The Great Grid Upgrade

North Humber to High Marnham

NHHM-AEC-CNS-REP-0137

North Humber to High Marnham

Volume 7: Other Documents

Document 7.6 Outline Public Rights of Way Management Plan

Final Issue A

October 2026

Planning Inspectorate Reference: EN020034

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

nationalgrid

Contents

Executive Summary 1

1. Introduction 2

1.1 Overview 2
1.2 Purpose and Structure of the Document 3
1.3 Pre-Commencement Works 4
1.4 Definition of Routes with Public Access 4

2. Study Area 8

2.1 Introduction 8
2.2 Study Area 8
2.3 Identification of Public Rights of Way 8

3. Project Team Roles and Responsibilities 9

3.1 Project Responsibilities 9
3.2 Information Training and Awareness 9
3.3 Community Engagement and Public Information 9

4. PRoW Management Regimes 11

4.1 Designations in the PRoW Management Plan 11
4.2 Approach to Management Regimes 12

5. PRoW Management Measures 15

5.1 General Strategy 15
5.2 Management Measures 15

6. PRoW Standards, Condition, Reinstatement, Inspection and Compliance 21

6.1 PRoW Standards and Guidance 21
6.2 Interactions with Existing Highways 21
6.3 Condition Surveys 21
6.4 Temporary PRoW Construction 22
6.5 Reinstatement of PRoW 22
6.6 Inspections 22
6.7 Non-Compliance Procedure 23

7. Change Process 24

7.1 Introduction 24

7.2 PRoW Management Plan Changes 24

8. Routes with Public Access Affected by the Project 26

8.1 Introduction 26
8.2 National Cycle Network 26
8.3 Registered Common Land 28
8.4 Navigable Watercourses 29
8.5 National Trails 30
8.6 Recreational Paths 30
8.7 Site-Specific PRoW Management Proposals 31

Table 4.1 – Typical interaction management regimes 13
Table 8.1 – Site-specific NCN route management proposals 26
Table 8.2 – Site-specific common land management proposals 28
Table 8.3 – Navigable watercourses management proposals 29
Table 8.4 – Recreational routes management proposals 30
Table 8.5 – PRoW specific management proposals 33

Bibliography 49

Executive Summary

National Grid Electricity Transmission plc (National Grid) is developing the North Humber to High Marnham Project (the Project), a proposed new 400 kV electricity transmission connection between East Riding of Yorkshire and Nottinghamshire. The Project would reinforce the national electricity transmission network, enabling the connection of new low carbon energy generation and supporting the delivery of the UK Government's clean power and net zero ambitions. The Project is a Nationally Significant Infrastructure Project (NSIP) for which development consent is being sought through a Development Consent Order (DCO) under the Planning Act 2008 (HM Government, 2008). It is recognised as a critical reinforcement to provide the network capacity required to meet future electricity demand and support the transition to a low-carbon energy system.

This Outline Public Rights of Way Management Plan details the proposed management strategy for public right of way (PRoW) interactions on the Project. It forms part of National Grid's application for a DCO and includes the proposed approaches for the management of typical interactions between PRoWs and the various aspects of the Project, to demonstrate a planned approach to the management of PRoWs during construction.

The proposed management regimes identified in this document aim to mitigate the impacts of the Project's construction on the affected PRoWs by maintaining access along them wherever possible, or by providing temporary diversions to bypass any temporary PRoW closures necessary during construction.

Overall, the Project will temporarily affect over 104 PRoWs across East Riding of Yorkshire, North Lincolnshire and Nottinghamshire. These PRoWs will be subject to some form of management regime, with 27 PRoWs subject to temporary diversions to maintain access during construction with one having alternative route available on exiting PRoW and public highway.

The Outline PRoW Management Plan will be developed further into a final PRoW Management Plan by National Grid's appointed Main Works Contractor(s), ahead of the main construction activities. As part of this process National Grid and its appointed Main Works Contractor(s) will maintain regular dialogue with PRoW Officers at the three impacted local highway authorities and this dialogue will continue throughout the construction period to ensure the objectives of the final PRoW Management Plan are achieved.

1. Introduction

1.1 Overview

1.1.1 National Grid Electricity Transmission plc (National Grid) owns and maintains the national high voltage electricity transmission network throughout England and Wales.

1.1.2 The transmission network connects the power from where it is generated to the regional distribution network operators who then supply businesses and homes.

1.1.3 National Grid holds the Transmission Licence for England and Wales, and its statutory duty is to develop and maintain an efficient, coordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity, as set out in the Electricity Act 1989 (HM Government, 1989).

1.1.4 National Grid has developed plans for the North Humber to High Marnham Project (the Project). The Project would support the UK government's net zero target through the connection of new low carbon energy generation and by reinforcing the transmission network.

1.1.5 The Project would establish a new 400 kilovolt (kV) transmission connection approximately 90 kilometres in length between a new substation to be built in the vicinity of Birkhill Wood, located to the north of Hull near Creyke Beck in the East Riding of Yorkshire, and a new substation at High Marnham in Nottinghamshire.

1.1.6 The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial proportion of which would be generated by offshore wind) that is expected to connect to the network over the next 10 years and beyond. Completion of the Project, together with other new reinforcements across the country, will meet this future energy transmission demand across the UK.

1.1.7 The Project is a Nationally Significant Infrastructure Project (NSIP), and National Grid is seeking development consent under the Planning Act 2008 (HM Government, 2008). NSIPs require a type of planning permission known as a Development Consent Order (DCO). Instead of applying to the local authority for planning permission, the developer must apply to the Secretary of State via the Planning Inspectorate for a DCO.

1.1.8 National Grid has submitted an application for development consent to the Planning Inspectorate for the Project. The Examining Authority (consisting of one or more examining inspectors), after a period of public examination, will make its recommendation to the Secretary of State for Energy Security and Net Zero, who in turn will decide on whether development consent should be granted.

1.1.9 The Project has been identified as being critical to delivering a network which supports the clean power pathways for 2030 delivery.

1.2 Purpose and Structure of the Document

1.2.1 This Outline PRoW Management Plan forms part of a suite of outline Construction Management Plans referenced in the applicable Requirement (Construction Management Plans) within **Application Document 3.1 Draft Development Consent Order**.

1.2.2 It provides the preliminary framework for the principles and procedures that the Main Works Contractor(s) must implement to minimise and manage potential construction impacts associated with the Project upon the PRoW network. This document will be fully developed based on detailed design information to be provided by the Main Works Contractor(s). The final version will be submitted for approval in accordance with the applicable Requirement (Construction Management Plans) within **Application Document 3.1 Draft Development Consent Order** prior to commencement of the Project. This process ensures that detailed design is developed with clear alignment to the principles and procedures within this document.

1.2.3 A PRoW Management Plan, which will be substantially in accordance with this Outline PRoW Management Plan, must be submitted to, and approved by, the relevant local highway authorities (LHAs) prior to the commencement of any stage of the authorised development to which the PRoW Management Plan is relevant.

1.2.4 Article 16 of **Application Document 3.1 Draft Development Consent Order** will grant all necessary powers to temporarily close, alter or divert PRoWs affected by the Project.

1.2.5 This Outline PRoW Management Plan includes the proposed approaches for the management of typical interactions with the various aspects of the Project to demonstrate a planned approach to the management of PRoWs during construction. It identifies those PRoWs that will be temporarily closed for short periods and effectively 'managed' and those that will be subject to a longer length of closure and/or temporary diversion. The key aim is to maintain public safety while minimising disruption to users. The majority of PRoWs would be affected for short durations only and the strategy is aimed at maintaining them as open throughout, wherever possible.

1.2.6 A process of engagement has been undertaken with PRoW Officers at the relevant LHAs, namely: East Riding of Yorkshire Council; North Lincolnshire Council; and Nottinghamshire County Council, as part of the preparation of the application for development consent. This has included sharing preliminary information regarding the proposed approach to determining management regimes and a series of workshops to present and discuss proposed temporary diversion routes and site-specific management measures. Feedback received from these discussions has been considered and incorporated into both the design of the Project and the development of this Outline PRoW Management Plan, where appropriate; further details are provided in **Application Documents 5.8.6 Statement of Common Ground - East Riding of Yorkshire Council, 5.8.7 Statement of Common Ground - North Lincolnshire Council** and **5.8.8 Statement of Common Ground - Nottinghamshire County Council**.

1.2.7 National Grid and the Main Works Contractor(s) will maintain a regular dialogue with PRoW Officers of the relevant LHAs throughout the construction period of the Project in order to ensure the objectives of the PRoW Management Plan are achieved.

1.2.8 This Outline PRoW Management Plan has been prepared alongside **Application Document 7.4 Outline Construction Traffic Management Plan** to ensure a coordinated approach to managing access and movement during the construction phase. While the Outline Construction Traffic Management Plan provides a framework for managing construction-related traffic, including vehicle routeing, site access, delivery scheduling, and traffic safety measures, this Outline PRoW Management Plan focuses specifically on the management of PRoWs. Together, these documents aim to ensure that both vehicular movements and PRoW users are managed safely and efficiently, with minimal disruption to the public.

1.2.9 Relevant guidance, including Rights of Way Circular 1/09 (Department for Environment, Food and Rural Affairs, 2011), has been reviewed and considered in the preparation of this Outline PRoW Management Plan.

Structure

1.2.10 This document is set out as follows:

- Section 2 describes the study area of this Outline PRoW Management Plan.
- Section 3 outlines the roles and responsibilities for each organisation involved with the construction works during the construction phase including with respect to PRoW.
- Section 4 documents the designations used in this Outline PRoW Management Plan and the approach to identifying management regimes for PRoWs that would be directly affected by the construction of the Project.
- Section 5 provides further detail on specific measures that will be employed as part of the proposed management regimes for the affected PRoWs.
- Section 6 describes standards that will be applied to existing or diverted PRoWs during construction, condition surveys, inspections and non-compliance procedure and how PRoWs will be reinstated following completion of construction works.
- Section 7 sets out the change process where there is a need to update the Outline PRoW Management Plan (or final PRoW Management Plan).
- Section 8 describes the site-specific management regimes for routes with public access affected by the Project.

