

**51M response on the Draft EIA Scoping Report: Rights of Way comments**

Page 48 – Community impacts

Detailed Comments on Paragraphs	
Introduction	
7.1.5	<ul style="list-style-type: none"> <li>This needs to recognise that part of the infrastructure is access to a sustainable travel network in the form of Rights of Way which often links the community to education, health, places of worship, sports and recreational facilities and open spaces.</li> </ul>
7.1.7	<ul style="list-style-type: none"> <li>This fails to recognise the other impacts such as material and soils displaced during construction and the dust and air pollution that will have an impact on the community during the construction phase.</li> </ul>
7.1.8	<ul style="list-style-type: none"> <li>This needs to recognise that this needs to be widened to take account of the effect on the natural environment and the effective severance as residents and visitors may be discourage from using the areas rights of way which may not be a physical severance but severance due to changes in tranquillity and landscape character, which discourages their use.</li> <li>The rights of way network provides the community with a choice of sustainable travel modes and this aspect requires special consideration in any design.</li> </ul>

Page 48 – Transportation impacts

16.1.6. Loss of amenity on pedestrian routes and rights of way is not assessed; nor are the social and distributional impacts of severance. The rights of way network is an important part of the sustainable transport network that links communities together. It is used for non-vehicular journeys to school, work, shops and other local amenities and is a vital resource for the public seeking peaceful fresh air and exercise in the countryside. It is also a considerable economic asset, an important part of the highway infrastructure and a key element within the tourism sector. Maintaining a fully integrated network is essential to protect opportunities for non-vehicular access to services and between communities. The many trails are promoted by County Councils and other organizations would be greatly affected, including the tranquillity of the Ridgeway National Trail. The bridleway network in the county is also used by a high number of horse riders. Local councils and communities continually strive to improve connectivity and accessibility, including for the less able. Transportation matters should not solely relate to rail and road impacts. These community and equalities issues are of importance when assessing the impacts of HS2 on the network.