OSM & TfL

Cycle Infrastructure Database

Topics

- Options for adding the CID data to OSM including the paid for option
- Options for updating the CID data in OSM and being able to access the updates in an automated way.
- Options for validating updates from OSM
- Licensing implications – specifically relating to OSM derived updates in the CID database and with regard to our Transport Open Data license.
- Promoting the data to the OSM community and getting their feedback.

Adding data to OSM

Options & recommendations

OSM is a collaboration project. Our community of individuals and organisations add map data by carefully integrating it with the data which already exists within OpenStreetMap.

Carefully integrating CID data

Questions to be addressed before we start:

- Licence compatibility?
  - Data can only be added to OSM if it is compatible with our licence. Data released under Open Government Licence V2+ is compatible, but is the TfL licence?
- Is the data of the quality our community expects?
  - The OSM community takes pride in the data. Because the CID is large (240k features) we should expect to answer questions around CID quality. Images are great here.
- How are CID features already being mapped in OSM?
  - How does the CID data schema map across to the OpenStreetMap tagging schema?
  - Should all linear features in CID (e.g. advanced stop lines) be linear features in OSM?
  - Does it even make sense to add all CID features to OSM?

Are any tools required?

It is possible to add this data to OSM using the existing editing tools alone. However this may not be as efficient as a custom tool. It also creates challenges for tracking progress and/or ensuring a systematic approach with no CID data missed.

Example tools:

- Potlatch2 merging tool
- OSM Conflate
- Cycle Networks Tool
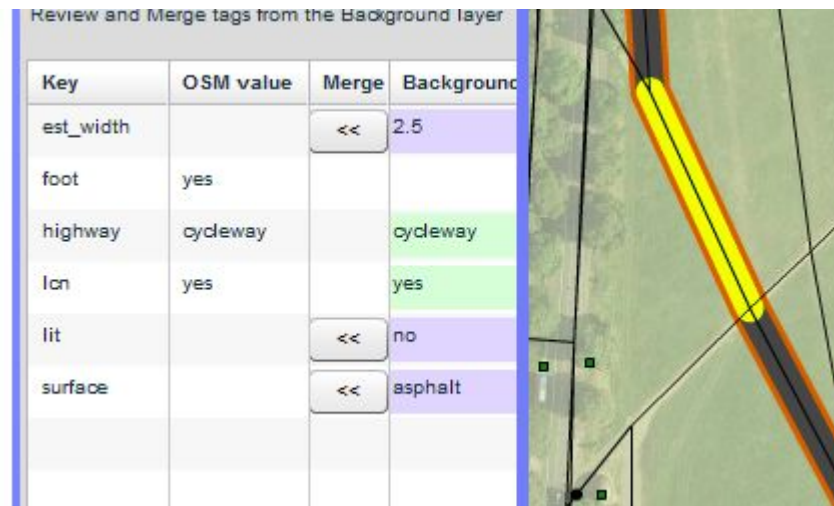
⚠ Using the Potlatch2 merging tool with 2011 DfT Cycle Paths data.

Options available

1. Make the data available as a download and leave to the OpenStreetMap community to add it if/when they want.
    - ⚲ **Pros:** No cost, no risk that the community feel like they have no say.
    - ⚲ **Cons:** No guarantee that the data will be added - the community may wish to do something else.

2. Actively support the OSM community by developing tools (in house or externally) or training staff to edit the map.
    - ⚲ **Pros:** Allows you more control and more guarantee that the data is added. If done well it sends a positive message to the community about your willingness to get involved. May help with long term maintenance of the data.
    - ⚲ **Cons:** Cost of tool development and/or training and resourcing.

Options available

3. Hire someone/some organisation to add the data:
   - 🚲 **Pros:** TfL in control of a commercial contract with agreed timelines.
   - 🚲 **Cons:** Costly and if done badly there is a risk of community retaliation. Can even result in the edits being reverted.

Good community engagement should not be underestimated in any of the options. Respecting the collaborative nature of OSM will help to build trust and can yield long term benefits (e.g. for long term data maintenance or future TfL projects)

Our recommendation

- Unless time constrained, Option 1 is a good starting point.
- Review progress after a set period of time (TfL could use our Talent Directory / OSM consultancy to help them measure completeness).
- If it is decided to more actively support the project (as per Option 2) then OSM UK can help source taylored training or software developers.
- Likewise for Option 3 the OSM UK Talent Directory is a potential place to look for paid mappers or a local and highly regarded OSM representative could work alongside a data entry company to help with community engagement.