1.3 Pre-Commencement Works

1.3.1 All pre commencement operations must be carried out in accordance with this document unless otherwise agreed with the relevant planning authority and implement all applicable environmental commitments and monitoring requirements identified in **Application Document 7.3 Register of Environmental Actions and Commitments**.

1.4 Definition of Routes with Public Access

1.4.1 The following sections indicate how PRoWs are formally defined and designated.

Public Rights of Way

1.4.2 In England and Wales, members of the public have a right to access some land for walking or certain leisure activities. This includes:

- PRoWs, that are designated paths or tracks that route through settlements, the countryside or private property; and
- Open Access Land (OAL) including mountains, moors, heaths and downs and registered common land, as well as certain other National Trails, such as the Yorkshire Wolds Way.

1.4.3 There are four distinct types of PRoW:

- Footpaths – for walking, running, wheelchairs and mobility scooters. It is a highway over which the public have a right of way on foot only and is distinct from a footway where the public have right of way on foot alongside a carriageway for the passage of vehicles;
- Bridleways – for walking, running, wheelchairs, mobility scooters, cycling and horse riding;
- Restricted byways – for any transport that does not have a motor, albeit this designation does allow powered wheelchairs and mobility scooters; and
- Byways open to all traffic (BOAT) – Defined in Section 66 of the Wildlife and Countryside Act 1981 (HM Government, 1981) as a public highway that gives the public full legal rights to any kind of transport, including vehicles (but these are mainly used for the purpose for which footpaths and bridleways are used). The LHA has no obligation to provide a surface suitable for the passage of vehicles on a BOAT.

1.4.4 PRoWs are recorded on the Definitive Map and Statement for each administrative area and collated by the relevant LHA. The Definitive Map and Statement is the documentary record of PRoWs depending on the category of the PRoW. The Definitive Map and Statement indicates where the public may lawfully walk, ride or drive. S56 of the Wildlife and Countryside Act 1981 (HM Government, 1981) makes it explicit that the Definitive Map and Statement is legally conclusive evidence of the existence of the highways of the description shown and of the rights and limitations existing over those highways at the relevant date, unless there is a subsequently confirmed legal order amending those rights.

1.4.5 All surveying authorities must maintain a Definitive Map and Statement of PRoWs within their administrative boundary, which includes historic routes and any changes to PRoW orders and routes that may have occurred since 1981. Many of the surveying authorities also present this information online, but this does not always reflect recent changes.

1.4.6 PRoWs are also detailed on Ordnance Survey (OS) mapping; however, this mapping may not correspond to information contained within the Definitive Map and Statement and the latter should always be referred to in order to confirm whether a PRoW exists, and its classification.

1.4.7 For the purposes of this Outline PRoW Management Plan, Definitive Mapping and subsequent consultation with the relevant authority's PRoW Officers has been used to identify the PRoWs within the Project's Order Limits.

Open Access Land

1.4.8 There are areas of land within the Order Limits registered as common land under the Commons Registration Act 1965 (HM Government, 1965), i.e. land over which a person (or persons) other than the owner is entitled to exercise rights of common, such as grazing animals. By virtue of section 1 of the CRoW Act 2000 (HM Government, 2000), these three areas of common land are also access land, which allows public access on foot for open-air recreation. The CRoW Act (HM Government, 2000) normally gives the public right of access to land mapped as 'open country' (mountain, moor, heath and down) or registered common land. These areas are known as Open Access Land, which may be publicly or privately owned.

1.4.9 Open Access Land that is within the Project's Order Limits has been identified from OS mapping and Natural England CRoW Act 2000 – Access Layer (Natural England, 2026). **Application Document 3.1 Draft Development Consent Order** contains powers that would allow the Project to temporarily suspend access to this land. Where this is required, the respective landowners will be consulted regarding the management arrangements to accommodate the Project's activities. If any additional Open Access Land that interacts with the Project is identified through consultation, agreement would be sought with the respective landowners on its management to accommodate the Project's activities.

Other Routes with Public Access

1.4.10 Other Routes with Public Access (ORPA) are roads or paths that are maintainable at public expense by LHAs and may be used by the public as if they were PRoWs, but do not appear on Definitive Maps and Statements. They are often unclassified roads or green lanes, can be unsurfaced or unmetalled (not paved), and are sometimes open to motorised vehicles. For the purposes of this Project, only those ORPA shown on OS mapping that are within the Project's Order Limits have been identified.

Permissive Paths

1.4.11 A permissive path, permitted path, or concessionary path is not a PRoW but a path (which could be for walkers, horse riders, cyclists, or any combination) whose use is allowed by the landowner, but over which there is no legal right of access.

1.4.12 OS mapping has been used to identify permissive paths within the Order Limits.

1.4.13 For permissive paths that interact with the Project, agreement will be sought with the respective landowners on their management to accommodate Project activities.

Cycle Tracks

1.4.14 Cycle tracks are a way over which the public has the right of way by pedal cycle (with or without a right of way on foot).

1.4.15 The National Cycle Network (NCN) is a series of routes comprising a combination of traffic-free paths and quiet on-road cycling routes. NCN routes are broadly signposted on the public highway with the relevant NCN route number incorporated into the signage. NCN routes affected by the Project have been identified from OS mapping and local authority mapping.

Rights of Navigation

1.4.16 A right of navigation refers to the public's right to navigate on certain waterways, like rivers and canals. This right is not universal but depends upon factors like the navigability of the waterway and historical usage. The public has the right to navigate, meaning to travel by boat, canoe or other watercraft, on waterways where this right exists.

1.4.17 For the purposes of this Project, navigable waterways have been identified using Inland Waterways Association mapping.

2. Study Area

2.1 Introduction

2.1.1 This section of the Outline PRoW Management Plan describes how the PRoWs that will be affected by the Project have been identified.

2.2 Study Area

2.2.1 The study area for this Outline PRoW Management Plan covers all PRoWs that will be crossed or directly affected by the Order Limits, as shown on **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans** and as identified in **Application Document 3.1 Draft Development Consent Order**.

2.2.2 Coordination with the relevant design teams has been undertaken to identify activities likely to impact PRoWs, including the durations of those impacts and potential mitigation approaches. The types of temporary construction activities that a PRoW may interact with include:

- Bellmouths (site access points);
- Construction access tracks (stone and trackway);
- Laydown areas and construction compounds;
- Pylons and pylon working areas;
- Existing pylon and conductor dismantling;
- Crossing protection scaffolding;
- Stringing areas; and
- Modification works to third-party services.

2.3 Identification of Public Rights of Way

2.3.1 The development of this Outline PRoW Management Plan has included discussions with PRoW Officers from the relevant LHAs to confirm that all affected PRoWs have been identified and to establish management regimes that are practical, safe, and consider the community interest.

2.3.2 Desk-based research has been undertaken to identify the PRoWs that would be crossed by the Project to identify current access provision, PRoW signposting and onward connections. This has included a review of OS mapping, other relevant mapping datasets, and Definitive Maps and Statements obtained from the relevant local highway authorities. The desk-based review has been supplemented by engagement with PRoW Officers, including meetings to discuss the local PRoW network, and visits to local authority offices where required to review Definitive Map records and supporting documentation.

3. Project Team Roles and Responsibilities

3.1 Project Responsibilities

3.1.1 The Main Works Contractor(s) will undertake the construction work in accordance with the DCO and its associated documents including this Outline PRoW Management Plan and the **Application Document 7.4 Outline Construction Traffic Management Plan** and secured by the applicable Requirement within **Application Document 3.1 draft Development Consent Order**, a final PRoW Management Plan will be in effect during construction and will be implemented by the Main Works Contractor(s).

3.1.2 The relevant aspects of the PRoW Management Plan will be communicated to the workforce at the commencement of works, and as necessary thereafter, to ensure that all personnel are aware of their responsibilities and the commitments applicable to the activities they are undertaking.

3.1.3 Overall roles and responsibilities are presented in **Application Document 7.2 Outline Code of Construction Practice**. The Main Works Contractor(s) will be responsible for the development, implementation and day-to-day management of the PRoW Management Plan. National Grid will retain overall responsibility for compliance with the PRoW Management Plan and for any breach of the requirements of the DCO.

3.2 Information Training and Awareness

3.2.1 In accordance with measures GG04 and TT06 as set out in **Application Document 7.3 Register of Environmental Actions and Commitments**, all staff and operatives working on the Project will receive a site-specific induction prior to commencing work.

3.2.2 Regular toolbox talks will be delivered by the Main Works Contractor(s). These will give targeted information about site-specific issues or activities taking place at the time.

3.3 Community Engagement and Public Information

3.3.1 The Main Works Contractor(s) will implement arrangements to provide timely and appropriate information to local residents and stakeholders about the works. A dedicated community relations team will be appointed to provide community liaison and external communications support during construction. The information to be provided to local residents will be specific to the works carried out, describing the nature of the works, the location and extent of the works, the duration of the works and the hours to be worked.

3.3.2 Local residents will be informed of the commencement and expected duration of construction activities through letter drops and/or email notifications. The letters/emails will be tailored to the specific area, reflect the works to be carried out and the duration of works. The letter/email will include the contact telephone number for public information. These letters/emails will be shared with the relevant LHA and applicable Parish Council and will be issued up to two weeks in advance of the construction activities being undertaken on-site.

3.3.3 The name and contact details for the Project will be displayed at the entrance to each site compound. This will include an emergency telephone number. Details of the works, including contact details, will be provided to the relevant community groups, such as LHAs, Parish Councils and landowners, before work commences.

3.3.4 A freephone Project helpline and dedicated Project website will be maintained by the National Grid community relations team. The Project helpline and website will be visible on boards placed in appropriate locations where they will be visible to the public. The telephone number and Project website details will be provided to the relevant local authorities and other relevant parties.

