

Oxfordshire's public rights of way network – assessment of connectivity

As part of work to achieve the aims of the first Oxfordshire Rights of Way Improvement Plan, the public rights of way network was assessed using a Geographical Information System (GIS) by Exegesis Spatial Data Management Ltd.

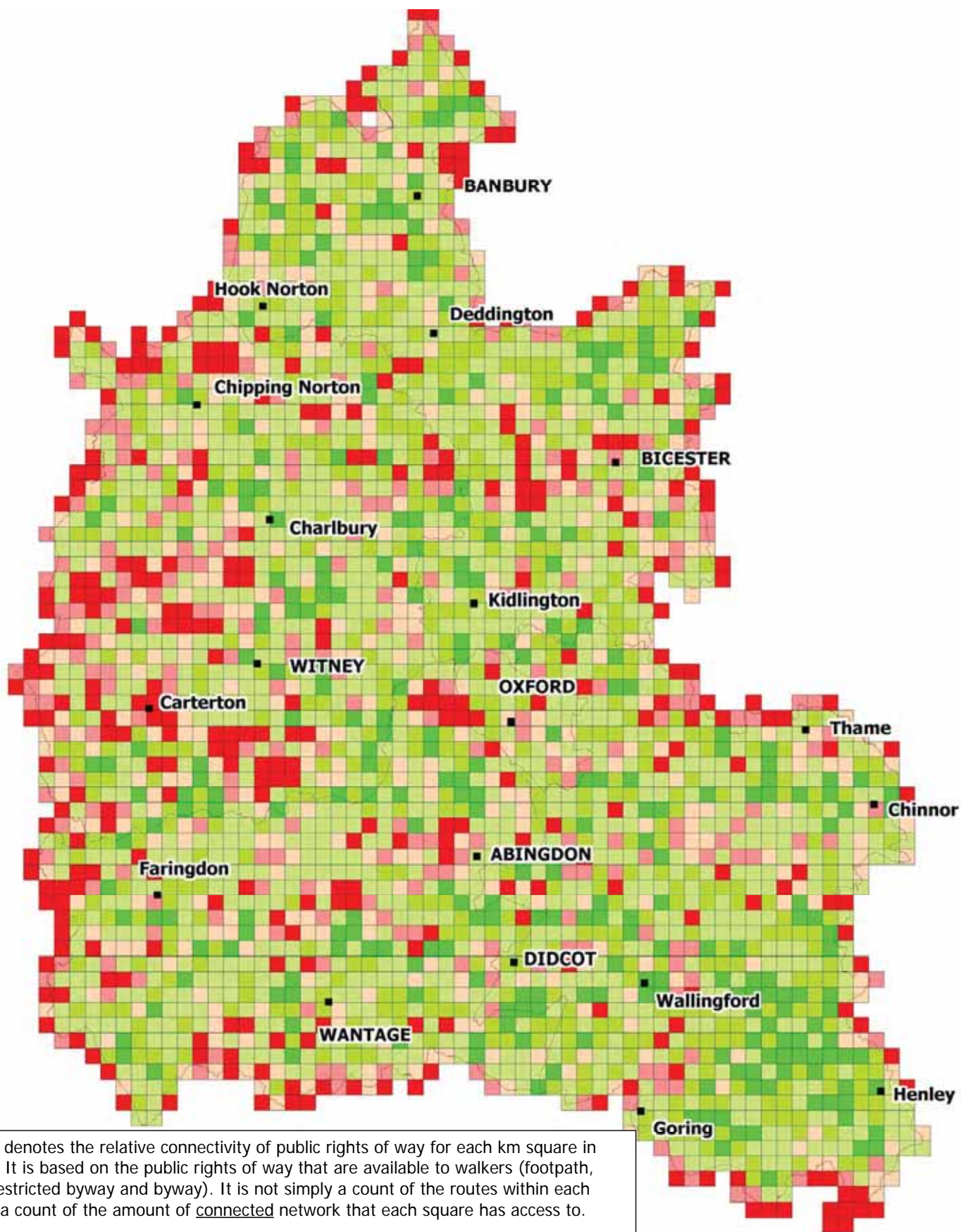
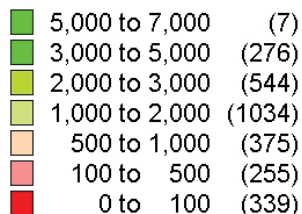
This has enabled the production of graphics and tables to show the relative connectivity at the settlement level and for each kilometre square across the county. The graphics are colour coded for ease of reference and simple comparison. Shades of green are areas better connected, whilst areas shaded red are more poorly served. Tables accompany the graphics and include the mean average connected network in each of the settlement size categories. The connectivity study was not able to take account of the other access resources that are available to the public, including access land, neighbouring counties' rights of way networks, the minor and unsurfaced road network, cycletracks, permissive paths under stewardship agreements, nature reserves, Woodland Trust and National Trust accessible land, and areas made available under Inheritance Tax exemptions -so these should be considered as part of any detailed assessments.

