Accessible Journey Planning Data

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Accessible Journey Planning Data

1. For the Olympics and Paralympics, Transport Direct was commissioned by the Olympics Delivery Authority to provide a Spectator Journey Planner for the Games. This included an accessible journey planner that enabled travellers to request details of a step free journey, a journey with staff assistance available, and a step free with assistance journey. This capability was subsequently migrated into the Transport Direct website and expanded to include coverage across Great Britain.

2. The data to support accessible journey planning has been collected by Transport Direct, and covers accessible stations/ stops and accessible services. The datasets are created as CSV files and the content has been collected from a range of publicly available information sources, as well as directly from operators and local authorities where available. We are aware that the data is not yet fully comprehensive, but does provide coverage across much of Great Britain. The data is reviewed and expanded when possible, and it is the intention to regularly refresh this data on data.gov.uk, with the exception of the IF160 data, which will no longer be updated.

3. Five accessibility datasets are now published on data.gov.uk, these being:

- Transport Direct Accessibility Network (TDAN) Stations List (IF136)
- Mode Accessibility (IF145)
- Stops not suitable for wheelchairs (IF157)
- Operator assistance booking (IF156)
- Accessible Stop Spatial Query Data (IF160)

4. More information on each of these datasets is included below.

5. Transport Direct spent some time in defining its view of 'Step free' and 'Assistance', as well as a combination of the two, for accessible journey planning selection criteria. The definitions it has used are as follows:

    - Step free journey – this option uses all modes where it is possible for a step-free journey to be undertaken, both with and without assistance. It includes buses and coaches that have access ramps fitted that would enable a wheelchair user to access the vehicle unaided, or vehicles with lifts. It includes step-free tram and light rail stations, and underground stations

that are step free from street to vehicle. It also includes rail (stations and services) and coach, where you should book in advance to ensure staff are available to help you to board and alight a vehicle, and to secure a wheelchair space where required.

- Staff Assistance - this option is for those who require staff assistance on their journey, but not a step-free journey. This option includes any stations and stops where staff assistance is provided, as well as places where assistance may only be available on the vehicle, rather than at the station or stop. (Please note, you should always book assistance at National Rail stations at least 24 hours in advance.)

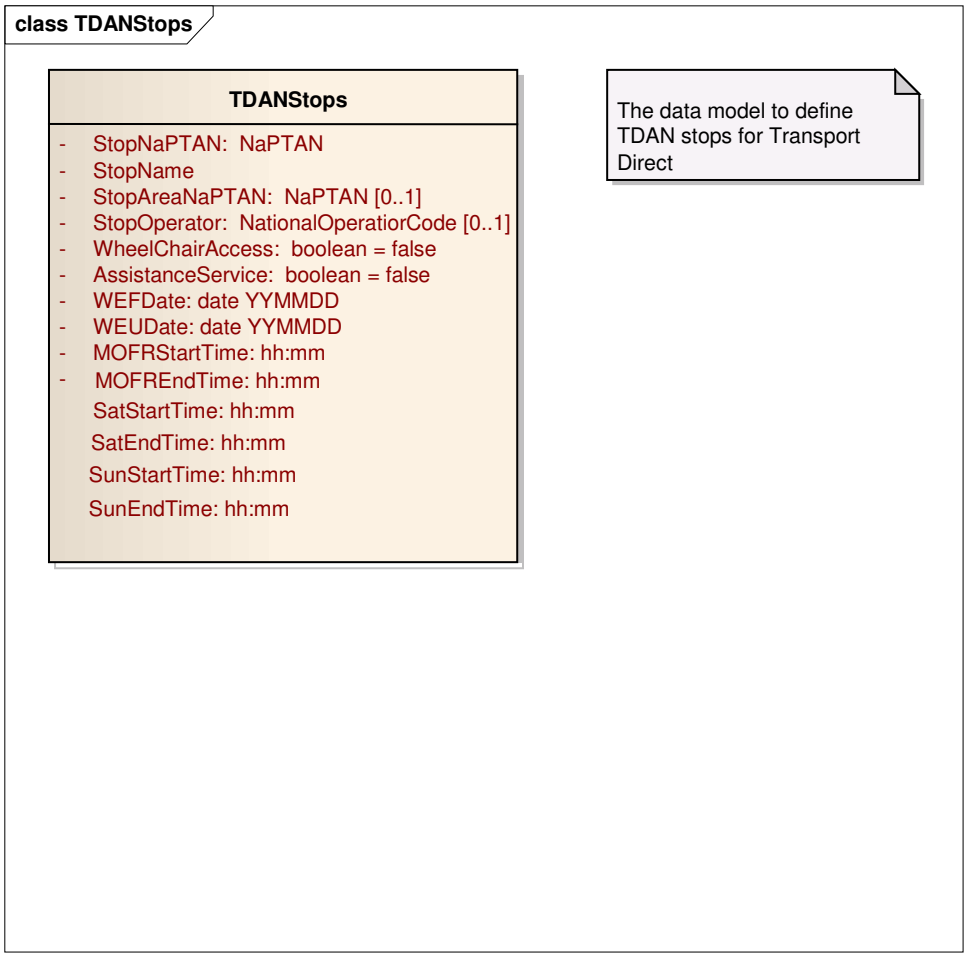
- Step free with staff assistance - This option includes a network of step-free accessible transport that can be accessed by a wheelchair user, and where staff assistance is also available. It includes rail and coach services and a limited set of underground stations that are step free from street to vehicle. It does not include the bus network, or tram and light rail services, where no staff assistance is available.