3.3.5 The community relations team will record details of any complaints received and how these are to be investigated and appropriately managed. Further information on the complaints procedure can be found in Section 5.9 of **Application Document 7.4 Outline Construction Traffic Management Plan**.

4. PRoW Management Regimes

4.1 Designations in the PRoW Management Plan

4.1.1 The impacted PRoWs are proposed to be managed via three management regimes that are referred to in the following sections; these routes are shown on **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans** and are referenced in Schedule 7 and Schedule 8 of **Application Document 3.1 Draft Development Consent Order**.

Temporary Closure with Management / Access Control

4.1.2 This regime covers the management of interactions between the PRoW network and construction activities, with the intention of maintaining public use of the PRoW wherever safe and practicable. The Main Works Contractor(s) will provide appropriate signage and access controls and management measures to facilitate continued access where possible. However, short-term (up to approximately 1-2 days) temporary closures of the PRoW will be necessary in certain circumstances to ensure the safety of PRoW users and construction personnel while specific construction activities are undertaken such as overhead conductor stringing and the installation of the construction access track.

4.1.3 Management measures may include temporarily pausing construction activities to allow the safe passage of PRoW users, or implementing physical controls such as fencing, gates, and temporary traffic-light systems. In some instances, users may be required to wait for a short period while Main Works Contractor(s) personnel (for example, banksmen) ensure that it is safe for them to proceed along the route.

4.1.4 This regime also applies at limited locations where construction activities, require intermittent control of access to a PRoW for a slightly longer period. In these cases, the duration of individual activities is expected to be short, and a longer closure or diversion is neither necessary nor reasonably practicable.

Temporary Closure with Temporary Diversion

4.1.5 This involves the temporary closure of a PRoW with a temporary diversion provided for a period; some PRoW will be diverted for a few weeks whilst others will be diverted for the full duration of the construction works, depending on the nature of the construction activity. These may be via other existing PRoWs or via new temporary routes. The diversions will be clearly signed and waymarked and are intended to reduce inconvenience to PRoW users as much as possible, for example with regard to diversion length and by maintaining connections. Signage on the approach to any diversions will provide users with an early indication that the PRoW has been diverted and, at the point of diversion, fencing and barriers will be used to demarcate the PRoW closure. Where temporary diversions are provided, they may also be subject to management regimes and arrangements where they interact or cross construction activities that are outwith the primary reason for the diversion. Where PRoWs are diverted onto adjacent PRoWs, closures and diversions will be phased, where possible, to ensure diversion routes are not, themselves, closed when being used as a diversion route for another PRoW.

Temporary Closure (No Diversion)

4.1.6 In a small number of cases a temporary closure is proposed with no temporary diversion. This has been used where there may be no suitable or safe available diversion for PRoWs and hence temporary closures may be required, or where a section of PRoW becomes 'redundant' during the works, for example due to the diversion of another PRoW creating a new temporary connection point between the two. These types of closure with no diversion will, however, be kept to a minimum where possible.

4.2 Approach to Management Regimes

4.2.1 The construction interactions identified for each affected PRoW have determined the management regime applied but as previously documented, the intention has been to minimise the disruption to PRoW users as far as reasonably practicable. On this basis, the following hierarchy has been applied:

- Where options are identified to keep PRoWs open, these have been preferred in the first instance. This may include the use of physical management measures at the interface between the PRoW and the construction works, if considered to be required. The intent of the management approach would be to maintain access for PRoW users on the existing alignment, or along a temporary, short term, localised diversion around working areas in a safe and controlled manner.
- Where it is not considered practicable to maintain access along the existing PRoW alignment, diversions have been considered. Where these are required, PRoW diversions have been proposed along the shortest identified suitable route, taking cognisance of existing land boundaries and features.
- Where no suitable diversion routes are identified, temporary PRoW closures with no diversion route have been considered, but only as a last resort.

4.2.2 The selection of PRoW management regimes has been guided by technical input from the Project's design and construction advisors, with the aim of minimising disruption to users whilst ensuring public safety. The selections make use of the expertise of the advisors, and also that of National Grid as owner and operator, and reflect lessons learned from the delivery of other major transmission projects. Where advice has indicated that construction activities can be undertaken without posing undue risk to PRoW users, affected routes have been identified for retention under a managed access arrangement, supported by appropriate mitigation measures. In cases where construction requires the establishment of fenced compounds, drainage attenuation ponds, or other physical barriers that would prevent use of the PRoW, temporary diversion routes have been identified to maintain safe continuity of access.

4.2.3 Typical construction interactions and the associated proposed management regimes have been discussed with the relevant LHAs and are shown in Table 4.1. However, the actual management approach may differ for certain PRoW, depending on site-specific conditions.

Table 4.1 – Typical interaction management regimes

Interaction	Typical management regime
Crossing of construction access tracks	**Temporary Closure with Management / Access Control** During the installation and removal of a construction access track, there will be a requirement for a short-term closure of the PRoW with managed access. For the remainder of the construction period, crossings of construction access tracks will be managed using appropriate access controls, which may include gated access of the PRoW or the construction access track, or other appropriate measures. However, at such crossing points, PRoW users may have to wait behind a gate for a short period, whilst the construction access track is in use by construction traffic. Signage will be provided to warn PRoW users and drivers of construction traffic of the interface between construction traffic and the PRoW and may be supported by appropriate speed limits and driver protocols.
Shared routes	**Temporary Closure with Management / Access Control / Temporary Closure with Temporary Diversion** There are likely to be some instances where construction activities and PRoWs follow the same alignment. In these circumstances, warning signs will be provided for both PRoW users and drivers of construction traffic, the latter being instructed to slow down in the affected area. Depending on the level of interaction and user type, for example horses on bridleways, appropriate separation and demarcation (such as suitable fencing) will be put in place where possible between construction traffic and PRoW users to ensure the safety of PRoW users. Additional measures (Temporary Closure with Temporary Diversion) may also be required on a case-by-case basis and will be discussed between the Main Works Contractor(s) and the LHA PRoW Officer.
Pylon conductor stringing positions, pylon working areas, crossing protection scaffolding and bridge working areas	**Temporary Closure with Temporary Diversion** Where a PRoW crosses pylon conductor stringing positions, pylon working areas, crossing protection scaffolding or bridge working areas, a temporary diversion will be provided. Working areas for overhead conductor stringing will be in place for approximately two months at each location including reinstatement. Crossing protection and associated trackway will be in place for two weeks prior to and after conductor stringing of a section is completed. Pylon working areas could be in place for up to a year, depending on construction sequencing in a given area. Bridges and associated working areas are likely to be in place for the duration of construction.
Overhead conductor stringing	**Temporary Closure with Management / Access Control** During the overhead conductor stringing processes, conductors will be installed sequentially in sections between selected tension pylons. Whilst the overall stringing programme will extend over a longer period, activities affecting any individual PRoW will generally be limited to the period during which the relevant section is being strung. During this time, it is generally envisaged that only short-term temporary closures of PRoWs will be required, with intermittent PRoW access permitted

Interaction	Typical management regime
	between key activities. PRoW users will be notified of any planned temporary closures in advance via signage placed on the affected PRoW.
Bellmouths (construction of site access and crossover points)	**Temporary Closure with Management / Access Control or Temporary Closure with Temporary Diversion** Any PRoW that interacts with the construction of a bellmouth (site access or crossover point) will be managed by the Main Works Contractor(s). Access along the PRoW will be maintained where feasible. Where construction activities for the site access or crossover point result in the PRoW becoming inaccessible a temporary localised diversion will be provided, where possible. Bellmouths will be in place throughout the period of construction activity in the area.
Third-party asset modifications	**Temporary Closure with Management / Access Control or Temporary Closure with Temporary Diversion** Where a PRoW interacts with third-party modifications, which are mainly utilities diversions/undergrounding of DNO lines, this will generally be managed via a temporary localised diversion around the working area until the PRoW can be re-opened via the use of 'road plates' or other temporary measures as appropriate. Following completion of works the PRoW will be reinstated on its existing alignment with appropriate management during the reinstatement works.
Operational and maintenance access	**Temporary Closure with Management / Access Control** These are existing field accesses, routes across fields etc which will be used prior to construction for minor pre-commencement works, such as protected species mitigation or marking out. Vehicles using these are likely to be limited to 4x4s with a trailer. Drivers will wait for PRoW users to progress along the route avoiding the need for closure.

5. PRoW Management Measures

5.1 General Strategy

5.1.1 Article 16 of **Application Document 3.1 Draft Development Consent Order** provide the necessary powers to temporarily close PRoWs affected by the Project and, where required, put in place diversion routes, as referenced in **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans** and as identified in Schedule 6 of **Application Document 3.1 Draft Development Consent Order**. However, the intention is to keep PRoWs open where practicable subject to management measures.

5.1.2 National Grid is committed to the highest levels of safety for the proposed construction and dismantling works and to ensuring that public disruption is kept to a minimum. Where there is a potential conflict between the two objectives, a pragmatic approach to safety will be taken, based on balancing the risks to the public and workers against the disruption that removing that risk will cause. It is the intention to keep the majority of PRoWs open via management regimes and the use of short-term temporary closures where necessary.

5.1.3 All PRoWs temporarily affected during construction will be reinstated as soon as practicable after completion of construction works.

5.2 Management Measures

5.2.1 In accordance with **Application Document 7.3 Register of Environmental Actions and Commitments** all designated PRoWs crossing the Order Limits will, where possible, be managed with access only closed during specific construction activities. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and the Project contact numbers for any concerns.

5.2.2 Exact details of the forms of closure will be developed by National Grid and its Main Works Contractor(s) and will be subject to consultation with the PRoW Officers at the relevant LHAs during the development of a final PRoW Management Plan which must be substantially in accordance with this Outline PRoW Management Plan. This would include consideration of programming or phasing of work to prevent parallel or concurrent closures that would increase impacts on PRoW users. However, for each location where a PRoW is affected by construction work, this Outline PRoW Management Plan has given consideration to limiting the impact on the PRoW users, based on the hierarchy of approach contained in section 4.2.

