

M5 Junction 10 Improvements Scheme

Environmental Management Plan Annex B13 – Public Rights of Way Management Plan TR010063 – APP 9.13

Regulation 5 (2) (q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Environmental Management Plan

Annex B13 - Public Rights of Way Management Plan

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Contents

| Chapter | Page |
|---|----------|
| B.13. Public Rights of Way Management Plan | 5 |
| B.13.1. Introduction | 5 |
| B.13.2. Methodology | 6 |
| B.13.3. Management measures | 6 |
| Tables | |
| Table B 13-1 Public Rights of Way REAC | 7 |

B.13. Public Rights of Way Management Plan

B.13.1. Introduction

Purpose

- B.13.1.1. This document forms Annex B13 of the Environmental Management Plan (EMP) (1st iteration) (Application document TR010063/APP/7.3). Annex B13 is a Public Rights of Way Management Plan (PROW MP) (1st iteration) for the M5 Junction 10 Improvements Scheme (the Scheme). This PROW MP (1st iteration) will be updated by the appointed Principal Contractor (PC) into a PROW MP (2nd iteration), as required by Requirement 3 of the DCO, prior to commencement of works.
- B.13.1.2. The purpose of this PROW MP (1st iteration) is to establish the general approach to avoiding severance of PROW and avoiding the loss of access to key facilities during construction. Key priorities are to ensure:
- Access for walkers, cyclists and horse-riders to use PROW is safely maintained.
 - PROW continue to provide convenient connections to points where public transport can be accessed, with provision maintained.
- B.13.1.3. Development of specific proposals within the PROW MP will be undertaken for the EMP (2nd iteration) by the PC, as the detailed design and construction programme are developed.

Structure of the public rights of way management plan

- B.13.1.4. To be determined in detail at 2nd iteration.

Project team roles and responsibilities

- B.13.1.5. The PC will be responsible for the implementation and the delivery of the PROW MP, such that all relevant actions contained within the Register of Environmental Actions and Commitments (REAC) (Application document TR010063/APP/7.4) are undertaken.
- B.13.1.6. The following management plans within Annex B must also be implemented during construction and have implications for the way in which the PROW MP can be delivered:
- Annex B2 – Soil Handling management plan (Application document TR010063/APP/9.2).
 - Annex B3 – Noise and vibration management plan (Application document TR010063/APP/9.3).
 - Annex B4 – Air Quality management plan (Application document TR010063/APP/9.4).
 - Annex B5 – Landscape and ecology management plan (Application document TR010063/APP/9.5).
 - Annex B11 – Traffic management plan (Application document TR010063/APP/9.12).
 - Annex B14 – Emergency vehicle movement management plan (Application document TR010063/APP/9.14).
 - Annex B15 – Community Engagement Plan (Application document TR010063/APP/9.10).

B.13.1.7. The PC will be responsible for the co-ordination and implementation of the EMP (Application document TR010063/APP/7.3) as a whole, which includes Annex B. It will be the responsibility of the PC to ensure that all aspects of the EMP work effectively together.

B.13.1.8. Detailed roles within the PC will be determined at 2nd iteration.

B.13.1. Methodology

B.13.1.9. To be determined by the PC in detail at the EMP 2nd iteration. The methodology is required to include:

- Design and phasing of temporary diversion routes for PROW, which must maintain access to key services and facilities and not add more than 250m to journey length.
- Design and siting of temporary signage.
- Maintenance requirements.
- Links to the Community Engagement Plan to describe how notice will be given of the temporary routes, any changes and access to public transport.
- Arrangements for handling complaints or queries.
- Protocol for managing and delivering any necessary emergency procedures.

B.13.1.10. The methodology must reflect the need to adapt PROW diversions in response to the progression of construction works, for example, responding to changes in traffic management and/or work site requirements as the Scheme progresses. The coordination required for this to be effective must be developed within the methodology at the EMP 2nd iteration.

B.13.2. Management measures

B.13.1.11. The preparation, delivery and implementation of the PROW MP is essential to ensuring the mitigation measures related to WCH (walkers, cyclists and horseriders), outlined in the Environmental Statement (principally in Chapter 13 Population and Human Health (Application document TR010063/APP/6.11) and Chapter 15 Assessment of Cumulative Effects (Application document TR010063/APP/6.13)) and the REAC (Application document TR010063/APP/7.4), are effectively delivered.

B.13.1.12. In delivering these commitments the PC is responsible for the following:

- Programming construction works so that affected PROW, footpaths or cycleways remain open for as much of the construction phase as is reasonably practicable and safe; and ensure that alternative routes are available as diversion routes for any temporary closures. The exception is bridleway ref. AUC1 which will be closed for the duration of the construction programme due to its proximity to the main construction compound.
- Ensuring that no diversion route exceeds 250m overall additional length over the route that it is replacing.

