TRANSPORT DIRECT

NEW VERSION OF THE NAPTAN VIEWER

GUIDANCE NOTES

July 2005

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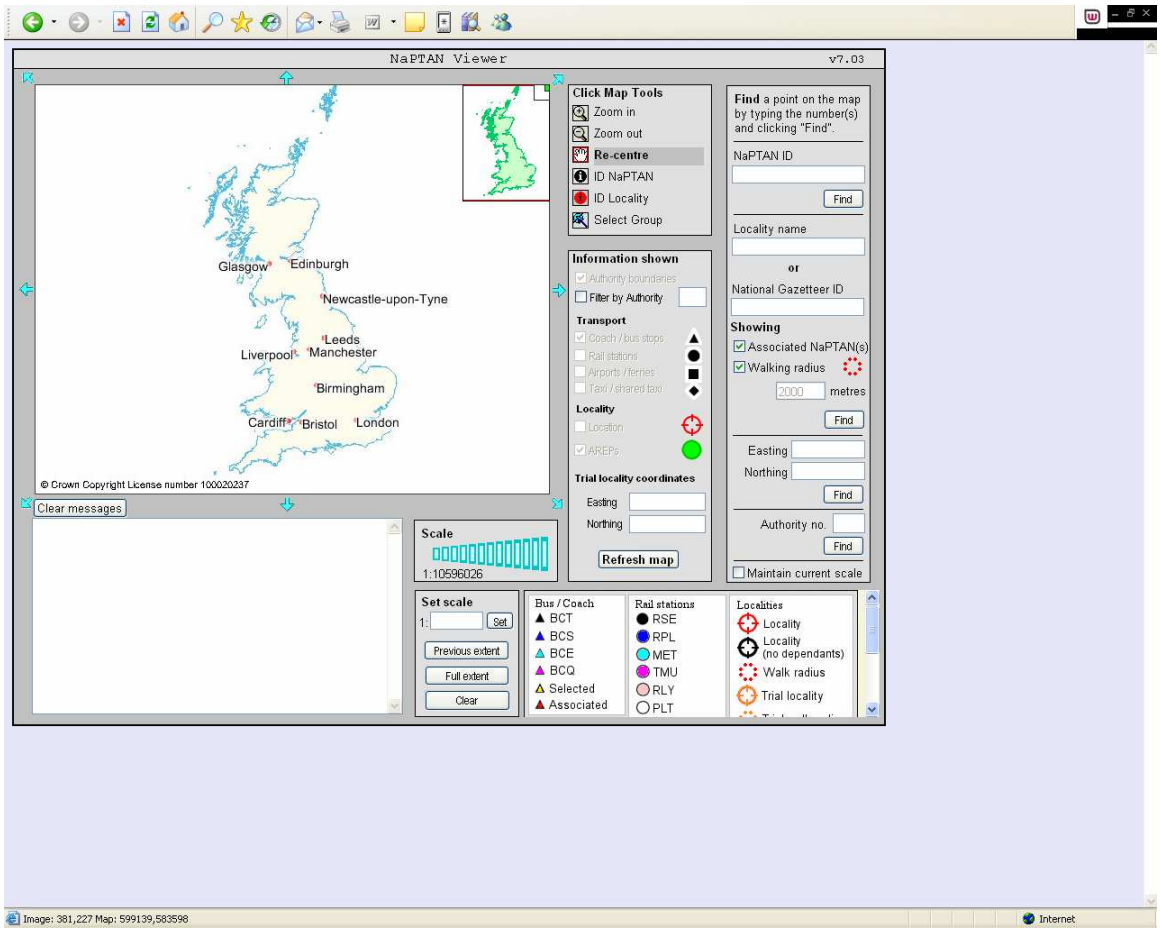
THE NEW NAPTAN VIEWER

An Overview of the Major New Functions

1. Main Screen

A number of enhancements have been made to the NaPTAN Viewer in response to comments made by users. The most significant additions include the ability to select a locality by name or by NatGazID number, the display of NaPTANs associated with that locality, the display of walking distances and the display of AREPs.

The front screen of the new viewer is shown below. All of the functions of the old viewer still remain (though some have been re-positioned) but additional functions have been added and a new “KEY” is provided (bottom right) to identify different classes of NaPTAN points e.g. to show BCT, BSE & BCS points in different colours to aid identification.



These stop categories match the NaPTAN stop types (including new ones that will be available in NaPTAN2.

