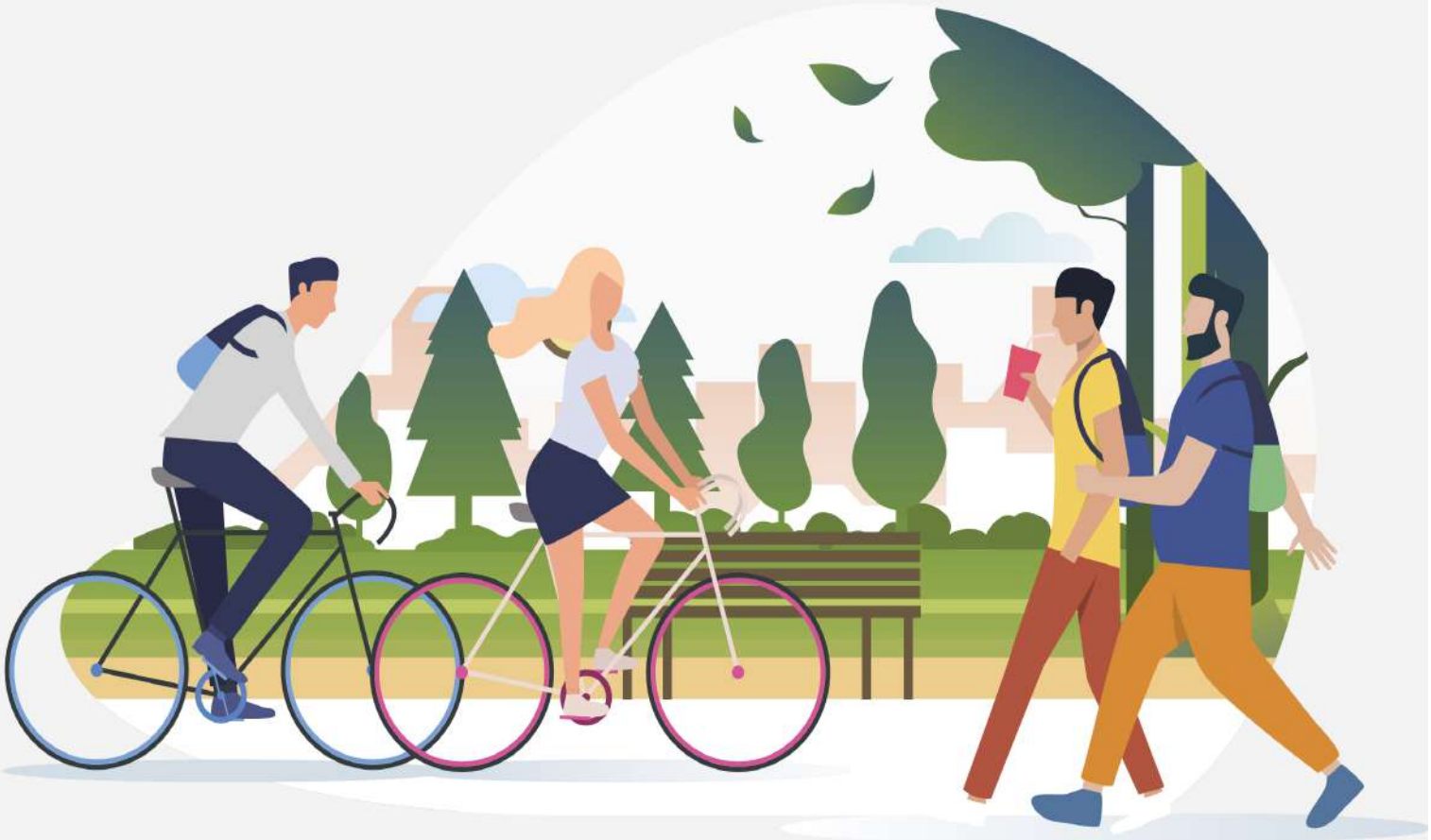
APPENDIX A

Network Planning Maps

Local cycling and walking infrastructure plan

Isle of Wight (Newport and Ryde) 2020-2030