6. We welcome feedback on the content of these files. This can either be posted on the data.gov.uk site, or emailed to TDPortal.Feedback@dft.gsi.gov.uk.

Transport Direct Accessibility Network (TDAN) Stations List (IF136)

7. This file includes data relating to stations that have been publicly declared as step free (for example, in Train Operating Companies' Disabled People's Protection Policy documents), as well as times when assistance is available. The information is used within Transport Direct both to set flags to show which stations are accessible, and to denote a place where an accessible journey can start or end.

8. The data model for this interface is shown below:



9. The TDAN Stops data format is as below:

**** All column headings are case sensitive.**

Column heading**	Description	Comments
StopNaPTAN	NaPTAN[1] ATCOcode for the stop	For Example: 9100GTSHDMC Max length = 12 chars This should include rail stations, ferry terminal and light rail stops. This can also include coach CEPs beginning 9000.[2]
StopName	The display name of the stop	For Example "Nottingham Rail Station" This is to assist the editor but is not the name that will be output to users by Transport Direct.
StopAreaNaPTAN	The NaPTAN stop area code that contains the stop	This will not be present for coach CEPs For example 910GACHANLT
StopOperator	The two character code for the operator of the stop	For Rail stations this will be the two character TOC code or 'NR' for network rail. For light rail stops this will be the two character system code e.g. 'DL' for DLR This will not be present for Ferry Stops or Coach CEPs
WheelchairAccess	Does the Stop have Wheelchair access	Values: TRUE or FALSE
AssistanceService	Does the stop have an assistance service	Values: TRUE or FALSE
WEFDate	The date this record applies	Format yymmdd

[1] See http://www.dft.gov.uk/naptan/ for more information.
[2] More information on Coach Exchange Points (CEPs) can be found in the NPTG guidance at: http://www.dft.gov.uk/nptg/

Column heading**	Description	Comments
	from	
WEUDate	The date this record applies until (and including)	Format yymmdd If this is blank, then the record has no end date.
MOFRStartTime	The time of the day from which assistance is available Monday to Friday. This is in HHMM format (e.g. 08:30)	If Assistance Service is set to available, then this field must be populated, otherwise it can it can be left empty. This field will only be applicable for records where the Assistance Service is equal to Yes. If assistance is available at any time use 00:00. If assistance is not available Monday to Friday, use 00:00 and also set MOFREndTime to 00:00.
MOFREndTime	The time of the day after which assistance is unavailable. This is in HHMM format (e.g. 19:15)	If Assistance Service is set to available, then this field must be populated, otherwise it can it can be left empty. This field will only be applicable for records where the Assistance Service is equal to Yes. If assistance is available at any time use 23:59. If assistance is not available Monday to Friday, use 00:00 and also set MOFRStartTime to 00:00.
SatStartTime	The time of the day from which assistance is available on Saturdays. This is in HHMM format (e.g. 08:30)	If Assistance Service is set to available, then this field must be populated, otherwise it can it can be left empty. This field will only be applicable for records

Column heading**	Description	Comments
		where the Assistance Service is equal to Yes. If assistance is available at any time use 00:00. If assistance is not available on Saturday, use 00:00 and also set SatEndTime to 00:00.
SatEndTime	The time of the day after which assistance is unavailable on Saturdays. This is in HHMM format (e.g. 19:15)	If Assistance Service is set to available, then this field must be populated, otherwise it can it can be left empty. This field will only be applicable for records where the Assistance Service is equal to Yes. If assistance is available at any time use 23:59. If assistance is not available on Saturday, use 00:00 and also set SatStartTime to 00:00.
SunStartTime	The time of the day from which assistance is available on Sundays. This is in HHMM format (e.g. 08:30)	If Assistance Service is set to available, then this field must be populated, otherwise it can it can be left empty. This field will only be applicable for records where the Assistance Service is equal to Yes. If assistance is available at any time use 00:00. If assistance is not available on Sunday, use 00:00 and also set SunEndTime to 00:00.

