



HAL
open science

Road network in an agrarian landscape: potential habitat, corridor or barrier for small mammals ?

Louis de Redon, Isabelle Le Viol, Frédéric Jiguet, Nathalie Machon, Olivier Scher, Christian Kerbiriou

► To cite this version:

Louis de Redon, Isabelle Le Viol, Frédéric Jiguet, Nathalie Machon, Olivier Scher, et al.. Road network in an agrarian landscape: potential habitat, corridor or barrier for small mammals ?. *Acta Oecologica*, 2015, 62, pp.58-65. 10.1016/j.actao.2014.12.003 . hal-02554569

HAL Id: hal-02554569

<https://hal.science/hal-02554569>

Submitted on 26 Apr 2020

HAL is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.

1 **Road network in an agrarian landscape:**
2 **potential habitat, corridor or barrier for small mammals ?**

3
4 Redon (de), Louis^{1, 2}; Le Viol, Isabelle²; Jiguet, Frédéric²; Machon, Nathalie²; Scher, Olivier³;
5 Kerbiriou, Christian^{2*}.

6
7 ¹ AgroParisTech-ENGREF, 19 av. du Maine, 75 015 Paris, France.

8
9 ² Muséum National d'Histoire Naturelle. Conservation des Espèces, Restauration et Suivi des
10 Populations - UMR 7204 MNHN-CNRS-UPMC, 55 rue Buffon, 75005 Paris, France.

11
12 ³ Conservatoire des Espaces Naturels de Languedoc-Roussillon, 474 allée Henri II de
13 Montmorency, 34 000 Montpellier -

14
15 * Corresponding author; Fax: (+33) 140 79 38 35; E-mail: kerbiriou@mnhn.fr;

1 **Abstract (248 words)**

2 If the negative effects of road networks on biodiversity are now recognized, their role as
3 barriers, habitats or corridors remain to be clarified in human altered landscapes in which road
4 verges often constitute the few semi-natural habitats where a part of biodiversity important for
5 ecosystem functioning may maintain. In human-dominated landscape, their roles are crucial
6 to precise in comparison to other habitats for small mammal species considered as major
7 natural actors (pests (voles) or biological control agents (shrew)).

8 We studied these roles through the comparison of small mammal abundance captured (418
9 individuals belonging to 8 species) using non-attractive pitfall traps (n = 813) in 176 sampled
10 sites distributed in marginal zones of road and crop, in natural areas and in fields. We
11 examined the effect of roadside width and isolation of sites.

12 We found the higher small mammal abundances in roadside verges and an effect of width
13 margins for shrews. The significant effect of the distance to the next adjacent natural habitat
14 at the same side of the road on the relative abundance of *S. coronatus*, and the absence of a
15 significant effect of distance to the next natural habitat at the opposite side of road, suggest
16 that highway and road verges could be used as corridor for their dispersal, but have also a
17 barrier effect for shrews. Our results show that in intensive agricultural landscapes roadside
18 and highway verges may often serve as refuge, habitat and corridor for small mammals
19 depending on species and margin characteristics.

20

21

1

2 **Keywords**

3 Dispersal; marginal areas; roadside; road management; *Sorex coronatus*; *Microtus arvalis*.

4

5 **Highlights**

6 We assess abundance of small mammals in road verges, fields, field margins and woods.

7 One of the most important factor influencing abundance was the margin width

8 Results suggest a corridors effect and a barrier effect of roads for small mammals

1 **1. Introduction**

2 Road networks have strongly expanded over large areas with human population growth
3 (Watts et al. 2007) so that the majority of the total area for the more developed countries is
4 under their influence (Reijnen et al. 1995; Forman 2000; Selva et al. 2011). Unfortunately,
5 roads are known to have major negative impacts on species and ecosystem dynamics,
6 modifying landscape structure, through habitat destruction, alteration and fragmentation
7 (Forman and Alexander 1998; Sauvajo et al. 1998; Trombulak and Frissel 2000; Liu et al.
8 2008). One major impact identified is the reduction of populations size of a wide variety of
9 species (Fahrig and Rytwinski 2009; Benítez-López et al. 2010; Rytwinski and Fahrig 2012)
10 through increase in mortality by collision (Shuttleworth 2001), fragmentation of home ranges,
11 habitat destruction, disturbance of foraging and reproductive behaviors (Siemers and Schaub
12 2011) and barriers to movements which decrease landscape connectivity (Rico et al. 2007).
13 This fragmentation may result in the ultimate division of the population adjacent to roads into
14 smaller isolated subpopulation involving a decrease in the genetic diversity of such isolated
15 population (Rico et al. 2009). However, the potential biological value of road verges in
16 anthropogenic altered landscape has also long been recognized (Way 1977). Sides of linear
17 transport structures, i.e. linear areas of semi-natural vegetation, may provide refuges and/or
18 corridors (Davies and Pullin 2007) to a large number of taxa (Hansen and Jensen 1972;
19 Bennett 1990; Merriam et al. 1990; Hodkinson and Thompson 1997; Penone et al. 2012). In
20 some cases, they are known to significantly contribute to the conservation of indigenous flora
21 (Spooner et al. 2004; O'Farrell and Milton 2006) and fauna (Meunier et al. 2000; Ries et al.
22 2001).

23 Actually, their role as refuges may depend on their surrounding landscape: in natural habitats,
24 generally supporting a high species diversity, road verges do not provide particular habitat to
25 threatened local species (O'Farrell and Milton 2006). Ranta (2008) showed that the usual

1 extensive management techniques were not sustainable for the survival of endangered species
2 on a roadside site. Roads network even can have negative effects, especially in favoring
3 invasion by exotic species (Hansen and Clevenger 2005; Brown et al. 2006). By contrast, in
4 human dominated areas such as intensive agricultural landscapes, where non-agricultural
5 habitats (e.g. edges) are sparse and critical to the conservation of biological diversity and
6 ecological processes (Burel 1996), road verges should play a crucial role as a refuge and
7 ecological corridors (Dawson 1994; Tikka et al. 2001; Dawson 2002; Le Viol et al. 2008,
8 2012; Penone et al. 2012).

9 Hence, there is a crucial need to assess the roles of road verges as refuges,
10 corridors or barriers, and more particularly for small mammals in agrarian landscapes that are
11 supposed to take an important place in the ecosystem functioning. Small mammals are indeed
12 known to be major natural actors of agrarian ecosystems: some of them are considered as
13 pests (Sullivan et al. 1998) while others strongly regulate invertebrate populations in fields
14 and grasslands (Churchfield et al. 1991). These are crucial to ensure good agricultural
15 production (Schoener 1988; Spiller and Schoener 1990; Dial and Roughgarden 1995) because
16 they control for low pest species abundances (Maisonneuve and Rioux 2001). However, while
17 small mammals are regularly observed or trapped in field margins of agrarian landscapes, the
18 role of road verges as refuge or corridor in comparison to other habitats at the landscape scale
19 has rarely been assessed and results are still scarce and often contradictory. In some studies,
20 small mammals have been observed to spread tens of kilometres along highway roadsides
21 (Getz et al. 1978). Roadsides are thus considered as effective corridors for them (Suckling
22 1984; Bennett 1990; Verkaar 1990). Other studies showed that roads could be a significant
23 barrier to dispersal of many animals (Rico et al. 2007), particularly in the case of high traffic
24 rates (Harris and Silva-Lopez 1992). Given the high potential impact of these animals on local
25 agricultural economies, it is important to better understand the role of roadsides among other

1 habitats on the population dynamics of small mammals. In this way, according to the results
2 on the ecological importance of road verges in agricultural landscapes, it will be possible to
3 determine how much roadside management should take into account populations of small
4 mammals.

5
6 The aim of the present study is to assess the role of road verges as habitats, corridors
7 or barriers for small mammal species in an intensive agricultural ecosystem. First, their role as
8 habitat was evaluated by comparing the relative abundance of small mammals in road verges,
9 according to their characteristics (width...) and compared to their abundance in other habitats
10 such as fields, field margins and woods. Second, in order to evaluate their potential corridor
11 effect, we investigated the relationship between small mammal abundances in portions of
12 verges and their distance to the closest adjacent (= connected) natural habitats (such as woods
13 or meadows). Finally, we attempted to identify barrier effects by defining the relationships
14 between small mammal abundance in portion of verges and their distance to the nearest
15 natural habitat adjacent to the verge of the other side of the road and compare it to the
16 relationship with distance to the natural habitats of the same side of the road.

