Orsted Onshore UK Ltd	Pre-Application Stage
North Humber to High Marnham	National Grid Electricity Transmission	Pre-Application Stage
Aldbrough Hydrogen Storage	Aldbrough Hydrogen Storage Limited	Pre-Application Stage
Humber Carbon Capture Pipeline	Net Zero North Sea Storage Limited	Pre-Application Stage
Dogger Bank South Offshore Wind Farms	RWE Renewables UK Dogger Bank South (West) Ltd and RWE Renewables UK Dogger Bank South (East) Ltd	Decision Stage

Interim Findings

The development of the Hull & East Riding Local Area Energy Plan (LAEP) is providing a clearer, data-led understanding of future energy demand and decarbonisation pathways, helping to identify priority actions and investment opportunities that support the East Riding's 2050 net zero ambition.

Heat networks have the potential to deliver decarbonisation, particularly through the expansion of the Saltend heat network and its role in capturing and redistributing industrial waste heat across Hull and the surrounding area.

Opportunities for onshore renewable energy generation, particularly wind, are constrained by landscape sensitivity, with development largely limited to selected infrastructure corridors and requiring careful siting and mitigation.

Delivery of nationally significant infrastructure projects will be essential to meeting future energy needs, although grid capacity, connection timescales and planning complexity remain key risks to timely delivery.

Further Work

The final LAEP will provide further insight into the capacity of the East Riding and future energy needs. Findings from the LAEP will be incorporated into future iterations of the Infrastructure Delivery Plan.

Sewage and Wastewater Treatment

Introduction

The water and sewerage undertaker for the area is primarily Yorkshire Water Services (YW). In the UK water industry, AMP stands for Asset Management Period, which are five-year regulatory cycles where water companies, including Yorkshire Water, plan and fund investments in infrastructure for water supply, treatment, and environmental improvements, regulated by Ofwat to balance service quality with customer costs. The current cycle (AMP8 (2025-2030)) involves substantial investment, with Yorkshire Water planning major refurbishments and mains replacements.

The sewage system is the system of pipes used to collect and carry rainwater, waste water and trade waste away from properties to a Waste Water Treatment Works or other place for disposal. There are 2 basic types of system:

- Combined systems take both rainwater and used waste water
- Separate systems put rainwater through a surface water system; sometimes leading to a stream, river or soakaway; and used water through a separate foul system connected to a Waste Water Treatment Works or other means of disposal.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Yorkshire Water PR24 Business Plan and Long Term Delivery Strategy](#)
- [Yorkshire Water - Water Resources Management Plan \(2024\)](#)
- [National Policy Statement for Waste Water](#)
- [Living with Water Blue Green Plan](#)
- [Yorkshire Water's Drainage & Wastewater Management Plan](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

Yorkshire Water's [Drainage & Wastewater Management Plan](#) is the governing delivery framework.

Yorkshire Water's infrastructure includes an extensive network of foul sewers and pumping stations that convey wastewater from communities to treatment facilities. Given the largely rural nature of East Riding, the area hosts numerous wastewater treatment works to ensure even remote settlements have proper sewage treatment. All major towns have dedicated WWTWs. Many smaller towns and villages each have their own medium or small treatment works, while some villages' flows are pumped to larger regional works. This distributed network means the public sewer system covers the vast majority of the East Riding's 340,000 residents. Only a few isolated hamlets and farms rely on private septic systems.

Planned Investment and Strategy

The Humber river basin and North Sea coast are environmentally sensitive, with protected wetlands, fisheries, and bathing beaches that necessitate high treatment standards.

Under the Water Framework Directive and Water Industry National Environment Programme (WINEP), Yorkshire Water must reduce phosphorus discharges from many sewage works to prevent eutrophication of rivers.

Five wastewater treatment plants across East Riding of Yorkshire have benefitted from £15.9m improvements to reduce the amount of phosphorus released back into the environment after the treatment of wastewater. The improved sites included in the phosphorus removal programme are:

- £2.9m investment at Watton wastewater treatment site
- £3.6m investment at Cherry Burton wastewater treatment site
- £2.9m investment at Leconfield wastewater treatment site
- £3.1m investment at Easington wastewater treatment site
- £3.4m investment in Leven wastewater treatment site

Yorkshire Water's AMP8 identifies that strategic urban extension of Howden will result in population growth and associated additional Biochemical Oxygen Demand (BOD) load. Additional biological treatment capacity and therefore spend on a project to expand the site is required. Many of the assets can be repurposed to help achieve the permit at the increased future flow and load scenario. Due to the almost doubling of the load by 2043, additional screening and secondary capacity akin to that already installed will be required to achieve compliance with the existing permit

The East Riding's popular beaches (Bridlington, Hornsea, Withernsea) are designated bathing waters with stringent EU-derived standards. Ensuring sewage discharges do not impact bathing water quality is paramount. Yorkshire Water is investing over £60 million in the Bridlington wastewater treatment works over the next five years (2025-2030) as

part of a major environmental improvement programme to improve bathing water quality and reduce storm overflows. Smaller coastal plants (like Hornsea and Withernsea) already have ultraviolet disinfection and have been meeting “Excellent” water quality ratings in recent years.

The Environment Agency closely monitors Yorkshire Water’s performance. Recent EA reports have flagged Yorkshire Water as having a high number of pollution incidents, spurring greater scrutiny. Yorkshire Water’s response has been the investments outlined above. All WWTWs currently comply with their permit limits for biochemical oxygen demand (BOD), ammonia, and solids in treated effluent – and the new phosphorus plants ensure compliance. Yorkshire Water has already installed event duration monitors on all storm overflows (in line with national requirements) and is continuing to invest in enhanced network monitoring, including a £23m programme and wider digital upgrades, which will give regulators and the public much more transparency on spill frequency. This data-driven approach will help target future improvements and demonstrate environmental progress.

East Riding of Yorkshire Council, Yorkshire Water, the Environment Agency, and Hull City Council formed the Living with Water Partnership after severe floods in 2007. Now, a £26.3 million flood resilience programme (2025–2030) is underway for areas of Hull and the East Riding particularly affected by flooding. The partnership’s Blue Green Plan focusses on the Haltemprice area, where surface water will be disconnected from combined sewers by installing roadside swales, permeable paving, and Sustainable Drainage Systems (SuDS). A new tidal pumping station on the Humber estuary will pump the diverted stormwater directly out to the estuary. This project will remove an estimated 7–10 km of roads’ worth of rainfall from the sewer network, improving sewer capacity by 1–2% across the whole catchment. The result will be fewer surcharges of sewers, lower flood risk for thousands of homes, and less polluted runoff entering local watercourses. This strategy highlights how wastewater infrastructure planning is closely tied to flood risk management in the East Riding’s low-lying landscapes.

Interim Findings

The East Riding’s sewerage and wastewater treatment infrastructure is generally in a strong position. The system comprises numerous treatment works and an extensive sewer network that currently have sufficient capacity for existing demand and the development land allocated in the adopted East Riding Local Plan Update.

Ongoing investment is tackling the key challenges: reducing the incidence of storm sewer overflows, bolstering the system’s resilience to heavy rainfall and flooding, and enhancing treatment standards to protect sensitive rivers and coastal waters.

Specific local issues are being addressed through targeted measures, for example in (Howden, sewers are being enhanced ahead of new homes and in environmentally important sites, treatment technology is being upgraded to meet higher standards.

The Blue Green Plan sets out a 25-year, long-term strategy to reduce flooding in Hull and Haltemprice by changing how water is managed across the area. Instead of relying mainly on underground pipes and pumps, the plan promotes working with water by using green spaces, vegetation, and visible water features alongside essential traditional infrastructure.

Further Work

East Riding of Yorkshire Council will continue to engage with Yorkshire Water as the local plan preparation process continues. Crucially, when a spatial strategy has been formed and specific sites have been identified for potential allocation, the council will share data with Yorkshire Water to understand the impacts. Mitigation and investment may be required as a result. Sharing this data will also support Yorkshire Water's business and resource planning.

Water Supply and Distribution

Introduction

The East Riding's potable water supply is provided by Yorkshire Water via an integrated network of reservoirs, river abstractions, and groundwater sources feeding several major treatment works. This system currently meets the needs of roughly 340,000 residents, and ongoing investments are planned to support future growth and improve resilience.

In the UK water industry, AMP stands for Asset Management Period, which are five-year regulatory cycles where water companies, including Yorkshire Water, plan and fund investments in infrastructure for water supply, treatment, and environmental improvements, regulated by Ofwat to balance service quality with customer costs. The current cycle (AMP8 (2025-2030)) includes a programme of investment, where major refurbishments and mains replacements are outlined.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Yorkshire Water PR24 Business Plan and Long Term Delivery Strategy](#)
- [Yorkshire Water - Water Resources Management Plan \(2024\)](#)
- [Groundwater Protection Guides](#)

Baseline

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[Interactive infrastructure maps](#)

YW draws on a range of water sources to supply the East Riding. Approximately half of the region's water is sourced from upland moorland reservoirs (largely outside the East Riding), about a quarter comes from river intakes, and the remaining quarter is from underground aquifers (boreholes and springs). This diversified supply is interconnected via Yorkshire Water's grid system, which allows water to be moved across the county to where it's needed. In the East Riding, the key raw water sources include:

- River Derwent (and Ouse) – providing surface water to treatment works like Loftsome Bridge (near Wressle). The Derwent's flow is regulated (including via

Barmby-on-the-Marsh Barrage outside Goole) to support large abstractions for public supply

- River Hull – a local source in the north of the East Riding. Water is abstracted at Tophill Low and stored in on-site reservoirs before treatment
- Chalk Aquifer (Yorkshire Wolds) – an important groundwater source. Yorkshire Water operates boreholes at sites around Cottingham, Dunswell, and Springhead to tap the deep chalk aquifer, which yields hard water (high in minerals) typical of the eastern region. This aquifer underpins much of the supply to Hull and surrounding parts of the East Riding
- Imported Water – via the regional grid, the East Riding also benefits from water originally impounded in western reservoirs (e.g. in the Pennines) and via transfers. For example, treated water can be transferred from other parts of Yorkshire in dry periods. Historically, a portion of supply in the south has also been augmented by a raw water transfer from Severn Trent Water (due to cease by 2035).

Raw water from major water treatment works (WTW) is treated to high standards at several treatment facilities in or near the East Riding:

- Loftsome Bridge WTW
- Keldgate WTW (Cottingham)
- Tophill Low WTW

In addition to the main supply network, smaller systems serve local areas across the East Riding. For example, Pocklington and nearby villages in the western Wolds are supplied via Yorkshire Water's York network, which draws on the River Derwent, as well as local boreholes. There are also numerous service reservoirs and water towers that store treated water and maintain pressure.

In total, the peak output capacity of the main treatment works serving the East Riding is around 270 Ml/d (114 + 90 + 68) – above current average demand and providing a buffer for seasonal peaks or outages. All major towns in the East Riding are connected to Yorkshire Water's wider supply grid, allowing water to be rerouted from multiple treatment works if any single source is constrained.

The Water Resource Management Plan 2024 (WRMP24) forecasts supply and demand over a 60 year planning period from 2025 to 2085. The Plan identifies several challenges for the wider region over this period which could impact the water supply of the East Riding of Yorkshire. For examples, Yorkshire Water expects a future shortfall between available supply and customer demand driven by several external pressures:

- Climate change is likely to be a major driver of water stress in the region putting pressure on both surface water and groundwater sources. Reduced water availability is expected due to:

- Hotter, drier summers
- More extreme drought periods
- Increased river flow variability
- Population increases in the region drive higher water demand
- Need to protect the environment which may include measures that reduce abstraction from environmentally sensitive rivers
- High leakage levels and ageing infrastructure

When the above pressures are incorporated into Yorkshire Water's forecasts, along with changes due to improvements in drought resilience and planning allowances, the supply-demand balance indicates by 2050 an extra 312 million litres of water will be needed per day to meet public water supply needs.

There are also issues relating to water supply for commercial and industrial processes. An example of this is the proposed mill by Metsä Tissue in Goole. Tissue mills are water-intensive by nature and will place significant demand on both water supply and wastewater systems. How developments such as this impact water supply will need to be considered.

Planned Investment and Strategy

Yorkshire Water's AMP8 (2025-2030) outlines how the company intends to ensure safe, reliable, resilient water supplies for customers across Yorkshire, including the East Riding. It states that this will be achieved through:

- Investment in safe, clean, resilient water supplies
- Upgrading treatment works, pipelines, and infrastructure
- Strengthening long-term water security
- Reducing leakage and improving network reliability
- Supporting customers while delivering system upgrades

Yorkshire Water's Water Resource Management Plan assesses the scale and impact of challenges such as climate change, population growth and the need to protect the environment and sets out how they plan tackle the risks. All water companies are required by legislation to produce a plan every five years to make sure it's based on the latest data and to make changes if needed. The plan forecasts future supply and compares against future demand to identify if there's any risk the supply-demand balance will fall into deficit.

The Water Resource Management Plan 2024 aims to reduce the demand and increase supply to offset the impacts of climate change and population growth.

To reduce demand, Yorkshire Water aims to

- Halve the volume of leaks compared to levels recorded in 2017/18 by 2050.
- Help customers reduce their water use to an average of 110 litres per head per day by 2050.
- Work with retailers and business customers to achieve a 9% reduction in commercial water use by 2038.

Yorkshire Water forecast that these demand actions will result in a 20% reduction in water production per head of population by 2038.

Several infrastructure schemes are planned to increase water supply. These schemes include new infrastructure, an abstraction variation and a new groundwater borehole.

The scheme referred to as 'R13 East Yorkshire Groundwater Option 2' in the WRMP24, proposes to relocate an existing borehole in the East Yorkshire area to replace the yield lost from an asset that is no longer in use due to water quality issues. A licence variation on the existing abstraction would be required. This source could provide the grid system with up to 6ML/d annual average (8/9ML/d peak), with benefits expected in 2028/29.

Interim Findings

The East Riding currently benefits from a well-connected and diverse water supply system operated by Yorkshire Water. A mix of upland reservoirs, river abstractions (notably the River Derwent and River Hull), and groundwater from the chalk aquifer provides a baseline supply. This is supported by an integrated regional grid, allowing water to be transferred across zones and maintaining supply during outages or peak demand. Existing treatment capacity exceeds current demand, providing a short-term buffer.

However, long-term water supply resilience is under increasing pressure. Yorkshire Water's Water Resources Management Plan 2024 identifies a future supply–demand deficit. This is driven by a combination of factors, including climate change, population growth, and the need to reduce abstraction from environmentally sensitive sources. These challenges are made worse by leaks and ageing infrastructure.

While planned investment through AMP8 (2025–2030) will improve resilience, through leakage reduction, infrastructure upgrades, and new supply schemes, these measures are unlikely to fully offset long-term pressures on their own. Demand management will therefore be critical, alongside the delivery of new supply options such as groundwater development.

There are also localised and sector-specific pressures, particularly from large industrial users. For example, the proposed Metsä Tissue development in Goole is expected to

significantly increase water demand, potentially requiring network reinforcement to maintain supply reliability and pressure.

While the system is currently robust, future growth in the East Riding will need to be carefully managed to reflect water availability and infrastructure capacity.

Further Work

We will continue to engage with Yorkshire Water as the local plan preparation process continues. Crucially, when a spatial strategy has been formed and specific sites have been identified for potential allocation, the council will share data with Yorkshire Water to understand the impacts. Mitigation and investment may be required as a result. Sharing this data will also support Yorkshire Water's business and resource planning.

Telephony and Broadband Infrastructure

Introduction

Digital communications infrastructure in the East Riding is provided and maintained by a range of Mobile Network Operators (MNOs), with the sector regulated by Ofcom. High-quality, reliable telecommunications and broadband networks are essential to economic growth, business competitiveness and social well-being, enabling residents and businesses to access digital services, transfer data efficiently and operate more flexibly. The National Planning Policy Framework (NPPF) seeks to facilitate the expansion and upgrading of telecommunications infrastructure to meet changing technological, social, business and security requirements, including the delivery of standalone 5G coverage across populated areas and nationwide gigabit-capable broadband, while minimising the unnecessary proliferation of equipment and safeguarding environmental assets. Advanced digital connectivity is therefore a key factor in supporting economic development and attracting knowledge-based industries within the East Riding.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding of Yorkshire Technology Strategy 2022-2026](#)
- [Ofcom Connected Nations: Interactive Report 2025](#)
- [OFCOM Broadband and mobile coverage checker](#)
- [Broadband Coverage and Speed Test Statistics for East Riding of Yorkshire](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

Broadband

East Riding of Yorkshire Council is involved in several programmes which support the Government's aim to achieve at least 99% Gigabit (1000Mbps) by 2030. Working with the statutory body Building Digital UK (BDUK), part of the Department for Science, Innovation & Technology (DSIT), the council's Broadband East Riding Programme uses

public funding to improve both the provision and speed of broadband connections in the East Riding, through procurement of the required infrastructure. Between 2014 and 2024 there has been over £25m of public investment brought into the area, with nearly 50,000 home, school and business premises benefitting from improved broadband through a number of major contracts delivered by the Programme Team.

The council has taken part in programmes, such as the Local Full Fibre Networks (LFFN) and Rural Gigabit Connectivity schemes, to deliver gigabit connectivity to 38 rural schools across the region. The council also supports the Rural Gigabit Voucher Scheme (RGVS), which enables residents and Small & Medium Enterprises (SMEs) to apply for a voucher to offset the cost of delivering gigabit-capable networks to premises that are unlikely to be reached otherwise.

The council's Broadband Programme works with commercial broadband providers to understand their investment plans and ensure that public funding is not directed towards areas already earmarked for commercial investment. It also supports closer collaboration between the council and suppliers to help achieve the Government's broadband coverage objectives. However, responsibility for the delivery and management of commercial broadband projects remains with the providers themselves.

Table 7: OMR data for East Riding of Yorkshire Gigabit Broadband Coverage

Speed	Coverage	England
Superfast (≥ 30 Mbps):	98.73%	98.7%
Full Fibre (FTTP or FTTH):	96.3%	85.2%

Below 2 Mbps down:	0.48%
Below 10 Mbps down: (Legal Universal Service Obligation)	0.92%
Below 10 Mbps, 1.2 Mbps up:	0.95%
Below 15 Mbps:(High Speed Broadband)	1.05%
Openreach G.fast:	0.25%

Source: labs.thinkbroadband.com

Mobile Data

The Council, supported by the York, North Yorkshire and East Riding Local Enterprise Partnership (LEP), commissioned an independent benchmark assessment of mobile coverage in the East Riding of Yorkshire, which detailed the coverage of the four mobile network operators (MNOs): EE, O2 (Virgin Media O2), Three, and Vodafone.

The result of the assessment demonstrated that the East Riding has good coverage, with voice coverage for the best performing operator at 97.25%, and 94.83% for the lowest performing operator.

Data coverage is also good when compared with similar geographical areas; coverage was 88.20% for the best performing operator and 68.49% for the lowest performer, with an average data speed across all providers of 18.24Mbps and the best performer averaging 26.54Mbps.

The 5th generation of mobile data connectivity (5G) is not widely available. Where it is, there is very limited use as many consumers do not have devices which can take advantage of the faster speeds. The major challenge for rural communities is that 5G will be harder to roll out by mobile providers than the previous generation, due to the design of the technology. Whilst 5G offers significantly faster speeds and reduced latency over 4th generation connectivity (4G), it also has significantly shorter range meaning the same coverage requires more transmitters.

As with 4G rollout, 5G rollout will be prioritised by mobile providers where there is the greatest return on investment. This will be a significant challenge for the East Riding due to its rurality. Many remote areas of the county may not see the availability of 5G for many years. The Council's Public WiFi and Broadband programmes will help alleviate this issue.

Planned Investment and Strategy

As set out in the East Riding of Yorkshire Council Technology Strategy 2022-2026, the council will look to provide a procurement framework which will enable the public sector to rapidly deploy services, to facilitate the delivery of Public WiFi. The council will also seek out opportunities to work with partners to deliver free WiFi where there is currently limited provision, filling in the gaps where Public WiFi is already being provided by many retail and leisure establishments.

Several other councils have looked at the rollout of 5G mobile data coverage as a commercial opportunity. The challenge for the East Riding is that the county may not have the same commercial benefits for Telcos (telecommunications companies) as some big cities, therefore any commercial opportunities must be sensitive and seek to encourage investment within the region. Therefore, the council will set up a framework which will enable mobile providers to easily access council assets to make 5G available across the East Riding. This framework will look at options which encourage providers to make connectivity available in the harder to reach areas.

Interim Findings

The East Riding benefits from generally good digital connectivity, with ongoing investment in broadband and telecommunications infrastructure helping to support economic growth, service delivery and social inclusion. The Council is actively involved

in a range of programmes that contribute to the Government's ambition of achieving at least 99% gigabit-capable broadband coverage by 2030. Through initiatives such as the Local Full Fibre Networks (LFFN) programme, Rural Gigabit Connectivity scheme and Rural Gigabit Voucher Scheme (RGVS), broadband infrastructure has been extended to rural schools, businesses and communities that may otherwise have limited access to high-speed digital services.

Despite this progress, digital connectivity remains uneven across the authority area. Broadband provision is generally strongest within the main towns and settlements, while some rural locations continue to experience significantly slower connection speeds. Mapping of broadband performance indicates that the slowest connections are largely concentrated in remote rural areas, although a small number of very low-speed connections are also present within Beverley. This highlights the continuing challenge of ensuring equitable access to digital infrastructure across a large and predominantly rural geography.

Mobile network coverage across the East Riding is generally good, with high levels of voice coverage and comparatively strong data coverage when benchmarked against similar rural areas. However, there remains variation in service quality between mobile network operators and some rural areas continue to experience weaker coverage and lower data speeds. While current 4G provision supports most day-to-day communication and business needs, future demand for higher-capacity mobile networks is expected to increase as digital services become more data-intensive.

The rollout of 5G infrastructure represents a particular challenge for the East Riding. Although 5G offers substantially faster speeds and lower latency than existing networks, its shorter transmission range requires a greater density of infrastructure, making deployment in sparsely populated rural areas less commercially attractive. As a result, mobile network operators are likely to prioritise urban and higher-demand locations, potentially widening the digital divide between urban and rural communities unless additional intervention or investment is secured.

Overall, the baseline position is positive, with good levels of existing broadband and mobile coverage and a clear programme of investment to improve connectivity. However, achieving the ambitions of the National Planning Policy Framework for gigabit-capable broadband and widespread 5G coverage will require continued infrastructure upgrades, targeted support for rural areas and careful consideration of telecommunications requirements alongside future growth and development across the East Riding.

Further Work

We will continue to work with providers to ensure that new development is supported by high quality telecoms infrastructure.

3. Health Services

The National Planning Policy Framework (NPPF) and accompanying Planning Practice Guidance (PPG) acknowledge planning has a role in helping to create healthy places. First, in terms of creating environments that support and encourage healthy lifestyles. Second, in terms of identifying and securing the facilities needed for primary, secondary and tertiary care and the wider health and care system (considering the changing needs of the population). The draft NPPF calls for ‘considerable importance’ to be attached to providing for sufficient health care provision over the plan period in a way that aligns with the needs of the local population and to work proactively with relevant bodies such as health trusts. The requirements for early engagement invite greater opportunity for healthcare bodies needs and strategies to be discussed and established early in the plan making process.

The lead clinical commissioning body for the East Riding is the NHS Humber and North Yorkshire Integrated Care Board (ICB) and is responsible for developing a plan for meeting the health needs of the population, managing the NHS budget and arranging for the provision of health services in the East Riding. The ICB is responsible for primary and secondary care, which includes pharmacy, optometry and dental services.

The level of growth envisaged in the emerging local plan will have a significant impact on the need for health services. As well as increases to general population levels, the East Riding’s demographic profile is projected to increase significantly in terms of the 65+ population cohort. These individuals typically utilise more healthcare than younger people.

The ICB, working closely with the council, will assess whether existing primary health care facilities can accommodate an increase in patients arising from planned development in the emerging local plan. Where a development proposal is of such magnitude that it would result in an increase in population which cannot be accommodated by existing health provision, developer contributions may be sought. This may include works such as refurbishment, reconfiguration or an extension to existing health facilities. In some instances, the delivery of a new health facility may be justified. Contributions obtained through the planning system relate only to the capital cost of health provision (new build or remodel) not operating costs (e.g. staffing). Contributions cannot be used to resolve any existing capacity issues.

General Practice Services

Introduction

Primary care medical services are delivered by a range of clinicians including practice nurses (many with extended roles), health care assistants and others, as well as General Practitioners (GPs). There is a national shortage of GPs and trained clinical staff. GP recruitment, which lies outside the responsibility of the council, remains challenging due to the geography of the East Riding and competition with other areas perceived by healthcare professionals as more attractive.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding Health and Care Committee Rural and Coastal Rapid Needs Assessment](#)
- [East Riding Joint Strategic Needs Assessment](#)
- [Fit for the Future: 10 Year Health Plan for England](#)
- [Humber and North Yorkshire Care Partnership Infrastructure Strategy](#)
- [NHS Humber and North Yorkshire Care Board \(ICB\) Joint Forward Plan](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

The Humber and North Yorkshire Integrated Care Board (ICB) area incorporates a number of Primary Care Network (PCN) areas, 8 of which cover the East Riding. A PCN is a group of neighbouring GP practices that work together with other health and care providers, such as community services, pharmacists, mental health teams, social care and voluntary organisations, to provide joined-up care for local populations. The Pocklington area remains the responsibility of the ICB but falls within the York East PCN area.

The GP practices within these PCNs are shown in the table below although it should be noted that some practices have more than one premises.

