## 1 Icebreaker

Name
Pronoun
Where From
Would you go Electric?

## 2 Bus Stop Life Cycle

We need a Bus Stop

We are notified of a new stop going in by "Infrastructure/Traffic" teams and then add into NaPTAN > notify operators of code > notify our GIS team to add to mapping layer > add new NaPTAN file into RTI system and poster system

Negotiation about getting a bus stop outside the house

This can drag on

Consultations with authorities, police, local residents for safety and approvals

Somewhere someone will need to board and access a bus requested by bus operator, authority or customer

Request for a new bus stop will come from customer or bus operator

Site visits take place to determine most suitable location

Highway saftey check undertaken

Notification letters to residents sent

Create NaPTAN Stop & provide information to bus operator

Install Stop

Operator asks for stop as part of new registration only 72 days in advance potentially

Or 72 days

Not same team who create infra or NaTAN Codes

TfL - Planned centrally - consultations - bus routes - not to same extent - no deregulated

To register a Service as a Bus Operator

New operator on a new route - more involved than they demand and we produce

NaPTAN as "Custom Point" - and then change to marked

Stick up bus plates with temp - for start date - to get the right place to put the stop in

Short notice or road works diversion - depending on length if in NaPTAN

Roadworks notification very late - might only take one day to do work

We aren't notified of roadworks and do not add temporary stops to NaPTAN

What happens in between?

NaPTAN for more than a day - TfL

Worth in even just for a day - alternative stops / major events

Temp stops into Journey Planner into NaPTAN

Locally not central planning

Bus diversion - moving to temp stop - NaPTAN - dolly stop

Upload to NaPTAN daily as much as possible - practice - upload straight away

Slip - 5 months - the extent made a difference

Transport planners needed to find work around

Bus Operators - won't pick or drop off on diversion route

Bus Operators - rival operators route on divert

Would need to be significant - diversion - months - for weeks not enough

If people can access public transport - work with operators

Cornwall - big diversion - rule if live for more than 2 weeks or more than 2 weeks notice - incident capture/ interruptions

NaPTAN can mark as unavailable if roadworks.... or time for bus station - unused feature

Might not "be in use" but are totally there physically

Bus stop flag - it's there even if it's not in service

Reliant on Google - if not in service not shown on google maps

Use NaPTAN to find out where could run bus as a Bus Operator

If it's in NaPTAN it's physically there

No longer served - don't take out unless real reason

We no longer need a Bus Stop

Only time a NaPTAN pointis removed if a bus stop istop s requested to physically be removed

If stop is physically there, services removed from flag and notice put in to inform stop not in use

Due to costs for us they remain in place to remain live in NaPTAN

We do remove if there are complaints about it not being in use. But only do this if this has not been in use for more than 12 months as often services change and go back on route.

If we physically remove the stop then we mark it as 'inactive' in NaPTAN

Inactive stops - left in NaPTAN

Archive at a later Date if never coming back

Seasonal - Custom Bus stop

Festival and busses needed to terminal if not already there

If run in summer there - and can run all the time

Many seasonal in SW - camp sites etc - all time on NaPTAN

Sailsbury plain for week once a year all in NaPTAN

Seasonal bus stops exist all year around

Terminal point in country park - one off Park and Ride into their system

One off - Festival - Custom

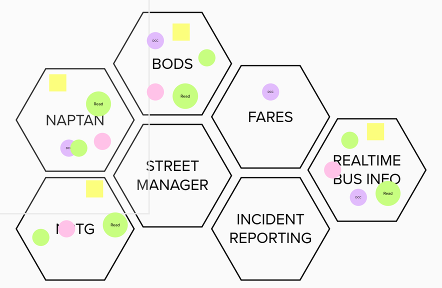
No Bus Stop would never be "not in NaPTAN"

Wouldn't be in any systems

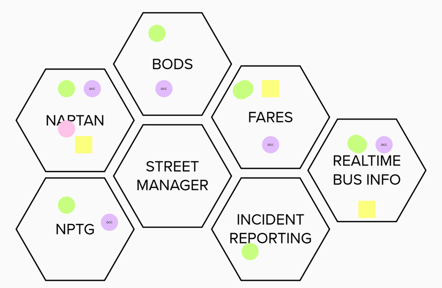
Sometimes get Rando bus stops put in by developers - in Light Industrial areas - never had a bus service - could be part of planning

## 3 Other DfT systems used

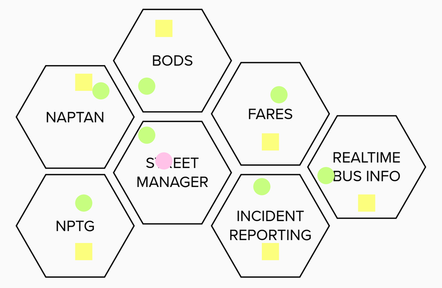
By You personally




By other members of your team




By other departments/Contractors




## 4 Business Rules - Top 10 rules we love!

Stop does not have a valid ATCOcode The associated stop does not have a valid AtcoCode.

Same as below

invalid ATCOCode prefix The first three digits of the AtcoCode must match the area code for the local authority (e.g. AtcoCodes in Oxfordshire's file, "Naptan340.xml", must begin "340").

