

Yorkshire GREEN Project

Preliminary Environmental Information Report

Volume three Appendix 12B – Preliminary
Public Rights of Way Management Plan
(PRoWMP)

October 2021

nationalgrid

Contents

1.	Introduction	4
1.1	Overview	4
1.2	Overview of the Project	4
1.3	Public Rights of Way	5
1.4	Other Routes with Public Access (ORPA)	5
1.5	Permissive Paths	6
1.6	Open Access Land	6
1.7	Structure of the PRow Management Plan	6
2.	Potential effects of the Project	7
2.1	Introduction	7
2.2	The Project	7
2.3	Additional construction phase details	8
2.4	Operation and maintenance phase	8
2.5	Decommissioning phase	8
2.6	Study Area	8
2.7	Public Rights of Way affected by the Project	9
2.8	Other Routes with Public Access affected by the Project	14
3.	Management measures	16
3.1	Introduction	16
3.2	PRow temporary effects environmental measures proposals	16
	Introduction	16
	Overarching mitigation	16
	Detailed site-specific mitigation	17
	Temporary closures	21
	Temporary closure and diversion	21
3.3	PRow management requiring signage (required at all PRowS impacted)	21
3.4	Active management plan for 'Shared Routes'	23
3.5	Initial inspection and monitoring of the existing PRowS	23
3.6	Treatment of PRow post-construction	24
3.7	National Trails	24
3.8	ORPA temporary effects environmental measures proposals	24
4.	Summary and conclusions	25

Table 2.1 – PRow affected by Project
Table 2.2 – ORPA affected by the Project
Table 3.1 – Proposed mitigation at the affected PRow

Figure 2.1 – The Project (draft Order Limits)
Figure 2.2 – PRow affected by the Project
Figure 2.3 – ORPA affected by the Project

1. Introduction

1.1 Overview

- 1.1.1 This Preliminary Public Rights of Way Management Plan (PRoWMP) has been appended to **Chapter 12: Traffic and Transport** of the Preliminary Environmental Information Report (PEIR) for the Yorkshire Green Energy Enablement (GREEN) Project (hereinafter referred to as the 'Project'). The PRoWMP should be read in conjunction with the **Chapter 3: Description of the Project** and **Chapter 12: Traffic and Transport**.
- 1.1.2 This report details the environmental measures which would be implemented in relation to Public Rights of Way (PRoW), permissive paths, Other Routes with Public Access (ORPA) and Open Access Land (OAL) which are affected by the construction and operation phases of the Project.
- 1.1.3 This Preliminary PRoWMP is a live document and will be updated as the elements of the Project are further developed through the ongoing design process and following feedback from Section 42 Consultation. Further engagement will be undertaken with North Yorkshire County Council (NYCC), Leeds City Council (LCC), City of York Council (CYC) and National Highways to develop an agreed management and mitigation strategy.
- 1.1.4 Whilst it is an offence to obstruct a highway (including a PRoW), it is intended that the Development Consent Order (DCO) would provide powers to temporarily stop up or divert PRoWs during construction of the Project and may also provide for permanent diversion if this is required. This PRoWMP sets out the locations of all PRoWs that could be affected by the Project and details the type of environmental measures that could be proposed to overcome any issues arising during the construction and operational phases.

1.2 Overview of the Project

- 1.2.1 The Project is a proposal by National Grid Electricity Transmission (hereafter referred to as 'National Grid') to provide a new link on the transmission system by upgrading and reinforcing the electricity transmission system in Yorkshire.
- 1.2.2 The Project would include the construction of new infrastructure consisting of approximately 7km of new overhead lines, underground cables, two substations, cable sealing end compounds (CSEC), to link up two existing overhead lines, and to reinforce the system to increase the capacity of the network in this area. It would also include upgrading works to existing infrastructure, including reconductoring¹, steelwork strengthening and potential replacement of existing pylons along the existing 275kV Poppleton to Monk Fryston (XC/XCP) overhead line. Minor works at the existing Osbaldwick Substation are also proposed.
- 1.2.3 During the construction and decommissioning phases, the Project would utilise Temporary Construction Compounds (TCCs), accesses and on-site haul roads. The

¹ The replacement of wires on an existing transmission line.

Project would have a direct effect on PRow through crossings of the PRow network by the electrical infrastructure and access roads, requiring the need for a PRowMWP.