SunEndTime	The time of the day after which assistance is unavailable on Sundays. This is in HHMM format (e.g. 19:15)	If Assistance Service is set to available, then this field must be populated, otherwise it can it can be left empty. This field will only be applicable for records where the Assistance Service is equal to Yes. If assistance is available at any time use 23:59. If assistance is not available on Sunday, use 00:00 and also set SunStartTime to 00:00.

Additional Data Rules

10. This section contains the additional data rules that should be applied to the above data.

WEUDate & WEF Date

11. If With Effect Until Date (WEUDate) is not supplied for a record then this record has no end date.
12. For a StopNaPTAN there can be more than one record in the data. If this is the case there should be no overlap between the validity periods defined by the WEF and WEU dates. (i.e. not just that StopNaPTAN/WEF/WEU combination should be unique in the data, the WEF to WEU period for a stop will not overlap).

Assistance Availability Times

13. The following rules apply to assistance availability.

a. If assistance is available at any time this will be supplied as

StartTime: 00:00

EndTime: 23:59.

b. If the *EndTime* is < *StartTime* then the end time is the next day. This is to handle the case where the operating day ends at up to 03:00 the following morning. It should be noted that stop can have an end time at 03:00 on Saturday morning and not assistance available on a Saturday. This end time would be supplied those the Mon-Fri availability times.

Duplicate TIPLOCS

14. This version of the data will contain all the rail NaPTANs for each station.

Default values

15. Table 1 below describes the default values which should be applied should a stop not be in the TDAN Stops data file. IF157 (Stops not suitable file) data can override these defaults.

NaPTAN Stop Type	Wheelchair access	Assistance Service
BCS, BCQ & BCT	Yes	No
Other Stop Types for platforms and access areas - excluding entrances	No	No

Table 1: Default Values for Stops

Mode Accessibility (IF145)

16. This file shows the modes of accessible services used within the Transport Direct journey planner.

Content rules

17. A single national file has been generated, and the scope of the content is defined in this section.
18. The latest revision has been updated to support the Service Code reference from the Traveline National Data Set (TNDS). This will enable the data contained about the accessibility of services to be added to the services using their TNDS reference.
19. The order below is the anticipated order to be maintained in this file.

a. National Services:

- National Rail
- Scottish flights and other air services
- Light rail services - such as London Underground and Manchester Metrolink as these services may be used by multiple Traveline regions.
- Ferry Services - where these ferry services are considered to be strategic, to create a national network.
- NCSD services - This should include the full scope of NCSD, both services entered centrally and those supplied by the Travelines (see NCSD contributed services data). These services will show their NCSD ServiceID in the NCSD reference column and have an NCSD TNDS Service Code.

b. Cross boundary services

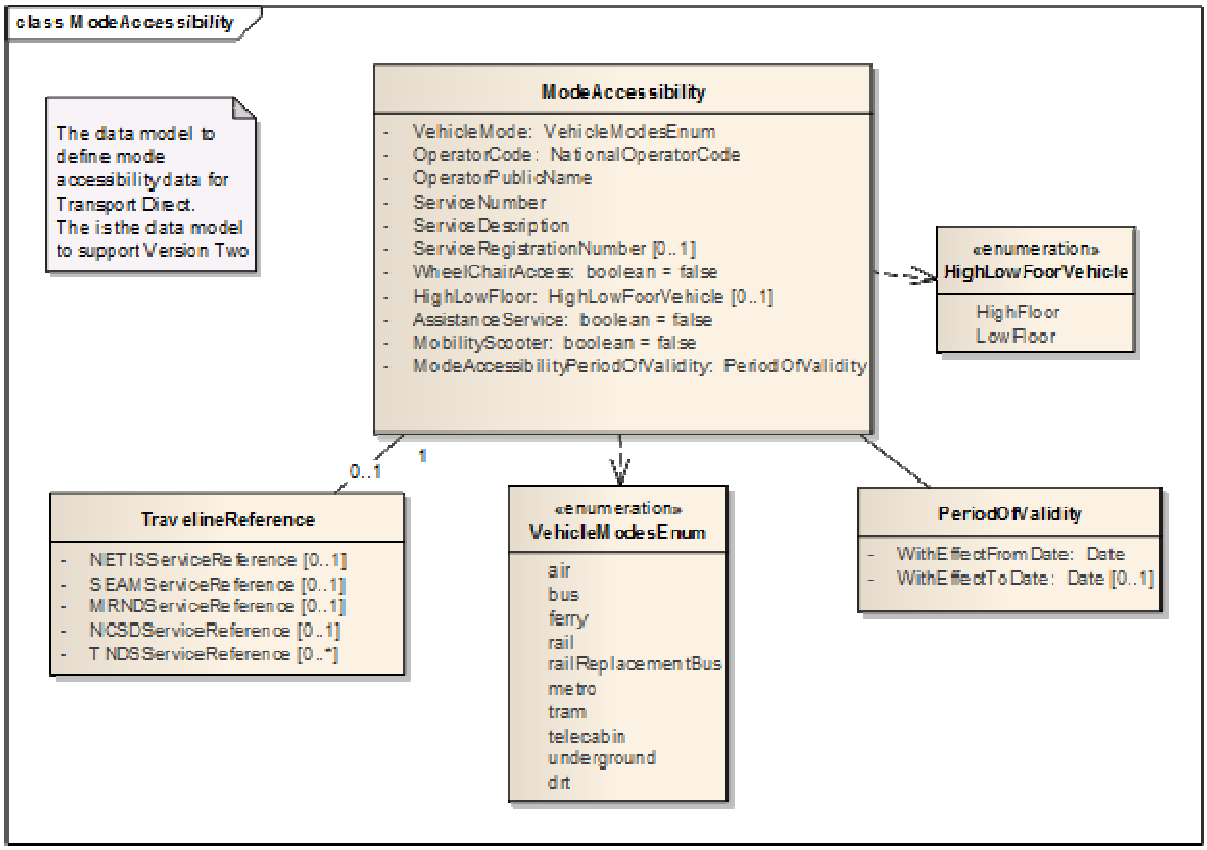
- accessible services that run across "dataset" boundaries to ensure they are consistent between Traveline datasets

