

APPENDIX V2-11.1: DRAFT OUTDOOR ACCESS MANAGEMENT PLAN

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1. DRAFT OUTDOOR ACCESS MANAGEMENT PLAN

1.1 Introduction

- 1.1.1 This Draft Outdoor Access Management Plan has been prepared to detail how existing public access would be managed during the construction and operation of the proposed Skye Reinforcement Project (hereafter referred to as the 'Proposed Development').

1.2 Methodology

- 1.2.1 This plan has been prepared in line with the requirements set out in the NatureScot (NS) guidance document 'A Brief Guide to Preparing an Outdoor Access plan (2010)¹'.

1.3 Outdoor Access Baseline

- 1.3.1 The Proposed Development comprises a long, linear feature, crossing a range of areas where existing outdoor access routes are established, from local Core Path networks around settlement areas, to less defined upland mountain routes. Other areas are known to host seasonal recreational activities such as estate sports including stalking and fishing.

Outdoor Access Schedule

- 1.3.2 A review of recreational routes and paths in the area has been undertaken to help establish where potential interactions may occur in relation to the Proposed Development. Recreational routes identified in each Section are shown on **Figures V2-A11.1-0.1 to V2-A11.1-6.2** and listed in **Annex 1: Outdoor Access Schedule**.

These routes all fall within the vicinity of the Proposed Development, either at a single point of crossing by the proposed OHL, underground cable or tracks, where the OHL / underground cable is proposed to follow alongside the routes directly, or where routes would be used during construction and / or operation. It is intended that this schedule would remain an open document and would be updated should further routes be identified through the pre-construction and construction phases of the Proposed Development.

- 1.3.3 In addition to the defined routes identified within Annex 1, the potential for those undertaking recreation across the wider area, away from paths is noted.

1.4 Potential Access Impacts

Construction Phase

- 1.4.1 The primary access impact associated with the Proposed Development would arise during the construction phase of the project. Potential interactions with recreational routes are identified in the Outdoor Access Schedule (Annex 1). The Construction Period for the Proposed Development is anticipated to be approximately three years. However, given the linear nature of the Proposed Development, not all areas would be subject to disturbance during this full period.

- 1.4.2 The Proposed Development closely follows the currently standing original OHL whenever possible, and so would make use of the existing access tracks and other infrastructure left over from the original OHL construction where possible. However, the Proposed Development would require new routes or tracks to the poles / towers which could impact recreational activities in the short term and upgrading works to some existing routes. While recreational access could be disrupted by construction activity, any restrictions would be short-term and temporary, taking account of the mitigation measures discussed in Part 1.5 of this Draft Outdoor Access Management Plan.

¹ A Brief Guide to Preparing an Outdoor Access Plan, Scottish Natural heritage (2010). Available at: <https://www.nature.scot/sites/default/files/2017-06/B639282%20-%20A%20Brief%20Guide%20to%20Preparing%20Outdoor%20Access%20Plans%20-%20Feb%202010.pdf> [access 24th January 2020]

1.4.3 There may also be some disruption during construction works to users of the A87.

Operational Phase

1.4.4 Potential access impacts during the operational phase would be limited to occasional access for maintenance purposes. It is unlikely that there would be any restrictions to outdoor access during this phase. Should any major maintenance activities be scheduled, consideration and planning for outdoor access management would be reviewed prior to works commencing.

1.5 General Access Arrangements

1.5.1 The Applicant is committed to enabling day to day access where the safety of the general public or construction staff is not compromised. During the construction phase, every effort would be made to ensure access to existing routes and trails would be maintained. Furthermore, any construction effects are expected to be short-term and temporary. However, to ensure the safety of the public, some additional measures may be required.

1.5.2 It is intended that the Outdoor Access Schedule included in Annex 1 would continue to be updated as the project moves forward into pre-construction and construction phases, with specific measures for access at individual locations addressed in further detail, as necessary.

1.5.3 Prior to commencement of the construction works, access arrangements and appropriate warnings would be communicated to the local community via the community liaison group, project website and local mailing list.

1.5.4 From time to time, short term restrictions to access may be required where there is no safe alternative. These restrictions would be communicated via the same method.

1.5.5 The Applicant would liaise with the landowners to minimise the disruption to estate run activities where possible.

Access Arrangements – Existing Routes

1.5.6 Where there is potential for interaction along existing recreational routes with construction activities, it is proposed that these interactions will be managed through:

- Warning signage indicating the likelihood of construction traffic will be placed at regular intervals along the walking routes / trails;
- A site information leaflet will be posted at regular intervals along the track, informing members of the public 'what to do' if site traffic is encountered;
- Speed limit of construction traffic on tracks to be set to 15 mph with appropriate signage highlighted;
- Site rules will dictate flashing / hazard lights are to be switched on by all construction traffic vehicles while using site tracks;
- Warning signage for construction staff highlighting that members of the public may be utilising routes (see Plate 1); and
- Training / briefing of all drivers to be aware of path users.

1.5.7 The above arrangements will be implemented to ensure both that those wishing to make access are informed of construction hazards, and that construction workers are trained to anticipate and take measures to avoid other access users.



