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Notes from our President
J ust as I sat down to write my piece for Maplines, I heard of the sad passing of Ian Mumford. Ian was one of the most well-known map makers and had just a couple of weeks after hearing of the passing of Ian Kember. Both were former Presidents of BCS, Ian Mumford from 1976 – 1978 and Ian Kember from 1984 – 1986. In addition, Ian Mumford was awarded the prest-gious BCS Medal in 2002 in recognition of his tremendous contribution to the cartographic discipline. Full obituaries for both will be published in The Cartographic Journal.

Whilst on the subject of former Presidents of BCS, it is a distinction that I will share later this year when I will have served three years – will I be standing down? I had the great privilege of being at the helm of the organisation to celebrate its 50th Anniversary and during a time when there has been a resurgence in interest in mapping, fuelled by the huge amount of data and information that is now available in cartographic form via the internet. BCS has exhibition stands at events across the country, including over the water in Ireland, throughout the year that attract the geospatial industry and there has been a growing interest in BCS membership, with our numbers still on a steady increase. This is really good to see at a time when other organisations have reported difficulty in maintaining numbers. I believe that the BCS has a lot to offer and that in appealing to a wide audience, many of whom are map makers but have had no formal cartographic tuition, we can anticipate continued growth in the future.

Engagement with the next generation of map makers has been a big growth of activity over the last few years with the Restless Earth Workshop. When we kicked this off at the Symposium in Nottingham in 2010, I think few of us realised how popular it was going to be. We set out with the Schools Programme in mind that we would deliver two or three workshops a term. This academic year we are scheduled to run nearly 30, meaning by the end of the year we will have delivered the workshops at nearly 50 different venues, to nearly 90 schools and approaching 6000 students. In fact the whole enterprise has now grown so big that at our last council meeting we discussed the possibility of appointing a part-time Education Officer to take over the administration and running of the workshop.

We are still investigating the feasibility of this and are in talks with RGS to see if there is a possibility of a joint venture. We are always on the lookout for volunteers to help run Restless Earth Workshops, so please check out the programme on the BCS website and get in touch if you can help – it is hard work but also great fun and a fantastic opportunity to enthuse the next generation of cartographers. We started the 2014/15 programme with a workshop at the Coborn Centre for Adolescent Mental Health in East London and a report by one of the students can be found later in this edition of Maplines. Three volunteers ran the morning event for about a dozen students and we were very impressed at how quickly they settled in to and handled the task.

You will also find elsewhere in this edition more details about the BCS Symposium 2015, a joint event this year with The Society of Cartographers. It will be held in York in early September and looks like being another fascinating programme of events. Many big events lend themselves to being mapped, more now than the UK General Election results where Peter Snow showed coloured-ly across a computer-generated map of the UK as the results come in, slowly turning the country different colours.

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Readers will be saddened to hear of the death of a former BCS President, Ian Kember. Ian served as BCS President from 1984 to 1986 and was also a stalwart of the ICA. His funeral took place in Taunton on 6th February and BCS was represented by Dr Chris Board. Our thoughts are with Ian’s family at this time.

The following article was received from Charlie Beattie.

Dear Editors,

May I through 'Maplines' pay my small tribute to Ian. I quote from my Hon Sec's report to council in the 25th Anniversary Journal of Dec 1988 (he was leaving council)….. “Ian ‘inherited’ me half way through his term as President. His offer to assist at any time meant just that and he had the happy knack of treating my major errors as minor misunderstandings and denying that the minor ones ever existed.”

However, the facts were in 1985 I had been ‘persuaded’ by Barbara Bond to fill a sudden vacancy for Hon Sec. Though what I knew about the workings of council could not have filled the proverbial postage stamp! Ian was terrific! Quiet spoken and with a lovely sense of humour, he fielded all my inane questions (many of them repeats) and managed to carry out his own work for council without ever making me feel I was a pest, which I most certainly must have been.

I was fortunate to bump into him in Taunton a few times later on and he was always the same lovely man with whom any contact always made you feel better.

Charlie Beattie

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**Restless Earth Workshop at The Coborn Centre for Adolescent Mental Health**

In September last year, we delivered a Restless Earth workshop at the Coborn Centre for Adolescent Mental Health in Plaistow. I was wondering how to describe the day, but think it can best be done by including the letters we received afterwards, the first from a member of staff and the latter two from students who attended on the day. We look forward to going back next academic year.

To The British Cartographic Society,

Thank you for coming with your team and for teaching us not to take life for granted. Unlike countries like Japan who have suffered from a Tsunami on March 11th 2011, we are lucky not to experience this.

Your work helped me to understand the different types of jobs that are needed to save lives from the Military through to Search and Rescue teams. Here is some of the information that I remembered about each role:

- The Military Team were responsible to lead the investigations for all the teams.
- The Search and Rescue Team were responsible for finding places to treat the sick and injured.
- The Humanitarian Team were responsible to find a safe place for people to stay. They take orders from the Military and the Search and Rescue Team.

I would like to end by saying thanks for making us work with other students who have different skills.

Thanks

Habeebat

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Dear Pete

I must apologise for the length of time that this note took to be forwarded to you and your team, nevertheless, our memories of your splendid workshop cannot be erased. In fact, your project has formed valued resource for a number of cross curricular projects. One such project was; Facts About Tsunami covered in English. Students’ participation levels were increased as a result of your videos and pictures that they experienced.

Our students were thoroughly engaged throughout and have spoken about their enthusiasm of being a part of your project. Attached are a few of their responses.

Finally, your project was skilfully executed by combining rich content along with a very creative flair which made it utterly enjoyable and engaging throughout.

I anxiously await your next workshop.

Erica

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Thank you Pete,

Thank you for helping me to think like a member from the Military Team. You helped us to make maps by drawing roads, rivers and seas. I also placed stickers and added titles to my map.

Thank you Pete I liked your session.

Tammana

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**Ian Kember**

“A Tribute to former BCS President Ian Kember

President from 1984 - 1986

“Ian was terrific! Quiet spoken and with a lovely sense of humour”
Industrial Mapping

Cartography in the UK Oil and Gas Industry

Classed as ‘Fossil fuels’ – oil and gas is made up of the shells and skeletons of dead organisms that sank to the bottom of the sea millions of years ago. Different to coal – as heated up slightly, oil and gas formed – usually in the Lower Cretaceous (145 Million years ago) and Jurassic (200Ma) and Carboniferous Rocks (350Ma).

