

APPENDIX 3

Network Fragmentation Analysis

Wokingham Borough Council

Rights of Way Improvement Plan 2020

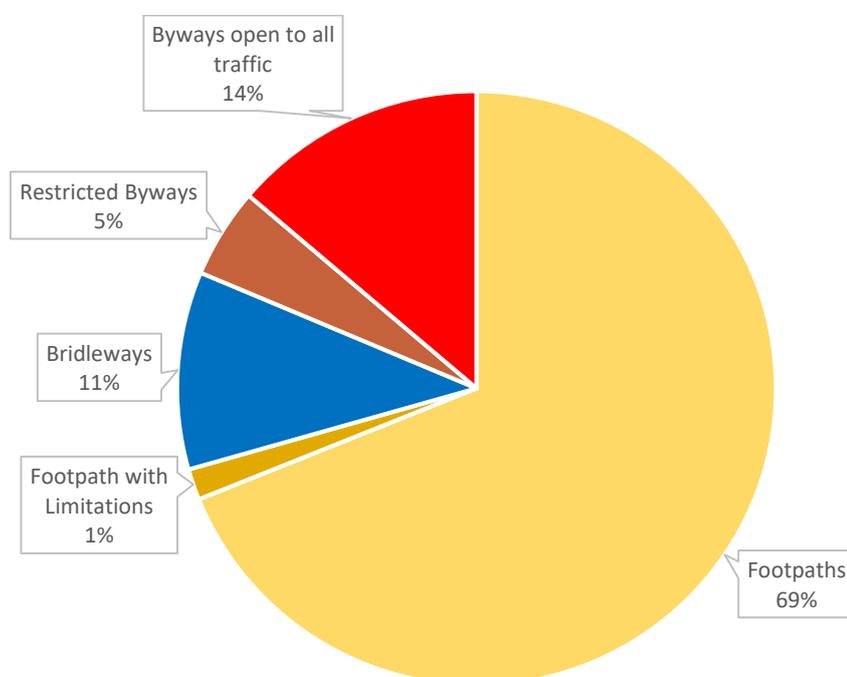
Consultation Draft

Introduction

The fragmentation analysis seeks to identify the broad areas of the public rights of way network that have significant gaps for walkers, for cyclists and for horse riders, taking into account the wider highway network available to each different user group.

The areas were identified firstly by using a process of identifying areas of land which currently do not show a link in either the public rights of way or wider highway network. This was done by mapping all the adopted highways and public rights of way and selecting all the areas of land in between that were outside of 100 metres of any highway. This is a rough measure which allows us to determine the largest areas of concern in the borough by the absence of any link. From here the gaps in the network for each user group can be determined by removing and adding categories of highway accordingly.

The public rights of way network is made up as follows:



The majority of the network consists of footpaths, and walkers are able to use 100% of the network. Horse riders and cyclists are restricted to 30% of the network, however cyclists are also able to use the network of cycle tracks which are not available for use by horse riders. Motor vehicle users are restricted to 14% of the network outside of the wider highway road network. Carriage drivers are the smallest minority of users and are restricted to 19% of the PROW network, and whilst they are able to use the wider highway network they are more vulnerable doing so.

The rights of way network is mainly used for walking, dog walking, cycling, horse riding and off-road driving.

Explanation of the fragmentation maps

The fragmentation analysis focuses on the main types of use: Walking, Cycling and Horse Riding. Whilst there is a significant percentage of byways the assessment of need research and consultation has not highlighted a particular need to focus on increasing these networks.

Fragmentation analysis: General gaps / Walking

This map identified the general areas of land within the borough where there are no links at all for walking. It has identified 11 areas which represent some of the largest land parcels where increased links would help to close some of the missing links in the network

Fragmentation analysis: Cycling

This map identifies the areas of land within the Borough where there are gaps in the overall cycling network. It maps 11 areas where there are no cycling links available in either the public rights of way, the cycle route network or the wider adopted highway network. Increased cycle links in these areas will help to widen the opportunities to cycle across the borough and contribute to encouraging more cycling, feeding particularly into the strategic sustainable transport and health objectives.

Fragmentation analysis: Horse Riding

This map identified the areas of land within the Borough where there are gaps in horse riding, taking into account the urban and rural locations and likely demand for horse riding in these areas. It maps 8 separate areas where focus on improving horse riding access would be beneficial to the public and meet likely demand.

Fragmentation analysis: Overall

This map combines the findings of the previous three, and is particularly useful to highlight overlaps between the identified areas. Where two or more areas overlap it indicates that improved access in these areas will benefit more than one class of use and therefore should be higher priority for action. On top of this map are overlaid the proposed greenway routes and proposed new routes gathered as part of the assessment of need consultation. It shows where some of these specific routes will help to address the fragmentation problems in the key areas. This map has been used to prioritise the proposed new routes list included in 'Appendix 4: ROWIP 2020 Proposed New Routes'.