

YG-DCO-032-5.3.3G

Yorkshire Green Energy Enablement (GREEN) Project

Volume 5

Document 5.3.3G ES Chapter 3 Appendix 3G - Public Rights of Way
Management Plan

Final Issue A

November 2022

Planning Inspectorate Reference: EN020024

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

nationalgrid

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Date	Version	Status	Description/changes
01/11/2022	A	Final	First Issue

1. Introduction

1.1 Overview

- 1.1.1 This Public Rights of Way Management Plan (PRoWMP) forms **Appendix 3.G (Volume 5, Document 5.3.3G)** in support of **Chapter 12: Traffic and Transport (Volume 5, Document 5.2.12,)** of the Environmental Statement (ES) for the Yorkshire Green Energy Enablement (GREEN) Project (hereinafter referred to as Yorkshire GREEN or the 'Project'). The PRoWMP should be read in conjunction with **Chapter 3: Description of the Project (Volume 5, Document 5.2.3,)** and **Chapter 12: Traffic and Transport (Volume 5, Document 5.2.12).**
- 1.1.2 This PRoWMP is submitted as a supporting document to the Development Consent Order (DCO) application and would be implemented by Requirement 5 of the draft DCO (**Volume 3, Document 3.1**). The document sets out the temporary measures which would be implemented in relation to routes with public access which are affected by the construction of the Project. Routes with public access comprise Public Rights of Way (PRoW), permissive paths, Other Routes with Public Access (ORPA), Open Access Land (OAL) and the National Cycle Network (NCN). In addition, the PRoWMP includes rights of navigation on the River Ouse. It should be noted that there are no permanent measures, or measures required for the operational phase of the Project.
- 1.1.3 Whilst it is an offence to obstruct a highway (including a PRoW), it is intended that the DCO would provide powers to temporarily stop up or divert PRoWs during construction of the Project. This PRoWMP sets out the locations of all routes with public access that could be affected by the Project and details the type of measures that are proposed to overcome any issues arising during the construction of the Project.

1.2 Overview of the Project

- 1.2.1 The Project is a proposal by National Grid Electricity Transmission plc (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 is divided into six sections for ease of reference as indicated in **Figure 1.2, Volume 5, Document 5.4.1**. The Project will comprise both new infrastructure and works to existing transmission infrastructure and facilities as follows:
- Section A (Osbalwick Substation): Minor works at the existing Osbalwick Substation comprising the installation of a new circuit breaker and isolator along with associated cabling, removal and replacement of one gantry and works to one existing pylon. All substation works would be within existing operational land.
 - Section B (North west of York Area): Works would comprise:
 - reconductoring of 2.4km of the 400kV Norton to Osbalwick (2TW/YR) overhead line and replacement of one pylon on this overhead line;
 - the new 400kV YN overhead line (2.8km), north of the proposed Overton Substation;

- the new Shipton North and South 400kV cable sealing end compounds (CSECs) and 230m of cabling to facilitate the connection of the new YN 400kV overhead line with the existing Norton to Osbaldwick YR overhead line;
 - a new substation (Overton 400kV/275kV Substation) approximately 1km south of Shipton by Beningbrough;
 - two new sections of 275kV overhead line which would connect into Overton Substation from the south (the 2.1km XC overhead line to the south-west and the 1.5km SP overhead line to the south-east);
 - works to 5km of the existing XCP Poppleton to Monk Fryston overhead line between Moor Monkton in the west and Skelton in the east comprising a mixture of decommissioning, replacement and realignment. To the south and south-east of Moor Monkton the existing overhead line would be realigned up to 230m south from the current overhead line and the closest pylon to Moor Monkton (340m south-east) would be permanently removed. A 2.35km section of this existing overhead line permanently removed between the East Coast Mainline (ECML) Railway and Woodhouse Farm to the north of Overton.
- Section C (Moor Monkton to Tadcaster): Works proposed to the existing 275kV Poppleton to Monk Fryston (XC) overhead line comprise replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations.
 - Section D (Tadcaster Area): Two new CSECs (Tadcaster East and West 275kV CSECs) and approximately 350m of cable would be installed approximately 3km south-west of Tadcaster and north-east of the A64/A659 junction where two existing overhead lines meet. One pylon on the existing 275kV Tadcaster Tee to Knaresborough (XD) overhead line would be replaced.
 - Section E (Tadcaster to Monk Fryston): Works proposed to the existing 275kV Poppleton to Monk Fryston (XC) overhead line would comprise replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations.
 - Section F (Monk Fryston Area): A new substation would be constructed to the east of the existing Monk Fryston Substation which is located approximately 2km south-west of the village of Monk Fryston and located off Rawfield Lane, south of the A63. A 1.45km section of the 275kV Poppleton to Monk Fryston (XC) overhead line to the west of the existing Monk Fryston Substation and south of Pollums House Farm would be realigned to connect to the proposed Monk Fryston Substation. East of the existing Monk Fryston Substation the existing 4YS 400kV Monk Fryston to Eggborough overhead line, which currently connects to the existing substation, would be reconfigured to connect to the proposed Monk Fryston Substation.

