Quick Guide to NaPTAN stop point naming (NaPTAN2)

This Quick Guide should be used in conjunction with the document *TRANSPORT DIRECT A simple guide to the key features of NaPTAN* (download from www.journeyweb.org.uk/ng.htm) and the NaPTAN Schema Guide (from www.naptan.org.uk).

NaPTAN 2 Field	Content See the Simple Guide for information on permitted characters	Notes
AtcoCode	The first three numbers denote the authority responsible for the stop. The fourth character is a 0 (zero). The remaining characters to a maximum of 8 are alpha-numeric determined locally.	
NaptanCode	A unique seven or eight character code suitable for displaying on stops and in public facing systems. The code is suitable for use in SMS and other delivery channels. Must follow detailed rules – best created using tools from Kizoom or Thales.	
CommonName	The aim is to have a unique name for an obvious group of stops within a locality. <u>Acceptable</u>: nearby landmark, nearby side street, the street on which the stop is located (for very short streets only where there is only one group of stops) <u>Unacceptable</u>: a composite of two street names or a street name and a landmark	The 'obvious group of stops' is a StopArea. The Simple Guide provides information on how StopAreas are constructed. When combined with the Indicator, the stop name should be one that the public would recognise.
Landmark	*Optional field. See Simple Guide for details of how and when this field is used.*	Is a candidate for use as CommonName
Street	The street on which the stop is located.	
Cross Street	*Optional field. See Simple Guide for details of how and when this field is used.*	Is a candidate for use as CommonName
Indicator	A very short way of identifying which stop of two or more that have the same CommonName. <u>Acceptable</u>: o/s [outside], opp [opposite], adj [adjacent], Bay 1, stance B, stop 5. <u>Unacceptable</u>: anything which cannot be read as qualifier of the CommonName, lengthy descriptions (always keep as short as possible)	The test that should be applied is whether or not the Indicator works well with the CommonName e.g. Post Office, o/s War Memorial, stop 5 High Street, o/s 6
Bearing	The direction in which the vehicle is pointing when it is stopped at the StopPoint. <u>Acceptable</u>: N, NE, E, SE, S, SW, W, NW. <u>Unacceptable</u>: NNE, SSW, south west.	
NptgLocalityCode	The code of the lowest level Locality in which the stop is located.	This code is associated with the locality name and other locality relationships such as Parent when the data is uploaded.
Town *Suburb* *Locality Centre*	*Optional fields. See Simple Guide for details of how and when these fields are used.*	Leave unused unless there is a local requirement for data in these fields
Easting and Northing	Each stop must be geo-coded **to 1m precision** using Ordnance Survey all numeric grid references.	Longitude and Latitude are populated automatically when the data is processed.
StopType BusStopType TimingStatus	The available values and their meaning should be obtained from the Simple Guide.	