When was it discovered?

As early as the 1850’s in Scotland and Germany, oily rocks – (oil shale – similar to the ones you find in Kimmeridge Bay, Dorset, UK) were discovered and produced. Gas was discovered in Nottinghamshire by BP in 1938, starting a set of discoveries and production onshore in the North of England. By mid 1960s, the ‘UK Continental Shelf Act’ came in to order and drilling and seismic operations began in the North Sea. The first successful well was a gas well in 1965 drilled by BP on the first Licence awarded in the UKCS P001. However, this was short lived, soon the rig collapsed and sank and 13 workers were killed. Later that year, more gas fields were discovered, Conoco/NCB operated the Viking Gas Field – found at nearly 2800m below the sea floor. Oil was discovered in the Montrose field in 1969 just East of Aberdeen.

450,000 people are employed in the Oil and Gas sector in the UK, an industry worth £14bn.

Seaward Licencing Round, produced 134 licences covering 252 blocks.

What happens during Exploration and Production?

How do we find oil and gas?

Seismic operations are a valuable data collection operation to find out what is beneath the sea floor. A seismic company has a map produced from the operator showing their area of interest for their 2D or 3D Seismic Survey. The seismic vessel gets a window of opportunity to shoot the survey (in the West of Shetland the season is limited due to high waves and winds) – the data is nowadays collected and then processed by the operator. Pre-digital age – they were paper/plastic long rolls of 2D data lines that were laid out and interpreted with pen and pencil. Once the Geophysicist has interpreted the data, the Geologist and other members of the team pass on their interpretations to the modellers in the Appraisal and Development Team – who calculate rates of flow and amounts of oil/gas in the reservoir and if it is economic.

Since 1965, over 4000 Exploration and appraisal wells have been drilled at a cost of £65bn.

All this information is passed on to the decision makers, whether to drill a well. If and when the well is drilled, large amounts of data are produced and are passed back to the operators – depth of different rock layers, rocks chippings composition, geochemical readings and physical readings of the surrounding rocks and fluids, including any oil or gas. Once the well has been deemed a success, it will be decided to be produced – the oil is taken out and joined to either a pipeline or brought to the surface onshore by vessels or produced at sea by a Floating Production Storage and Offloading vessel (FPSO). The gas and oil is refined and ends up as gas, fuel, plastics and bitumen.

Where is the oil and gas in the UKCS?

The UKCS basin has a visible divide of oil in the northern basins and gas in the Southern basins. There are also frontier areas in the West of Shetland and Northern Rockall Basins.

How does Cartography feature in the industry?

Maps and cartography play a vital role in the E&P business. There is a huge amount of geological, geophysical and geospatial data that is associated with the oil and gas industry that is much more useful in map form. Data is produced by drilling wells and shooting seismic surveys but also the in-house interpretations and studies of the teams. From the exploration teams – seismic surveys, prospect outlines, licence areas and proposed well locations all need to be visualised. The data behind the points, lines and polygons on the map is extremely comprehensive. The cartographer takes the data from the teams and analyses it to put it through a GIS (Geographic Information System) in order to produce location maps and other requested imagery. Until recently, this was completed by hand and then updated manually by in-house drawing offices.

Computers, GIS and modern plotters are a massive aid to the Cartographer/GIS Analyst, analysing and crunching data and displaying and updating it. Imagery is needed by many other departments including Legal, Commercial, Finance, HSSE and Marketing. Analysis of the data that is produced, aids these departments and helps make big decisions.

87-90% of data in an Oil Company has a geospatial component... ~85% of the worth of the business.

In 10 years of working in the industry, I have noticed that data is now being seen as an asset. Managers are now taking the Data Management seriously and this then passes down to how do we display that data? Maps are essential and if a picture tells a thousand words then there’s always place for a good map!

By Alice Gadney

Drilling Hydrocarbon wells in 2014 cost ~ $900.000 per day... and there’s no guarantee of success!

In the UK 2014 there were ~60 wells drilled in UK waters. Maps and cartographic images usually feature heavily in the offices of an Oil Company. There is a general style in the UK industry which shows oil in green and gas in red... this goes for fields, pipelines and well symbols. However, globally there is no set style for the regular features that appear in the industry. Something for companies to consider? In the UK well and field data from the Operators is legally obliged to be supplied to DECC and then it can be accessed online. Operators and Oil Companies can also pay for data that is compiled by specialist independent companies.

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Very few things in this world are ‘black and white’. In fact, in our ‘wired-world’ we all know that most are anywhere between 50 and 256 shades of grey! I had originally meant to write a M aplines article reflecting on the horrific massacre of the staff at Charlie Hebdo in January, when two gunmen attacked the offices of the French satirical magazine. These events and their implications for freedom of expression must surely be important to all those who produce graphic images, including cartographers? This seemed even more appropriate since the killings in Denmark, cartography and satirical graphics are closely related. At their best, they challenge our world-views, at their worst they can contribute to harm. The whole episode reminded me of my own previous experience. In the 1980s, I was a member of the national council and publication committee of the World Development Movement (WDM) (renamed Global Justice Now). I created and commissioned maps and drew cartoons for WDM publications. This included a regular satirical strip cartoon entitled ‘Squib’ for the WDM newspaper SPUR. The maps provided ‘objective’ information (in so far as they used ‘recognised’ data from credible agencies) about the dire conditions of the world’s poor, while the cartoon strips focused on the structural ‘facts’ of global inequality – for example the role of debt burden or the need for land reform. In my mind, both worked for a common end and both dealt with ‘facts’ about the world.

It’s all about Context

My colleague appeared to conflate the ‘factual’ nature of maps with the notion of their supposed objectivity versus the subjective nature of satire. Rather, as the late Brian Harley stated, “…maps represent the world through a veil of ideology, are fraught with internal tensions, provide classic examples of power-knowledge, and are always caught up in wider political concerns.” Maps taken out of context may appear objective, but are nearly always implicated in the propagation of a specific message. To quote Denis Wood “maps work by serving interests”. A good example of this is the issue of ‘silences’, where omission of information from a map serves the interest of those who make or commission it. A recent instance is the case of the schools’ atlas produced by a well-known UK publisher for the middle-east market, in which Israel was erased because its inclusion was “unacceptable” to its Gulf customers. A whole nation purged from a children’s learning resource on ideological grounds - that is offensive to an educator. This issue was picked up by the Press and led the publisher to issue an apology and to pulp its unsold copies.