1.3 Definition of Routes with Public Access

- 1.3.1 This section sets out definitions of the routes with public access that have been considered within this PRowMP.

Public Rights of Way

- 1.3.2 In England and Wales, members of the public have a right to access some land for walking or certain leisure activities. This includes:
- PRowS, for example, roads (restricted byways), paths or tracks that run through settlements, the countryside or private property; and
 - right to roam to access OAL including mountains, moors, and common land that is registered.
- 1.3.3 There are four distinct types of PRowS:
- footpaths – for walking, running, wheelchairs and mobility scooters;
 - bridleways – for walking, running, wheelchairs, mobility scooters, cycling and horse riding;
 - restricted byways – for any transport that does not have a motor, but does allow powered wheelchairs and mobility scooters; 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).
- 1.3.4 PRowS are recorded on the Definitive Map and Statement for each administrative area and collated by the relevant surveying authority. The Definitive Map and Statement is the documentary record of public rights of way depending on the category of PRow. The Definitive Map and Statement indicates where the public may lawfully walk, ride or drive. Section 56 of the Wildlife and Countryside Act 1981¹ 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.
- 1.3.5 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.
- 1.3.6 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.

Other Routes with Public Access (ORPA)

- 1.3.7 There are other routes with public access which are included on OS maps and include roads or tracks that carry public rights of access, but are not recorded either as PRow, nor coloured as most public roads are, in red, brown, orange or yellow on OS mapping.
- 1.3.8 There are a number of ORPA that have been identified as affected by the construction of the Project, as set out in **Section 2.3**.

¹ UK Government (1981). The Countryside and Wildlife Act 1981 (Online). Available at: <https://www.legislation.gov.uk/ukpga/1981/69/contents> (accessed 10 September 2021).

Permissive Paths

- 1.3.9 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.
- 1.3.10 No permissive paths have been identified within the Order Limits.
- 1.3.11 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.

Open Access Land (OAL)

- 1.3.12 The Countryside and Rights of Way Act 2000 (CROW Act)² 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).
- 1.3.13 OAL may be publicly or privately owned. A review of the 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. If any OAL that may interact with the Project is identified through consultation, agreement will be sought with the respective landowners on their management to accommodate Project activities.

1.4 Structure of the PRow Management Plan

- 1.4.1 The remainder of this PRowWMP is set out as follows:
- **Section 2: Routes with public access** – sets out a description of all routes with public access within the Order Limits that are affected by the construction of the Project and sets out the nature of the interaction;
 - **Section 3: Management measures** – provides a description of appropriate management measures and sets out management proposals for the routes with public access that are affected by the construction of the Project; and
 - **Section 4: National Cycle Network impacts** – provides a description of the effects of the construction of the Project on the National Cycle Network (NCN) routes within the Order Limits and the proposed management measures to be implemented.

² UK Government (2000). 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. Routes with Public Access

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 ES:

- GIS version of the Definitive Map covering the Order Limits area which has been sourced online, provided by the surveying authorities as follows: by North Yorkshire County Council (NYCC)³; Leeds City Council (LCC)⁴; and City of York Council (CYC)⁵; and
- OS 1:25,000 online mapping⁶ setting out areas of OAL.

2.1.2 The PRowWMP considers the following due to the construction of the Project:

- PRowWs and ORPA which are crossed by the overhead line routes (construction, dismantling or reconducting);
- PRowWs and ORPA which are temporarily affected by the construction of the substations, the CSECs, overhead line and underground cable;
- PRowWs and ORPA which are affected by the siting of temporary construction compounds (TCCs);
- PRowWs and ORPA which are affected by the routing of temporary construction access haul roads and permanent access tracks; and
- PRowWs and ORPA which are affected by the provision of temporary construction accesses and related visibility splays.

