What is a Bus Stop?

Agree

Rural bus stops are less physically obvious

Demand responsive transport - stop areas for them

Stop areas - FLX types - flexible zones

Hail and Ride stops - along an area of road

Both way bus stops - only on one side of the road signaled

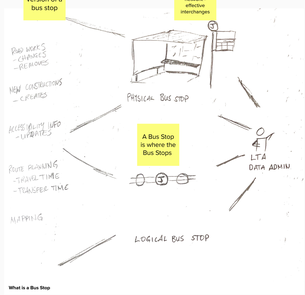
London - Hail and Ride in fringe areas

Light rail included - 940 - GMC on behalf of DfT

The Naptan Schema also includes Taxi ranks, Rail & Bus Station entrances etc - Is the intention that this continues? (Ferries, Airport, Rail Stations are all covered by their own organisations)

Only one version of a bus stop

Are part of a wider transport network - effective interchanges



A Bus Stop is where the Bus Stops

What is a Bus Stop

Disagree

Can't separate - custom and practise stop

Hail and ride and flexible not marked

Danger in separating

Physical and logical can be unlinked if not served - management nightmare

Accessibility

If I could I would ...

TIGM - would need a review of all access points.This would be a very significant undertaking

KCC - Yes, we'd love to. A common standard would help a lot though.

LA or regional data to ensure data consistent?

Need to be clear what data is needed

Every stop would need surveying - a massive impact on resources. This would also need keeping up to date.

have an up to date audit of all stops

If the bus stop actually is physical or not

Does this stop have a shelter or not

Is it bus stop has a dropped curb

Have bd info about raised kerbs/dropped perks

Responsibility for surveying - Bus operators, Highways Authorities and Local authorities/ Highways as necessary

Agree the need to have accessibility available - (BUT)

To ensure all areas had the data there would need to be significant investment

Would need to survey stops - but time / resource limited

Notts CC are currently trying to gather up to date information about bus stops. (Audits undertaken by an external contractor) This is an exercise that will take 4 years due to costs and may unsure how we will keep this up to date in the future.

Accessibility can change minute by minute

Danger would be users relying on the data where it is incomplete

Problem is a common format - can be some vehicles and not others - level of detail

No guidelines on where a stop is "accessible"

Levels and degrees of accessibility

Accessibility

How would you?

TIGM - once all points surveyed - this data would need to be maintained

Need a link between Highways Authorities, Transport - bring data and other said infrastructure together - Highways Authorities being actively asked to bring in data - Bus Operators in time.

My software can keep records of changes - not sure how to extract it though (plus also needs to be up to date.

The current NaPTAN structure for accessibility data needs v2.5

KCC - Stop surveys would be needed.

What would change for you?

TIGM - an improved dataset that would have real value to all PT users

KCC - Some rural stops simply cannot be made accessible without e.g demolishing a listed building to make way.

South West - Some areas have the data already in our system - we are working on what is required

Just because the physical stops are accessible - accessible it doesn't mean they can be used by people - accessible manner

Data validation / Data Correction

OCC - Have not been able to find the validator since the website was updated

Theory is that validdor says OK can upload ok

John does whole region - for multiple changes - internal process

AH- upload weekly and ad hoc as well - of 22 via batch file - not validated on well

AH- audit on their system - and validation only post uploaded

MT- try and send off data as good as possible - passengers give data to check for mistakes

Validator tells us data is correct to upload

Dft Validator site - hidden

There is a difference between what the validator considers and the guidance about stop naming - guidance cannot be carried or loaded into the schema

My software validates the data to a certain extent - unique sms codes/ATCO code, correct number of digits, correct letters etc - The Naptan guidelines have much more strict criteria regarding stop names, etc - none of which there is actually in place - so software validates to the obvious change will cause a different error message

Schema - issue

Checking to make sure that stops are in the correct place

We have a single database that ...

KCC - We upload regions as they change, and upload the whole region rather than file deltas as this is demonstrably reliable. We rely primarily on ito for data checks, but do take feedback from operators and the public regarding names. However, we often find that different parties disagree, so have to arbitrate.

Upload the entire region and not just the changes - this is something people is asking for - it makes it easier to see what has highlighted if you have a stop with lots of changes in a month.

Upload entire dataset - usually monthly, though more frequently if there has been a change

Passenger checker tool, some errors reported are inaccurate i.e direction indicators

Passenger is a 3rd party system

Sensible tests with feedback

Passenger tool is so poor it is not worth using

A challenging bus stop for validators: back to back Railway Street and Wells Lane stops in Harrogate - Bus Station

ITO World and Checking

There isn't another tool like Ito world out there

Level of insight/ information and how systems are maintained

Its World - have expertise in this world and data - from actual users

ITO World - major tool to help people find errors

Alternatives - and good tests and amend data accordingly

NCC - Its World tool is very important for managing the data. Please keep it available for other authorities

Checks are based on Traveline National Management guidelines in ITO World

Use ITO World tool for validation

IThe functionality of ITO World is very good. Especially linking with Google Maps and Open Street Map. Any replacement will need to have that same or better link

Passenger gives false positivies

Checks are very basic - some are post hoc - eg distance to road

West Midlands - lists issues with stops - designed for LAs

Only knew when finishing with small notice

Alternatives are not LA friendly

New stops and can check for issues - what they are and nudging - too useful

Creating routes - find on its world the maps - easier than the Dft Traperce system

Plotting routes is very good for

Elyhum - potential replacement and Its World - old software - need to know what to build

Some of the checks need to be replaced - it is not clear enough to understand there is a market

Its World - ability to supress warnings - - commercial company making money from data

Carry on checking and make money from downstream data

Open Data created costs money to run - commercial side check for free

RNI - small company develop tools for Its World - startup - business models

DfT have data quit checks as Time Table and Routes upload - only run once - so need to run an open source reporting/checking tool

Proposal to go from Bus Operators - Bus Operators having to pay - get that LAs can't pay - Bus Operators have to get away with

Is Solid Gold Data acheivable

Budgets tight - can achieve

How is this achievable - not enough staff - - -