

## What's on

The calendar below shows key events over the next few months, from RTIG and our associates. For further details of RTIG events please contact [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk)

### RTIG Committee

28 November 2019, London

### PTIC

18 December 2019, London – BoDDS  
11 February 2020, Preston

### Conferences

Intelligent Transport  
5/6 November 2019, London

Quality Bus Transit Conference  
20 November 2019, Leeds

Transport Technology Forum  
20/21 November 2019, Bristol

### Working Groups

Conf Calls - Integrating Disruption  
Information

Conf Call - Procurement Advice

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### Members' news: showcasing innovation

### Admin: useful facts about RTIG

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[Contact us](#)



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# N E W S A N D E V E N T S

## Newsletter Frequency and Email Alerts

The newsletters are produced on a monthly cycle.

They will be posted on the RTIG website and emailed out to the newsletter contact list.

If you think a colleague or contact would benefit from receiving the RTIG newsletter then please ask them to fill out the form on the website or use the QR Code.



## Working Groups

These working groups are now underway, its not too late to become involved – just get in contact:

### **Integrating Disruption Information**

There are many different systems where disruption information is available which are not normally part of the customer information process. This group will investigate how to practicably integrate the disparate systems in use across public transport: to provide more and consistent disruption information and if appropriate, to produce an advice document

### **Procurement Advice**

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This group is working to produce a 'Dummies Guide' to real time system procurement. An initial draft is already available.

We are still looking for volunteers to become involved in these groups which are about to be starting work:

**Maintaining an efficient and effective RTI system**

Whether you have you have just invested in your shiny new or upgraded system or if you've been running one for years, the challenge of how you maintain it is common to everyone.

We aim to provide an advisory guide on the best practice for keeping a real time system working efficiently and effectively.

**Accuracy and quality of real time predictions**

Following questions at the last two workshops there it is clear that there is not sufficient common understanding across the community on how to effectively measure the performance of predictions.

This group will produce a guide on how to measure the quality and accuracy of predictions.

If anyone wants to become involved in any of the groups then please feel free to discuss or commit by getting in contact with Tim [tim.rivett@rtig.org.uk](mailto:tim.rivett@rtig.org.uk) .



## Audio and visual funding for buses will make journeys accessible for all



Department  
for Transport



- £2million to provide audio and visual equipment for buses to improve journeys for everyone including those with visual or hearing impairment
- DfT launches new communications campaign 'It's everyone's journey' to improve disabled people's experiences on public transport
- Call for partners to join British Airways, LNER and Alzheimer's Society in supporting the campaign

Buses around Great Britain will become more accessible for disabled passengers thanks to a new partnership with the Real Time Information Group (RTiG), announced today Tuesday, October 29.

The group, which supports good practice in the use of communications technology on public transport, will work with the Department for Transport to allocate £2million of funding to small bus operators for audible and visible on-board information.

With around 50 per cent of public transport journeys made on buses, this funding will help to ensure that passengers can board more buses with greater confidence, knowing where they are and when to get off.

It coincides with the launch of the 'It's everyone's journey' campaign, the first stage of a new Government-backed initiative to highlight the part we can all play in improving

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disabled people's experiences when using public transport.

The department is now calling on charities, transport operators, and commercial organisations to join the campaign, helping to raise awareness of the needs of disabled travellers and share some of the improvements being made to make travel easier for the one in five disabled people in the UK.

**Transport Secretary Grant Shapps said:**

“It is unacceptable that people still feel they cannot travel by bus, because of a lack of basic route and destination information on board local bus services.

“This partnership is the next step in ensuring that passengers have the information they need to travel confidently on local bus services throughout Great Britain.

“However, we know there is more to do which is why I'm delighted we're also launching our *It's everyone's journey* campaign today and I challenge as many partners as possible to join up so that everyone has equal access to public transport.”

**Accessibility Minister Nusrat Ghani said:**

“Transport is at the heart of how we live our lives, and I am determined that we remove any barriers faced by disabled people.