17

18 **2. Materials and methods**

19

20 *2.1. Study area*

21 The study area is an intensive agricultural plain located in the region Ile-de-France in the
22 surroundings of Paris (48° 51' North - 2° 21' East, Fig. 1). It is thus mainly composed of
23 urban areas covering 18.2% of the global area and of agricultural fields used for intensive
24 cropping, especially wheat, sugar beet and rapeseed covering 49.0%). The main “natural”
25 habitat is woodland representing about 23.7% of land cover (see Appendix A). In the study

1 area, the road network is 38,906 km long, *i.e.* 3.23 km of highways and roads per km². Road
2 network verges (highway or roadside) and field margins are herbaceous strip mowed once or
3 twice each year, differing mainly by their width (15.7 ± 6.6 m [10.0 - 21.5] for highway
4 verges, *HV*, 7.2 ± 3.4 m [4.3 - 14.6] for road verges, *RV*, and 4.0 ± 0.4 m for [2.0 – 10.0] for
5 field margin, *FM*). The average height of grass strips is less than 1 meter in June while five
6 plant species dominate this communities (*Dactylis glomerata*, *Festuca ssp*, *Heracleum*
7 *sphondylium*, *Galium ssp*, *Plantago lanceolata* have an occurrence exceeding 50%). All
8 sampled sites (highway, roads and fields) are close to crops typical of intensive agrarian
9 landscape (wheat and rape totalized 81% of crops in the sampling, with no obvious bias
10 among site types: Fisher's exact test, $P=0.31$). We also verified that studied highway verges
11 and road verges have similar distance ranges to woods (490 ± 83 m [10 - 2100] for highway
12 verges, *HV*, and 973 ± 118 m for [80 – 4450] for road verges, *RV*). Verges of this road
13 network represent 1.6% of the total area of the region (highway verges: 0.4%, road verges:
14 1.2%) and field margins (margins comprised between two adjacent agricultural fields), 1.5%
15 of the territory.

16

17 2.2. Sampling design

18 To examine the habitat, corridor and barrier roles of road verges, we sampled the two types of
19 road verges: we studied 31 sites along highways (noted *HV*) and 48 sites along roads (noted
20 *RV*). A site consisted of 5 traps placed linearly every twenty meters along the way in the
21 middle of the verges (for more details see Le Viol et al. 2008; Redon (de) et al. 2010).

22 To assess the relative importance of verges for small mammals in the landscape, we
23 also sampled the main habitat present in this area: fields, $n = 65$ sites and wood, $n = 32$. Fields
24 margins and inside field were sampled (Fig. 1) as following: margins (65 fields, noted *FM*)
25 each consisting of three traps placed around the field separated from each other by at least 100

1 meters); inside fields at 25 m from the hedges (65 fields, noted *F25*, consisting of two traps
2 with a distance of twenty meters), and inside field at 50 m from the hedges (56 fields, noted
3 *F50*, consisting of two traps with a distance of twenty meters). Woods (32 sites, noted *WD*)
4 were sampled with one trap randomly placed in each studied wood (Fig. 1). A total of 864
5 traps were thus installed in the 176 sites, but 813 traps installed were recovered (Table 1).
6 Most traps destroyed during the sampling period were located within or around the fields: in
7 field margins (*FM*: 4% of traps destroyed), fields-25m (*F25*: 15%) and fields-50m (*F50*:
8 21%).

9

10 *2.3. Small mammals capture and determination*

11 The number of caught individuals was used as a proxy to estimate their relative abundance in
12 the sites. Sampling was carried out simultaneously in 2006 from May the 2nd to June the 4th,
13 (i.e. 31 nights of trapping for each site). For more technical details see Appendix B and Le
14 Viol et al. 2008; Redon (de) et al. 2010; Vergnes 2013). Each animal was dissected and
15 identified mainly using its morphological cranial characteristics, such as teeth, according to
16 Chaline et al. (1974).

17

18 *2.4. Data analysis*

19 *2.4.1. Variation of species richness among habitat*

20 In order to estimate potential differences in richness among habitats, we assessed an estimated
21 richness per habitat using species accumulation method (Kindt et al. 2006; R package *vegan*,
22 function: *specaccum*) which allow to estimate the number of species from a certain number of
23 sampled sites (here a random sample of 30 traps for each habitat: *HV*, *RV*, *FM*, *F25*, *F50* &
24 *WD*).

25

1 2.4.2. Verges and margins as habitats

2 To identify the habitats preferentially used by small mammals, we evaluated their relative
3 abundance (particularly that of the two most observed species: *Microtus arvalis* and *Sorex*
4 *coronatus*) at the trap scale in the habitats (*HV*, *RV*, *FM*, *F25*, *F50* & *WD*). According to the
5 hierarchical structure of the sampling design (traps within site), we used a Generalized Linear
6 Mixed Model (GLMMs, package *lme4*, Zuur et al. 2009) with a Poisson error distribution
7 (count data) and with a random effect of sites. This approach allows accounting for potential
8 spatial pseudoreplication, linked to the hierarchical structure in the sampling design (Crawley
9 2009). We explore data for potential spatial autocorrelation using a variogram tool (R package
10 *spatial*, Bivand et al. 2008) and according to the slight spatial trend detected, we added an
11 autocovariate (i.e., a distance-weighted function of neighboring response values, here weights
12 by the square of inverse distance; Dormann et al. 2007, Penone et al., 2013) with the autocov
13 *dist* function in R (package *spdep*, Roger Bivand).

14

15 2.4.3. Environmental variables influencing the abundance of *M. arvalis* and *S. coronatus* on 16 highway and road verges

17 To go further, we focused on highway and road verges at the site scale. We assessed how
18 abundances of *M. arvalis* and *S. coronatus* were influenced by margin types (*HV*, *RV*)
19 compared to other environmental variables. These latest were car traffic (*CT*), margin width
20 (*MW*), distance to nearest wood (distance as the crow flies *NW*), distance to the nearest crop
21 (distance as the crow flies *NC*), proportion of forest habitat in a 250 meters buffer (*W250*),
22 proportion of forest habitat in a 500 meters buffer (*W500*) and crop type in the field (*CT*). We
23 simultaneously took into account all habitat variables in the analysis using Hierarchical
24 Partitioning (R package *hier.part*, Chris Walsh), a multiple regression analytical method that

1 allows to identify the most likely causal factors while alleviating multicollinearity problems
2 (Mac Nally 2000).

3 In a second step, we focused on the potential influence of margin width among *HV*, *RV* and
4 *FM* on the relative abundance of mammals using the same GLMM modelling structure than
5 previously. The only difference was that the effect of margin width was adjusted to the
6 distance to the nearest crop for *S. coronatus*; and to the crop type in the field for *M. arvalis*,
7 according to Hierarchical Partitioning results (see 3.3). In addition, we used a Generalized
8 Additive Model (GAM, package *mgcv*, Hastie and Tibshirani 1990) to identify graphically the
9 potential non-linear effects of margin width on the relative abundances of mammals.

10

11 2.4.4. Highway and road verges as corridors

12 If small mammals move along their territories located in preferred natural habitats through the
13 verges, we should expect more captures in verges located in the neighbourhood of natural
14 habitats. Thus, we focused at the site scale (sum of the 5 traps/site), with a restriction to
15 highway and road verges and calculated the distance between each verge site (*HV* & *RV* sites)
16 and the nearest adjacent (= connected) meadows or woods (distance noted *DC*, Fig. 2) and
17 tested its effect, on the relative abundance of *M. arvalis* and *S. coronatus* using a GLM. This
18 effect was adjusted to the margin width and to the distance to the nearest crop for *S.*
19 *coronatus*; to the margin width and to the crop type for *M. arvalis* according to Hierarchical
20 Partitioning result (see 3.3). For each species, we performed Generalized Linear Models
21 (GLM), a first one for road sites and a second for highway sites. Since *S. coronatus* is a
22 territorial species (Neet and Hausser 1990), we used a second approach to evaluate the effect
23 of the distance to the nearest adjacent natural habitat. According to Cantoni (2002), its
24 population densities are about 10.8 individuals per ha *i.e.* a territory can be approximately
25 represented by a disk of 926m², we then sorted verge sites in two categories: sites near a

1 natural habitat (sites *A*), *i.e.* less distant than ten territories diameters (343m), and sites far
2 from a natural habitat (sites *B*), *i.e.* more distant than ten territories diameters. We then tested
3 for differences in species abundance between the two site categories with a GLM.

4

5 *2.4.5. Highway and roadside verges as barrier for S. coronatus*

6 If roads and highways are barriers for *S. coronatus* and if the previous hypothesis is verified
7 (*i.e.* significant effects of distance to nearest adjacent habitat, *DC*, on shrew abundance), we
8 should find no effect of distance to the nearest natural habitat located on the other side of the
9 road on the abundance of *S. coronatus*. Thus we calculated the distance between each verge of
10 *RV* and the next natural habitat of the other side of the road (distance noted *DX*, Fig. 2). As
11 previously, we sorted verges in two categories (*A*: <343m and *B*: >343m) and ran GLM to test
12 the difference of abundance of shrews between the sites of the two categories. Since wood or
13 meadows are expected not to be a favourable habitat for voles (agrarian species) we are not
14 able to test effect of road as corridor for these species.

15

16 All linear models (GLMs and GLMMs) were performed using R (R Development Core Team,
17 2010) and with a Poisson error distribution (count data). For GLMs, results were evaluated
18 using a type II ANOVA with a F-test (R package car; Fox and Weisberg, 2011) and *P*-values
19 were corrected for potential overdispersion following Faraway (2006).

20

21 **3. Results**

22 *3.1 Variation of species richness among habitat*

23 A total of eight species were trapped among the different habitats: three shrew species
24 (*Crocidura russula*, *S. coronatus* and *S. minutus*), three vole species (*Clethrionomys*
25 *glareolus*, *Microtus agrestis* and *M. arvalis*) and two mice species (*Apodemus flavicollis* and

1 *Apodemus sylvaticus*). According to estimated richness (Table 1), woods, highway verges and
2 road verges, exhibited a quite similar richness. However their richness are higher than fields
3 and field margins. Two species (*M. arvalis* and *S. coronatus*) represented 78% of collected
4 individuals (Table 1), and we further only focused on these two species. Sample sizes for the
5 other species were too small to be properly analysed.