Table 8: PCN areas and GP Practices

Primary Care Network Area	Practice
No allocated PCN	- Greengates Medical Group (across Beverley and Cottingham) - Park View Surgery (Hessle)
Beverley	- Manor Road Surgery - North Beverley Medical Centre - The Old Fire Station Surgery (2 surgeries)
Bridlington	Drs Reddy & Nunn (one main and two branch surgeries)
Cygnet	- Bartholomew Medical Group (Goole) includes a branch surgery in Goole Old Town - Gilberdyke Health Centre - Howden Medical Practice - Montague Medical Practice (Goole) - The Snaith and Rawcliffe Medical Group (two surgeries)
Harthill	- Anlaby Surgery - North Ferriby Surgery - Willerby and Swanland Surgery
Holderness	Holderness Health (includes 7 surgeries)
River and the Wolds	The Ridings Medical Group (includes Market Weighton Group Practice)
Yorkshire Coast & Wolds	- Eastgate Medical Group (Hornsea Surgery and Aldbrough Surgery) - Leven and Beeford Medical Practice (2 surgeries) - The Medical Centre (Driffield Main Surgery and Wetwang Branch Surgery) - The Park Surgery Driffield (plus a branch in Nafferton)
No allocated PCN	- Greengates Medical Group (across Beverley and Cottingham) - Park View Surgery (Hessle)

- At April 2026, there are 21 East Riding GP practices across 42 sites. The largest practice is The Ridings (46k+ patients), and the smallest are The Mitchell Practice and Park View Surgery with less than 3k patients.
- The Greengates Medical Group in the Beverley PCN consists of five GP surgeries which include; Greenwood Avenue, Walkergate, Minstergate, Cottingham Medical Centre and Molescroft Surgeries.

- In Bridlington there are two main surgeries (Drs Reddy & Nunn and Humber Primary Care) and three branch surgeries.
- Holderness Health covers seven surgeries across the Holderness area, these include; Chapel Lane Surgery (Hedon), Church View Surgery (Hedon), Hedon Group Practice, Hodgson Lane Surgery (Roos), Prospect Surgery (Keyingham), St Nicholas' Main Surgery (Withernsea) and St. Patrick's Surgery (Patrington).
- The Riding Medical Group operates four branch surgeries in Hessle, South Cave, Holme on Spalding Moor and Bubwith with a main surgery located in Brough. Other practices in the East Riding also share some satellite branches.
- Residents in rural and coastal areas face greater difficulties accessing GP appointments than in urban and non-coastal areas.
- GP workforce shortages are particularly apparent in the Bridlington and Hartill PCNs.
- The older population and individuals living in more deprived areas have an increased risk of long-term health conditions which can put a significant strain on local GP services due to increased demand for appointments and GP time.
- In the last two years, improvements have already been completed at Holme on Spalding Moor Surgery, Montague Practice (Goole), Brough Surgery and the Old Fire Station (Beverley).

The table below provides details on the number of GPs (Full-Time Equivalents FTE) and clinical staff (including GPs, nurses and advanced practitioners) per practice in the East Riding. It also provides data on a population basis to provide a metric per 10,000 people, though these figures should be treated with a degree of caution as the population is based on the whole of catchment so practices will overlap.

Table 9: GPs and Clinical Staff per Practice

Practice	GPs (FTE)	GPs per 10,000 popn	Clinical staff (FTE)	Clinical per 10,000 popn
East Riding of Yorkshire	217.3	6.1	466.7	13.1
Holderness	29.3	8.1	74.5	20.6
Holderness Health	29.3	8.1	74.5	20.6
Beverley	42.1	7.5	73.7	13.2
Manor Road Surgery	14.7	2.6	28.4	5.1
Greengates Medical Group	14.5	2.6	23.7	4.2
Old Fire Station Surgery	9.9	1.8	15.1	2.7
North Beverley Medical Centre	3.1	0.6	6.5	1.2
Driffield	19.3	7.2	45.3	16.9
The Park Surgery	11.7	4.3	27.2	10.1
The Medical Centre	7.7	2.9	18.1	6.8
Cygnet	29.9	6.5	6.9	13.2
The Snaith and Rawcliffe Medical	11.0	2.4	19.7	4.3
Batholomew Medical Group	7.8	1.7	16.7	3.6

Practice	GPs (FTE)	GPs per 10,000 popn	Clinical staff (FTE)	Clinical per 10,000 popn
Gilberdyke Health Centre	5.6	1.2	12.3	2.7
Howden Medical Practice	3.1	0.7	7.3	1.6
Montague Medical Practice	2.4	0.5	4.9	1.1
Coast & Wolds	16.0	6.2	34.1	13.1
Eastgate Medical Group (Hornsea)	9.3	3.6	20.6	7.9
Leven & Beeford Medical Practice	6.7	2.6	13.5	5.2
River & Wolds	30.4	6.0	57.9	11.3
The Ridings Medical Group	29.2	5.7	55.0	10.8
Park View Surgery	1.2	0.2	2.9	0.6
Bridlington	19.5	4.8	51.3	12.7
DRS Reddy and Nunn	11.9	2.9	30.3	7.5
Humber Primary Care	7.6	1.9	21.0	5.2
York East Outer	12.3	4.8	28.5	11.1
Pocklington Group Practice	12.3	4.8	28.5	11.1
Market Weighton	3.9	4.3	11.7	12.7
Market Weighton Group Practice	3.9	4.3	11.7	12.7
Hessle	14.5	3.8	28.7	7.5
Willerby and Swanland Surgery	6.7	1.7	11.1	2.9
King Street Medical Centre	3.8	1.0	11.1	2.9
Dr Mitchell	2.7	0.7	3.7	1.0
Dr AC Milner	1.2	0.3	2.8	0.7

Source: [Humber and North Yorkshire Health and Care Partnership/NHS](#)

Planned Investment and Strategy

The NHS 10 Year Plan ('Fit for the Future') commits to training thousands more GPs nationally. The Additional Role Reimbursement Scheme (ARRS) provides funding to Primary Care Networks (PCNs) in England and is intended to alleviate pressure on GPs, improve patient access to a wider range of services, and deliver more integrated, personalised care within local communities. To date, the Humber and North Yorkshire ICB have already utilised ARRS to recruit an additional staff.

Future population increase is likely to have an impact on the demand for GP services which people use on a regular basis. There are several ways of increasing the capacity of individual GP premises but only some of these are within the remit of the planning system:

- Estate expansion/utilisation – physical expansion of estate or considering whether the space within a GP surgery could be used more efficiently.
- Staffing profiles – amending the make-up of staff within a practice.
- Recruitment of staff – accessing funding to recruit individuals.
- Digitalisation - rolling out different technologies to cut unnecessary administrative and clerical work. This will free up more appointments, at more

convenient times. Online consultation, where patients can make administrative or clinical queries regarding their health, could free up patient facing accommodation, as some of these queries could be resolved virtually.

GP premises are not managed by the ICB. The ICB works with GP partners and third-party landlords to ensure the deliverability of any future planned investment and projects. Having reviewed various data points, the following premises have already been identified by the ICB as needing improvement to accommodate the planned development in the adopted Local Plan Update (2025):

- Drs Reddy & Nunn (Bridlington) - Internal improvements to create additional patient facing rooms at the Medical Centre
- Greengates (Beverley) - extension at Minstergate to create more patient facing rooms
- Snaith Medical Centre - extension to create additional patient facing rooms (planned).
- Howden - feasibility of a new medical centre as part of the housing development.

Improving primary care services in Bridlington is a key NHS investment priority for East Riding. A joint proposal is being developed for the 'Bridlington Live Well Campus' which would provide an integrated mixed use town centre solution, including GP services.

Interim Findings

Initial findings indicate that primary care services in the East Riding of Yorkshire are under increasing pressure, driven by GP workforce shortages, an ageing population, and expected population growth associated with planned development. While primary care delivery is evolving through wider skill mixes, digitalisation and the use of the Additional Role Reimbursement Scheme, recruitment and retention of GPs and clinical staff remain significant challenges, particularly in rural and coastal areas. Workforce pressures are most acute in the Bridlington and Harthill Primary Care Networks (PCNs), where access to appointments can be more constrained.

Baseline evidence shows that the East Riding has 21 GP practices operating across 42 sites, with considerable variation in list size, estate configuration and utilisation. Several practices are potentially operating at or above notional capacity. Although recent improvements have been delivered at a small number of sites, capacity constraints remain widespread.

An approach to addressing capacity will require several interventions including targeted premises investment, service reconfiguration, continued expansion of multidisciplinary staffing models, and increased use of digital and remote consultation to relieve

pressure on physical space. The ICB has already identified a number of priority schemes to support planned housing growth, including extensions and internal reconfiguration at key practices, and the potential delivery of new facilities such as a medical centre in Howden.

Improving primary care provision in Bridlington has emerged as a key priority, reflected in ongoing work to develop the Bridlington Live Well Campus as a more integrated, town-centre-based health solution. Overall, the interim findings highlight the need for early coordination between health partners, planners and developers to ensure that future growth is supported by timely, accessible and resilient primary care infrastructure.

Further Work

A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect the capacity of existing GP services, ensuring that growth can be accommodated sustainably and that sufficient capacity is in place to serve new development.

Dental Services

Introduction

The NHS Humber and North Yorkshire Care Board (ICB) are responsible for advising where there are challenges in the delivery of NHS dental services. A key priority identified by the Humber and North Yorkshire Care Partnership Strategy is to understand current dental services, the effectiveness of dental services and to make improvements.

New NHS dental practices are only commissioned when existing contracts, or part of any contract is handed back i.e. when an existing practice stops offering NHS treatments or closes. These contracts are based on set levels of activity each year (units of dental activity (UDAs)) rather than the population of the area and do not flex to accommodate practice list sizes. Workforce recruitment and retention within dental services is an issue for East Riding.

Nationally, satisfaction with NHS dentistry has dropped from 85% in 2019 to 69% in 2024. 13 million adults (over 1 in 4) struggle to find NHS dental care across the Country with many turning to private treatment due to lack of access. Private dentistry is not however necessarily a solution as in many areas this is unaffordable and oversubscribed.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding Health and Care Committee Rural and Coastal Rapid Needs Assessment](#)
- [East Riding Joint Strategic Needs Assessment](#)
- [Fit for the Future: 10 Year Health Plan for England](#)
- [Humber and North Yorkshire Care Partnership Infrastructure Strategy](#)
- [NHS Humber and North Yorkshire Care Board \(ICB\) Joint Forward Plan](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

- There are 35 NHS dental practices in the East Riding. At least 33 of these practices also offer some form of private dental care.
- NHS dental surgeries are generally located within larger settlements, therefore residents in the smaller settlements need to travel a greater distance to access dental services.
- There are approximately 25 private dental practices in the East Riding.
- Residents in urban and coastal areas face greater difficulties accessing dental services appointments than in rural and non-coastal areas.
- Those in the most deprived areas experience poorer oral health across all age groups.
- Vulnerable children known to the social care system, individuals with severe physical and/ or learning disabilities, those with poor mental health, older adults, homeless, asylum seekers, refugees and migrants experience poorer oral health.
- The ICB has indicated that the existing provision of dental practices in the East Riding will not support an increased population.
- There are areas of the East Riding where access to an NHS dentist would involve a waiting list more than 5 years and there is no private provision either.

The table below provides details on the number of dentists (Full-Time Equivalents FTE) and clinical staff (including dentists and dental care professional) per practice in the East Riding. It also provides data on a population basis to provide a metric per 10,000 people, though these figures should be treated with a degree of caution as the population is based on the whole of catchment so practices will overlap. The table shows there are no registered dentists in the Bridlington area.

Table 10: GPs and Clinical Staff per Practice

Practice	Dentists (FTE)	Dentists per 10,000 popn	All clinical staff (FTE)	All clinical per 10,000 popn
East Riding of Yorkshire	63.9	1.8	219.6	6.2
Holderness	4.3	1.2	17.6	4.9
Hedon Dental Practice	2.3	0.6	10.0	2.8
Mr MS Akhtar	1.4	0.4	5.9	1.6
City Health Dental	0.6	0.2	1.8	0.5
Beverley	3.7	5.5	104.0	18.6
Orthodontic Centre (UK)	12.4	2.2	38.0	6.8
Perfect 32 Dentistry	10.7	1.9	34.8	6.2
Mr RP Berry	4.3	0.8	16.6	3.0
Dental and Physiotherapy Practice	2.4	0.4	10.4	1.9
City Health Dental	1.0	0.2	4.1	0.7
Driffield	8.2	3.1	21.1	7.9
Exchange Street Practice Ltd	6.1	2.3	15.5	5.8
City Health Dental	1.2	0.4	3.8	1.4

Practice	Dentists (FTE)	Dentists per 10,000 popn	All clinical staff (FTE)	All clinical per 10,000 popn
Mr ST Coles	0.9	0.3	1.8	0.7
Cygnnet	7.3	1.6	23.3	5.1
B & R Dental Care	3.3	0.7	11.2	2.4
Clifton Gardens Dental Practice	1.6	0.3	5.8	1.3
Snaith Dental Care	1.6	0.3	4.1	0.9
City Health Dental	0.8	0.2	2.2	0.5
Coast & Wolds	2.1	0.8	8.5	3.3
Dental Design Studio	2.1	0.8	8.5	3.3
River & Wolds	4.5	0.9	19.9	3.9
South Cave Dental Surgery	3.4	0.7	12.7	2.5
First Practice Dental Centre	1.1	0.2	7.1	1.4
Bridlington	0.0	0.0	8.6	2.1
V I Dental Centre	0.0	0.0	8.6	2.1
York East Outer	3.6	1.4	8.4	3.3
Brown-Craven Limited	2.1	0.8	4.3	1.7
Burnby Lane Dental Practice	1.5	0.6	4.1	1.6
Hessle	3.2	0.8	8.1	2.1
Kingston Road Dental Practice	1.3	0.3	2.9	0.8
Dental Logic Limited	1.1	0.3	2.7	0.7
Willerby Dental Care Limited	0.8	0.2	2.5	0.7

Source: [Humber and North Yorkshire Health and Care Partnership/NHS](#)

Planned Investment and Strategy

The NHS Humber and North Yorkshire Care Board (ICB) Joint Forward Plan seeks to increase access to dental services with continued investment through procurements and flexible commissioning models.

A fundamental NHS dental contract reform process started in 2025 to improve access, including:

- A requirement for newly qualified dentists to work in the NHS for a minimum of 3 years, ensuring return on public investment in training.
- Improvements to dental contracts to better reflect the cost of treating patients with higher needs (from 2026).
- Reducing low-value activity (for example check-up frequency).
- Expanding the role of dental therapists to relieve pressure on NHS dentists.

Interim Findings

Access to NHS dental services in the East Riding of Yorkshire is severely constrained, reflecting wider national challenges around workforce shortages, contract limitations

and declining patient satisfaction. NHS dental provision is largely shaped by historic contract arrangements based on Units of Dental Activity (UDAs), which do not flex with population change or levels of need. As a result, new NHS dental provision can only be commissioned where existing contracts are relinquished, limiting the system's ability to respond to growth. Workforce recruitment and retention difficulties further exacerbate these pressures locally.

Baseline evidence shows that there are 35 NHS dental practices across the East Riding, the majority of which also provide private care, alongside approximately 25 private-only practices. Provision is concentrated in larger settlements, meaning residents in smaller, rural and coastal communities often face longer travel distances and poorer access. There are no registered dentists in Bridlington. The evidence highlights significant inequalities, with residents in more deprived areas and vulnerable groups experiencing poorer oral health outcomes. In some parts of the East Riding, access to an NHS dentist involves waiting times of more than five years, with no alternative private provision available, and the ICB has confirmed that existing capacity will not support future population growth.

Planned investment and emerging strategy focus on contract reform and flexible commissioning rather than physical estate expansion. National reforms launched in 2025 aim to improve access and sustainability through mandatory NHS service for newly qualified dentists, changes to contract funding to better reflect patient need, reduction of low-value activity, and expanded use of dental therapists. These measures are expected to support improved access over time; however, interim findings suggest that significant access challenges will persist in the short to medium term, particularly in rural, coastal and deprived parts of the East Riding. Continued coordination between the ICB, local authorities and wider partners will be critical to mitigating the impacts of planned growth on already constrained dental services.

Further Work

A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect the capacity of existing dental services, ensuring that growth can be accommodated sustainably and that sufficient capacity is in place to serve new development.

Hospital Services

Introduction

The NHS 10 Year Plan ('Fit for the Future') aims to transform the NHS from a hospital-centric, reactive system into a community-based, digitally enabled, prevention-focused health service. The NHS are seeking to reduce the pressure on emergency hospital services and reduce the number of low-complexity elective hospital appointments to free up clinical capacity. Advances in technology are changing the way hospital care is delivered. Specialists are increasingly able to provide advice without the patient needing to travel to an appointment.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding Health and Care Committee Rural and Coastal Rapid Needs Assessment](#) (June 2024)
- [East Riding Joint Strategic Needs Assessment](#)
- [Humber and North Yorkshire Care Partnership Infrastructure Strategy](#)
- [NHS Fit for the Future: 10 Year Health Plan for England](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

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Given the growing and ageing population, additional provision within hospitals in the East Riding will be required. A proportion of the population will require more diagnostic, urgent, emergency or specialist care provided by local hospitals in Hull and Cottingham (alongside the community hospitals and accommodation located across the East Riding). Additional demand on these services is already being seen, resulting in additional workforce and the expansion of hospital estate.

Hospital facilities are currently provided in the following locations across the East Riding, with varying levels of activity and utilisation:

- Goole and District Hospital (Acute)

- Alfred Bean Hospital, Driffield (Community Hospital)
- Bridlington and District Hospital
- Hornsea Cottage Hospital
- Withernsea Community Hospital
- East Riding Community Hospital (Beverley)
- Castle Hill Hospital, Cottingham (Acute)
- Spire Hull and East Riding Hospital, Hessle and Anlaby (Private Acute)
- Castle Lodge Independent Hospital (Private Mental Health)
- Priory Hospital, Market Weighton (Private Independent Mental Health)

The following provision is located outside the East Riding, but serves the East Riding population:

- Hull Royal Infirmary (Acute)
- The York Hospital (Acute)
- Selby War Memorial Hospital (Community Hospital)
- Scarborough General Hospital (Acute)

Rates of A&E attendance and frequency of service use vary across the Primary Care Network (PCN) areas:

- Rates of A&E attendance in the Beverley and Holderness PCNs are lower than the East Riding average.
- Rates of A&E attendance at Bridlington PCN are higher than the East Riding average.
- Cygnet PCN sees higher rates of A&E frequent users, but lower rates of A&E attendances compared to the East Riding average.
- The Harthill and River & Wolds PCNs see higher rates of A&E frequent users and A&E attendances compared to the East Riding average.

The Humber and North Yorkshire Care Partnership Infrastructure Strategy identifies a significant requirement for a new adult inpatient unit for the Humber Foundation Trust.

Planned Investment and Strategy

Strategic upgrades will be required to accommodate growth. The specifics of this provision will be determined by the ICB. To date, The Humber Foundation Trust have identified opportunities to improve utilisation of facilities, especially at Driffield and Hornsea. Nationally the NHS are seeking to reduce waiting times further still and as digital access becomes the norm many patients will get instant access to a clinician, removing the need to wait for advice or care.

Interim Findings

Hospital services in the East Riding of Yorkshire are experiencing growing pressure, driven by population growth, an ageing demographic and increasing levels of complex health need. While national policy is focused on shifting care away from hospitals and reducing low-complexity activity through digital and community-based provision, demand for urgent, emergency, diagnostic and specialist hospital services continue to rise. This is already resulting in increased workforce requirements and the expansion or more intensive use of hospital estates within and around the East Riding.

East Riding residents are served by a network of acute, community and specialist hospitals, both within the East Riding and in neighbouring authorities. Patterns of A&E attendance and frequent usage vary significantly across Primary Care Networks, with higher usage observed in Bridlington, Harthill and the River & Wolds PCNs, indicating uneven pressure across the system. The Humber and North Yorkshire Care Partnership Infrastructure Strategy has also identified a significant need for additional adult inpatient mental health provision, reflecting wider demand pressures.

Planned investment is expected to focus on targeted estate upgrades, improved utilisation of existing facilities and increased use of digital care models, rather than large-scale new hospital provision. Opportunities have already been identified by the Humber Foundation Trust to improve capacity at community hospital sites such as Driffield and Hornsea. However, interim findings suggest that while digitalisation and service redesign may help alleviate some pressures, additional strategic investment will be required to ensure hospital services remain resilient and able to meet future demand from a growing and ageing population.

Further Work

We will continue to work with providers to ensure that the impact of proposed growth and planned development on healthcare provision, such as secondary care in hospitals, is fully understood.

Pharmacy Services

Introduction

Pharmaceutical services are provided from pharmacies, dispensing appliance contractors, dispensing doctors and local pharmaceutical services. The NHS Humber and North Yorkshire Care Board (ICB) are responsible for advising where there are challenges in the delivery of NHS pharmacy services. The Humber and North Yorkshire Care Partnership Infrastructure Strategy acknowledges the importance of working with community pharmacy services and expanding their vital role.

Pharmacies are run as businesses and thus are not directly dependent on NHS funding. Their viability as a business and the nature of service supplied to customers is related to many factors including location in relation to GP surgeries, demographics and catchment area.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding Pharmaceutical Needs Assessment \(2022-2025\)](#)
- [NHS Fit for the Future: 10 Year Health Plan for England](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

There are at least 75 pharmacies listed in East Riding. These include both independent pharmacies and branches of major chains.

Gaps in necessary pharmaceutical service provision are considered through the Pharmaceutical Needs Assessment (PNA) 2022-2025. The PNA concluded there are no gaps in the current provision of necessary services to the population of the East Riding. Improvements to NHS services are identified however these are presented as considerations rather than necessary improvements.

Planned Investment and Strategy

No strategic upgrades have been identified in the East Riding.

Nationally, the NHS 10 Year Plan ('Fit for the Future') commits to increasing the role of community pharmacies in the management of long-term conditions. Over the next 5 years community pharmacies will diversify away from solely dispensing medicines to becoming integral to the Neighbourhood Health Service and offering more clinical services.

Interim Findings

Pharmaceutical services across the East Riding of Yorkshire are currently meeting statutory requirements, with a broad network of community pharmacies, dispensing doctors and contractors providing coverage across the area. The Pharmaceutical Needs Assessment (PNA) 2022–2025 concludes that there are no identified gaps in necessary pharmaceutical service provision for the current population. Approximately 75 pharmacies operate across the East Riding, including a mix of independent providers and national chains, offering a generally good level of geographic accessibility within larger settlements.

However, the evidence also highlights that pharmacy provision is sensitive to commercial viability, with service delivery influenced by location, demographic profile, footfall and proximity to GP practices rather than direct NHS commissioning. While no strategic estate investment has been identified locally, this reliance on market factors presents a potential risk where population growth, service changes or shifts in prescribing patterns occur, particularly in smaller settlements or areas with ageing populations.

Looking ahead, national policy is expected to significantly expand the role of community pharmacies, moving beyond dispensing to provide more clinical services, particularly for long-term condition management and within neighbourhood-based health models. While current provision is sufficient, future capacity and capability will depend on how effectively pharmacies are supported to adapt to an expanded clinical role, and how well they are integrated with wider primary and community healthcare services as demand evolves.

Further Work

We will continue to work with providers to ensure that the impact of proposed growth and planned development on pharmacy provision is fully understood.

4. Education Provision

The National Planning Policy Framework (NPPF) emphasises the importance of ensuring that a sufficient choice of early years, school and post-16 education places is available to meet the needs of existing and new communities. It requires local planning authorities to take a positive and proactive approach to planning for education infrastructure and to give great weight to the need to create, expand or alter early years, school and post-16 facilities. The Department for Education (DfE) further reinforces this expectation through its school place planning and sufficiency guidance, which places a statutory responsibility on local authorities to secure sufficient school places while ensuring that provision remains sustainable, accessible and responsive to changing demand.

Data shows that there is an evident change in the size and shape of the pupil population across the East Riding. Should the population of Reception to Year 11 ages children stabilise at the current number of 0-1-year-olds, officers are projecting a decline of almost 12,000 pupils between 2024-25 and 2041-42. While falling rolls may reduce pressure on school places, they also present significant challenges for the long-term sustainability of education provision, school funding and estate management. In line with the DfE's focus on strategic place planning and efficient use of resources, the council will need to work closely with schools, academy trusts and other stakeholders to ensure that educational quality and accessibility are maintained, while adapting provision to reflect demographic change. This may include reviewing capacity, supporting collaboration between schools, and identifying opportunities to make the best use of available resources to meet local needs.

Early Years, Childcare and Wraparound Provision

Introduction

The current population in the East Riding of is expected to increase over the plan period. However, due to an aging population, the population of children is expected to fall in both relative and absolute terms over the next fifteen years. Office of National Statistics (ONS) data shows a slight 0.6% increase in the 0-4 age range and a decrease in the primary school-age population.

The Childcare Act (2006) places a duty on all local authorities to secure sufficient childcare, so far as is reasonably practicable, for working parents or parents who are studying or training for employment, for children ages 0-14 years (or up to 18 years for disabled children).

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding of Yorkshire Council Childcare Sufficiency Assessment](#)
- [East Riding of Yorkshire Council Sufficiency Strategy 2025-2028](#)
- [Department for Education \(DfE\) Securing Developer Contributions for Education](#)
- [Department for Education \(DfE\) Local authority pupil planning areas: guidance](#)

Baseline

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[Interactive infrastructure maps](#)

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In the East Riding, there are a variety of different types of childcare provision offered to parents for children aged 0 to 14 years. The following is a summary of the types of provision making up the childcare market, including the percentage share of total providers:

0–4-year-olds (323 providers)

- Private day nurseries (25% of providers).