“Every passenger, regardless of where they travel in Great Britain, should be able to do so confident that they have boarded the correct vehicle and are travelling to the right place.

“That's why it's fantastic to announce this partnership with the Real Time Information Group today, and I hope this funding will help more buses meet the needs of the people who rely on them every day.”

The fund for the provision of audio and visual information on-board buses was announced as part of the government's Inclusive Transport Strategy which aims to provide equal access to the transport network by 2030.

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Operators of local bus services are likely to be required to have audio and visible information systems in their vehicles, and this funding is intended to help small operators which might find this costly to implement.

With audio visual equipment only available in limited areas, and predominantly provided by larger operators, the department expects this funding to benefit up to 30 small bus operators.

**Tim Rivett, General Manager at the Real Time Information Group said:**

“Audio visual information helps reduce barriers to travel and increases confidence in public transport for all passengers, but particularly disabled passengers.

“RTiG is looking forward to working with the Department to help small operators roll out audio visual information and provide the customer benefits more quickly than would otherwise happen.”

In the first phase of ‘It’s everyone’s journey’, the campaign will work with partner organisations to communicate the improvements that are happening at a local and national level to make public transport more accessible and inclusive of disabled people.

It will be followed by a public advertising campaign early in 2020 that will challenge how we all use public transport and encourage everyone to reflect on how common, and often unconscious, behaviours can impact others.

This is another commitment in the Inclusive Transport Strategy and is the next in a series of improvements by the Transport Secretary to create a more accessible transport network, helping disabled people travel safely and with confidence.

**Martin Harris, Brighton & Hove and Metrobus’ Managing Director, said:**

“We’re right behind the DfT’s strategy and we welcome it wholeheartedly. Everybody deserves to feel happy and confident while they travel. The best way to make buses

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more accessible is to keep listening to the experts: our passengers and our communities.

“Our entire fleet (440 buses) is ‘talking buses’, where passengers can see and hear next stop and other announcements, such as diversions. We introduced them in 2016 after one of our visually impaired passengers told us she had alighted at the wrong stop several times and it was making her anxious.”

A study commissioned by Department for Transport to investigate how access to transport affects the life opportunities and wellbeing of people living in England found that access to public transport has a wide-ranging positive impact on people’s lives.

The research, carried out by NatCen and the University of the West of England, published today along with two other studies, found public transport is important for being able to access services like healthcare, food shops and education.

The Government recently announced a major package of new measures worth £220million, which will invest in new ways to ensure more flexible public transport such as express lanes for buses, to start in the West Midlands.

The long term funding plan for the upcoming long-term bus strategy – a first for the UK – is expected at the 2020 spending review.

Visit <https://bit.ly/2JlTa4> for our animation.

Website: [gov.uk/everyonesjourney](http://gov.uk/everyonesjourney)

Partner sign up site: [everyonesjourney.dft.gov.uk/partners](http://everyonesjourney.dft.gov.uk/partners)

Twitter: @IEJgov

## RTIG in the Connected World – Discussion Paper

The committee has produced a discussion paper on the future direction of RTIG in the increasingly connected world.

The paper can be found here:

<http://www.rtig.org.uk/web/Portals/0/RTIGS014-1.0%20RTIG%20in%20the%20Connected%20World.pdf>

It is this paper's assertion, that whilst RTIG's original aims have been met, there is an increasing need for the organisation to take a wider role to encompass other modes and interfaces - particularly other smart systems that influence relationships with public transport travel.

These could include fares, journey purpose data, journey personalisation and planning data, travel integration into smart cities, update and new standards such as NeTEx and ticketing implementation.

