The Great Grid Upgrade

North Humber to High Marnham

NHHM-AEC-CNS-REP-0177

North Humber to High Marnham

Volume 6: Environmental Statement

Document 6.17.A2 Appendix 17.2 Navigation-Related Socio-Economic, Recreation and Tourism Impacts

Final Issue A

October 2026

Planning Inspectorate Reference: EN020034

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)

nationalgrid

Contents

1.	**Introduction**	**1**
	Table 1.1 – Navigation-Related Socio-Economic, Recreation and Tourism Impacts	2
	References	5

1. Introduction

1.1.1 This appendix to **Application Document 6.17 Chapter 17 Socio-economics, Recreation and Tourism Socio-Economics** sets out the navigation-related socio-economic, recreation and tourism impacts of the Project and provides the baseline data for the assessment of impacts to water-based recreational land and open space receptors in section 17.9 of that chapter.

1.1.2 This appendix should be read in conjunction with the following documents:

- **Application Document 6.17 Chapter 17 Socio-economics, Recreation and Tourism**;
- **Application Document 6.17.F5 Figure 17.5 Recreational Land and Recreational Routes**;
- **Application Document 7.6 Outline Public Rights of Way Management Plan**; and
- **Application Document 7.22 Navigational Risk Assessment**.

1.1.3 This appendix provides a summary of key information drawn from **Application Document 7.22 Navigational Risk Assessment** including details of any rights of navigation that exist, outline information regarding the existing usage by navigation users, and mitigation measures proposed to reduce the risk to other vessels.

1.1.4 In this appendix, consideration is given to any socio-economic impacts that could result from disruption to navigations as a result of construction of the Project (noting that there will be no disruption to navigations during the operational stage of the Project).

1.1.5 The navigation-related socio-economic, recreation and tourism impacts are set out in Table 1.1.

Table 1.1 – Navigation-Related Socio-Economic, Recreation and Tourism Impacts

Navigation status	Baseline	Interactions	Proposed measures relating to risk reduction	Impacts
River Ouse				
Statutory public right of navigation exists. Associated British Ports (ABP) Humber is the Statutory Harbour Authority (SHA) and Competent Harbour Authority (CHA). Associated British Ports manages the river up to the southern face of Skelton Railway bridge. **Governing Framework**: Humber Harbour Reorganisation Scheme 1966 Confirmation Order 1967 (HM Government, 1967), British Transport Docks Act 1972 (HM Government, 1972), General Directions, Humber Navigation Byelaws 1990 (Associated British Ports, 1990), and Port and Marine Facilities Safety Code (Department for Transport and Maritime & Coastguard Agency, 2025). **Traffic Management**: Vessel Traffic Service (VTS) Humber provides radio/radar monitoring; compulsory pilotage applies to vessels greater than 60 m.	**Vessel Types**: Commercial cargo, tankers, tug & service vessels, and recreational craft. **Cargo Movements**: has the highest transit volume with over 500 transits in each direction annually, servicing the Port of Goole (~1.5 million tonnes/year). Peaks in Spring (~280 transits) and summer (~270 transits). **Tankers & Service Craft**: Tankers peak in Spring (~25 transits); tug and service vessels peak in autumn (greater than 50 transits). **Recreational Craft:** Approximately 200 pleasure craft locked into Goole in 2025, with 85 per cent transiting between April and September. **Vessel Profile**: Most transiting commercial vessels are 85 m to 100 m in length. 84 per cent have a draught greater than 2.5 m, making them highly reliant on high water. **Tidal Dynamics**: 67 per cent of all transits occur exactly one hour before High Water.	Financial impacts from vessel delay, charter costs, fuel use and contractual claims. The main cargoes handled through Goole are relatively insensitive to short delays, as they are primarily non-perishable bulk commodities. These include imports of fertiliser and timber and exports of grain and scrap metal. Disruption to craft users' ability to enjoy the navigation for recreational purposes	**Formal Watercourse Closure (ID 1):** Suspends commercial navigation during conductor stringing over multiple (approximately 16) six-hour daylight windows across an indicative eight to ten-week period. Active closure limits of deviation extend ±80 m on either side of the proposed overhead line. **Local Notice to Mariners (ID 2):** Formal bulletins issued in advance by ABP. **Liaison with SHA** (ID 3): Operational windows coordinated with ABP to target neap tides[1] and avoid peak commercial transit windows. **Active Safety Boat Patrols (ID 4):** Mobilisation of two safety boats (Rigid Hull Inflatable Boats (RHIBs)) to actively intercept and advise approaching recreational craft: • Eastern Safety Boat: Stationed at Blacktoft Reach Beacon (1.76 km east of proposed overhead line). • Western Safety Boat: Stationed at Whitgift Roads Beacon (1.18 km west of proposed overhead line). **Stakeholder Engagement** (ID 8): Advance notices circulated across marine and recreational user channels.	**Recreational Craft**: Unable to transit in the area of closure at the times specified.
Stainforth & Keadby Canal				
Statutory public right of navigation exists. **Navigation Authority**: Managed and maintained by the Canal & River Trust (CRT). **Governing Framework**: Transport Act 1962, 1968 (HM Government, 1962) (HM Government, 1968), British Waterways Acts 1971, 1975, 1983	**Vessel Types:** Historically used for commercial freight, but currently used almost entirely by leisure/recreational craft (narrowboats, small cruisers, kayaks, and paddleboarders). **Lockage Counts:** 597 annual transits recorded at Keadby Lock (4 km east of proposed overhead line) in 2025 (a +49 per cent increase from 400 transits in 2024 and 719 in 2023).	Temporary delays to users of recreational craft for two periods of one working day, causing temporary disruption to enjoyment of the navigation.	**Managed Short Delays (No Full Closure):** No temporary bridge is required. Traffic will be managed dynamically using short holds of one working day. Active work exclusion zone is ±50 m. **Liaison with CRT (ID 3):** Timings and controls agreed directly with the navigation authority. **Physical Warning Signage (ID 5):** Erected on canal banks at appropriate approach distances.	**Leisure/recreational craft (narrowboats, small cruisers, kayaks, and paddleboarders**): Unable to transit in the area of closure at the times specified.