Software would not allow to be created as an oppise

NaPTAN would reject it outright

Stops In Water StopPoint geocode is more than 50 metres away from land.

Stops In Water StopPoint geocode is more than 50 metres away from land.

Some Ferry Terminals - on Piers

Dependent on maps

Dorest stops due to maps

Apply differently to diff stop types

Not rejected - warnings systems only

Stops In Different Admin Area Stops with coordinates physically located in different authority to the authority who owns the stop

e.g Blackpool Airport

Depends on mapping boundary lines

Within TfGM area but map says otherwise

Could be a historical fix for stops in neigbours in the past

Nottingham - some are city some are county - interchange needed to be in group

To make things simpler - keeping things sane as possible

Stops in Different Admin Area The AtcoCode prefix for the StopPoint represents an AdminArea which does not correspond with the AdminArea in which the stop is physically situated

"Stops In Different Authority" "The AtcoCode prefix for the StopPoint represents an AdminArea other than the one associated with the stop s Locality"

Stops In Different Authority The AtcoCode prefix for the StopPoint represents an AdminArea other than the one associated with the stops Locality

incorrect aa_id for import area You have used an Admin Area ID (AdministrativeAreaRef) that is incorrect. For example the Admin Area id for Buckinghamshire is 70. Not to be confused with its Atco Prefix (the three digits that appear at the start of every AtcoCode which is 040)

Stop Road unknown The "street" shown in the data does not correspond with the name attached to the road segment to which the stop is snapped in the Navteq mapping data used by Ito.

Catches typos - Street vs Road

Instances where wrong

Point on corner

Many diff road networks - snapping to ONS product - round in circles

Were some examples of diff map systems - on long roads

Consensus on mapping

Depends on mapping system

Suppression important

Open Street Map used by Ito World - open to change

Stop Proximity Stop is too close to another stop. Any stops within 4 metres of another stop will flag as a warning. For stops of type BCS this threshold is reduced to 2 metres. Only stops of type BCT, BCS and BCQ are included in this test.

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Stop Road Unknown Stop has a street that is not found within 250 metres of its coordinates

"Stop road distance" StopPoint geocode is more than 200 metres from a road.

Stop Road unknown Stop has a street that is not found within 250 metres of its coordinates

"Stop road distance" StopPoint geocode is more than 100 metres from a road.

Subtle difference in some mapping systems

Road and street are managed differently

GIS and mapping updated every week - as maps not updated in checked

OS mapping - once every year -or

OSM - Open Street Map all the time

Private Road - creates more noise here

Stops with wrong bearing Stop has a bearing that is different to the calculated bearing of the road link it is connected to. The test compensates for stops being snapped to the wrong side of the road. Therefore if the calculated bearing is E then stops with a bearing of E or W will be allowed. A 22.5 degree boundary threshold is also allowed. Therefore for example if the calculated bearing in degrees is 280 (which falls in the range for W), as this falls within 22.5 degrees of the boundary to NW (292.5 degrees) allowed values will be W, NW and the mirror values of E, SE.

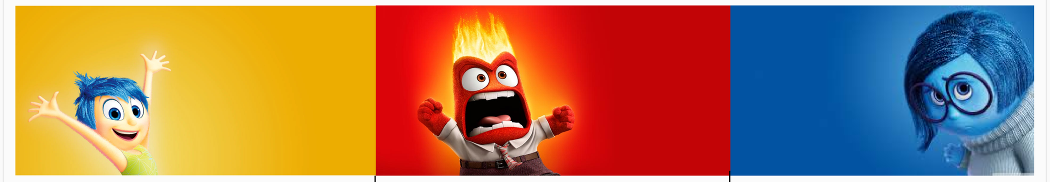
Stops with wrong bearing The bearing shown in the data does not correspond with the bearing as calculated by reference to the orientation of the road at the location of the stopping point.

Bearings - RTI uses Bearing for predictions

Ticketer takes account of the bearing

Geographic better NWSE

## 5 BODS corrections - feedback



| What gave us *Joy*? | What frustrated us? | What made us *Sad*? |
| --- | --- | --- |
| That my list wasn't very long :) | THat the list was so long yet less than 5 amendments needed to be made in the raw data. No acknowledgement of the quality of the original data. | Assumption that the data was wrong and it could easily be changed |
| | False positives i.e. was told bearing was wrong but was actually correct | the way it was approached and the number of peoples backs it got up |
| | Being asked every Friday to justify not agreeing with suggested corrections | |
| | No sensible approach to finding out who was responsible for BODS and directing all information at that person. LA's in my area were keeping each other informed | |
| | that everyone was using the same system to manage naptan | |
| | that one mapping system was more accurate than another | |

## 6 Action Points for Dr J/Adrian

Talk to Di W about Ito World Suppressed Warnings

Talk to Mark T about bearings Suppressed Warnings - turning circles

Talk to Mark T about locality name and common name

Grey areas in Schema - Road names vs mapping software

Mark T - Changes mean go and resupress warnings

Talk to Tricia about locality name and common name

Talk to Tricia about school bus parks - as no roads