2.2 Study Area

2.2.1 The study area includes all PRowWs and ORPAs that are within the Order Limits. The Order Limits are shown in **Figure 1.2, Volume 5, Document 5.4.1** and the detail of the Project is shown on **Figures 3.1 to 3.6, Volume 5, Document 5.4.3**. Other than PRowWs and ORPAs that are directly crossed by the Project, PRowWs and ORPAs could be affected by other elements as identified in **Section 2.1**.

³ North Yorkshire County Council (2021). Rights of way maps (Online). Available at: <https://www.northyorks.gov.uk/rights-way-maps> (Accessed October 2021)

⁴ Leeds City Council (2021). Public rights of way map (Online). Available at:

[REDACTED] (Accessed October 2021)

⁵ City of York Council (2021) Public rights of way (Online). Available at: <https://www.york.gov.uk/PROW> (Accessed October 2021)

⁶ Microsoft (2021). Bing Maps (Online) (Accessed October 2021)

2.3 Routes with public access affected by the Project

- 2.3.1 The Order Limits (**Figure 1.2, Volume 5, Document 5.4.1**) have been reviewed and compared to the Definitive Map and Statement which has been sourced online^{3,4,5} to identify the PRoWs within the area and OS mapping has been used to identify the ORPAs. For each identified route with public access, the following information is provided (see **Table 2.1**):
- route reference from the **Access, Rights of Way and Public Rights of Navigation Plan (Volume 2, Document 2.7.1 – 2.7.6)**;
 - identification number from the online Definitive Maps;
 - type of route with public access;
 - the type of impact from the Project on the route with public access; and
 - the nature of the route with public access at the location of impact.
- 2.3.2 The review identified that there are 26 PRoWs located within the Order Limits, comprising 11 footpaths and 15 bridleways, and three ORPAs. **Access, Rights of Way and Public Rights of Navigation Plan (Volume 2, Document 2.7.1 – 2.7.6)** includes all PRoWs where management will take place, the ORPAs, the NCN alternative route and also where works will take place at the River Ouse. Schedule 8 of the draft DCO (**Volume 3, Document 3.1**) sets out those PRoW to be temporarily stopped up and diverted (Part 1, Schedule 8) or temporarily stopped up and not diverted (Part 2, Schedule 8).

Table 2.1 - Routes with Public Access affected by the Project

Access and Rights of Way Plan Ref⁷	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/ surface)
RW41/42	35.59/31/1	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (between XC520 and XC521)	Edge of field farm track
RW39/40	35.59/10/1	Footpath	PRoW crosses the path of XC overhead line to be reconducted (between XC520 and XC519)	Footpath running across a field
RW35/36	35.4/1/1	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (between XC503 and XC504) Route also runs along the proposed access route between XC504 and XC503	Bridleway along farm track
RW33/34 (Diversion Ref RWS03/4 and RWD03/04)	35.55/5/1	Footpath	PRoW crosses the path of XC overhead line to be reconducted (between XC499 and XC498) Path also routes through proposed pylon working area for XC499	Footpath running across a field
RW29/30	35.44/4/1	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (between XC496 and XC495) Route also runs along the proposed access route between XC497 and XC491	Bridleway along farm track

⁷ Please see Access, Rights of Way and Public Rights of Navigation Plan (**Volume 2, Document 2.7.1 – 2.7.6**)—for references

Access and Rights of Way Plan Ref⁷	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/ surface)
RW29/30	35.44/1/2	Bridleway	Route runs along the proposed access route between XC494 and XC491	Bridleway along farm track
RW27/28	35.63/6/3	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (between XC488 and XC487) Access track between XC488 and XC499 crosses the PRoW	Bridleway along farm track
RW25/26	35.64/13/3	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (between XC474 and XC475) Route also runs along the proposed access route between XC474 and XC474	Bridleway along surfaced access track
RW25/26	35.64/13/2	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (between XC473 and XC474) PRoW also runs along the proposed access route to XC473 PRoW also meets the highway at access 45	Bridleway along surfaced access track
RW23/24	35.64/1/1 (also part of Ebor Way)	Footpath	PRoW crosses the path of XC overhead line to be reconducted (between XC471 and XC472)	Footpath in field alongside the River Wharfe
RW19/20	35.33/1/1	Bridleway	PRoW crosses the path of XC overhead line to be reconducted (between XC457 and XC456)	Farm track