It suggests that our scope be increased to consider:

- Designing standard passenger / consumer information interfaces between modes – rail and tram, demand-responsive and non-emergency ambulance systems, micro mobility, taxis etc. (MaaS and Total Transport) as and when needs emerge, and in line with member and market expectations;
- Defining interfaces and protocols between systems that enable better journeys but are not directly related to the journey itself – Railway station 'Concierge' systems, city wide mapping systems, Airport and airline systems, smart city systems;
- Advising on the use and suitability of data sets that enhance travel decision making including fares, alternative, cross modal disruption, weather, personalisation preferences and accessibility requirements.

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The committee is seeking your views, thoughts and comments to help guide the future direction and work plans of RTIG.

Please pass them to Tim at [tim.rivett@rtig.org.uk](mailto:tim.rivett@rtig.org.uk)

## Digital Communications Framework – Re-tender

The current digital communications framework is coming towards the end of the framework term.

A decision needs to be made about the future of the framework, if one is still necessary given the plethora of other frameworks in existence and what services would members like to see contained in a future framework.

To help the committee decide on the future of the framework it would be helpful if members could get in touch with the secretariat to let us know answers to the following questions:

- Is there still value in RTIG having a digital communications framework available for members?
- What services would members like to see contained within the framework?
- If RTIG did not have a digital communications framework how would members procure similar services?

## **Quality Bus Transit Conference – RTIG INFORM Members Deal**

The organisers of the Quality Bus Transit Conference are offering RTIG members a discounted rate for Private sector members:

For private sector members they are offering RTIG INFORM members the addition delegate rate. A £50 saving.

<http://landor.co.uk/qualitybus/delegaterates.php>

The first public sector attendees from an organisation is free.

When: 20 November 2019

Where: Leeds United Football Club, Elland Road, Leeds



CAZ's, declarations of climate emergency, more devolved governance. Urban transport priorities are changing. A clear message is emerging from the public 'if you have to reduce vehicle use in urban areas then you must improve public transport'

Quality Bus Transit offers a proven and relatively inexpensive and quick-to-implement package to mitigate climate change, improve air quality, reduce congestion, improve accessibility, enhance place and support the economic growth of cities, great and small.

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Quality Bus Transit is for all those who plan, promote, design, build and operate these essential road passenger transport schemes.

This 2nd annual conference is the premier forum of the bus-as-mass-transit industry as well as those locally, regionally and nationally responsible for economic development and growth.

Macros and micro trends strongly indicate that Quality Bus Transit will emerge as a major dynamo of unlocking jobs, housing and economic growth of the next decade and beyond.

The 2019 conference will specifically showcase the Connecting Leeds initiative and includes opportunities to see this infrastructure first hand.

- Join a pre-event walking tour
- View the outstandingly successful Park & Ride scheme
- Exceptional networking with over 125 delegates.
- Including a pre-event social
- Specialist exhibition

A packed, full-day programme includes:

Four full sessions, covering:

- CAZ's, Quality Bus and the road to Zero Carbon
- Cities, Buses, Infrastructure and the Climate Emergency
- Optimizing assets and systems
- Building bus systems and bus infrastructure to help mitigate the climate emergency

Five important trends analysed

- Park & Ride: Why is it working in Leeds?
- In-vehicle technology
- Bus traffic light priority
- The ultimate bus app
- MaaS: What future in the UK?

And valuable input of stakeholders beyond transport including:

- Project Managers & Engineers
- Scheme sponsors and promoters
- Combined Authorities and Local Authorities
- Consultants and advisors
- Operators
- Contractors
- Suppliers and technology providers

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- New mobility experts
- Lawyers and other professionals
- Vehicle manufacturers
- Quality bus infrastructure suppliers
- Central Government and regulatory bodies
- Developers
- Consumer and business bodies

[View Programme](#)

[View Delegate Rates](#)

## Transport Technology Forum Conference

Registration for the TTF Conference 2019 and the pre-conference dinner is now available on Eventbrite, tickets for each event are to be selected separately. Tickets for both events can be found via the link below:

<https://tff.us17.list-manage.com/track/click?u=e7b50453b88bcadf13af99c5d&id=05d950293c&e=bde049310f>

The pre-conference dinner will take place on Wednesday the 20th of November the night before the conference. The conference will be held on Thursday the 21st of November in Bristol at the Holland House Mercure Hotel.