6

7 *3.2. Verges and margins as habitats*

8 GLMMs indicated that the relative abundance of *M. arvalis* (Fig. 3a) in roadside verges did
9 not differ significantly from their abundance in highway verges (t-value = 0.648; $P = 0.52$),
10 respectively *HV*: 0.24 ± 0.05 SE and *RV*: 0.30 ± 0.02 SE individuals/trap. In field habitats,
11 densities are significantly lower (See Table 1; *F25*: z-value = -2.389; $P = 0.02$; *F50*: z-value =
12 2.321; $P = 0.02$). In field margins, which are very similar habitat to highway and roadside
13 verges (z-value = -1.945; $P = 0.04$) their density was also slightly lower. *M. arvalis* was not
14 detected in woods (*WD*).

15 *S. coronatus* (Fig. 3b) varied in abundance among habitats. They were abundant in verge
16 habitats but significantly more in highway than in road verges (*HV*: 0.63 ± 0.08 SE & *RV*:
17 0.26 ± 0.05 SE individuals/trap; t-value = -4.189, $P < 0.0001$). In fields, their abundances
18 were very low (*FM*: 0.05 ± 0.02 SE individuals/trap) and significantly lower than in highway
19 verges (*FM*: t-value = -3.384; $P < 0.0001$; *F25*: z-value = -5.212; $P < 0.0001$; none was
20 captured in field-50m, *F50*). This species was detected in woods but significantly at lower
21 rate than in highway verges (*WD*: 0.16 ± 0.08 SE individuals/trap; t-value = -2.439; $P = 0.02$).

22

23 *3.3. Environmental variables influencing the abundance of M. arvalis and S. coronatus on*
24 *verges and margins*

1 The main variable influencing the abundance of *M. arvalis* is the crop type in the field and
2 margin width, whereas for *S. coronatus* margins types (*HV* vs *RV*), distance to the nearest
3 crop and margin width appeared to have a similar importance (Table 2). The influence of the
4 distance to the nearest wood, the proportion of forest habitat in a 250 or 500 meters buffer and
5 the car traffic were weak predictors of abundance for both species (Table 2).

6 The margin width did not influence the relative abundance of *M. arvalis* ($Chisq=1.262$; $df=1$
7 ; $P=0.26$), note that crop type was not significant ($Chisq=5.786$; $df=2$; $P=0.06$). For *S.*
8 *coronatus*, we detected a significant positive effect of margin width on shrew abundance
9 ($Chisq=7.973$; $df=1$; $P=0.005$), again the variable of adjustment (here distance to the nearest
10 crop) was not significant ($Chisq=1.144$; $df=1$; $P=0.28$). We further detected a non-linear
11 pattern: the abundance of shrew increased drastically with an increase of margin width until
12 12 meters (see Appendix C for pattern of with effect on relative abundance).

13

14 3.4. Verges and margins as corridors

15 In the *HV* sites, we did not detect any effect of the distance to the nearest adjacent natural
16 habitat, (*DC*) neither for *S. coronatus* ($F_{1,26} = 0.52$; $P = 0.47$) nor for *M. arvalis* ($F_{1,26} = 0.36$;
17 $P = 0.55$). In the *RV* sites, *S. coronatus* abundance was negatively correlated to the distance to
18 the nearest adjacent natural habitat, *DC* ($F_{1,44} = 2.21$; $P = 0.03$) whereas no effect was
19 detected for *M. arvalis* ($F_{1,43} = 2.67$; $P = 0.11$). When considering the difference between
20 verge sites separated in two categories of distance (i.e. sites less distant than ten territories
21 diameters (site A), versus sites far from a natural habitat (sites B)), the pattern was even
22 strengthened for *S. coronatus*: In *HV* sites and for *S. coronatus*, we again did not detect an
23 influence of the distance to the nearest connected natural habitat, *DC* ($F_{1,26} = 0.78$; $P = 0.39$;
24 Fig. 4). But in *RV* sites, abundances of *S. coronatus* were negatively correlated to the distance
25 to the nearest connected natural habitat, *DC* ($F_{1,43} = 25.06$; $P < 0.001$; Fig. 4).

1

2 3.5. Roads as barrier for shrews

3 Because we did not found any effect of connected distance (*DC*) on shrew abundances in
4 highway verges, we focused these analyses on road verges and found no correlation between
5 shrew densities and the distance to the nearest adjacent natural habitat situated on the opposite
6 side of road (*DX*) ($F_{1,47} = 0.50$; $P = 0.48$).

7

8 4. Discussion

9 This set of experiment was conducted with traps usually used for soil arthropods, during
10 another experiment (Le Viol et al. 2008) which had unfortunately led to the capture of small
11 mammals. For monitoring most terrestrial small mammals, the Sherman live trap has become
12 the standard foldable; however, pitfalls work also well (Hoffmann et al. 2010). Their
13 placement is often rewarded by the capture of small shrews less sampled with any other
14 method (Kalko & Handley, 1993; Nicolas & Colyn, 2006). In addition, pitfall set-up and
15 results can sometimes be shared with entomologists and herpetologists who might be working
16 on the same inventory (Hoffmann et al. 2010). Despite our sampling covers only one month at
17 a suboptimal period (the best time for effective trapping of small terrestrial mammals being in
18 autumn), given the number of animals collected (n=418) and efficient sampling plots (n=813),
19 statistical analyses were possible, and hypothesis concerning the ecological role of verges
20 could be tested, in assuming that, at least for two of the species, the number of mammals
21 collected was a good proxy of their densities or rate of passage in the study sites (see Redon
22 (de) et al. 2009, a study using such pitfall capture and that allow identify effects of roadside
23 verges on vole outbreaks).

24 First, confirming previous published observations (Adams and Geis 1983), densities of small
25 mammals were important in verge habitats compare to neighbouring habitats (wood, fields

1 and field margins). Furthermore, when looking at richness highway verges and road verges
2 present a similar diversity than natural areas (woods) and a greater diversity than fields. This
3 suggest the importance of these marginal areas to host small mammals in intensive agrarian
4 landscapes and the role they could play for biodiversity conservation. Nevertheless, whereas
5 both frequented by voles (*M. arvalis*) and shrews (*S. coronatus*), the role of these margins
6 seemed to differ between these species. Thus, our results confirmed that the ecological
7 functions of different elements of a landscape are strongly species dependant (Noss 1987;
8 Beier and Noss 1998).

9

10 *4.1. Verges as habitat for voles*

11 Higher relative abundance of voles (*M. arvalis*) were found in marginal zones compared to
12 those in fields, in accordance with Adams and Geis' study (1983). We suggest that these
13 margins represent the main habitats of the landscape used by these species. Thus the presence
14 of such verges maintains a reservoir of rodents considered as agricultural pests in the
15 neighbourhood of the fields. Delattre et al. (1999) showed for this species that the dynamics
16 of abundance cycles depended on landscape structure. Indeed, vole populations display pluri-
17 annual density variations whose amplitude is greater in large open fields. This could be due to
18 difference in predation pressure. Rodent predators (mustelidae, raptors) may be more efficient
19 in small fields using linear marginal areas or fixed hunting posts (such as edges, poles...) than
20 in large uniform fields, because predator generally avoid to cross such open habitat(Hansson
21 1988; Meunier et al. 2000; Rondinini et al. 2006). As a consequence, vole populations could
22 be better regulated in margins. Local extinctions could more often occur in smaller fields and
23 population's outbreaks more chronic only in large fields. This result was confirmed in the
24 same study area where previous work found a negative relationship between variation in local
25 vole abundance and roadside network densities (Redon (de) et al. 2010).

1

2 4.2. Verges and margins as habitat and corridor for shrews

3 The results suggest that highway verges appears as a habitat widely used by *S. coronatus* in
4 the study landscape because among the habitat harbors the highest abundance of individuals
5 captured among the sampled habitats. The suitability of highway verges (e.g. margins of a
6 large width) as habitat for shrews is also supported by our captures of *S. minutus*, considered
7 as one of the small mammals the most sensitive to habitat degradation and agriculture
8 intensification (de La Peña et al. 2003) and here only recorded in highway verges.

9 The abundance of *S. coronatus* was lower in road verges than in highway verges, and
10 we detected a significant influence of the distance to the nearest adjacent natural habitat.
11 Vergnes et al; 2013 showed that the probability of shrew occurrence in garden was negatively
12 correlated to the distance to woodlot and to corridors (these corridors included railway and
13 road verges). Thus we rather believe that roadside verges could be used as corridor for their
14 dispersal and are of lower habitat quality than highway verges for this species. Those results
15 are in accordance with the biology of *S. coronatus* which move intensively all along their life
16 because it is a very active territorial animal with important energetic needs (Genoud 1984)
17 and whose males disperse to meet females during the reproductive season, (Cantoni 2002).
18 Oxley et al. (1974) already reported that road networks often attract small mammals by
19 facilitating access to food or increasing food supply, in our study we found that invertebrate
20 biomass (potential preys of shrew) was higher in margins (see Appendix C)

21 Tichendorf and Wissel (1997) found that corridor widths have strong effects on small
22 mammal dispersion. In our study area, highway and road verges were very similar in plant
23 composition and management (Le Viol et al. 2008; Redon (de) et al. 2010). They may differ
24 by noise, soil pollution and ground vibration caused by car traffic, but in our case we showed
25 that the main factor influencing the abundance was the margin width, which was also the

1 main difference between highway and road verges. We may hypothesize that highways
2 verges, thanks to their wideness, are more used by shrews as habitat but also as corridor than
3 road verges. In field margins, which are even narrower than road verges ($4.0 \pm 0.4\text{m}$), we
4 captured even less *S. coronatus*.