- Private/voluntary-run pre-schools (10% of providers).
- Childminders (45% of providers).
- Local authority-run day nurseries located in Children's Centres (0.4% of providers).
- Maintained Nursery Schools and school nursery classes (19% of providers).
- The independent sector including academy and free schools (0.6% of providers).

School-age children (102 providers)

- Maintained school before- and after-school clubs (54% of providers).
- Private day nursery-run, and standalone private/voluntary-run Out of School Clubs (46% of providers).

The mix of types of provision in each area will affect the availability and flexibility of childcare on offer to parents, as not all provision is open all day, 52 weeks of the year, for all ages. Schools and pre-schools in particular tend to operate during term-time only and offer sessions for set hours in the morning or afternoon, whilst some childminders only cater for school-age children. In summary:

- All areas have fewer childcare places available during school holidays than during term-time, for all age groups.
- Areas with lower-than-average proportions of places available for 0-4 years olds in the school holidays are: Hornsea and Beeford, Withernsea and Hedon, Bridlington, and Goole (Marshlands and Kingsway).
- For those with school-age children, most places have lower than average proportions of places available in the school holidays, other than Beverley, Bridlington, Driffield, Pocklington, and Market Weighton.
- When considering availability of childcare for outside of the standard hours of 8am-6pm (which only tends to be available in the private/voluntary sector), 64% of day nurseries and pre-schools and 63% of childminders in the East Riding offer this out-of-hours service.
- Upon receipt of £679,891 of DfE capital funding for the expansion of wraparound care, a scheme to create extra places was opened to all East Riding schools, settings, and childminders in spring 2024. 13 projects to extend wraparound provision were approved, creating 277 places with a focus on areas where the council is aware there is a lack of provision.

The Families Information Service Hub undertake a Childcare Sufficiency Assessment annually. An interim assessment report was published in August 2025. A full report was published in 2023. The key points of these assessments are:

- There are currently no sufficiency issues related to the quality of childcare provision, as 98% of providers in the Private, Voluntary and Independent (PVI) sector are rated Good or Outstanding by Ofsted (March 2025)
- There are sufficient childcare places for 0-4-year-olds. There is sufficient early years and childcare provision in almost all areas for 2-, 3-, and 4-year-olds to access their entitlement to early education during term times; however, there are very few parents who only require childcare during term times, and therefore there is a need for more all-year-round provision.
- Sufficiency is met through a variety of providers that include all types of schools (68), pre-schools, day nurseries (76), after school clubs (41), childminders (130), as well as other breakfast and holiday club provision. These include the PVI, maintained, and academy sectors. Figures correct as of March 2025.
- The recruitment and retention of staff is worsening year-on-year and will have a significant impact on new and existing childcare offers. Skilled staff are either retiring or reconsidering their options and leaving to better paid positions.
- There is a potential deficit in the number of before- and after-school and holiday childcare places needed for 5–14-year-olds in the East Riding. However, the preferred option for parents of this age range is to access informal childcare. This may lead to potential issues as there has been an increased number of requests to the council for before- and after- school and holiday childcare. These requests may continue to increase due to the Government's focus on providing more wraparound care.
- Availability of childcare at times to suit parents continues to be generally sufficient in all areas, with childminders being the most flexible to meet the needs of parents.
- The market is providing affordable childcare when average earnings are compared to costs. However, affordability remains a potential issue as childcare providers change their business models for remain financially viable, charge for things they didn't previously (e.g. consumables), and changing their funding models (e.g. not offering stretched funding).

Planned Investment and Strategy

The East Riding has been allocated DfE programme funding approval of delivery plans, for the expansion of wraparound care over two years for settings, and schools to be able to apply for the support the development of provisions. The programme funding is open to all schools and settings to support the setup and ongoing running costs of wraparound care (not the capital build costs) from September 2024 to March 2026. A sliding scale of funding is being developed to reduce funding over time as places are taken up.

Work is ongoing to assess the ongoing need/demand for childcare places in the East Riding.

Interim Findings

As a whole, early years provision in the East Riding is found to be sufficient. However, there are a number of emerging pressures, including falling numbers of young children, uneven holiday and wraparound provision, and rising demand for 'out-of-hours' care. Workforce shortages also pose a risk to the sustainability of provision. Whilst recent DfE funding has enabled the creation of new wraparound places, ongoing work is essential to ensure future sufficiency.

Further Work

At the time of preparing the Sufficiency Strategy, all previous sufficiency information had been gathered retrospectively and was potentially out of date at the time of collation. To address this issue, termly assessments are being piloted. The annual statutory school capacity survey (SCAP) is being re-designed to enable the council to 'drill down' on certain issues further which can then be used to determine sufficiency and focus areas.

Primary and Secondary Education

Introduction

The East Riding of Yorkshire has a network of 142 primary and secondary schools that provide education for children and young people aged 4 to 16. The local authority has a statutory duty to ensure that sufficient school places are available for all children in its area and to plan effectively for changes in demand. While the overall population of the East Riding is projected to increase, the number of school-aged children is expected to decline significantly over the coming years. Current data shows surplus capacity across both primary and secondary phases, with pupil projections indicating a continued reduction in demand for school places. This changing demographic profile will require ongoing strategic planning to ensure that education provision remains sustainable, accessible and of high quality across the East Riding.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding of Yorkshire Council Sufficiency Strategy 2025-2028](#)
- [East Riding School Place Planning Provision of Places – December 2024](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

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Current picture

Primary Education

- There are 124 primary phase schools within the East Riding area, including 7 infant schools, 6 junior schools, and 1 all-through school.
- Of 124 schools, 82 primary schools, 5 infant schools, and 3 junior schools are currently maintained by the local authority. 28 primary schools, 2 infant schools, 3 junior schools, and the 1 all-through school have academised.

- There are currently 3,951 primary school places maintained in each year group, calculated from the sum of the Published Admission Numbers (PANs) for Reception.
- There are currently 2,969 children of reception age living in the East Riding. This equates to 873 surplus places in Reception, equivalent to 22%.
- There are 14 small primary schools in the East Riding of Yorkshire. The local authority defines a small primary school as:
 - Having no more than a half-form of entry of children and young people (on average, space for 15 children and young people) per year or less, and either:
 - Having less than fifty children and young people of compulsory school age on roll in the current school year, or
 - Having less than fifty children and young people of compulsory school age forecast to be on roll in five years' time.

Secondary Education

- There are 18 secondary schools within the East Riding of Yorkshire, 7 of which are maintained by the local authority and 11 which have academised.
- There are currently 3,810 secondary school places maintained in each year group, calculated from the sum of the published admission numbers for Year 7.
- There are currently 3,629 children of Year 7 age in East Riding schools. The number of Year 7 children residing in the East Riding is 3,749. This equates to 181 surplus places in Year 7 and 5% surplus of places in all year groups in secondary phase schools, not including sixth form places.
- The 2024/25 Year 7 cohort was 11% larger than the Year 3 cohort, and 26% larger than the current Reception cohort. This shows a clear demographic decline over the next 10-15 years.

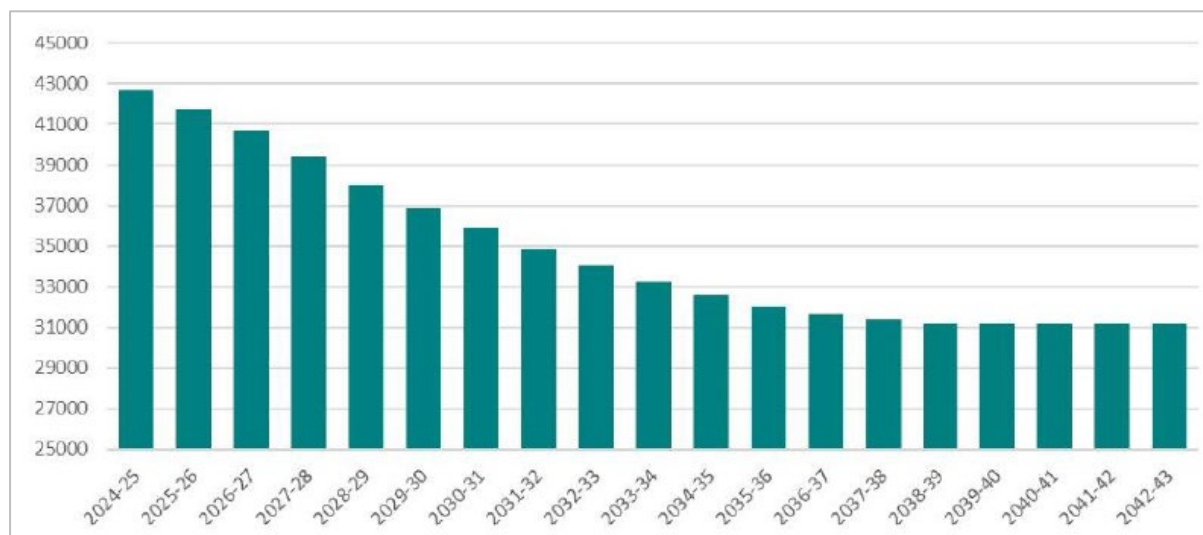
The [School Place Planning Provision of Places \(December 2024\)](#) document sets out specific surplus place figures for Primary and Secondary Education in each school place planning area of the East Riding.

Future projection

- School organisation officers are projecting that, should the birth rate stabilise at the current rate of 0-1-year-olds living in the East Riding, then the population of children and young people resident in the area would fall to 31,000 in 2041/42, down from 43,000 in 2024/25. This is a fall of approximately 12,000 in 18 years.
- In the school year 2024/25, there are a total of 47,674 school places in the East Riding. However, 10% of these school places are currently vacant. This equates to 165 empty classes, assuming a class size of 30 children and young people.

- The latest pupil projections show that, by 2029/30, there will be 48,380 school places within the East Riding. 18% of these places are expected to be surplus to requirements. This equals 296 classrooms, assuming a class size of 30.

Figure 1: Projected compulsory school-age population children and young people in the East Riding*



*Assuming the population stabilises at the current number of 0-1-year-olds

Planned Investment and Strategy

There are several possibilities in terms of managing the supply of school places. At school level, strategies include:

- Setting Published Admission Numbers (PANs) that are more appropriate for the school. PANs apply in the first year of school and are legally enforceable.
- Current Admission Numbers (CANs) are a local measure to manage the supply of places in year groups after the year of entry.
- The expansion of existing schools.
- The establishment of new schools; this is unlikely and several examples have already been ruled out.
- Changes to school catchment areas; changes are rare and usually only happen when a large housing development is proposed for an area.
- The amalgamation, rationalisation or closure of existing schools – there are a variety of options within this broader term (e.g. amalgamating infant and junior schools to create a primary school). It should be noted that the Department for Education (DfE) has a presumption against the closure of rural schools. The closure of a school would only ever be considered as a last resort and where a school is no longer viable.

In Beverley, an extension to the existing Keldmarsh Primary School will be provided to address the requirement for primary school places in the area. A new primary school is also earmarked for Howden as part of the strategic urban extension development taking place to the north of the town. All other identified deficits in capacity are expected to be overcome through internal rearrangements, extensions to existing school buildings, or stricter enforcements of the existing catchment areas through the admissions process, as advised by the council's Strategic Investment and Development Team. Where a deficit has not been identified, the level of existing education provision (of the relevant education type) in that school area is considered sufficient to support the expected population increase as a result of Local Plan development.

Interim Findings

The current position shows that the East Riding has a significant surplus of school places across both primary and secondary education, driven by ongoing demographic decline. Primary provision has 22% surplus of Reception places and secondary provision shows a 5% surplus in Year 7. Projections suggest that the compulsory school-age population will fall by around 12,000 by 2041-42, resulting in an estimated 18% surplus of places by 2029-30. A range of strategies, including adjusting PANs and CANs, catchment enforcement, and maximising existing capacity, may be required to ensure the school estate remains viable and efficient in the East Riding.

Future Work

A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect the capacity of existing primary and secondary schools, ensuring that growth can be accommodated sustainably and that sufficient capacity is in place to serve new development. The council will also explore what funding is available to invest through its capital programme to meet the funding requirement within the schools it maintains, and what other sources of funding may be available. A number of affected schools will be academies. As academies operate independently from financial control of the council, the council will need to continue to engage and liaise with its partners, including the sponsoring bodies of these schools such as local multi-academy trusts, foundations and dioceses, to explore how the projected pupil capacity deficits can be best addressed.

Post-16 education and training

Introduction

Post-16 education and training can often look very different from pre-16, and there is a wide range of options available across the East Riding and beyond. It is recommended that planning for, and discussions about, post-16 options and pathways begin as early as possible. This enables informed choices, access and enrolment to the most appropriate education and training options, with the right support at the right time in the right place.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding of Yorkshire Council Sufficiency Strategy 2025-2028](#)

Baseline

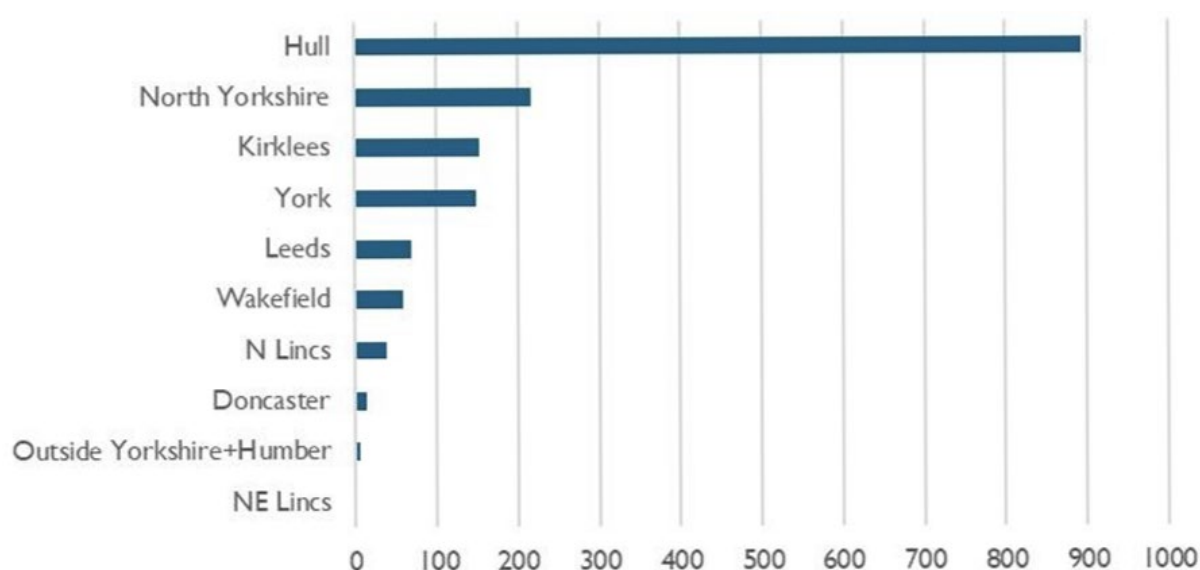
This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

Each year, approximately 3,500 young people in year 11 decide their next steps. Currently, young people in the East Riding access post-16 education and training at over 40 provisions across 9 local authority areas, with around 40% of young people travelling outside of the East Riding for their post-16 education and training.

The chart below shows the volumes of young people who studied at one of the 28 pre-16 East Riding settings, and chose to travel outside of the East Riding for their post-16 education, training, or employment, as of 2024. There are also young people who live outside of the East Riding who travel to access post-16 settings in the East Riding.

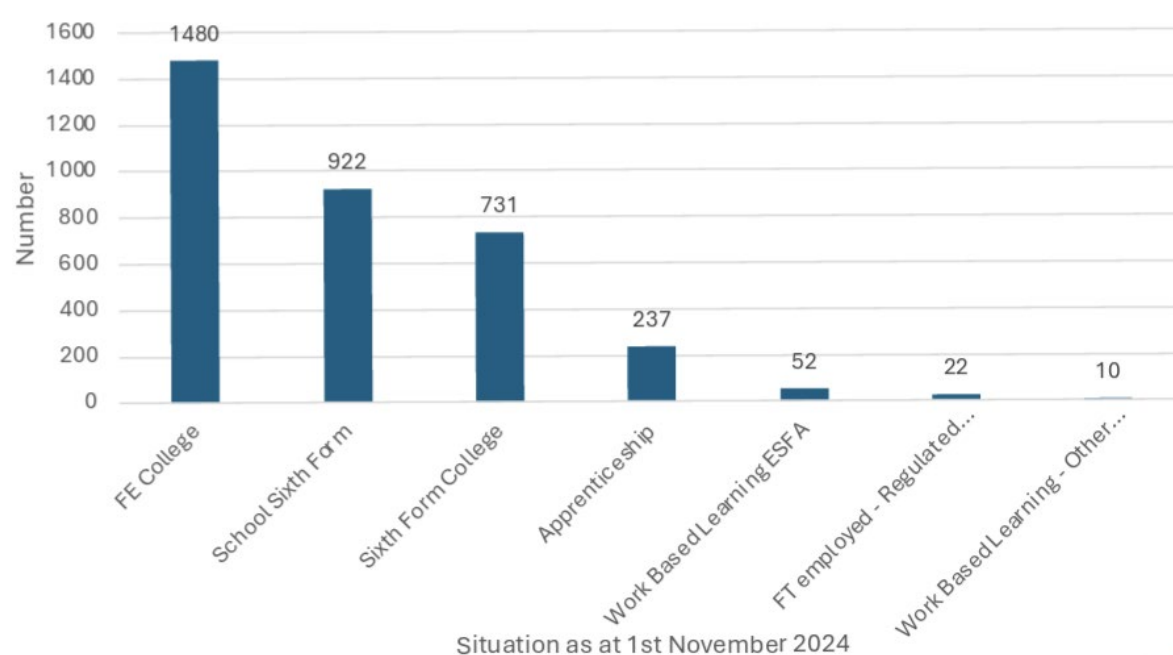
Figure 2: Year 11 leavers who studied at pre-16 settings within the East Riding and chose to travel outside of the East Riding for post-16 education



Source: [East Riding of Yorkshire Council Sufficiency Strategy 2025-2028](#)

Due to the size and geography of the East Riding, it is not possible for high-quality provision to be available in every local area. This leads to some people travelling long distances to access their provision of choice. Some more general subjects may be available at a range of providers, however more specialist subjects may be limited to one or two providers who have the dedicated resources to deliver those subjects more effectively. These factors make sufficiency planning and partnership working more complex in the East Riding. The graph below shows the destinations of 2024 Year 11 leavers, as of 1st November 2024.

Figure 3: Destinations of 2024 Year 11 leavers



Participation data for 16- and 17-year-olds in the East Riding demonstrates that, overall, most young people were able to access education and training provision, and that there are sufficient providers of mainstream provision to offer places. In January 2025, there were 372 young people aged 16-18 who were not engaged in education, employment or training (NEET). For young people who are NEET during Year 12 and 13, there is limited access to re-engagement programmes with in-year starts in the East Riding and neighbouring authorities, and access to low-level provisions (acting as entry points back into education) are limited.

Demographics in the East Riding are changing; overall pupil numbers are forecast to decrease, whilst the number of pupils with specialist needs are set to increase. However, these changes will not significantly impact post-16 cohorts during the life of the Sufficiency Strategy (2025-2028).

Planned Investment and Strategy

The local authority has a duty to ensure availability of provision for all young people covered by the 'Participation Duty' and will achieve this through informal and formal partnership working, maintaining an overview of provision and barriers to access, and timely data sharing.

The local authority works closely and regularly with education and training providers across the East Riding who receive funding from the Department for Education (DfE), including sixth form schools and colleges, further education colleges, and independent training providers. Where there is an identified lack of or gap in provision, the council works in partnership with the DfE to address and fill the gap. The DfE then consider requests from existing providers or will seek new provision from independent learning providers.

Re-engagement programmes that have a clear progression pathway into more formal education and training are required across the East Riding for young people who are not in education, employment or training (NEET). Further work to ensure post-16 pathways are available for all young people is continuing as part of the Sufficiency Strategy 2025-2028.

Interim Findings

Overall, the high-level data is relatively positive, showing high numbers of young people in education, employment and training. There is however a need to focus on the right

provision at the right time and in the right place, ensuring all young people have access to options as part of appropriate education and training pathways into employment.

Further Work

We will continue to work with providers to ensure that the impact of proposed growth and planned development on post-16 education and training provision is fully understood.

SEND Education

Introduction

This section sets out the current sufficiency position for children and young people with special educational needs and disabilities (SEND) in the East Riding. It brings together key data on Education, Health and Care Plans (EHCPs), level of need, and the availability of specialist and enhanced provision across the area. It also highlights recent investment, emerging pressures, and the projections of future demand.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding of Yorkshire Council Sufficiency Strategy 2025-2028](#)
- [SEND and Inclusion Improvement Plan 2024-2026](#)

Baseline

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[Interactive infrastructure maps](#)

Education, Health and Care Plans

As of December 2024, there were 3,659 children and young people aged 0-25-years-old with an Education, Health and Care Plan (EHC plan) in the East Riding.

The needs of children and young people are broken down into four key areas:

- Communication and Interaction;
- Cognition and Learning;
- Social, Emotional and Mental Health (SEMH); and
- Sensory and/or physical need.

Since the 2014 SEND reforms, there has been a national rise in the number of EHC plans. In the East Riding, over 5,000 children were identified in the January 2024 school census as requiring SEN support, with 44% of those children and young people having a cognition and learning need. This is above the national average of 30%. Data indicates that Moderate Learning Difficulties (MLD) (24.4%) and Speech, Language and

Communication Needs (SLCN) (23.3%) remain the most prevalent needs across Key Stages 1-4 in the East Riding.

Over three-quarters of these children attend a mainstream primary or secondary school. This is a significantly higher proportion than the national average of 54.4%. Conversely, a much lower proportion of children and young people with an EHC plan in the East Riding attend a specialist provision (17.1% compared to 32.3% nationally). This suggests that there are far fewer special school places available.

Provision

In the East Riding, there are 19 Enhanced Resource Provisions (ERP); 11 primary ERPs and 8 secondary ERPs. Enhanced Resource Provisions are part of a mainstream school and play a vital part in ensuring there is sufficient SEND provision. They are often an additionally resourced classroom or suite of classrooms with additional provisions such as sensory rooms and staffed by specialist teachers and teaching assistants. Class sizes are generally smaller and allow for greater adaptation and may contain spaces where specialist services such as speech and language therapy could be received.

As of September 2024, there were 215 places in ERPs across 19 schools, an increase of 102 places since 2021.

In the East Riding there are three special schools, supporting a range of needs including severe learning difficulties, autism, and profound and multiple learning difficulties.

These schools are:

- St Anne's Special School and Sixth Form (Hessle) – 160 places
- Kingsmill Community Special School (Drifffield) – 130 places
- Riverside Community Special School (Goole) – 140 places

Admission to these schools is via the SEND Panel process.

On some occasions, some children and young people require specialist provision for complex social and emotion needs, autism, or significant trauma. This provision is highly specialist and often needed once all other avenues have been explored. In these cases, placements at non-maintained independent schools may be allocated via the SEND Panel process. The Section 41 list is a list of settings not controlled by ERYC of the Secretary of State for Education. They are non-maintained independent special schools and colleges approved by the Secretary of State under Section 41 of the Children and Families Act 2014.

Future projections

The number of requests to assess for an EHC plan continues to increase. In 2024, the council saw a 23.8% increase in requests. This is higher than the national figure of 20.8%. There was an 11.5% increase in the number of EHC plans being given compared to the previous year.

Based on previous data, and if the existing level of increase continues, the following numbers of EHC plans are projected:

Table 11: Number of EHC plans

Year	Number of EHC plans
2025	3,659
2026	3,942
2027	4,259
2028	4,484

Planned Investment and Strategy

The data suggests that there are fewer special school places available compared to the national average. As highlighted under the Primary and Secondary Education section, several schools have surplus places and classrooms which could be converted. In September 2024, the Inclusion and SEND Adjustment Capital Scheme was introduced, utilising funding from the High Needs Capital budget to support schools in developing their SEND and Inclusive practice and provision. Outreach support has also been increased for schools, enabling professionals in special schools to support children and young people in mainstream school by increasing the knowledge and skills of teachers and support staff.

In 2023 and 2024, East Riding of Yorkshire Council was successful in a bid to open two Free SEMH Special schools in Welton and Bridlington. These schools will have 120 places each, meeting the needs of children and young people with social, emotional and mental health needs across primary, secondary and post-16.

The Education Alliance (TEAL) academy trust is the sponsor of the free school in Welton. The application for a free school in Bridlington was successful in March 2024 and the next stage is to recruit a sponsor.

This will increase special school capacity from 430 places in 2025 to 670 places in 2028.

The East Riding of Yorkshire SEND and Inclusion Improvement Plan 2024-2026 outlines actions to be taken to strengthen inclusion, improve services and ensure that every child and young person with SEND in the East Riding has the opportunity to reach their potential. It also sets out which team/group will lead and monitor the actions, when they will be achieved, the intended impact, and how success will be measured.

Interim Findings

Analysis of current picture of SEND provision in the East Riding shows a significant rise in the number of children and young people with EHCPs, outpacing population trends. This growth is occurring alongside limited specialist capacity, resulting in a much higher proportion of pupils with EHCPs remaining in mainstream settings compared to national figures. Pressures are particularly visible in relation to SEMH and early years, with both areas showing higher-than-average levels of need. While recent investment will increase SEND capacity, current data suggests that demand is likely to continue rising. Without further expansion, the gap between need and provision is likely to worsen.