These stop types are:-

BCT	On-street bus/coach stop	RSE	National rail station entrance
BCS	Bay/stand within a bus station	RPL	NEW - National rail platform (maintained by DfT)
BCE	Bus/coach station entrance	MET	NEW - Metro/Tram/Underground Access area (maintained by DfT)
BCQ	NEW – Flexible stand allocation in a bus/coach station	TMU	Metro/Tram/Underground station entrance
AIR	Airport entrance	RLY	National rail station access area (maintained by DfT)
GAT	Airport access area (maintained by DfT)	PLT	NEW - Metro/Tram/Underground platform (maintained by DfT)
FER	Ferry access area (maintained by DfT)	TXR	Taxi rank
FTD	Ferry port entrance	STR	Shared-taxi rank

The format of NaPTAN numbers for the centrally maintained stop types and their associated local types are shown below (based on National Rail for Farnham Station):-

RLY (Maintained by DfT)	9100FARNHAM
RSE (Maintained locally)	4000FARNHAM0 (main entrance to station)
	4000FARNHAM1 (other entrance 1)
	4000FARNHAM2 (other entrance 2)

It should be noted that the numbering structure is for the locally maintained data to use the local area code (in this case 400 for Surrey) followed by the TIPLOC code with the main entrance identified with the suffix 0 (zero) and other entrances identified with the suffix 1-9 dependant on the number of entrances at the station.

This numbering structure should also apply to the other centrally maintained data types GAT, FER & MET

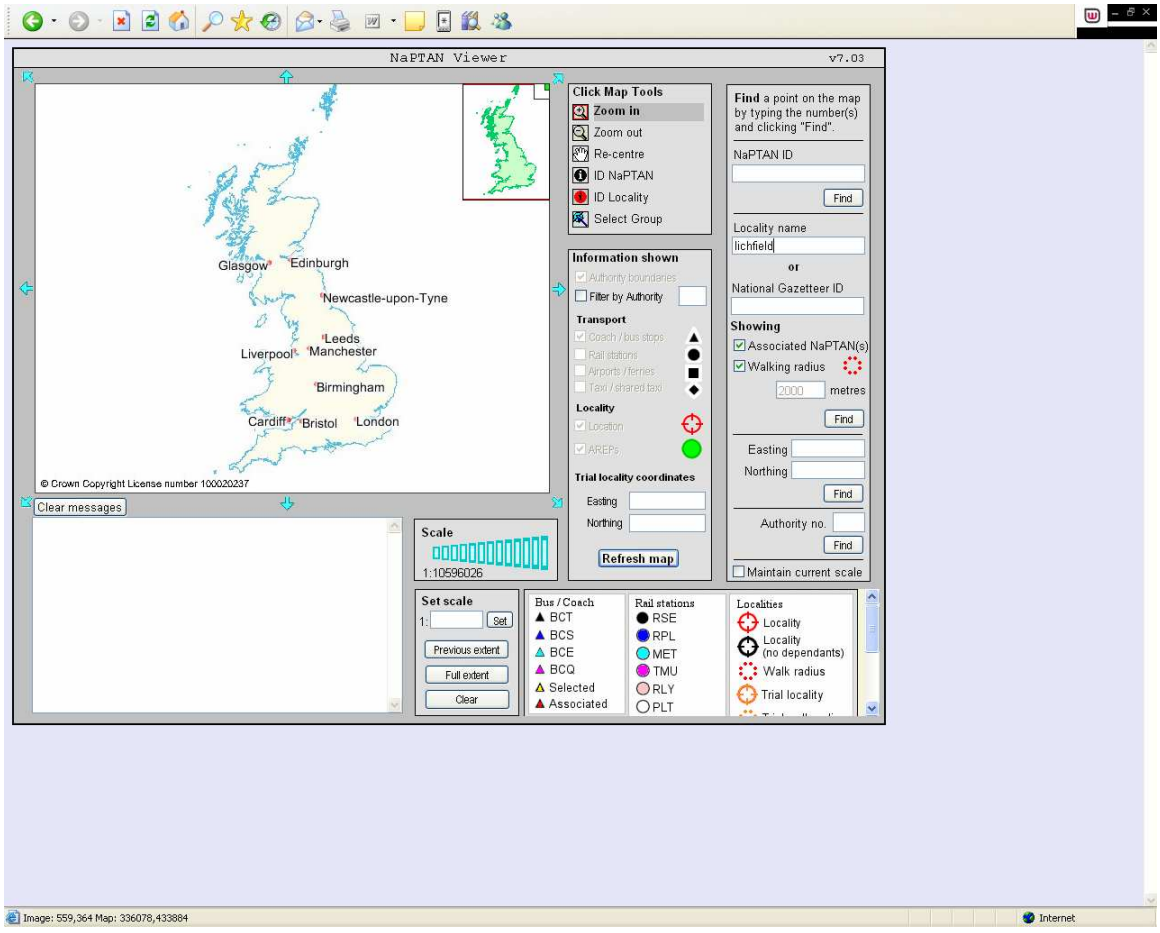
Suggested data checks for authorities –

- ***Have NaPTAN codes been created for RSE, AIR, TMU & FTD points in your area and are they in the correct format?***

2. Selecting a locality

Enter the name of the locality in Locality Name box and click FIND. Alternatively enter the NatGazID number.