5.2.3 The proposed management regimes for PRoWs, as set out in section 4 of this document, are based on the proposed alignment and a current understanding of the construction programme. If any changes are required to the proposed measures or the final PRoW Management Plan, these would be addressed through the relevant change process detailed in section 7 of this document. This would include discussions with the relevant LHA PRoW Officer and landowners prior to implementation. Further, in such cases where a temporary closure of a PRoW is required for those routes not listed in the relevant schedules of **Application**

Document 3.1 Draft Development Consent Order National Grid will, according to **Application Document 3.1 Draft Development Consent Order**, obtain the consent of the relevant LHA and agree the necessary measures and arrangements with them.

5.2.4 The following sections provide further detail on the specific measures that will be employed as part of the various management regimes.

Signage

5.2.5 Signage schemes will be installed where necessary and appropriate at affected PRoWs to keep the public informed and provide clearly displayed relevant information. Any PRoWs which pass through temporary works areas would be clearly identified on signage.

5.2.6 A range of signage measures will be implemented including advanced warnings of temporary closures and/or diversions, and waymarking of diversion routes. Signage will also emphasise that the right to wander from any PRoW within the temporary works areas is not permitted.

5.2.7 Where a PRoW needs to be temporarily closed for a short period of time for specific construction activities, or for the duration of construction, there will be clear signage in place.

5.2.8 It is anticipated that signage and notices with appropriate wording will be erected by the Main Works Contractor(s). These arrangements will be discussed with the relevant LHA PRoW Officer prior to installation. This wording could be similar to the following for both the advance warning and any no entry signage:

'*Please be aware that from (start date) until (end date) National Grid and its Main Works Contractor (insert name when appointed) will be constructing the North Humber to High Marham Project. During this period the areas shown on the map hatched in blue will be under the control of National Grid.*

The restrictions to Public Access are to ensure your health and safety and the health and safety of those undertaking the works.

Please obey all signage.

All Public Rights of Way shown in green will remain open. There may be a requirement to temporarily control access, however you will be able to pass on the understanding that your use is restricted to the Right of Way only, please do not stray into the wider area whilst using these routes. Thank you for your cooperation during this period. For further information please visit – www.(to be inserted) or contact (website and telephone number to be confirmed).'

5.2.9 In addition to the signage, waymarks for any diversion route will be erected prior to any diversions being implemented.

5.2.10 Where a PRoW crosses a construction access track, a system of signs informing PRoW users of the construction activity would be put in place, together with signs warning drivers of construction vehicles of the likely presence of PRoW users. Such arrangements could be comparable to an uncontrolled crossing of a road, supported by low vehicle speeds and driver protocols.

5.2.11 Signs will be regularly inspected by the Main Works Contractor(s) to ensure that they remain in place, are readable and have not been tampered with or altered.

5.2.12 All signage will contain contact details for the Project, and the LHA. Contact numbers would be provided to enable visitors to report any problems encountered, particularly regarding the condition of affected PRoWs.

5.2.13 When siting signage, the intention will be to ensure that all users of the affected PRoW will be provided with sufficient advance warning and notice to allow them to plan their journey and avoid the need to turn back on themselves. This may include the positioning of additional suitable signage warning of any PRoW 'dead ends' resulting from temporary PRoW diversions.

5.2.14 All signage will be removed once construction is complete in the area and all PRoWs returned to their previous use, alignment and condition.

Management of 'Shared Routes' and PRoW Crossings

5.2.15 Along shared routes and at PRoW crossing points, where construction traffic will mix with PRoW users or cross PRoWs, appropriate signage will be erected to alert PRoW users and drivers of construction vehicles of the potential interface. There will be instructions to drivers about the protocols to be adopted at these locations through site inductions and other toolbox talks, and drivers will be required to 'sign up' to adopting them. Speed limit signage will be provided to ensure that all construction vehicles travel at low speeds to ensure the safety of other users on such shared routes.

5.2.16 In some cases, particularly bridleways, appropriate separation and demarcation (likely to be suitable fencing) will be put in place between any parallel construction traffic and PRoW routes to ensure the safety of PRoW users. The arrangements for such demarcated routes will be discussed with the relevant LHA PRoW Officer prior to installation.

5.2.17 For periods of the construction phase, it may be necessary to adopt management measures involving the Main Works Contractor(s) staff at potential conflict points on the shared route. The need for such management on certain routes would take into account construction delivery times and movements of plant and machinery. The need for such management would be subject to specific risk assessments prepared by the Main Works Contractor(s) when analysing the impacts of activities which may bring PRoW users into the proximity of construction traffic. Risk assessments will be discussed with the relevant LHA PRoW Officers.

Management of Short Period Closures

5.2.18 During certain periods of the construction programme it may be necessary to implement short period closures of PRoWs, whereby Main Works Contractor(s) manage use of the PRoWs. In these instances, PRoW users may have to wait for a short period of time whilst the construction team complete, or pause, their task and it becomes safe for users to continue along the PRoW. However, users would be advised the likely waiting period, when works are completed and when it is safe to continue to use the PRoW. Any such short period closures would be kept to a minimum.

5.2.19 During the installation and removal of construction access tracks (likely to be 1 or 2 days in each instance where they cross PRoWs), the PRoW would be closed.

5.2.20 During the proposed overhead conductor stringing processes, conductors will need to be strung across PRoWs. During this time, impacted PRoWs will need to be closed

for part of a day, or multiple days depending on the location. However, it is generally envisaged that only short-term temporary closures (4-5 hours) will be required during installation of the proposed overhead conductors. As documented above, the ongoing use of the PRoW by the public would be maintained under the supervision of Main Works Contractor(s) staff to ensure temporary pausing of works and safe passage of PRoW users. Any planned temporary closures will be notified to PRoW users in advance via signage placed on the affected PRoW.

5.2.21 The Main Works Contractor(s) will inform the relevant LHA PRoW Officer at least seven days in advance of the need for any short-term closures and notify them when the period during which closures may occur has ceased. Advance notice will include dates of closure and the likelihood of the PRoW being reopened the same day.

5.2.22 Scaffold protection over PRoWs could also be deployed to enable continued use during construction work; however, this will only be deployed at high use PRoWs affected for longer periods and that would result in a clear and obvious benefit, as erecting such protection would, in itself, require short-term closures. Any such scaffold protection measures will be discussed with the relevant PRoW Officer, but ultimately it will be the decision of National Grid and the Main Works Contractor(s) whether to deploy such measures.

Management of Short Period Localised Re-Routeing

5.2.23 During some construction activities there may be times when PRoWs will need to be re-routed locally around, or over, excavations or temporary obstructions for short periods until such time as the excavation has been backfilled, or the obstruction removed, and the PRoW can be reinstated. This could include periods where cable ducts for third-party modification works are being installed, or for drainage and other utilities diversions. In these cases, PRoW users will be directed around or across the immediate working area on safe, demarcated routes. These localised re-routeings will be kept as short as possible, both in terms of time and distance, via the use of temporary measures such as non-slip ‘road plates’ that would be put in place to maintain use of the PRoW.

Bellmouth (Site Access Point and Crossover Point Management)

5.2.24 Any PRoW which interfaces with a bellmouth (site access point or crossover point) will be managed by the Main Works Contractor(s) undertaking the works. Access along the PRoW will be maintained where feasible. Where construction activities for the access or crossover point result in the PRoW becoming inaccessible, a temporary diversion will be provided; this mostly to cycle routes that are diverted via the public highway.

Temporary Closure with Temporary Diversion

5.2.25 Where a PRoW has been identified for temporary closure with a temporary diversion for a longer duration, the feasibility of doing so has been discussed with the relevant LHA PRoW Officers.

5.2.26 PRoWs that are subject to temporary closure with a diversion could have such arrangements in place for the entire construction period of the Project. However, National Grid will endeavour to ensure any such durations are minimised as far as

practicable, and PRoWs will be reopened at the earliest opportunity if no longer affected by the construction activities.

5.2.27 Prior to any measures being put in place, a programme for PRoW closures and diversions will be produced by the Main Works Contractor(s) and notified to the relevant LHA PRoW Officers in advance of any closures and diversions being implemented. Further notification will also be provided once the closure has ceased.

5.2.28 If it becomes necessary to implement any additional longer temporary closures or additional PRoW closures within the Order Limits that have not been identified in section 8 of this document and **Application Document 3.1 Draft Development Consent Order**, these will be discussed with the relevant LHA PRoW Officer and the landowners involved prior to implementation. Further, in such cases, **Application Document 3.1 Draft Development Consent Order**, requires National Grid to obtain the consent of the relevant LHA and agree the necessary measures and arrangements with them. Signage will be used to advise the public of the proposed closure, advising them of proposed dates and/or specific hours for the closure.

5.2.29 Where the Main Works Contractor(s) has sought and obtained the consent of the relevant LHA authority for additional temporary diversions (beyond those identified in section 8 of this document and **Application Document 3.1 Draft Development Consent Order**), it will inform the relevant PRoW Officer at least seven days in advance of the start of any agreed closure and notify them when the closure has ceased.

5.2.30 In some instances, an alternative route is available on another PRoW or on public highway. Where this is the case, a specific diversion is not shown on (AROW Plans etc) however the contractor will erect signage to inform PRoW users of the alternatives available.

National Cycle Network Measures

5.2.31 Most NCN routes affected by the Project are located on existing public highways. As such, consideration to maintaining access along them has been undertaken in conjunction with the consideration of highway management measures being proposed for the highways along which they route. Management measures primarily include the provision of crossing protection scaffolding, which will allow the highway and NCN route to continue to be used throughout construction, other than brief closures whilst netting in installed and removed. However, at locations where this is not possible, alternate management measures would be implemented, which may involve temporary closure of the highway and where a suitable alternative route is available, the provision of a signed diversion. Where a diversion is not feasible, access arrangements will be agreed with the relevant LHA.