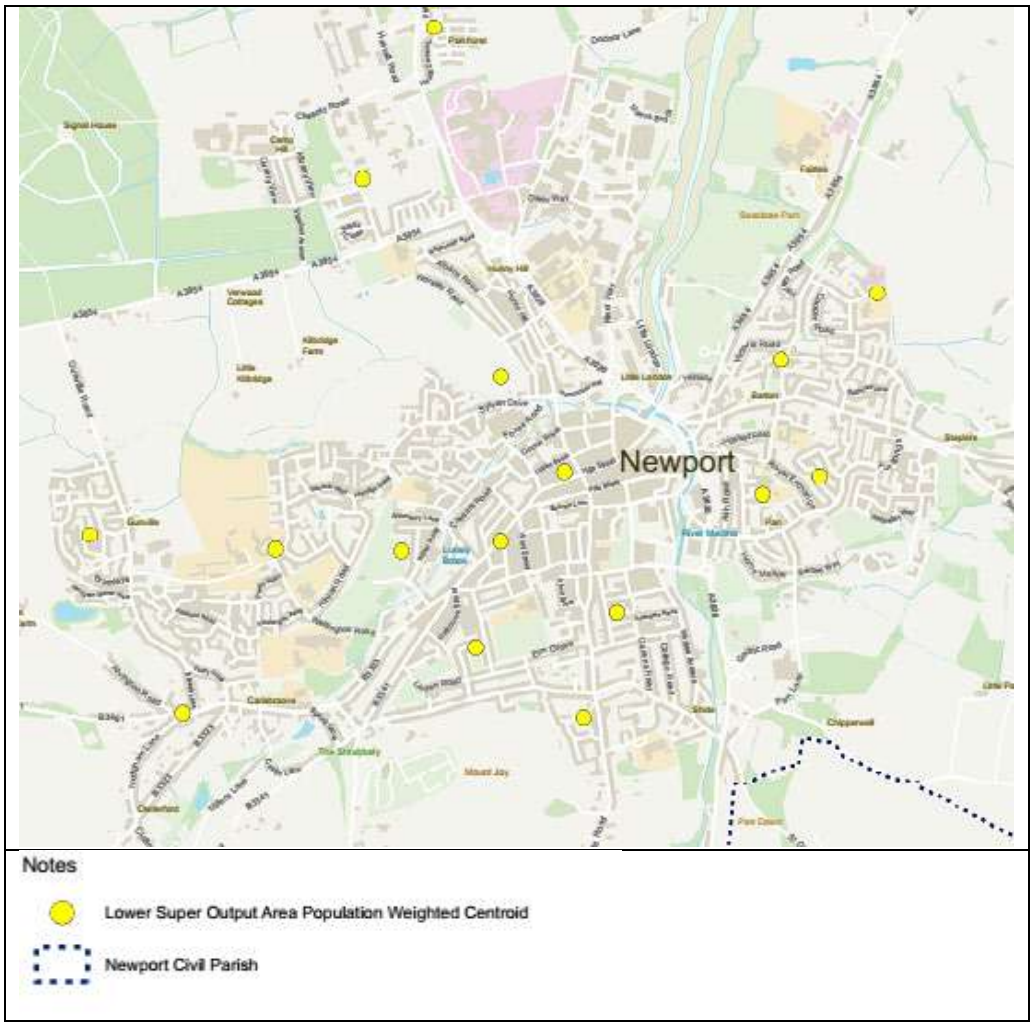


Supporting Network Planning Maps

The range of data maps contained within this appendix helped identify the key cycling and walking routes