5

6 *4.3. Roadside verges as barrier*

7 The significant effect of the distance to the next adjacent natural habitat at the same side of
8 the road (DC) on the relative abundance of *S. coronatus*, and the absence of a significant
9 effect of distance to the next natural habitat at the opposite side of road (DX), might suggest a
10 barrier effect of the roads for shrews. This result should be confirmed by more direct
11 methods, e.g. based on capture-recapture or radio-tracking data. However, this result fits with
12 other studies that used a variety of methodological approaches but always concluded that the
13 roadway prevents movement of small mammals from one side to the other of the road because
14 of their particularly unfriendly habitat (Oxley et al. 1974; Mader 1984; Swihart and Slade
15 1984; Merriam et al. 1989; Kirby 1997; Brehme 2003; Rytwinski and Fahrig 2012). This
16 barrier effect could be a driver of small mammal assemblages' differences between natural
17 habitat patches isolated by urban matrix (see Fernández 2013)

18

19 *4.4. Management policies and small mammals*

20 In the European Common Agricultural Policy implemented from 2002, environmental
21 objectives to preserve biodiversity were introduced into the process of agrarian subsidies:
22 farmers have to choose between different environmental practices to obtain financial helps.
23 One of those practices is the establishment of new margins around crop fields, with an
24 expected increase of biodiversity within agricultural landscapes. Such policies should be
25 strongly encouraged because they may also increased ecosystem services by maintaining

1 populations of agriculture pest predators, such as shrews, which feed mainly on beetles,
2 caterpillars and slugs (Pernetta 1976; Churchfield 1982; Bellocq and Smith 1994;
3 Maisonneuve and Riou, 2001) and stabilising vole dynamics by avoiding cycling outbreaks
4 (Delattre et al. 1999; Redon (de) et al. 2010).

5 Because (i) our result suggest that roads might play a role of barriers for small mammals,
6 because (ii) we found that shrews densities are highly correlated to the distance to adjacent
7 natural habitats, because (iii) culverts have strong effects on shrews dispersal between the two
8 sides of the road (Yanes et al. 1995) and because (iv) they limit small mammal road casualties
9 (Lodé 2000), we also recommend to purchase the implementation of underground passages in
10 order to help maintaining shrew communities in verges.

11 According to Meunier et al. (1999) and because verges could represent important
12 conservation areas for small mammals in intensive agrarian landscapes, it should be also
13 interesting to encourage their extensive management. Finally, this paper deals with the role of
14 roads in agricultural areas, but these are not the only ecosystems where roads may play an
15 ecological role, suburban, open, and forested landscapes are shown to hold markedly different
16 road effects on species, habitat, water, soil, and atmosphere (Forman & Hersperger 1999,
17 Forman 2000).

18

19

20 **Acknowledgements**

21 We thank the Institute for Urban Planning and Developpement of the Paris Ile-de-France
22 Region (*I.A.U.R.I.F.*) and the Equipement Department Agency (*D.D.E. 77*) who provided GIS
23 data and technical support. We thank also François Hervieu from the Agriculture Minister and
24 the SRPV - Service Régional de Protection des Végétaux Ile de France - for provided us field
25 authorisation. We thank Jeremy CASTELLI, Elise CONTAN and Rose-Line

1 PREUD'HOMME who help us during field working. We also thank Pavel Kindlmann and
2 two anonymous reviewers for their helpful comments on the manuscript.

3 The research was supported financially by Cofiroute, the Conseil général de Seine-et-Marne
4 (Seine-et-Marne Department Assembly, *C.G. 77*) and the Direction Générale des Routes
5 (Roads General Direction, *D.G.R.*) of French Minister for Ecology, Energy, Sustainable
6 Developpement and Spacial Planning, (*M.E.E.D.A.D.*).

7

8 **References**

- 9 Adams L.W., Geis A.D. 1983. Effects of roads on small mammals. *J. App. Ecol.* 20, 403-415.
- 10 Beier P., Noss R.F. 1998. Do habitat corridors provide connectivity? *Cons. Biol.* 12, 1241-
11 1252.
- 12 Bellocq I., Smith S.M. 1994. Arthropods preferred as food by *Sorex cinereus* (masked shrew)
13 and *Peromyscus mariculatus* (deer mouse): an experimental approach. *Mammalia* 56,
14 391-396.
- 15 Benítez-López A., Alkemade R., Verweij P.A. 2010. The impacts of roads and other
16 infrastructure on mammal and bird populations: a meta-analysis. *Biol. Cons.* 143,
17 1307–1316.
- 18 Bennett A.F. 1990. Habitat corridors and the conservation of small mammals in a fragmented
19 landscape forest environment. *Land. Ecol.* 4, 109-122.
- 20 Bivand R.S., Pebesma E.J., Gomez-Rubio V. 2008. Applied spatial data analysis with R.
21 Springer, New York, USA, 374p.
- 22 Brehme C.S. 2003. Response of small terrestrial vertebrates to roads in a coastal sage scrub
23 ecosystem. PhD thesis. Faculty of San Diego State University.

- 1 Brown G.P., Phillips B.L., Webb J.K., Shine R. 2006. Toad on the road: Use of roads as
2 dispersal corridors by cane toads (*Bufo marinus*) at an invasion front in tropical
3 Australia. *Biol. Cons.* 133, 88–94.
- 4 Burel F. 1996. Hedgerows and Their Role in Agricultural Landscapes. *Critical Reviews in*
5 *Plant Sciences* 15, 169-190.
- 6 Burnham K.P., Anderson D.R. 2002. Model selection and multimodel inference: a practical
7 information-theoretic approach. 2nd edition. Springer-Verlag, New York, USA.
- 8 Cantoni D. 2002. Social and spacial organization of free-ranging shrews, *Sorex coronatus* and
9 *Neomys fodiens* (Insectivora, Mammalian). *An. Behav.* 45, 975-995.
- 10 Chaline J., Baudvin H., Jammot D., Saint-Girons M.C. 1974. Les proies des rapaces. Ed.
11 Doin.
- 12 Churchfield F. 1982. Food availability and the diet of the common shrew *Sorex araneus* in
13 Britain. *J. An. Ecol.* 51, 15-28.
- 14 Churchfield S., Hollier J., Brown V.K. 1991. The effects of small mammal predators on
15 grassland invertebrates, investigated by field exclosure experiment. *Oikos* 60, 83-290.
- 16 Crawley M.J. 2009. The R book. John Wiley & Sonc Chicago, USA 942p.
- 17 Davies Z.G., Pullin A.S. 2007. Are hedgerows effective corridors between fragments of
18 woodland habitat? An evidence-based approach. *Land. Ecol.* 22, 333-351.
- 19 Dawson D.G. 1994. Are habitat corridors conduits for animals and plants in a fragmented
20 landscape? A review of the scientific evidence. English Nature Research Report 94
- 21 Dawson D.G. 2002. Roads and habitat corridors for animals and plants. In: Imperial Colledge
22 Press. Wildlife and roads, the ecological impacts: Sherwood D., Culter D., Burton J.,
23 pp. 186-198.
- 24

- 1 Delattre P., De Sousa B., Fichet-Calvet E., Quéré J.P., Giraudoux P. 1999. Vole outbreaks in
2 a landscape landscape context: Evidence from a six year study of *Microtus arvalis*.
3 Land. Ecol. 14, 401-412.
- 4 Dial R., Roughgarden J. 1995). Experimental removal of insectivores from rain forest canopy:
5 Direct and indirect effects. Ecology 76, 1821-1834.
- 6 Dormann F., C., M. McPherson, J., B. Araújo, M., Bivand, R., Bolliger, J., Carl, G., G.
7 Davies, R., Hirzel, A., Jetz, W., Daniel Kissling, W., Kühn, I., Ohlemüller, R., R.
8 Peres-Neto, P., Reineking, B., Schröder, B., M. Schurr, F., Wilson, R. 2007. Methods
9 to account for spatial autocorrelation in the analysis of species distributional data: a
10 review. Ecography 30, 609–628.
- 11 Fahrig L., Rytwinski T. 2009. Effects of roads on animal abundance: an empirical review and
12 synthesis. Ecol. Soc. 14, 21.
- 13 Faraway J.J. 2006. Extending the linear model with R, generalized linear, mixed effects and
14 nonparametric regression models. Chapman and Hall/CRC. 301p. USA.
- 15 Fernández I.C., Simonetti J.A. 2013. Small mammal assemblages in fragmented shrublands of
16 urban areas of Central Chile. Urban Ecosystems 16,377-387.
- 17 Forman R.T.T., Alexander L.E. 1998. Roads and their major ecological effects. A. Rev. Ecol.
18 Sys. 29, 207-231.
- 19 Genoud M., 1984 Activity of *Sorex coronatus* (Insectivore, Soricidae) in the field. Zeitschrift
20 fuer Saeugetier 49, 74-78.
- 21 Getz L.L., Cole F.R., Gates D.L. 1978. Interstate roadsides as dispersal routes for *Microtus*
22 *pennsylvanicus*. J. Mam. 59, 208-212.
- 23 Hansen K., Jensen J. 1972. The vegetation on roadsides on Denmark: a qualitative and
24 quantitative comparison. Dansk Botanisk Arkiv 28, 21–61.

