

This comment refers to the National Highways Response to ExQ2, specifically the "Single Public Rights of Way and Access Plan (Appendix C of REP5-027)".

COMMENTS ON THE RIGHTS OF WAY PLAN

The single Rights of Way plan does clarify the proposed legal statuses as requested.

However:

- (1) It once again highlights the failure to resolve the anomalous situation of a bridleway that goes part-way across the junction then stops at the overbridge.
- (2) It doesn't clarify the proposed diversion routes for the existing rights of way during construction.
- (3) The included Schedule table includes a "Proposed maintaining authority" column - the first time this information has been recorded publicly as far as we're aware. This shows an incoherent and disjointed patchwork of responsibility, with NH expecting Hampshire County Council to take on maintenance of most parts of the cycle route even within the boundaries of Junction 9.

We have attached a snapshot of the plan on which we have highlighted HCC-maintained sections in yellow, NH in red. The maintenance status of the cycle track on the overbridge above the motorway is ambiguous, but as the schedule stands it implies that this is HCC's responsibility.

This disjointed approach will lead to inconsistent path maintenance and quite probably to future arguments over who is responsible for what later on.

NH should bear in mind that it has a responsibility to all users of its facilities, not just to motorists, and take on maintenance for every part of the rights-of-way within the boundaries of the junction.

ADDITIONAL COMMENTS

We welcome the proposed amendment requiring SDNPA to be consulted on the Traffic Management Plan (including the PRoW Management Plan) but would like reassurance from the Applicant that there will also be timely consultation with the Walking, Cycling & Horseriding (WCH) consultative group on these plans.

We note that, based on available information, SDNPA's request for consultation on a Construction Workers Travel Plan is also relevant to the WCH group. The most likely travel-to-work routes for construction staff have considerable overlap with current walking, cycling and horse-riding routes, as well as with the proposed diversion routes. The proposed construction haulage route also overlaps with the footpath diversion route. (See "6.2 Environmental Statement - Chapter 2 - The Scheme and its Surroundings - Figures Part 1 of 4").