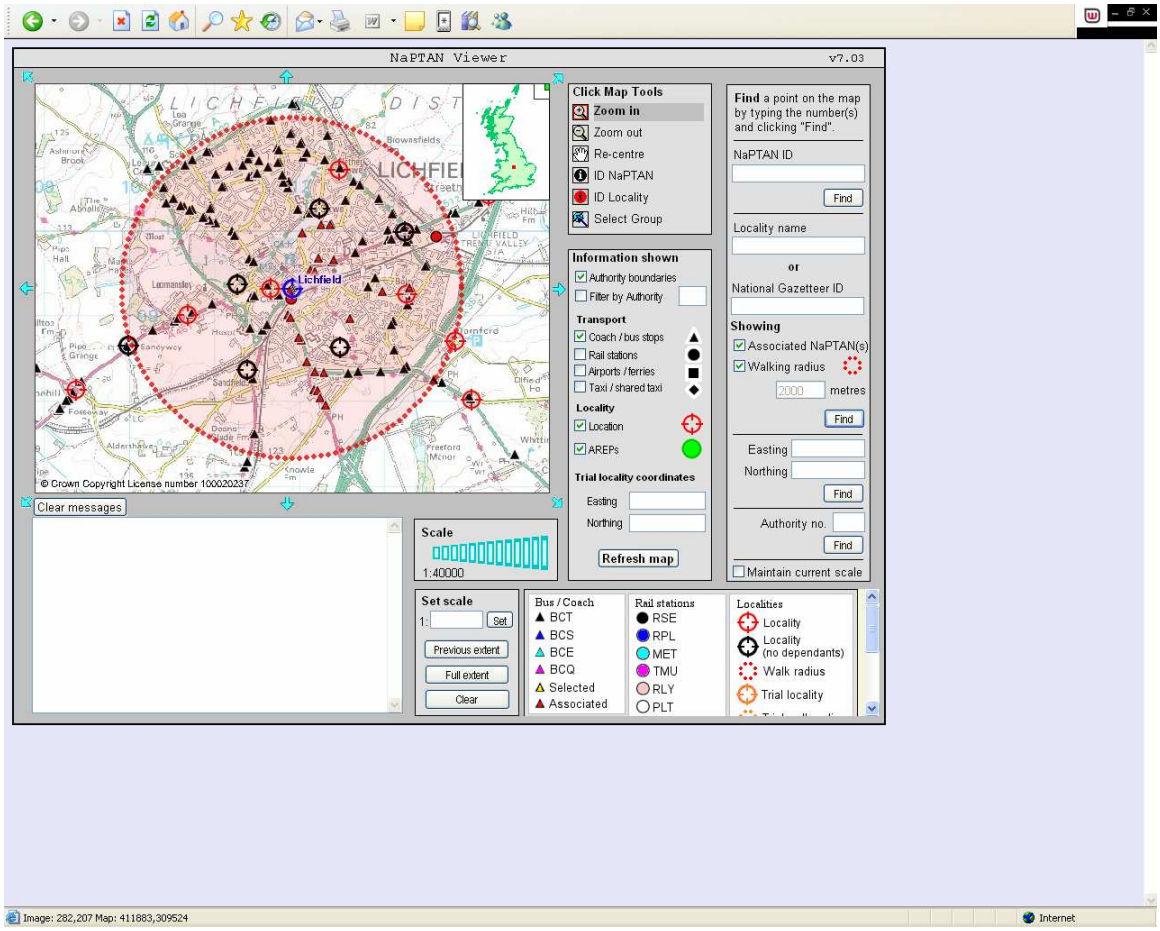
If the name you enter applies to more than one locality you will be presented with an ambiguity list. Select the required locality from that list and click Find.



3. Display of Localities

The resultant screen (see below) shows the following:-

- Your chosen locality is named and appears as a BLUE target (see below)
- NaPTANs linked to that locality appear as RED triangles, other NaPTANs in the area remain as black triangles if their type is BCT (or, dependant on type, NaPTANs will be displayed in other colours as shown in the key)
- Other localities in the area appear as either RED targets (these are linked to dependant NaPTANs) or as BLACK targets (these have NO NaPTANs linked to them)
- A walking radius of 2,000 metres will also be displayed. That is the maximum walking distance allowed in journey plans on the TD Portal. If associated NaPTANs (red triangles) fall outside of that radius, they should be reviewed to see if they are linked to the correct locality. The walking radius is currently fixed at 2,000 metres and cannot be amended by users