In addition, the public rights of way network has been assessed for its 'disjunctions' – points where public rights of way meet roads and other barriers – and where there is not a close connection on the opposite side of that road. Some of these match with suggestions submitted as part of the Rights of Way Improvement Plan production. The study is not definitive and there may be other disjointed routes that are not indicated or indicated in error.

This information is intended to be used as an evidence base tool to help inform the identification of areas that could potentially benefit from additional public rights of way as well as measures that could help improve connectivity and safety. These could be standalone projects or schemes that are linked to an area's local plan, green infrastructure strategy, neighbourhood plan or as mitigation for a particular development.

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- Map 2 – connected riding network (km squares)
- Map 3 – connected walking network (settlement areas)
- Map 4 – connected riding network (settlements areas)
- Map 5 – disconnections in the rights of way network



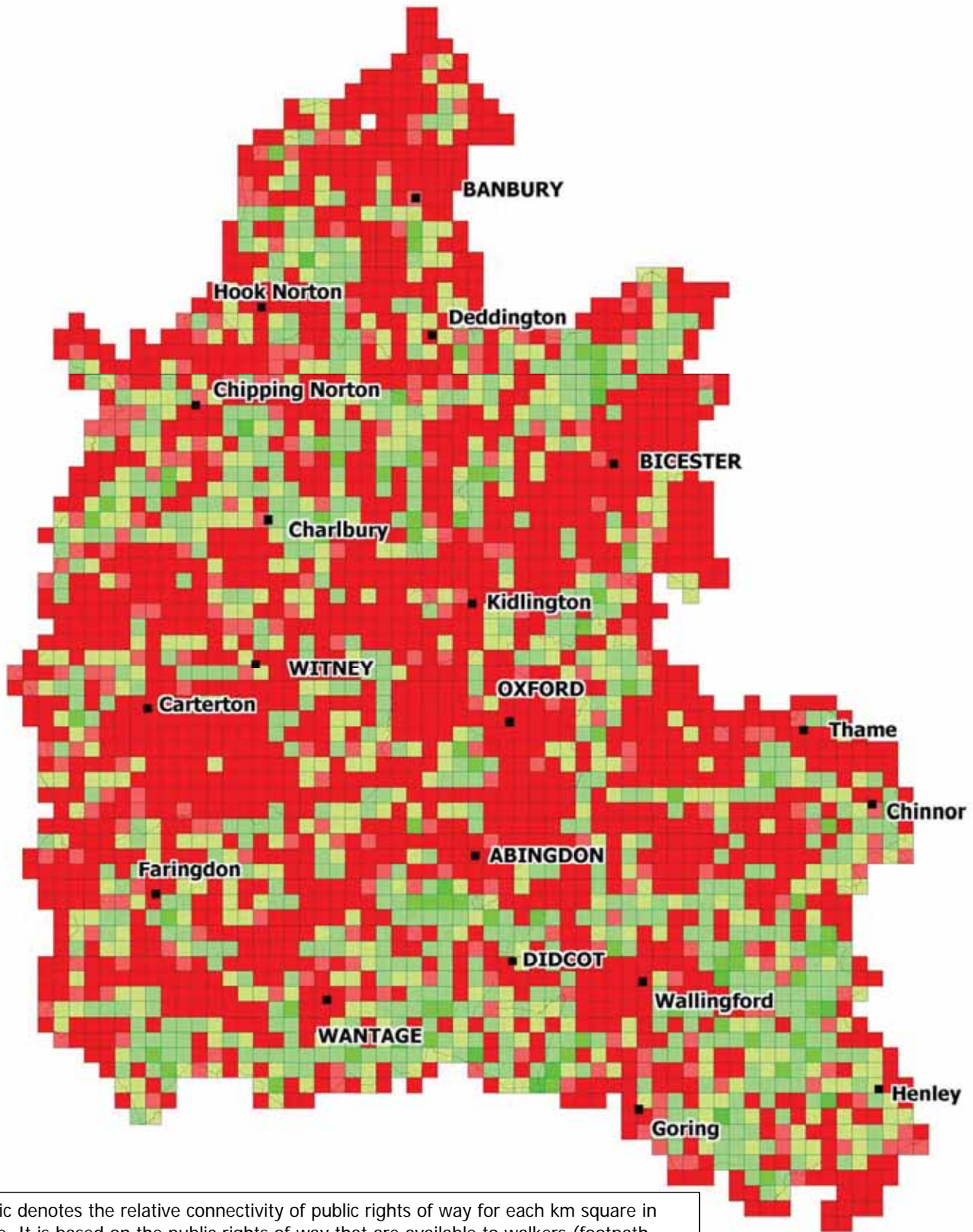
This graphic denotes the relative connectivity of public rights of way for each km square in Oxfordshire. It is based on the public rights of way that are available to walkers (footpath, bridleway, restricted byway and byway). It is not simply a count of the routes within each square, it is a count of the amount of connected network that each square has access to.