Another twist on the issue of silences in maps was the response of one reader of the recently published 14th edition of the Times Comprehensive Atlas of the World. The reader took exception to a section I had written that stated that official maps produced during the Apartheid period in South Africa had omitted ‘Black settlements’. The reader declared “This is patently wrong: within a few minutes I pulled out a 1982 1:2 500 000 scale Surveyor General map of South Africa which clearly shows Soweto and Tembisa. If I had the inclination and the time I could pull out several Surveyor General maps from the 70s and 80s which show townships where the scale is appropriate.” How interesting. Who would have expected the Apartheid regime to ignore the value of mapping of these settlements as a tool of control? Maps I had in mind were education, travel and tourist maps with attested omissions.

The Power of Images in Mapping and Satire

Above: Art work conceived and designed by John Hills, Canterbury Christ Church University.

Different maps, different purposes. Maps are knowledge. Knowledge is power.

Maps and Satire

This prompts me to return to the discussion of the relationship between maps and satirical graphics. As stated, at their best they force us to question our assumptions. A map of infant mortality rates in Africa is not merely seeking objectivity, it’s a call to action. Another turning point in my decision to write this piece was hearing Will Self’s eloquent BBC Radio 4 broadcast ‘What’s the Point of Satire?’. He provides an insightful critique of the value of satire, and discusses his personal ‘yardstick’ for whether something qualifies. This is, to quote Self, based on “…a classic definition of what constitutes good journalism - such enterprise… should comfort the afflicted and affect the comfortable”. Self turns his spotlight on contemporary satire and Charlie Hebdo in particular: "If we consider the scatter-gun nature of the seeming satire that Charlie Hebdo dispatched we can see quite clearly that it fails to pass the test. Who really is afflicted by depictions of the Prophet Mohammed? Well, almost all believing Muslims. Are those attacked by these depictions? Who finds their earthly burden lifted by contemplating such heavenly insults?

His yardstick can easily be applied to the products of cartography. Who was afflicted by maps that omitted ‘Black settlements’? Who was comforted by the elimination of ‘Black people’? It is worth remembering that Karl Haushofer the father of German propaganda mapping in the 1930s argued against comparing the selective use of ‘facts’ as far more effective. Yes, maps often ‘denote’ facts accurately, but I doubt anyone would argue that Haushofer’s and later Nazi propaganda maps comforted the right people.

The Moral of the Map

The moral of this story is surely that we must question the purpose of each graphic we produce. Does it comfort the afflicted and affect the comfortable? The real lesson of the Charlie Hebdo affair must be that images are powerful, but that with ‘freedom of expression’ comes responsibility. Maps and satire both work by serving interests... but whose? Maybe this would be a good time to reopen this debate with cartography?

By Peter Vujakovic, Professor of Geography at Canterbury Christ Church University and author of an entry on ‘maps in political cartoons’ in the Univ. of Chicago Press History of Cartography series.

Maps and Satire

Visit the BCS website at www.cartography.org.uk
SOME PIONEERS OF PEDESTRIAN WAYFINDING THINK THEY’VE INVENTED THE USE OF MAPS ON THE STREET. BUT MAPS ON TRAFFIC SIGNS HAVE BEEN AROUND FOR 80 YEARS IN THE FORM OF DIRECTION SIGNS IN ADVANCE OF A JUNCTION. THEY CAN VARY FROM THE SIMPLEST FIXED DESIGNS FOR CROSSROADS TO EXTREMELY COMPLEX DEPICTIONS OF THE ROAD LAYOUT AHEAD. THEY ARE CALLED MAP-TYPE SIGNS, BUT ARE THEY TRUE CARTOGRAPHY? WHAT ABOUT WARNING SIGNS, WHICH CAN ONLY DISPLAY ONE OF A FIXED SET OF SYMBOLS – ARE THEY MAPS? IN THIS ARTICLE I WILL ATTEMPT TO ANSWER THESE QUESTIONS.

HISTORY

FINGER POSTS AND MILESTONES HAVE EXISTED FOR HUNDREDS OF YEARS ON HIGHWAYS TO GUIDE PEOPLE TO THEIR DESTINATIONS. THESE WERE SUFFICIENT FOR THE HORSE DRAWN ERA AND EARLY MOTOR TRAFFIC, SUBJECT TO THE NOTORIOUS ‘RED FLAG’ ACT. BUT FOLLOWING THE RAISING OF THE SPEED LIMIT TO 20MPH IN 1903 AND ITS TOTAL ABOLITION IN 1930, IT WAS NO LONGER PRACTICAL TO STOP AT EVERY JUNCTION TO READ THE FINGER POSTS – ON MAIN ROADS MOTORISTS EXPECTED TO BE TOLD IN ADVANCE WHICH WAY THEY SHOULD TURN. THIS ENABLED THEM TO SLOW DOWN IF NECESSARY, POSITION THEIR VEHICLE CORRECTLY AND TO SIGNAL TO OTHER ROAD USERS. MOST PEOPLE TODAY UNDERSTAND THE DIFFERENCE BETWEEN AN ADVANCE DIRECTION SIGN (ADS) THAT INDICATES ROUTES TO BE TAKEN AT A JUNCTION AHEAD, AND A FINGERPOST OR CHEVRON-ENDED DIRECTION SIGN THAT MEANS ‘TURN HERE’. THIS DISTINCTION WORKS EVEN IF THE ADS HAS NO MAP BUT USES STANDARD ARROWS TO INDICATE THE ROUTES. BUT THE IDEA OF USING ARROWS DOESN’T SEEM TO HAVE OCCURRED TO THE MINISTRY OF TRANSPORT IN 1933. THE ONLY TYPE OF ADS IN THE TRAFFIC SIGNS PROVISIONAL REGULATIONS OF THAT YEAR HAS RUDIMENTARY MAP LAYOUTS, INDICATING T-JUNCTIONS, CROSS-ROADS AND S-ARMED JUNCTIONS.