The TTF conference provides a great opportunity to network with potential clients and form engaging relationships, acting as a platform to promote innovative products, solutions and ideas as well as enhancing your companies' profile. Last year the forum attracted over 140 delegates of which around 55 came from local authorities. The conference is a great day to discuss the latest thinking in road technology, to learn about the approaches being taken and spend the day with existing and potential new clients.

Sessions this year will focus upon relevant issues such as the procurement of innovative technology, cybersecurity as well as featuring a number of pilot technology projects presented by local authorities. Planned speakers include the Minister of State and DfT's Chief Scientific Adviser.

## PTIC Special Meeting – BoDDS

On the 18<sup>th</sup> December 2019 there will be additional PTIC meeting that will focus on the DfT's Bus Open Data Digital Service.

It is being held at:

CIEE Global Institute London,  
46-47 Russell Square, Holborn, London WC1B 4JP

- Digital Service demonstration
- Guidance Documentation
- TransXChange profile
- Support arrangements – Operators and Authorities
- Development plans for BODDS
- Bus Service Act – next phases
  - AVL
  - Fares
  - Accessible Information
- NaPTAN – stop announcement name

If you would like to attend, then please sign up through the [PTIC Eventbrite page](#)

## Bus Open Data Update – October 2019

### Find your local Bus Open Data workshop

The Autumn period sees us kick off our interactive Bus Open Data workshops, delivered in partnership with local authorities across England. These are a great opportunity for you to understand in detail what the transition will mean for your organisation – and how to navigate it. We are also arranging ones in the West Midlands, the North West (7th November) and the North East and we will send those details out as soon as they are finalised. They are free to attend and we look forward to welcoming you and answering your questions in these interactive sessions. We'd like

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to thank the people who have helped to arrange the venues.

Here are the dates the Bus Open Data team are coming to your region:

West Midlands region: Birmingham: Friday 22  
November 1100-1500hrs

@ Transport for West Midlands, 16 Summer Lane,  
Birmingham, B19 3SD

This is currently a busy time of year for the team as we prepare to make legislation and launch the digital service. We are also developing our business change plan and will share more information on this shortly. This will include a ramp up in the delivery of workshops during 2020. Please email us at [busopendata@dft.gov.uk](mailto:busopendata@dft.gov.uk) if you would like us to come along and deliver a workshop in your region.

## **Business Change updates**

Public Beta is fast approaching so now is the time to think about the business change aspect of your transition. With that in mind, the focus this month is on readiness assessments. Currently how ready is your organisation to adapt to the changes and meet the new requirements? Are you currently able to provide a TransXChange export, and if you are an operator, are your vehicles generating a SIRI VM location data feed.

Conducting a readiness assessment helps us determine whether and how soon you are likely to be able to comply and understand whether we need to adapt our support offer. We have currently received completed readiness assessments from 240 bus operators and 52 local authorities. The readiness assessments will remain open until 30 November 2019 and we would encourage those of you yet to participate to complete the survey for your organisation.

The readiness assessment for all bus operators running services across England (and cross

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border) to complete is provided here:

<https://www.smartsurvey.co.uk/s/PC7Y6/>

The readiness assessment for all local authorities across England (and cross border) to complete is provided here:

<https://www.smartsurvey.co.uk/s/187V6/>

## **Digital Service update**

We are now eight sprints, and almost sixteen weeks, into the Bus Open Data Digital Service (BODDS) Beta. The project continues to progress, and although timelines are tight, we expect to deliver on time. Recently, we have focused on reviewing content across the site, to ensure compliance with the GOV.UK style guide, GDS standards, and accessibility standards.

The latter point – accessibility – has been informed by the workshop we had with DAC, the Digital Accessibility Centre. We are already incorporating their (mostly small) suggestions, and we have a second workshop planned to make sure we have covered all of their recommendations.