1.3 Public Rights of Way

- 1.3.1 In England and Wales, members of the public have a right to access some land for walking or certain leisure activities. This includes:
- PRowWs, for example, roads (restricted byways), paths or tracks that run through towns, the countryside or private property; and
 - right to roam to access OAL including mountains, moors, and common land that is registered.
- 1.3.2 There are four distinct types of PRowWs:
- footpaths – for walking or running;
 - bridleways – for walking, running, cycling and horse riding;
 - restricted byways – for any transport that does not have a motor; and
 - byways open to all traffic – for any kind of transport, including cars (but these are mainly used by walkers, runners, cyclists and horse riders).
- 1.3.3 In the countryside, PRowWs are usually marked with signs or coloured arrows, for example, yellow for footpaths and blue for bridleways. Strategic National Trails are usually marked with route specific signage.
- 1.3.4 PRowWs are recorded on the Definitive Map and Statement which are collated by the County Councils as surveying authority. Definitive Maps and Statements are documentary records of public rights of way depending on the category of PRowW. They indicate where the public may lawfully walk, ride or drive. Section 56 of the Wildlife and Countryside Act 1981² makes it explicit that the Definitive Map and Statement, taken together, are 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.
- 1.3.5 All surveying authorities must maintain a Definitive Map and Statement of PRowWs within their administrative boundary, which includes historic routes and any changes to PRowW orders and routes that may have occurred since 1981. Many local authorities also present this information online, but this does not always reflect recent changes.
- 1.3.6 PRowWs 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 PRowW exists, and its classification.

1.4 Other Routes with Public Access (ORPA)

- 1.4.1 These are other routes with public access which are included on OS maps. These routes are roads/tracks that carry public rights of some sort, but which are not recorded

² The Countryside and Wildlife Act 1981 [Online]. Available at: <https://www.legislation.gov.uk/ukpga/1981/69/contents> (accessed 10 September 2021).

either as PRow, nor coloured as most public roads are, in red, brown, orange or yellow on OS mapping. It is not possible to tell if these have rights other than a PRow on foot.

1.5 Permissive Paths

- 1.5.1 A permissive path, permitted path, or concessionary path is not a PRow but a path (which could be for walkers, riders, cyclists, or any combination) whose use is allowed by the landowner, but over which there is no legal right of access.
- 1.5.2 No permissive paths have been identified within the draft Order Limits.
- 1.5.3 If any permissive paths that may interact with the Project are identified through consultation, agreement will be sought with the respective landowners on their management to accommodate Project activities.

1.6 Open Access Land

- 1.6.1 The Countryside and Rights of Way Act 2000 (CROW Act)³ normally gives a 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' (OAL).
- 1.6.2 OAL may be publicly or privately owned. A review of the draft Order Limits indicates that there are no areas of OAL that are affected by the Project. As such, no further consideration is given to OAL in this PRowWMP.

1.7 Structure of the PRow Management Plan

- 1.7.1 The remainder of this Preliminary PRowWMP is set out as follows:
 - **Section Error! Reference source not found.: Potential effects of the Project** – identifies all PRows and Other Public Access Routes that are affected by the Project, taking into account the PEIR optionality (construction compounds and construction accesses), and sets out the nature of the interaction;
 - **Section Error! Reference source not found.: Environmental measures** – details the overarching environmental measures and initial proposals for affected PRows and ORPA; and
 - **Section Error! Reference source not found.: Summary and conclusions** – summarises the environmental measures and provides a narrative of the next steps following Section 42 consultation up to submission of the DCO application.

³ The Countryside and Rights of Way Act (CROW Act) 2000 [Online]. Available at: <https://www.legislation.gov.uk/ukpga/2000/37/contents> (Accessed 10 September 2021)

2. Potential effects of the Project

2.1 Introduction

- 2.1.1 In order to ascertain the extent of the potential effects of the Project on the PRow network and ORPA, two key sources of data have been used to inform the PEIR:
- GIS version of the Definitive Map provided by NYCC⁴, LCC⁵ and CYC⁶; and
 - OS 1:25,000 online mapping at Microsoft Bing.com⁷ setting out areas of OAL.
- 2.1.2 A review of the definitive mapping has been based on online sources to inform the PEIR due to the COVID-19 pandemic restrictions. In late 2021, should COVID-19 restrictions allow, NYCC, LCC and CYC planning offices will be visited to further review the information contained within the Definitive Map and Statement. Should this not be possible, requests will be made directly to the authorities to inform the Applicant of any changes. Where appropriate, further updates will be made to the PRowWMP based on any new information presented in the Definitive Map and Statement.
- 2.1.3 In terms of potential effects, this PRowWMP presents all effects anticipated as a result of the Project, be that during the construction or operational phase including:
- PRows and ORPA which are crossed by the overhead line routes (construction, dismantling or reconducting);
 - PRows and ORPA which are affected by the construction of any permanent elements of the Project (the substations, CSEC, overhead line and underground cable);
 - PRows and ORPA which are affected by the siting of TCCs;
 - PRows and ORPA which are affected by the routing of temporary construction access haul roads and access tracks; and
 - PRows and ORPA which are affected by the provision of temporary construction accesses and related visibility splays.