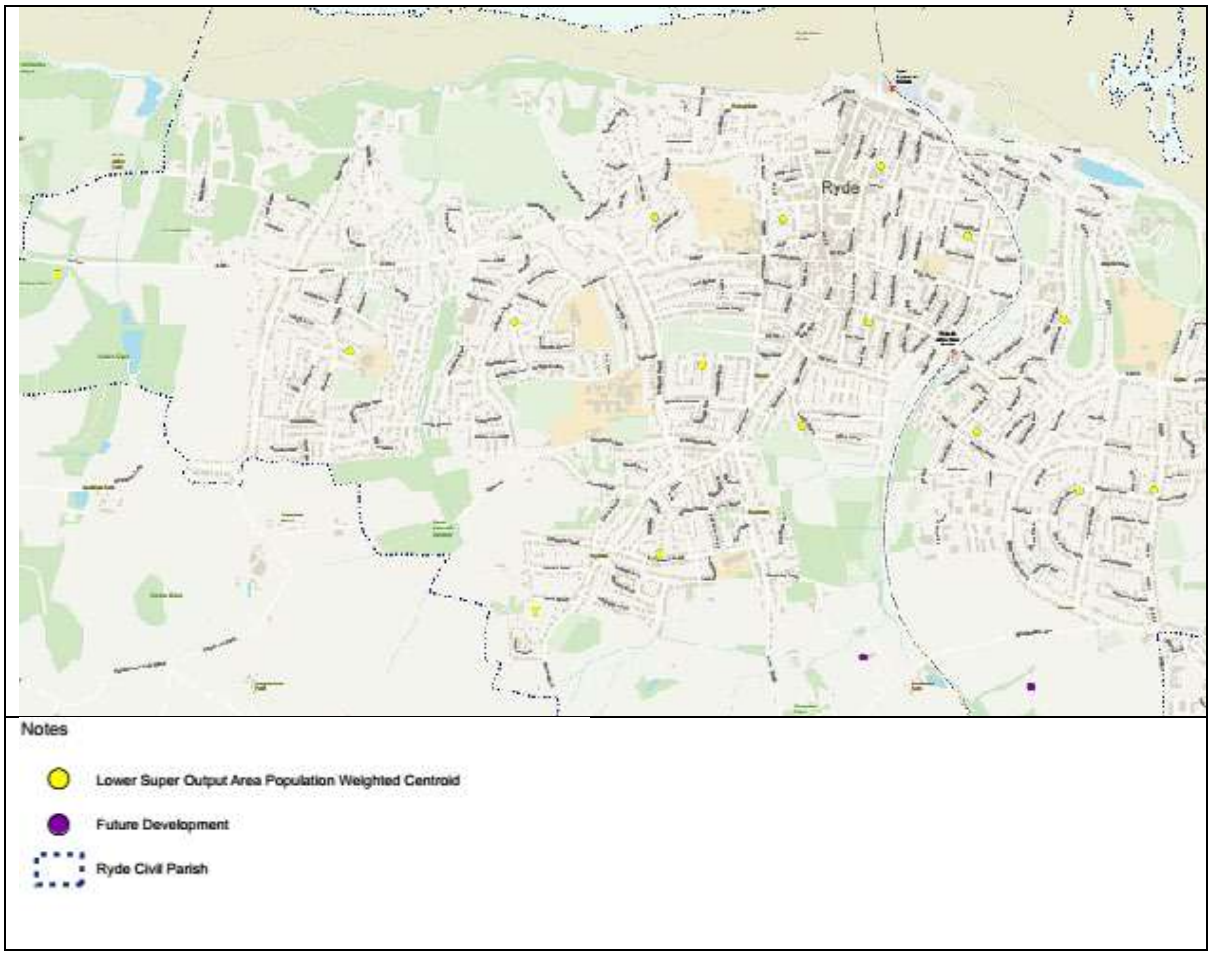
Newport Origins by Type:

The map displays the distribution of the origin points within a buffer of a radius of 5km from the town centre. This buffer considers a “cyclable” distance of 5km. The origins are represented by the LSOA Population Weighted Centroids and the future developments considered within the analysis (those of over 100 units in size only)



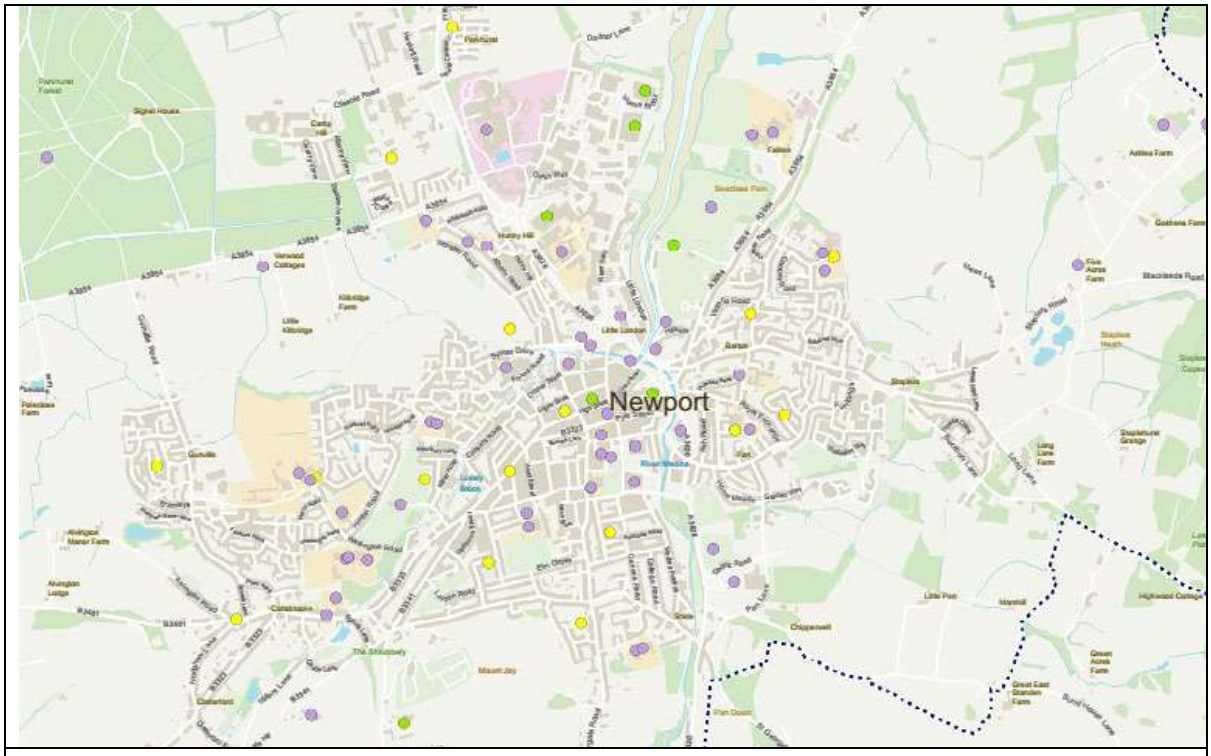
Ryde Origins by Type:

The map displays the distribution of the origin points within a buffer of a radius of 5km from the town centre. This buffer considers a “cyclable” distance of 5km. The origins are represented by the LSOA Population Weighted Centroids and the future developments considered within the analysis (those of over 100 units in size)



Newport ODs:

The map shows the different kinds of origins and destinations located within the study area. The origins are represented as a single group with a red dot, while the destinations are illustrated with an orange/yellow dot for Employment Areas and Town Centres, and a blue dot for all other destinations.



Notes

Origins

Origins - Lower Super Output Area Population Weighted Centroid

Destinations

Destinations - Employment Areas and Town Centres

Destinations - All Other Categories

Newport Civil Parish

Newport and Ryde ODs and Weighted Desire Lines:

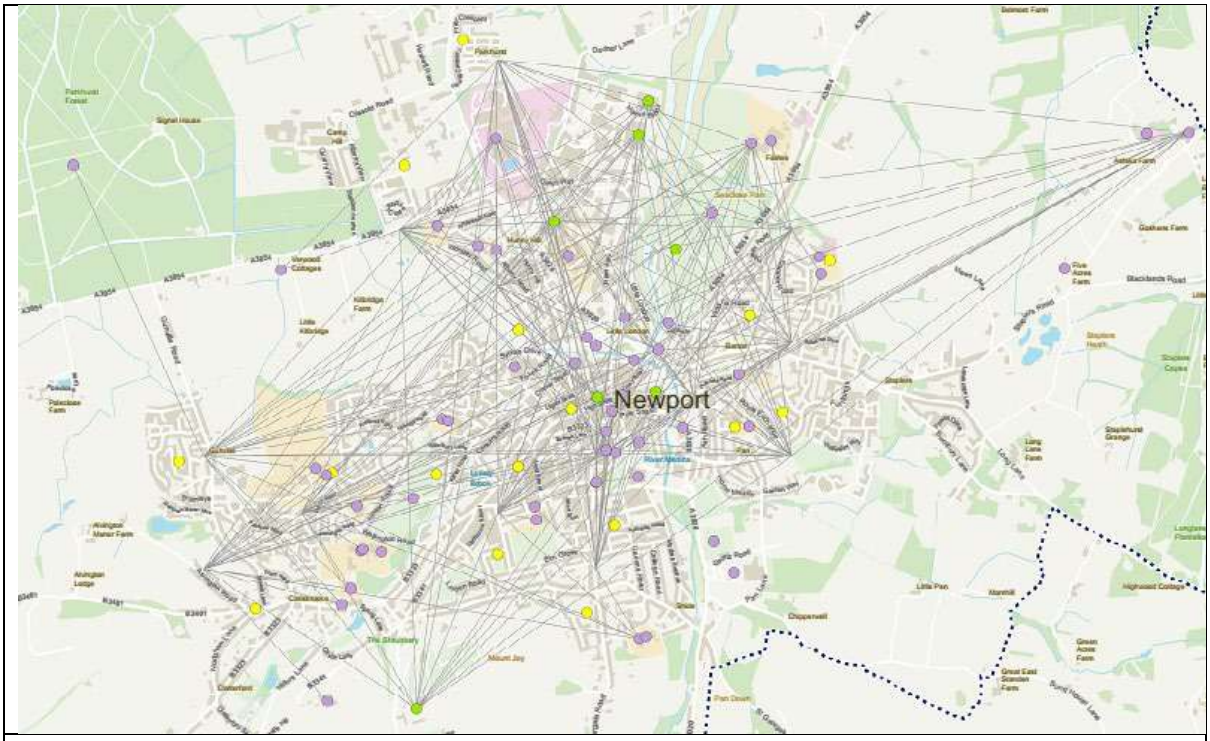
The map displays the origins and destinations represented in the previous map together with the Weighted Desire Lines. These lines illustrate the paths between the origins and destinations drawn as straight lines. The Desire Lines are drawn using the following parameters:

a) **Origins**: LSOA Population Weighted Centroids and future developments with 100+ dwellings were given a weight based on their estimated population. LSOA PWC population was obtained from the ONS 2016 estimates. Future development population was estimated by multiplying the number of units by 2.4 in line with ONS recommendations.

b) **Destinations**: destinations were given a weight based on their type.
    a. **Key employment areas** – the weight applied was based on the estimated number of jobs. This was calculated by halving the area of the building footprint to give an estimated usable floorspace. 1 job was assumed for every 30m^2.
    b. **Town centres** – each town centre was given a value from 1 – 10 representing its attractiveness, ie. a major town centre would be given a value of 10, a local or district centre would be given a lower value.
    c. All other types of destinations were treated equally.

c) For key employment areas and town centres, desire lines were drawn all to all, ie. from each origin point to each key employment area point and from each origin point to each town centre point. The desire line retains a weight based on how the weights of the point are distributed, which reflects theoretical trips. The assumption behind this is that people may not work in their closest employment area, and are likely to travel to different town and local centres depending on the facilities offered.

d) For all other destination types, a desire line was drawn from each origin to the closest of each type. The assumption behind this is that people are likely to only travel to their closest for example library or leisure centre.



Notes

Origins

Origins - Lower Super Output Area Population Weighted Centroid

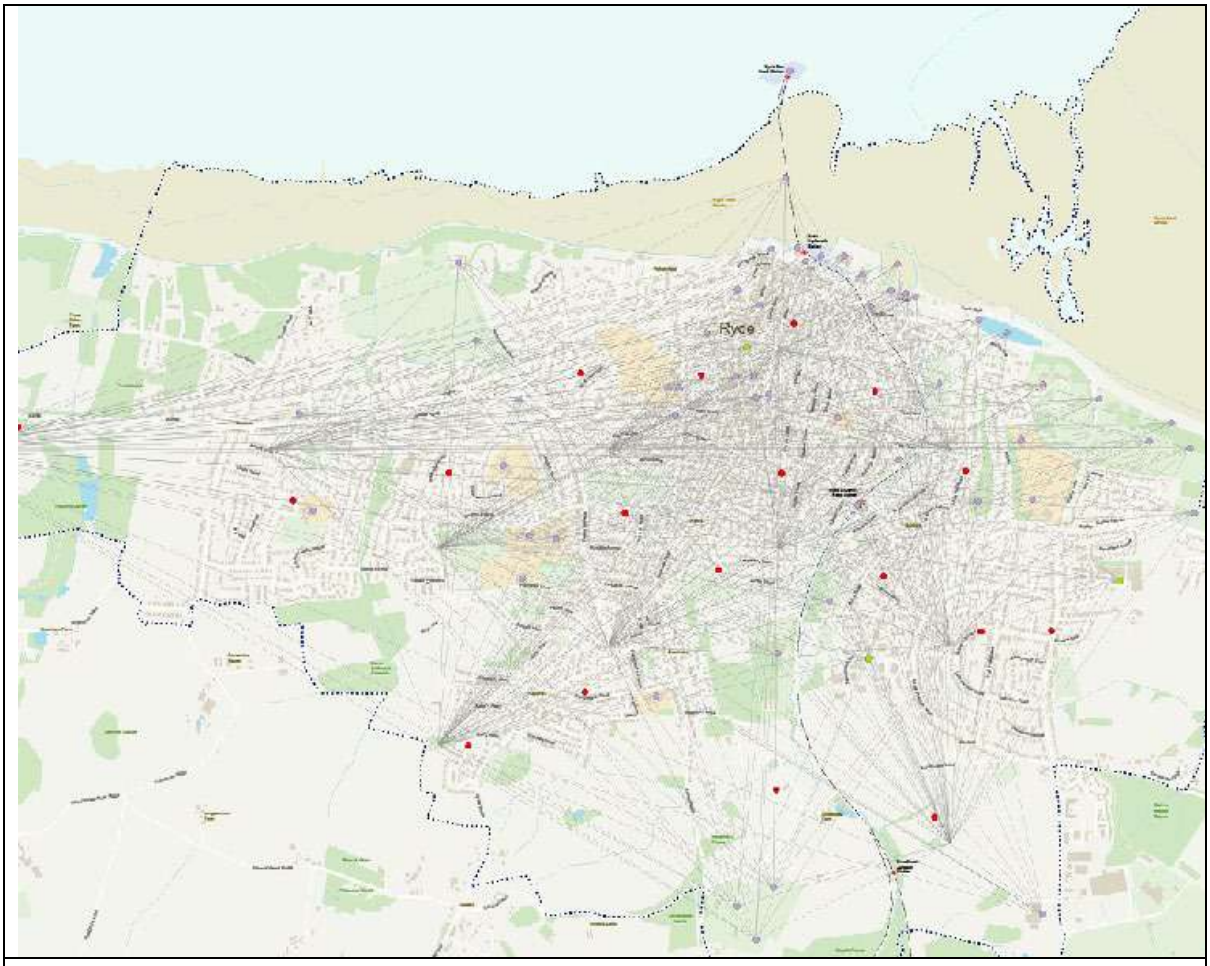
Destinations

Destinations - Employment Areas and Town Centres

Destinations - All Other Categories

Weighted Desire Lines

Newport Civil Parish



Notes

Origins

Origins - Lower Super Output Area Population Weighted Centroids and Future Developments

Destinations

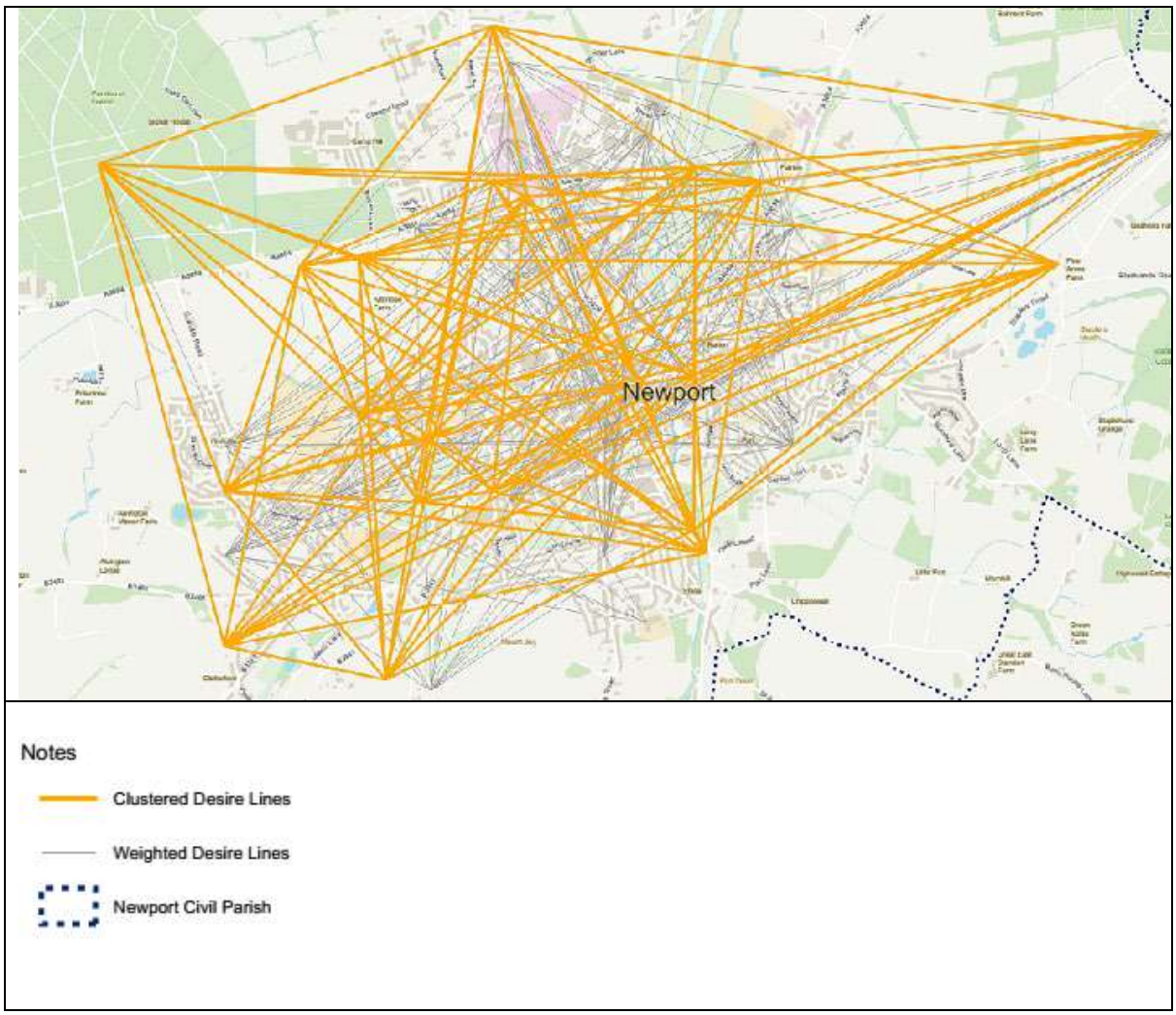
Destinations - Employment Areas and Town Centres