c. Local services

These are services that do not have their high floor/low floor wheelchair capability or assistance marked in the Traveline data, and are included in order to:

- Add assistance parameters
- Override Traveline accessibility data for that server.

Data Model



Mode Accessibility

20. The Mode Accessibility data format is as below:

Column heading	Description	Comments
VehicleMode	The vehicle mode the rule applies to	See table below for permitted values – taken from JourneyWeb[3]
OperatorCode	The National Operator Code of the operator	The National Operator Code Data set is available from the Traveline National Data Set[4] If the value "ZZAll" is used, then the rule applies to all services of all operators for that mode.

[3] See http://www.dft.gov.uk/journeyweb/ for more information.
[4] See http://www.traveline.info/tnds-login-or-register.html for more information.

Column heading	Description	Comments
OperatorName	The public name for the operator	*As supplied in Traveline NOC tables*
ServiceNumber	The service route number the rules applies to	If the value **"ZZAll"** is used then the rule applies to all services for that mode and operator. *This element is the LineName in TNDS*
ServiceDescription	A description of the service	
RegistrationNumber	The DVSA registration number for the service	*Optional*
WheelchairAccess	Does the service have TDAN Wheelchair access	Values: True or False False is the Default
HighLowFloor	Applies only to Mode Bus, DRT and Mode Coach. Is the service a low floor service or a high floor service.	Values: HF = High Floor LF = Low Floor Blank = unknown, for mode bus, drt and coach this should only be used where Wheelchair access = False. The default for bus and drt should be "LF".
AssistanceService	Does the service have a TDAN assistance service	Values: True or False False is the Default
MobilityScooter	Does the service carry mobility scooters? This data item is not yet populated.	Values: True or False False is the Default
WEFDate	The date this record applies from (and including)	Format yymmdd
WEUDate	The date this record applies until (and including)	Format yymmdd
NETISReference	Service reference for the service required by NETIS regions	*Optional*

Column heading	Description	Comments
MRNDReference	Service reference for the service required by MRND regions	*Optional*
SEAMReference	Service reference for the service required by SEAM regions	*Optional* See section below for the use of **SEAM Service** number codes.
NCSDReference	The service code for the service in the NCSD dataset when supplied as ATCO-CIF	*Should be present for all services in NCSD.*
TNDS-xx	The TNDS Service Code (in TXC5)	*There will be up to 12 TNDS-xx columns, one for each Traveline region and one for NCSD data.*

For a date, this will cover operation hours through midnight until 3am the following day.

Vehicle Modes

21. This table shows the acceptable values that can be used in the vehicle modes column. It is a sub-set of the modes from table 5.9 of JourneyWeb v2.4.

Value	Description
air	Air
bus	Bus
coach	Coach
drt	Demand responsive transport
ferry	Ferry
metro	Metro service – for DLR and Newcastle Metro
rail	Railway
railReplacementBus	Replacement bus for rail service
telecabine	Cable car, e.g. for the Thames cable car

[5] TransXchange

Value	Description
tram	Tram service e.g. Nottingham NET, Croydon Tramlink
underground	Underground - London Underground and Glasgow subway

Additional Data Rules

WEUDate & WEF Date

22. For a mode / operator / service number there can be more than one record in the data. If this is the case there should be no overlap between the validity periods defined by the WEF and WEU dates.
23. The rules will apply to all days in the validity period.