Since then, successive sets of regulations have gradually expanded the range of possibilities for map-type signs, culminating in 1963 with the report of the Worboys Committee on traffic signs that introduced the pattern we still have today. From that point onwards, almost any layout of roads can be illustrated on a sign. An innovation in 1963 was the option to vary the thickness of each route to indicate its status. Motorways and primary routes had the thickest line, then other A and B class roads, with unclassified minor road appearing as thin lines. These regulations also expanded the colour options, introducing green backgrounds for signs on primary route and white for other roads, which complemented the practice from a few years previously of using blue for motorways. This flexibility of layout and choice of colours perhaps marks the point at which true cartography first appeared beside our roads.

DESIGN

Traffic signs can only safely be glimpsed for a few seconds. Approaching a sign, it becomes readable when the lettering is large enough to be discerned at that distance. It ceases to be safely observable when the driver’s line of vision would need to deviate from the road ahead by more than 10°. The number of seconds a driver has to read a sign is obtained by dividing the distance between those two points by the vehicle speed. The more information a sign has on it, the longer a driver needs to take it in, so simplicity and brevity are the over-riding considerations in creating a safe and useable sign.

Traffic signs are governed by regulations issued by government ministers, and the Department for Transport (DfT) publishes advice and guidance on using them. Since direction signs have to be very flexible to accommodate their situation, the regulations (commonly known by the initials: TSRGD) simply state that “the route symbols may be varied”. Chapter 7 of DfT’s Traffic Signs Manual (TSM) provides more information and is effectively a style guide to directional signing. It shows how to include space and combine sign elements, and the required geometry for typical junction layouts. However, there is no guidance upon what degree of generalisation or simplification is appropriate. Chapter 2 of TSM will eventually provide this, but has been in preparation for a long time. Most illustrations in TSRGD show a large degree of simplification, with arms perfectly straight and at right angles to each other, small irregularities having been ignored, but a few examples are more complex. No roundabout really has its approach marked centrally and heading directly towards the centre of the island, yet this is what the signs show. In reality there will be a curve to this, so slow traffic and an island splitting the two directions of traffic, but these details are omitted from signs to simplify them and to make the roundabout a familiar, easily recognisable symbol rather than an accurate depiction.

As a result of the lack of guidance, some sign designers fail to understand the need for simplified graphics that can be understood at a glance, and instead provide an accurate plan view of the junction or a layout so complicated that it is hard to follow even for a stationary observer. In Scotland, for example, it is common to show the exit arms from a roundabout in addition to the entry ones, leading to a more cluttered and less pleasing sign. As well as being simple to interpret quickly from a moving vehicle, drivers need to be able to remember the essential detail of the road layout after passing the sign – another reason for keeping the design simple.

AUTOMATION

An interesting aspect of sign design is the extent to which software can apply the rules, helping to achieve consistency whilst also enhancing productivity. The two computer systems with the biggest market share for UK traffic sign design are SignPlot and Keyplot, the former from my own company, Buchanan Computing. Both allow all types of traffic sign to be designed, including map type ones, and help ensure that arm widths, corner radii, etc., conform to DfT requirements. But SignPlot goes a step further by automating the positioning of text and symbols on map-type signs, using the specified arm angles. This saves time and also money because it attempts to find the arrangement that minimises the overall area and therefore cost of the sign. Because there are many permutations of layout that are equally valid, experienced designers will often need the manual editing option to over-ride the automatic design and use on-screen guidelines to help reposition sign elements. Software assistance can then be reapplied to the edited version. Automation also occurs in SignPlot in the form of spelling correction, font selection and colouring, and hint messages that appear offering to correct possible design mistakes.

SAFETY

Map-type signs play a valuable role in making our roads easier to use and navigate. They also make a vital contribution towards road safety, as they are the only means to advise drivers of an unusual or complicated road layout ahead. Whilst direction signs can show any map layout, arguably the wide variety of ‘mini maps’ that can be placed into a red triangle warrant the consideration of this type or warning sign as a form or cartography. As well as the familiar T-junctions and cross-roads, triangular warning signs can show many types of staggered junction and depict bends in combination with side roads. The new TSRGD expected this March will include all 23 permutations of this type of sign, but with each a fixed symbol that may not be varied.

CARTOGRAPHIC PRINCIPLES

As we have seen, well designed map-type signs use a high degree of generalisation. Junction layouts will be simplified, with standards symbols where possible, angles will be rounded to right angles or multiples of 30° or 45°, and roads will be shown as straight lines unless for safety reasons drivers need to be alerted to a bend. As a result, most such...
Traffic signs are the most accessible type of map there is. They are there for everyone to see at the very point they need them, and can be used without payment, equipment or training. But not everyone finds them equally accessible. Older drivers have lower visual acuity and therefore need longer to read signs and a higher level of night time illumination. Drivers from other countries may not understand the English language or imperial units used and may need longer to identify place names. Compromises have to be made, but the needs of all groups of road user should be considered.

Conclusion
All the OS cartographic principles are relevant in some degree to map-type traffic signs, which I have no hesitation in stating are a valid form of cartography. They vary widely from entirely topological to mostly topographic, depending upon their complexity. I conclude from this that sign designers have much to learn from the world of cartography and that the two disciplines should be colluding much more often and recognising their common goals.

By Simon Morgan,
Simon Morgan is the chairman of Buchanan Computing, providers of software, ‘cloud computing’ and web-based GIS for sign design, road accident analysis and other highway functions.

Cartography in the News
a miscellaneous collection of people and things

- The Ordnance Survey has reported an increase in sales of paper maps after a decade in decline. Sales increased 3% in 2014 and are expected to have grown by 7% in this financial year. This change is noticeable in the sales of the most popular Outdoor Leisure series, indicating an increased interest in walking and outdoor pursuits and perhaps a drop in reliance solely on handheld devices for wayfinding. Although the increase is small, it is still significant and is hopefully an indicator of a change towards using paper maps in conjunction with other devices. Source: www.grough.co.uk

- The BBC had an interesting article on the new Times History of the World in Maps, as reviewed in the last edition of Maplines. They picked out five notable maps in the atlas, those of Nazi Germany, Omaha Beach, antebellum America, Middle East partition and Vinland and looked at their composition and what they tell us about their historical importance. It is interesting to see how far interest in maps has come!

- Google are pleased to announce a one-off award for 2015 to recognise one of the most mapped events of the year. This award will be given to the product that most accurately and clearly represents the results of the UK General Election 2015. Although entries will be accepted in hardcopy format, preference will be given to online mapping. The Award comprises a trophy, £250 prize and a certificate and is being supported by Cartographic Society with the support of Google. As this is a one-off award it will not be eligible for consideration for the overall BCS Award. Closing date 30th June 2015.

