

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

RTIG AGM

30 April 2020 13:00, Virtual

RTIG Workshop

Virtual events to be announced

PTIC

18 June 2020, London

Conferences

Smart Transport,
15 September 2020, Manchester

Intelligent Transport,
11-12 November 2020, London

In this issue:

News and events: update on RTIG work

[Newsletter Frequency and Email Alerts](#)

[RTIG on Twitter](#)

[Photo Library](#)

[Working Groups](#)

[Postponed - AGM & Workshop](#)

[Virtual AGM](#)

[Webinars](#)

[Exchange of Disruption Information using SIRI-SX](#)

[RTIG Disruption Guidance](#)

[COVID-19: How can RTIG Help?](#)

In other news: around the patch

[Emergency Guidance from Senior Traffic](#)

[Commissioner on Pandemic](#)

[Crown Commercial Service Supplier Relief Guidance](#)

[DfT 'urgently' needs data on COVID-19 transport impacts](#)

[UITP COVID-19 Advice](#)

[Transport Technology Forum Conference](#)

[Decarbonisation Plan](#)

[Data protection impact assessments for surveillance cameras](#)

[Members' news: showcasing innovation](#)

Admin: useful facts about RTIG

[Committee members](#)

[Contact us](#)



For all administrative matters and enquiries please contact:

RTIG Secretariat, c/o Tim Rivett Consulting Ltd, 36
Fields End, Sheffield, S36 8WH

Tel: +44 (0) 1226 762712

Email: secretariat@rtig.org.uk

Web: www.rtig.org.uk

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.



RTIG on Twitter

RTIG is now on twitter as @RtigInform

<https://twitter.com/RtigInform>

Photo Library

To help liven up RTIG printed and digital outputs we are interested in receiving any images of public transport information real time or otherwise that you would be happy for us to use.

We will of course credit the appropriate source if published.

If you have any material you would be able to let us have access to please contact Tim tim.rivett@rtig.org.uk

Working Groups

The working groups for the 2020-21 will be being setup up shortly.

If anyone wants to become involved in any of the work packages in the business plan then please feel free to discuss or commit by getting in contact with Tim tim.rivett@rtig.org.uk .

Postponed - AGM & Workshop

It was with regret that we had to postpone the workshop and AGM on the 17th March in Essex.

We had seen a flurry of concern from attendees and a number of key participants having restrictions placed in the run up to the decision.

To ensure a successful event with the right content and a good turn out we felt that it was appropriate to postpone until a time when we are able to meet more freely.

Following the decision, the Governments advice changed significantly which would have meant cancellation in any case.

With the current restrictions looking as though at least some may be in place for an extended period the AGM will be held online.

Physical workshops will be re-arranged once restrictions on movement are over to enable us to meet face to face and gain the benefit of networking which is never quite the same on on-line events. In the meantime we will be arranging some short online events to provide you with relief from lock-down.

Virtual AGM

We are obliged to hold an annual meeting to provide members with the opportunity to have their say on the business plan and elect the committee for the year.

The virtual AGM will be held on 30th April 2020 at 13:00

Details on how to join and the papers will be circulated by email to members.

Webinars

With the inability to physically meet for the foreseeable future we will be running some webinars instead.

The first few will be linked to customer and disruption information.

If you have any topics you would like to see covered or would like to present a webinar for RTIG members then please let us know.

Exchange of Disruption Information using SIRI-SX

Following an extended period of review and updates to reflect the Transport for the North beta release of disruption information (see the later announcement) we have released our new technical document:

RTIGT038-1.1 - Exchange of Disruption Information using SIRI SX

This is a public specification document as we want to make sure as many people as possible get to understand how to use SIRI-SX and the Transport for the North profile.

RTIG Disruption Guidance

As services and frequencies are reduced there is an increased need to provide high quality information in the event of any disruption to the remaining journeys.

Passengers understand that sometimes disruption will occur, but they need some information to help them.

Our previous work on disruptions showed that customers want to know 5 key things:

- the scale of the problem: how much of the network is affected? Is it just a route or even only a few stops, or is the disruption more widespread?

- anticipated duration: services affected, with dates and times. For instance, if services will be running a different schedule to allow for a clean-up operation, when can they expect service to return to normal?
- the problem, or what is happening: potentially including both the incident itself and the management actions being taken; this can influence what they do as a result. It shouldn't be assumed that the passenger will have "figured it out".
- an estimated impact on journey time: passengers accept that this may not be precise but would like to be told when they receive information which is only approximate.
- the alternatives: – alternative stops or route numbers. Bus stops which are out of use should be well signed at the stop to avoid confusion and directions to any temporary stops should be clear. Passengers also want brief details about any changes to the route (which roads, stops or whole route numbers are out of use). For instance, a diversion the driver will take to avoid a flooded area or congestion around a road accident, or details of an alternative bus to relieve a faulty vehicle.

Our work on disruptions can be found in the documents section on our website:

- Managing Disruptions: the issues involved
- Managing Disruptions: position paper
- SIRI-SX best practice

COVID-19: How can RTIG Help?



As you face the challenges that COVID-19 are bringing you, what are the areas and things you would think RTIG could help you with?

Would some new guidance on a particular area help?

Would an online session of a particular topic be useful?

Please do get in touch with Tim with any ideas

tim.rivett@rtig.org.uk

Emergency Guidance from Senior Traffic Commissioner on Pandemic

The Senior Traffic Commissioner Richard Turfitt has issued temporary updates to several Statutory Documents considering the challenges facing operators during the coronavirus COVID-19 pandemic.