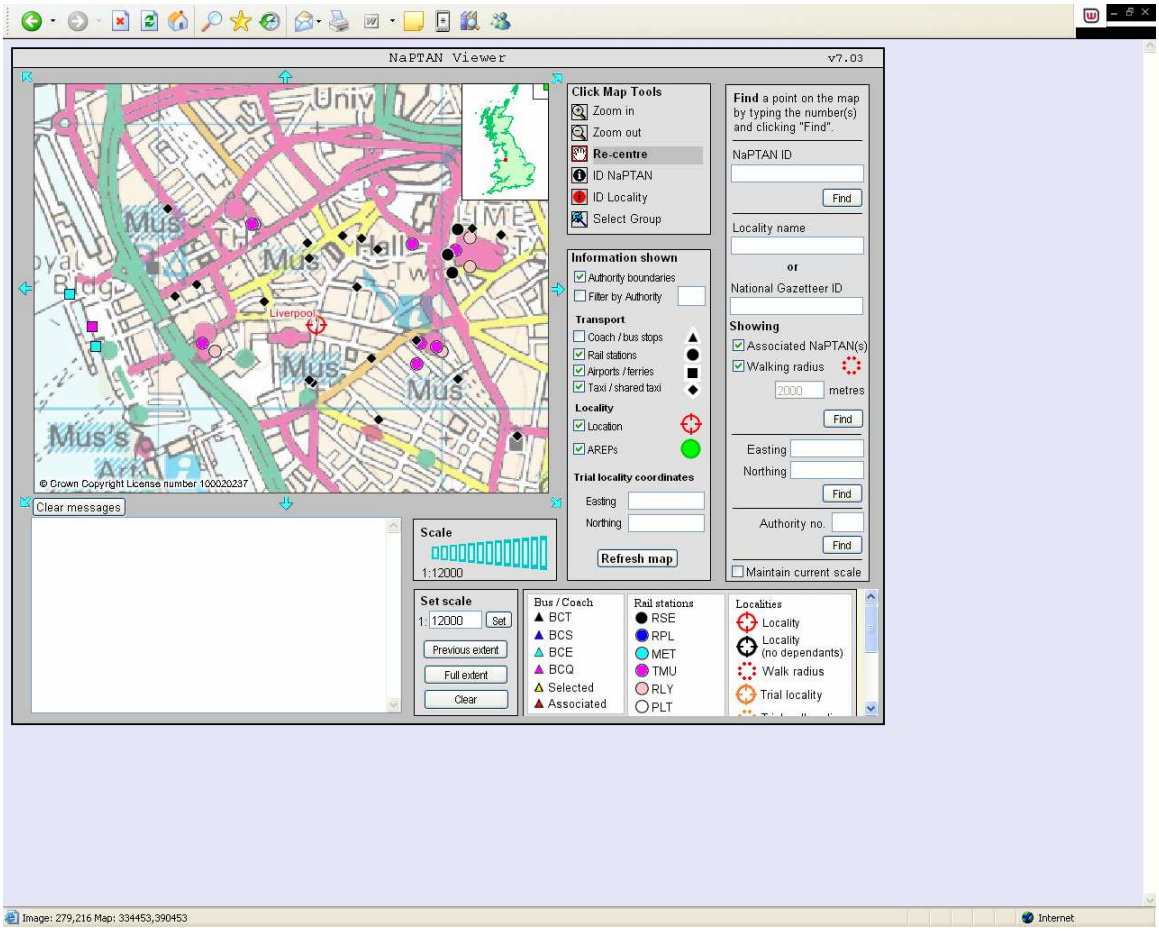
Suggested data checks for authorities –

- ***NaPTANs associated with localities should be reviewed to check if it is still appropriate for them to be linked to that locality***