- As we go to press, the recently refurbished Weston Library in Oxford (formerly the New Bodleian) has opened its doors after a four year revamp. The Library houses the Bodleian’s Special Collections, including the extensive collection of maps which can be viewed in any of the three new reading rooms.

- The BBC reported a new island formed by a volcanic eruption near Tonga. The map provided gave very little information about the position of Tonga in relation to surrounding landmarks and the useful inset of Australia doesn’t indicate where the larger scale map fits in…

- OS has released a new mapping tool – www.bbc.co.uk/news/technology-32019261 looking like more interactive and like a google map so people can create mapping to their tastes – more to follow!


- When is an underground map not an underground map? When it’s a map of the solar system – under-ground style www.vox.com/2015/3/24/8267637/subway-style-maps has a great selection of the maps which are in the classic style but have very different topics.

If you have seen anything that is cartographic related in the press or published – let the editors know on maplines.editors@gmail.com

New Editors Wanted!
Maplines are looking for a new person to join our editorial team. This is a voluntary position and involves looking for interesting content, arranging supply of reports from regular contributors, editing and reading of articles. Interested? Contact the editorial team at maplines.editors@gmail.com
In the first of a series of articles on Saudi Arabia, mapping expert Abdullah A. Al Sayari takes Maplines of the beaten track to archaeological sites many tourists might never find.

Last summer, my son and I decided to buy a new camera and was asking if there were any archaeological sites nearby to photograph with his new purchase. I remembered two sites close to Riyadh that I had visited nearly 25 years ago before he was born, and I suggested that I should re-visit them with him and his new camera.

I checked over the four-wheel drive that I usually use for such trips. I filled up the water tank and made sure that the car refrigerator was working properly and that we were adequately supplied with food and drink, tea and coffee. We set off at about two o’clock in the afternoon towards the west of Riyadh on the Taif Highway. After we passed Tuwaiq cliff and Qunaifdah sand dunes about 100 km from Riyadh, at the village of Musigrah, we turned north. We drove on a paved road for about 5km until we reached a cliff that rises about 40 metres called Khasam Musigrah. At the west end of the cliff, there is a small mountain about 35 metres high.

Inscriptions from the Past

In a several locations, this small mountain boasts a number of rock inscriptions carved by an ancient civilization. We do not have an accurate history of these inscriptions, but experts who have visited or written about them described them as Thamudic, created in the period between the first and seventh centuries AD.

When you stand in front of these inscriptions you feel there is a voice from the distant past calling you to describe how much the tribes living in this region were dependent on the semi-nomadic life. The majority of the men were nomads and they ate and drank in the wild and shared the weather conditions and the rain that fell in their area.

The most beautiful inscriptions on this small mountain were on the northwest side where there is a large rock that has rolled into their current position due to erosion. There are a number of large rocks that have rolled into their current position and are continually looking to improve. These rocks have now, in effect, became the pages of a book chosen by the people of Thamud to leave wonderful inscriptions that tell of their lives and their activities. Near the top of the cliff there is a large stone that is covered in beautiful inscriptions. Usually the inscriptions are on the front of a vertical rock, but here you can stand on the rock and see the inscriptions under your feet. It is worth venturing a short distance south of the Al Khasm Al Asmar site where you will see a shrub called Al Ghada at the southern end of the sand dunes. This shrub may become extinct from most parts of the South Najd but still exists in this region.

By Abdullah A. Al Sayari

Abdullah A. Al Sayari runs Desert Maps in Riyadh's Industrial City 2. After nearly a decade of mapping, he has an extensive catalogue of maps covering Saudi Arabia.

Contact Desert Maps on:
Tel: (+966) 01 417 6665; Fax: (+966) 01 417 6664; email: gm@desertmaps.com or Website: www.desertmaps.com

Many similar organisations the BCS is obviously doing something right, but are you making full use of all the opportunities and membership benefits available to you? Have you promoted your new products or services in Maplines or sent in your latest news to the editors? Is your company information up-to-date on the website? Please take a look. There are also fantastic networking opportunities. Please do not miss out on the Symposium in York, this year combined with the Society of Cartographers Summer School. Our industry is so diverse and inevitably corporate members will target different audiences and look for different benefits from the society. I am interested to hear how the BCS helps your business or maybe you think there are areas that could be improved on. Without feedback it is difficult to know if we are getting it right for you, but we are continually looking to improve. Please help us, help you.

Alan Grimwade

Cartographers Summer School.

Our industry is so diverse and inevitably corporate members will target different audiences and look for different benefits from the society. I am interested to hear how the BCS helps your business or maybe you think there are areas that could be improved on. Without feedback it is difficult to know if we are getting it right for you, but we are continually looking to improve. Please help us, help you.

Alan Grimwade

Information sheet, which tells you about the artist and the art you are looking at... but also shows you links to other pieces by the same artist but at a different location.... this is actually a map of the show... a time map and a relationship map.

The pieces are inspiring and obviously totally personal – not for anyone else to judge. They therefore have no use of GIS tools for high quality cartographic production. To join or for further information on any one of these groups please contact BCS Administration at admin@cartography.org.uk

The exhibition could start important point for the visually impaired! The exhibition could start important point for the visually impaired! The exhibition could start important point for the visually impaired! The exhibition could start important point for the visually impaired! The exhibition could start important point for the visually impaired! The exhibition could start important point for the visually impaired! The exhibition could start important point for the visually impaired! The exhibition could start important point for the visually impaired!

Hall and 3 smaller rooms. There are 50 pieces separated into the main buildings in a room…? There are many similar organisations the BCS is obviously doing something right, but are you making full use of all the opportunities and membership benefits available to you? Have you promoted your new products or services in Maplines or sent in your latest news to the editors? Is your company information up-to-date on the website? Please take a look. There are also fantastic networking opportunities. Please do not miss out on the Symposium in York, this year combined with the Society of...
S
ome of us cartographers have such stories to share. When I was young, I fell in love with maps. I created a fictional land populated by creatures doing their everyday activity from selling goods to playing football and all this within a pretty well-described space. Do I hear you saying “just like me”? That is probably where passion starts and studies in geography were a natural consequence. It all ended with a serious career. And it is here where geography meets history. My affection with the past and present drove me to research the history of cartography and the modern use of early maps.