Destinations - All Other Categories

Weighted Desire Lines

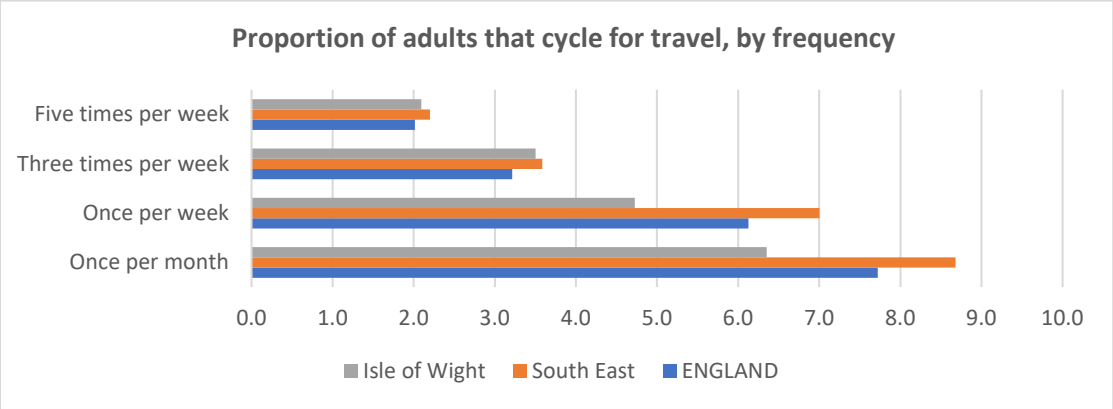
Ryde Civil Parish

Newport Weighted Desire Lines and Clustered Desire Lines:
The map illustrates the Weighted Desire Lines together with the Clustered Desire Lines. The Clustered Desire Lines derive from the Weighted Desire Lines and represent the main potential cycling flow between origins and destinations (see Clustering LCWIPs document for further detail).



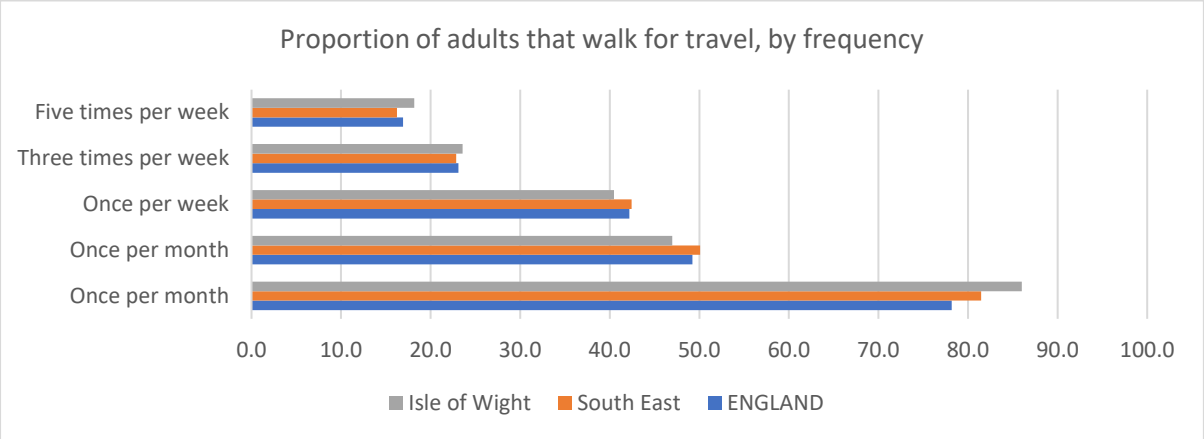
Proportion of adults that cycle for travel, by frequency (2017-2018)

The chart below shows the proportion of Isle of Wight adult residents which cycle for travel across four frequency criteria. Cycling for travel refers to cycling from place to place, e.g. from home to work. The chart shows that cycling five times per week, or three times per week, at 2.1% and 3.5% respectively, is higher than the data for England as a whole, but slightly slower than the data for the south east. The proportion of adults cycling less frequently, once a month or once a week, is lower than the equivalent data for both the south east and England as a whole.