Open Access Land Measures

5.2.32 Where temporary construction works are proposed to be undertaken within an area of OAL during the construction phase, Main Works Contractor(s) staff will be on-site and will assist users of the OAL to pass through the temporary construction areas. Where a construction access track crosses OAL it will not be fenced off and the right to roam across will be retained, but on entrances to the land appropriate signage will be installed. Where open cable trenches are required across OAL for third-party modifications, these will be fenced off with a localised diversion provided.

Navigable Waterway Measures

5.2.33 The DCO for the Project will grant all necessary powers to temporarily suspend, alter, or interfere with public rights of navigation along navigable waterways, including rivers and canals affected by the Project.

5.2.34 Where works are proposed that impact on navigable waterways, consideration has been given to ensuring that navigation along the waterway remains unaffected. Minor restrictions to navigation are anticipated. Appropriate signage will be installed at access points and along the banks of the waterway to inform waterway users of the ongoing works and to ensure safety.

5.2.35 The following measures are included to ensure that navigational risks remain controlled throughout the construction phase:

- Implementation of Formal Closures Where Required
  - Maintain the planned formal closure of the River Ouse during critical construction activities;
  - Ensure closure of the Chesterfield Canal is agreed with the C&RT and programmed appropriately where practicable and feasible to do so;
- Communication and Notification
  - Issue Local Notices to Mariners (via ABP) and C&RT stoppage notices well in advance of works;
  - Utilise C&RT's online alert systems and stakeholder engagement channels to ensure comprehensive user awareness; and
  - Ensure consistency between all communication methods (signage, online alerts, and stakeholder engagement).
- On-Water and On-Site Control Measures
  - Deploy safety boats on the River Ouse to actively manage and inform recreational users approaching the closure extents; and
  - Position trained spotters at appropriate distances (typically ±200 m from the works) on canal and river sections where closures or restrictions are in place.
- Signage Strategy
  - Install clear and visible signage upstream and downstream of all works areas; and
  - On the Chesterfield Canal, position signage at key decision points (e.g. winding holes) to prevent vessels entering closed sections.
- Programming and Coordination
  - Where feasible, align works with periods of reduced navigation activity (e.g. winter months for C&RT canals, neap tides for the River Ouse); and
  - Continue liaison with ABP, C&RT, and other stakeholders to refine construction timing and mitigation measures.

5.2.36 Further details are provided in section 8.4 and in **Application Document 7.22 Navigational Risk Assessment**.

6. PRoW Standards, Condition, Reinstatement, Inspection and Compliance

6.1 PRoW Standards and Guidance

6.1.1 When providing diversions, the Main Works Contractor(s) will, subject to discussion with the relevant LHA PRoW Officers, maintain the existing widths of the relevant PRoW or provide the minimum widths as required for each PRoW status as defined in paragraph 1 of Schedule 12A to the Highways Act 1980 (HM Government, 1980) which includes:

- As respects a footpath which is not a field-edge path, 1 m;
- As respects a footpath which is a field-edge path, 1.5 m;
- As respects a bridleway which is not a field-edge path, 2 m; or
- As respects any other PRoW, 3 m.

6.1.2 In addition to these statutory minima, discussions with LHA PRoW Officers to date have confirmed agreement that higher minimum widths should be applied where practicable. Accordingly, all footpaths will be provided at a minimum width of 1.5 m, irrespective of location, and bridleways that are fenced or otherwise constrained on both sides would be provided at a width of 4 m between constraints, to allow sufficient space for horses to safely turn around.

6.2 Interactions with Existing Highways

6.2.1 Where temporary PRoW diversions are provided that result in a connection to an existing highway that differs from an existing connection point, the Main Works Contractor(s) will ensure that suitable temporary traffic management, such as warning signage on the highway, is put in place and that visibility splays (within the highway boundary) are available for all users in accordance with anticipated vehicular speeds and relevant highway design guidance (National Highways, 2020). Visibility splays will be reviewed in both horizontal and vertical planes and, where necessary, any vegetation trimming will be undertaken and maintained throughout the period during which the diversion is in place.

6.2.2 All such arrangements will be subject to discussion with the relevant LHA PRoW Officers and a suitable Road Safety Audit.

6.3 Condition Surveys

6.3.1 In accordance with commitment GG05 in **Application Document 7.3 Register of Environmental Actions and Commitments**, pre-commencement condition surveys of the affected PRoWs will be undertaken prior to the commencement of construction. A record of condition will be carried out (photographic and descriptive)

of affected PRoWs within the Order Limits. This will include taking detailed records including photographs showing the condition of the PRoWs including existing surfacing and any crossing points such as bridges and stiles.

6.3.2 These pre-commencement condition surveys will be undertaken by the Main Works Contractor(s) in conjunction with the relevant LHA PRoW Officer, or other suitable LHA representative, and will act as a reference for the relevant standard of reinstatement of PRoWs post-construction.

6.4 Temporary PRoW Construction

6.4.1 Temporary PRoW diversions are expected to be largely unsurfaced, in line with existing PRoWs. However, where necessary due to type of usage, or ground conditions along the diversion, it may be necessary to provide a strengthened surface. In this case the relevant section of the PRoW diversion will be reinforced with a suitable granular material. Any such measures will be subject to discussion with the relevant LHA PRoW Officers.

6.5 Reinstatement of PRoW

6.5.1 In accordance with commitment GG05 in **Application Document 7.3 Register of Environmental Actions and Commitments**, any PRoW that is affected by construction works, that has been confirmed as requiring reinstatement with the LHA, will be reinstated prior to reopening to the reasonable satisfaction of the LHA PRoW Officer. Post-construction site condition surveys will be undertaken by the Main Works Contractor(s) after construction and reinstatement and the results of these and any remediation will be discussed with the landowner and the relevant PRoW Officer, prior to handover. Where soil compaction along PRoWs has been affected, the PRoW reinstatement will include suitable re-compaction, or provision of additional granular material, to provide a similar level of surface stability to that which existed pre-construction.

6.6 Inspections

6.6.1 In addition to the condition surveys, regular site checks will be carried out across the Project to monitor compliance with the final PRoW Management Plan. The programme of site inspections will be controlled by the Main Works Contractor's Environmental Manager who will draw on appropriate suitably experienced specialists for specific tasks. Immediate action including, if necessary 'stopping a job', will be taken should any incidents or non-conformance with the final PRoW Management Plan be found during inspection.

6.6.2 Site checks and inspections will include checks against compliance with control and management measures and other commitments made by the Project.

6.6.3 The results of inspections will be recorded in an Environmental Log. The findings will be disseminated to the wider construction team and additional procedures put in place if required.

6.7 Non-Compliance Procedure

6.7.1 The Main Works Contractor(s) Environmental Clerk of Works will be responsible for undertaking site audits to check compliance with the final PRoW Management Plan. All incidents associated with the construction of the Project, including environmental incidents and non-conformance with the final PRoW Management Plan, will be reported and investigated. Where the Main Works Contractor(s), suppliers or sub-contractors are not delivering the requirements, National Grid will review performance and will instruct further training (where necessary) and issue formal warnings as appropriate.

7. Change Process

7.1 Introduction

7.1.1 This Outline PRoW Management Plan falls within the applicable Requirement of **Application Document 3.1 Draft Development Consent Order** which requires that a final PRoW Management Plan be submitted to and approved by the planning authority, following consultation with the local highway authority. In the Requirement, paragraph (2) of **Application Document 3.1 Draft Development Consent Order** states: '*Each stage of the authorised development must be carried out in accordance with the approved plans referred to in sub-paragraph (1), unless otherwise agreed with the relevant planning authority.*'

7.1.2 In the applicable Requirement, paragraph (4) of **Application Document 3.1 Draft Development Consent Order** states: '*Where an approval or agreement is required under the terms of any requirement or a document referred to in a requirement, or any requirement specifies "unless otherwise approved" or "unless otherwise agreed" by the relevant discharging authority, such approval or agreement may only be given where it has been demonstrated to the relevant discharging authority that the subject matter of the approval or agreement sought will not give rise to any materially new or materially different environmental effects from those identified in the Environmental Statement.*'

7.1.3 Where there is a need to update the Outline PRoW Management Plan (or final PRoW Management Plan) beyond derogations addressed pursuant to the above, the following paragraphs address the process for changing these reports themselves. This does not cover changes to the DCO (material or non-material) which would be managed through the process set out in Schedule 6 of the Planning Act 2008 (HM Government, 2008).

7.2 PRoW Management Plan Changes

7.2.1 It may be necessary to amend the details contained in the Outline PRoW Management Plan (or subsequent final PRoW Management Plan) as a result of the ongoing, iterative review and engagement process that will continue as the Project's construction evolves. The resulting changes would not alter any of the underlying commitments, mitigations and methodologies set out in the Outline PRoW Management Plan (or subsequent final PRoW Management Plan). An example may be where a pre-construction survey identifies that a measure already committed to is no longer required in the subsequent final PRoW Management Plan. In every case, consideration will be given to any changes to the outcome of the assessment of environmental effects.

7.2.2 Where there is a proposed change to the Outline PRoW Management Plan (or subsequent final PRoW Management Plan), National Grid will provide details to the relevant planning authority together with evidence of relevant stakeholder engagement, whereupon, the relevant planning authority will, acting reasonably, endeavour to respond within 28 days to either confirm its consent to the change or provide its reasons why the change is not accepted. National Grid will also publish

any amended version of the Outline PRoW Management Plan (or subsequent final PRoW Management Plan) on the Project's website and will make clear in doing so that any previous version(s) are superseded.

8. Routes with Public Access Affected by the Project

8.1 Introduction

8.1.1 This section of this Outline PRoW Management Plan describes how routes with public access affected by the Project are proposed to be managed during construction.