Access and Rights of Way Plan Ref ⁷	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/ surface)
			PRoW also runs along the proposed access route to XC456 and XC459	
RW19/20	35.33/1/2	Bridleway	PRoW runs along the proposed access route to XC456 and XC45 PRoW also meets the highway at access 57	Farm track
RW17/18	15.83/1/1	Footpath	PRoW runs along the proposed access route to XC477 and XC448 for a short distance PRoW also meets the highway at access 62	Footpath through a farm
RW15/16	15.95/7/1	Footpath	PRoW crosses the path of XC overhead line to be reconducted (between XC438 and XC437) PRoW runs along the proposed access route to XC483 PRoW also meets the highway at access 67	Surfaced Access track
RW13/14	15.95/6/1	Footpath	PRoW crosses the path of XC overhead line to be reconducted (between XC431 and XC430) PRoW runs along the proposed access route to XC431 and XC430 PRoW also meets the highway at access 76	Footpath across fields

Access and Rights of Way Plan Ref⁷	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/ surface)
RW13/14	15.95/2/3	Bridleway	<p>PRoW crosses the path of XC overhead line to be dismantled (between XC429 and XC428)</p> <p>PRoW runs along the proposed access route to XC428, XC429T, XC429, XC430T</p> <p>PRoW is also crossed by access route to XCP001 to XCP002 (dismantling and construction lines)</p>	Surfaced access track
RW11/12	15.95/5.3	Bridleway	<p>PRoW runs along the proposed access route to XCP001 to XCP004 (dismantling and construction lines)</p> <p>PRoW also meets the highway at access 73</p>	Surfaced access track
RW11/12	15.95/5/2	Bridleway	<p>PRoW crosses the path of XCP overhead line to be dismantled (XCP002 to XCP004) and XCP overhead line to be constructed (XCP002 to XCP003)</p> <p>PRoW runs along the proposed access route to pylons XCP001 to XCP005 (dismantling and construction lines)</p>	Surfaced access track
RW05/06	10/03/20	Bridleway	<p>PRoW crosses the path of XCP overhead line to be dismantled (XCP008 to XCP009) and XCP overhead line to be constructed (XCP008 - XCP009)</p>	Footpath in field alongside the River Ouse

Access and Rights of Way Plan Ref ⁷	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/ surface)
			PRoW runs along the proposed access route to XCP008	
RW09/10	10/2/10	Footpath	PRoW runs along the proposed access route to XCP005 to XCP008	Surfaced access track
RW05/06	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
RW05/06	10.115/4/1	Footpath	PRoW also meets the highway at access 82	Footpath through fields and short section of access track
RW03/04	11/8/20	Footpath	PRoW is crossed by access route to YN005 and YN006 PRoW is also crossed by a 11kv line to be undergrounded	Farm track
RW31/32	35.44/1/1	Bridleway	PRoW runs along the proposed access route to a scaffold position for the B1217	Along a surfaced access track
RW23/24	35.64/17/1	Footpath	PRoW runs along the access route to XC472 for a short distance	Rough track
RW21/22	25.33/6/7	Bridleway	PRoW runs along the proposed access route to XC465	Farm track
RW41/42	35.59/U1289/70	ORPA	This ORPA runs along Red Hill Lane which is proposed to be used as the access route to Pylon XC520	Gravel surfaced access track

Access and Rights of Way Plan Ref⁷	PRoW No	Type of PRoW	Project Interaction with PRoW	Nature of PRoW at Location (layout/ surface)
RW37/38	35.59/U1315/30	ORPA	This ORPA runs along Whin Lane which is proposed to be used as the access route to Pylon XC517 to XC18	Gravel surfaced access track
RW01/02 (Diversion Ref RWS01/02 and RWD01/02)	10.129/U1720/50	ORPA	This ORPA runs along the road to Newlands Farm from Corban Lane	Existing surfaced farm access road

2.3.3 There are no identified permanent effects on any PRow or ORPA.

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3. Management measures

3.1 General Provisions

- 3.1.1 (Article 14) Schedule 8 of the DCO (**Volume 3, Document 3.1**) will provide the necessary powers to temporarily stop up PRowS affected by the Project and put in place the diversions and alternative routes as listed in Schedule 8 of the DCO. The majority of the PRowS will be closed for short durations only or will remain open subject to other management measures.
- 3.1.2 National Grid is committed to the highest levels of safety for the proposed construction and dismantling works, to ensure 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 against the disruption that removing that risk will cause. It is the intention to keep the majority of PRowS open via management and the use of short term temporary closures where necessary.