Default values

24. The default values for modes, operators and services not in this data is that neither wheelchair nor assistance service are available.

Operator Codes & Service Numbers

25. For Transport Direct, the operator codes will be the National Operator Code from the Travelines National Operator Code Data set (see http://traveline.info/tnds-login-or-register.html). To ensure that the service numbers created uniquely specify a service, Travelines' specific coding references will also be used to identify services. The operator name and service description are to improve the readability of the data file.

26. Operator Codes: for example…

    For Rail: "=tt" where tt is the two character code for the Train Operator; for example "=CC" is C2C, "=CH" is Chiltern.

    For London Underground: LDLU

    For DLR: LDLR

ServiceNumber = “ZZALL”

27. If this is used in the ServiceNumber or the OperatorCode field then it will be replicated into the SEAM reference because all services for this mode and operator will have the characteristics defined in this record.

TravelineReferences

28. TravelineReferences: *These will be created specifically according to the standards of each Traveline supplier.*

TNDS Service Code

29. Each line for a specific service will contain the TNDS Service Code. This TNDS code will be in a column specific to the Traveline that supplied the service schedule to TNDS. There will be a separate column for each Traveline region and one for NCSD.
30. The column headings for the regions will be TNDS-xx where xx will be one of EA, EM, L, NE, NW, S, SE, SW, W, WM & Y.
31. Until the TNDS data service has completed the deduplication process for cross border services, a service may have more than one entry, which would be one for each region that has supplied that service to TNDS. As the matching process progresses, some entries will have TNDS references for more than one region.
32. SEAM ServiceCodes have a version number on the end, for example, “1-17-F-y08-1”. This allows for additional versions of a timetable to be produced, for example for underground engineering work. There will be a separate entry for each version of the schedule.
33. For completeness, an NCSD service will have its TNDS Service Code for users who consume NCSD from TNDS as TransXchange, in addition to the `NCSDReference` for ATCO-CIF users.
34. To find a unique service in TNDS the regional TNDS Service Code should be used in conjunction with both the `OperatorCode` element and the `ServiceNumber` element.

MobilityScooter

35. This data is not yet captured. It is intended that this will capture services that carry mobility scooters described in the “CPT Code for the use and acceptance of mobility scooters”,

Data not included

36. The current data set will not contain the following elements as part of the V2 dataset:

    Days of the week: The days of the week to which the service accessibility data applies. Until this is applied it will be assumed that the data applies to all trips for the service on every day of the week the service operates.

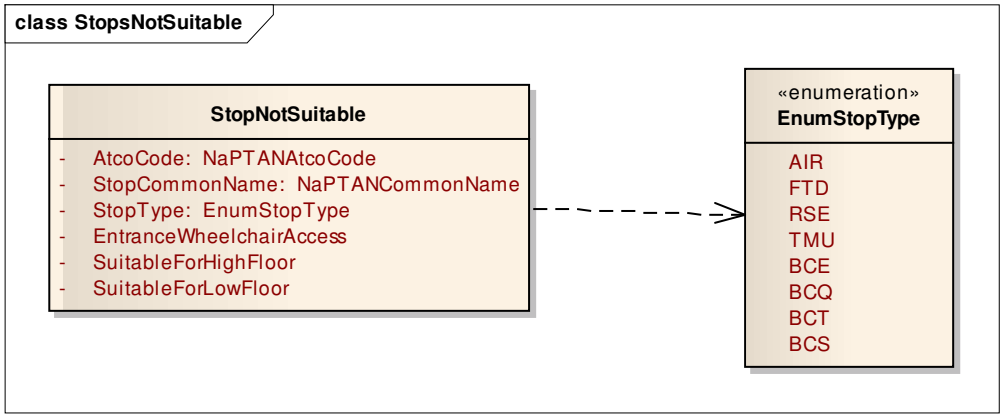
    Direction: The trip direction to which the service accessibility data applies. Until this is added it is assumed that V2 data will apply to both directions and all trips for a service.

    Time periods from service origin: The time period within a day that the service accessibility data for the service applies. Until this is applied it will be assumed that the data applies to all trips for the service regardless of the time of departure from the service origin.