- 1 Hansen M.J., Clevenger A.P. 2005. The influence of disturbance and habitat on the presence
2 of non-native plant species along transport corridors. *Biol Cons* 125, 249–259.
- 3 Hansson L. 1988. The domestic cat as a possible modifier of vole dynamics. *Mammalia* 52,
4 159-164.
- 5 Harris L.D., Silva-Lopez G. 1992. Forest fragmentation and the conservation of biological
6 diversity. In P. L. Fiedler and S. K. Jain, editors. *Conservation Biology*. Chapman and
7 Hall, New York. 171–196.
- 8 Hastie T.J., Tibshirani R.J. 1990. *Generalized Additive Models*. Chapman and Hall, London.
- 9 Hodkinson D.J., Ken Thompson K. 1997. Plant dispersal: The role of man. *J. App. Ecol.* 34,
10 1484-1496.
- 11 Hoffmann, A., J. Decher, F. Rovero, J. Schaer, C. Voigt, and G. Wibbelt. 2010. Chapter 19 -
12 Field Methods and Techniques for Monitoring Mammals. Pages 482-529 *in* Manual on
13 field recording techniques and protocols for All Taxa Biodiversity Inventories and
14 Monitoring (J. Eymann, J. Degreef, C. Häuser, J. C. Monje, Y. Samyn, and D.
15 VandenSpiegel, editors). *Abc Taxa*, 8, 482-529.
- 16 Kalko E.K.V., Handley JR., 1993. Comparative studies of small mammal populations with
17 transects of snap traps and pitfall arrays in southwestern Virginia. *Virginia Journal of*
18 *Science* 44, 3-18.
- 19 Kindt R., Van Damme P., Simons A.J. 2006. Patterns of species richness at varying scales in
20 western Kenya: planning for agroecosystem diversification. *Biodiv. Cons.* 15, 3235–
21 3249.
- 22 Kirby K.J. 1997. Habitat fragmentation and infrastructure: problem and research. In: Canters
23 K eds. *Habitat fragmentation and infrastructure*. Delft: Ministry of Transport, Public
24 Works and Water Management pp. 32-39.

- 1 La Peña (de) N.M., Butet A., Delettre Y., Paillat G., Morant P., Le Du L., Burel F. 2003.
2 Response of the small mammals community to changes in western French agricultural
3 landscapes. *Land. Ecol.* 18, 265-278.
- 4 Le Viol I., Julliard R., Kerbiriou C., Redon (de) L., Carnino N., Machon N., Porcher E. 2008.
5 Plant and spider communities benefit differently from the presence of planted
6 hedgerows in highway verges. *Biol. Cons.* 141, 1581-1590.
- 7 Lodé T. 2000. Effects of a motorway on mortality and isolation of wildlife populations.
8 *Ambio* 29,163-166.
- 9 Liu S.L., Cui B.S., Dong S.K., Yang Z.F., Yang M., Holt K. 2008. Evaluating the influence of
10 road networks on landscape and regional ecological risk - A case study in Lancang
11 River Valley of Southwest China. *Ecol. Eng.* 34, 91-99.
- 12 Mader H.J. 1984. Animal habitat isolation by roads in agricultural fields. *Biol. Cons.* 29, 81-
13 96.
- 14 Maisonneuve C., Rioux S. 2001. Importance of riparian habitats for small mammals and
15 herpetofaunal communities in agricultural landscapes of southern Québec. *Ag. Ecos.*
16 *Env.* 83, 165-175.
- 17 Mac Nally R. 2000. Regression and model building in conservation biology, biogeography
18 and ecology: the distinction between and reconciliation of 'predictive' and 'explanatory'
19 models. *Biodiv. Cons.* 9, 655–671.
- 20 Merriam G., Kozakiewicz M., Tsuchiya E., Hawley K. 1989. Barriers as boundaries for
21 metapopulations and demes of *Peromyscus leucopus* in farm landscapes. *Land. Ecol.*
22 2, 227-235.
- 23 Merriam G., Lanoue A. 1990. Corridor use by small mammals: field measurement for three
24 experimental types of *Peromyscus leucopus*. *Land. Ecol.* 4, 123-131.

- 1 Meunier F.D., Corbin J., Verheyden C., Jouventin P. 1999. Effects of landscape type and
2 extensive management on use of motorway roadsides by small mammals. *C. J. Zool.*
3 77, 108-117.
- 4 Meunier F.D., Verheyden C., Jouventin P. 2000. Use of roadsides by diurnal raptors in
5 agricultural landscapes. *Biol. Cons.* 92, 291–298.
- 6 Nicolas V., Colyn M. 2006. Relative efficiency of three types of small mammal traps in an
7 African rainforest. *Belgian Journal of Zoology* 136, 107-111.
- 8 Noss R.F. 1987. Corridors in Real Landscapes: A Reply to Simberloff and Cox. *Cons. Biol.* 1,
9 159-164.
- 10 O’Farrell P.J., Milton S.J. 2006. Road Verge and Rangeland Plant Communities in the
11 Southern Karoo: Exploring What Influences Diversity, Dominance and Cover. *Biodiv.*
12 *Cons.* 15, 921-938.
- 13 Oxley D.J., Fenton MB., Carmody G.R. 1974. The effects of roads on populations of small
14 mammals. *J. App. Ecol.* 11, 51-59.
- 15 Penone C., Machon N., Julliard R., Le Viol I. 2012. Do railway edges provide functional
16 connectivity for plant communities in an urban context? *Biol. Cons.* 148, 126–133.
- 17 Penone C., Le Viol I., Pellissier V., Julien J-F., Bas Y., Kerbiriou C. 2013. Assessing
18 anthropogenic pressures on Orthoptera communities using large scale acoustic
19 monitoring. *Cons. Biol.* 27, 979–987.
- 20 Pernetta J.C. 1976. Diet of the shrew *Sorex araneus* and *Sorex minutus* in Wytham grassland.
21 *J. An. Ecol.* 45, 899-912.
- 22 R Development Core Team 2010. R: a language and environment for statistical computing. R
23 Foundation for Statistical Computing, Vienna, Austria. [<http://www.r-project.org/>].
- 24 Ranta P. 2008. The importance of traffic corridors as urban habitats for plants in Finland.
25 *Urban Ecosystems* 11, 149-159.

- 1 Redon (de) L., Machon N., Kerbirou C., Jiguet F. 2009. Possible effects of roadside verges
2 on vole outbreaks in an intensive agrarian landscape. *Mam. Biol.* 75, 92-94.
- 3 Ries L., Debinski D.M., Wieland M.L. 2001. Conservation value of roadside prairie
4 restoration to butterfly communities. *Cons. Biol.* 15, 401-411.
- 5 Rico A., Kindlmann P., Sedlacek F. 2007. Barrier effects of roads on movements of small
6 mammals. *F. Zool.* 56, 1-12.
- 7 Rico A., Kindlmann P., Sedláček F. 2007. Road crossing in bank voles and yellow-necked
8 mice. *Acta Theriologica* 52, 85-94.
- 9 Rico A., Kindlmann P., Sedláček F. 2009. Can the barrier effect of highways cause genetic
10 subdivision in small mammals? *Acta Theriologica* 54, 297-310
- 11 Rondinini C., Ercoli V., Boitani L. 2006. Habitat use and preference by polecats (*Mustela*
12 *putorius* L.) in a Mediterranean agricultural landscape. *J. Zool.* 269, 213–219.
- 13 Rytwinski T., Fahrig L. 2012. Do species life history traits explain population responses to
14 roads? A meta-analysis. *Biol Cons* 147, 87–98.
- 15 Sauvajo R.M., Buechner M., Kamradt D.A., Schonewald M. 1998. Patterns of human
16 disturbance and response by small mammals and birds in chaparral near urban
17 development. *Urban Ecosystems* 4, 279-297.
- 18 Selva N., Kreft S., Kati V., Schluck M., Jonsson B.G., Mihok B., Okarma H., Ibisch P.L.
19 2011. Roadless and Low-Traffic Areas as Conservation Targets. in Europe. *Env.*
20 *Manag.* 48, 865–877.
- 21 Schoener T.W. 1988. Leaf damage in island buttonwood, *Conocarpus erectus*: Correlations
22 with pubescence, island area, isolation and the distribution of major carnivores. *Oikos*
23 53, 253-266.
- 24 Shuttleworth C.M. 2001. Traffic related mortality in a red squirrel (*Sciurus vulgaris*)
25 population receiving supplemental feeding. *Urban Ecosystems* 5, 109-118.