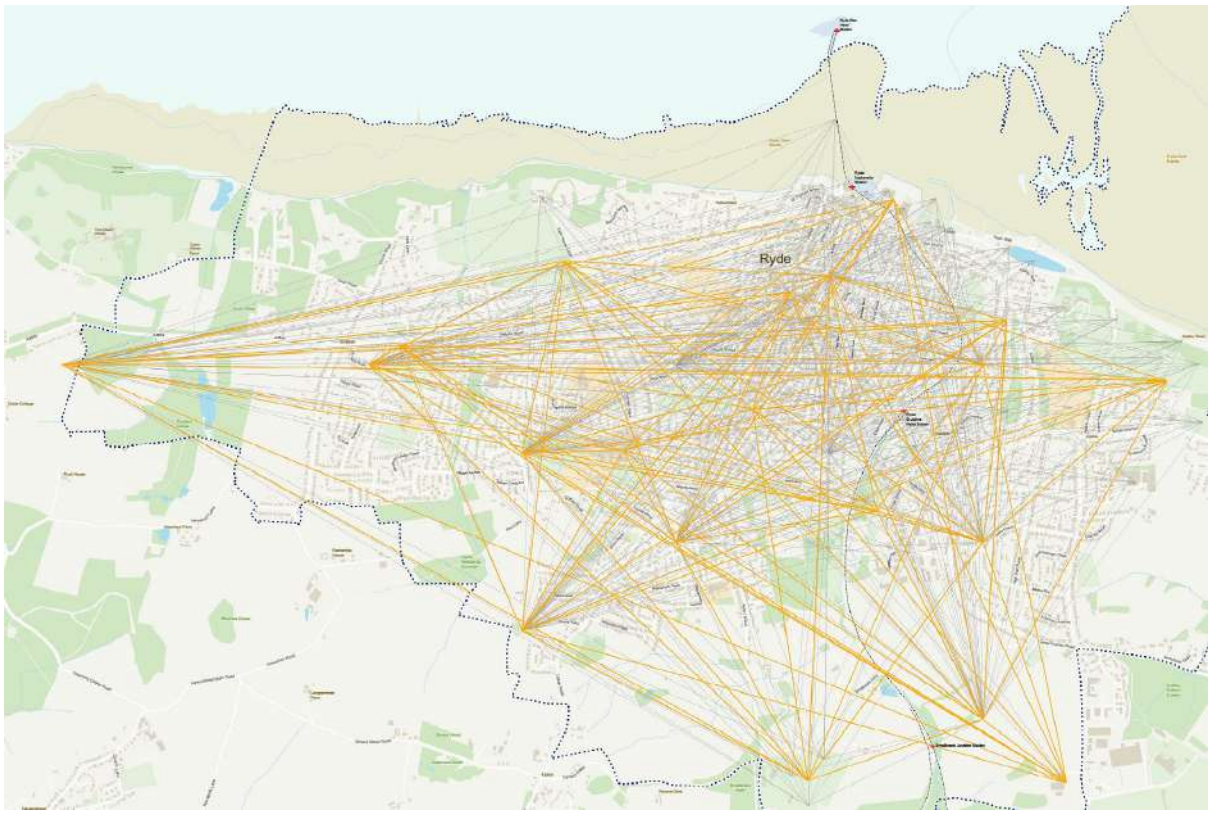


Proportion of adults that walk for utility purposes, by frequency (2017-2018).

The chart below shows the proportion of Isle of Wight adult residents which walk across four frequency criteria. Walking for travel refers to walking from place to place, e.g. from home to a place of employment. The proportion of Isle of Wight residents walking five times a week (18.2%) or three times a week (23.6%) is higher than the both the south east and England as a whole. The proportion walking at least once a month (86%) is significantly higher than the equivalent frequency for the south east (81.5%) and England as a whole (78.2%).



Ryde Weighted Desire Lines and Clustered Desire Lines: the map illustrates the Weighted Desire Lines together with the Clustered Desire Lines. The Clustered Desire Lines derive from the Weighted Desire Lines and represent the main potential cycling flow between origins and destinations (see Clustering LCWIPs document for further detail).



Ryde ODs: the map shows the different kinds of origins and destinations located within the study area. The origins are represented as a single group with a red dot, while the destinations are illustrated with an orange/yellow dot for Employment Areas and Town Centres, and a blue dot for all other destinations