8.1.2 Where the management regime is identified as 'Management/Access Control', this refers to measures such as temporary signage, defined pedestrian routes, protective barriers where required, and traffic management or banksman supervision, to ensure the safe coexistence of public access and construction activity. It does not imply closure unless expressly stated.

8.1.3 The indicative durations presented within the tables in this section have been developed based on National Grid's experience of delivering similar electricity transmission infrastructure projects, together with engineering assumptions regarding the anticipated construction activities at each location. These durations are intended to provide a reasonable estimate of the likely period of impact on public access routes and may be refined as detailed construction planning progresses and through discussions with the Main Works Contractor(s).

8.1.4 During the operation and maintenance phase, there will be occasional temporary impacts to certain routes with public access. Where there are interactions, National Grid will implement the relevant management measures set out in the final PRoW Management Plan, which will apply to construction and operation and maintenance activities, as appropriate.

8.2 National Cycle Network

8.2.1 Table 8.1 sets out the NCN routes that will be temporarily affected by the Project during construction.

8.2.2 Most affected NCN routes are located on public highways and as such will be managed in accordance with the respective highway management measures shown in the **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans** and as identified in **Application Document 3.1 Draft Development Consent Order**.

Table 8.1 – Site-specific NCN route management proposals

NCN route no.	Primary Access Route (PAR) interaction	Authority	Management regime/ information	Indicative duration
65	Ellerker Road (PAR 21)	East Riding of Yorkshire	Temporary Closure with Temporary Diversion for bellmouth	2 x 5 days (bellmouth) + 8 days (crossing

NCN route no.	Primary Access Route (PAR) interaction	Authority	Management regime/ information	Indicative duration
			construction and reinstatement and Crossing protection scaffolding. Diversion ID: EROY9	protection for each OHL and each circuit),
65	Norfolk Bank Ln (PAR 128)	East Riding of Yorkshire	Temporary Closure with Temporary Diversion for road widening. Diversion ID: EROY13	2 x 40 days (widening)
65	Ings Lane (PAR 26)	East Riding of Yorkshire	Temporary Closure with Temporary Diversion for bellmouth construction road widening, third-party asset modification and Crossing protection scaffolding. Diversion ID: EROY14	2 x 10 days (bellmouth), 2 x 11 days (widening), + 10 days (third-party asset modification)
65	Ings Lane (PAR 26)	East Riding of Yorkshire	Temporary Closure with Temporary Diversion for stringing protection. Diversion ID: EROY14	8 days (crossing protection for each OHL and each circuit), 2x 11 days Highway Widening near BM-026
65	Main St (PAR 26B)	East Riding of Yorkshire	Temporary Closure with Temporary Diversion for bellmouth construction and road widening Diversion ID: EROY14	2 x 5 days (bellmouth construction) + 2 x 3 days (widening)
65	Blacktoft Lane	East Riding of Yorkshire	Temporary Closure with Temporary Diversion for Crossing protection scaffolding. Diversion ID: EROY21	2 x 1 day (crossing protection) + 2 x 5 days (bellmouth construction)

NCN route no.	Primary Access Route (PAR) interaction	Authority	Management regime/ information	Indicative duration
647	Fledborough Rd (PAR 139) and	Nottinghamshire	Temporary Closure with Management / Access Control for bellmouth construction Temporary Closure with Temporary Diversion for third-party asset modification Diversion ID: NTS16	2x 5 days (bellmouth construction and reinstatement) + 14 days for third-party asset modification.
647	MarnhamBOAT8	Nottinghamshire	Temporary Closure with Management / Access Control for stringing protection and third-party asset modification	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period with access control at other times. 5 days closure for third party works

8.3 Registered Common Land

8.3.1 Table 8.2 sets out the areas of registered common land that will be temporarily affected by the Project during construction.

8.3.2 Access to areas of registered common land where construction activities are being undertaken will be subject to restrictions on safety grounds that will be managed by the Main Works Contractor(s).

8.3.3 The affected areas of common land are shown in **Application Document 2.14 Special Category Land Plans**

Table 8.2 – Site-specific common land management proposals

ID no.	Location	Authority	Projected interaction	Management regime	Indicative duration
CL267	Ousefleet Cow Gaits	East Riding of Yorkshire	Construction access track Bridge Overhead conductor stringing	Temporary Closure with Temporary Diversion	Duration of Works

ID no.	Location	Authority	Projected interaction	Management regime	Indicative duration
CL441	Cow Lane	East Riding of Yorkshire	Construction access track Bridge Overhead conductor stringing	Temporary Closure with Management / Access Control	Duration of Works

8.4 Navigable Watercourses

8.4.1 The Project affects five navigable waterways, as detailed in Table 8.3. Of these, three have a statutory right of navigation. Market Weighton Canal and Chesterfield Canal require the construction of a temporary bridge.

8.4.2 Construction activities will mainly be confined to areas close to the riverbanks, with only minor encroachment into the watercourse.

Table 8.3 – Navigable watercourses management proposals

Watercourse name	Navigation Authority	Projected interaction	Management regime	Indicative duration
Market Weighton Canal	Not applicable as no statutory right of navigation exists	Watercourse Bridge Crossing Construction access track Crossing protection scaffolding Overhead conductor stringing	Temporary Closure with Management / Access Control	25x days to install bridge and 25x days to remove. Bank level bridge so navigation unpassable for duration of the Works
River Ouse	Associated British Ports (ABP)	Overhead conductor stringing	Temporary Closure with Management / Access Control	8 – 10 weeks
Stainforth and Keadby Canal	Canal and Rivers Trust (C&RT)	Crossing protection scaffolding Overhead conductor stringing	Temporary Closure with Management / Access Control	2 days (1 day to install and 1 day for removal)
River Idle	Not applicable as no statutory right of navigation exists	Crossing protection scaffolding Overhead conductor stringing	Temporary Closure with Management / Access Control	2 days (1 day to install and 1 day for removal)
Chesterfield Canal	Canal and Rivers Trust (C&RT)	Watercourse Bridge Crossing Construction access track	Temporary Closure with Management / Access Control	25x days to install bridge and 25x days to remove.

Watercourse name	Navigation Authority	Projected interaction	Management regime	Indicative duration
		Crossing protection scaffolding Overhead conductor stringing		2x 1 day (1 day to install and 1 day for removal)

8.5 National Trails

8.5.1 The only National Trail identified as being affected by the Project is the Yorkshire Wolds Way. The affected section being marked as Ellerker Footpath No.2 on **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans - Section A**. The impacted section within the Order Limits extends to the east of Ellerker to Dale Road, an approximate length of 380 m.

8.5.2 As well as the proposed construction access track that needs to be built through this section (4x days to construct and 4x days to remove for the section that interacts with the PRoW), pedestrian access will also be affected by the installation of scaffolding to provide crossing protection for users of the Yorkshire Wolds Way (10x days to erect and remove per overhead line (20 days in total)).

8.5.3 To allow the construction of the access track and the erection and removal of scaffolding, a temporary closure of the Yorkshire Wolds Way will be required. A temporary diversion will be available via public highway to ensure users can connect between the sections of the Yorkshire Wolds Way either side of the temporarily closed section. Works will be timed to ensure that the crossing protection on Brantingham Road, Ellerker, which forms part of the alternative route, is erected prior to the closure of the Yorkshire Wolds Way (Elleker Footpath No.2). Signage would be in place at both ends of the affected section (where Elleker Footpath No.2 intersects Ellerker Restricted Byway No.6 and where Spout Hill intersects Brantingham Footpath No.5) to alert users of the National Trail to the closure and the proposed diversion route.

8.5.4 As a construction access track will cross the Yorkshire Wolds Waly, there will be management and access control required for the remainder of the construction period.

8.6 Recreational Paths

8.6.1 Table 8.4 sets out the recreational routes that comprise a combination of PRoWs, highways, canal towpaths, cycle routes and, in some locations, permissive paths which have been identified as being affected by the Project.

Table 8.4 – Recreational routes management proposals

Route name	Authority	Projected interaction	Management regime	Indicative duration
Peatlands Way	North Lincolnshire	Construction access track	Temporary Closure with Management/ Access Control	Duration of works

Route name	Authority	Projected interaction	Management regime	Indicative duration
		Pylon conductor stringing position Pylon working area BM construction Crossing protection Overhead conductor stringing	(See BRIDLEWAY CROW14 in Table 8.5)	
Trent Valley Way	North Lincolnshire and Nottinghamshire	Construction access track Bridge working area Crossing protection Overhead conductor stringing	Temporary Closure with Management/ Access control and a Temporary Diversion (see RESTRICTED BYWAY BELT2 and MistertonFP11 in Table 8.5)	Diverted and/or managed for duration of works
Cuckoo Way	Nottinghamshire	Construction access track Bridge Crossing protection Overhead conductor stringing	Temporary Closure (Alternative route via Gringley on the Hill BW15)	Duration of works – see Table 8.5 for closure/ management duration details of alternative route (Gringley on the Hill BW15)
Dukeries Trail	Nottinghamshire	Third party modification works	Management/ Access Control (see MarnhamBOAT8 on Table 8.5)	Duration of NGED works (5 days) plus stringing (4 to 5 hours per day for a total of 16 to 20 days over a 2 month period with access control at other times)

8.7 Site-Specific PRoW Management Proposals

8.7.1 For the avoidance of doubt, where a PRoW is identified in Table 8.5, this denotes that the PRoW lies within the Order Limits of the Project or is connected to a PRoW that has management proposed and forms part of the diversion route.

8.7.2 Unless otherwise specifically stated as subject to Temporary Closure with Temporary Diversion, PRoWs within the Order Limits will remain open and available for public use throughout the construction period.

8.7.3 In such cases, access will be maintained under a regime of management and access control, including appropriate temporary signage, information notices and, where necessary, banksman support to alert users to the presence of construction activities, plant and vehicle movements in the vicinity.

8.7.4 These measures will be implemented to ensure continued safe passage for users whilst construction works are undertaken.