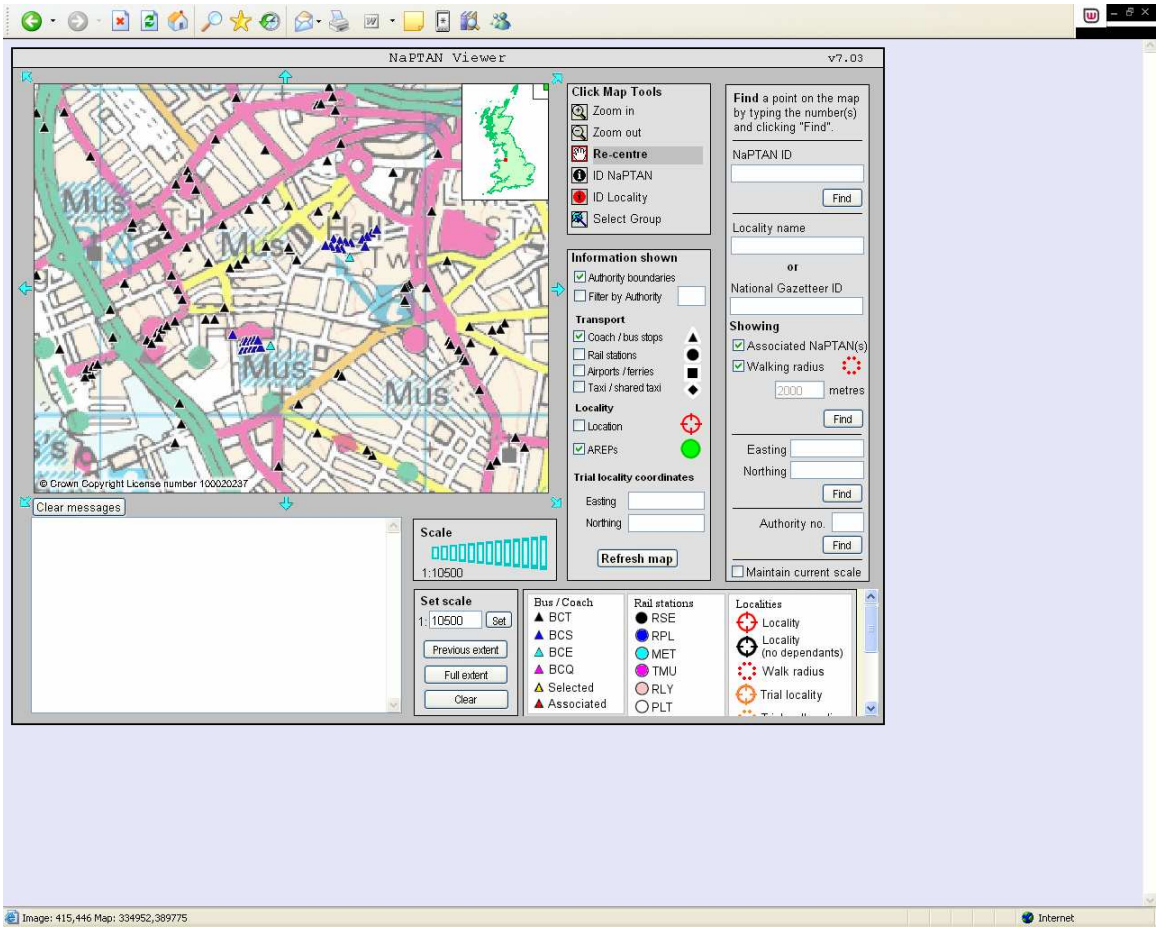
- ***All localities shown as BLACK TARGETS should be checked for their continued relevance as a locality (the general definition of this is that the locality is relevant if somebody is likely to say “I live or work in xxxx” or if the local Highway Authority would expect to show it on road signs)). Remember that localities are not only defined for public transport journey planning, but may be valid only for private transport planning***
- ***All localities shown as a BLACK TARGET should be checked to see if NaPTANs in the vicinity should be more logically associated to them***
- ***Check localities that are located physically close to one another to see if all are relevant (remember that "parent" localities are also visible - but may not be associated directly with any specific NaPTAN records if they simply contain other "child" localities)***

4. Display of NaPTAN Points

The new Viewer more clearly differentiates between different stop types in NaPTAN. The first example below from Liverpool illustrates the different stop types related to Ferries & Rail and also shows how taxi ranks appear. As with the current version the facility exists to switch on/off the display of different modes and in the example below, Coach/Bus Stops have been switched off



The following example, again from Liverpool, illustrates how different bus stop types appear in the new Viewer. The use of BCS (dark blue) & BCE (light blue) types at bus stations can clearly be seen.



Suggested data checks for authorities –

- ***Are bus stops coded as the correct type e.g. no BCS appearing where a BCT should be used?***

The other new addition that is provided is the display of deleted NaPTAN points as a triangle with an X through the middle, see below:-