B.13.1.13. Ensuring temporary signalised crossing facilities are provided along key WCH desire lines (including on the A4019 at Uckington) during the construction phase, as part of the Traffic Management Plan (Annex B11 of the EMP (2nd iteration)).

- Designing and implementing a clear and consistent signage strategy, to direct users during construction and support access to community and recreational facilities; and bus stop provision, using footpaths and cycleways.
- Co-ordinating with the Public Liaison Officer (PLO) to ensure that users of affected PROW, footpaths and cycleways are notified of planned diversions (including via information required as part of the Community Engagement Plan (Annex B15 of

the EMP (2nd iteration)) , with signs along sections to be closed during construction, at least one month prior to the works.

- Ensuring that existing crossings and routes are only to be diverted or closed once alternative routes are in place.

Register of Environmental Actions and Commitments

B.13.1.14. The following are the Register of Environmental Actions and Commitments (REAC) (Application document TR010063/APP/7.4) as they relate to the PROW MP. Table B13-1 indicates where additional detail on their implementation is set out. Bold text is used to identify the commitments that will principally be delivered through this PROW MP.

Table B 13-1 Public Rights of Way REAC

| REAC | Commitment Text | Implementation mechanism |
|-------------|--|---|
| G4 | Management plans. | EMP (1 st iteration) Annex B (All) |
| G10 | Effective traffic management. | EMP (2 nd iteration) Annex B11 – Traffic management plan |
| G13 | To minimise impacts from lighting at the construction stage. | EMP (2 nd iteration) Annex B5 – Landscape and ecology management plan |
| NV1 | Manage noise and vibration at construction stage. | EMP (2 nd iteration) Annex B3 – Noise and vibration management plan |
| B6 | Minimise loss of vegetation and avoid damage to existing vegetation (see also LV1 and LV2 below) to retain existing biodiversity resource as far as possible | EMP (2 nd iteration) Annex B5 – Landscape and ecology management plan |
| LV1 | Avoid damage to existing vegetation | Retained vegetation to be protected in accordance with AIA (Appendix 9.4, Application document TR010063 – APP 6.15) |
| LV2 | Minimise loss of vegetation | Retained vegetation to be protected in accordance with AIA (Appendix 9.4, Application document TR010063 – APP 6.15) |
| PHH2 | Temporary disruption to access for community facilities during construction | EMP (2 nd iteration) Annex B11 – Traffic management plan |
| PHH3, PHH4 | Effectively informing people of construction works and traffic arrangements to enable forward planning and manage expectations around nuisance and disruption, in the interests of human health. | EMP (2 nd iteration) Annex B15 – Community Engagement Plan |
| PHH5 | Maintaining WCH access, connections to and availability of public transport during construction to avoid severance and loss of access to key services and facilities, in the interests of human health. | EMP (2nd iteration) Annex B13 – Public rights of way management plan – the subsequent iteration(s) of this document |

| REAC | Commitment Text | Implementation mechanism |
|-------|---|---|
| PHH9 | Prevent adverse effects on human health determinants relating to anxiety and stress and support those who experience difficulty adapting to change. | EMP (2 nd iteration) Annex B15 – Community Engagement Plan |
| PHH10 | Minimising impacts on people from temporary land take (see also GS1 in the Soil Handling Management Plan). | EMP (2 nd iteration) Annex B2 – Soil handling management plan |
| PHH11 | Managing impacts on residential receptors (access). | EMP (2 nd iteration) Annex B11 – Traffic management plan |
| PHH12 | Managing impacts on business receptors (access). | EMP (2 nd iteration) Annex B11 – Traffic management plan |
| PHH13 | Managing impacts on community receptors (access). | EMP (2 nd iteration) Annex B11 – Traffic management plan |
| PHH16 | Minimising construction stage impacts to local residents in a targeted and responsive manner. | EMP (2 nd iteration) Annex B15 – Community Engagement Plan |
| PHH17 | Informing the local community of the multimodal transport improvements of the Scheme, for example accessibility and connectivity. | EMP (2 nd iteration) Annex B15 – Community Engagement Plan |
| PHH18 | Safe access for pedestrians and cyclists through areas under traffic management. | EMP (2 nd iteration) Annex B11 – Traffic management plan |
| CEA3 | Managing the interproject cumulative construction impacts of the Scheme, with the addition of activities from strategic development sites, on residential communities at Uckington, along the A4019, B4634 and at Withybridge Lane. | EMP (2 nd iteration) Annex B11 – Traffic management plan |

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