- 1 Siemers B.M., Schaub A. 2011. Hunting at the highway: traffic noise reduces foraging
2 efficiency in acoustic predators. Proc. R. Soc. B 1712, 1646-1652.
- 3 Spiller D.A., Schoener T.W. 1990. A terrestrial field experiment showing the impact of
4 eliminating top predators on foliage damage. Nature 347, 469-472.
- 5 Spooner P.G., Lunt I.D., Briggs S.V. 2004. Spatial analysis of anthropogenic disturbance
6 regimes and roadside shrubs in a fragmented agricultural landscapes. Appl. Veg. S. 7,
7 62-70.
- 8 Suckling G.C. 1984. Population ecology of the sugar glider, *Petaurus breviceps*, in a system
9 of fragmented habitats. A. Wild. R. 11, 49-75.
- 10 Sullivan T.P., Sullivan D.S., Hogue E.J., Lautenschlager R.A., Wagner R.G. 1998. Population
11 dynamics of small mammals in relation to vegetation management in orchard
12 agroecosystems: compensatory responses in abundance and biomass. Crop Protection
13 17, 1-11.
- 14 Swihart R.K., Slade N.A. 1984. Road crossing in *Sigmondin hispidius* and *Microtus*
15 *ochrogaster*. J. Mam. 65, 2 357-360.
- 16 Tikka P.M., Högmander H., Koski P.S. 2001. Road and railway verges serve as dispersal
17 corridors for grassland plants. Land. Ecol. 16, 659-666.
- 18 Tischendorf L., Wissel C. 1997. Corridors as conduits for small animals: attainable distances
19 depending on movement pattern, boundary reaction and corridor width. Oikos 79, 603-
20 611.
- 21 Trombulak S.C., Frissell C.A. 2000. Review of ecological effects of roads on terrestrial and
22 aquatic communities. Cons. Biol. 14, 18-30.
- 23 Vergnes A., Kerbiriou C., Clergeau P. 2013. Ecological corridors also operate in an urban
24 matrix: A test case with garden shrews Urban Ecosystems 3, 511-525.

- 1 Verkaar H.J. 1990. Corridors as a tool for plant species conservation? Species Dispersal in
2 Agricultural Habitats. Eds R.G.H. Bunce & D.C. Howard, 82–97. Belhaven Press,
3 London.
- 4 Watts R.D., Compton R.W., McCammon J.H., Rich C.L., Wright S.W., Owens T., Ouren
5 D.S. (2007) Roadless Space of the Conterminous United States. *Science* 316, 736-738.
- 6 Way J.M. 1977. Roadside verge and conservation in Britain: A review. *Biol. Cons.* 12, 65–
7 74.
- 8 Yanes M., Velasco J., Suarez F. 1995. Permeability of roads and railways to vertebrates: The
9 importance of culverts. *Biol. Cons.* 71, 217-222.
- 10 Zuur A.F., Ieno E.N., Walker N.J., Saveliev A.A., Smith G.M. 2009. Mixed effects models
11 and extensions in ecology with R. Springer, New York, London.

12

13

1 **Table 1.** Mammal species captured in traps settled in the different habitats.

| Zones | Habitats | Sites | Trap by site | Traps recovered | Mice | | Voles | | | Shrews | | | Estimated Richness |
|--------------------|-------------------|-------|-----------------|--------------------|---------------------------------|--------------------------------|------------------------------------|------------------------------|-----------------------------|-------------------------------|----------------------------|--------------------------|-----------------------|
| | | | | | <i>Apodemus flavicollis</i> | <i>Apodemus sylvaticus</i> | <i>Clethrionomys glareolus</i> | <i>Microtus agrestis</i> | <i>Microtus arvalis</i> | <i>Crossidura russula</i> | <i>Sorex coronatus</i> | <i>Sorex minutus</i> | |
| Natural areas | Woods | 32 | 1 | 32 | 0 | 1 | 2 | 2 | 0 | 2 | 6 | 0 | 4.65 ± 0.49 |
| | Highway verges | 31 | 5 | 155 | 0 | 4 | 0 | 0 | 37 | 13 | 98 | 6 | 4.27 ± 0.69 |
| Margin al areas | Road verges | 48 | 5 | 240 | 5 | 8 | 0 | 4 | 71 | 22 | 63 | 0 | 4.55 ± 0.84 |
| | Field margins | 65 | 3 | 187 | 0 | 8 | 0 | 0 | 18 | 5 | 10 | 0 | 3.44 ± 0.71 |
| Fields | Fields 25m | 65 | 2 | 110 | 0 | 5 | 0 | 0 | 9 | 1 | 1 | 0 | 2.51 ± 0.66 |
| | Fields 50m | 56 | 2 | 89 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 1.75 ± 0.43 |
| | Total | 297 | | 813 | 5 | 29 | 2 | 6 | 141 | 43 | 178 | 6 | |

2

3

4 Table 2: Independent contribution of each variable, assess by the Hierarchical Partitioning of
5 variance.

| | <i>M. arvalis</i> | <i>S. coronatus</i> |
|---|-------------------|---------------------|
| Margins types (<i>HV vs RV</i>) | 1.3 | 28.0 |
| margin width | 21.1 | 21.4 |
| distance to the nearest crop | 7.7 | 22.7 |
| Distance to nearest woods | 11.2 | 4.1 |
| Proportion of forest habitat in a 250 meters buffer | 7.9 | 1.2 |
| Proportion of forest habitat in a 500 meters buffer | 13.2 | 9.9 |
| Type crop in the field | 25.0 | 1.1 |
| Car traffic | 12.4 | 11.6 |

6

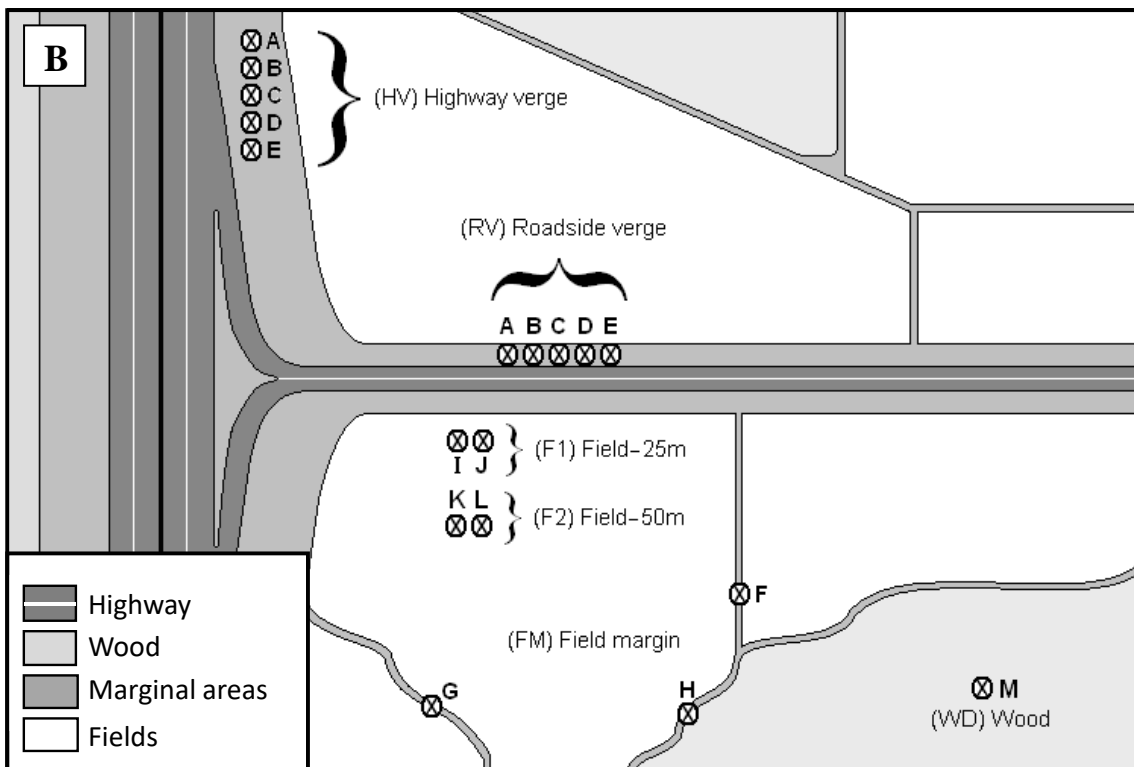
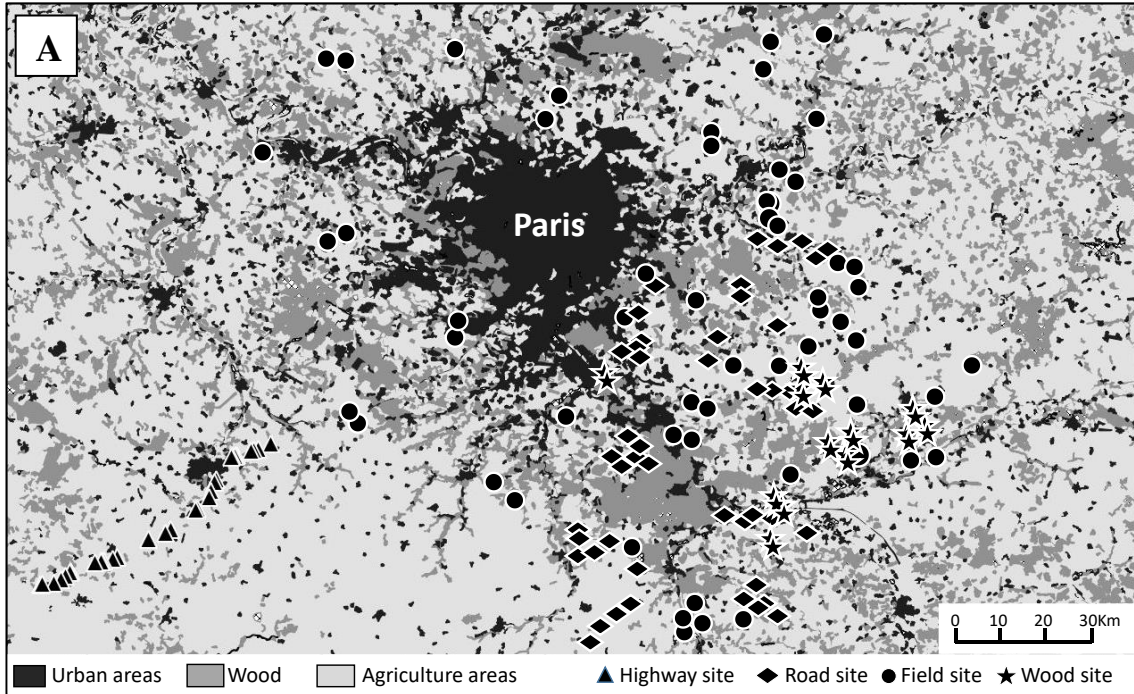
7