Management Measures

- 3.1.3 Based on the information presented in **Table 2.1**, management measures will be required for the following during construction:
- PRowS crossed by the overhead lines during construction works;
 - PRowS/ORPA that follow temporary construction access tracks (shared routes);
 - PRowS that intersect with pylon working areas;
 - PRowS crossing temporary construction access tracks; and
 - PRowS that meet the highways network at temporary construction accesses.
- 3.1.4 For each location where a PRow is affected by construction work, consideration has been given to minimising the impact on users of PRowS based on a hierarchy of management measures, as described below.
- **Signage schemes** – for both PRow users and construction vehicles to allow safe crossings of construction roads. At all points where PRowS cross the Project, there will be appropriate signage which will advise of dates and hours of working. A standard form of signage relating to temporary closures will be used across the Project and the location of these signs will be discussed with the Rights of Way Officer from the relevant authority. Where applicable, maps showing temporary diversions and alternative rights of way will be provided at sites affected by any works.
 - **Temporary stopped with active management of overhead line or access road crossings** – use of contract staff to hold PRow users for short periods (a few minutes) while vehicles pass or while construction activities are undertaken, or to hold construction activities to allow PRow users to pass.
 - **Active management of ‘shared routes’** – appropriate vehicle management measures where construction routes run alongside PRowS, consisting of signs for both drivers and PRow users, speed limits, control by site staff where necessary,

and instructions to drivers about protocol. Alternatively, separation and demarcation (fencing) may be appropriate.

- **Temporary stopped up with diversions** – short diversions of PRowS, for example, around a temporary work site.
- **Alternative route** – route with public access remains open as used for construction traffic and an alternative route is made available for safety purposes.
- **Temporary stopping up with short overnight closures** – specifically in relation to navigation on the River Ouse where the overhead line crosses.

3.1.5 In terms of the temporary nature of active management and temporary closures for pulling or stringing of overhead lines, the following applies:

- Refurbishments- All relevant locations will be manned/watched during stringing activities. Any users of the PRow will be encouraged to move swiftly through the specific area where works are taking place.
- New overhead lines – it is envisaged that a small number of temporary closures (approximately 15-30 minutes at a time) would be required while works take place.

3.1.6 For each of the above, all work will be prepared as far as possible in advance to minimise the impact on the PRow and the users of it.

Detailed site-specific management

3.1.7 Each of the affected PRowS has been considered separately, with specific management proposed for implementation at the commencement of the construction phase.

3.1.8 Details of these management measures are set out in further detail in **Table 3.1** for each PRow affected. The locations are shown in the **Access, Rights of Way and Public Rights of Navigation Plan (Volume 2, Document 2.7.1 – 2.7.6)**. Part 1 of Schedule 8 of Article 14 of the DCO (**Volume 3, Document 3.1**) sets out the PRowS to be temporarily stopped up and a diversion provided and Part 2 sets out the PRowS to be temporarily stopped up without a diversion.

Table 3.1 – Proposed management measures at the affected Routes with Public Access

Access and Rights of Way Plan Ref⁸	PRow No.	Type of Route with Public Access	Management mitigation methodology
RW41/42	35.59/31/1	Bridleway	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage.
RW39/49	35.59/10/1	Footpath	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the

⁸ Please see **Volume 2, Document 2.7** - Access and Rights of Way Plans for references

Access and Rights of Way Plan Ref⁸	PRoW No.	Type of Route with Public Access	Management mitigation methodology
			construction activity and the closure and active management via appropriate signage.
RW35/36	35.4/1/1	Bridleway	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. Active management of 'shared route' -A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period.
RW33/34 (Diversion Ref RWS03/4 and RWD03/04)	35.55/5/1	Footpath	Temporary closure and diversion during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and diversion via 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.
RW29/30	35.44/4/1	Bridleway	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and the active management via appropriate signage. A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction phase.
RW29/30	35.44/1/2	Bridleway	A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction phase.
RW27/28	35.63/6/3	Bridleway	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. A signage scheme will be implemented to alert the users that the bridleway will be crossed by construction traffic during the