2.2 The Project

- 2.2.1 **Figure 2.1** provides an overview of the Project. The new elements of the Project would include a substation (Overton Substation) approximately 1km south of Shipton by Beningbrough. Three new overhead lines would connect into this substation. To the north, a new 400kV overhead line, approximately 2.8km in length, would connect the substation with an existing overhead line to the north. To the south two new sections of 275kV overhead line (1.5km to 2.1km in length) would connect the substation with the existing XC/XCP overhead line further south. CSECs would be installed to allow the new overhead lines to connect to existing overhead lines in the wider area, with two

⁴ North Yorkshire County Council (2021). Rights of way maps (Online). Available at: <https://www.northyorks.gov.uk/rights-way-maps> (Accessed October 2021)

⁵ Leeds City Council (2021). Public rights of way map (Online). Available at: <https://leedscm.maps.arcgis.com/apps/webappviewer/index.html?id=fef90bd138bf48e19e3076a81366d3d3> (Accessed October 2021)

⁶ City of York Council (2021) Public rights of way (Online). Available at: <https://www.york.gov.uk/PROW> (Accessed October 2021)

⁷ Microsoft (2021). Bing Maps (Online) Available at: <https://www.bing.com/maps> (Accessed October 2021)

installed approximately 1.5km north-east of Shipton by Beningbrough and two installed approximately 3km south-west of Tadcaster and north-east of the A64/A659 junction. Finally, the proposed Monk Fryston Substation would also be constructed adjacent to the existing substation at Monk Fryston approximately 2km south-west of Monk Fryston and located off Rawfield Lane, south of the A63.

2.2.2 Works are also proposed to existing overhead lines as part of the Project. This includes replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations. Two overhead lines which currently connect into the existing Monk Fryston Substation would be partially realigned to connect into the proposed Monk Fryston Substation. In addition, a number of pylons on the existing overhead line running between Monk Fryston and Poppleton to the north-west of York would be replaced and the overhead lines realigned as follows:

- a 1.5km section of overhead line to the south and south-east of Moor Monkton would be realigned up to 230m south from the current overhead line and the closest pylon to Moor Monkton (340m south-east) removed; and
- a 1.45km section of overhead line to the west of the existing Monk Fryston Substation and south of South Pollums Farm would be realigned to connect to the proposed Monk Fryston Substation.

2.2.3 A 2.35km section of the existing XCP overhead line would also be permanently removed.

2.3 Additional construction phase details

2.3.1 To provide the detail for estimating and modelling construction traffic, a proposed preliminary programme over a three-year period is assumed. There will be phasing of different elements of construction within the programme and effects on PRowS and ORPA would only occur in some phases rather than the duration of the programme.

2.4 Operation and maintenance phase

2.4.1 Following completion of the construction phase, none of the above ground elements (pylons, Substations and CSECs) would result in further permanent effects on PRowS and ORPA.

2.5 Decommissioning phase

2.5.1 The operational lifetime of the Project is assumed to be approximately 80 years. A decommissioning plan and programme will be developed prior to construction and updated during operation of the Project to account for any changes to decommissioning best-practice and developments in technology.

2.6 Study Area

2.6.1 The study area includes all PRowS and ORPA that are within the draft Order Limits (see **Figure 2.1**). Other than PRow and ORPA that are directly crossed by the Project, PRow and ORPA could be affected by other elements as follows:

- proposed temporary construction access haul roads from the local highways network;

- proposed temporary construction access haul roads along the overhead lines corridor;
- existing farm/private tracks also designated as PRow which would be used for temporary construction access (Shared Routes);
- proposed TCCs;
- proposed CSECs;
- proposed substations; and
- overhead line stringing works.

2.7 Public Rights of Way affected by the Project

2.7.1 The draft Order Limits (see **Figure 2.1**) have been reviewed and compared to the Online Definitive Map to identify PRow falling within this area. For each identified PRow, the following information is provided (see **Table 2.1**):

- identification (ID) number – Sequential from south to north along cable corridor;
- PRow identification number from the online definitive PRow Maps;
- type of PRow;
- the type of impact on the PRow from the Project;
- the nature of the PRow at the location of effect; and
- the duration of effect (temporary or permanent) on the PRow.

2.7.2 The review identified that there are 28 PRow that are located within the draft Order Limits set out in **Figure 2.2**, comprising 14 footpaths, 13 bridleways and one footpath/restricted byway.

2.7.3 All PRow that intersect or are within the draft Order Limits are listed in **Table 2.1**; as the design is refined this table will be updated to include only those routes which will be affected and where environmental effects will result.