Further Work

A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect the capacity of existing Special Educational Needs and Disabilities (SEND) provision, ensuring that future growth can be accommodated sustainably and that sufficient places are available to meet the needs arising from new development.

5. Community Facilities

The NPPF requires local planning authorities to plan positively for community facilities. The Planning Practice Guidance (PPG) supports this by encouraging the use of existing data and stakeholder engagement to assess infrastructure needs. Community infrastructure, including sports and leisure facilities, libraries, community centres, and cemeteries, play an important role in helping sustain communities by supporting wellbeing, social cohesion, and quality of life. These assets provide spaces for physical activity, learning, social interaction, and community support, helping to foster inclusive and resilient communities. They also contribute to public health outcomes, reduce social isolation, and support cultural and recreational needs across different population groups. As population changes occur through growth or demographic shifts, demand for these facilities can increase or evolve. Assessing existing provision at the baseline stage helps to identify capacity, accessibility, and gaps in coverage, ensuring that future planning and investment can respond effectively to local needs and support sustainable, well-balanced communities.

Built Sports Facilities

Introduction

There are a range of facilities that support recreation, physical activity and overall well-being. This section focuses on built sports facilities that support formal, organised sport and physical activity across the East Riding, including facilities provided by the public, private, education and voluntary sectors. It principally focuses on the following core facility types:

- Health and fitness facilities
- Swimming pools
- Sports halls
- Community spaces

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Health and Wellbeing Strategy](#)
- [Sport England Active Places Power](#)
- [Planning for Sport](#)
- [Open Space Review](#)
- [Playing Pitch Strategy](#)
- [East Riding Village Halls Network](#)

Baseline

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[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

Health and Fitness Facilities

There are 10 council operated leisure centres in the East Riding, with over 24,000 members and over 4.3 million customer visits a year. Leisure centres in the East Riding have a variety of amenities, including:

- ‘Tone Zone’ Fitness Suites
- Exercise class studios
- Swimming pools (see below)
- Indoor courts for squash, badminton, netball, and football
- Rooms for hire
- Outdoor facilities such as 3G football pitches, grass football pitches, and MUGAs (Multi-Use Games Areas).

The table below shows the number of members and visitors of Council owned East Riding Leisure Centres.

Table 12: Number of Members and Visitors to Leisure Centres

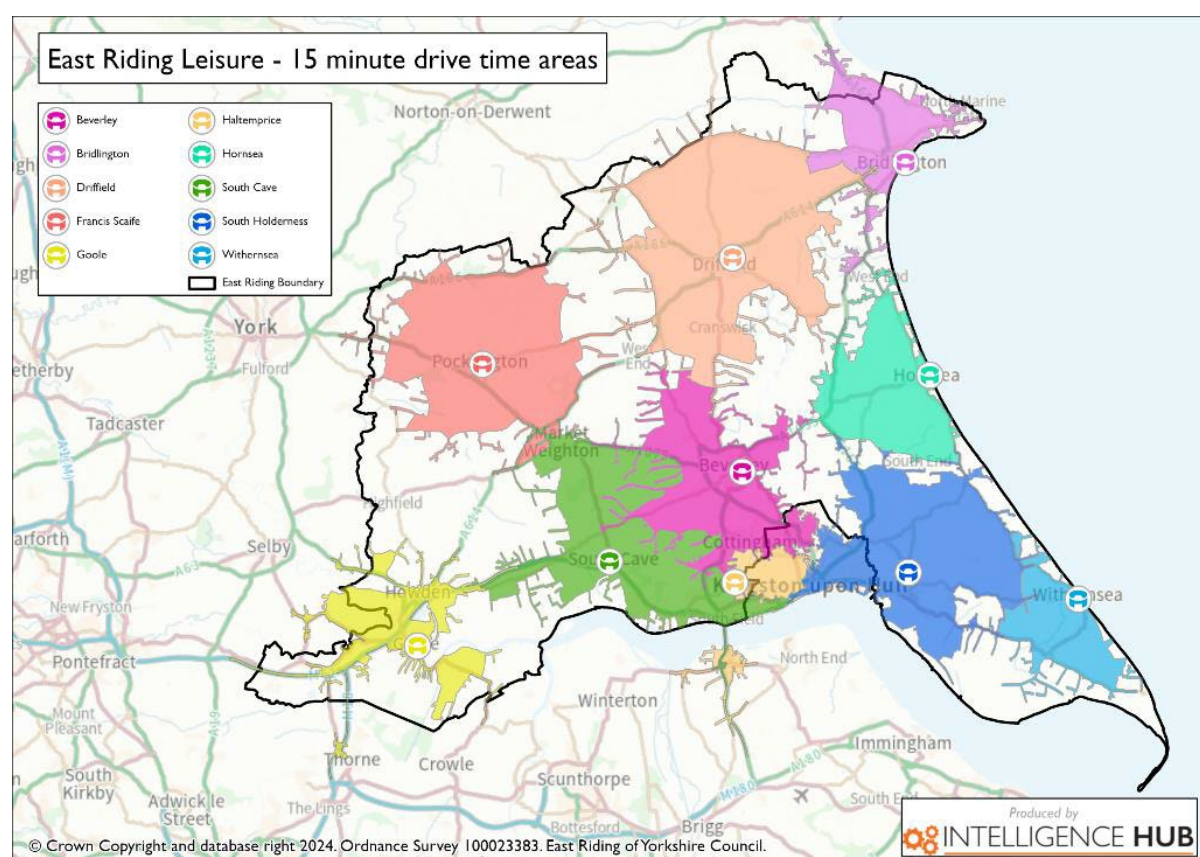
Site	Members	Visitors
ERL Beverley	5,078	968,800
ERL Bridlington	4,212	815,488
ERL Driffield	2,132	401,912
ERL Francis Scaife	2,114	174,900
ERL Goole	1,718	109,672
ERL Haltemprice	4,901	1,040,312
Hornsea Hub	2,655	479,100
ERL South Cave	17	17,502
ERL South Holderness	687	93,830
ERL Withernsea	931	206,054
Totals	24,445	4,307,570

Source: ERYC

The map below shows the proportion of East Riding that falls within a 15-minute drive time to a Council leisure centre.

The white areas on the map represent regions that fall outside of a 15-minute drive time to a leisure centre. These include areas to the south and west of Goole, west of South Cave, north-east and west of Beverley, some coastal regions, and parts of south-east Holderness. Some of these areas, however, are very sparsely populated with limited road connectivity.

Figure 4: 15-Minute Drive Time Areas for East Riding Leisure Centres



The catchment map shows that based on the 15-minute drive time principle most residents within South Cave/Elloughton-cum-Brough catchment area must travel to either Beverley, Goole, or Haltemprice Leisure Centre, to access a full specification council operated facility. ERL South Cave is a facility with limited public access and no swimming pool, tone zone, or studio provision, though there are private facilities in the area.

Overall, based on Sport England's Sports Facilities Calculator the East Riding is projected to still have a surplus of 70 indoor courts by 2039 (based on Local Plan Update growth figures).

However, the 15-minute drive time approach doesn't capture the complete picture. Many residents in rural areas may be isolated due to factors such as not owning a car or being unable to drive. These isolated communities face greater challenges in accessing leisure centres. Therefore, it is crucial that these communities can engage in physical activities within their own locations.

Private leisure facilities in the East Riding of Yorkshire offer residents and visitors a wide range of high-quality fitness and recreational options. Alongside council-run centres, the area features private gyms, health clubs, golf courses, and spa hotels that cater to different lifestyles and budgets. These privately operated facilities contribute to the region's wellbeing and local economy, offering memberships, specialist classes, and

family-friendly amenities. Private fitness operators expand leisure options and improve access for communities, offering a broader range of activities and facilities and ultimately compliment local authority leisure provision.

Voluntary sports clubs and community groups play a vital role in isolated communities, building community connections and encouraging individuals to engage in physical activities. These community clubs often serve as the central hub, providing safe spaces for physical activity and reducing feelings of isolation. These may have gyms, studios, sports halls or other spaces for health and well being activities.

Swimming Pools

Sport England's Active Places database identifies 21 facilities (that are currently open), which provide a total of 27 swimming pools in the East Riding.

Table 13: Swimming Facilities at Leisure Centres

Leisure Centre	Accessibility Type	Learner/ Teaching/ Training	Leisure Pool	Main/ General	Total
East Riding Leisure Beverley	Pay And Play	1		1	2
East Riding Leisure Bridlington	Pay And Play	1		1	2
East Riding Leisure Driffield	Pay And Play	1		1	2
East Riding Leisure Francis Scaife	Pay And Play			1	1
East Riding Leisure Goole*	Pay And Play		1		1
East Riding Leisure Haltemprice	Pay And Play	1		1	2
East Riding Leisure Hornsea	Pay And Play	1		1	2
East Riding Leisure South Holderness	Pay And Play			1	1
East Riding Leisure Withernsea	Pay And Play			1	1
Far Grange Park	Private Use			1	1
Riverside Special School	Private Use	1			1
Cave Castle Hotel & Country Club	Registered Membership Use			1	1
Cottingham Parks Golf & Leisure Club	Registered Membership Use			1	1
Feel Good Health Club (Mercure Hull Grange Park Hotel)	Registered Membership Use			1	1
Palms Leisure Club	Registered Membership Use	1			1

Leisure Centre	Accessibility Type	Learner/ Teaching/ Training	Leisure Pool	Main/ General	Total
Skipsea Sands Holiday Park & Leisure Complex	Registered Membership Use			1	1
The Oaks Golf Club & Spa	Registered Membership Use			1	1
Thornwick Bay Holiday Park	Registered Membership Use		1		1
Total Fitness (Hull)	Registered Membership Use	1		1	2
Pocklington School	Sports Club / Community Association			1	1
Stamford Bridge Community Pool	Sports Club / Community Association			1	1
Grand Total		8	2	17	27

Source: [Sport England Active Places Power database](#)

*Currently being renovated at time of assessment

When taking private provision into consideration, 100 per cent of the population in the East Riding has access to a swimming pool, 92 per cent of which is to a facility within the East Riding. 44 per cent are within 5 minutes' drive of a facility, and just 2 per cent are over 15 minutes' drive.

Percentage of the total population with access to swimming pools by time bands

Table 14: Accessibility of swimming pools

Accessibility	Percentage of population
Not within range of a facility	0
Within range of a facility	100
Where the nearest facility is:	
- 0 to 5 minutes	44
- 5 to 10 minutes	36
- 10 to 15 minutes	18
- 15 to 20 minutes	2
- 20 to 25 minutes	0
- 25 to 30 minutes	0

Source: [Sport England Active Places Power database](#)

Overall, based on Sport England's Sports Facilities Calculator the East Riding is projected to still have a surplus of 1,090sqm of swimming facilities by 2039 (based on Local Plan Update growth figures).

Sports Halls

The following table sets out the number of courts by facility across the East Riding.

Table 15: Number Courts by Facility in the East Riding

Facility	Type	Number Of Courts
Bubwith Leisure Centre	Commercial	0
Skipsea Sands Holiday Park & Leisure Complex	Commercial	7
Beverley Grammar School	Education	6
Bishop Burton College (Bishop Burton Sports Village)	Education	13
Bridlington School	Education	9
Cottingham High School	Education	8
Driffield School	Education	13
Goole Academy	Education	9
Hallgate Primary School	Education	0
Headlands School	Education	7
Holderness Academy and Sixth Form College	Education	4
Hornsea School & Language College	Education	9
Howden Church Of England School	Education	0
Howden School	Education	7
Keldmarsh Primary School and Playing Field	Education	1
Kings Mill School	Education	1
Longcroft School And Sixth Form College	Education	11
Pocklington School	Education	9
Riverside Special School	Education	1
South Hunsley Sports Centre	Education	16
The Hessle Academy	Education	8
The Market Weighton School	Education	9
The Snaith School	Education	9
Tranby	Education	10
Withernsea High School	Education	9
Woldgate School And Sixth Form College	Education	8
Wolfreton School	Education	10
Beverley High School	Education	9
East Riding Leisure Beverley	Local Authority	10
East Riding Leisure Bridlington	Local Authority	10
East Riding Leisure Driffield	Local Authority	11
East Riding Leisure Francis Scaife	Local Authority	7
East Riding Leisure Goole	Local Authority	9
East Riding Leisure Haltemprice	Local Authority	16
East Riding Leisure Hornsea	Local Authority	9
East Riding Leisure South Cave	Local Authority	3
East Riding Leisure South Holderness	Local Authority	6
East Riding Leisure Withernsea	Local Authority	5
Ryehill Village Hall	Others	0
Airmyn Memorial Hall	Others	2
Bridlington Sports Centre	Others	6

Facility	Type	Number Of Courts
Church Lads & Church Girls Brigade	Others	0
Dunswell Village Institute	Others	1
Hessle Rangers Fc	Others	2
Holme Village Hall	Others	1
Hull Ionians RUFC	Others	0
Leconfield Recreation Club	Others	0
The Aldborough Village Hall & Memorial Recreation Field	Others	6
The Armstrong Centre	Others	1
Wetwang Village Hall	Others	1
Woodmansey Village Hall	Others	0
Cottingham Sports Centre (Cottingham Pavillion)	Trust	2
Elloughton cum Brough Village Hall	Trust	0
Total		311

Source: [Sport England Active Places Power database](#)

When taking private provision into consideration, 100 per cent of the population in the East Riding has access to a sports hall, 93 per cent of which is to a facility within the East Riding. 77 per cent are within 5 minutes' drive of a facility, and none of the population is over 15 minutes' drive.

Percentage of the total population with access to the selected facility type by distance/time bands:

Table 16: Accessibility to Sports Halls

Accessibility	Percentage of population
Not within range of a facility	0
Within range of a facility	100
Where the nearest facility is:	
- 0 to 5 minutes	77
- 5 to 10 minutes	18
- 10 to 15 minutes	5
- 15 to 20 minutes	0
- 20 to 25 minutes	0
- 25 to 30 minutes	0

Source: [Sport England Active Places Power database](#)

Community Spaces

Community spaces play an important role in supporting social connection, wellbeing and community life across the East Riding of Yorkshire. In a largely rural authority, facilities such as village halls, church halls, parish rooms, community centres, youth clubs and places of worship often function as the primary venues for social activity, volunteering and local services.

Many community spaces are locally managed, including those owned by parish councils, charities or community trusts, and are frequently sustained through

community asset transfer arrangements and grant funding. Alongside traditional village and church halls, the Council has introduced multi-service community hub models, which bring together leisure, cultural, customer and health-related services within single, accessible buildings.

Across the East Riding, there are 102 village halls, church halls and community buildings that form part of the East Riding Village Halls Network (ERVHN), alongside approximately 349 places of religious worship, many of which provide space for wider community use. These venues support a broad range of activities, including social groups, fitness sessions, cultural events and private functions.

In addition to these facilities, youth-focused provision is delivered through a combination of fixed and mobile services, including:

- Beverley Cherry Tree Youth Hub, offering regular sessions for young people aged 10–18 (and up to 25 for SEND)
- The ‘Our Place’ youth bus, providing mobile youth provision and outreach across communities
- YPC, delivering youth activities and projects in and around Pocklington
- Bridlington CYP, providing activities for a range of age groups from 5-16

Community Hubs

Community hubs are a more recent model used by the Council to co-locate multiple public services within a single building, improving accessibility and service integration. Existing and planned hubs in the East Riding include:

- Champney Treasure House (Beverley)
 - Archives, library and customer services
 - Museum, art gallery and tourist information
 - Registration services, café and meeting rooms
- Haltemprice Hub (Anlaby)
 - Leisure facilities including swimming pool, gym and sports hall
 - Library and customer services
 - Café and social space
- Hornsea Hub
 - Leisure facilities, café and community space
 - Children’s Centre and adult social care day services
- Goole Hub (under construction)
 - Leisure facilities, health suite and community rooms
 - Sensory space and family-focused recreational uses

The redevelopment of Children’s Centres into Family Hubs, such as the integration at Hornsea, reflects a broader shift towards delivering family and early-help services from shared community buildings.

Planned Investment and Strategy

Sport England has estimated that for every £1 invested in community sport and physical activity, there is an estimated £4.38 return in social value. This includes from improved mental health and wellbeing and from reduced demand on health and social care services.

‘Uniting the Movement’ is Sport England’s 10-year vision to transform lives and communities through sport and physical activity. Its activities and investment strategy are focussed on three key objectives:

- Advocating for movement, sport and physical activity
- Joining forces on the big five issues
 - Recover and reinvent
 - Connecting communities
 - Positive experiences for children and young people
 - Connecting with health and wellbeing
 - Active environments
- Creating the catalyst for change

The wider leisure sector has faced financial pressure for years, exacerbated by over a decade of austerity measures and in response to the Covid-19 pandemic. Significant investment is essential to modernise facilities, improve efficiency, and reduce environmental impact. In particular, there are significant energy and operational costs associated with leisure centres with swimming pool provision. There have been several closures across the country due to costs.

The information below shows the summary of investment required over time to maintain the council’s leisure centre facilities:

Table 17: Maintenance estimates for East Riding Leisure

Period	Maintenance Investment Required
0 – 5 years	£8.303m
6 – 10 years	£9.946m
11 – 15 years	£6.185m
16 – 20 years	£9.187m
21 – 25 years	£8.621m
0 – 25 years	£42.241m

Source: ERYC

The condition of the council leisure centres varies across the portfolio, largely influenced by their age and recent history. For example, ERL Bridlington and Hornsea Hub require minimal maintenance as they have been constructed and renovated in recent years. ERL Goole is currently, at the time of writing, undergoing a significant redevelopment including a new learner pool, health suite and enhanced fitness offer.

Conversely, the centres in Beverley, Driffield, Pocklington and Withernsea are facing more significant maintenance backlogs due to their age and wear.

The East Riding Health and Wellbeing Strategy employs a 'system approach' to health and wellbeing which means a variety of partners working together to achieve outcomes for residents across the East Riding instead of working separately or in competition. This approach also includes the opportunity for co-location such as transforming refurbished or new leisure facilities into community hubs that integrate traditional leisure services with essential health and social care services. An example of this is East Riding Leisure Haltemprice which hosts a library, customer service centre and GP surgery all under one roof.

Many clubs, groups, and parish Councils in rural communities are actively seeking to improve opportunities for physical activity by enhancing outdoor spaces and sports pitches, often by obtaining funding from various sources. Funding from commuted sums often helps voluntary clubs/ groups, particularly in rurally isolated areas enhance their infrastructure, ensuring that they are both suitable for their purpose and sustainable for the community.

Interim Findings

The East Riding is relatively well served by council run leisure centre provision. Most centres of population have good access to the council's leisure centres, as well as to other private providers (e.g. in Bubwith and Stamford Bridge). Residents in and around South Cave/Elloughton-cum-Brough catchment area have access to facilities with more limited provision and must travel to either Beverley, Goole, or Haltemprice Leisure Centre to access a full specification council operated facility.

Even with an anticipated growth in population there will still be a surplus of both swimming pool and indoor court provision.

Whilst provision is generally good as a whole, many residents in rural areas may be isolated due to factors such as not owning a car or being unable to drive.

To achieve maximum effectiveness, the Council will need to continue working collaboratively with the community and partners to create more active environments within a place. This starts with dedicated sport and physical activity facilities, but it also includes wider utilisation of local assets such as parks and green space, community

centres as well as the wider built environment, with a particular focus on encouraging active travel.

The East Riding benefits from a diverse and extensive network of community spaces, ranging from locally managed village and church halls to council-led community hubs and youth facilities. These spaces are particularly important in rural and coastal settlements, where they often provide the primary venue for social interaction and service delivery.

The development of community hubs and Family Hubs demonstrates a strategic shift towards multi-use, co-located facilities, supporting health, wellbeing, learning and social inclusion within accessible locations. Overall, there is no evidence of a widespread shortfall in community spaces at this stage however, continued growth may increase pressure on existing facilities in some areas, reinforcing the importance of maintaining, enhancing and adapting current provision.

Further Work

A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect built sports facilities and community spaces provision in the East Riding. It will draw on the outcomes of the Built Sports Facilities Strategy that the council is planning to undertake. This will assess the current and future needs for built sports facilities across the East Riding of Yorkshire. It is intended to guide planning, investment, and operational decisions to ensure facilities are fit for purpose, inclusive, and accessible, supporting increased participation in sport and physical activity.

Playing Pitches

Introduction

The East Riding Playing Pitch Strategy (PPS) sets out a strategic, place-based framework to shape future provision of outdoor sports infrastructure across the East Riding.

Developed in line with Sport England's national guidance and informed by robust local insight, the PPS aligns with the wider ambition of the East Yorkshire Place Partnership (EYPP) to create conditions that enable long-term improvements in health, wellbeing, and opportunity through physical activity. This strategy plays a critical role in supporting and shaping the East Riding capital investment pipeline, ensuring infrastructure decisions are aligned with place-based outcomes such as being insight-led, community-informed, and systemically aligned. It enables local partners to prioritise investment where it will have the greatest impact and supports a consistent, evidenced approach to resource allocation, funding bids, and strategic planning.

East Riding of Yorkshire Council (ERYC) worked with National Governing Bodies and Sport England to produce an assessment report outlining the supply and demand situation in the East Riding for the following sports:

- Athletics
- Bowls
- Cricket
- Crown Green Bowls
- Football
- Hockey
- Rugby League
- Rugby Union
- Tennis

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Playing Pitch Strategy 2025](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

The [Playing Pitch Strategy Map 2025](#) sets out the provision of playing pitches across the East Riding.

The following table from the PPS shows summarise the number of pitches, courts, greens and wickets in the East Riding. Only sites which are listed as operational are shown in the table, including relevant playing fields and school sites.

Table 18: Number of pitches, courts, greens and wickets in the East Riding

Sub area	Artificial Grass Pitches	Athletics Tracks ²	Flat Green Bowls	Crown Green Bowls	Cricket wickets (grass)	Cricket wickets	Football (grass pitches)	Hockey (grass pitches)	Rugby League	Rugby Union	Tennis courts	Total
Beverley & Central												
Beverley	2	0	4	0	41	2	37	0	6	6	30	128
Cottingham	6	0	10	0	55	6	87	0	7	7	33	211
Elloughton-cum-Brough	2	0	3	0	22	2	21	0	2	5	15	72
Leven	0	0	2	0	11	0	10	0	0	0	5	28
Market Weighton	2	0	4	0	25	1	17	0	0	0	13	62
Total	12	0	23	0	154	11	172	0	15	18	96	501
Bridlington & Coastal												
Bridlington	2	0	2	3	35	3	27	0	0	4	19	95
Burton Agnes	0	0	3	0	20	0	3	0	0	0	19	45
Driffield	2	0	4	0	34	1	18	0	0	10	32	101
Hornsea	1	0	2	0	15	0	12	0	1	1	1	33
Total	5	0	11	3	104	4	60	0	1	15	71	274

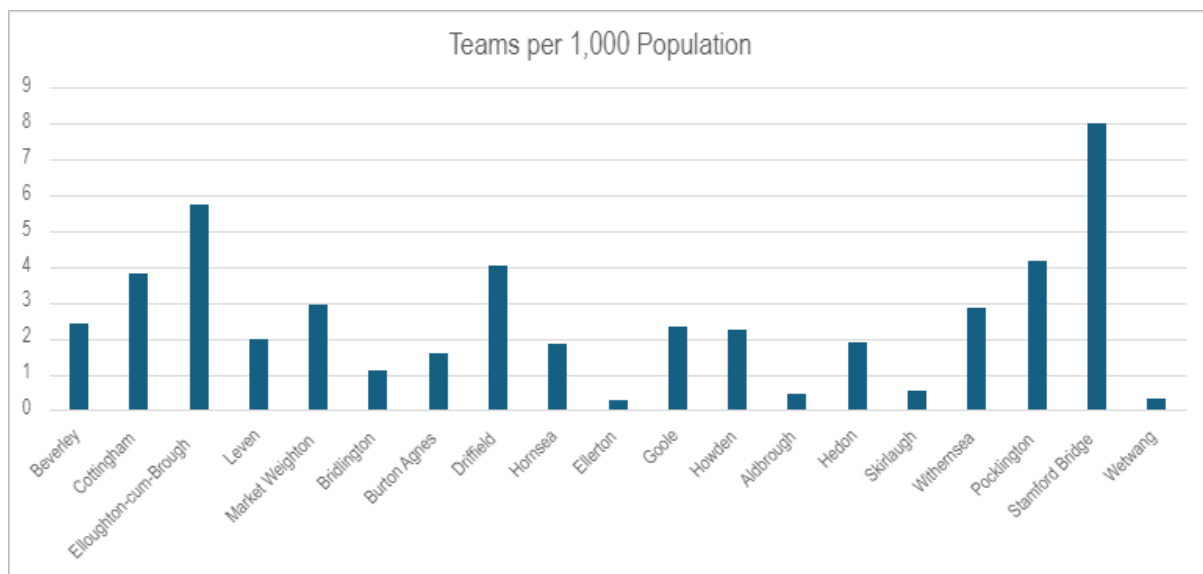
¹ these AGPs include those suited to football, hockey and rugby union

² these are seasonal tracks

Sub area	Artificial Grass Pitches	Athletics Tracks ²	Flat Green Bowls	Crown Green Bowls	Cricket wickets (grass)	Cricket wickets	Football (grass pitches)	Hockey (grass pitches)	Rugby League	Rugby Union	Tennis courts	Total
Goole & Humberhead Levels												
Ellerton	0	0	1	0	3	0	5	0	0	0	4	13
Goole	1	0	1	0	20	1	38	0	1	2	14	78
Howden	1	0	2	0	18	4	21	0	0	0	3	49
Total	2	0	4	0	41	5	64	0	1	2	21	140
Holderness & Southern Coastal												
Aldbrough	0	0	0	0	8	1	1	0	0	0	0	10
Hedon	1	0	1	0	8	2	26	0	3	1	7	49
Skirlaugh	0	0	0	0	5	0	4	0	0	0	3	12
Withernsea	1	0	1	0	10	0	15	0	2	1	3	33
Total	2	0	2	0	31	3	46	0	5	2	13	104
Vale of York												
Pocklington	2	0	1	0	32	0	20	0	0	12	32	99
Stamford Bridge	0	0	1	0	37	0	16	0	0	0	9	63
Wetwang	0	0	4	0	6	0	0	0	0	0	0	10
Total	2	0	6	0	75	0	36	0	0	12	41	172
GRAND TOTAL	23	0	46	3	405	23	378	0	22	49	242	1191

The graphic below shows that in comparison to the population, there is a very high number of teams (all sports) in Stamford Bridge and Elloughton-cum-Brough sub areas. In terms of East Riding's towns, by this measure there is a low number of teams in Bridlington and Withernsea in particular.