When I browse past issues of Maplines, I know that I am not the only one feeling that thrill while looking at an early map of an area I know. Maps can show spatial treasures and secrets hidden by, for example, a post-war urban sprawl. And now, to surprise you, dear UK reader, you’re quite lucky to live on that sea-surrounded land known as the British Isles. Why? The answer is a period of undisturbed, constant mapping activities that lets you take a map from the 19th or 20th century, superimpose it on modern data and enjoy. I know it’s not that simple, but let me tell you the story of Polish historical geographers.

Mapping Poland

Referring to our past, Poland officially disappeared from the map of Europe in 1795, when it was divided (read: occupied) by Russia, Prussia and Austria-Hungary. We regained independence in 1918, but missed Austro-Hungary. We regained occupied) by Russia, Prussia and

And then another disaster came; World War II, which pushed us into the Soviet zone of influence and seriously changed our borders (Fig. 2). We could not use all the WIG maps, as our country moved hundreds of kilometres to the west. To be honest, we could not use any maps as in the Polish People’s Republic they were secret. Only as late as the 1960s, the first maps for civil use (but not for common people) were published, but “map” is a misleading term, as so-called obrębówka was censored in terms of content and, what is more ridiculous, of geometry, with glue and scissors, resulting in pseudo-cartographic puzzles which did not match at the sheet edges. It was no better later on as almost no series of pre-1989 civil topographic large-size maps in Poland were produced to cover the country 100%. The only exception is probably the worst example – a map of the układ system “1965”, with censored content, no geographic coordinates

Above: Fig. 1. A portion of the WIG 1:100 000 map, sheet “Lublin Północ” and a very strange mathematic base of 5 different projection zones.

Now imagine analysing environmental change from the 19th century till now. First – it is not easy to find maps from before the Great War in decent scales. It all depends on which part of Poland you wish to analyse and which country was occupying it. Second – good WIG maps are not available unless your research deals with an area which was not Polish and before the World War II. Third – post-war maps are unreliable and, in many aspects, strange. Even if you managed to put a set of a few maps together, covering the same area through some 150 years, you encounter problems of different design, scale and content. Plus you have to consider how to geo-rectify a bunch of these differently projected maps into one common reference system.

It is sometimes said the Poles like complaining. Maybe, but I’m not. At least not here. These are problems and challenges to face and solve and that is what research is made of. We can adapt to this, we analyse changes around us, but we also really like debates on how to geo-rectify these Soviet-influenced maps and the number of works dealing with cartometric issues is quite significant in Poland.

So, you’re really lucky – you can grab maps and compare them, seeing only development changes and not history disasters. And yes, I really am not complaining.

By Kamil Niesciork

Topographic maps were issued later in the 1920s and were highly appreciated worldwide for their design and quality (see Fig. 1). And then another disaster came; World War II, which pushed us into the Soviet zone of influence and seriously changed our borders (Fig. 2). We could not use all the WIG maps, as our country moved hundreds of kilometres to the west. To be honest, we could not use any maps as in the Polish People’s Republic they were secret. Only as late as the 1960s, the first maps for civil use (but not for common people) were published, but “map” is a misleading term, as so-called obrębówka was censored in terms of content and, what is more ridiculous, of geometry, with glue and scissors, resulting in pseudo-cartographic puzzles which did not match at the sheet edges. It was no better later on as almost no series of pre-1989 civil topographic large-size maps in Poland were produced to cover the country 100%. The only exception is probably the worst example – a map of the układ system “1965”, with censored content, no geographic coordinates

Below: Fig. 2. Changes of the Polish borders [source: Wikipedia.org, by Krzysztoflew, CC-BY-SA 3.0]

C artographers face many challenges, not least how to represent the physical world in as true a form as possible. Public transport mapping is no different. Leaving aside the long-standing debate about schematics, one of the challenges colleagues and I encounter is the requirement to provide maps to customers in the travel and publishing industry where page size is everything. Here, schematic maps work very well indeed.

Back to basics then. Good old-fashioned fieldwork. In surface based networks, such as Amsterdam, Budapest, or Pisa, walking the streets, plotting each of the routes and stops had to be done. And in 1990, when I first started doing this, there was no Internet, which meant that pre-departure research information was very limited. I would not necessarily have known how many lines there were and over how much ground. That meant guessing the time required to do the job and that in turn meant either a long or short stay or a short stay with long hours.

As it’s never commercially sensible to cover the entire city, the majority of our field research centres around collecting enough data to create maps that will make sense and be useful, for a typical guidebook over a single or double page spread.

There was nothing like digital cameras for recording tram and bus stop names in those early days. Everything was handwritten. The arrival of digital cameras, at prices making ownership a reasonable proposition, was certainly a boon. It has made fieldwork so much easier, particularly where the Latin alphabet

is not used in signage – Athens, Belgrade, Sofia, and St Petersburg, for example. We now have a library with more than 48,000 photos of every single station or stop name on every line in every city we cover, together with an assortment of other interesting subjects, objects, artefacts and oddity.

What to Map?

A decision as to which lines to incorporate and which to leave out must be made and that always depends on the type of system. Mindful that the end-user is a tourist, who may not have much time to get to grips with the complexity of the network, we generally first select the fixed route types, such as tram, trolleybus or metro and then bus if there is either space or the book author specifically mentions a particular POI only reachable by bus. In fact, we customise the coverage of maps specifically based on author’s manuscript wherever we can from the outset.

Naturally, if the system is predominantly bus, like Pisa, or in the case of Venice, waterbus, then we choose a selection of routes that properly cover the most important POI’s first and then include others to complement those where space and time allow.

Fixed routes are good to map for tourists – it’s easy for them to locate lines visually at street-level, either overhead catenary in the case of trolleybuses, or tracks and catenary, in the case of trams. Getting lost is no problem. Exploring the city, you’ll eventually come across a route somewhere. It’s a simple case of following the line in either direction until you come across a stop, note the name (or number), look at your schematic map, and off you go, or on you get!

In fact, perhaps to the wrath of other cartographers, I would argue that getting lost and exploring somewhere without a street map is absolutely fine and very enjoyable, armed with your transport map you’ll always get back to your hotel.

Basic information required

Let’s now take a look at an example of research with a before (official map) and after (Style45 map) for
1. Destination name
2. Service Identifier
3. Inside the vehicle – clear announcements before each stop would be great, in addition, next stop indicators in visual format would be fabulous.