Table 2.1 - PRow affected by the Project

ID	PRow No	Type of PRow	Project Interaction with PRow	Nature of PRow at Location (layout/surface)	Duration of Effect (temporary/permanent)
1	35.59/31/1	Bridleway	PRow crosses the path of XC overhead line to be reconducted (Pylon XC520-XC521)	Edge of Field Farm Track	Temporary
2	35.59/10/1	Footpath	PRow crosses the path of XC overhead line to be reconducted (Pylon XC520-XC519)	Footpath running across a field	Temporary

ID	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/surface)	Duration of Effect (temporary/permanent)
3	35.4/1/1	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC503-XC504) Route also runs along the proposed access route to pylons XC504 and XC503	Bridleway along Farm Track	Temporary
4	35.55/5/1	Footpath	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC499-XC498) Path also routes through proposed pylon working area for XC499	Footpath running across a field	Temporary
5	35.44/4/1	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC496-XC495) Route also runs along the proposed access route to pylons XC497 and XC491	Bridleway along Farm Track	Temporary
6	35.44/1/2	Bridleway	Route runs along the proposed access route to pylons XC494 and XC491	Bridleway along Farm Track	Temporary
7	35.63/6/3	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC488-XC487) Access track to pylons XC488 - XC499 crosses the PRoW	Bridleway along Farm Track	Temporary
8	BRAMHAM 15	Footpath/Restricted Byway	Footpath/Byway crosses through small section of draft Order Limits provided for access works at access 33	Bridleway along Farm Track	Temporary

ID	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/surface)	Duration of Effect (temporary/permanent)
9	35.64/13/3	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC474-XC475) Route also runs along the proposed access route to pylons XC474 and XC474	Bridleway along surfaced access track	Temporary
10	35.64/13/2	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC473-XC474) Route also runs along the proposed access route to pylon XC473 PRoW also crosses through the pylon stringing areas for XC473 PRoW also meets the highway at access 43	Bridleway along surfaced access track	Temporary
11	35.64/1/1 (also part of Ebor Way)	Footpath	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC473-XC474)	Footpath in field alongside the River Wharfe	Temporary
12	35.33/1/1	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC457-XC456) Route also runs along the proposed access route to pylons XC456 and XC459	Farm Track	Temporary
13	35.33/1/2	Bridleway	PRoW runs along the proposed access route to pylons XC456 and XC45 PRoW also meets the highway at access 60	Farm Track	Temporary
14	15.83/1/1	Footpath	PRoW runs along the proposed access route to pylons XC477 and	Footpath through fields	Temporary

ID	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/surface)	Duration of Effect (temporary/permanent)
			XC448 for a short distance PRoW also meets the highway at access 65		
15	15.95/7/1	Footpath	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC438 - XC437) PRoW runs along the proposed access route to pylon XC483 PRoW also meets the highway at access 70	Surfaced Access Track	Temporary
16	15.95/6/1	Footpath	PRoW crosses the path of XC overhead line to be reconducted (Pylon XC431 - XC430) PRoW runs along the proposed access route to pylons XC431 and XC430 PRoW also meets the highway at access 78	Footpath Across Fields	Temporary
17	15.95/2/3	Bridleway	PRoW crosses the path of XC overhead line to be dismantled (Pylon XC429 - XC428) PRoW runs along the proposed access route to pylons XC428, XC429T, XC429, XC430T PRoW is also crossed by access route to XCP001 to XCP002 (dismantling and construction lines) PRoW also meets the highway at access 80	Surfaced Access Track	Temporary
18	15.95/5/3	Bridleway	PRoW runs along the proposed access route to pylons XCP001 to	Surfaced Access Track	Temporary

ID	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/surface)	Duration of Effect (temporary/permanent)
			XCP004 (dismantling and construction lines) PRoW also meets the highway at access 81		
19	15.95/5/2	Bridleway	PRoW crosses the path of XCP overhead line to be dismantled (XCP002 to XCP004) and XCP overhead line to be constructed (XCP002 to XCP003) PRoW runs along the proposed access route to pylons XCP001 to XCP005 (dismantling and construction lines)	Surfaced Access Track	Temporary
20	10/03/20	Bridleway	PRoW crosses the path of XCP overhead line to be dismantled (XCP008 to XCP009) and XCP overhead line to be constructed (XCP008 - XCP009) PRoW runs along the proposed access route to pylon XCP008	Footpath in field alongside the River Ouse	Temporary
21	10/2/10	Footpath	PRoW runs along the proposed access route to pylon XCP005 to XCP008	Surfaced Access Track	Temporary
22	10/1/10	Footpath	PRoW runs along the proposed access route to pylon XCP008 for a short distance	Surfaced Access Track	Temporary
23	10.115/2/3	Footpath	PRoW crosses the path of XCP overhead line to be dismantled (XCP008 to XCP009) and XCP overhead line to be constructed (XCP008 - XCP009)	Footpath in field alongside the River Ouse	Temporary

ID	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/surface)	Duration of Effect (temporary/permanent)
24	10.115/4/1	Footpath	PRoW also meets the highway at access 87	Footpath through fields and short section of access track	Temporary
25	11/8/40	Footpath	PRoW crosses the path of YN overhead line to be constructed (YN006 to YN005)	Farm Track	Temporary
26	11/8/20	Footpath	PRoW is crossed by access route to XYN005 and YN006	Farm Track	Temporary
27	12/08/2010	Footpath	PRoW follows the access route to Pylons YR034 to YR033 PRoW also meets the highway at access 109	Farm Track	Temporary
28	12/14/10	Footpath	PRoW is crossed by the access route to Pylon YR031	Footpath through fields	Temporary

2.7.4 Further evaluation of the effects of the Project on the identified PRoWs will occur between PEIR and submission of the DCO application. At this point in time, there are no identified permanent effects on any PRoW.