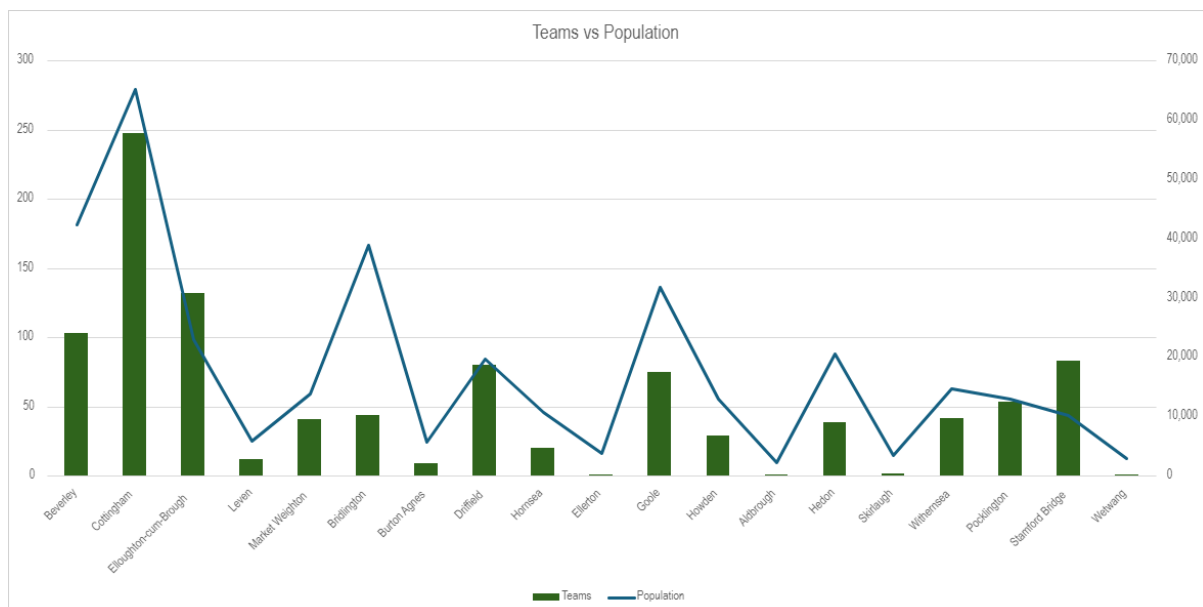
Figure 5: Teams per 1,000 Population



Source: ERYC (PPS 2025)

The graphic below shows that there are numerous places across the East Riding where the number of teams does not align with the population of the area. This issue is of most significance in Bridlington which has the second highest population of any sub area but a relatively low number of teams.

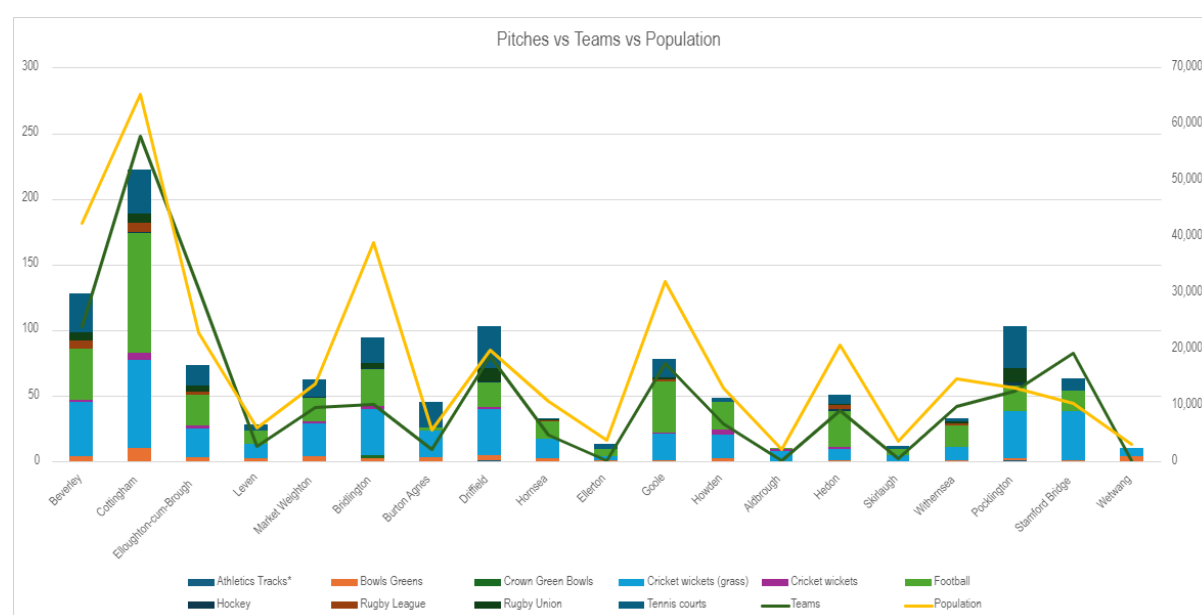
Figure 6: Teams v Population



Source: ERYC (PPS 2025)

Mapping these data sets against each other shows the following:

Figure 7: Pitches v Teams v Population



Source: ERYC (PPS 2025)

This shows that, considering all the sports together, in comparison to their populations (and relative to other sub areas) there is a dearth of both teams and pitches in Bridlington, Goole and Withernsea, three areas of the East Riding with wards of significant deprivation. It also shows an under-supply of pitches (but not teams) in Beverley and Hedon, though to a lesser extent. There is a strong supply of pitches in the Pocklington area (which contains a sports-focussed private school).

Below are the headline findings for each area.

Table 19: Headline findings for playing pitches in Beverley & Central

	Beverley	Cottingham	Elloughton-cum-Brough	Leven	Market Weighton
Bowls	No shortfall identified	No shortfall identified	No shortfall identified	No shortfall identified	No shortfall identified
Cricket	Significant overplay	Significant overplay	Played to capacity	Some overplay	Some overplay
Football - grass	Spare capacity	Spare capacity	Spare capacity	Spare capacity	Spare capacity
Football – 3G	1 additional pitch required	3 additional pitches required	2 additional pitches required	No shortfall identified	No shortfall identified

Hockey	No pitches	No shortfall identified	No pitches	No pitches	No shortfall identified
Rugby League	Spare capacity	Some overplay	Spare capacity	No pitches	No pitches
Rugby Union	Some overplay	Some overplay	Significant overplay	No pitches	No pitches
Tennis	No shortfall identified	No shortfall identified	No shortfall identified	No shortfall identified	No shortfall identified

Source: ERYC (PPS 2025)

Table 20: Headline findings for playing pitches in Bridlington & Coastal

	Bridlington	Burton Agnes	Driffield	Hornsea
Bowls	No shortfall identified	No shortfall identified	No shortfall identified	No shortfall identified
Cricket	Significant overplay	Some overplay	Significant overplay	Significant overplay
Football - grass	Spare capacity	Spare capacity	Spare capacity	Spare capacity
Football – 3G	No shortfall identified	No shortfall identified	1 additional pitch required	No shortfall identified
Hockey	No shortfall identified	No pitches	No shortfall identified	No pitches
Rugby League	No pitches	No pitches	No pitches	Spare capacity
Rugby Union	Spare capacity	No pitches	Some overplay	Some overplay
Tennis	No shortfall identified	No shortfall identified	No shortfall identified	No courts

Source: ERYC (PPS 2025)

Table 21: Headline findings for playing pitches in Goole & Humberhead Levels

	Ellerton	Goole	Howden
Bowls	No shortfall identified	No shortfall identified	No shortfall identified
Cricket	Played to capacity	Spare capacity	Some overplay
Football - grass	Spare capacity	Spare capacity	Spare capacity
Football – 3G	No shortfall identified	1 additional pitch required	1 additional pitch required
Rugby League	No pitches	Some overplay	No pitches
Rugby Union	No pitches	Some overplay	No pitches
Tennis	3 courts overplayed	No shortfall identified	No courts

Source: ERYC (PPS 2025)

Table 22: Headline finding for playing pitches in Holderness & Southern Coastal

	Aldbrough	Hedon	Skirlaugh	Withernsea
Bowls	No greens	No shortfall identified	No greens	No shortfall identified
Cricket	Some overplay	Spare capacity	Some overplay	No pitches
Football - grass	Spare capacity	Spare capacity	Spare capacity	Spare capacity
Football – 3G	No shortfall identified	1 additional pitch required	No shortfall identified	No shortfall identified

Rugby League	<i>No pitches</i>	Some overplay	<i>No pitches</i>	Some overplay
Rugby Union	<i>No pitches</i>	Played to capacity	<i>No pitches</i>	Played to capacity
Tennis	<i>No courts</i>	No shortfall identified	No shortfall identified	<i>No courts</i>

Source: ERYC (PPS 2025)

Table 23: Headline findings for playing pitches in Vale of York

	Pocklington	Stamford Bridge	Wetwang
Bowls	No shortfall identified	No shortfall identified	No shortfall identified
Cricket	Some overplay	Some overplay	Some overplay
Football - grass	Spare capacity	Spare capacity	Spare capacity
Football – 3G	1 additional pitch required	1 additional pitch required	<i>No pitches</i>
Hockey	No shortfall identified	<i>No pitches</i>	<i>No pitches</i>
Rugby Union	Overplay	<i>No pitches</i>	<i>No pitches</i>
Tennis	No shortfall identified	No shortfall identified	No shortfall identified

Source: ERYC (PPS 2025)

Planned Investment and Strategy

The PPS seeks to tackle inequalities and increase participation from underrepresented groups. Since the previous PPS in 2019, changes have been made to existing provision, and housing requirements and local demand have changed. As a result of this, a new PPS was required to give an up-to-date picture of the current provision.

Stage D of the PPS outlines the evidence base, strategic priorities, and delivery plan. It includes 5 strategic objectives:

- Strategic objective 1: protect the supply of outdoor playing provision and ancillary facilities
- Strategic objective 2: enhance the quality of playing provision and ancillary facilities
- Strategic objective 3: Increase accessible provision to meet existing and future demand
- Strategic objective 4: Embed Place-Based Planning and Community Collaboration

The PPS sets out the quantitative headlines for

- Shortfalls for cricket pitches, senior rugby league pitches and rugby union provision in the East Riding.
- There is a shortfall in suitable hockey AGPs resulting in 2 East Riding hockey clubs needing to access facilities outside of the study area
- No permanent athletic facility in the East Riding. Athletic clubs wishing to access athletic provision must travel outside of the study area to do so.
- Currently some spare capacity for junior rugby league demand across the East Riding as a whole but this varies between areas.
- Demand for tennis and bowls are currently being met in line with NGB capacity guidance.
- Much of the identified shortfall can be met by improving the quality of playing surfaces to increase their capacity, and/or adding sports lighting and securing the tenure of sites to ensure guaranteed access in the future.
- There is a demand for WR22 compliant 3G pitches as training demand for football, rugby league and rugby union will all be able to be accommodated on these pitches
- Some clubs accessing out of area 3G provision, highlighting shortfalls even after taking into account the two planned pitches. The only way that this shortfall will be able to be met is by providing a number of new 3G facilities. These additional 3G facilities will enable some training demand to be accounted for, which will help to address issues of overplay at some sites too.
- There is a demand for cricket nets for training purposes in the summer and in the winter and additional cricket pitches to meet current shortfalls

Priorities per Area

Based on the extent of overplay shown above, the priority sports for investment per area are identified as follows. Blank boxes indicate that there are no shortfalls indicated for these sports in these areas.

Table 24: Priority sports for investment per area

	Beverley & Central	Bridlington & Coastal	Goole & Humberhead Levels	Holderness & Coastal	Vale of York
Athletics	No provision	No provision	No provision	No provision	No provision
Cricket grass wickets	233 MES	177 MES	2 MES	42 MES	57 MES
Football	-	-	1 MES	Played to capacity	1 MES
3G pitches	Total shortfall of 6	Total shortfall of 1	Total shortfall of 1	Total shortfall of 1	Total shortfall of 2
Rugby League	-	-	1 MES	8.5 MES	-
Rugby Union	19.5 MES	8 MES	3 MES	-	0.5 MES

Source: ERYC (PPS 2025)

Interim Findings

Interim findings from the Playing Pitch Strategy indicate that outdoor sports provision across the East Riding of Yorkshire is unevenly distributed, with significant variation between sub-areas and sports types. While there is a strong overall supply of pitches, courts and greens, this does not consistently align with population size or levels of participation. Areas such as Bridlington, Goole and Withernsea show the greatest mismatch between population and provision, with comparatively low numbers of teams and pitches despite higher levels of deprivation and identified need.

Across the authority, the most acute pressures relate to cricket, rugby league, rugby union and artificial grass pitches (3G). Cricket pitches are overplayed in many locations, particularly where pitch quality limits carrying capacity, and there is growing demand for both outdoor wickets and indoor training nets. Rugby league and rugby union show shortfalls in senior provision in several areas, while demand for WR22-compliant 3G pitches is increasing to support training across multiple sports. A shortage of suitable hockey AGPs has resulted in some clubs accessing facilities outside the East Riding, and there is currently no permanent athletics facility, requiring clubs to travel out of area.

The evidence demonstrates that many identified shortfalls cannot be addressed through new provision alone. In several cases, pressures can be mitigated through improvements to pitch quality, installation of floodlighting, securing long-term site tenure and better use of existing assets. However, in areas with the lowest levels of provision per 1,000 people, particularly Goole & Humberhead Levels and Holderness & Southern Coastal, additional investment will be required to address inequalities in access and participation.

Overall, interim findings confirm the need for a targeted, place-based approach to investment, focussed on priority sports and locations where overplay, unmet demand

and social inequalities are most pronounced. The Playing Pitch Strategy provides a robust, evidence-led framework for prioritising funding, guiding developer contributions and aligning capital investment with wider objectives around health, wellbeing and inclusive growth across the East Riding.

Further Work

The next stage of the PPS process will be to work with partners to carry out the identified recommendations and implement site-specific action plans.

A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect playing pitch provision in the East Riding.

Public Open Space

Introduction

Open space includes publicly accessible parks and gardens, woodlands, play areas, playing pitches, allotments, picnic areas and amenity green spaces within housing developments. It also includes buildings and structures that support these uses, such as sports pavilions, changing facilities and related infrastructure. The availability, quality and accessibility of open space varies across the East Riding, reflecting differences in settlement size, population density and local need, and is closely linked to wider objectives around health, wellbeing, environmental quality and sustainable growth.

Policy C3 of the East Riding Local Plan Update sets out the Council's approach to securing and protecting public open space for leisure and recreation. It aims to ensure that new development contributes sufficient open space to support healthy, inclusive and sustainable communities. A Supplementary Planning Document (SPD) has been prepared to provide further guidance on the provision of open space as part of new housing developments.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Open Space Review 2012](#)
- [Open Space Review - Area Supply Report 2020](#)
- [Open Space Supplementary Planning Document \(SPD\) 2025](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

The East Riding Open Space Review (2012) and associated Area Supply Reports (2020) provide a robust, settlement-level assessment of open space provision across the authority. They identify localised surpluses and deficiencies by open space typology and form a key part of the evidence base for Local Plan policy, developer contributions

and investment decisions. An open space can belong to the council, a town or parish council, playing field association, sport/recreation charities, a private organisation or an individual.

The table below summarises the total extent of public open space by typology across the East Riding and compares existing provision against the adopted Local Plan quantity standards.

Table 25: Provision of open space across the East Riding

Open Space Type	Area (ha)	Quantity Standard	Measure against Quantity Standard
Allotments	108.37	0.3 hectares per 1,000 people	0.30 hectares per 1,000 people
Amenity Green Spaces	260.84	0.6 hectares per 1,000 people	0.73 hectares per 1,000 people
Cemeteries and Churchyards	129.18		No Quantity Standard Set
Civic Spaces & Promenades	1.34		No Quantity Standard Set
Green Corridors & Woodland	204.03		No Quantity Standard Set
Natural and semi-natural green spaces	1,497.38	2 hectares of natural green space per 1,000 people & 1 hectare of local nature reserve per 1,000 people	4.21 hectares (total) per 1,000 people
Outdoor Sports Facilities including schools	1,749.55	1.35 hectares per 1000 people	4.92 hectares per 1,000 people
Parks and Gardens	65.20	0.18 hectares per 1,000 people	0.18 hectares per 1,000 people
Provision for children and young people	59.07	Provision of 2.6m ² equipped space per child in urban areas	1.07m ² per child
Grand Total	4,074.96		

Source: [Open Space Review 2012](#)

All typologies other than provision for children and young people meet the quantity standards.

Planned Investment and Strategy

Open space requirements are set out in the Local Plan Update Strategy Document, with further detailed guidance provided in the Open Space Supplementary Planning Document (SPD). Some allocated development sites also include specific requirements for the provision or enhancement of open space within defined parts of the site, as set out in the Allocations Document Update. Policy C3 of the Local Plan Update requires development proposals to maintain and, where possible, enhance the quality, quantity and accessibility of open space, and to address any identified shortfalls in local provision. Where practicable, open space should be delivered on site

and designed to link effectively with wider green and blue infrastructure networks, in line with Policy S9 of the Local Plan Update.

The level and form of open space provision, or financial contribution in lieu, is determined on a case-by-case basis in accordance with the Open Space SPD. New housing developments are generally expected to provide open space on site, particularly for children's play and outdoor sports. Where on-site provision is not feasible or appropriate, commuted sums are secured to improve the quality and capacity of existing open spaces nearby. These funds are allocated in line with the Open Space SPD and informed by engagement with local communities and organisations to ensure alignment with established priorities. Evidence from the Open Space Review and the Playing Pitch Strategy is used to identify local gaps in provision and to guide investment decisions.

Interim Findings

Public open space provision across the East Riding of Yorkshire is strong in quantitative terms, with most open space typologies meeting or exceeding the Local Plan quantity standards at authority-wide level. Evidence from the Open Space Review and Area Supply Reports demonstrates that allotments, amenity green space, natural and semi-natural green spaces, parks and gardens, and outdoor sports facilities are generally well provided for. The primary quantitative shortfall relates to provision for children and young people, which does not currently meet the adopted standard

The Open Space Review, Area Supply Reports and Playing Pitch Strategy provide a robust framework for identifying these local shortfalls and guiding investment. Interim findings confirm that new housing development will need to continue contributing to open space provision, either through on-site delivery or through financial contributions to enhance existing facilities, in line with the Open Space SPD. A targeted, place-based approach, focusing on improving quality, supporting priority sports infrastructure and addressing identified gaps, will be essential to ensure open space continues to support health, wellbeing, environmental quality and sustainable growth across the East Riding.

Further Work

The Open Space Review set out a baseline of open space in the East Riding. The supply of Open Space has most recently been updated as follows:

- Area Supply Reports in 2020
- Allotments – last updated through Area Supply Reports 2020
- Amenity Green Space – last updated through Area Supply Reports 2020

- Cemeteries and Churchyards – last updated through Area Supply Reports 2020 and see below
- Civic Spaces and Promenade – last updated through Area Supply Reports 2020
- Green Corridors and Woodland – last updated through Area Supply Reports 2020
- Natural and Semi-natural Green Spaces – last updated through Area Supply Reports 2020
- Outdoor sports – Playing Pitch Strategy 2026
- Parks and gardens – last updated through Area Supply Reports 2020
- Provision for Children Young People – last updated 2024

These will be periodically updated. A future iteration of this document will include an assessment of how proposed development in the emerging local plan could affect open space provision in the East Riding.

Burial Provision

Introduction

Whilst the NPPF offers protection from development for existing burial spaces, it does not directly reference the provision of new burial spaces. Councils do not have a statutory responsibility to provide burial provision.

However, the NPPF sets out that strategic policies should set out an overall strategy for the pattern, scale and design quality of places that make sufficient provision for community facilities such as health, education and cultural infrastructure. If there is an identified notable shortfall, then the local plan process – principally, through the allocation of sites – is one tool to help address that need.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- Advice is provided on the Councils Cemetery [webpage](#)
- [Open Space Review 2012](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

The last assessment, as part of the Open Space Review (2012) identified 242 cemeteries or churchyards in the East Riding, 50 of which were recorded as closed cemeteries. Cemetery provision is delivered through a network of council-managed cemeteries and longstanding churchyards that serve towns, villages, and rural communities across the region. East Riding of Yorkshire Council maintains several public cemeteries, including sites in Anlaby, Beverley (Queensgate), Bridlington, Cottingham, Driffild, Hessle, and others, overseeing essential services such as burial arrangements, grave maintenance, headstone permissions, and cemetery upkeep. These cemeteries provide options for full burials, ashes interments, memorial plaques, and family plots, alongside maintenance of paths, grassed areas, and floral beds. The

Driffield Cemetery is currently the only site to offer green burials, which are a sustainable burial option with a minimal environmental impact. The region is also home to a wide variety of historic burial grounds and churchyards.

There are alternative options to burial which are becoming more common. The council also offers a range of options at the crematorium in Holderness, Lelly Fields Crematorium, with another two crematoria located within the East Riding at Haltemprice (Cottingham/Willerby) and East Riding (Oulton). Lelly Fields Crematorium was opened in 2023 to meet the needs of the area and represented the latest investment in provision since the (privately-operated) Haltemprice Crematorium was opened in 1998.

Priory Woods Cemetery on the outskirts of Cottingham is operated by Hull City Council. It includes some natural burial provision along with memorial areas and areas for scattering ashes.

Planned Investment and Strategy

The Open Space Review 2012 was the last formal assessment of burial provision. At this time, there is no formal strategy in place to consider the burial provision though individual cemeteries, churchyards and crematoria may have their own specific investment and management opportunities.

Interim Findings

While no formal borough-wide cemetery capacity shortfall has been identified, available evidence suggests that burial capacity is likely to become increasingly constrained, particularly in larger settlements and areas with older populations. Cemetery provision is currently managed on an operational basis, and there is limited publicly available evidence of long-term surplus or planned expansion. There may be further opportunities to expand on the offering of Green Burials. There are two different types of Green Burials Meadow and Woodland. Meadow sites, like the one in Driffield Cemetery, are left as semi-fallow land, allowing for self-seeded plants and creating a haven for wildlife. Woodland sites allow for a tree to be planted over each grave.

Further Work

A detailed review into cemetery provision will need to be undertaken, which would also need to consider the provision of crematoria facilities and green burial areas within and around the East Riding. A future iteration of this document could include an assessment

of how proposed development in the emerging local plan could affect cemetery provision in the East Riding.

Library Services

Introduction

The Public Libraries & Museums Act 1964 requires local authorities to provide library services that are ‘comprehensive and efficient’ to ‘all persons desiring to make use thereof’. The Public Libraries & Museums Act 1964 specifies that this should include appropriate collections of materials for customers to borrow or use for reference in the library, an accessible service and assistance for customers. The Public Libraries & Museums Act 1964 does not provide any other standards or benchmarks and has usually been interpreted to mean that:

- Libraries will be located so that they are accessible to most who live, work or study in the local authority area (including provision by others, for example neighbouring authorities)
- There will be a good range of up-to-date stock
- Libraries will have opening hours that enable access by most people
- There will be support in using the library through an up-to-date catalogue and trained staff
- People with a disability will be enabled to access library services

Library services have more recently been defined by the Public Library Service Standards (PLSS) which were introduced by the Government in 2002 to provide greater clarity on how a ‘comprehensive and efficient’ library service would be assessed. In 2009 these standards were downgraded from mandatory to a “discretionary” guide for councils following recommendations that more power should pass from central to local Government.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [East Riding Libraries](#)

Baseline

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[Interactive infrastructure maps](#)

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There are 23 static libraries in the East Riding of Yorkshire and a further 154 mobile library stops located across the area, 17 of which are long stay mobile libraries.

The PLSS 1 standard for a unitary authority is that 88% of households should live within one mile of a static library and 100% of households should live within 2 miles. In the case of ‘sparse authorities’ (defined as the 10% of authorities with the highest sparsity of population of which included Humberside County at the time the standards were devised) the standard is lowered to 72% of households living within 2 miles of a static library.

The Office for National Statistics (ONS) provides data on the accessibility of local amenities, including libraries. The table below sets out the percentage of people within walking distance of their nearest library across the East Riding and the average for all unitary authorities across England.

Table 26: Percentage of people within walking distance of their nearest library

Walking distance to nearest library	East Riding of Yorkshire	Average for all English unitary authorities
15 minutes	36%	41%
30 minutes	61%	76%
60 minutes	73%	92%

Source: [ONS](#)

The percentage of the population within walking distance of a library is lower in the East Riding compared with the average across English authorities, as expected by the largely rural nature of the area. This analysis provides travel time estimates to public libraries and is not intended to be a complete representation of library access. For example, students may access a library at their education centre, such as a school or university and these are not included. This analysis also excludes mobile libraries, which are prevalent in the East Riding.