Stops not suitable for wheelchairs (IF157)

37. An increasing number of bus services are in themselves suitable for use by passengers in wheelchairs. Where this is the case, the assumption is that a passenger in a wheelchair can board and alight from that service at any stop that the service calls at. This is not always the case, and it has been identified that there is a small subset of stops where a passenger in a wheelchair will not be able to board or alight. This data is not currently held in NaPTAN against the StopPoints.
38. To achieve this, this dataset has been created for the journey planning suppliers to use, and it includes details of stops that have been judged by the local authority and/ or the operator as not suitable for wheelchair access to vehicles.
39. This data set will apply to NaPTAN on-street stops– stop type BCT - and stops within bus and coach stations – stop types BCS & BCQ. These are currently judged to be suitable for wheelchairs by default if a service that is suitable for wheelchairs calls at the stop.
40. Version 2 of this data allows a stop to be unsuitable for services that use a high floor wheelchair lift but suitable for low floor services that kneel or have ramps, or suitable for services that use a high floor wheelchair lift but unsuitable for low floor services with ramps, or unsuitable for both. The default will be suitable for both. This only applies to NaPTAN types BCT, BCS & BCQ.
41. In addition where an airport, station or port is judged as a whole (level2 accessibility) to be suitable for wheelchairs (defined in Transport Direct Accessibility Network Stations List) but there are specific entrances that are not, these also can be included in this data – stop types AIR, FTD, RSE, TMU (& BCE). It should be noted that where the pathlink from the entrance to the platform has been modelled for use by the Traveline journey planner (as it has in Greater London) with equipment such as lifts or escalators, it is expected that the accessibility of the entrance is determined by the accessibility of the pathlink and so these entrances do not need to be added to this dataset.
42. This data set will not define the equipment available at the stop (quay) it will simply indicate if the stop is suitable for wheelchair access to vehicles.

Data Model



Stops not suitable

43. The stops not suitable data format is as below:

Column heading	Description	Comments
AtcoCode	The ATCO Code of the stop from the NaPTAN data set	The NaPTANs should be stop types BCT [also may include types BCQ & BCS if the bus station is not modelled as such]. For entrances the NaPTAN stop type may be AIR, FTD, RSE, TMU or BCE.
StopCommonName	The Common Name of the stop from NaPTAN	This is to assist the editor and will not be relied on by receiving systems Common name may contain Commas so may be encoded with " ".
StopType	NaPTAN Stop type for the stop	Will be one of AIR, FTD, TSE, TMU, BCS, BCQ, BCT & BCS
EntranceWheelchairAccess	False – not suitable for wheelchair access True – suitable for wheelchairs Blank – Stop is not an entrance	This dataset is expected to only contain entrances that are not suitable. All "False" if stop is an entrance else blank.

HighFloorSuitable	False – not suitable for High floor vehicle with wheelchair access True – suitable for wheelchairs Blank – Stop is not a bus stop	This dataset is expected to only contain stops that are not suitable for either high low or both. Note: the specification does not limit the value to False
LowFloorSuitable	False – not suitable for Low floor vehicle with wheelchair access True – suitable for low floor Blank – Stop is not a bus stop	This dataset is expected to only contain stops that are not suitable for either high low or both. Note: the specification does not limit the value to False

Additional Data Rules

Bus Stops

44. If the NaPTAN is for a bus stop, then *EntranceWheelchairAccess* should be blank and can be ignored. One or both of *HighFloorSuitable* and *LowFloorSuitable* will be false.

Entrances

45. If the NaPTAN is for an entrance, then *EntranceWheelchairAccess* should be false and both of *HighFloorSuitable* and *LowFloorSuitable* will be blank and can be ignored.

General maintenance rules

46. If information is provided about stops that are not suitable for low floor by a local authority, and that stop is not served by a high floor coach operator, such as National Express, then the stop will also be marked as not suitable for high floor.

47. For ease of maintenance, if a coach operator such as National Express supplies a mixed list of stops both suitable and not suitable stops, the suitable stops may also be added to the data. If a stop is not marked as unsuitable by the local authority, it will be marked as low floor suitable

by default. So if a coach operator indicates a stop is False for high floor, this stop will be True for low floor unless we have data from elsewhere to positively identify this.