2.8 Other Routes with Public Access affected by the Project

2.8.1 Each ORPA, as noted on OS mapping, that intersects or is within the draft Order Limits has been identified and is presented in **Figure 2.3**. For each identified ORPA, the following information is provided and set out in **Table 2.2**:

- identification (ID) number – Sequential from south to north along the Project corridor;
- the type of impact on the ORPA from the Project;
- the nature of the ORPA at the location of effect; and
- the duration of impact (temporary or permanent) on the ORPA.

2.8.2 The review identified that there are four ORPA of relevance (see **Figure 2.3** and **Table 2.2**).

Table 2.2 - ORPA Affected by the Project

ID	Project Interaction with Other Routes with Public Access	Nature of Other Routes with Public Access at Location (layout/surface)	Duration of Impact (temporary/permanent)
1	This ORPA runs along Red Hill Lane which is proposed to be used as the access route to Pylon XC520	This ORPA runs along the existing Red Hill Lane, a gravel surfaced access track	Temporary
2	This ORPA runs along Whin Lane which is proposed to be used as the access route to Pylon XC517 to XC18	This ORPA runs along the existing Whin Lane, a gravel surfaced access track	Temporary
3	This ORPA is shown to run along the existing access track to Osbaldwick Substation, through the substation and to the A1079	The route is shown to route through the gated area of the Osbaldwick Substation. This is not feasible due to closed gates and fencing and therefore this route is not passable in its entirety	Temporary
4	This ORPA runs along the road to Newlands Farm from Corban Lane	The route runs along the exiting surfaced road to Newlands Farm	Temporary

2.8.3 Further evaluation of the effects of the Project on the identified ORPAs will occur between PEIR and submission of the DCO application. At this point in time, there are no identified permanent effects on any ORPA.

3. Management measures

3.1 Introduction

- 3.1.1 Having identified the PRowS and four ORPA that may be affected by the Project (see **Table 2.1** and **Table 2.2**), it is necessary to consider how those impacts can be managed and mitigated, where possible and appropriate.
- 3.1.2 Based on the information presented **Tables 2.1** and **2.2**, management measures will be required for the following during construction:
- PRowS crossed by the overhead lines during construction;
 - PRowS/ORPA that follow temporary construction access tracks (shared routes);
 - PRow that intersect with Pylon Working Areas;
 - PRowS crossing temporary construction access tracks; and
 - PRowS that meet the highways network at temporary construction accesses.
- 3.1.3 The following section sets out mitigation measures.

3.2 PRow temporary effects environmental measures proposals

Introduction

- 3.2.1 As set out in **Table 2.1**, some of the PRowS simply cross under the overhead lines and through the draft Order Limits for a short distance, while others route along tracks and access roads that are anticipated to be used by construction vehicles. The types of mitigation therefore required will be different depending on the nature of the location of the PRow and how the Project affects it.
- 3.2.2 There are several management solutions that would be considered:
- temporary re-routing of PRow during construction of the Project;
 - provision of signage and other information alerting the public to construction works;
 - active management plan for crossing points for PRow; and
 - active management plan for shared use access routes over the length of interaction with the PRow.
- 3.2.3 The Project does not require any permanent PRow closures or diversions. All mitigation required as part of the PRow management strategy will therefore be temporary in nature and will be in place only during the construction phase or in some cases the short period where conductors need to be pulled between the Pylons for example.

Overarching mitigation

- 3.2.4 In addition to specific mitigation measures applied at each affected PRow, National Grid will inspect affected PRow routes at the following times:
- prior to construction;

- during the construction phase; and
- following completion of the construction phase.

3.2.5 A detailed on-site audit (including photographs/video) will be undertaken to record the situation at each affected point on the PRow. This will provide a baseline record to be shared with the relevant highway authority and used for reinstatement works, if necessary, once the construction period has ceased.

Detailed site-specific mitigation

3.2.6 Each of the affected PRows has been considered separately, with specific mitigation proposed for implementation at the commencement of the construction phase. The proposed mitigation proposals are as follows:

- Temporary short-term closures;
- Temporary closures and diversion;
- Signage schemes;
- Active management of overhead line crossings;
- Active management of shared routes.