Access and Rights of Way Plan Ref⁸	PRoW No.	Type of Route with Public Access	Management mitigation methodology
			construction phase and will be actively managed.
RW25/26	35.64/13/3	Bridleway	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period.
RW25///26	35.64/13/2	Bridleway	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway during the construction period.
RW23/24	35.64/1/1 (also part of Ebor Way)	Footpath	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage
RW19/20	35.33/1/1	Bridleway	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period.
RW19/20	35.33/1/2	Bridleway	A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period.
RW17/18	15.83/1/1	Footpath	A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the footpath for the construction period.

Access and Rights of Way Plan Ref⁸	PRoW No.	Type of Route with Public Access	Management mitigation methodology
RW15/16	15.95/7/1	Footpath	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the footpath for the construction period.
RW13/14	15.95/6/1	Footpath	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the footpath for the construction period.
RW13/14	15.95/2/3	Bridleway	Temporary closure and active management during the removal and stringing of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period and at another point it is crossed by construction traffic and will be actively managed.
RW11/12	15.95/5/3	Bridleway	A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period.
RW11/12	15.95/5/2	Bridleway	Temporary closure and active management during the stringing and dismantling of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage. A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period.

Access and Rights of Way Plan Ref⁸	PRoW No.	Type of Route with Public Access	Management mitigation methodology
RW05/06	10/03/20	Bridleway	<p>Temporary closure and active management during the stringing and dismantling of the overhead line and advanced warning of the construction activity and the closure and active management via with appropriate signage.</p> <p>A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period.</p>
RW09/10	10/2/10	Footpath	<p>A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the footpath for the construction period.</p>
RW05/06	10.115/2/3	Footpath	<p>Temporary closure and active management during the stringing and dismantling of the overhead line and advanced warning of the construction activity and the closure and active management via with appropriate signage.</p>
RW05/06	10.115/4/1	Footpath	<p>A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the footpath for the construction period for a short section where it meets Overton Road.</p>
RW03/04	11/8/20	Footpath	<p>Temporary closure and active management during the stringing and of the overhead line and advanced warning of the construction activity and the closure and active management via appropriate signage.</p> <p>Temporary closure required for the construction of the 11kv UG cable.</p>
RW31/32	35.44/1/1	Bridleway	<p>A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period for a short section where it meets the B1217.</p>
RW23/24	35.64/17/1	Footpath	<p>A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the footpath for the construction period.</p>

Access and Rights of Way Plan Ref⁸	PRoW No.	Type of Route with Public Access	Management mitigation methodology
RW21/22	35.33/6/7	Bridleway	A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the bridleway for the construction period.
RW41/42	35.59/U128 9/70	ORPA	A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the ORPA for the construction period
RW37/38	35.59/U131 5/30	ORPA	A signage scheme will be implemented to alert the users that a construction traffic route will run alongside the ORPA for the construction period
RW01/02 (Diversion Ref RWS01/02 & RWD01/02)	10.129/U17 20/50	ORPA	Temporary diversion to the east of the field boundary. Public access will however be maintained along the extent of the ORPA, as this route is still a public access to Newlands Farm and private vehicles will need to use the route.
NAV01/02 NAV03/04		River Ouse navigation	Temporary closure overnight for a short period of time up to one hour at a time for up to eight times over the duration of the Project.

Temporary closures and active management

- 3.1.9 There are 16 PRoWs which are crossed by an existing or proposed overhead line that will need to be dismantled or overhead line installed.
- 3.1.10 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 of PRoW users by contract staff patrolling key overhead line crossing points. The need for active management on certain routes would be identified in consultation with the relevant Rights of Way officer(s) 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.
- 3.1.11 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 PRoW with National Grid contract staff at the crossing point.