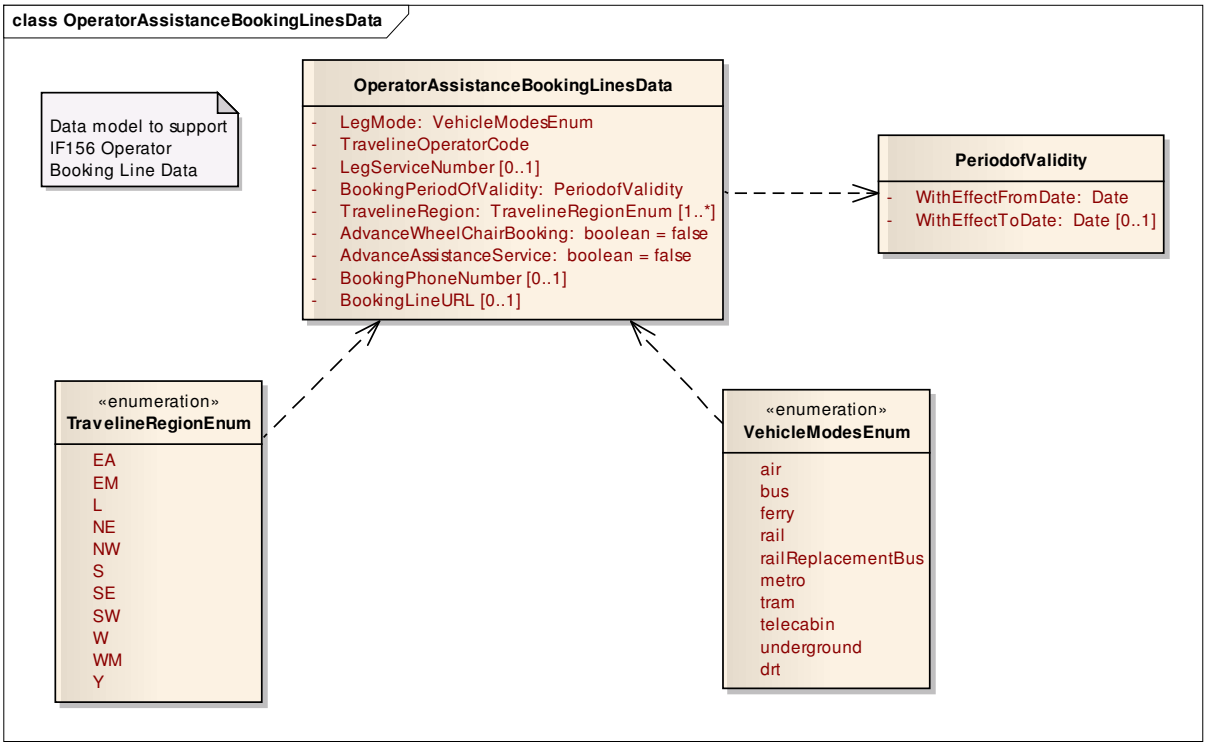
48. Because of the variety of vehicles used to service DRT and the flexibility of service they offer, then stops used by DRT would expect be set to the defaults of suitable for low floor.

Operator Assistance Booking (IF156)

49. Many public transport services offer staff assistance, but prefer that this is booked in advance in order that they can ensure resources are available in the right place and at the right time. Sometimes the assistance may be provided by staff at a station, and sometimes this may be provided from the vehicle, for example, from a coach driver or train manager.

50. This dataset contains booking details for accessible services along with the booking URLs and phone numbers for booking assistance that have been published by operators. It is expected that in the future this data will be part of the TransXChange files produced by operators to describe the features of their services.

51. The data model for this interface is shown below



52. The Operator Assistance Booking Lines data format is as below:

Column heading	Description	Comments
VehicleMode	The vehicle mode the data applies to.	See table in paragraph 21 above for permitted values – taken from JourneyWeb
NationalOperatorCode	The National Operator Code of the operator	The National Operator Code Data set is available from the Traveline National Data Set
OperatorName	The public name for the operator	*As supplied in Traveline NOC tables*
ServiceNumber	The service route number the Data applies to	If the value **"ZZAll"** is used then the rule applies to all services for that mode and operator except where there are exceptions provided as separate lines with specific service numbers. *This element is the LineName in TNDS*
WEFDate	The date this record applies from	Format yyyymmdd.
WEUDate	The date this record applies until (and including)	Format yyyymmdd If this is blank then the record has no end date.
WheelchairBooking	Boolean indicator False – no advance booking required True – advance booking required for wheelchairs on this service	The default will be false
AssistanceServiceBooking	Boolean indicator False – no advance booking required True – advance booking for assistance required	The default will be false
BookingPhoneNumber	The full telephone number to be used for booking – must include area code	Format "nnnnnnn" Optional

Column heading	Description	Comments
BookingLineURL	The full URL of the booking line	Optional
NCSDServiceReference	The service code for the service in the NCSD dataset when supplied as ATCO-CIF	*Should be present for all services in NCSD.*
TNDS-xx	The TNDS Service Code	There will be up to 12 TNDS-xx columns, one for each Traveline region and one for NCSD data.

Additional Data Rules

Operator Codes & Service Numbers

53. Operator codes will be the National Operator Code from the Traveline National Operator Code Data set (see http://traveline.info/tnds-login-or-register.html). This will ensure that the service numbers created uniquely specify a service.

WEUDate & WEFDate

54. If With Effect Until Date (WEUDate) is not supplied for a record then this record has no end date.

55. For a region / operator / service number there can be more than one record in the data. If this is the case there should be no overlap between the validity periods defined by the WEF and WEU dates.

56. The rules will apply to all days in the validity period.

Operators & Service Numbers

57. This data set can contain a mixture of records general to an operator and specific to a service. This can also include cases where a specific service has different information to others services from the same operator.