The ONS data does highlight a trend where local authorities with a higher proportion of residents aged 65 years and over tend to have fewer people living within a 15-minute walk of a library. This reflects the earlier analysis that rural areas, often have more

limited walking access to libraries. Public libraries contribute to the well-being of older people, for example by organising high-quality enrichment and socialising activities to help reduce loneliness and by giving lessons in digital technology to support independent living, as described in the Arts Council report on the contribution of public libraries to the well-being of older people. However, the analysis on walking times suggests that although libraries are generally well distributed geographically, some older people, who are more likely to live in sparsely populated areas, may not easily be able to access the library services designed for them.

Planned Investment and Strategy

Library provision in the East Riding of Yorkshire is guided by statutory duties, council-wide strategies and service-level planning rather than a standalone libraries strategy. Investment is targeted towards improving the quality, accessibility and flexibility of existing libraries, supported by external funding where available.

Goole Library is to be refurbished following the award of external capital funding. The scheme has secured £300,000 from the Libraries Improvement Fund provided by the Department for Culture, Media and Sport (DCMS), administered through Arts Council England, with a further £150,000 of match funding committed by East Riding of Yorkshire Council.

Other recent investments include:

- £250,000 refurbishment of Bridlington North Library (complete)
- £250,000 refurbishment of Bridlington Central Library (complete)

Improvement works are expected to begin in 2027.

Interim Findings

Library services in the East Riding of Yorkshire are well established and geographically extensive, delivered through a network of 23 static libraries complemented by a wide-ranging mobile library service. Together, these provide coverage across a large and predominantly rural authority and reflect the Council's statutory duty to deliver a comprehensive and efficient library service. While walking-distance accessibility to static libraries is lower than the national average for unitary authorities, this is consistent with the East Riding's dispersed settlement pattern and is partially mitigated through the provision of mobile libraries and hubs within community facilities.

Evidence from ONS accessibility data highlights that older residents and those living in more sparsely populated areas are less likely to live within a short walking distance of a static library, reinforcing the importance of mobile services and non-traditional access

routes. The findings also underline that library access cannot be measured solely through walking distance, as use of digital services, co-location within community centres, and access via education and other institutions all play an important role. Libraries continue to contribute to wider health, wellbeing and social inclusion objectives, particularly through activities aimed at reducing loneliness, supporting digital skills and providing accessible community spaces.

There is no identified requirement for additional library buildings arising directly from planned growth. Instead, current and planned investment is focused on improving the quality, accessibility and flexibility of the existing estate, enabling libraries to function as modern, multi-use community hubs. Recent and committed capital investment, including refurbishment schemes at Goole and Bridlington libraries, demonstrates a strategic, place-based approach to service improvement.

Further Work

We will continue to work with providers to ensure that the impact of proposed growth and planned development on library provision is fully understood.

Services for Children and Families

Introduction

Best Start Family Hubs (formerly known as Children's Centres) are community-based family support and early years services run by the local council. They support families with children from pregnancy up to age 19 (and up to 25 for those with special educational needs or disabilities). Services are free and inclusive, designed to give every child a good start in life and to help families feel confident, healthy and supported. They often work closely with health visitors, early years professionals and other services to support families in a joined-up way.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Children and Young People's Strategic Plan 2025](#)
- [Childcare Sufficiency Assessment 2023](#)
- [Families Information Service Hub \(FISH\)](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

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The East Riding currently has 16 Best Start Family Hubs:

- Anlaby Best Start Family Hub
- Beeford Best Start Family Hub
- Beverley Best Start Family Hub
- Bridlington Best Start Family Hub (Butts Close)
- Bridlington Best Start Family Hub (Shaftesbury Road)
- Brough Best Start Family Hub.

- Cottingham Best Start Family Hub
- Drifffield Best Start Family Hub
- Hedon Best Start Family Hub
- Hessle Best Start Family Hub.
- Hornsea Best Start Family Hub
- Howden's Best Start Family Hub
- Kingsway Children Centre (Goole)
- Market Weighton Best Start Family Hub
- Marshlands Best Start Family Hub (Goole)
- Withernsea Best Start Family Hub.

In 2024, 83% of children under 5 years old were registered with what were then children's centres, and 99,000 people accessed the full range of activities.

Planned Investment and Strategy

Family Hubs are the new model of local family-support services in England, and many former *Sure Start Children's Centres* across the country are being re-developed or re-branded into these hubs.

Best Start Family Hubs operate as central access points for parents seeking a range of support services, including assistance with breastfeeding, housing-related issues, and children's early development and language. Their purpose is to provide families with confidence that help is readily available within their local area and that they can be efficiently directed to specialist services when required.

The shift is a national restructuring of family support in England, driven by several factors:

- Broader age range and whole-family approach - While children's centres were intended to provide services up to 19 years of age, the focus is mostly on the early years (0–5). Family Hubs are designed for *whole-family* support across childhood and adolescence.
- Joined-up integrated services - Research and government reviews highlighted that families benefit when support (health, education, wellbeing) is connected rather than scattered. Hubs provide a single access point, reducing confusion and delays.

- Response to declining children's centre numbers - Between 2010 and 2020, across the UK, over 1,000 children's centres closed due to funding cuts. Family Hubs are part of rebuilding that support infrastructure.
- Evidence from Sure Start - Sure Start centres had long-term positive impacts on children's health and educational outcomes. Family Hubs aim to recreate and expand that success.

Backed by over £500 million nationally, the rollout will help transform the existing Family Hubs and Start for Life programme and create up to 1,000 hubs across the country by the end of 2028.

To further streamline the path to support, a new Best Start digital service will also be launched to enable parents to access evidence-based guidance online. The digital platform will provide advice on a range of topics and connect parents to their local Best Start Family Hub, as well as link to the NHS App – making sure these services are at the centre of every community, whether on- or off-line.

Interim Findings

The government is investing over £500 million to create a network of up to 1,000 Best Start Family Hubs across every local authority in England by 2028, which has the opportunity to enhance existing childcare.

Further Work

We will continue to work with providers to ensure that the impact of proposed growth and planned development on services for children and families is fully understood.

One Public Estate

One Public Estate (OPE) is a national programme, launched in 2013, designed to help public sector organisations work together to make better use of their land and buildings. It is jointly delivered by the Local Government Association (LGA) and the Office of Government Property (OGP) within the Cabinet Office.

OPE supports councils and public bodies to:

- Release or repurpose surplus public land for housing, regeneration, and economic development.
- Improve public service delivery through shared buildings and co-location.
- Reduce running costs and generate capital receipts from the public estate.
- Enable more integrated, customer-focused services through estate rationalisation.

These ambitions are summarised in OPE's three core objectives:

1. Economic growth – new homes and jobs
2. Integrated public services
3. Efficiencies – reduced costs and capital receipts

OPE brings public bodies together through locally-led partnerships, offering:

- Practical and technical support
- Revenue funding for feasibility and collaboration work
- Access to national expertise and cross-government engagement
- Asset mapping and strategic estate planning support

The partnerships develop portfolios of schemes that identify surplus land, colocation opportunities, service transformation projects and place-based regeneration.

In the East Riding, since the OPE programme was introduced, several schemes have come forward. In 2020, including the relocation of the Jobcentre Plus to Bridlington Town Hall, the offices of East Riding of Yorkshire Council. NHS partners have recently moved into and taken up premises at County Hall in Beverley, with Humber Teaching NHS Foundation Trust conducting the refurbishment works. This move is part of a broader, more collaborative approach to centralise public services in Beverley, alongside council teams and proposed, nearby police services.

6. Waste Management and Recycling

Introduction

The Local Plan will consider whether there is adequate capacity for managing waste, where additional capacity is needed and the potential impacts of waste developments. Once adopted, the new Local Plan will replace the Joint Waste Local Plan (2004) which covered both Hull and the East Riding. As a unitary authority, the Council has the following responsibilities:

- Waste Collection Authority – collection of municipal waste
- Waste Disposal Authority – management and disposal of municipal waste; and
- Waste Planning Authority – planning for the provision of sustainable waste management capacity for: Municipal waste; Commercial and Industrial waste; and Construction and Demolition waste.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [National Planning Policy for Waste \(2014\)](#)
- [Resources and Waste Strategy for England \(2018\)](#)
- [Waste Management Plan for England \(2021\)](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

Over the last decade, total waste arisings in the East Riding have increased significantly, more than tripling from approximately 1.19 million tonnes in 2014 to around 3.89 million tonnes in 2024. This growth largely reflects wider economic activity and commercial waste streams rather than changes in household behaviour. In contrast, Local Authority Collected Waste (LACW) has remained relatively stable over the same period, with the exception of a temporary increase during 2020–21, reflecting changes in domestic consumption patterns during the COVID-19 pandemic.

Household waste recycling and disposal is supported by a network of 10 Household Waste Recycling Centres (HWRCs) distributed across the East Riding. These facilities enable residents to recycle, compost and dispose of waste that cannot be accommodated through kerbside collection services. While most HWRCs are permitted by the Environment Agency to handle up to 25,000 tonnes per year, site-specific constraints mean that many operate well below this permitted capacity, limiting their ability to respond to increases in demand.

This pressure on operational capacity is particularly evident at the Weel HWRC, which currently processes around 6,000 tonnes of material per year. Since 2015, usage of the site has tripled as the local population has grown, and the facility is increasingly constrained by its size and layout. Compared with larger, more modern HWRCs elsewhere in the East Riding, Weel is becoming less fit for purpose, raising operational and capacity concerns.

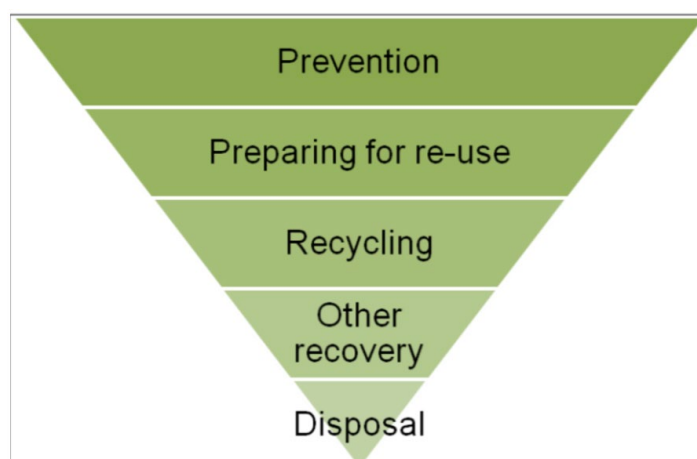
The East Riding waste management system also operates within a closely integrated cross-boundary network with Hull City Council. A strategic network of waste transfer stations serves both authority areas, receiving waste from collection and cleansing services before onward treatment or disposal. Within the East Riding, the principal transfer stations are located at Carnaby and Goole (operated by FCC Environment) and Melton (operated by Transwaste), with an additional main transfer facility operating in Hull. This joint infrastructure plays a key role in managing waste flows efficiently across the wider Humber area.

Planned Investment and Strategy

Managing our waste is an important land use issue. More housing and business growth has implications for waste arisings that will need to be managed over the plan period. One priority is to drive waste management up the waste hierarchy (see below), which will result in the need for a mix of types and scale of facilities for waste management.

National policy provides a strong framework for the future management of waste, with Government support for the efficient recovery of energy from residual waste as part of a balanced waste management hierarchy. This approach recognises the role of energy-from-waste facilities in reducing landfill dependence while maximising the value recovered from non-recyclable waste.

Figure 8: The waste hierarchy



At the same time, policy direction is increasingly focused on improving recycling performance and supporting the transition to a circular economy. The 2018 EU Circular Economy Package established a target for 65% of municipal waste to be recycled by 2035, which continues to inform UK waste strategy and local authority planning. In response, local authorities are required to adapt collection and treatment systems to support higher recycling rates and improved material quality.

A key driver of change in the short term is the introduction of Simpler Recycling requirements, which mandate the separate collection of core recyclable materials. Local authorities must have implemented these arrangements by 31 March 2026, requiring plastic, paper and card, glass, metals, and food waste to be collected separately from residual waste. This transition has significant implications for collection infrastructure, waste transfer facilities and operational practices, and will shape planned investment across the waste management system in the coming years.

Interim Findings

The Local Plan will determine whether East Riding has sufficient capacity to manage its waste effectively, identify where additional facilities may be needed, and assess the potential impacts of future developments on waste. Once adopted, it will replace the 2004 Joint Waste Local Plan and reaffirm the council's statutory responsibilities as a Waste Collection, Waste Disposal and Waste Planning Authority. These roles cover the collection and disposal of municipal waste, as well as planning for sustainable capacity across municipal, commercial and industrial, and construction and demolition waste streams.

Over the past decade, total waste generated in the East Riding has more than doubled, while household-collected waste has remained broadly stable. The authority's 10 Household Waste Recycling Centres (HWRCs) are under increasing pressure. Most are

permitted for 25,000 tonnes annually, yet site-specific constraints mean they cannot accommodate the full allowance. The Weel HWRC, in particular, now handles around 6,000 tonnes per year and has seen a tripling of users since 2015, leaving it significantly undersized.

The East Riding and Hull City Council operate a shared waste-handling network, supported by transfer stations at Carnaby, Goole and Melton, alongside a major site in Hull. Looking ahead, national policy emphasises efficient energy recovery and sets a target for 65% municipal recycling by 2035. Local authorities must also comply with the new Simpler Recycling requirements by March 2026, ensuring that materials such as plastics, paper and card, glass, metals and food waste are collected separately from general waste.

Further Work

A Waste Needs Assessment will be prepared to inform the East Riding Local Plan. This will assess how existing and proposed development in the emerging local plan could impact the capacity of existing waste management, ensuring that growth can be accommodated sustainably and that sufficient capacity is in place to serve new development.

7. Transport Infrastructure

The National Planning Policy Framework (NPPF) sets out an expectation for transport considerations to be taken fully into account in the preparation of development plans, using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places. The Planning Practice Guidance (PPG) emphasises the need to assess transport implications when preparing Local Plans, ensuring a robust evidence base underpins policy development.

Transport infrastructure in the East Riding comprises an extensive network of highways, public transport services and active travel routes that together support the movement of people, goods and services across a large and predominantly rural area. The highway network is the main form of connectivity, linking communities to employment, education, healthcare, leisure opportunities and essential services, while also supporting freight movements, tourism and economic activity. Bus services provide vital access to many communities, particularly those without regular access to a car, while rail connections link key settlements with regional centres and wider destinations, supporting both economic growth and sustainable travel. Walking and cycling infrastructure also play an increasingly important role in promoting healthier lifestyles, reducing reliance on private vehicles and improving local accessibility.

As the East Riding continues to plan for future growth, transport networks will need to respond to changing travel patterns, demographic trends, economic development ambitions and environmental objectives. New housing, employment and visitor development can generate additional travel demand and place pressure on existing infrastructure, while national and local commitments to decarbonisation require greater emphasis on sustainable and active travel. Establishing a clear understanding of current transport provision, performance, opportunities and constraints is therefore essential to ensuring that future growth is supported by a safe, accessible, resilient and sustainable transport network that meets the needs of communities, businesses and visitors.

Highway Network

Introduction

The highway network is a critical element of infrastructure in the East Riding, providing the main means by which people, goods and services move across a large and diverse area. It connects people to employment, education, healthcare, leisure, shops and services, as well as enabling access to family, friends and wider social networks. In a predominantly rural authority with a dispersed settlement pattern, the road network plays a particularly important role in linking smaller communities with larger towns and service centres.

The highway network is also fundamental to the local economy. Most freight movements are made by road, including the movement of agricultural products, construction materials, manufactured goods and deliveries to businesses and homes. Maintaining effective highway links is therefore important for business productivity, supply chains, tourism and the delivery of planned economic growth.

Considering highway infrastructure is therefore essential when planning for future development. New homes, employment sites and visitor destinations can generate additional traffic and place pressure on junctions, corridors and local roads.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Local Transport Plan 2021-2039 \(LTP\)](#)
- [Transport Asset Management Plan 2019-2029](#)
- [National Highways South Pennines \(East\) Route Strategy](#)
- [Local Plan Baseline – Transport and Access](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

See also the section on [Connectivity](#).

An estimated 2,413 million vehicle miles were travelled on roads in the East Riding of Yorkshire in 2025. This represents growth of around 18% since 2012 and the recent trend has been a continual increase.

Car travel remains the dominant mode for many journeys in the East Riding, reflecting the geography of the area, the distance between settlements and the varying availability of public transport. Around 63% of journeys to work are undertaken by car (driver, passenger, taxi), motorcycle or by bus in the East Riding, with significant numbers of journeys being over 10km. For many residents, particularly those in rural and coastal communities, access to a private vehicle can be important for everyday mobility. This means that the capacity, condition, safety and resilience of the highway network can have a direct effect on quality of life, access to opportunities and social inclusion.

Nationally, around 80% of all freight (by tonnage) is moved via road. In the East Riding, around 10% of all vehicle movements are HGV movements with a greater proportion found on the major roads of the area (e.g. almost 20% on the M62).

Strategic Road Network

There are two types of Strategic Road Network:

- National Strategic Road Network (SRN); and
- Local Strategic Road Network (SRN)

The National SRN is managed and maintained by National Highways and includes routes that handle the highest volume of traffic and connects the East Riding to the rest of the UK. For our area, it comprises the M62/A63, the M18 and a section of the A1033. The M62/A63 in particular carries a high volume of HGVs which use the route to access the ports at Goole and Hull and this link is crucial to the economic competitiveness of the area. It also connects users from other key north-south routes, such as the M18, A1(M) and M1.

The M18 connects with the M62 and M180, providing a connection with Doncaster and Goole, as well as to the M1 and A1's north-south connectivity. It is a key route for accessing the ports on the east coast, such as Hull, Immingham and Grimsby.

The safety ratings on the National SRN in our area – as measured using the iRAP approach – are relatively high though the section of the M62 between Goole and Howden has seen a number of serious collisions. National Highways has identified receptors close to the SRN which may be more likely to experience adverse air quality impacts, including at the A63 South Cave to Hessle, though local monitoring has not resulted in requiring the need for designating an Air Quality Management Area. The risk from flooding and the SRN's proximity to key ecological sites has also been highlighted by National Highways in locations along the M62.

There are already significant movements of freight on the national SRN and this is expected to increase with projects such as Freeport.

The Local SRN is managed by the council as the local highway authority. This network ensures regional accessibility to and from major towns, ports, and economic hubs. Major road links managed by the council include the A164 (Beverley to Humber Bridge), the A1079 (Hull to York), the A614 (Goole to Bridlington) and the A165 (Hull to Bridlington and Scarborough).

Key Route Network

The Hull and East Yorkshire Combined Authority is a Strategic Transport Authority. This means it has the responsibility to prepare a strategic/local transport plan and coordinate transport across the Hull and East Riding area. It has control of transport funding – including the local transport capital funding allocation – to prioritise investment across the region.

It has also identified a Key Route Network (KRN), defined as the most important roads in an area to be managed at the combined authority level. The KRN focuses on roads that are essential for:

- Moving people efficiently (commuting, public transport routes)
- Supporting economic activity (freight, access to employment areas)
- Connecting key places (town centres, ports, rail stations, growth sites)

Many of the routes identified in the Local SRN, also form part of the KRN. As priority routes for investment, they are likely to be critical for consideration in the plan making process – e.g. when developing the spatial strategy and identifying growth areas.

Local Highway Network

The council manages an extensive highway network of approximately 2,206 miles (3,551km) of carriageway, which supports 222 million journeys a year (including the local SRN). This network comprises A-Roads supporting 30,000 vehicles a day, down to unclassified rural routes linking smaller hamlets and farmsteads.

Some of East Riding's larger towns such as Bridlington and Goole and the A164 and A1079 corridors can experience significant levels of congestion, particularly during peak hours. There are also localised congestion problems outside some schools. Delays and unreliability on our roads have direct costs to people and businesses. The Local Transport Plan (LTP) identifies some specific challenges around this issue, including at:

- Bridlington – especially seasonal flows
- Stamford Bridge – single file traffic on the A166 crossing
- A164 corridor Beverley to Humber Bridge

- A1079 corridor (also reliability and journey time issues)

Electric Vehicle Charging Infrastructure

According to Government figures, there were 435 public EV chargers in the East Riding in April 2026. This represents 122.2 EV chargers per 10,000 population, which is just above the regional average of 110.2. Growth in the provision of charging points has grown rapidly, with a growth of 7.3% over the first quarter of 2026.

Planned Investment and Strategy

The National Highways South Pennines (East) Route Strategy seeks to address a number of challenges faced by this part of the National SRN. It highlights the importance of improving safety, noting particular concerns around Goole and Howden. The Strategy seeks to support the visitor economy, recognising the importance of destinations on the East Coast as well as the cities of York and Hull. On this, it sets out preferred outcomes such as improved reliability and journey times during peak holiday periods. National Highways believes that the SRN should also support sustainable economic growth and ‘levelling up’, which would mean accommodating growth ambitions for the freight sector around Humber Freeport.

Other key objectives for the Route Strategy include: responding to climate change (flood risk challenges in particular); safeguarding the environment (noise and air pollution interventions); minimising traffic from the SRN diverting through local communities (e.g. at Brough and North Ferriby).

There have been a number of network improvement schemes over recent years including:

- A164 corridor improvements
- A614/Glews Garage roundabout
- A1079 corridor improvements
- Bridlington Integrated Transport Plan
- Beverley Integrated Transport Plan
- A63 Welton Interchange Improvements

At the time of writing, an £87m improvement programme at Jock’s Lodge (A164/A1079) is currently under construction to improve the connection between the two busiest roads on the local SRN. Other schemes, more directly related to supporting future development, are also planned/under construction including:

- Howden relief road
- North Driffield roundabout (A614)

- A1079/The Balk (Pocklington)

Previous studies and assessments to support the Local Plan Update have highlighted a number of improvements that may be required to support growth in addition to those identified above. They include:

- M62 Junction 36 N-West Roundabout, M62 Junction 36 S-East Roundabout
- M62 Junction 37 Howden Spur & Boothferry roundabout
- Humber Bridge - A63/A15/A164 western interchange
- A1033 road improvement schemes
- M62 Junction 38 North Cave
- A63 Junction South Cave
- A63 Junction Melton
- A64/A1079 Grimston Bar (outside of East Riding)
- A1079 Dunswell Roundabout

The Hull and East Yorkshire Combined Authority will soon set out a local transport plan for the sub region. Currently, the goals set out by the Mayor under the theme of connectivity include strengthening freight links between ports, rail and roads. In documentation supporting the devolution proposal for the combined authority, some priorities were outlined:

- Improved access by rail and road to the ports and other economic opportunities
- A rolling programme of improvement schemes across the KRN
- Coordinated approach to the EV charging network
- A comprehensive road safety programme
- Facilitating leisure travel to the coast and key attractors
- A long term maintenance programme to improve the highway network's resilience
- Consider the allocation of roadspace for agreed priorities

Interim Findings

The East Riding has an extensive highway network principally managed between the council and National Highways. The combined authority will take on the role of the strategic planning authority and will determine the strategy and priorities for investment in the KRN in the near future.

The network connects the main centres of populations and employment to each other and to locations beyond the East Riding's boundaries. The East Riding is well positioned to access the strategically important east-west (M62) and north-south transport corridors (A1/M1). These connections are critical to the ongoing operation and growth of

the Humber ports and associated economic activity such as the Freeport initiative. This creates a significant level of freight movements.

Specific areas for possible interventions have been identified in previous assessments as a result of proposed growth and include a number of junctions across the strategic road network (e.g. M62 Junction 36, Humber Bridge - A63/A15/A164 western interchange, A1079 Dunswell Roundabout). Unreliable flows, pinch points and areas of congestion have also been highlighted (e.g. A1079, Stamford Bridge, around schools).

Further Work

To support the local plan, specific transport modelling and assessments are likely to be required. This will provide a better picture of the current position and issues with the highway network. It will also need to include an assessment of the potential impacts that the local plan's spatial strategy will have on the highway network. It could identify parts of corridors, specific junctions or parts of settlements where improvements may be required.

It will be crucial to identify where general improvements to the network are required, and where improvements will be required to address issues more directly related to new development identified in the merging local plan. The assessment of specific sites for allocating in the local plan will also require consideration of whether any site-specific interventions will be required (e.g. new junction arrangements to access a development site).

As noted above, the combined authority will be progressing work with a local transport plan that covers Hull and the East Riding. Evidence used to draft that strategy will likely be of critical importance to preparation of the East Riding's emerging local plan and this infrastructure study.

Bus Services

Introduction

Bus services play a vital role in daily life across the East Riding of Yorkshire, providing essential connections between towns, villages and neighbouring centres such as Hull and York. They support access to employment, education, healthcare, shopping and social activities, particularly for residents who do not have regular access to a car. In a large and predominantly rural authority, buses are often the only form of public transport available to many communities.

The nature of the East Riding's geography means that bus provision varies significantly across the area. Services are generally more frequent and comprehensive in larger towns and along key inter-urban corridors, while more rural and coastal communities tend to rely on lower-frequency or demand-responsive services. As a result, bus services are closely linked to wider issues of accessibility, social inclusion, economic opportunity and carbon reduction, particularly given the high levels of car dependency in rural parts of the East Riding.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Local Transport Plan 2021-2039 \(LTP\)](#)
- [Local Plan Baseline – Transport and Access](#)
- [East Riding Bus Service Improvement Plan \(BSIP\)](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

See also the section on [Connectivity](#).

The distribution and frequency of bus services varies considerably between the urban and rural areas of the East Riding of Yorkshire. In the larger towns, buses often run

relatively frequently whilst in more rural areas, services may only run once or twice per week.