Temporary closure and diversion

- 3.1.12 There is one PRow within the Order Limits that will require a temporary closure and diversion.
- 3.1.13 This is RW 33/34 (35.55/5/1) which runs through the proposed Pylon working area for Pylon XC499.
- 3.1.14 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. This is set out in **Access, Rights of Way and Public Rights of Navigation Plan (Volume 2, Document 2.7.1 – 2.7.6)**.
- 3.1.15 The diversion of RW 33/34 (35.55/5/1) would last for the duration of the pylon working area works which would be limited in scope.
- 3.1.16 There is one ORPA within the Order Limits which would require temporary diversion (10.129/U1720/50). This ORPA runs along the access road to Newlands Farm and is proposed to be used as an access for the two TCCs north of Corban Lane, construction of the Shipton CSECs and pylons YR040 and YN002. It has been agreed with NYCC and CYC that a management mitigation strategy in this location would be suitable.
- 3.1.17 It is therefore proposed that public access is provided via a diverted route to the east of the field boundary (refer **Volume 2, Figure 2.7.2**). Public access will however be maintained along the extent of the ORPA, as this route is still a public access to Newlands Farm and private vehicles will need to use the route. The provision of a diversion for non-motorised vehicles is however anticipated to allow for safe passage of non-motorised users through the working area and re-join the ORPA at its most northern extent west of Newlands Farm.

3.2 PRow management requiring signage (required at all PRows impacted)

- 3.2.1 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.
- 3.2.2 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.
- 3.2.3 At any point where a PRow is closed temporarily for the stringing of an overhead line, or for the duration of construction there will be a clear 'no-entry' sign. Any PRow, ORPA or road which passes into the Order Limits would be clearly marked.
- 3.2.4 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).”

- 3.2.5 In addition to the signage, waymarks for the diversion route (at one location) would be implemented prior to construction works commencing.
- 3.2.6 Signs would be regularly inspected by the contractor to ensure that they remain in place and are readable and have not been tampered with or altered.
- 3.2.7 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.
- 3.2.8 When siting signage, the intention will be to ensure that all 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.
- 3.2.9 All signage would be removed once construction is complete, and all PRowS returned to their previous use, alignment and condition.

3.3 Active management plan for ‘Shared Routes’

- 3.3.1 Along shared routes, appropriate signage would be erected to alert drivers of the shared route and potential interface between construction traffic and PRowS. There would be instructions to drivers about protocol, and speed limit signage would be provided along all shared routes to ensure that all construction vehicles travel at low speeds (nominally 5mph on off-road sections of route) to ensure safety of other users on the route.
- 3.3.2 In some cases, particularly bridleways, an appropriate separation and demarcation (suitable fencing) will be made between them to ensure the safety of PRow users.
- 3.3.3 For periods of the construction phase, it will be necessary to adopt active management measures by means of contract staff at the points on the shared route. The need for active management on certain routes 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.
- 3.3.4 Instruction will be given to drivers of site vehicles on safe speeds to pass pedestrians and horses safely to minimise conflict and reduce the risk of accidents.

3.4 Inspections

- 3.4.1 All temporary diversions will be undertaken at time intervals to be agreed with the relevant Rights of Way Officer. Any incidents of improper use of any PRow or temporary diversion will be reported to the Relevant Rights of Way Officer.

3.5 Treatment of PRowS post-construction

- 3.5.1 Following completion of construction works, all PRowS would be subject to an inspection between the contractor and the Rights of Way Officer(s) if required and reviewed against the baseline conditions observed and recorded during the pre-construction survey. Any affected PRowS will be reinstated.

4. National Cycle Network

4.1.1 The following Sustrans NCN routes fall within the Order Limits:

- NCN 65 – Runs between Middlesbrough and Hornsea (via York): within the Order Limits this NCN runs along Overton Road, Stripe Lane and an off-road section south of Stripe Lane; and
- NCN 66 – NCN Route 66 runs along Murton Way which provides access to Osbaldwick Substation.

4.1.2 **The Access, Rights of Way and Public Rights of Navigation Plan (Volume 2, Document 2.7.1 – 2.7.6)** shows the NCN routes and the Order Limits for the Project. This section sets out how these routes will be impacted and how, in discussion with Sustrans, these will be addressed.

4.2 NCN 65

4.2.1 NCN Route 65 routes on Overton Road which is to be used by construction vehicles to the Overton Substation as well as later crossing under numerous sections of overhead line that are proposed to be removed or installed on Overton Road and Stripe Lane. The on-road cycle route then leaves Stripe Lane onto an off-road section east of the SP overhead line within the Order Limits.