Booking Line URL and Phone Number

58. Each entry should have at least one of phone number or booking line URL.

NCSD Service Code

59. This should be present for all services in the NCSD dataset. This will be the NCSD ServiceCode. This takes the format *LineName_OperatorRef*. For example **A40_2137, X5_SCC, 061_NX, 845_YCD**.

TNDS Service Code

60. Each line for a specific service will contain the TNDS Service Code. This TNDS code will be in a column specific to the Traveline that supplied the service schedule to TNDS. There will be a separate column for each Traveline region and one for NCSD.
61. The column headings for the regions will be `TNDS-xx` where `xx` will be one of EA, EM, L, NE, NW, S, SE, SW, W, WM & Y.

62. Until the TNDS data service has completed the deduplication process for cross border services, a service may have more than one entry, which would be one for each region that has supplied that service to TNDS. As the matching process progresses, some entries will have TNDS references for more than one region.

63. SEAM ServiceCodes have a version number on the end, for example, “1-17-F-y08-1”. This allows for additional versions of a timetable to be produced, for example for underground engineering work. There will be a separate entry for each version of the schedule.

64. For completeness, an NCSD service will have its TNDS Service Code for users who consume NCSD from TNDS as TransXchange., in addition to the `NCSDReference` for ATCO-CIF users.

65. To find a unique service in TNDS, the regional TNDS Service Code should be used in conjunction with both the `NationalOperatorCode` element and the `ServiceNumber` element.

Accessible Stops Spatial Query Data (IF160)

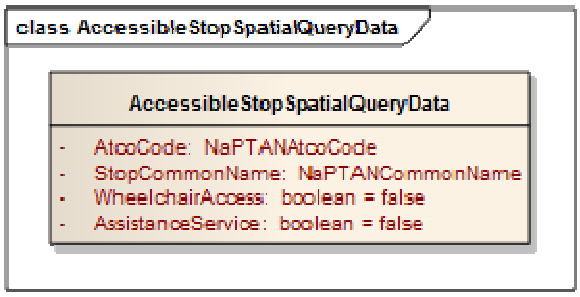
66. For accessible journey planning, the Transport Direct planner needed to check whether there were accessible services near to the origin and destination points. If there were, a journey would automatically be requested; if there were no accessible services available, users would be prompted to amend their origin and/or destination to a known accessible station or locality with accessible bus services. The accessible stops spatial query data set enabled Transport Direct to identify if an origin or destination was within walking distance of an accessible service.

67. The data for this data set is partly taken from the Transport Direct Accessibility Network (TDAN) data file (IF136), as well as from lists of bus stops served by accessible bus services, which is provided by traveline (this is referred to as IF159 files). In addition, all London bus stops are included.

68. Those stops listed in the file Stops Not Suitable for Wheelchairs (IF157) above are not included in this dataset.

Data Model

69. The data model for this interface is shown below



Attributes

70. The Accessible Stops Spatial Query data format is as below:

Column heading	Description	Comments
AtcoCode	The ATCO Code of the stop from the NaPTAN data set	These will be mixtures of NaPTAN stop types. The data should not contain any entrances or platforms.
StopCommonName	The Common Name of the stop from NaPTAN	This is to assist the editor and will not be relied on by receiving systems
WheelchairAccess	Boolean indicator False – not suitable for wheelchair access True – suitable for wheelchairs	The default will be false
AssistanceService	Boolean indicator False – no assistance service True – an assistance service is available	The default will be false

Additional Data Rules

71. This Stop Accessibility Spatial Query Data is created by merging the data supplied in IF159 and IF136, as well as NaPTAN for Greater London. The following rules have been applied.

Duplicate data

72. Duplicate ATCO codes must be removed.

Assistance

73. Any stops supplied from IF159, that have zero assistance services, and are also not in IF136 with assistance ‘True’, will all have assistance set to “False” in this interface data.

74. Any stops in IF159 that have a number of assistance services greater than zero will have Assistance set to “True” in this interface data.

75. If the stop is in IF136 with assistance ‘True’, it will have assistance ‘True’ in IF160.

76. If the stop is in IF136 with assistance ‘False’ and not in IF159 with greater that zero assistance services, it will have assistance set to “False” in this interface data.

Wheelchair

77. Any items in IF159 that have number of wheelchair services greater than zero will have Wheelchair set to “True” in this interface data.

London Stops

78. All London bus stops can be assumed to be wheelchair accessible. Therefore any bus stops (stop types BCT, BCS & BCQ) in the NaPTAN for the admin area Greater London (code = 0490) will also be added to the IF160 output with Wheelchair set to “True” and Assistance set to “False”, by default, in this interface data.

79. If a London stop is in IF159 then the stop will processed from IF159 and not as a general London stop.

80. If the London stop is in IF136 with assistance ‘True’, then it will not follow the default have assistance true in IF160.