Without these last two items it’s not impossible to get around, it’s just rather annoying. You have to position yourself on the vehicle in such a way that you can read each stop name on the outside whilst noting the progress on your schematic map and getting ready to alight at the desired place.

Now in the city to start research we’re in discovery mode. Our experience tells us what the minimum level of information is required to make a useable map. Whether the transport authority is going to provide that we don’t know. Time will tell.

**Travelling in Sofia**

Having pre-purchased a street map, printed it in black and white for easy mark-up, we can commence fieldwork; to begin we need to establish the types of transport and if possible highlight the routes on our street map. Visiting the transport information office we’re able to obtain information about the routes. Now at least we know the types and extent.

Sofia has good coverage by trams with the majority of platforms having signboards with both a name and unique number – which, combined with our digital camera, proves very useful in saving time annotating the street map mark-up as all the names are in Cyrillic!

The signboards also show Service Identifiers together with the destination stations of each route. Not only that, there are also timetables for each route, a line diagram with each of the stop names in end-to-end order and, highlighted in red, the name of the actual stop where the sign is located. Perfect.

The Service Identifiers and destination names also appear on the front and sides of most of the trams. Even if they weren’t, so long as you have the schematic map and have noted the name at the end of the route in the direction you wish to travel, you merely need stand on the correct platform to make the journey.

**Producing a finished map**

Given all this information and in possession of a well-designed and thoroughly researched Style45 schematic transport map, it’s truly a synth to get around and enjoy the city, its suburbs and the surrounding countryside – even if you don’t read Cyrillic.

Strangely, despite providing all this really useful navigational information on the ground, it always amazes me why some transport authorities around the world (actually quite a lot) choose to issue the most useless map information to their customers.

Back in the office after 5 full days of research and having obtained all the photographic evidence, plotted the stops and lines, it’s time to complete the job. We import the marked-up street map, draw the geographic layout of routes on a ‘trace’ layer, then draw each of the individual routes, typeset the stop names, straighten the lines, style with 45° angles, add station symbols and Service Identifier numbers. Job done.

**By Robin Woods**
By the time this goes to press the 2015 BCS Awards will have almost closed. I hope that as many of you as possible have entered for the Awards this year as it is a excellent way to showcase your products and you never know who might see and either want your products or know someone who might.

Cartography is used everywhere, even if people don’t realise it, and the General Election is one of our most mapped events as everyone strives to convey the results graphically in the best way to highlight the electorate’s decision. Unfortunately the General Election falls outside of the closing date for the 2015 Awards and whilst maps of the General Election will be eligible to be entered for the 2016 BCS Awards, we felt that it wouldn’t have the same impact and immediacy.

We are pleased to announce, therefore, that there will be an additional Google Award this year specifically for online or web-based maps of the UK General Election Results. This will be a one-off Award and will not be eligible for the overall BCS Award in 2015, but entry in this category does not preclude entry for the BCS 2016 Awards. Entries for this one-off category will close on 31st May 2015. So please get your entries in. And if you haven’t produced anything, but know someone who has, then do encourage them to enter.
UKCC

Preparations are in hand for the ICA conference in Rio in August. The UK has submitted proposals for three commissions: Ken Field and David Fairbairn are both to stand again as chairs of the Commission on Map Design and Commission on Education and Training respectively. Alex Kent had proposed a new Commission on Topographic Mapping. This recognises one of the key areas of cartography, but one which has rarely been the focus of wide research activity. This does represent a slight reduction in the UK leadership of Commissions, but we have some continuing and new faces in vice-chair roles, so our presence is still significant. Much thanks must go to Chris Perkins, Suchith Anand and Steve Chilton who have chaired commissions for the last four years.

The UKCC has nominated David Forrest for the position of Vice-President. The ICA Executive consists of the President, the Secretary General and up to seven Vice-Presidents. Menno-Jan Kraak of The Netherlands is the sole nomination for President with László Zentai of Hungary set to continue as Secretary-General. This time around there have been nine nominations for V-P with some very well known and respected figures in this list, so the outcome will be very interesting. The full list of nominations for V-P is:

- Sara Fabrikant, Switzerland
- Lynn Ussery, USA
- Andreas Albrecht, Germany
- David Forrest, United Kingdom
- Monika Sester, Germany
- Pilar Sanchez-Ortiz, Spain
- Yaelin Lin, China
- Igor Drecoli, New Zealand.

The UK National Report, submitted to the ICA every four years, is currently in late stages of production. This is a showcase for UK cartography, with contributions from all sectors involved with cartography and handling cartographic information. We were very disappointed with the range of submissions last time; this year there has been a better response to the call for contributions, but it is still only a small minority of companies and organisations that participate, which is a great shame – it is a fantastic opportunity to sell UK cartography on a global stage. As for recent reports, it will be published as a special issue of The Cartographic Journal.

As I write this, entries are about to close for contributions to the International Map Exhibition held as part of ICA conference. Interest seems rather low at the moment, but hopefully there will be a flurry of last minute activity and we will be able to assemble an exhibition to be proud of. The UK have done very well in recent times, winning three awards at each of the last two exhibitions.

Many of the ICA Commissions are gearing up for the conference in August, with a wide range of pre-conference activities and workshops. Some of these are intended for active researchers in various fields, but others are intended for a wider audience, and some commission run working workshops to introduce the wider cartographic community to late developments or techniques, obviously, this time around people from the UK are less likely to be attending these workshops unless attending the conference due to the location, but I would encourage as many as possible to get involved in these workshops, if not this time at future events. More information about the commissions can be found on the ICA website — www.icaci.org — and about the conference at www.icc2015.org.

If Rio de Janeiro is a step too far, the next major ICA event is the 1st ICA European Symposium on Cartography to be held in Vienna, 10-12 November this year. This is obviously much more viable for many in Europe and the registration will be quite modest at 170 Euros, with a reduction to 120 Euros for speakers. If past conferences organised by the team at the Technical University of Vienna is anything to go by, this will be an excellent event and well worth attending, and Vienna is a very attractive city to visit. The ICA Executive and Commission chairs will be meeting in conjunction with this conference and no doubt several Commissions will also organise meetings and workshops coincide. The call for papers is currently open, with a deadline of 1st June for submissions. See http://eurocarto.org/ for more information.