It is not able to take account of the minor and unclassified road network, cycletracks, or other access facilities other than the public rights of way network. It also cannot include neighbouring authority networks. © Oxfordshire County Council 2007
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Metres of connected riding network from each km square

Uses all public rights of way except footpaths. Brackets show number of km squares

- 3,000 to 4,000 (13)
- 2,000 to 3,000 (72)
- 1,000 to 2,000 (554)
- 500 to 1,000 (459)
- 200 to 500 (251)
- 0 to 250 (1481)

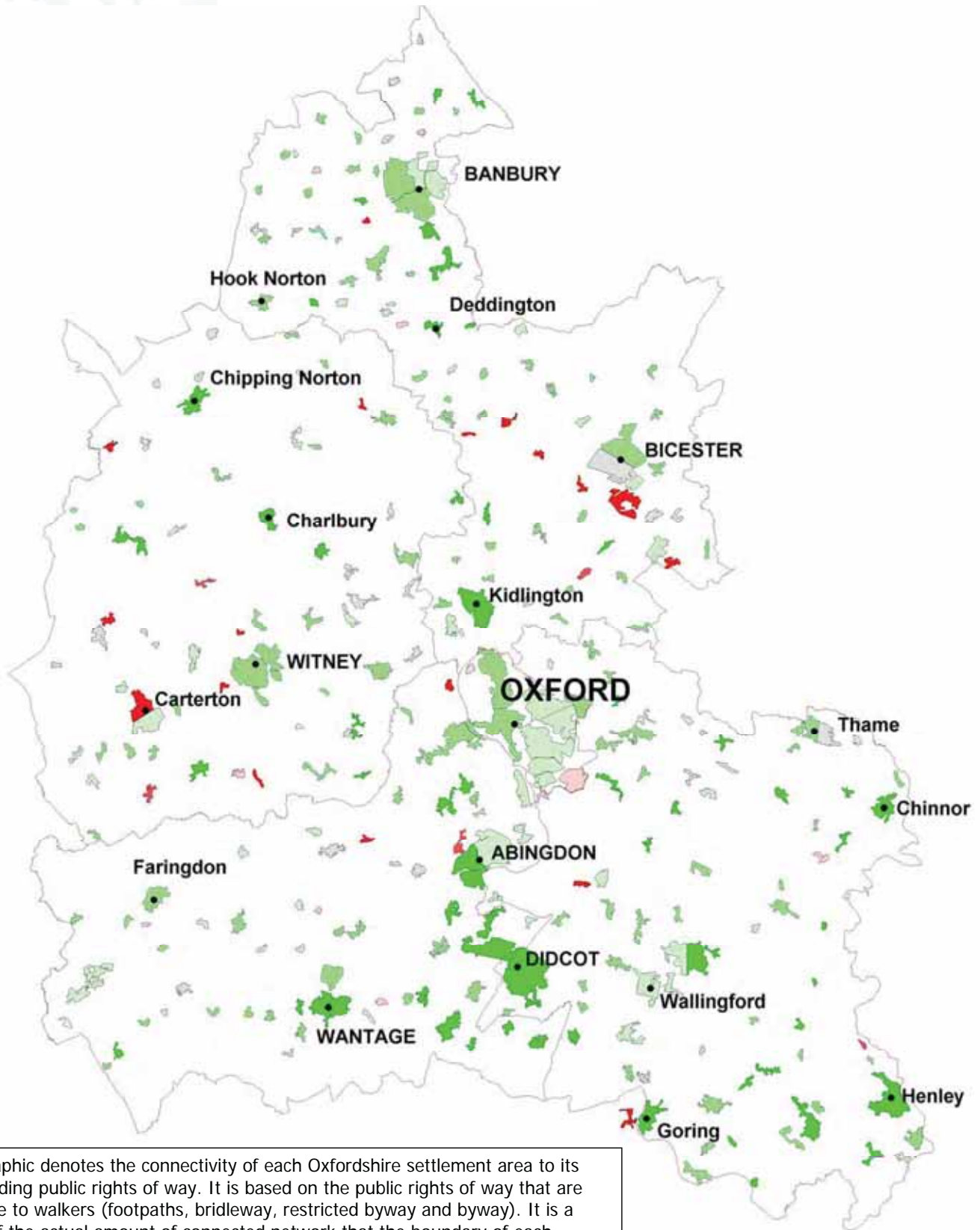
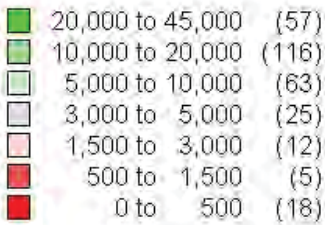


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Metres of connected network available to walkers from settlements