4.2.2 Discussions were undertaken with Sustrans in respect of the impacts on NCN Route 65 with a particular focus on the issues around Overton Lane at the Overton Substation location. Details of this consultation have been set out in **Chapter 12: Traffic and Transport, Volume 5, Document 5.2.12** of the ES. These discussions have resulted in the identification of the management measures set out in paragraphs 4.2.3 to 4.2.11 to be applied to NCN Route 65.

Overton Road

National Cycle Network - Proposed Alternative Routeing

4.2.3 It is proposed to provide an alternative route to the northern section of NCN Route 65 on Overton Road so that for the duration of the construction works in the area users of this route would be able to avoid what would be a heavily used section of Overton Road during the construction of Overton Substation and associated construction compounds.

4.2.4 **Access, Rights of Way and Public Rights of Navigation Plan (Volume 2, Document 2.7.1 – 2.7.6)** illustrates the proposed alternative routeing of NCN Route 65 for the north section of Overton Road. This route leaves the carriageway near the junction with the A19 and routes around the back of the proposed overhead line TCC before re-joining Overton Road just north of the rail bridge.

4.2.5 The design of the new temporary off road route will be at least 3m wide and it has been agreed that it will follow design guidance set out in the following online design guidance by Sustrans:

- Temporary diversions of National Cycle Network routes⁹; and
- Sustrans traffic-free routes and greenways design guide¹⁰.

4.2.6 It has also been agreed with Sustrans that due to the nature of the length of the temporary alternative route that National Grid will provide signage in keeping with permanent NCN signage to direct users of NCN Route 65 off the carriageway at both ends – Overton Road and the carriageway near the junction with the A19.

Management of NCN Route 65 under Overhead Line Crossings

4.2.7 South of the proposed diversion, NCN Route 65 passes under two proposed overhead line spans:

- New build overhead line – Span XC417 to XC418;
- Overhead line to be dismantled – Span XCP011 to XCP010.

4.2.8 Both of these spans will be provided with scaffold protection for the works required to install or remove overhead conductors. This protection means there not being any requirement for full road closures on Overton Road. There will be a need for a short delay to install the netting that is supported between scaffold structures either side of the road. Once the netting is in place and secured it forms the 'scaffold protection' and as such road users will be able to pass along that stretch of Overton Road. There will be a similar process in reverse when the netting is removed. This would be actively managed by banksman or traffic management as appropriate. Once the works are complete, users of the road can continue with journeys on bike or motor vehicle without the need for any diversions.

Overton Road Improvement Scheme

4.2.9 There are a number of bellmouth junctions on Overton Road that will accommodate overhead line traffic for pylon construction. Overton Road will be improved at the same time that the bellmouth junctions and TCCs are constructed. The improvement comprises road widening (details of which are presented within **Document 5.3.3F, Volume 5, Appendix 3.F – Construction Traffic Management Plan**) to allow for two-way HGV movements between the A19 and the substation access. This widening scheme would be left in place following the completion of the substation. It is therefore considered that this would be a long term improvement to the section of the NCN Route 65 along Overton Road.

Stripe Lane

Management of NCN Route 65 under Overhead Line Crossings

4.2.10 On Stripe Lane the NCN Route 65 will pass under one span of overhead line (SP008 to SP007). The NCN Route 65 will pass this span on Stripe Lane but also crosses under this span twice south of Stripe Lane on the off-road section that routes south to the River Ouse.

⁹ Sustrans (2022). Temporary diversions of National Cycle Network routes (online). (Accessed October 2022).

¹⁰ Sustrans (2022). Sustrans traffic-free routes and greenways design guide (online). (Accessed October 2022).

4.2.11 It is not proposed that any management measures are required for these overhead line span crossings. The section of the SP line included in the Order Limits is not proposed to be replaced and as such overhead lines works over the NCN route will not be required. Bellmouth access junctions off Stripe Lane will be constructed to provide access to the overhead line working areas.

4.3 NCN 66

4.3.1 National Cycle Network Route 66 runs along Murton Way as it passes access 103 and 104 near Osbaldwick Substation.

4.3.2 On Murton Lane the NCN Route 66 passes under just one span of overhead line (YR002 to YR001). Management measures are not required for this overhead line span crossing. The section of the YR line included in the Order Limits is not proposed to be replaced and as such overhead line works over NCN 66 will not be required

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

Registered in England and Wales
No. 4031152