The International Map Year will be officially launched in August in Rio and we are currently in the planning stages of the UK contribution to the celebrations of maps and cartography. More information will follow in subsequent editions of Maplines, but you can find out more and access the new on-line book on The World of Maps, which is free to download, at http://mapyear.org/

David Forrest
Chair, UK Committee for Cartography

Subscriptions for 2015 are now overdue

A number of members who did not renew their membership by Standing Orders are being sent reminder letters in December 2014 and at the time of writing there has been a good response, but there are still members whose subscriptions have not been outstanding and I ask them to RENEW NOW! And the easiest way to do this is through our website at www.cartography.org.uk on the homepage select Join or Renew Now and on the page shown select the subscription rate applicable (Fellow members pay a slightly higher rate than the rest of the rates shown) and you will be directed to the secure Payments Page.

Membership

At the end of 2014, the society had a total of 711 current members, unfortunately 48 memberships were suspended for non-payment of membership subscriptions, there were 14 resignations and sadly one death; these were offset by a total of 110 new members joining through 2014. This year has started off well with 17 new members joining since January.

New Members

The society has the pleasure of welcoming the following new members who have joined since the Winter Maplines 2014.

- Mr G Breen, Miss D Brennan, Mr S Blunt, Mr M Cooper, Mr B R Creed, Mr C Dickey, Dr G Eades, Mr N Edmead, Miss K Ferriss, Miss E R Fryer, Mr H Guodai, Mr B Adam, Miss M Little, Mr L Mason, Mr S Miles, Mr I Murray, Mr J Rolfe, Mr A Ricci, Mr J Shaw, Mr G Simmons, Mr D Sprague, Miss A V Wood.

Overseas Members

Capt G R Cutler, National Library of Estonia

Associate Members

Mr M Bate, Mr M Davis, Dr G Parmeggiani

BSC Council

You will find enclosed in this issue of Maplines a form for nominating members to the BSC Council. Council is the society’s governing body, it is vital that the society reflects the wide range of interest and the corresponding diversity of the members clearly reflecting the diversity of the council. This year it is equally important that the society will need a new President and Honorary Treasurer as the incumbents of both posts have completed their official terms of office. Council elections are still open with the last day of voting on 2nd March where lively debate on how to take the society forward can take place. Please consider carefully what role you could play within the society, and if you would wish to stand for election to council this year. Council meetings are held 4½ times a year, usually in the first part of each calendar year and the London paid for attendance at such meetings and to cover other costs resulting directly from society business. The next election will take place at the ICA Conference in November 2015. If you wish to stand, please find two society members who are willing to propose and second you, to ensure that the form is completed and returned to the address no later than 1st Sep 2015. Forms can be mailed, faxed or emailed administration@cartography.org.uk

If you want more information about what it might involve, or if you wish to stand but need help in contacting other members to nominate/support you, please contact me at BCS Administration.

The Society Medal

The Society’s Medal is for contributions to cartography, in particular through active leadership in the development of cartographic theory or practice by original, substantial and continuing contributions to research. Persons who have made a distinguished contribution to Cartography may be awarded the Society’s Medal. Members of the Society who are not a condition of the award but the award shall confer neither rights nor privileges of membership. The award of the Pilar Society shall be a gift of the council. If you are interested in nominating a person for the Society Medal please contact BCS Administration soonest for further details.

Honorary Fellowship

Persons who have rendered distinguished service to the society may be elected as Honorary Fellows. The election of Honorary Fellows shall be made by the Society at the Annual General Meeting. Distinguished membership shall be submitted to such meeting by the council as they may from time to time determine. No more than three Honorary Fellows will be elected in any one year; they will not be required to pay any subscription and shall be entitled to the same rights and privileges of a subscribing member. For further details in regard to nomination procedures please contact BCS Administration soonest.

And finally . . .

Now, at the end of Feb as I write my Administration Report for this Spring issue, it is obviously not really on the way, as I have seen daffodils blooming by the roadsides the occasional periods of sunshine, only to have been followed by howling winds and rain/sleet lashing against the window. However, I am not going to let the weather get in the way, I only have come closed on three occasions during the winter, albeit one of the occasions was for two weeks!! Although, I still managed to sneak off and play a couple rounds per week (she who must be obeyed complaining bitterly about the muddy state of my golf trousers). You all may have noticed the Job Advert for my post in this issue of Maplines; I am afraid that all good things must come to an end, my term of office is due to come to an end at the end of this year, 2014 that 2015 should be my last year in post as your President and at the age of 68 I believe she is right and it is time for me to make way for a younger person so I shall be handing over (hopefully) to my successor during the period Sep – Nov 2015. If any member is interested in applying for the post or would like an insight to the job I would be more than happy to answer any questions.

Roger Hore, BCS Administration

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Email: admin@cartography.org.uk
The 8th International Spatial Socio-Cultural Knowledge Workshop

1st - 3rd June 2015
Defence Academy, Shrivenham, UK

Defence Regional Engagement - The Role of Human Geography in Enabling Defence Engagement

Past workshops have considered data requirements, the associated operational needs and the tools for addressing those needs. In 2014 the event drew these initiatives together to consider strategies for sharing data in the fields of stabilisation and disaster response. Through engagement with policy makers, academics, practitioners and end users, the 2015 workshop seeks to further develop these themes with a particular emphasis on understanding the role of human geography in enabling Defence Regional Engagement, which focuses on:

Security • Diplomacy • Stabilisation • Conflict prevention • Reconstruction activities

WORKSHOP OBJECTIVES

The objectives of the workshop are to consider:

• The collection, organisation and sharing of data, models and analytical outputs that will help develop an understanding of how human geography applies to/contributes to engagement activities.

• The integration and application of spatial analysis and decision support tools to identify opportunities and target populations for future engagement.

• The development of best practice use cases to promote and stimulate concept and capability development.

These questions will be addressed through a combination of plenary speakers and extended breakout discussion sessions.

*Call for proposals and presentations*

Proposals for presentations based on one of the workshop objectives are invited from interested parties. Presentations will be 30 minutes in length and should preferably focus on research emphasising field work results.

Please provide an abstract of a maximum of 250 words to Susan Enscore by 27th March 2015 (susan.i.enscore@usace.army.mil)

Workshop details including registration and logistics can be found at http://www.symposiaatshrivenham.com and by following the link to ‘Spatial Socio-Cultural Knowledge’ in forthcoming events.

Supported by:

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