8.7.5 Each of the affected PRoWs have been considered separately, with specific management regimes proposed for implementation at the commencement of, and during, the construction phase. Management is only proposed for those PRoWs which are directly impacted by the Project. There may be a requirement for signage on PRoWs which, whilst not directly impacted are connected to PRoWs which are.

8.7.6 Details of these management regimes are set out in further detail in Table 8.5 for each affected PRoW. The locations are shown in **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans**. Schedule 6 of **Application Document 3.1 Draft Development Consent Order** sets out the PRoWs to be temporarily closed with a diversion provided and the PRoWs to be temporarily closed without a diversion, though often with an alternative route available on existing the existing PRoW network or public highway.

Table 8.5 – PRoW specific management proposals

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
Rowley Bridleway No.13	ROWLB13	Bridleway	East Riding of Yorkshire	Construction access track	Temporary Closure of PRoW permanently diverted by the Birkhill Wood Substation project	Existing bridleway is subject to existing closure and diversion under Public Footpath Diversion and Definitive Map and Statement Modification Order (as required under the s257 of the Town and Country Planning Act 1990, and s53A(2) of the Wildlife and Countryside Act 1981) was confirmed 17 December 2025, to allow the permanent diversion of Rowley Bridleway No.13 and No.30
				Bellmouth (site access point)		
Woodmansey Bridleway No.30	WOODB30	Bridleway	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	Duration of works (though closed for the Birkhill Wood Substation project as above)
Woodmansey Footpath No.7	WOODF07	Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	Closed for 1 to 2 days twice i.e. up to 4 days, then managed for duration of the works
				Pylon conductor stringing position	Temporary Closure with Temporary Diversion	2 months
				Overhead conductor stringing	Temporary Closure with Temporary Diversion	2 months
Skidby Bridleway No.7	SKIDB07	Bridleway	East Riding of Yorkshire	Third party access	Temporary Closure with Management/Access Control	5 days
Rowley Footpath No.12	ROWLF12	Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	Managed access for duration of the works
				Pylon working areas	Temporary Closure with Temporary Diversion	1 year
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party access	Temporary Closure with Management/Access Control	65 days
				Third party modification works	Temporary Closure with Management/Access Control	6 days
Skidby Footpath No.17	SKIDF17	Footpath	East Riding of Yorkshire	Third party access	Temporary Closure with Management/Access Control	5 days
Skidby Bridleway No.4	SKIDB04	Bridleway	East Riding of Yorkshire	Pylon working areas	Temporary Closure with Temporary Diversion	1 year
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
Rowley Bridleway No.7	ROWLB07	Bridleway	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days at two locations (up to 4 days in total)

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
Rowley Footpath No.15	ROWLF15	Footpath	East Riding of Yorkshire	Pylon working areas	Temporary Closure with Temporary Diversion	1 year
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
Skidby Bridleway No.1	SKIDB01	Bridleway	East Riding of Yorkshire	Third party access	Temporary Closure with Management/Access Control	34 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
Skidby Bridleway No.2	SKIDB02	Bridleway	East Riding of Yorkshire	Third party access	Temporary Closure with Management/Access Control	34 days
Skidby Bridleway No.15	SKIDB15	Bridleway	East Riding of Yorkshire	Order Limits	Temporary Closure with Management/Access Control	Duration of works
Rowley Bridleway No.4	ROWLB04	Bridleway	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
Rowley Bridleway No.5	ROWLB05	Bridleway	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
Rowley Footpath No.3	ROWLF03	Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period (note - on diversion)

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Pylon conductor stringing position	Temporary Closure with Temporary Diversion	2 months
				Pylon working areas	Temporary Closure with Temporary Diversion	1 year
Ellerker Footpath No.3	ELLRF03	Footpath	East Riding of Yorkshire	Order Limits	Temporary Closure with Management/Access Control	Duration of pre-commencement works
Ellerker Footpath No.2 (also Yorkshire Wolds Way National Trail)	ELLRF02	National Trail /Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure (alternative route available via existing highway network) then Management / Access Control	Closure for for 2x 4 days to install then remove haul road (8 days total). Management /Access Control then required for the duration of works.
				Crossing protection	Temporary Closure – alternative route available via existing highway network	Closure for 2x 10 days to install then remove (20 days total)
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
Ellerker Footpath No.4	ELLRF04	Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure with Temporary Diversion	1 to 2 days closure of the diversion
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 32 to 40 days over a 4 month period (affects the diversion – original PRoW closed for duration of works)
				Third party modification works	Temporary Closure with Management/Access Control or diversion	Closed for duration due to compound. Closure on diversion for 3 days
				Third Party Access	Temporary Closure with Management/Access Control or diversion	22 days (on the diversion)
Broomfleet Footpath No.12	BROOF12	Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
Broomfleet Footpath No.8	BROOF08	Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
Broomfleet Footpath No.5	BROOF05	Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Bridge	Temporary Closure with Temporary Diversion	Duration of works
Broomfleet Footpath No.10	BROOF10	Footpath	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days (on the diversion) then managed for duration of the works
				Bridge	Temporary Closure with Temporary Diversion	Duration of works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period (on the diversion)
Blacktoft Bridleway No.5	BLACB05	Bridleway	East Riding of Yorkshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party modification works	Temporary Closure with Management/Access Control	19 days
Blacktoft Footpath No.9	BLACF09	Footpath	East Riding of Yorkshire	Overhead conductor stringing	Temporary Closure with Management/Access Control	6 hours per day for a total of 16 to 20 days over a 8-10 week period
Twin Rivers Footpath No. 5	TWINF05	Footpath	East Riding of Yorkshire	Overhead conductor stringing	Temporary Closure with Management/Access Control	6 hours per day for a total of 16 to 20 days over a 8-10 week period
Former Parish of Ousefleet Bridleway No.1	OUSEB01	Bridleway	East Riding of Yorkshire	Construction access track	Temporary Closure with Temporary Diversion	Duration of works
				Third party access	Temporary Closure with Management/Access Control	12 days if NPG works are completed first
Former Parish of Ousefleet Bridleway No.2	OUSEB02	Bridleway	East Riding of Yorkshire	Construction access track	Temporary Closure with Temporary Diversion	Duration of works
				Third party access	Temporary Closure with Management/Access Control	If NPG works are done first, this bridleway would be impacted by NPG-018 access for 24 days.
Former Parish of Adlingfleet Bridleway No.1	ADLFB01	Bridleway	East Riding of Yorkshire	Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
BRIDLEWAY GART1A	BRIDLEWAY GART1A	Bridleway	North Lincolnshire	Order Limits	Temporary Closure with Management/Access Control	Duration of works
FOOTPATH GART3	FOOTPATH GART3	Footpath	North Lincolnshire	Third party modification works	Temporary Closure with Management/Access Control	8 days

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
FOOTPATH LUDD4	FOOTPATH LUDD4	Footpath	North Lincolnshire	Highway widening (Meredyke Road)	Temporary Closure with Management/Access Control	2x 12 days (installation then reinstatement) then managed for duration of the works
FOOTPATH LUDD5	FOOTPATH LUDD5	Footpath	North Lincolnshire	Order Limits	Temporary Closure with Management/Access Control	Duration of works
				Mitigation planting	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
FOOTPATH AMCO5	FOOTPATH AMCO5	Footpath	North Lincolnshire	Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Construction access track	Temporary Closure with Management/Access Control	1 to 2 days for installation then managed for duration of works
RESTRICTED BYWAY LUDD5A	RESTRICTED BYWAY LUDD5A	Restricted Byway	North Lincolnshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days (on the diversion) then managed for duration of the works
				Bridge	Temporary Closure with Temporary Diversion	Duration of works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party access	Temporary Closure with Management/Access Control	60 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Third party modification works	Temporary Closure with Management/Access Control	12 days
FOOTPATH LUDD9	FOOTPATH LUDD9	Footpath	North Lincolnshire	Bridge	Temporary Closure with Temporary Diversion	Duration of works
				Construction access track	Temporary Closure with Management/Access Control	1 to 2 days (on the diversion) then managed for duration of the works
				Pylon conductor stringing position	Temporary Closure with Temporary Diversion	2 months
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
BRIDLEWAY CROW11	BRIDLEWAY CROW11	Bridleway	North Lincolnshire	Bellmouth (site access point)	Temporary Closure with Management/Access Control	2x 5-day closure for BM-064 and 2x 5-day closure for BM-063 then managed for duration of works
				Highway widening (Bonnyhale Moor Road)	Temporary Closure	2x 2 days (highway widening and reinstatement)
				Crossing protection	Temporary Closure	2x 1 day for installation and removal
BRIDLEWAY CROW14	BRIDLEWAY CROW14	Bridleway	North Lincolnshire	Bellmouth (site access point)	Temporary Closure with Management/Access Control	5 days for installation and removal then managed access for duration of works
				Construction access track	Temporary Closure with Management/Access Control	Managed for duration of works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
BRIDLEWAY CROW13	BRIDLEWAY CROW13	Bridleway	North Lincolnshire	Bellmouth (site access point)	Temporary Closure with alternative routes available	Duration of works (alternative route available on BRIDLEWAY CROW11, South Cross Moors Road, and Bonnyhale Moor Road (though note interactions with these routes)
				Construction access track	Temporary Closure	Duration of works (alternative route available on BRIDLEWAY CROW11, South Cross Moors Road, and Bonnyhale Moor Road (though note interactions with these routes)
BRIDLEWAY CROW12	BRIDLEWAY CROW12	Bridleway	North Lincolnshire	Construction access track (pylon access)	Temporary Closure	1 to 2 days then managed for duration of the works
				Construction access (scaffold)	Temporary Closure Management/Access Control	2 months with intermittent access
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
FOOTPATH BELT25	FOOTPATH BELT25	Footpath	North Lincolnshire	Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
RESTRICTED BYWAY BELT2	RESTRICTED BYWAY BELT2 (Trent Valley Way)	Restricted Byway	North Lincolnshire	Bridge (if required)	Temporary Closure with Temporary Diversion and section of alternative route.	Duration of works – Diverted via NL-BW-12D1 and a section of existing highway.
				Construction access track	Temporary Closure with Management/Access Control	1 to 2 days on diversion then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period (on diversion NL-BW-12D1 if bridge is required)