Uses all public rights of way. Figures in brackets are number of settlements



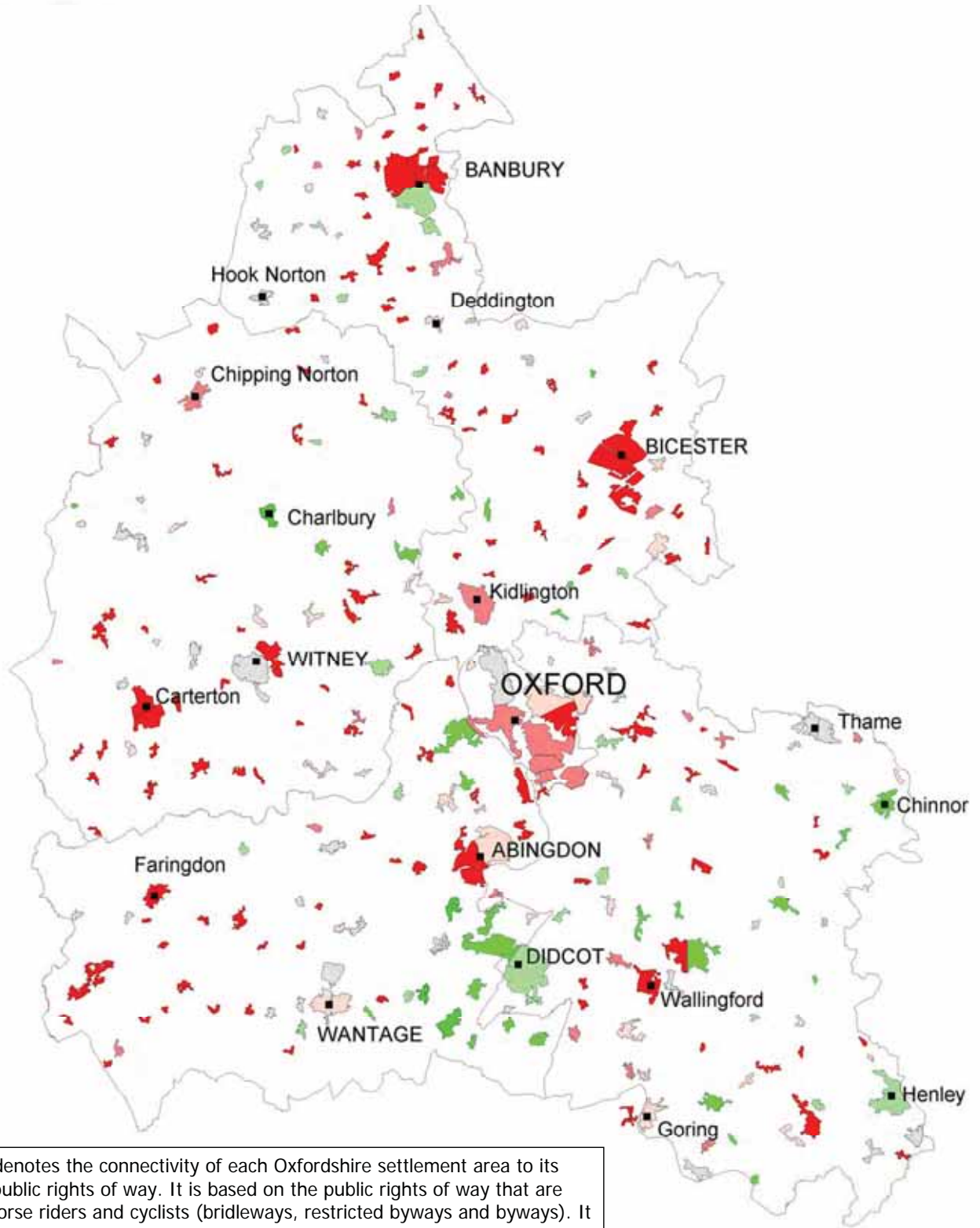
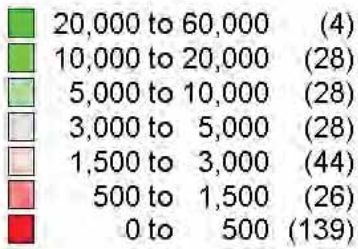
This graphic denotes the connectivity of each Oxfordshire settlement area to its surrounding public rights of way. It is based on the public rights of way that are available to walkers (footpaths, bridleway, restricted byway and byway). It is a count of the actual amount of connected network that the boundary of each settlement has access to, based on the journey options available in a fixed radius

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Metres of connected network available to riders from settlements