8

9

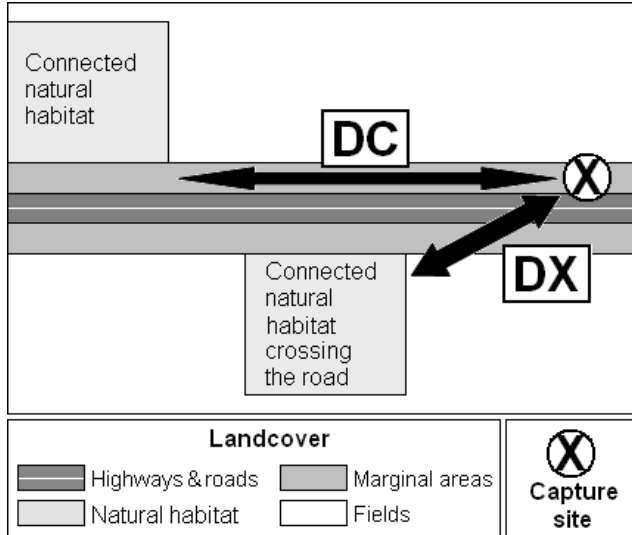
10

1 **Figure 1.** A, Map of site locations, showing the 176 sites sampled during one month in May
 2 2006. B, schematic design of layout of non-attractive traps (Barber pitfall traps) installed in
 3 different habitats (marginal areas, woods and fields) to capture small mammals.



1 **Fig. 2.** Distances between capture sites and nearest connected natural habitats (*DC*) or
2 opposite nearest natural habitat (*DX*).

3

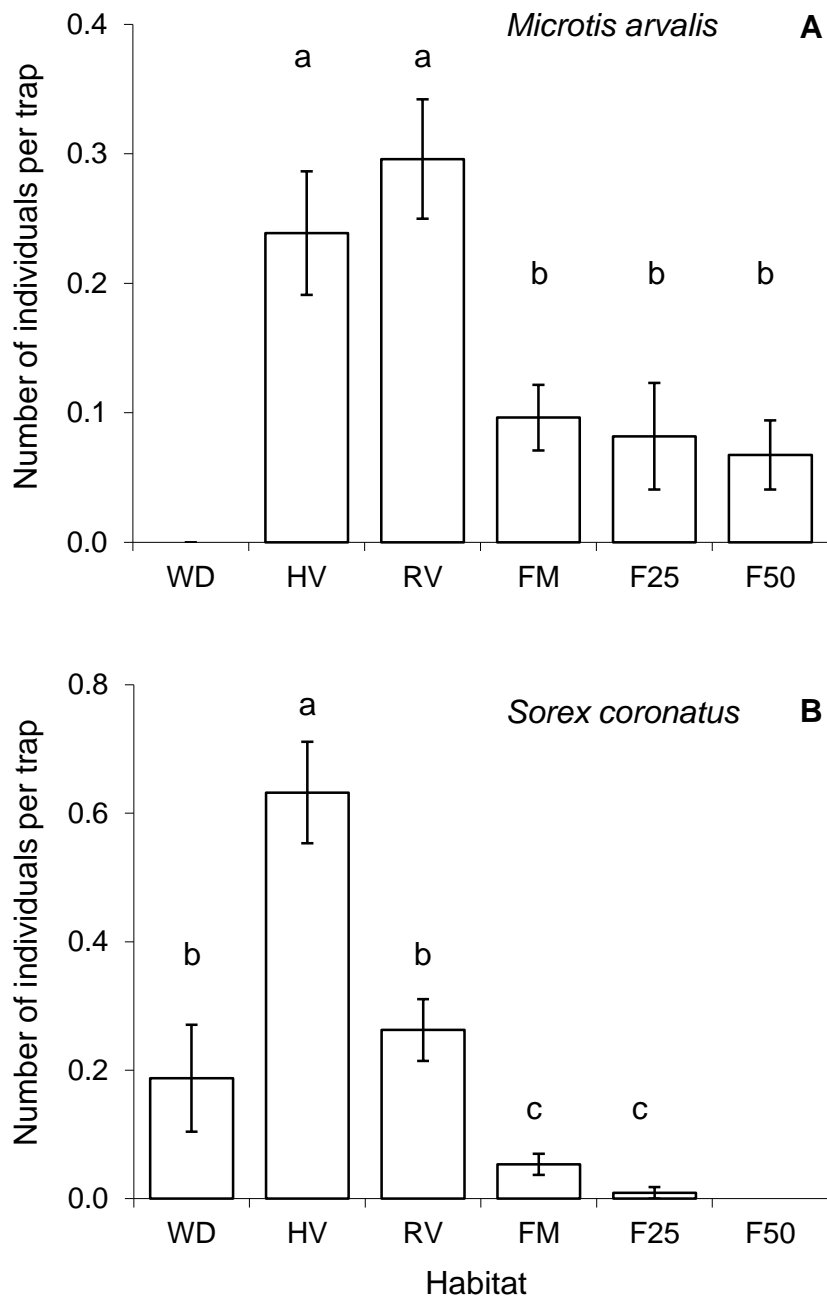


4

5

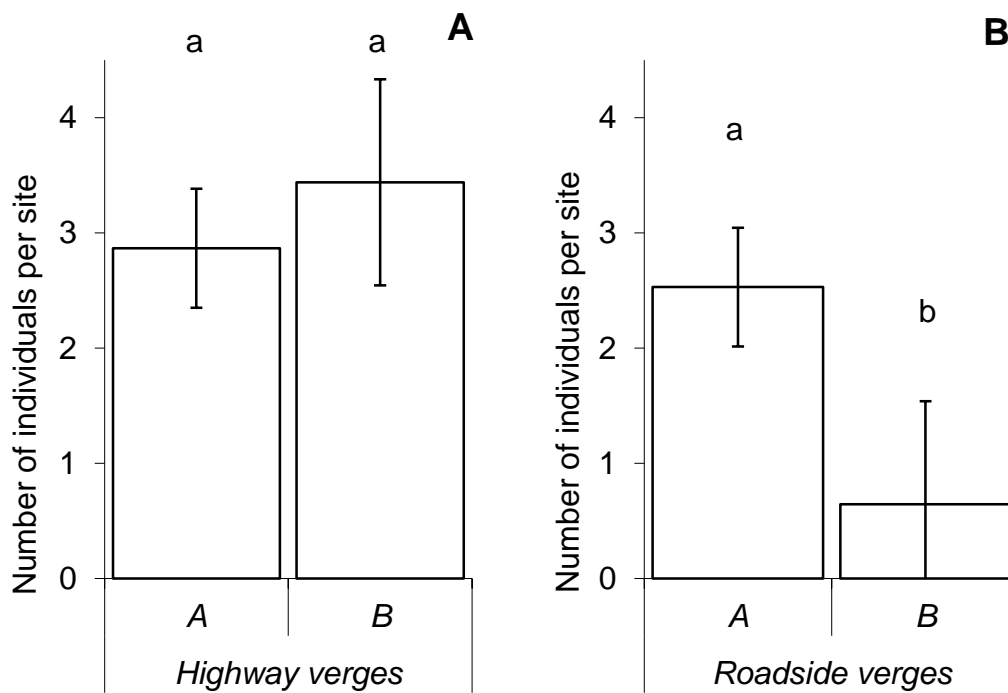
6

- 1 **Fig. 3.** *Microtus arvalis* (Fig. 3A) and *Sorex coronatus* (Fig. 3B) exhibit significant
2 differences in relative abundance between habitats. Different letters signal significant
3 differences between average numbers of capture per trap.



4
5

1 **Fig. 4.** In highway verges, no significant correlation between relative abundance of *S.*
2 *coronatus* and distance between capture sites and the nearest connected natural habitat (*DC*)
3 were detected, average number of capture within site near natural habitat (A) did not differ
4 from sites far from a natural habitat (sites B, *i.e.* more distant than ten territories diameters,
5 343m) (Fig 4A). However, this relation is verified for road verges where the average number
6 of capture within sites far from a natural habitat (B) is lower than site near natural habitat (A)
7 (Fig 4B). Different letters signal significant differences.