The East Riding's Bus Service Improvement Plan (BSIP), a requirement of the Government's Bus Back Better (National Bus Strategy for England), sets out each of the bus services in the East Riding, detailing the operator, whether it is tendered, cross-boundary and the level of service (daytime, evening, Sunday). It also maps the East Riding Bus Network, including the classification of routes into either the Primary Commercial Transport Network or Secondary Public Transport Network.

The majority of bus services in the area are run by East Yorkshire Buses with additional services operated by Stagecoach, Arriva, First York and more local providers. The Primary Commercial Public Transport Network is principally made up of services running mainly on hourly or half hourly frequencies, although recent commercial improvements have increased some corridor sections to 15 -minute headways. The key routes are:

- Hull to York (via Beverley, Market Weighton and Pocklington),
- Hull to Scarborough (via Beverley, Driffield and Bridlington),
- Hornsea to Beverley
- Hull to Withernsea
- Goole to Selby
- Stamford Bridge to York
- Hull to Brough
- Hull and the Major Haltemprice Settlements (various)

A key aspect of some of these inter-urban services is that some are cross-boundary into neighbouring authorities, in particular linking the East Riding to York or Hull.

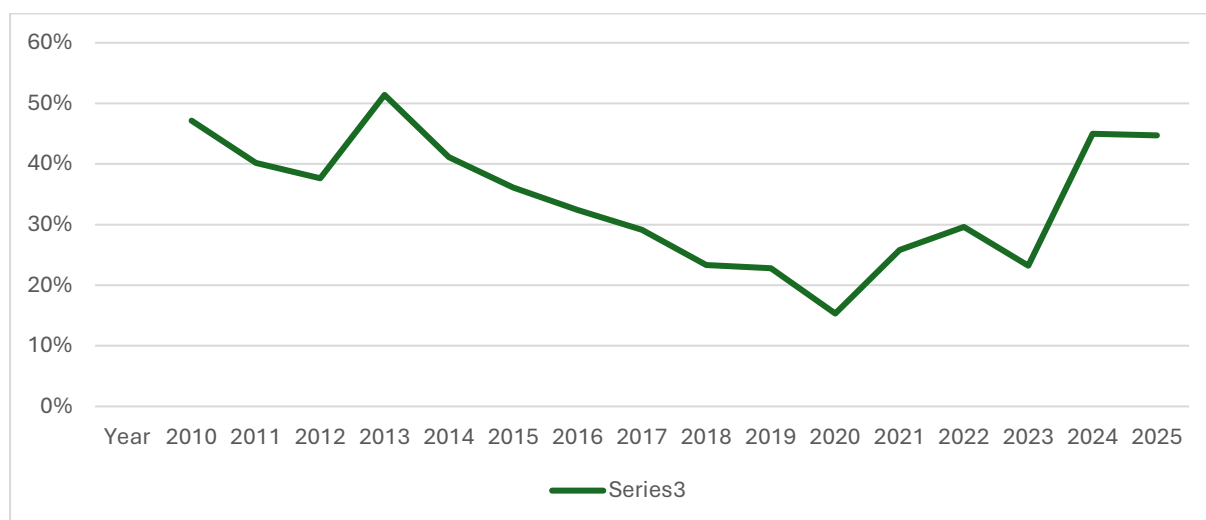
The Secondary Public Transport Network is supported or partly supported by the council. They connect our market towns and larger villages outside of the Primary Commercial Public Transport Network. Since the pandemic, the proportion of the overall network that requires support has doubled, meaning the council has to support around 20% of routes. There are also local town services in Beverley, Bridlington, Driffield, Hornsea, Goole, Withernsea, Pocklington and Hessle.

The council supports a park and ride service in Bridlington which is operated under contract by East Yorkshire Buses and runs every 20 minutes in the summer months. There are also park and ride services serving the cities of Hull and York and are used by many East Riding residents visiting or working in those destinations.

There are around 1,800 bus stops in an area of around 2,400 square kilometres, which is a relatively low density of stops. It reflects the East Riding's rural nature and the fact that, in deep rural areas, buses stop on demand if there are no fixed stops.

In 2024/25, the total vehicle miles on local bus services in the East Riding was 3.42 million, of which, 2.37 million were commercially operated and 1.06 million were supported by the council (c.30%). The proportion of vehicle miles supported by the council has risen since the pandemic in 2020.

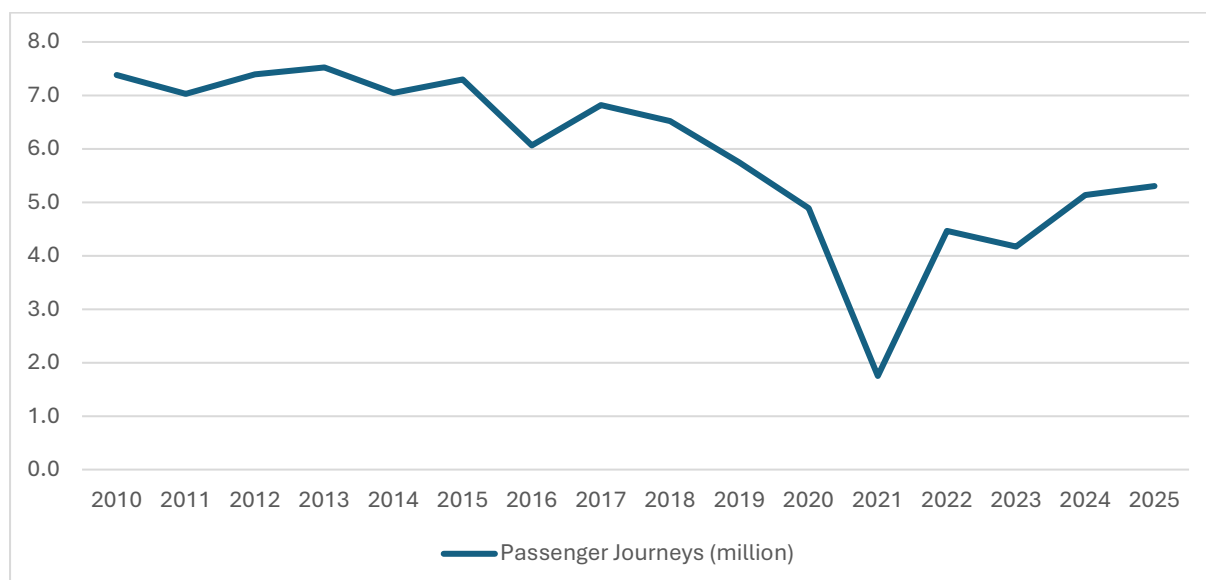
Figure 9: Percentage of vehicle miles in the East Riding that are supported by the Local Authority



Source: [Annual Bus Statistics - Local bus passenger journeys \(BUS01\)](#)

Demand has been steadily climbing upwards since the extreme downturn during the pandemic. National data for bus passenger journeys shows that just 5.3 million passenger journeys were undertaken on the East Riding's bus network in 2024/25.

Figure 10: Passenger Journeys in the East Riding (million)



Source: [Annual Bus Statistics - Vehicle miles on local bus services \(BUS02\)](#)

Planned Investment and Strategy

The current East Riding of Yorkshire Local Transport Plan (LTP) covers the period 2021 to 2039, aligning with the adopted Local Plan Update. The LTP incorporates a Bus Strategy and a Community Transport Strategy. The aims of both strategies align with LTP Objectives 3 (Reduce Carbon Emissions and Encourage Healthy Lifestyles) and 5 (Improve Access to Key Services).

East Riding's BSIP covers the period 2024-2029 and discusses the service improvements the council have delivered so far. It also sets out plans for ongoing and future work focussing on six priorities:

1. Bus network planning and improvements to bus services: service level and network coverage
2. Bus Priority: delivering faster and more reliable services on priority routes/ corridors
3. Improvements to fares and ticketing
4. Improvements to the bus passenger experience:
 - Bus stops, bus stations and interchanges
 - Bus information and network identity
 - Accessibility, inclusiveness, personal safety and security
 - Implementing the Bus Passenger Charter
5. Bus fleet improvements
6. Long-term bus network transformation

Specific service measures include:

- Aspirations for core frequency standards – e.g.
 - At least every 15 minutes of better (6am – 7pm Mon-Sat)
 - Brough-Hull
 - Beverley-Hull
 - Market Weighton-Pocklington-York
 - At least every 30 minutes of better (6am – 7pm Mon-Sat)
 - Beverley-Driffield-Bridlington
 - Stamford Bridge-York
 - Bridlington-Scarborough
 - Beverley-Hornsea
 - Hornsea-Skirlaugh-Hull
 - Withernsea-Hull
 - At least every 60 minutes of better (6am – 7pm Mon-Sat)
 - Brough-Goole
 - Goole-Selby
 - Market Weighton-Driffield

- Beverley-Market Weighton
- Withernsea-Easington
- Wawne-Hull

The Hull and East Riding Combined Authority (HEYCA) will assume responsibility for public transport across the region, taking over functions currently delivered by East Riding of Yorkshire Council and Hull City Council. HEYCA's Executive Board has approved, in principle, a phased transition. Although HEYCA will legally take on transport responsibilities from 30 March 2026, the operational transfer of functions will be gradual. Most responsibilities are planned to move to HEYCA by October 2026, with full transition expected by March 2027 to support adoption of the first full Strategic Local Transport Plan.

As the new strategic transport authority for Hull and East Yorkshire, HEYCA will lead the region's overall transport strategy and Local Transport Plan. Its functions will include bus policy (covering network planning, fares, ticketing, and leadership of Enhanced Bus Partnerships), administration of concessionary travel, delivery of investment programmes for bus priority and interchanges, and coordination with rail partners.

A priority for HEYCA is to create a region where it is easy to travel, work and do business, which includes improving public transport reliability and accessibility and strengthening freight links between ports, rail and roads. In documentation supporting the devolution proposal for the combined authority, some priorities were outlined:

- A simplified payment system for the transport network
- A decarbonised public transport network
- Develop a series of core, secondary and community bus networks
- Establishing rural mobility hubs in key centres
- Facilitating leisure travel to the coast and key attractors
- Develop better public transport information tools
- Consider the allocation of roadspace for agreed priorities

Interim Findings

The initial review shows that bus services in the East Riding of Yorkshire are improving but remain unevenly distributed, reflecting the authority's large, rural geography and dispersed settlement pattern. Stronger provision is concentrated in larger towns and along key inter-urban corridors, particularly linking Beverley, Hull, York and Pocklington, where services operate at higher frequencies and have benefitted from recent commercial and public investment. Passenger numbers have recovered steadily since the pandemic, with almost 5.3 million passenger journeys recorded in 2024/25,

demonstrating renewed demand where services are frequent, reliable and well connected.

Despite these improvements, significant accessibility challenges persist, particularly for rural and coastal communities where services may operate infrequently or rely on demand-responsive transport. The low density of bus stops, high levels of car dependency, especially in rural areas, and continued reliance on council-supported services highlight the structural difficulties of sustaining traditional fixed-route networks across much of the East Riding. While funding through the Bus Service Improvement Plan (BSIP) has enabled expanded rural services, evening and weekend provision, and new leisure-focused routes, many corridors still fall short of aspirational frequency and coverage standards.

The BSIP identifies ongoing infrastructure and service-quality constraints, including gaps in core and secondary route frequencies. Although progress has been made through targeted investment, only a small proportion of stops currently have shelters and much of the fleet remains diesel-powered beyond current zero-emission bus procurement. Interim findings suggest that addressing these issues will be critical to supporting mode shift away from private car use and reducing carbon emissions over the longer term.

The planned transition of public transport responsibilities to the Hull and East Riding Combined Authority (HEYCA) represents a significant opportunity to strengthen strategic planning, integration and investment across the wider travel-to-work area. However, in the short to medium term, continued coordination between HEYCA, the councils, operators and local communities will be required to manage existing pressures, support growth, and ensure that bus services remain accessible, reliable and responsive to local needs across the East Riding.

Further Work

Assessments will be required to determine how proposed development in the emerging local plan will affect the capacity of existing bus services or potentially increase demand in certain areas, ensuring that growth can be accommodated sustainably and that sufficient capacity is in place to serve new development.

As noted above, the combined authority will be progressing work with a local transport plan that covers Hull and the East Riding. Evidence used to draft that strategy will likely be of critical importance to preparation of the East Riding's emerging local plan and this infrastructure study.

Rail Services

Introduction

Rail services play an important role in connecting communities across the East Riding with each other and with wider destinations beyond the authority area. They provide access to employment, education, healthcare, leisure and visitor destinations, while also linking key settlements to larger centres such as Hull, York, Leeds and Sheffield. For residents without access to a car, rail can be particularly important in supporting independent mobility and reducing isolation. It also contributes to the attractiveness and competitiveness of places by improving connectivity for businesses, commuters and visitors.

However, providing comprehensive rail provision in a large rural area is challenging. The East Riding has a dispersed settlement pattern, relatively long distances between communities and areas where passenger demand may be more limited or seasonal. This can make it difficult to justify new services, stations or infrastructure improvements, particularly where investment costs are high. Despite these challenges, rail has an important role to play in supporting a more sustainable transport network. Greater use of rail can help reduce pressure on the road network, lower carbon emissions, improve air quality and provide a viable alternative to car travel for longer-distance journeys.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Local Transport Plan 2021-2039 \(LTP\)](#)
- [Local Plan Baseline – Transport and Access](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

A more localised position on a settlement by settlement basis is presented in the [Settlement Profiles](#).

See also the section on [Connectivity](#).

The East Riding is served by the Yorkshire Coast and Trans Pennine lines, with key stations including Beverley, Brough, Cottingham, Bridlington, Driffield, and Goole, forming the backbone of rail travel across the area. Long distance connections are available, principally via York and Doncaster located just beyond the East Riding’s boundaries. The majority of rural settlements do not have a railway station and many are located some distance from the nearest rail line.

Train services in the East Riding are mainly provided by:

- Northern Trains – the primary regional operator serving most stations including Beverley, Cottingham and Bridlington, with routes to Hull, Scarborough, York and Sheffield.
- Hull Trains – operates direct long-distance services between Beverley/Hull and London King’s Cross, stopping at some East Riding stations such as Cottingham
- TransPennine Express, LNER, and others operate wider Yorkshire and East Coast Main Line services that connect into Hull and Doncaster, providing onward long-distance links to locations such as Manchester, Liverpool and Leeds

Network Rail owns, operates, maintains and develops the main rail network. This means all primary national rail infrastructure, including track, signalling, structures and power, control systems is owned and managed by Network Rail. It publishes an annual Network Statement that sets out declared congested infrastructure, none of which is located within the East Riding. It does highlight that, while the East Coast Mainline has not been declared congested, it is subject to a special access policy, which is an indicator that it is likely to become congested. The ECML section between Doncaster and York interfaces with services that run towards Hull, Brough and East Riding via Selby junction.

Nationally, Network Rail owns most stations, but are usually managed by train operating companies. In the East Riding, 19 are operated by Northern, and one by TransPennine Express (Brough).

The largest stations in terms of passenger entries/exits are set out in the table below.

Table 27: Passenger Numbers at Selected East Riding Rail Stations

Station	Passengers recorded (2025)
Beverley	754,186
Brough	551,506
Bridlington	546,078
Cottingham	318,072
Goole	324,606
Driffield	275,396

In 2025, a consultation was held on the proposed changes to the NPPF. The document proposes that housebuilding near well-connected train stations will receive a default “yes” in future if they meet certain rules. Well-connected is defined as rail stations and underground, tram and light rail stops are those in a top 60 Travel to Work Area located partially or fully within England by Gross Value Added (GVA) and which, in the normal weekday timetable, are served (or have a reasonable prospect of being served due to planned upgrades or through agreement with the rail operator) throughout the daytime by four trains or trams per hour overall, or two trains or trams per hour in any one direction. Six stations in the East Riding meet this definition:

- Beverley
- Brough
- Cottingham
- Drifffield
- Gilberdyke
- Goole

The following tables set out the frequency of services per hour by station across the East Riding. In the first table, hourly intervals with a total of four trains per hour are shaded, and in the second table, intervals with two trains per hour in any one direction are shaded.

Table 28: Summary of Total Rail Services by Station in the East Riding

Station	Total Daily Journeys	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00
Arram	11	2	1	0	0	0	1	1	1	0	0	2
Bempton	30	2	2	2	2	2	2	2	2	2	2	2
Beverley	77	4	5	5	4	4	4	4	4	4	4	5
Bridlington	73	4	6	4	5	3	5	3	5	3	5	5
Broomfleet	11	3	1	0	0	1	1	0	1	0	1	0
Brough	189	11	11	11	10	11	10	11	11	12	10	12
Cottingham	77	4	5	5	4	4	4	4	4	4	4	5
Driffield	70	4	4	5	4	4	4	4	4	4	4	4
Eastrington	6	0	2	0	0	1	0	0	0	0	0	1
Ferriby	39	2	4	2	2	2	2	2	2	2	2	4
Gilberdyke	68	4	4	4	4	4	4	4	4	4	4	4
Goole	70	5	4	4	4	4	4	4	4	4	4	4
Hessle	39	3	3	2	1	3	1	3	1	3	1	4
Howden	48	0	3	3	3	3	3	2	3	3	3	3
Hutton Cranswick	42	4	4	1	2	2	2	2	2	2	2	3
Nafferton	42	4	4	1	2	2	2	2	2	2	2	2
Rawcliffe	3	1	0	0	0	0	0	0	0	0	0	0
Saltmarshe	16	2	0	1	0	2	0	1	0	1	1	1
Snaith	3	1	0	0	0	0	0	0	0	0	0	0
Wressle	7	0	1	1	0	0	0	1	0	0	0	1
Grand Total	921	60	64	51	47	52	49	50	50	50	49	62

Table 29: Frequency of Journeys via Stations in the East Riding

Station	Journey	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00
Arram	Hull to Bridlington and Scarborough	1	0	0	0	0	1	0	1	0	0
Arram	Bridlington and Scarborough to Hull	1	1	0	0	0	0	1	0	0	0
Bempton	Hull to Bridlington and Scarborough	1	1	1	1	1	1	1	1	1	1
Bempton	Bridlington and Scarborough to Hull	1	1	1	1	1	1	1	1	1	1
Beverley	Hull to Bridlington and Scarborough	2	2	2	2	2	2	2	2	2	2
Beverley	Bridlington and Scarborough to Hull	2	2	3	2	2	2	2	2	2	2
Beverley	Hull to London	0	1	0	0	0	0	0	0	0	0
Beverley	London to Hull	0	0	0	0	0	0	0	0	0	0
Bridlington	Hull to Bridlington and Scarborough	2	3	2	2	2	2	2	2	2	2
Bridlington	Bridlington and Scarborough to Hull	2	3	2	3	1	3	1	3	1	3
Broomfleet	Hull to Doncaster and Sheffield	1	1	0	0	0	1	0	1	0	1
Broomfleet	Doncaster and Sheffield to Hull	1	0	0	0	1	0	0	0	0	0
Broomfleet	Hull to Selby and York	0	0	0	0	0	0	0	0	0	0
Broomfleet	York to Selby and Hull	1	0	0	0	0	0	0	0	0	0
Brough	Hull to Doncaster and Sheffield	3	2	2	2	1	2	2	2	2	2
Brough	Doncaster and Sheffield to Hull	2	3	1	2	2	2	2	3	2	2
Brough	Hull to Selby and York	1	0	2	0	2	0	2	0	2	0
Brough	York to Selby and Hull	1	1	1	1	1	1	1	1	1	1
Brough	York and Hull to Halifax and Leeds	1	1	1	1	1	1	1	1	1	1
Brough	Halifax and Leeds to Hull and York	1	1	1	1	1	1	1	1	1	1
Brough	Hull to Manchester	1	1	1	1	1	1	1	1	1	1
Brough	Manchester to Hull	1	1	1	1	1	1	1	1	1	1
Brough	Hull to London	0	1	0	1	0	1	0	0	1	0
Brough	London to Hull	0	0	1	0	1	0	0	1	0	1
Cottingham	Hull to Bridlington and Scarborough	2	2	2	2	2	2	2	2	2	2

Station	Journey	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00
Cottingham	Bridlington and Scarborough to Hull	2	2	3	2	2	2	2	2	2	2
Cottingham	Hull to London	0	1	0	0	0	0	0	0	0	0
Cottingham	London to Hull	0	0	0	0	0	0	0	0	0	0
Driffeld	Hull to Bridlington and Scarborough	2	2	2	2	2	2	2	2	2	2
Driffeld	Bridlington and Scarborough to Hull	2	2	3	2	2	2	2	2	2	2
Eastrington	Hull to Selby and York	0	1	0	0	1	0	0	0	0	0
Eastrington	York to Selby and Hull	0	1	0	0	0	0	0	0	0	0
Ferriby	Hull to Doncaster and Sheffield	0	1	1	1	1	1	1	1	1	1
Ferriby	Doncaster and Sheffield to Hull	1	2	1	1	1	1	1	1	1	1
Ferriby	Hull to Selby and York	0	0	0	0	0	0	0	0	0	0
Ferriby	York to Selby and Hull	1	1	0	0	0	0	0	0	0	0
Gilberdyke	Hull to Doncaster and Sheffield	2	1	1	1	1	1	1	1	1	1
Gilberdyke	Doncaster and Sheffield to Hull	1	1	1	1	1	1	1	1	1	1
Gilberdyke	Hull to Selby and York	0	1	1	1	1	1	1	1	1	1
Gilberdyke	York to Selby and Hull	1	1	1	1	1	1	1	1	1	1
Goole	Goole to Wakefield and Leeds	1	0	0	0	0	0	0	0	0	0
Goole	Wakefield and Leeds to Goole	0	0	0	0	0	0	0	0	0	0
Goole	Hull to Doncaster and Sheffield	2	2	2	2	2	2	2	2	2	2
Goole	Doncaster and Sheffield to Hull	2	2	2	2	2	2	2	2	2	2
Hessle	Hull to Doncaster and Sheffield	1	1	1	0	2	0	2	0	2	0
Hessle	Doncaster and Sheffield to Hull	1	1	1	1	1	1	1	1	1	1
Hessle	Hull to Selby and York	0	0	0	0	0	0	0	0	0	0
Hessle	York to Selby and Hull	1	1	0	0	0	0	0	0	0	0
Howden	Hull to Doncaster and Sheffield	0	0	0	0	0	0	0	0	0	0
Howden	Doncaster and Sheffield to Hull	0	0	0	0	0	0	0	0	0	0
Howden	Hull to Selby and York	0	1	1	1	1	1	1	1	1	1
Howden	York to Selby and Hull	0	1	1	1	1	1	1	1	1	1
Howden	Hull to London	0	1	0	1	0	1	0	0	1	0

Station	Journey	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00
Howden	London to Hull	0	0	1	0	1	0	0	1	0	1
Hutton Cranswick	Hull to Bridlington and Scarborough	2	2	1	1	1	1	1	1	1	1
Hutton Cranswick	Bridlington and Scarborough to Hull	2	2	0	1	1	1	1	1	1	1
Nafferton	Hull to Bridlington and Scarborough	2	2	1	1	1	1	1	1	1	1
Nafferton	Bridlington and Scarborough to Hull	2	2	0	1	1	1	1	1	1	1
Rawcliffe	Goole to Wakefield and Leeds	1	0	0	0	0	0	0	0	0	0
Rawcliffe	Wakefield and Leeds to Goole	0	0	0	0	0	0	0	0	0	0
Saltmarshe	Hull to Doncaster and Sheffield	1	0	1	0	1	0	1	0	1	0
Saltmarshe	Doncaster and Sheffield to Hull	1	0	0	0	1	0	0	0	0	1
Snaith	Goole to Wakefield and Leeds	1	0	0	0	0	0	0	0	0	0
Snaith	Wakefield and Leeds to Goole	0	0	0	0	0	0	0	0	0	0
Wressle	Hull to Selby and York	0	0	1	0	0	0	1	0	0	0
Wressle	York to Selby and Hull	0	1	0	0	0	0	0	0	0	0

Rail freight plays a vital role in Britain's economy. Due to the greater capacity of rail, each freight train can typically replace around 50 heavy goods vehicles that would otherwise be travelling on the road network. The movement of goods by rail can have significant benefits in terms of supporting the local economy through reducing congestion and associated delays on the road network.

Rail freight traffic in the East Riding runs predominantly to and from Hull docks, amounting to nearly 100 trains a week with the potential for further expansion. Collaborative working between East Riding of Yorkshire Council, Hull City Council, the National Highways and Network Rail will continue to assess whether higher levels of freight can be transferred from the road network on to rail. However, the rail freight network is limited to some degree by gauge constraints and these will need to be addressed before additional rail freight services can become operational.

The Hull and Humber ports are the largest ports complex in the UK by throughput and the fourth largest in Europe. Both Goole and Hull ports are served by rail. At Goole, some freight is also transported via the River Ouse and the Aire and Calder Navigation.

Planned Investment and Strategy

Network Rail's multi-billion pound Railway Upgrade Plan sets out an investment programme for the country and is supported by regional delivery plans. The Eastern delivery plan covers our area and whilst there are no specific key projects currently planned for routes within the East Riding, there are proposed interventions elsewhere that would link in with our network including the Transpennine Route Upgrade to improve connectivity in the North. Electrification is planned for some parts of the route between Liverpool and Hull but excludes any major works east of Selby.

Northern's '30 by 30' plan is a strategy to grow annual customer journeys by 30 million by the end of the decade. It seeks to deliver growth via:

- Around 10 million additional journeys through organic passenger growth
- Around 10 million through improved reliability under Northern's '90/2'; performance ambition (90% of trains arriving within three minutes and fewer than 2% cancelled); and
- Around 10 million through initiatives such as Pay As You Go ticketing, multi-modal integration and improved regional connectivity.