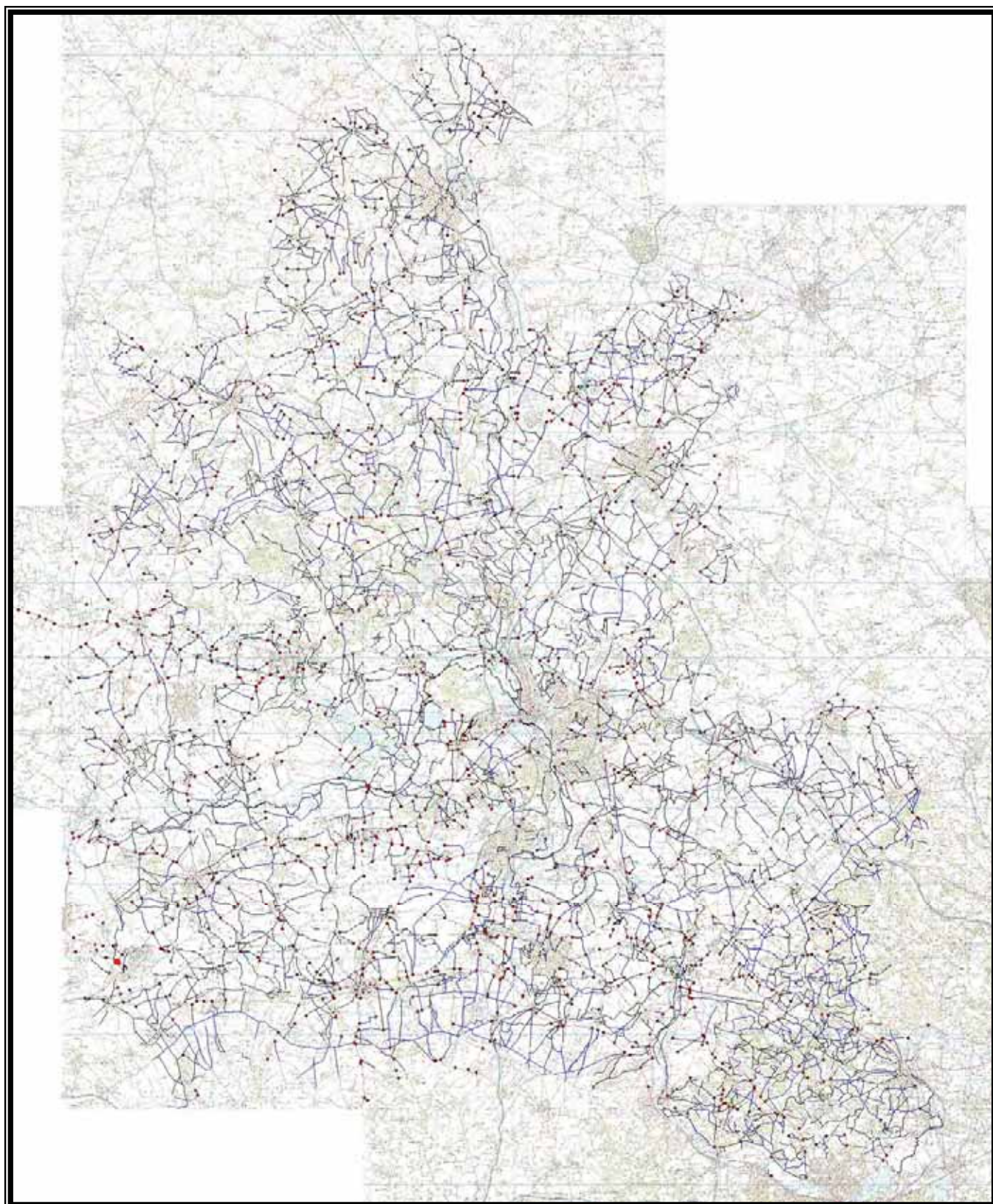
Uses all public rights of way except footpaths. Figures in brackets are numbers of settlements



This graphic denotes the connectivity of each Oxfordshire settlement area to its surrounding public rights of way. It is based on the public rights of way that are available to horse riders and cyclists (bridleways, restricted byways and byways). It is a count of the actual amount of connected network that the boundary of each settlement has access to, based on the journey options available in a fixed radius

It is not able to take account of the minor and unclassified road network, cycletracks, or other access facilities other than the public rights of way network.
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Oxfordshire - disjointed public rights of way network



Black lines are footpaths

Blue lines are for bridleways, restricted byways and byways

Red circles are the points where public rights of way meet a potential barrier