Cycle Data for Transport Direct

Introduction

This document provides some information for local authorities that are considering collecting, or commissioning the collection of, data for inclusion in the Transport Direct Cycle Journey Planner.

Cycling England and Transport Direct hope to incorporate all compatible datasets into the Transport Direct Cycle Journey Planner during 2009. The Journey Planner service will be provided to local authorities for a modest annual system support and maintenance fee. Cycling England will contribute to the costs of preparing and loading datasets into the system.

More details about the Journey Planner can be found here:
http://www.cyclingengland.co.uk/encouraging-cycling/journey-planner/.

Glossary of Terms

Authority refers to the local government authority that is collecting or commissioning the collection of cycle data.

Cycle data refers to the data depicting the off-road and on-road cycle-friendly infrastructure, together with complementary information about where it is good and safe to cycle. This data complements and references the Ordnance Survey Integrated Transport Network (see below). When used in conjunction with this product it provides a dataset appropriate for automatic cycle journey planning.

Ordnance Survey Integrated Transport Network (ITN) is the Ordnance Survey dataset representing the road network.

Supplier is the persons or organisation(s) providing cycle data to the authority.

Cycle Data Specification

Transport Direct can only accept cycle data that conforms to the CycleNetXChange data specification, details of which can be found at http://www.cyclenetxchange.org.uk. However, this specification is very technical and Transport Direct aim to provide a more accessible guide with associated support in due course.

In brief, the specification builds on the Ordnance Survey Integrated Transport Network (ITN) road network dataset. The cycle data represents a network of routes suitable for cycling, including both dedicated infrastructure, as well as recommended on-road routes. In summary, the data comprises information on the following:

- Off-road routes, such as cycle paths and bridleways, and how these interface with the ITN.

- Off-road route attributes including lighting, surface type, width and whether the route is part of the NCN.

- On-road cycle lanes and bus lanes open to use by cyclists.

- Roads recommended by the authority as quiet and hence suitable for cycling.

- On-road attributes, such as traffic calming and traffic volume, for roads that form part of the cycle network.

- Pedestrian crossings.

- Exceptions, such as time restrictions on cycle access through vehicle-restricted areas, or locations where cyclists are advised to dismount.

All cycle data connects to, and references, the ITN.

The accuracy and integrity of the data is fundamental to the quality of the route planner. For example, small breaks in the network can produce significant problems for the route planner.

Data must be supplied to Transport Direct as Geographic Markup Language (GML) in accordance with the data schema. The quality, integrity and suitability of the data will be checked before it is loaded into the Transport Direct planner. Transport Direct will reject data deemed unsatisfactory, so it is important that the collection specification is adhered to.

Data Maintenance

Authorities will be responsible for the maintenance of their own datasets and Transport Direct will provide access to online tools that can be used to update and maintain the data. As authorities will have access to their maintained dataset, this can be used to support other cycling activities such as cycle route audits, planning infrastructure improvements and marketing.

Cycle Data Licence

By definition, cycle data references, and is only really useful when used with, the Ordnance Survey ITN dataset. Licensing conditions apply to Ordnance Survey datasets and therefore Ordnance Survey should be consulted when this combined dataset is used.

For cycle data supplied to the Department for Transport, the Department reserve the perpetual right to:

- Use the data in free-to-use public service intelligent transport systems including, but not limited to, Transport Direct.

- Edit the data to improve the quality and accuracy of those intelligent transport systems.

- Make the data available to Ordnance Survey, and allow them to use this to inform them of potential changes to the features, which their products depict, including the geometry and alignment of both on- and off-road routes.

- Provide data to third party organisations for not-for-profit cycle promotion activities.

If data is provided by an external supplier, the authority should seek to retain full ownership. As a minimum, the authority should retain a royalty-free, non-exclusive, perpetual right to:

- Use the data for all internal business use such as, but not limited to, asset management and transport planning.

- Use the data for all cycle promotion activities such as, but not limited to, paper and digital mapping.

- Provide the data to the Department for Transport for use in free-to-use public service Intelligent Transport Systems including, but not limited to, Transport Direct.

Ordnance Survey licensing conditions apply to all uses of their data.

More Information

If you are interested in learning more please contact Jo Cleary (jo.cleary@clearystevens.co.uk), a member of the Cycling England Professional Support Service.