The Humber Rail Strategy set out potential service changes that can be made within the parameters of existing infrastructure and future aspirations for rail services across the Humber. These include:

- A direct service between Hull and Leeds every half hour.

- Increasing the capacity of peak time services on the Bridlington to Hull line.
- Reinstating the direct Hull to Manchester Airport service.
- An hourly service to London Kings Cross.
- Extending the existing Manchester Piccadilly to Hull service to Beverley.
- Earlier departures on Sundays as well as later weekday evening departures.

The Humber Rail Strategy also recognises the importance of supporting improvements to rail access at the Humber Ports to transfer more trips from road to rail, helping to increase the overall capacity of the transport network in the Humber.

The Local Transport Plan (LTP) incorporates a rail strategy and identifies potential schemes to support the rail network and increase the number of journeys undertaken by rail. The overall aim of the rail strategy is for the council to work in partnership with rail operators, Network Rail and user groups to improve accessibility to stations, particularly by sustainable transport modes, and support measures to integrate rail travel and other transport modes.

Previous schemes have included the Bridlington bus/rail interchange improvements. At Goole, £2.4 million is being invested in the creation of an enhanced transport hub and arrival/departure experience at the rail station as part of the Goole Town Deal. To complement this, a new shuttle bus service called the Goole + Howden Hopper has been launched to connect Goole Station with key employment sites on the outskirts of the town and with the railway station at Howden.

Potential improvements to further increase the coverage and capacity of the transport network could include the longer term aspiration to reopen the Hull/Beverley to York rail line. Previous bids for central Government funding have been unsuccessful and at present there is no prospect of funding being available to bring forward the reinstatement of this route. However, the council recognises the benefit that such a proposal could bring to the wider area and will work with neighbouring authorities, local stakeholders and funding bodies to explore opportunities to promote this course of action.

A priority for the Hull and East Yorkshire Combined Authority (HEYCA) is to create a region where it is easy to travel, work and do business, which includes improving public transport reliability and accessibility and strengthening freight links between ports, rail and roads. HEYCA are also lobbying the UK government for upgrades, including rail electrification which was a commitment in the devolution deal. HEYCA is creating a Strategic Transport Plan that includes improving rail services and infrastructure, however HEYCA doesn't control major rail projects and progress depends heavily on national funding decisions.

Currently, the goals set out by the Mayor under the theme of connectivity include strengthening freight links between ports, rail and roads, along with improving public

transport reliability and accessibility. In documentation supporting the devolution proposal for the combined authority, some priorities were outlined:

- Improved access by rail and road to the ports and other economic opportunities
- Improvements to services on the Hull to Leeds and Hull to Sheffield corridors
- A simplified payment system for the transport network
- A decarbonised public transport network
- A local rail services with improved connections and frequencies
- Establishing rural mobility hubs in key centres
- Facilitating leisure travel to the coast and key attractors
- Develop better public transport information tools

Interim Findings

Interim findings indicate that rail services in the East Riding of Yorkshire perform a strategic but uneven role within the wider regional transport network. The Yorkshire Coast Line provides a strong spine of connectivity linking key settlements such as Beverley, Cottingham, Bridlington, Driffield and Goole to Hull, York, Leeds and beyond, with additional long-distance connectivity to London via Hull Trains. Several stations in the East Riding meet emerging national definitions of being “well-connected”, supporting higher-density development around rail hubs and reinforcing the importance of rail as a sustainable transport mode.

Service frequency and accessibility vary significantly across the network. Larger stations such as Brough, Beverley, Bridlington, Cottingham, Driffield, Gilberdyke and Goole benefit from regular daytime services with multiple trains per hour, while smaller rural stations experience much lower levels of service, often with gaps in peak-time and all-day connectivity. This uneven pattern limits the role rail can play in reducing car dependency across more rural areas of the East Riding, despite strong demand on core corridors.

From an infrastructure perspective, there is no current declaration of network congestion within the East Riding, and no major rail capacity projects are programmed locally. However, the East Coast Main Line corridor, which interfaces with services to Hull and the East Riding, is subject to a special access policy and is expected to face increasing pressure over time. This highlights a potential longer-term risk to service reliability and capacity, particularly as regional and national rail demand continues to grow.

Planned investment in rail services affecting the East Riding is therefore largely indirect and dependent on national or regional programmes, such as the Transpennine Route Upgrade and future electrification commitments. Local initiatives, including the Goole

and Lower Aire Valley connectivity study, reflect growing recognition that improved rail and public transport links will be critical to supporting planned housing and employment growth, particularly linked to Humber Freeport and major regeneration sites.

Interim findings suggest that while the current rail network provides a strong foundation, future improvements to service frequency, connectivity and integration with other modes will be essential to fully realise its role in supporting sustainable growth across the East Riding.

Further Work

Future iterations of this document will assess how proposed development in the emerging local plan affects the capacity of the existing rail network, ensuring that growth can be accommodated sustainably and that sufficient capacity is in place to serve new development.

A new study has been commissioned to develop a ‘case for change’ to explore better strategic transport links between Goole, Knottingley and onward connections to Leeds, Hull and Wakefield. Key drivers for the study include employment growth, with new developments at Humber Freeport sites and major projects at Eggborough and Kellingley, as well as housing development with over 2,600 homes planned for Goole and Howden. Additionally, there has been increased regional and leisure travel demand, with more travel to employment and shopping destinations such as Leeds, Wakefield, Xscape and Junction 32 Shopping Outlet.

Walking and Cycling

Introduction

Walking and cycling infrastructure is an essential component of infrastructure as it supports sustainable, accessible, and healthy communities. Active travel networks help reduce reliance on private vehicles, contributing to lower congestion and greenhouse gas emissions, while also improving air quality and supporting climate change objectives. They play a key role in promoting public health by encouraging physical activity and can enhance social inclusion by providing affordable and accessible travel options for all users. In addition, well-designed walking and cycling routes improve connectivity between homes, jobs, services, and public transport, making places more attractive and functional. Considering walking and cycling infrastructure at the baseline stage helps to identify existing provision, gaps, and opportunities for improvement, ensuring future investment aligns with wider spatial, environmental, and transport planning objectives.

Key Documents and Evidence

Click on a document or piece of evidence to find out more details.

- [Local Transport Plan 2021-2039 \(LTP\)](#)
- [Local Plan Baseline – Transport and Access](#)
- [Public Rights of Way Improvement Plan](#)
- [Local Cycling and Walking Infrastructure Plans](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

See also the section on [Connectivity](#).

The East Riding has an extensive network of paths and routes suitable for walking and cycling, including over 300 leisure walks within the Public Rights of Way network. In 2021 however, the Census recorded that less than 8% of employed people in the East Riding travelled to work on foot, compared with nearly 60% commuting by car. Cycling was recorded at 2.6%. Walking and cycling provide a number of benefits from

supporting active lifestyles to minimising pollution and it is important to support a shift towards these more sustainable modes of transport, particularly for short journeys.

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements required at the local level. They are a key tool in seeking to increase the number of trips on foot or by cycle. LCWIPs have been prepared for 14 settlements in the East Riding and include:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development.
- A prioritised programme of infrastructure improvements for future investment.
- An explanation of the underlying analysis carried out and a narrative which supports the identified improvements and network.

Planned Investment and Strategy

The Hull and East Yorkshire Combined Authority will soon set out a local transport plan for the sub region. Currently, the goals set out by the Mayor under the theme of connectivity include making walking and cycling safe and convenient. In documentation supporting the devolution proposal for the combined authority, some priorities were outlined:

- A coherent and complete active travel network
- Establishing rural mobility hubs in key centres
- Facilitating leisure travel to the coast and key attractors
- Consider the allocation of roadspace for agreed priorities

Interim Findings

The LCWIPs have identified additional potential improvements which could occur on local walking and cycling routes which align well with planned growth.

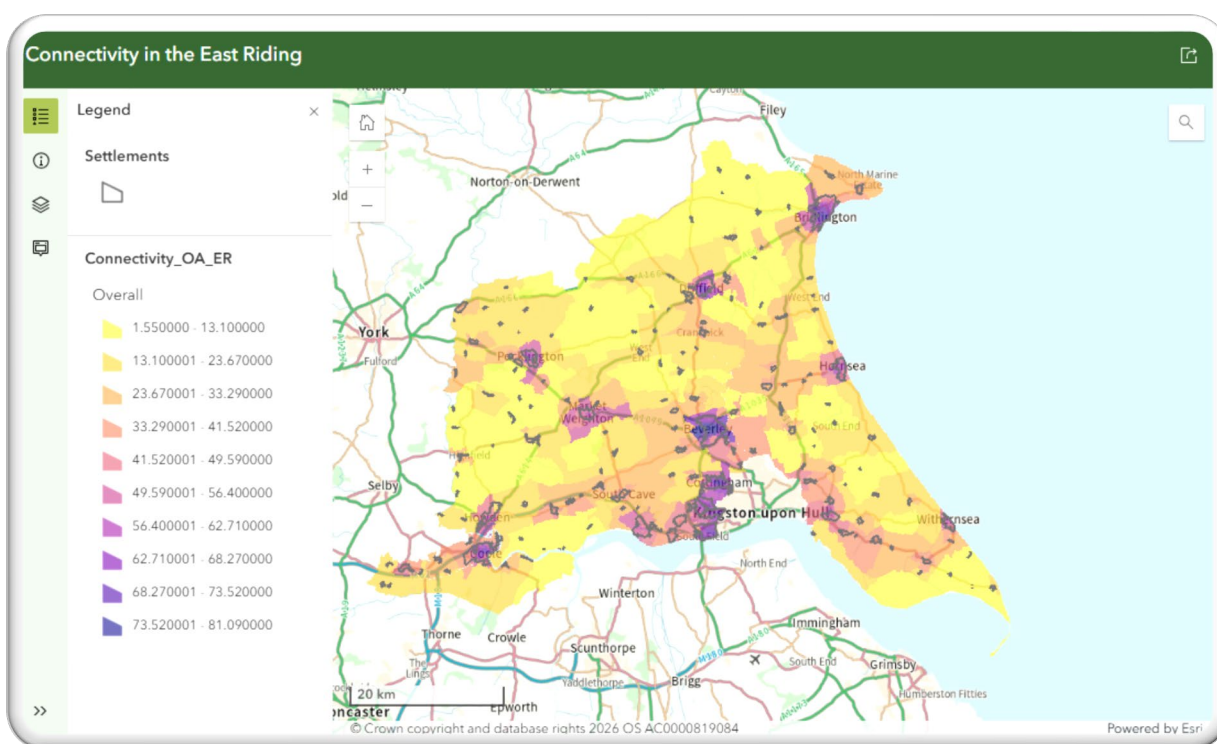
Further Work

The LCWIPs are subject to review and are likely to be updated within the timeframe for preparing the new plan. We will have regard to the outputs from this work, and we will also need to consider site-specific walking/cycling accessibility issues within our assessment of suitable sites for allocation in the new local plan.

Connectivity

The [Connectivity Tool](#) developed by the Department for Transport measures someone's ability to get where they want to go. It measures opportunity to travel to employment, services and for social reasons, weighted by people's overall proclivity to take those options. It aims to capture as the most common modes of travel and destination types, the time required to reach these destinations, the value presented by the destinations, and people's travel preferences.

Figure 11: Connectivity in the East Riding



[Interactive connectivity map of the East Riding](#)

The above map shows the overall connectivity score using the tool for each output area (OA) within the East Riding (compared to grid squares presented in the Connectivity Tool). OAs are small areas of geography used for statistical analysis.

The higher the score, the more connected a place is. This means there is a greater opportunity to access destinations such as education, leisure, healthcare, shopping, housing and places of work. It takes account of different modes of travel such as driving by car, public transport, walking and cycling.

The highest score in the East Riding is 81.09, in the centre of Beverley and the lowest is 1.55, near Sunk Island in South Holderness. The average score is 49.71

8. Emergency Services

There is no specific requirement within the National Planning Policy Framework to consider the provision of the emergency services as infrastructure to support development. Unlike other forms of infrastructure, these services do not necessarily expand in direct response to housing growth, as their planning is influenced by a range of operational factors. It is however important that relevant service providers are engaged as part of the infrastructure planning process and form part of the infrastructure baseline to ensure that police, fire and rescue, and ambulance services can operate effectively, respond quickly, and meet community needs.

Police

Introduction

Policing of the East Riding is the responsibility of the Humberside Police Force, which also covers the City of Hull, North East Lincolnshire and North Lincolnshire areas. The elected Humberside Police and Crime Commissioner (PCC) sets the overall strategic priorities for the police and holds the Chief Constable to account for delivering them. The PCC manages the budget and sets the local council tax police precept. They also have national responsibilities and work to influence national policy on various aspects of policing and community safety. The police must always remain operationally and politically independent from the PCC. The force Chief Constable leads the officers and staff of Humberside Police and is accountable to the PCC for the performance of the Force. The Force has a 2-division model, covering the North and South of the Humber. The North Bank Command covers the Hull and East Riding of Yorkshire area.

Police infrastructure comprises a mix of custody facilities, operational hubs, neighbourhood policing bases, specialist facilities and public-facing police stations. Over recent years, service delivery has shifted away from large numbers of traditional walk-in police stations towards a more flexible estate model, supported by digital reporting, mobile policing and community-based engagement.

Key documents and evidence

Click on a document or piece of evidence to find out more details.

- [Police and Crime Plan 2024-2029](#)
- [Intelligence Hub - Crime Report for East Riding of Yorkshire](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

There are nine police stations located within the East Riding:

- Beverley, Sessions House, New Walk, Beverley, HU17 7AF
- Bridlington, Ashville Street, Bridlington, YO16 4EW
- Driffield, Wansford Road, Driffield, YO25 5ND

- Goole, Estcourt Terrace, Goole, DN14 5AF
- Hedon, 52 New Road, Hedon, HU12 8BS
- Hornsea, Railway Street, Hornsea, HU18 1PS
- Pocklington, 37 George Street, Pocklington, YO42 2DH
- Withernsea, Station Road, Withernsea, HU19 2JH

There are also other properties as part of the police estate that serve as administrative, operational or headquarter functions such as Melton, Priory Road (Cottingham), Kirk Ella, Brough and Howden.

Planned Investment and Strategy

The Police and Crime Plan 2024–2029 sets the strategic direction for policing and community safety across Hull, the East Riding, and Northern Lincolnshire. Developed through public consultation, it sets out the priorities of the Police and Crime Commissioner (PCC) and explains how policing, partners and communities will work together to reduce crime, support victims and build confidence in local services.

There are no current plans for any additional sites for police infrastructure in the Local Plan and no additional major security/defence infrastructure is anticipated to come forward in the East Riding at the current time, although this will remain under review.

There have, however, been recent and ongoing changes to the police estate within the city of Hull (e.g. Hessle Road) which may have some implications for policing across the region.

Interim Findings

Police infrastructure in the East Riding of Yorkshire is currently stable and sufficient to support existing communities, with provision delivered through a network of operational police stations and neighbourhood bases managed at force level by Humberside Police. The current estate reflects a strategic shift away from large numbers of public-facing stations towards more flexible, digitally enabled and mobile service delivery, supported by neighbourhood policing teams operating across the authority area.

Policing demand associated with population growth is typically managed through adjustments to staffing levels, deployment patterns and partnership working rather than new physical infrastructure. The Police and Crime Plan 2024–2029 reinforces this approach, focusing investment on crime prevention, community safety and service effectiveness rather than estate expansion.

While future development may place indirect pressures on policing activity, particularly in relation to neighbourhood policing, traffic management and community safety, interim evidence suggests these pressures can be accommodated within the existing estate through operational flexibility and ongoing estate efficiency reviews. Continued engagement with Humberside Police and the Police and Crime Commissioner will remain important to ensure that policing services continue to respond effectively as the East Riding grows and evolves.

Further Work

Police infrastructure is rarely driven directly by housing numbers, unlike schools or health facilities. Growth can nevertheless create indirect pressures, including increased demand for neighbourhood policing, traffic enforcement and community safety activity. Future infrastructure requirements are expected to focus on estate efficiency, digital access and flexible deployment rather than new build provision.

We will continue to work with providers to ensure that the impact of proposed growth and planned development on police services is fully understood.

Fire and Rescue

Introduction

Humberside Fire Authority is responsible for the fire and rescue service across the four unitary authority areas of the East Riding of Yorkshire, Kingston upon Hull, North Lincolnshire and North East Lincolnshire. Firefighters are trained and ready to cope with a range of emergencies, not just fire. These include road, rail or air crashes, flood events, animal rescues, chemical spills and even terrorist attacks. All 999 calls are received by the control room at service headquarters in Hessle.

Key documents and evidence

Click on a document or piece of evidence to find out more details.

- [Community Risk Management Plan \(Humber Fire Authority\)](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

The East Riding is the largest single fire district in England covering some 240,768 hectares (930 sq miles). The Fire Authority operate 13 fire stations located across the area.

Table 30: List of Fire Station locations and equipment across the East Riding

Fire Station	Equipment
Beverley station , New Walkergate	2 x Fire engines 1 x High volume pump (national asset)
Bridlington station , Bessingby Road	3 x Fire engines 1 x Aerial ladder platform
Brough station , Saltgrounds Road	2 x Fire engines 1 x Command unit
Driffield station , Bridlington Road	2 x Fire engines 1 x Co responder
Goole station , Larsen Road	2 x Fire engines 1 x Boat
Hornsea station , Southgate	2 x Fire engines

Fire Station	Equipment
	1 x Co responder
Howden station , Hull Road	1 x Fire engine
Market Weighton station , Cliffe Road	2 x Fire engines 1 x Rapid intervention vehicle
Patrington station , Northside	1 x Fire engine
Pocklington station , Station Road	2 x Fire engines
Preston station , Station Road	1 x Fire engine
Snaith station , Buttermarket	1 x Fire engine
Withernsea station , Walter Street	2 x Fire engines

Source: [Humberside Fire & Rescue Service - Open Data](#)

The types of incidents the Fire Authority respond to have changed over time. While fire-related incidents have decreased, other emergencies are rising, reflecting broader societal challenges and operational changes. Increased working with other emergency services highlights the evolving role of the fire and rescue service.

Analysis by the Fire Authority shows significant changes over the past five years, with non-fire-related incidents increasing. They will continue to monitor this data with partner agencies and actions will be part of the identified projects.

Planned Investment and Strategy

Funding for the Fire service comes from council tax and central Government grant settlements paid to the fire authority. Each fire authority has to negotiate its own grant according to size and demands on its service.

Under the Fire and Rescue National Framework for England, a Community Risk Management Plan (CRMP) should identify risks facing the community and describe how a fire and rescue authority will address those risks and prevent and respond to fires and other emergencies. In short, it serves as Humber Fire Authority's organisational plan for the future. A CRMP should have a lifespan of at least three years and be produced in consultation with the public, fire and rescue staff, local partners and representative bodies.

The Fire Authority use a community risk matrix to find and score different risks based on harm and likelihood. This helps them understand the potential impact on individuals, communities, the environment and the economy, while also considering public concerns.

Eight projects have been identified in the CRMP:

- Project 1 - reviewing and testing new ways to use Watch Managers to balance operational and corporate need without reducing response capability.

- Project 2 - reviewing the types of vehicles used and trialling new, more effective options to support response to incidents and future demand.
- Project 3 - reviewing the wholetime shift system and trialling alternative shift patterns to improve workforce flexibility, effectiveness and wellbeing.
- Project 4 - reviewing the Control Room shift system to create a system that offers more flexibility for staff while maximising time for essential training.
- Project 5 - keep reviewing and adjusting where specialist vehicles, equipment, and staff are placed based on risk.
- Project 6 - reviewing unused assets to see whether repurposing or selling them could help fund improvements in other parts of the Service.
- Project 7 - Many projects rely on predictive data. The Authority are working with an external data company to help inform decisions, considering factors like population growth and local demographics. This independent analysis will help make sure fire stations are in the right places to serve our communities. Project now complete.
- Project 8 - On-Call staff are vital to the Fire Authority's response. They are looking at ways to make their use more flexible to improve availability.

Interim Findings

Thirteen fire stations operate across the East Riding, providing a mix of whole-time and on-call cover and hosting a range of specialist assets. This network enables the Fire Authority to respond effectively to incidents across the East Riding.

Evidence shows that while traditional fire incidents have declined, demand for the Fire Authority's services has shifted towards non-fire emergencies, including road traffic collisions, flooding, medical co-responding and other specialist incidents. This reflects broader trends and has driven closer collaboration with other emergency services. The existing estate and appliance distribution is kept under regular review to ensure that response capability remains aligned with changing risk patterns.

There is no identified requirement for additional fire stations arising directly from planned growth at this stage. Instead, the Fire Authority's strategic approach focuses on estate efficiency, fleet adaptability, workforce flexibility and data-led risk assessment, as set out in the Community Risk Management Plan (CRMP). The CRMP projects demonstrate a proactive focus on ensuring that stations, vehicles, staffing models and specialist resources are appropriately located and capable of meeting future demand.

Further Work

Fire and rescue infrastructure is rarely driven directly by housing numbers, unlike education or healthcare provision. Growth can nonetheless create indirect pressures. Future infrastructure requirements are therefore expected to focus on risk-based deployment, fleet and equipment adaptability, workforce flexibility and estate efficiency, rather than the provision of new fire stations.

We will continue to work with providers to ensure that the impact of proposed growth and planned development on fire and rescue services is fully understood.

Ambulance

Introduction

Ambulance services in our area are provided by Yorkshire Ambulance Service (YAS). YAS provides out-of-hospital emergency, urgent and non-emergency care to 5.4 million people across Yorkshire and the Humber and delivers the following core services, in line with their Strategy for 2024-29:

- 999 response – blue light emergency response;
- 111 – phone and online portal service signposting patients to right advice, referrals or relevant ‘non-emergency’ services such as GPs, pharmacists and dentists; and
- Patient Transport Service (PTS) – enabling patients to access the care they need.

The Service also supports a Community First Responder programme which involves volunteers in the community responding to 999 emergencies in their local area. They can often arrive within minutes to provide life-saving care before the ambulance crew arrives.

Key documents and evidence

Click on a document or piece of evidence to find out more details.

- [Yorkshire Ambulance Service Strategy](#)

Baseline

This section provides the baseline position for the East Riding as a whole. We have prepared a series of maps to accompany this document that provide information on the infrastructure available in the East Riding. Please view these maps alongside this document.

[Interactive infrastructure maps](#)

The East Riding is served by a network of ambulance stations and standby points. There are 10 ambulance stations within the East Riding, alongside support from nearby hubs in Hull:

- Beverley Ambulance Station
- Bridlington Ambulance Station
- Brough Ambulance Station
- Driffield Ambulance Station

- Fleet Bridlington Workshop Ambulance Station
- Goole Ambulance Station
- Hornsea Ambulance Station
- Preston Ambulance Station
- Willerby Ambulance Station
- Withernsea Ambulance Station

YAS was one of the first English ambulance trusts to participate in the Ambulance Response Programme (ARP) pilot, led by NHS England, when it began in October 2015. The Trust has continued to be involved through all phases of the pilot.

The ARP gave call handlers more time to assess 999 calls so that patients in non-life threatening situations can get the right care first time. Calls are put into four categories:

- Category 1 – Calls from people with life-threatening illnesses or injuries - responded to in an average time of seven minutes.
- Category 2 – Emergency calls – responded to in an average time of 18 minutes
- Category 3 – Urgent calls – responded to at least 9 out of 10 times before 120 minutes.
- Category 4 – Less urgent calls - responded to at least 9 out of 10 times before 180 minutes.

Planned Investment and Strategy

YAS has set out its strategy for 2024-29, with the aim that by 2029 it will be best known for delivering great care, being a great place to work and being a great partner to work with.

Delivery of the 2024-2029 Trust Strategy is through the Annual Business Plan, which details the in-year priorities against the strategic ambitions and defines the actions that the organisation will take each year to deliver the Strategy. There are 8 Business Plan objectives for 2025-2026:

- 1) Improve 999 and 111 call centre clinical capacity, triage, and care navigation
- 2) Increase to improve ambulance response times
- 3) Enhance care quality and safety
- 4) Strengthen workforce resilience and development
- 5) Foster a positive organisational culture
- 6) Collaborate with system partners to coordinate care delivery
- 7) Embed a culture of improvement through better use of data and quality improvement
- 8) Ensure sustainable, effective and efficient use of resources

Interim Findings

Ambulance services in the East Riding of Yorkshire are delivered through a well-established network of ambulance stations and standby points, supported by strategic hubs in Hull and underpinned by a region-wide operating model managed by Yorkshire Ambulance Service NHS Trust (YAS). The existing estate provides broad geographic coverage across a large and predominantly rural area, enabling delivery of emergency, urgent and non-emergency care in line with national response standards.

The introduction and ongoing implementation of the Ambulance Response Programme (ARP) has fundamentally changed the way demand is assessed and managed, allowing greater clinical triage and prioritisation of calls. This approach supports improved patient pathways by ensuring that those with life-threatening conditions receive rapid response, while non-urgent cases are directed to the most appropriate form of care. As a result, service performance and capacity are increasingly shaped by call-handling capability, workforce availability, fleet deployment and system integration rather than the distribution of physical infrastructure alone.

Further Work

Ambulance services are not directly driven by housing numbers, unlike schools or healthcare facilities. Growth can create indirect demand pressures, including higher call volumes, longer travel distances and increased demand for urgent care, particularly in areas with older populations. These pressures are typically addressed through service configuration, workforce deployment, fleet upgrades and triage pathways, rather than new ambulance stations.

We will continue to work with providers to ensure that the impact of proposed growth and planned development on ambulance services is fully understood.