3.2.7 Details of these mitigation measures are set out in further detail following **Table 3.1** for each PRow affected.

Table 3.1 – Proposed mitigation at the affected PRow

ID No	PRow No.	Type of PRow	Mitigation Methodology
1	35.59/31/1	Bridleway	Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage.
2	35.59/10/1	Footpath	Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage.
3	35.4/1/1	Bridleway	Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage. A signage scheme will be implemented to alert the users that the bridleway will be used as a construction traffic route for the construction period.
4	35.55/5/1	Footpath	Temporary closure and diversion during the removal and stringing of the overhead line and advanced warning with appropriate signage. The PRow will be temporarily routed around the edge of the Pylon Working area for Pylon XC499 during the works at this pylon with appropriate advanced signage.

ID No	PRoW No.	Type of PRoW	Mitigation Methodology
5	35.44/4/1	Bridleway	<p>Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage.</p> <p>A signage scheme will be implemented to alert the users that the bridleway will be used as a construction traffic route for the construction phase.</p>
6	35.44/1/2	Bridleway	<p>A signage scheme will be implemented to alert the users that the footpath will be used as a construction traffic route for the construction phase.</p>
7	35.63/6/3	Bridleway	<p>Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage.</p> <p>A signage scheme will be implemented to alert the users that the bridleway will be crossed by construction traffic during the construction phase.</p>
8	BRAMHAM 15	Footpath/Restricted Byway	<p>No mitigation required; footpath intersects with draft Order Limits for visibility requirements for Access 33 but can be accommodated within existing arrangement.</p>
9	35.64/13/3	Bridleway	<p>Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage.</p> <p>A signage scheme will be implemented to alert the users that the bridleway will be used as a construction traffic route for the construction period.</p>
10	35.64/13/2	Bridleway	<p>Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage.</p> <p>A signage scheme will be implemented to alert the users that the bridleway will be crossed by construction traffic during the construction period.</p>
11	35.64/1/1 (also part of Ebor Way)	Footpath	<p>Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage</p>
12	35.33/1/1	Bridleway	<p>Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage.</p>

ID No	PRoW No.	Type of PRoW	Mitigation Methodology
			A signage scheme will be implemented to alert the users that the bridleway will be used as a construction traffic route for the construction period.
13	35.33/1/2	Bridleway	A signage scheme will be implemented to alert the users that the bridleway will be used as a construction traffic route for the construction period.
14	15.83/1/1	Footpath	A signage scheme will be implemented to alert the users that the footpath will be used as a construction traffic route for the construction period.
15	15.95/7/1	Footpath	Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage. A signage scheme will be implemented to alert the users that the footpath will be used as a construction traffic route for the construction period.
16	15.95/6/1	Footpath	Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage. A signage scheme will be implemented to alert the users that the footpath will be used as a construction traffic route for the construction period.
17	15.95/2/3	Bridleway	Temporary closure during the removal and stringing of the overhead line and advanced warning with appropriate signage. A signage scheme will be implemented to alert the users that the bridleway will be used as a construction traffic route for the construction period and at another point it is crossed by construction traffic.
18	15.95/5/3	Bridleway	A signage scheme will be implemented to alert the users that the bridleway will be used as a construction traffic route for the construction period.
19	15.95/5/2	Bridleway	Temporary closure during the stringing and dismantling of the overhead line and advanced warning with appropriate signage. A signage scheme will be implemented to alert the users that the bridleway will be used as a

ID No	PRoW No.	Type of PRoW	Mitigation Methodology
			construction traffic route for the construction period.
20	10/03/20	Bridleway	Temporary closure during the stringing and dismantling of the overhead line and advanced warning with appropriate signage. A signage scheme will be implemented to alert the users that the bridleway will be used as a construction traffic route for the construction period.
21	10/2/10	Footpath	A signage scheme will be implemented to alert the users that the footpath will be used as a construction traffic route for the construction period.
22	10/1/10	Footpath	A signage scheme will be implemented to alert the users that the footpath will be used as a construction traffic route for the construction period.
23	10.115/2/3	Footpath	Temporary closure during the stringing and dismantling of the overhead line and advanced warning with appropriate signage.
24	10.115/4/1	Footpath	A signage scheme will be implemented to alert the users that the footpath will be used as a construction traffic route for the construction period for a short section where it meets Overton Road.
25	11/8/40	Footpath	Temporary closure during the stringing of the overhead line and advanced warning with appropriate signage.
26	11/8/20	Footpath	A signage scheme will be implemented to alert the users that the footpath will be crossed by construction traffic during the construction period.
27	12/08/2010	Footpath	A signage scheme will be implemented to alert the users that the footpath will be used as a construction traffic route for the construction period. It is not anticipated a closure will be needed for overhead line works.
28	12/14/10	Footpath	A signage scheme will be implemented to alert the users that the footpath will be crossed by construction traffic during the construction period. It is not anticipated a closure will be needed for overhead line works.