[1] A neap tide is a moderate ocean tide with the smallest difference between high and low water levels.

Navigation status	Baseline	Interactions	Proposed measures relating to risk reduction	Impacts
and 1995 (HM Government, 1971) (HM Government, 1975) (HM Government, 1983) (HM Government, 1995), and British Waterways Board (Transfer of Functions) Order 2012 (HM Government, 2012). **Physical Parameters**: 14.9 miles in length with three locks; maximum permitted boat length is 18.8 m.			**Online Alerts (ID 6):** Promulgation via CRT stoppage notices and mobile push alerts through the 'MyTrust' online system. **Trained Towpath Spotters (ID 7):** Positioned on the towpath at ±200 m on either side of the proposed overhead line crossing to hold and inform approaching vessel. **Stakeholder Engagement (ID 8):** Direct communications with local boating groups.	
Chesterfield Canal				
Statutory public right of navigation exists. Navigation Authority: Managed and maintained by the CRT. **Governing Framework**: Transport Act 1962, 1968 (HM Government, 1962) (HM Government, 1968), British Waterways Acts 1971, 1975, 1983 and 1995 (HM Government, 1971) (HM Government, 1975) (HM Government, 1983) (HM Government, 1995), and British Waterways Board (Transfer of Functions) Order 2012 (HM Government, 2012). Known locally as 'Cuckoo Dyke'. **Physical Parameters**: 46 miles in length with 65 locks; maximum permitted boat length is 21.95 m.	**Vessel Types:** Used almost exclusively by leisure craft (narrowboats, private cruisers, and visitor trip boats). **Lockage Counts: 507 annual transits** recorded at Gringley Lock (0.7 km west of proposed overhead line) in 2025 (a +18 per cent increase from 428 in 2024 and 445 in 2023).	It will take 28 days to install the bridge and 28 days to remove it, during which time it will not be possible to navigate the canal; however, as the bridge is proposed to be clear span, navigation should be possible at other times during the construction period.	**Formal Canal Closure (ID 1):** Required for the installation and removal of a temporary clear-span access bridge. Programmed within CRT's standard Winter stoppage schedule (November–March) where feasible. Active stoppage zone covers ±50 m to the east and up to the Order Limits to the west. **Liaison with CRT (ID 3):** Formal request and stoppage coordination. **Winding Hole Warning Signage (ID 5):** Physical signs positioned at key boat-turning locations to prevent craft from becoming trapped: • *Manor Farm Winding Hole:* 1.68 km east of the proposed overhead line. • *Drakeholes Tunnel Visitor Mooring:* 4.77 km west of the proposed overhead line. **Online Alerts (ID 6):** Notifications published via CRT's 'MyTrust' online system. **Trained Towpath Spotters (ID 7):** Positioned on the towpath at ±200 m from the crossing. **Stakeholder Engagement (ID 8):** Outreach to canal societies and user groups.	**Leisure/recreational craft (narrowboats, small cruisers, kayaks, and paddleboarders**): Unable to transit in the area of closure at the times specified.
Market Weighton Canal				
No right of navigation exists. Statutory navigation rights were extinguished in 1971 under Section 112 of the Transport Act 1968 (HM Government, 1968). **Navigation Authority**: None	**Vessel Types:** Infrequent usage limited strictly to unpowered recreational craft (canoes, paddleboards, and kayaks). **Traffic Numbers: Not Available** (no recorded data due to very low activity levels and the absence of a navigation authority).	Severance of navigation access for several years due to presence of bank level bridge for the duration of the works. Erection of the crossing protection would also	**Temporary Bridge Stoppage:** A temporary bank-level access bridge will be installed. Active stoppage area covers ±50 m south and extends to the RLB north. **Landowner Liaison (ID 3):** Coordination directly with the Internal Drainage Board (IDB) as landowner.	**Unpowered recreational craft**: Unable to transit in the area of closure at the times specified.