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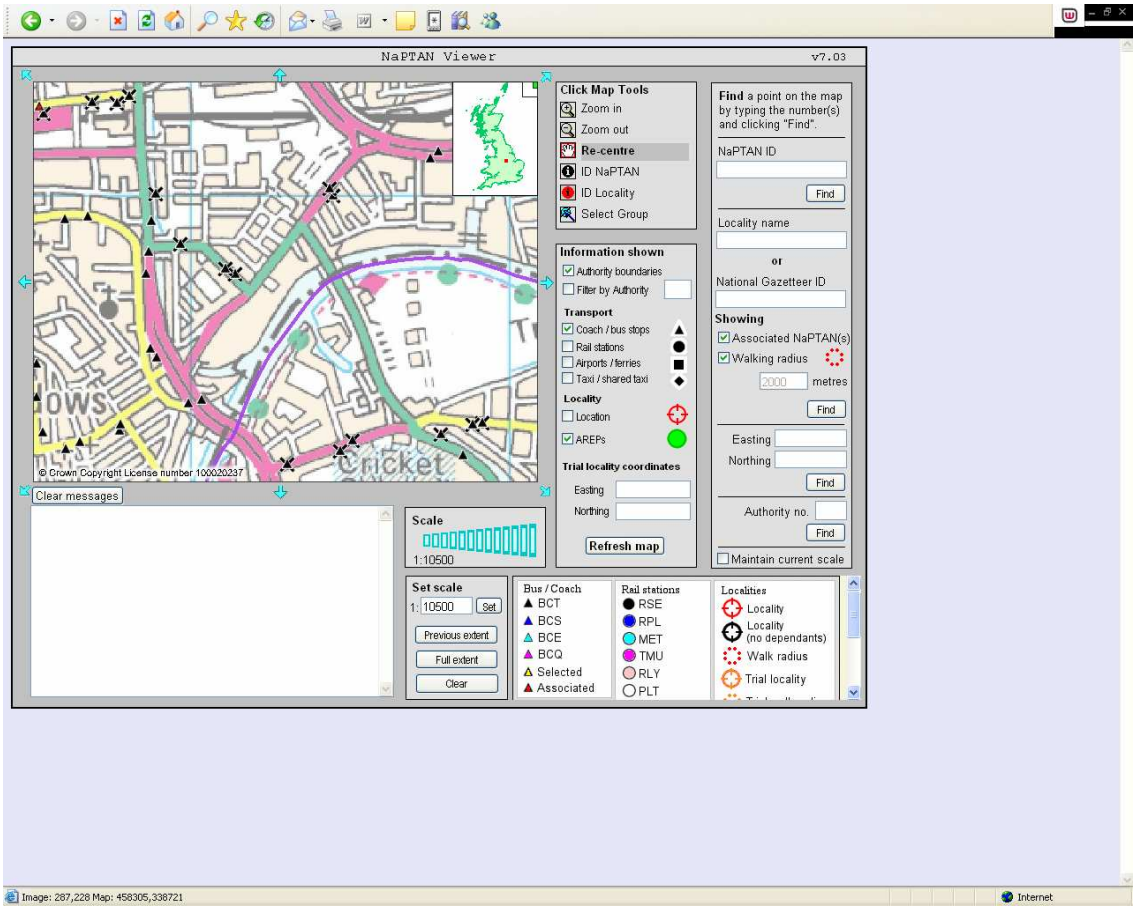
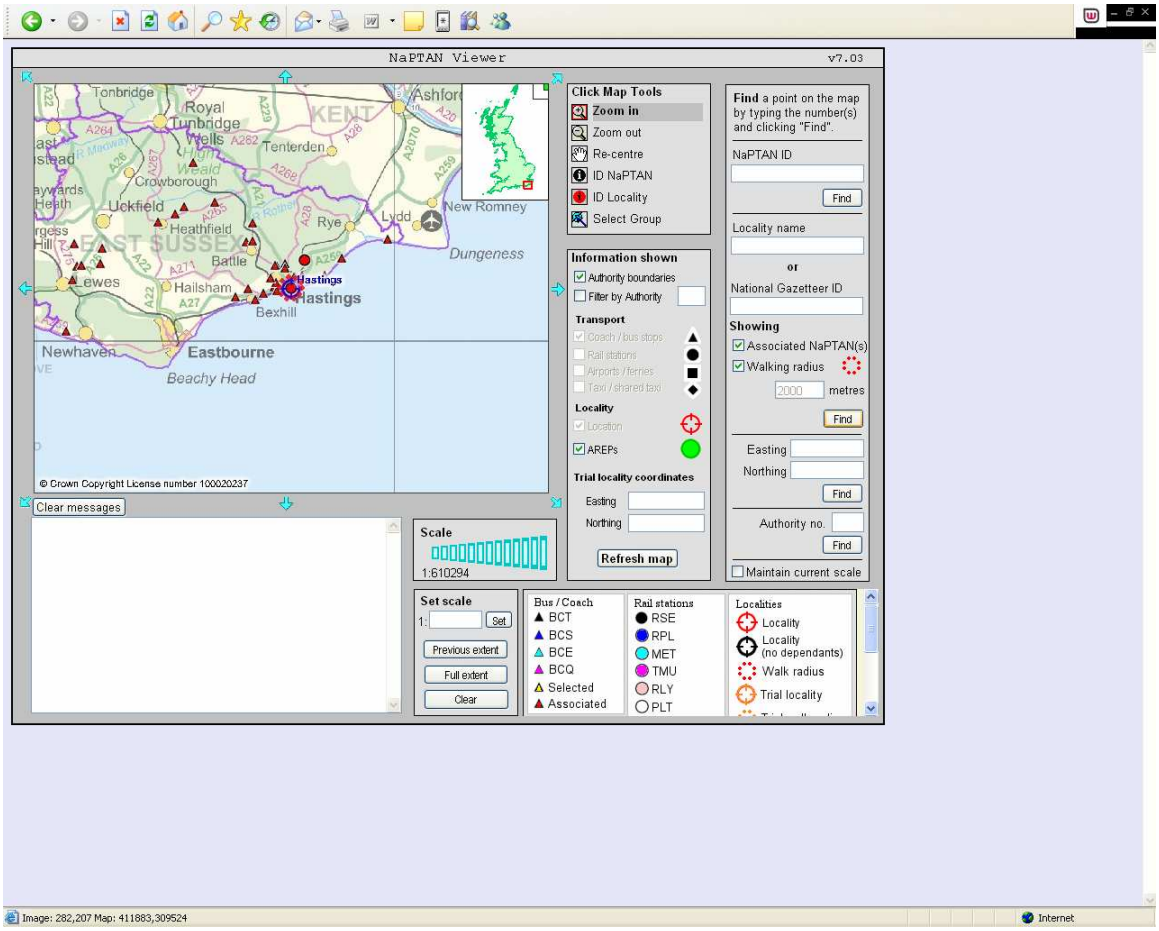


5. Extent of map display

The resultant display will be “scaled” to show the extent of NaPTANs linked to them. Normally the display will appear as in the above examples covering an area just outside of the 2,000 metre radius. However, where NaPTANs some distance away are linked to the locality, then this will be apparent. The example below illustrates the effect of linking NaPTANs some distance from the centre of the locality.