Temporary closures

- 3.2.8 There are 17 PRoW where an overhead line crosses the path of an existing PRoW and needs to be removed or installed which will require a temporary short-term closure and management. These impacted PRoW would need to be closed for part of a day, or all of a small number of days.
- 3.2.9 However, during certain periods of the construction programme (intense periods, or overhead line conductor pulling for example) it may be necessary to adopt active management measures with contractor staff patrolling key overhead line crossing points. The need for active management on certain routes would be identified within the construction programme which would take into account delivery timescales and movements of plant and machinery. The need for active management would be subject to specific risk assessments prepared by the Principal Contractor when analysing impacts of any construction activities which may bring pedestrians into proximity with construction traffic.
- 3.2.10 In these instances, PRoW users may have to wait for a short period of time whilst the PRoW is in use by the construction team. Users would be advised when works are completed, and it is safe to cross the footpath with National Grid contractor's staff at the crossing point.

Temporary closure and diversion

- 3.2.11 There is one PRoW within the draft Order Limits that will require a temporary closure and diversion.
- 3.2.12 This is PRoW 4 (35.55/5/1) which runs through the proposed Pylon working area for Pylon XC499.
- 3.2.13 A closure of the existing route over a distance of approximately 50m would be required and a new diverted route around the edge of the pylon working area temporarily provided. The route to the north would be appropriate as this would avoid any interactions with proposed construction access routes.
- 3.2.14 The diversion of PRoW 4 (35.55/5/1) would last for the duration of the pylon working area works, which at this stage is estimated as a worst-case to be 78 weeks.

3.3 PRoW management requiring signage (required at all PRoWs impacted)

- 3.3.1 National Grid is committed to maintaining safe access to PRoWs during the construction phase. Where temporary restrictions to PRoWs are required, National Grid will provide accurate and up to date information relating to the construction activity being carried out, identifying routes which remain open and those which are currently diverted or scheduled for future diversion.
- 3.3.2 Up-to-date information about the Project, construction process and progress will be provided online and at key locations such as county and district council halls, village halls and tourist information centres via information boards.
- 3.3.3 The nearest access points of any affected PRoW will also have signs in order to keep the general public informed. These will provide relevant information and will be clearly displayed.

- 3.3.4 National Grid will implement a range of signage measures, including waymarking of diversion routes, to ensure tourists and visitors are alerted to the Project works in advance of the construction location. Signage will also emphasise that the right to wander from any PRow within the Order Limits is not permitted.
- 3.3.5 At any point where a footpath is blocked off temporarily for the stringing of the line or for the duration of construction there will be a clear 'no-entry' sign. It is not proposed to divert users during this time period as the closures would be short (up to one day) and the crossings would be managed. Any path or road which passes into the Order Limits would be clearly marked.
- 3.3.6 It is anticipated that wording similar to the following would be adopted for both the advance warning and no entry signage. The text below is an example and would be agreed with relevant authorities as appropriate:
- “Please be aware that from (start date) until (end date) National Grid and their Principal Contractor (insert name when appointed) will be constructing the Yorkshire GREEN 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).”*
- 3.3.7 In addition to the signage, waymarks for the diversion route would be implemented prior to construction works commencing.
- 3.3.8 Signs would be regularly inspected to ensure that they remain in place and are readable and have not been tampered with or altered.
- 3.3.9 All signage would contain contact details for National Grid and the Principal Contractor. Contact numbers would be provided to enable visitors to report any problems encountered when accessing the site, particularly with regard to the condition of PRowS.
- 3.3.10 The PRowMP which is being promoted by National Grid is to ensure that recreational users of the affected PRow would be provided with sufficient advance warning and notice to allow them to plan their journey so as to avoid the need to turn back on themselves.
- 3.3.11 All signage would be removed once construction is complete, and all PRowS returned to their prior use and alignment.

3.4 Active management plan for ‘Shared Routes’

- 3.4.1 The points where PRow currently route along proposed construction accesses are known as ‘shared routes’. Along shared routes, appropriate signage would be erected to alert drivers of the shared route and potential interface between construction traffic and PRow. Speed limit signage would be provided along all shared routes to ensure that all construction vehicles travel under manageable speed (nominally 5mph) to avoid the uncertain conflict with PRow users.
- 3.4.2 For periods of the construction phase, it may be necessary to adopt active management measures with contractor staff patrolling the shared route. The need for active management on certain routes would be identified within the construction programme which would take into account delivery timescales and movements of plant and machinery. The need for active management would be subject to specific risk assessments prepared by the Principal Contractor when analysing impacts of any construction activities which may bring PRow users into proximity with construction traffic.
- 3.4.3 In these instances, PRow users may have to wait for a short period of time whilst the shared route is in use by the construction team (for example for the conveyance of a difficult load such as a cable drum or crane). Users would be advised when works are completed, and it is safe to use the shared route by National Grid contractor's staff. If the length of shared route is significantly long, then a safe standing area may be provided off the track. It may also be prudent depending on the circumstances to provide a safe crossing point of any shared route depending on traffic flows, however on this Project that is considered unlikely.

