

Consultation on the Active Travel (Wales) Bill – Four Point Mapping Response

Four Point Mapping (formerly CycleCity Guides) is a producer of sustainable transport maps and guides. We have produced cycling, walking, public transport and multi-modal maps for many local authorities, health care trusts, and educational establishments, as well as Sustrans and local cycling groups. We were also the contractor who collected routes for the Transport Direct cycle journey planner in every town in England with a population greater than 30,000. In Wales we have undertaken cycle surveys and produced cycle maps in Cardiff and Swansea. In collaboration with Sustrans we have also produced Travelsmart maps of parts of Cardiff and are in the process of doing maps of Caerphilly and Pontypridd.

Our expertise centres around surveying and mapping, so we have answered the questions that directly relate to this

1. Is there a need for a Bill aimed at enabling more people to walk and cycle and generally travel by non-motorised transport? Please explain your answer.

Our survey work for the Transport Direct cycle journey planner really highlights the need for a Bill to promote cycling and walking. It is very common for cycle infrastructure to be very patchy. Cycle routes often stop at main routes or are intermittent and poorly signed. A major barrier to increasing the numbers of people cycling is this lack of good quality infrastructure.

A map is a very useful tool to promote other forms of transport, so we see this as being a very important part of the Bill. People who are used to travelling in an urban environment in a car might assume that if they were to switch to a bike then their journey will be the same as that in a car. This is almost definitely not the case and a map is a very good way to show the cycle/walking route network.

2. What are your views on the key provisions of the Bill, namely –

- **the requirement on local authorities to prepare and publish maps identifying current and potential future routes for the use of pedestrians and cyclists (known as “existing routes maps” and “integrated network maps”) (sections 3 to 5);**
- **the requirement on local authorities to have regard to integrated network maps in the local transport planning process (section 6);**
- **the requirement on local authorities to continuously improve routes and facilities for pedestrians and cyclists (section 7);**

- **the requirement on highway authorities to consider the needs of pedestrians and cyclists when creating and improving new roads (section 8)**

Preparing and publishing maps is key to the success of the Bill as it helps to raise awareness of cycling/walking routes in the area. Creating the existing routes map will focus local authorities minds on what is there on the ground and help identify key gaps in the network. This should ensure future funding is spent in a more strategic way to focus on plugging these gaps.

We feel that public consultation in the production of the integrated network map will be a very important step in the map making process. If a local authority produces a map without this consultation it becomes a tool to promote infrastructure they have implemented, which may not amount to a coherent network. In the process of engaging with individuals the process of map making itself raises awareness of different opportunities for travel in the area.

There are a number of different styles of urban cycle maps being used in the UK (for a full discussion of these see research carried out by University of the West of England at <http://ideasintransit.org/outputs/IIT%20-%20Deliverable%2036.2%20-%20Research%20report%20-%20Cycle%20Mapping%20in%20the%20UK%20and%20the%20London%20Cycle%20Map.pdf>). The development of a network lends itself very well to a network driven map, such as the maps produced by Cardiff and Swansea, which aims to show the comprehensive network of routes, and differentiates between on-road and off-road. This Bill is an excellent opportunity to produce a national standard for urban cycle mapping, something that has not happened in other parts of the UK, and has led to a number of styles being developed.

However there is a standard for cycle data collection (<http://dft.gov.uk/cyclenetxchange/>) that if followed could mean that the data could be uploaded to the Transport Direct cycle journey planner. This has been done for Cardiff - <http://www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx>. Online cycle journey planning is becoming an increasingly useful tool to plan cycle routes and is an excellent way to compare and contrast different journey options by different modes of transport.

6. What are your views on the financial implications of the Bill (this could be for your organisation, or more generally)? In answering this question you may wish to consider Part 2 of the Explanatory Memorandum (the Impact Assessment), which estimates the costs and benefits of implementation of the Bill.

Four Point Mapping was the contractor who undertook the work for Swansea City Council, and we have a few concerns about the methodology used in

scaling up the Swansea example to all towns in Wales.

The work undertaken by us in Swansea was carried out in 2009. Methods of data collection and cartographic techniques have moved on since then, which means the daily rate and the amount of time it takes to do tasks are out of date.

The survey undertaken and map produced concentrated on cycling only. No data about walking routes was collected and walking routes are not shown on the map. Surveying walking routes would add another significant cost dimension to the equation.

The survey did not cover the whole borough. It was limited to the eastern (urban) part of the borough only.

The survey undertaken focused on collecting data on cycle infrastructure in place, and then creating a comprehensive network of quiet routes around that infrastructure (the yellow routes on the city cycle map). It is definitely not the case that the survey covered every urban street in the city. The time consuming bit of data collection is capturing existing cycle infrastructure. This tends to be concentrated in urban areas. Therefore a better way to scale up costs might be to adopt an approach based either on urban area size or population size rather than road length.

Surveying has already taken place in Cardiff and Swansea, the two largest urban areas in Wales. This would be a large cost saving as these areas would just have to be updated rather than done from scratch.

Paragraph 71 of the Explanatory Memorandum hints at the fact that taking a collaborative approach will keep costs down. We feel that this could be a massive potential saving. If map production was procured centrally using an agreed framework and to a national standard (but led locally through local authorities) then huge cost savings could be made.