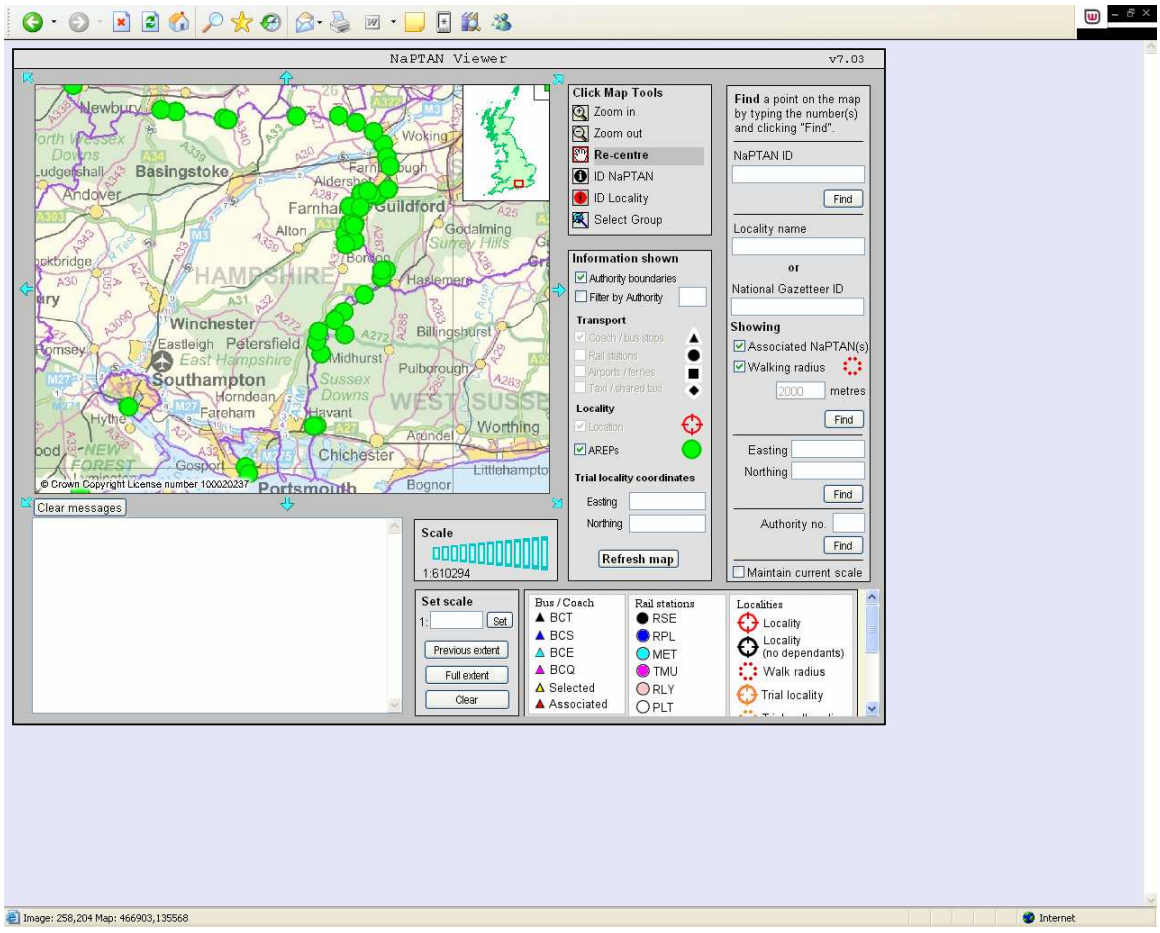
Suggested data checks for authorities –

- ***Urgently review any localities & associated NaPTANs where the associated NaPTANs lie a long way outside of the 2,000 metre radius circle***

6. AREPs

These are displayed as Green Circles on the map. The ZOOM facility allows for the display of AREPs at appropriate scales and for these to be checked for consistency with cross-boundary services.