Navigation status	Baseline	Interactions	Proposed measures relating to risk reduction	Impacts
Weighton Lock is owned by the Environment Agency but is inoperable. **Status**: Navigable only in an informal sense by unpowered craft.		require temporary stoppage for 1-2 hours, although the bridge to the north would already be in place and therefore restricting navigation. If a kayak, canoe, or paddleboard user was using the canal, they would likely be able to exit the canal before they reach the Order Limits (informed by the spotters).	**Physical Warning Signage (ID 5):** Positioned on canal banks at ±200 m north and south stating navigation is closed. **Trained On-Site Spotters (ID 7):** Stationed at ±200 m to warn approaching paddlers. **Digital Stakeholder Outreach (ID 8):** Advance notice articles published on the Inland Waterways Association (IWA) website.	
River Idle				
Public right of navigation exists in principle (Bawtry Bridge to Stockwith), but usage is highly restricted. **Navigation Authority**: None, vessel access from the River Trent is controlled by the Environment Agency via the West Stockwith tidal sluice gate. **Physical Condition**: Heavily silted and unmaintained near Haxey Gate (1 km downstream of the proposed overhead line).	**Vessel Types:** Infrequent usage by unpowered recreational craft (e.g. kayak, canoe, paddleboard) and occasional small cruisers or narrowboats. **Traffic Numbers: Not Available** (no recorded transit data due to high tidal sluice passage fees, advance notice requirements, and lack of a navigation authority).	Erection of the crossing protection would require temporary stoppage for 1-2 hours. If a kayak, canoe, or paddleboard user was using the canal, they would likely be able to exit the canal before they reach the Order Limits (informed by the spotters).	**Temporary Stoppage:** Active exclusion zone established at ±50 m during works. No temporary bridge structure is proposed. **Environment Agency Liaison (ID 3)**: Coordination with the EA regarding the operation of the West Stockwith tidal sluice gate. **Physical Warning Signage (ID 5)**: Positioned on river banks at ±200 m upstream and downstream. **Trained On-Site Spotters (ID 7)**: Positioned at ±200 m to inform approaching craft. **Digital Stakeholder Outreach (ID 8):** Advance notices circulated via the IWA digital channels.	**Unpowered recreational craft**: Unable to transit in the area of closure at the times specified.

References

Associated British Ports. (1990). *The Humber Navigation Byelaws 1990 (amended July 2007).* Retrieved from www.humber.com/: https://www.humber.com/media/deaglcmg/the-humber-navigation-byelaws-1990-amended-2007.pdf

Department for Transport and Maritime & Coastguard Agency. (2025). *Ports & Marine Facilities Safety Code: Guidance for all ports, harbours, marine facilities, berths and terminals.* Retrieved from https://assets.publishing.service.gov.uk/media/67fd175bed87b81608546666/port-marine-safety-code.pdf

HM Government. (1962). *Transport Act 1962.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/ukpga/Eliz2/10-11/46/contents

HM Government. (1967). *Forth Harbour Reorganisation Scheme Confirmation (Special Procedure) Act 1967.* Retrieved from www.legislation.gov.uk: https://www.legislation.gov.uk/ukla/1967/41/contents/enacted

HM Government. (1968). *Transport Act 1968.* Retrieved from www.legislation.gov.uk: https://www.legislation.gov.uk/ukpga/1968/73/contents

HM Government. (1971). *British Waterways Act 1971.* Retrieved from www.legislation.gov.uk: https://www.legislation.gov.uk/ukla/1971/18/contents/enacted

HM Government. (1972). *British Transport Docks Act 1972.* Retrieved from www.legislation.gov.uk: https://www.legislation.gov.uk/ukla/1972/37/enacted

HM Government. (1975). *The British Waterways Act 1975.* Retrieved from www.legislation.gov.uk: https://www.legislation.gov.uk/ukla/1975/23/enacted

HM Government. (1983). *British Waterways Act 1983.* Retrieved from www.legislation.gov.uk: https://www.legislation.gov.uk/ukla/1983/2/enacted

HM Government. (1995). *British Waterways Act 1995.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/ukla/1995/1/enacted

HM Government. (2012). *British Waterways Board (Transfer of Functions) Order 2012.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/uksi/2012/1659/contents

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com