Plate 1: Example Construction Staff Warning Sign

New Access tracks

- 1.5.1 As part of the Proposed Development, new permanent access tracks would be constructed, primarily in the more remote parts of the route. Once the OHL became operational, the public would be able to fully access these tracks by non-motorised means, in line with current access legislation.
- 1.5.2 During construction of these new tracks, access would be restricted to the general public on safety grounds. Access gates would be installed to limit unauthorised vehicles from entering the site and pass gates would be installed where the site entrances meet existing roads to accommodate walkers, cyclists and horse riders.
- 1.5.3 Signage would be put in place where the site entrances meet the existing roads and where the existing rights of way intersect the new access tracks with a purpose to highlight to the public the risk of entering the site.

Equestrians

- 1.5.4 The British Horse Society has made recommendations on the interactions between Heavy Goods Vehicle (HGV) traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are flighty animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.
- 1.5.5 The main factors causing fear in horses in this situation are:
- Something approaching them, which is unfamiliar and intimidating;

- A large moving object, especially if it is noisy;
- Lack of space between the horse and the vehicle;
- The sound of air brakes; and
- Anxiety on the part of the rider.

1.5.6 The British Horse Society recommends the following actions that will be included in the Site training for all HGV staff:

- On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible;
- If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so);
- The vehicle should not move off until the riders are well clear of the back of the HGV;
- If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them; and
- All drivers delivering to the Site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.

1.6 Conclusions

1.6.1 The Applicant aims to maintain access during construction of the Proposed Development and by implementing the management strategies set out in this Plan, it is believed that this can be achieved while ensuring the safety of the public and construction staff.

ANNEX 1: OUTDOOR ACCESS SCHEDULE

Reference	Name	Approximate OS Grid Reference	Route Type	Issue
Section 0				
0-1	Track to Ardmore Point	NG 22353 60999	Track / Path	OHL Crossing
0-2	Core Path SL10.01 (Stein to Gillen)	NG 26562 57773	Track	OHL Crossing and Adjacent
0-3	Wider Access Path (Lusta Crofts)	NG 27358 56502	Path	OHL Crossing
0-4	Old Road at Fairy Bridge	NG 28509 51205	Old Road	OHL Crossing
0-5	Feorlig to Ben Aketil Wind Farm Track	NG 30059 45476	Track	OHL Crossing
Section 1				
1-1	Edinbane Wind Farm Access Road	NG 35144 44103	Track	Construction Access and OHL Crossing
1-2	Core Path 28.01 (Loch Caroy to Glen Vic Askill)	NG 35304 44086	Track	Construction Access, Felling and OHL Crossing
1-3	B885 to Glen Vicaskill Public Right of Way	NG 39452 43468	Track	Upgrading and Operational Access
1-4	Glen Tungadal Forest Track	NG 43081 37053	Forest Road	Upgrading and Construction and Operational Access.
Section 2				
2-1	Public Right of Way HSL23	NG 48879 30502	Path	UGC Crossing
2-2	A87 to Loch Ainort Path	NG 53622 27883	Track	UGC Construction Corridor
2-3	Loch Ainort to Luib Path	NG 55768 27600	Path	UGC Construction Corridor
2-4	Divergence from Public Right of Way HSL46	NG 56357 27514	Path	Access Track and UGC Crossing and Construction Works Adjacent
2-5	Public Right of Way HSL46/ Scottish Hill Track 290 (The Torrin Ring from Luib)	NG 56531 27332	Path	Construction and Operational Access, OHL Crossing and Adjacent Works
2-6	Core path SL03.01 (Luib to Strollamus) / Public Right of Way HSL45	NG 59056 26852	Track	Upgrading, Construction and Operational Access and Works Adjacent.
2-7	Public Right of Way HSL44 / Scottish Hill Track 290 (The Torrin Ring from Luib)	NG 59194 26327	Path	OHL Crossing