As well as content and user accessibility, we have made huge progress on automating testing, so that we can check that no changes are breaking aspects of the site – with the click of a button. A third major priority is stakeholder engagement, which continues at pace – we continue to reach out to as many operators and local authorities as possible and there are five more workshops planned before December.

Overall we are happy with the progress of the project and excited to present our service to GDS in mid-December for our assessment and to check that it is meeting the Government Digital Service Standard.

<https://www.gov.uk/service-manual/service-standard>

## **How will the service work?**

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From the 07 January 2020, we will be legally requiring all bus operators across England, including operators who run cross border services from Scotland and Wales into England, to openly publish route and timetable data on to the new digital service.

Anyone publishing data onto the digital service will be able to either upload a TransXChange file or link to a TransXChange file on your scheduling software by providing a URL. During 2020, we will be accepting all major versions of TransXChange including 2.1, 2.4 and 2.5. The 31 December 2020 is the latest date by which data must be published and from the start of 2021, we will be requiring all route and timetable data to be published using the new Bus Open Data TransXChange profile.

Other features of the service include a validation function; the service will check whether the file is a TransXChange file and meets the required schema (post 2020). The service will also include a TransXChange tool so for those of you who have wanted to be more digital but have never been able to access the software, we'll now be able to give you a free to access tool to create TransXChange files. Primarily this will be for the Bus Open Data Digital Service but in the longer term you might also find it easier to use the Electronic Bus Service Registration system too.

During October the team are integrating a new data quality reporting tool to flag up any common quality issues for example fast timing links and missing stops. This will enable you to then correct any genuine data quality issues before the data is published and made available for application developers to consume. Also in October the team will be sending out links to register for the Bus Open Data Digital Service. If you receive an invitation email, we would encourage you to respond quickly and become one of our early adopters.

## **Policy updates**

# I N O T H E R N E W S

The team have been working on the legislation intensively these last few months and we are very close to laying the legislation in Parliament. The big news from a policy perspective is that we will be requiring route and timetable data to be provided to the Bus Open Data Digital Service at the 42 day point which we realise has been a question on the minds of many operators. This means that once the 28 day consultation period has passed for any new registrations or variations, the data must then be entered onto the Bus Open Data Digital Service. If the change does not trigger the registration threshold (i.e. it doesn't need to be submitted to the Office for the Traffic Commissioner), it can be provided to the digital service at any point before the new service comes into operation. Do let us know if you have any questions.

## **Keeping in touch**

We are delighted that so many of you are engaging with us on Twitter. We now have 669 followers on Twitter at last count and the number is growing. We share regular updates, highlight good news stories and tweet and links to events and resources through the channel.

For those that haven't yet, please do follow us on Twitter using the @busopendata handle. We're always pleased to hear stories from operators and local authorities across the country about how you're offering high quality digital passenger information. Share your stories using the #busopendatastories.

If there are other ways that you would like to keep in touch with us, we're always happy to hear about those too. Later this year we'll be starting to run webinars and are considering how else we can reach out to our bus open data communities. And if you're not yet on our mailing list but would like to be, please do send an email to [busopendata@dft.gov.uk](mailto:busopendata@dft.gov.uk)

## SIRI Update

Following a few years of stability with the SIRI standards there is now a need to make some changes to resolve some issues and bugs, ensure compatibility with other standards as they change and support new and changed requirements and expectations.

### **GIT Repository**

There is now an 'official' GIT repository for the XSD files:

<https://github.com/SIRI-CEN/SIRI>

For copyright reasons the full standards document cannot be put on GIT. All changes in the XSD will also be made to document at the same time. This means that a pull request is only merged, when the document(s) are updated but it will still enable a more rapid publication of changes and ensure that there is more clarity over the correct XSD that should be used.

A revised process for numbering of releases has been agreed.

When a number of change requests have been agreed a new version will be created.