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Third party modification works	Temporary Closure with Management/Access Control	4 days (on diversion NL-BW-12D1 if bridge is required)
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Third party access	Temporary Closure with Management/Access Control	24 days
BRIDLEWAY BELT28A	BRIDLEWAY BELT28A	Bridleway	North Lincolnshire	Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
BRIDLEWAY BELT28B	BRIDLEWAY BELT28B	Bridleway	North Lincolnshire	Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
FOOTPATH BELT148	FOOTPATH BELT148	Footpath	North Lincolnshire	Highway widening (Belton Road)	Temporary Closure with Management/Access Control	2x 11 days 2x 11 days (installation and reinstatement)
BRIDLEWAY BELT29	BRIDLEWAY BELT29	Bridleway	North Lincolnshire	Highway widening (Belton Road)	Temporary Closure with Management/Access Control	2x 11 days (installation and reinstatement)
FOOTPATH EPWO77	FOOTPATH EPWO77	Footpath	North Lincolnshire	Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
FOOTPATH EPWO60	FOOTPATH EPWO60	Footpath	North Lincolnshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days if not diverted first
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Crossing protection	Temporary Closure with Temporary Diversion	2 months
FOOTPATH EPWO78	FOOTPATH EPWO78	Footpath	North Lincolnshire	Highway widening (Newlands Lane)	Temporary Closure with Management/Access Control	2x 22 days (installation and reinstatement) from 10:00 to 15:00
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
MistertonFP11	MistertonFP11 (Trent Valley Way)	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Temporary Diversion	1 to 2 days for construction then managed for the duration of the works

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
MistertonBOAT18	MistertonBOAT18	Byway Open to All Traffic	Nottinghamshire	Bridge	Temporary Closure	Duration of works
				Construction access track	Temporary Closure and/or Management/Access Control	Temporary closure of small section under bridge footprint for the duration of the works with the remainder managed.
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
MistertonFP17	MistertonFP17	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days and 8 days to construct the culvert then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
Gringley On The HillBW15	Gringley On The HillBW15	Bridleway	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party access	Temporary Closure with Management/Access Control	19 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
Gringley On The HillFP13	Gringley On The HillFP13	Footpath	Nottinghamshire	Pylon conductor stringing position	Temporary Closure with Temporary Diversion	2 months

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Construction access track	Temporary Closure with Management/Access Control	1 to 2 days (on diversion N-FP-5D1)
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period (on diversion N-FP-5D1)
				Third party access	Temporary Closure with Management/Access Control	30 days
				Third party modification works	Temporary Closure with Management/Access Control	3 days
BeckinghamFP3	BeckinghamFP3	Footpath	Nottinghamshire	Third party modification works	Temporary Closure with Management/Access Control	2 days
BeckinghamFP12	BeckinghamFP12	Footpath	Nottinghamshire	Construction access tack	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party access	Temporary Closure with Management/Access Control	41 days
				Third party modification works	Temporary Closure with Temporary Diversion onto public highway	17 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access	Control Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
BeckinghamFP4	BeckinghamFP4	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
SaundbyFP3	SaundbyFP3	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Pylon conductor stringing position	Temporary Closure with Temporary Diversion	2 months
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
SaundbyFP4	SaundbyFP4	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party access	Temporary Closure with Management/Access Control	48 days
				Third party modification works	Temporary Closure with Management/Access Control	26 days
North WheatleyFP5	North WheatleyFP5	Footpath	Nottinghamshire	Third party access	Temporary Closure with Management/Access Control	2 days
North WheatleyFP4	North WheatleyFP4	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
West BurtonFP8	West BurtonFP8	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days (on diversion)
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Bridge	Temporary Closure with Temporary Diversion	Duration of works
North WheatleyFP8	North WheatleyFP8	Footpath	Nottinghamshire	Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
North WheatleyFP3	North WheatleyFP3	Footpath	Nottinghamshire	Order Limits	Temporary Closure with Management/Access Control	Duration of works
Sturton Le SteepleFP19	Sturton Le SteepleFP19	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
Sturton Le SteepleFP20	Sturton Le SteepleFP20	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Pylon working areas	Temporary Closure with Temporary Diversion	1 year
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party modification works	Temporary Closure with Management/Access Control	4 days
				Third Party Access	Temporary Closure with Management/Access Control	41 days (Duration of NGED-08 works
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
Sturton Le SteepleRB31	Sturton Le SteepleRB31	Restricted Byway	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	10 days closure then managed for duration of works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
Sturton Le SteepleBW25	Sturton Le SteepleBW25	Bridleway	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period (on the diversion)

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Pylon conductor stringing position	Temporary Closure with Temporary Diversion	2 months
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
North Leverton With HabblesthorpeFP24	North Leverton With HabblesthorpeFP24	Footpath	Nottinghamshire	Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
North Leverton With HabblesthorpeBW10	North Leverton With HabblesthorpeBW10	Bridleway	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	10 days closure then managed for duration of works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
South LevertonFP8	South LevertonFP8	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	10 days closure then managed for duration of works
				Pylon conductor stringing position	Temporary Closure with Temporary Diversion	2 months
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period (on diversion – see South Leverton BW9)
				Third party modification works	Temporary Closure with Management/Access Control	2 days
South LevertonFP21	South LevertonFP21	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Pylon conductor stringing position	Temporary Closure with Temporary Diversion	2 months
South LevertonBW9	South LevertonBW9	Bridleway	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
South Leverton FP11	South Leverton FP11	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Temporary Diversion	Duration of works
South Leverton FP26	South Leverton FP26	Footpath	Nottinghamshire	Order Limits	Temporary Closure with Management/Access Control	Duration of works
TreswellBW11	Treswell BW11	Bridleway	Nottinghamshire	Construction access track	Temporary Closure with Temporary Diversion	Diverted for Duration of works
				Third party access	Temporary Closure with Management/Access Control	2 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Third party modification works	Temporary Closure with Management/Access Control	2 days
TreswellBW14	TreswellBW14	Bridleway	Nottinghamshire	Third party access	Temporary Closure with Management/Access Control	51 Days
				Third party modification works	Temporary Closure with Management/Access Control	5 days
East DraytonBW11	East DraytonBW11	Bridleway	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party access	Temporary Closure with Management/Access Control	25 days
				Third party modification works	Temporary Closure with Management/Access Control	20 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
East DraytonFP13	East DraytonFP13	Footpath	Nottinghamshire	Third party access	Temporary Closure with Management/Access Control	25 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
East DraytonFP10	East DraytonFP10	Footpath	Nottinghamshire	Third party access	Temporary Closure with Management/Access Control	25 Days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
East DraytonFP12	East DraytonFP12	Footpath	Nottinghamshire	Third party access	Temporary Closure with Management/Access Control	25 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
East DraytonFP14	East DraytonFP14	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
East DraytonFP3	East DraytonFP3	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	Diverted for duration of works
				Bridge	Temporary Closure with Temporary Diversion	Duration of works

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
DarltonFP3	DarltonFP3	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
DarltonBW1	DarltonBW1	Bridleway	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
FledboroughFP7	FledboroughFP7	Footpath	Nottinghamshire	Construction access track	Temporary Closure with Management/Access Control	1 to 2 days then managed for duration of the works
				Pylon working areas	Temporary Closure with Temporary Diversion	1 year
				Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period
				Third party access	Temporary Closure with Management/Access Control	50 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Third party modification works	Temporary Closure with Management/Access Control	10 days
MarnhamBOAT8	MarnhamBOAT8	Byway Open to All Traffic	Nottinghamshire	Overhead conductor stringing	Temporary Closure with Management/Access Control	4 to 5 hours per day for a total of 16 to 20 days over a 2 month period with access control at other times

PRoW Name	PRoW Number	Type of PRoW	Authority	Project interaction with PRoW	Management regime	Indicative duration
				Third party modification works	Temporary Closure with Management/Access Control	5 days
				Use of operation and maintenance access during pre-commencement	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users
				Planting mitigation	Temporary Closure with Management/Access Control	Closure would be avoided wherever possible and, if necessary, would be of very short duration. Vehicles would seek to avoid any disruption to PRoW users

Bibliography

Department for Environment, Food and Rural Affairs. (2011). *Rights of Way Circular (1/09).* Retrieved from https://www.gov.uk/government/publications/rights-of-way-circular-1-09

HM Government. (1980). *Highways Act 1980.* Retrieved from https://www.legislation.gov.uk/ukpga/1980/66

HM Government. (1981). *Wildlife and Countryside Act 1981.* Retrieved from https://www.legislation.gov.uk/ukpga/1981/69

HM Government. (1981). *Wildlife and Countryside Act 1981.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/ukpga/1981/69

HM Government. (1989). *Electricity Act 1989.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/ukpga/1989/29/contents

HM Government. (2000). *Countryside and Rights of Way Act 2000.* Retrieved from https://www.legislation.gov.uk/ukpga/2000/37/contents

HM Government. (2008). *Planning Act 2008.* Retrieved from https://www.legislation.gov.uk/ukpga/2008/29/contents

HM Government. (2008). *Planning Act 2008.* Retrieved from legislation.gov.uk: https://www.legislation.gov.uk/ukpga/2008/29/contents

National Grid. (2017). Retrieved from National Electricity Transmission System Security and Quality of Supply Standard: https://www.nationalgrid.com/sites/default/files/documents/NETS%20SQSS%20V2.3.pdf

National Highways. (2020). *Design Manual for Roads and Bridges (DMRB).* Retrieved from https://nationalhighways.co.uk/suppliers/design-standards-and-specifications/design-manual-for-roads-and-bridges-dmrb/

Natural England. (2026). *CRoW Act 2000 - Access Layer*. Retrieved from https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::crow-act-2000-access-layer/about

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