8
9
10
11
12

1 **Electronic Supplementary Material - Appendix A**

2 Table A1: Ile de France region is mainly composed by fields, forests and urban areas.

3 Marginal areas as field margins, roadside and highway verges represent non-negligible areas

4

| Landcover | | Area (km²) | Percentages | |
|-----------------------|-----------------------|------------------------------|--------------------|--------------|
| Urban areas | <i>Buildings</i> | 2083 | 17.3% | 18.2% |
| | <i>Transports</i> | 104 | 0.9% | |
| Natural areas | <i>Woods</i> | 2850 | 23.7% | 29.7% |
| | <i>Meadows</i> | 587 | 4.9% | |
| | <i>Water</i> | 148 | 1.2% | |
| Marginal areas | <i>Highway verges</i> | 46 | 0.4% | 3.1% |
| | <i>Road verges</i> | 144 | 1.2% | |
| | <i>Field margins</i> | 180 | 1.5% | |
| Fields | | 5908 | 49.0% | 49.0% |

5

6

7

1 **Electronic Supplementary Material - Appendix B: Details on small mammal sampling.**

2

3 **Traps**

4 The traps were *Barber* pitfall traps, i.e. 450 mL plastic pots (10.2 cm height & 7.5 cm
5 diameter) inserted into the ground, containing a 155 mL solution composed with 75 mL of
6 water, 75 mL of conservative (monopropylene glycol), 5 mL of surfactant (dishware soap)
7 and 15 g of NaCl, and protected from rain by plastic transparent covers (15 cm×15 cm)
8 supported by wood sticks 10 cm above the ground. For this study, we used the data of the
9 small mammals incidentally fallen in the traps with the hypothesis that their abundance in the
10 traps was correlated to their abundance in the verges. This hypothesis is supported by the fact
11 that the solution inside the pots is neither attractive nor repulsive. It is not the most common
12 trapping method for small mammal sampling but was shown relevant to highlight some
13 distribution patterns and trends (see de Redon et al. 2010).

14

15 **Potential bias in trap line**

16 Given that captured both the individuals cannot be recaptured in another trap, we tested the
17 independence of trap. Using similar modelling of abundance at the trap scale we test if trap
18 identity could influence abundance (GLMM, with an autocov distance function, an error
19 poisson distribution and a random effect on site).

20 Table B1: Effect of trap identity

| | <i>S. coronatus</i> | <i>M. arvalis</i> |
|---------|--|--|
| Highway | <i>Chisq</i> =7.974 ; <i>df</i> =4 ; <i>P</i> =0.09 | <i>Chisq</i> =2.501 ; <i>df</i> = 4; <i>P</i> =0.64 |
| Road | <i>Chisq</i> =0.738 ; <i>df</i> = 1 ; <i>P</i> =0.3903 | <i>Chisq</i> =6.683 ; <i>df</i> = 4 ; <i>P</i> =0.15 |

21 We did not detected any obvious bias, so, we can reasonably consider the hypothesis of
22 independence respected. Small mammals are not attracted or avoid the traps based on the
23 presence of other congeners, or when an individual is captured by the first trap in the trapline
24 it does not affect the following traps.

1 **Potential attractiveness of collected invertebrates on small mammals captures**

2 We can hypothesize that small mammals can be attracted by the presence of invertebrates
3 fallen to the bottom of the trap: the traps with many invertebrates could be more attractive.
4 We test the potential effect of the number and the biomass of invertebrates on the abundance
5 of small mammals through the comparisons of captures of mammals and invertebrates in 51
6 traps. Biomass (*B*) was approximated as follow:

7
$$B = \sum_i a_i \cdot s_i$$

8 Where a_i is the abundance of species i and s_i is the size of the specie i

9 This subsample corresponds to traps for which we had information on both invertebrates and
10 small mammals captured. We assess this potential effect using a GLM (with Poisson error
11 distribution according to the nature of data: count). We did not detect any obvious
12 correlations between invertebrate number /biomass and small mammals (Table B1).

13

14 Table B1: Effect of invertebrate collected on small mammals captures

| | <i>Sorex coronatus</i> | <i>Microtus arvalis</i> | Small mammal total |
|----------------------|------------------------------------|--------------------------------------|------------------------------------|
| Invertebrate biomass | $F_{1,49} = 0.473;$ $P = 0.492$ | $F_{1,49} = 2.131;$ $P = 0.144 =$ | $F_{1,49} = 2.463;$ $P = 0.117$ |
| Invertebrate number | $F_{1,49} = 0.619;$ $P = 0.432$ | $F_{1,49} = 2.274;$ $P = 0.132$ | $F_{1,49} = 2.778;$ $P = 0.096$ |

15

16 **References:**

17 De Redon, L., Machon N., Kerbiriou C., Jiguet, F. 2010. Possible effects of roadside verges
18 on vole outbreaks in an intensive agrarian landscape. *Mammalian Biology* 75, 92-94.

19

20

1 **Variation of invertebrate biomass among habitat**

2 Invertebrate biomass (potential preys of shrew) is higher in margins (*FM, HW, RV*) than in

3 Fields (F25 and F50) ($F_{2,48}=11.121$; $P<0.0001$).

4

5

6

7

8

9

10

11

12

13

14

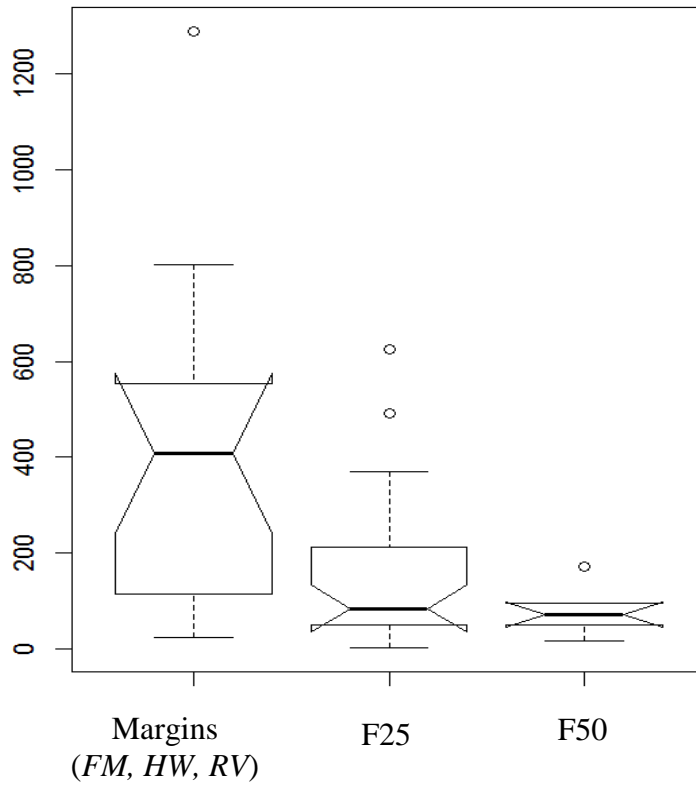
15

16

17

18

19

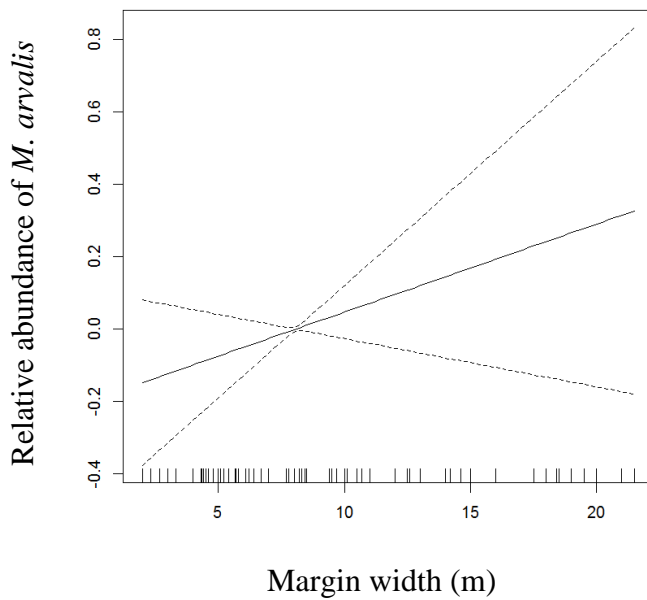
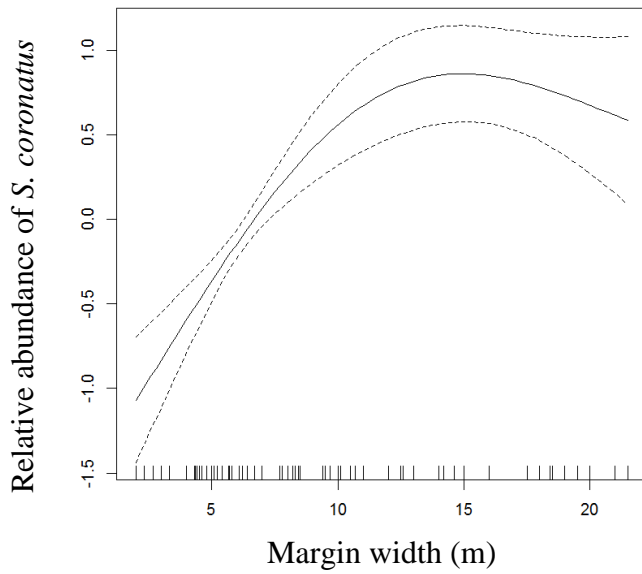


1 **Electronic Supplementary Material - Appendix C**

2

3 Figure C1: Influence of width margins (meters) on relative abundance of *Sorex coronatus* (A)
4 and *Microtus arvalis* (B) using Generalized Additive Model (GAM, package *mgcv*).

5



10
11