Minor releases will be shown with a new letter (e.g. v2.0o). This should be non-breaking changes and will normally be error corrections.

A version number in the second number is still minor. These should mainly be extensions and things that can easily adapted like enum (e.g. v.2.1a)

A major release with a new version (e.g. v3.0a) contains breaking changes.

### **Forthcoming Changes**

#### TPEG & DATEXII Compatibility

The current version of SIRI, in particular the SX profile, is consistent and hard linked to TPEG and DATEXII road data standards through the use of coding of the specific Enum codes in some tables.

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The DATEXII and TPEG standards have recently been updated and are now not backwardly compatible with the SIRI implementation.

In addition the initial version of NeTEx is now available and addresses some common areas with SIRI but slightly differently so that some aspects are not directly compatible.

To address these problems SIRI will be updated to reflect the changes in a sustainable way by removing the hard links and moving to a looser form of integration to ensure that future updates to other standards do not result in the breaking of integrations with SIRI.

Other small changes that will be coming along soon include:

- Adding filters to subscriptions so that there is less need to transfer as much data and it can be more targeted.
- Subscription renewal improvement
- Full multilingual support which is currently inconsistently applied. This is important in the UK where Welsh language support is needed.
- Increased Mode types to include new modes such as scooters.
- Resolving problems in consistent handling of Arrival & Departure information at Stop
- Support for Service Branding.

## **European Profile**

In recent years a number of countries have defined national profiles to make transfer easier between systems in country.

The Commission Delegated Regulation (EU) 2017/1926 requires SIRI to be used on National Access Points to provide dynamic Public Transport information the lack of a shared European profile is a challenge for some boarders.

As a result, there is a proposal to create a European profile. The proposal, subject to funding, is to complete this by the end of 2020.

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This SIRI European Profile is expected to be as simple as possible and to focus on Passenger Information in the first release.

The initial objectives being to support:

- Estimated departure and arrival times of services
- Disruptions
- Real-time status information – delays, cancellations, guaranteed connections monitoring
- Status of access node features (including dynamic platform information, operational lifts/escalators, closed entrances and exit locations – all scheduled modes)
- Covering the needs of rail identified in the TAP-TSI
- Consistency with NeTEx EPIP

# M E M B E R S N E W S

## Keeping in touch with you

As well as keeping you up to date with all the latest news from RTIG, this newsletter aims to provide a community forum for members. We therefore offer RTIG members the opportunity to submit a short article here on any issue or innovation that might be of interest to the community.

There are two ways of becoming involved in this:

- ▶ Email pieces to us when you have them – press release format is fine, and pictures are welcome.
- ▶ Nominate a marketing contact who will be included in the editor's monthly process of 'chivvying'.



A 21st Century totem at the newly refurbished Walsall bus station.

## **21<sup>st</sup> Century named as preferred bidder for city buses real-time info system**

City of Edinburgh Council has named 21st Century Technology as the preferred bidder for a £2.9 million contract to provide real-time bus information service.



The deal is subject to council approval and final contract agreement but is expected to be for an initial five years with the option for two four-year extension periods.

<https://www.insider.co.uk/news/tech-firm-named-preferred-bidder-20534753>

# A D M I N

## Management Committee Members

The Management Committee for the year 2019-2020 was appointed at the AGM on 12 March 2019. Membership is currently as follows:

Chair:

Members: Andrew Wilson (Hants), Graham Davies (WYCA), Russell Gard (React Accessibility), Darren Maher (21<sup>st</sup> Century), Tony Brown (Atkins), Chas Allen (Stagecoach), Tony Pettitt (Reading Buses), Meera Nayyar (DFT)

## Contact us

Best by email: [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk).

<https://www.linkedin.com/groups/8557065>

## Next issue

Issue 124 – Tuesday 2<sup>nd</sup> December 2019.

Please send all contributions to [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk) at any time up to Wednesday 27<sup>th</sup> November 2019.

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