3.5 Initial inspection and monitoring of the existing PRowS

- 3.5.1 An inspection and maintenance programme for all areas which would fall within the scope of the PRowMPP would be defined. Maintenance would only be focused on damage caused by the ongoing construction works to existing PRow. Maintenance operations would include:
- inspection, repair/re-surfacing of paths;
 - inspection and repair of drains associated with access routes;
 - maintenance of access infrastructure including signage, waymarkers, interpretation boards and bridges; and
 - clearance of any site/works related litter that may blight PRow.
- 3.5.2 The inspection condition survey that would take place before any construction works commence would include written descriptions, photographs and video as well as location maps noting where any existing issues with footpaths are noted. Where appropriate, the advance survey works would be utilised to note opportunities for enhancement of routes following the completion of the construction phase. For example, there may be improvements that are required to some access tracks as part of the access accommodation works to get vehicles to site. If these improvements were left in for the longer term and assisted in improving the surfacing of a PRow, then the advance survey would help to identify this so early discussion with landowners and local highway authorities could be undertaken. However, National Grid’s remit is only to return PRow to conditions which are comparable to those prior to the commencement

of construction. There is no obligation to improve PRow that are within the draft Order Limits.

- 3.5.3 A schedule of monitoring would take place along the route of the PRow within the PRow management area at agreed timescales. This would be anticipated to be every six weeks, unless there is a specific reason to do so earlier (such as intensive periods of work that may affect a PRow, or construction activities that have undue and unanticipated effects).
- 3.5.4 In addition to the above, the advance warning signage would include contact details enabling recreational users to notify National Grid or its Principal Contractors of any problems noted.

3.6 Treatment of PRow post-construction

- 3.6.1 Following completion of construction, all PRows would be subject to an inspection and review against the baseline conditions observed during the pre--construction survey. As a minimum all affected PRows would be returned to the same condition as they were prior to construction works commencing.
- 3.6.2 As set out above, there may be locations where improvements to existing PRow may be implemented for the long-term benefit of the PRow users, but this would not be a requirement of the DCO.
- 3.6.3 The specific nature of any improvement work would be subject to discussion and agreement with NYCC, CYC, LCC and any third party landowners following the completion of the baseline survey undertaken.

3.7 National Trails

- 3.7.1 One of the 28 PRow that may be affected by the Project is PRow 11 (35.64/1/1), which is also part of Ebor Way, classified as a National Trail. This a long-distance walking trail that routes from Helmsley (west of Thirsk) to Ilkley (north-west of Leeds). This route needs careful consideration to ensure, as far as practicable, that the route remains open for the duration of the construction phase. As set out in **Table 3.1**, it is proposed that a short closure is implemented during conducting work. It is not anticipated that diversions or significant closures would be required.

3.8 ORPA temporary effects environmental measures proposals

- 3.8.1 As set out in **Table 2.2**, there are four ORPA that are identified as being affected by the Project. These ORPA would be mitigated in the same way as PRows, set out above.
- 3.8.2 ORPA 1, 2 and 4 are affected by routing along proposed construction access routes, known as a “shared routes”. As such, these three routes would be mitigated with the same proposals for PRow for “shared routes”.
- 3.8.3 Given ORPA 3 is gated due to it running through the existing Osbaldwick substation, mitigation is not considered necessary for this OPRA, however this will be discussed further with local PRow officers at the City of York Council.

4. Summary and conclusions

- 4.1.1 This Preliminary PRowMP has been prepared to support the assessment of transport effects provided in **Chapter 12: Traffic and Transport**.
- 4.1.2 The Outline PRowMP has set out in detail each PRow and ORPA that is currently anticipated to be impacted by the Project. This includes details on the PRow, number, the interaction of the Project with the PRow and the duration of the impact.
- 4.1.3 It is proposed to manage and provide environmental measures for each PRow and ORPA that is affected by the Project and a series of environmental measures has been set out which can be applied to different types of PRows and ORPA.
- 4.1.4 Site specific mitigation proposals have been developed for PRows and ORPA, which has indicated the need for one location where a temporary closure and diversion would be required. All other locations would require just short-term closures (less than one day) or active management.
- 4.1.5 The proposed signage strategies would inform the public of the construction schedule and the implications for each affected PRow. The active management of crossing points and shared temporary construction accesses would be temporary and would require site specific signage to inform the public and construction vehicle drivers.
- 4.1.6 Prior to the commencement of construction, all affected sections of PRow would be subject to an advance inspection survey and would continue to be monitored throughout the construction phase. At the end of the construction phase, the identified PRow sections would be inspected, and their condition would be returned to the condition observed during the advance inspection survey.
- 4.1.7 This Preliminary PRowMP will be a working document to be updated as the Project is further developed through the ongoing design process and following feedback from Section 42 consultation. Further engagement will be undertaken with NYCC, LCC and CYC to develop a management and environmental measures strategy for all PRows and ORPA affected by the Project. The final version of the PRowMP will be submitted as part of the DCO application and will include a detailed list and plans of the environmental measures proposed for each of the affected PRows.

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