Authorities cannot amend AREPs; recommendations for new/changed AREPs should be reported to the Thales Help Desk



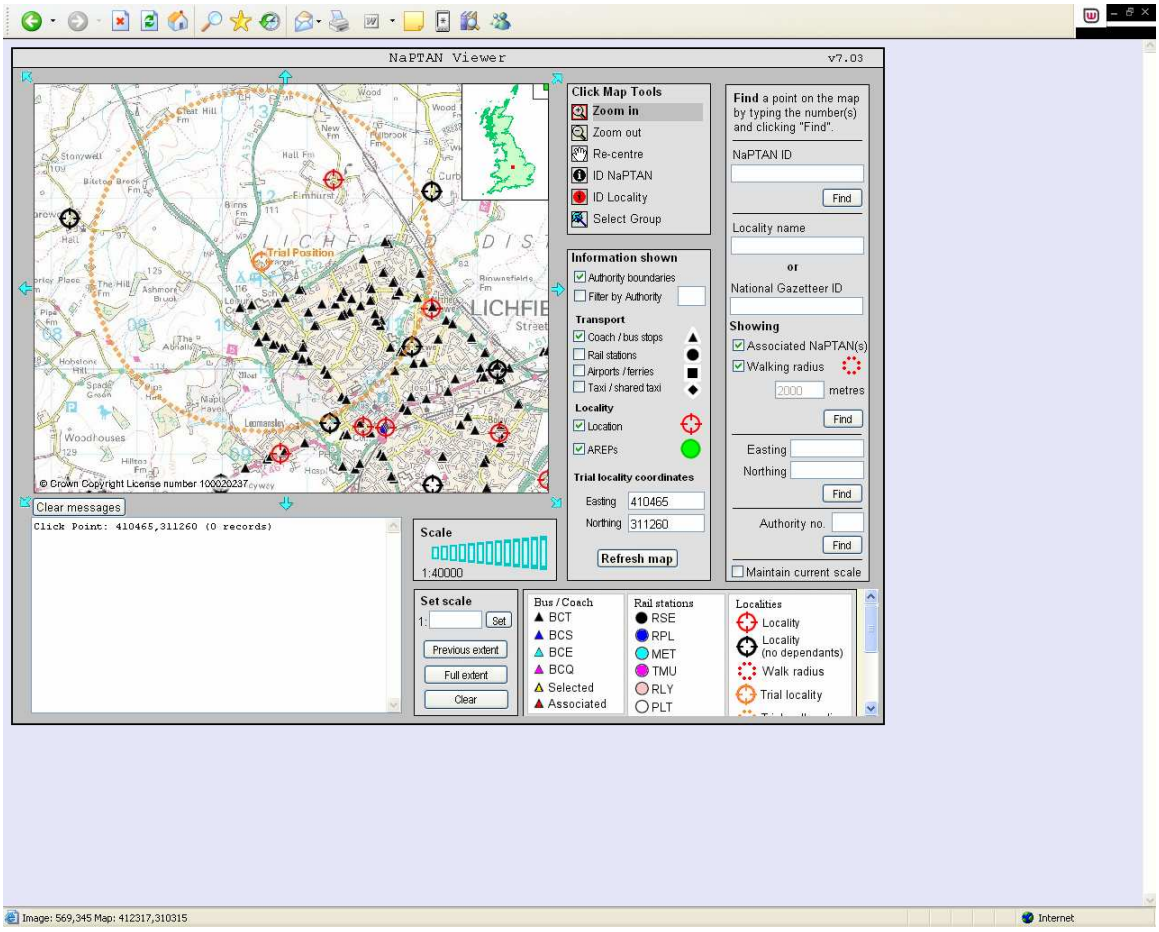
Suggested data checks for authorities –

- ***Are there any missing AREPs? Do all cross-boundary services appear to pass through an appropriate AREP in each direction?***

7. Trial Localities

The new viewer also offers the facility to trial locality positions for new or changed localities.

In the following example, the creation of a new locality is being considered for Lea Grange on the edge of Lichfield. The OSGR of the proposed locality (410465, 311260) has been entered into the “Trial Locality Coordinates” box. The resultant display shows the locality position as well as the 2,000 metre radius walking distance around the central point of the proposed locality. This facility allows authorities to both review suitable locations for new (or changed) localities and to also identify NaPTANs that might be linked to that locality.



8. Other Features

a) Clearing the screens

Once a particular feature (e.g. Trial Locality or ID NaPTAN) is selected the results remain on the display. There are two CLEAR buttons that should be used to remove unwanted items from the display. These are:-

- CLEAR MESSAGES – this clears the information displayed in the MESSAGE BOX (bottom left corner of screen)

- CLEAR (under “SET SCALE” box to the bottom right of the MESSAGE BOX) – this feature removes the data currently displayed on the map

b) Return to the full map of the UK

This is achieved by clicking on the “FULL EXTENT” button in the “Set Scale” box

c) Error Messages

These will be displayed in the MESSAGE BOX (bottom left corner of screen) where incorrect or invalid information has been selected, or there is no information available that can be displayed

d) Fast Entry of OSGR

The full 12 or 13 character OSGR can be entered only in the easting field; they do not need to be entered into the two boxes separately. E.g. OSGR Easting 456789, Northing 456789 can be entered in the eastings field as the single string 456789456789 or with a comma between the easting & northing. This allows for the direct copy & paste of OSGR fields from NaPTAN or NTPG records

9. Further Information & Help

The Thales NaPTAN/NPTG help desk can be used to report any problems with the NaPTAN Viewer or to seek advice and guidance in the use of the facility. They can be contacted by email at journeyweb.help@thales-is.com