Reference	Name	Approximate OS Grid Reference	Route Type	Issue
Section 3				
3-1	Core path SL03.04 (Broadford to Suardale) / Scottish Hill Track 294 (Broadford to Kilbride by Borerraig and Suisnish)	NG 63635 22810	Track / Path	Construction Access
3-2	Wider Access Path	NG 65905 22151	Track	OHL and Construction Access Crossing
3-3	Candidate Core Path	NG 67298 22045	Old Road	OHL Crossing
3-4	Wider Access Path	NG 72459 24112	Forest Road	Upgrading, Construction and Operational Access. Route to be extended.
3-5	Wider Access Path	NG 79300 23246	Forest Road / Track	Upgrading, Construction and Operational Access and OHL Crossing.
AA-1 (Alternative Alignment)	Wider Access Path	NG 72859 21663	Forest Track	Construction Access and OHL Crossing.
AA-2 (Alternative Alignment)	Otter Haven Wider Access Path	NG 78683 21244	Forest Track	Upgrading and Construction and Operational Access
Section 4				
4-1	Core Path SL12.05 / Public Right of Way (Kyle Rhea)	NG 79864 22475	Track	Upgrading, Construction and Operational Access and OHL Crossing.
4-2	Core Path SL12.05 (Glen Bernera)	NG 81110 21785	Track	Construction and Operational Access and OHL Crossing
4-3	Public Right of Way HSL78 / Scottish Hill Track 254 (Glenelg to Totaig)	NG 82483 21020	Track	OHL and Access Track Crossing.
4-4	Core Path SL12.02 (Balvraid to Srath a Chomair) / Public Right of Way HSL54	NG 86520 15855	Track	Upgrading, Construction and Operational Access and OHL Crossing.
4-5	Public Right of Way HSL20 / Scottish Hill Tracks 252 and 253 (Gleann Beag to Glen Dubh Lochann)	NG 87342 15918 to NG 90803 10266	Track / Path	Upgrading, Construction and Operational Access, OHL Crossings and Works Adjacent.
4-6	Core Path SL12.07 (Corran to Gleann Dubh Lochain) / Public Right of Way HSL88	NG 90780 10136	Track	Upgrading, Construction and Operational Access and OHL Crossing.
4-7	Public Rights of Way HL13 / HL16 and Scottish Hill Track 251 and 252 (Gleandubhlochain to Kinloch Hourn)	NG 91004 10145 to NG 96058 06531	Path	Upgrading, Construction and Operational Access, OHL Crossings and Works Adjacent.

Reference	Name	Approximate OS Grid Reference	Route Type	Issue
4-8	Public Right of Way HL7 / Scottish Hill Track 256 (Kinloch Hourn to Achnagart (Glen Shiel))	NG 95929 05902	Track	Upgrading, Construction and Operational Access, OHL Crossings and Works Adjacent.
4-9	Mountain Route to Sgurr nan Eugallt	NG 95829 05399	Path	OHL Crossing
4-10	Wider Access Path	NG 99414 03686	Path	Upgrading, Construction Access and OHL Crossing.
4-11	Wider Access Path	NG 99786 03553	Hydro Track	OHL Crossing
4-12	Wider Access Hill Path to Sgurr a' Mhaoraich	NH 00865 03640	Path	OHL and Access Track Crossing
4-13	Public Right of Way HL8 / Scottish Hill Track 257 (Glen Garry to Glen Shiel)	NH 01399 04092	Track	Construction Access and OHL Crossing.
4-14	Wider Access Path to Gleouraich	NH 02997 03134	Path	OHL and Construction Access Crossing
4-15	Wider Access Path to Spidean Mialach	NH 03469 02860	Path	OHL and Construction Access Crossing
4-16	Wider Access Path	NH 03784 02661	Hydro Track	Construction Access and OHL Crossing.
Section 5				
5-1	Public Right of Way HL20 / Scottish Hill Track 257 (Glen Garry to Glen Shiel)	NH 11162 01972	Path	Construction Access and OHL Crossing.
5-2	Wider Access Path (Tomdown to Loch Loyne)	NH 14903 01625	Path	Construction Access and OHL Crossing.
5-3	Wider Access Path	NH 15960 01552	Forest Road	Construction and Operational Access and OHL Crossing.
5-4	Forest Road to Lochantoss	NH 16332 01586	Track	Construction and Operational Access and OHL Crossing.
5-5	Wider Access Path	NH 17840 01987	Forest Road	Construction and Operational Access and OHL Crossing.
5-6	Wider Access Path	NH 19439 02519	Forest Road	Upgrading, Construction and Operational Access and OHL Crossing.
5-7	Wider Access Path (Heritage Trail)	NH 24057 02942	Path	Construction and Operational Access and OHL Crossing.
5-8	Track to Achadh Luachradh	NH 24847 02896	Path	OHL Crossing, Operational Access
5-9	Forest track.	NH 26078 02884	Forest Road	Construction Access and OHL Crossing.

Reference	Name	Approximate OS Grid Reference	Route Type	Issue
5-10	Wider Access Path (Munerigie Wood)	NH 26543 02770 to NH 28262 01784	Track	Upgrading, construction and Operational Access and OHL Crossing.
5-11	Core Path LO11.02 (Aldernaig Burn to Loch Lundy)	NH 29536 02581	Track	Construction and Operational Access, and OHL Crossing.
Section 6				
6-1	Core Path LO11.02 / Public Right of Way HL32 (Aldernaig Burn to Loch Lundy)	NH 30298 03921	Track	Construction and Operational Access, and Adjacent Works.
6-2	Core Path LO11.02 / N16.09 (Bridge of Oich to Loch Lundie)	NH 31225 05422	Track	UGC Crossing
6-3	Core Path IN16.10 (Bridge of Oich to Torr Dhuin)	NH 32118 05987	Track	Construction and Operational Access and UGC Crossing
6-4	Auchterawe Wood Forestry Road	NH 34679 08300	Path	UGC Crossing / Works Adjacent
6-5	Core Path IN16.02 (Jenkins Park Forest Walks)	NH 35040 08744	Track	Construction Access and Works Adjacent.
6-6	Core Path IN16.15 (Auchterawe Woods Paths)	NH 35195 08569	Track	Construction Access and UGC Crossings