

STOP STATUS IN NaPTAN AND DEALING WITH NaPTANs THAT ARE NO LONGER REQUIRED

1 Background

Every NaPTAN record must contain a mandatory field that describes the **status** of the stop. This must be one of:-

- **ACT** – the stop is **LIVE**. This means that the stop is available for use and almost certainly currently served by public transport (or is available to be used)
- **DEL** – the stop is **INACTIVE**. This means that the stop is not currently being used by services, but it might be possible for it to be brought back into use. (*If an operator wants to use such a stop on a service or include it in an EBSR, then they need to ask the authority “owning” the stop to make the stop ACT again*)
- **PEN** – the stop is in a **PENDING** state. This means that the precise status of the stop is unknown. (*This usually happens because of a validation failure during import to the national database, or because an established NaPTAN was missing from a subsequent upload*).

However, the exact status of any NaPTAN point can also be further described using the **STOP AVAILABILITY** record.

2 What is Stop Availability?

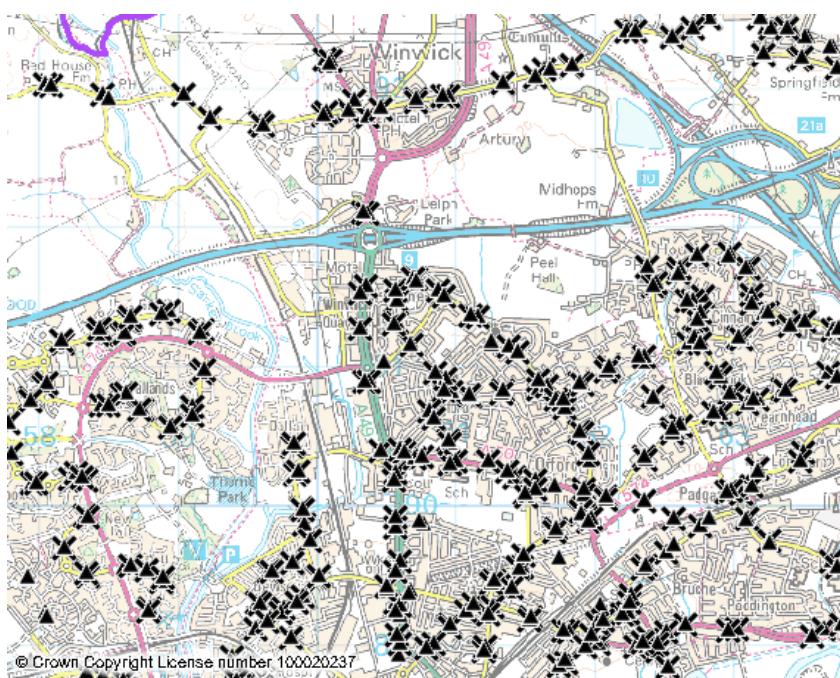
This facility within NaPTAN allows the status of any NaPTAN point to be clarified. This might be needed if, for example, a NaPTAN point existed only for seasonal services, or the stop needed to be temporarily moved for roadworks. The StopAvailability record is linked to the main NaPTAN record and allows stops temporarily to have a different status as described below:-

- **ACTIVE** – the stop **IS ONLY** available for use between the dates specified in the StopAvailability record. (There can be multiple date ranges specified and end date may also be open, indicating an indefinite availability after a certain date).
- **SUSPENDED** – the stop is **NOT** available for use between specified dates. This may be because it is only available to seasonal services, or because it has to be taken completely out of use for a period of time. (The primary record will have the status of DEL, which will revert to ACT during the period when the stop is available for use)
- **TRANSFERRED** – the stop is temporarily moved to a different location e.g. because of major roadworks. This means that services coded to that stop do not need to be re-coded to a new one. (The primary record will have the status of DEL)

StopAvailability is currently supported by some of the NaPTAN data management systems being used by authorities. It is a useful tool to help manage NaPTAN data and if you are not already using it, then it is worth checking with your system supplier to see if the system you use does support it.

3 What can I do with NaPTANs that are no longer needed?

It is an essential requirement of the NaPTAN system that once it has been created a NaPTAN record **must** remain in the national database. That is especially important with EBSR, since there must be a permanent method for referring back to any NaPTANs used in an electronic registration. However, because the old records have to remain in the databases, this has caused problems in some areas where old, DEL NaPTANs simply clutter and confuse the NaPTAN database.



This is particularly cumbersome in areas where stops have been subject to wholesale changes over the years because of e.g. re-numbering, or because of, service re-routings or town centre pedestrianisation.

A look at the NaPTAN Viewer in some areas of the country illustrates the problems that can arise. The existence of a substantial number of DEL stops can obscure the ACT stops that are needed for coding services and for EBSR. As a result it can be difficult to pick out the ACT stops from the DEL records.

The solution is to use the **ARCHIVE** facility that has recently been added to NaPTAN. This allows NaPTANs that have had DEL status for more than 3 years to be removed from the live NaPTAN database, though the record will still remain within the archive section of the national database for reference.

Where a database system supports archiving, authorities can mark NaPTANs for archiving so long as they meet the 3 year rule; systems are configured to validate this. In exceptional circumstances, where the local system doesn't support archiving or there is a case to archive records that do not meet the 3 year rule, a special request for archiving can also be made to Transport Direct.

More information about managing archived records can be found at <http://tinyurl.com/d5bjhb>

4 How Do I Get Further Help and Advice?

As always, users can seek further advice about stop availability or archiving (or anything else connected with NaPTAN, NPTG, EBSR etc.) by sending an email to Transport Direct at ebsr@dft.gsi.gov.uk. We will do our best to help.

*Kieran Holmes
March 2009*