The document provides guidance for and advice on:

- operators who temporarily cannot meet the required financial standing levels
- operators when a transport manager is unable to attend work
- the period of grace process if the requirements to hold an operator's licence cannot be met
- operators who are unable to access their operating centres
- the approach to be taken when considering the financial evidence of an operator applying for interim authorisation
- how the traffic commissioners may approach applications for temporary exemptions to the requirement to hold an operator's licence
- the approach to be adopted for short notice requests around changes to local bus services and reducing the administrative burden on operators
- hearings attendance and the postponement of hearings

The most pertinent section for RTIG Members is Service Changes.

Where operators wish to adjust or suspend services because of reduced demand or staff availability, they are advised to seek short-notice dispensation. Commissioner encourages the use of the variation provision. It can be done via email outlining basic details and including a timetable where relevant.

Variations can either be submitted with a defined end date – after which services revert to the original timetable – or with open-ended wording to the effect that they will be in place until whichever is sooner: A defined date or further notice.

On condition that the amended service returns to the same timetable that was previously registered, TCs will waive fees for applications that seek to temporarily vary a registration.

Where service levels fluctuate from day to day depending on staff availability, Mr Turfitt says that TCs “will take into account the developing situation” when considering the need for any regulatory action.

The full statutory guidance can be found:

<https://www.gov.uk/government/publications/traffic-commissioners-contingency-and-emergency-planning-covid-19>

In a further update on 30th March the Commissioner published further guidance on consultation with authorities when changing services due to COVID-19

<https://www.gov.uk/government/publications/advice-heavy-goods-and-public-service-vehicle-operators-covid-19>

Crown Commercial Service Supplier Relief Guidance

Recognising that it will be very challenging for suppliers to provide the normal level of service during the Covid-19 outbreak Crown Commercial Services have issued some Procurement Policy Notes that set out information and guidance for public bodies on payment of their suppliers to ensure service continuity during and after the current coronavirus, COVID-19, outbreak:

<https://www.gov.uk/government/collections/procurement-policy-notes>

DfT 'urgently' needs data on COVID-19 transport impacts

The transport sector needs to be able to take innovative approaches to responding to the COVID-19 emergency as it attempts to consider both the current and the longer-term impact of the pandemic on travel behaviour and modelling.

The Department for Transport is urgently sourcing data sets of transport movements from local authorities across the country. The data will be used to support the Government’s policies to the Covid-19 outbreak.

Authorities are asked to share data about any of these with the DfT as soon as possible.
The data needs to be already readily available and updated daily.

The DfT does not need processing, just the raw data set.

The department is keen to source data sets in the following areas, especially for local roads:

- Traffic flow (ie count, not speed)
- Traffic movement (eg trip length and ODs)
- Parking
- Cycle and pedestrian movements

The DfT is asking clients or contacts within local authorities to pass this request on, so it reaches as many people as possible.

The department says this is an urgent request, and asks that respondents only contact them if they have:

- data available and
- have the authority to supply it – and can do so with a minimum of paperwork.

Andy Graham of White Willow Consulting is co-ordinating this on behalf of the DfT. Please email him at andy@whitewillow.biz

Karla Jakeman at Innovate UK is also requesting transport datasets for DfT analysis of social distancing: any information to @Karla_Jakeman

UITP COVID-19 Advice

The UITP are developing resources on best practice during COVID-19 from their members. They are making a lot of it openly available, already there is some helpful material available. If you are a member of UITP and login then you can access the full set.

Some, but not all, of it I am seeing talked about and implemented in the UK. It is certainly one site to keep an eye on as other countries experiences develop in response to their stage of the pandemic and more is published.

<https://www.uitp.org/public-transport-and-covid-19>

Transport Technology Forum Conference

RTIG attended the TTF conference in Bristol at the beginning of March just as sneezing into elbows was becoming a thing, and social distancing was introduced.

There was a lot of discussion on how to make better use of existing transport data as well as new technologies to improve traffic management such as artificial intelligence and machine learning.

A key policy theme that will be receiving significant attention from Government in future was de-carbonisation and how we can reach carbon zero. Good news for long distance bus routes and those in hilly areas is that support for Hydrogen appears to be increasing.

The TTF focus at the moment is on four areas:

- signal phase and timing,
- smarter asset management,
- opening up Local Authority data and
- smarter parking.

RTIG has expressed an interest in the signal phase and timing work and opening up local authority data work streams.

Decarbonisation Plan

The Department for Transport has published a paper setting out the decarbonisation challenge.

This is the pre-cursor to a Transport Decarbonisation Plan which before COVID-19 was due to be published in the Autumn. The plan will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

For public transport the focus will be on four areas:



Accelerating modal shift to public and active transport

- Help make public transport and active travel the natural first choice for daily activities
- Support fewer car trips through a coherent, convenient and cost-effective public network; and explore how we might use cars differently in future
- Encourage cycling and walking for short journeys
- Explore how to best support the behaviour change required

<https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan>

Data protection impact assessments for surveillance cameras

Most organisations now have some form of CCTV system in place, and the vast majority of buses have a system in place and these are increasingly sophisticated often with post processing taking place to identify vehicle loading and origin / destination of journeys.

The Surveillance Camera Commissioner and the Information Commissioner's Office have produced a new joint guidance document on when and how to conduct data protection impact assessments for camera systems.

The guidance warns that technology such as biometric facial recognition, automatic number plate recognition, audio recording, body worn cameras, unmanned aerial vehicles, megapixel or multi sensor very high-resolution cameras could raise concerns about individuals' rights and freedoms.

The guidance provides a number of questions organizations can follow to determine the problem they are trying to solve, the risks and impact.

<https://www.gov.uk/government/publications/data-protection-impact-assessments-for-surveillance-cameras>

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'.



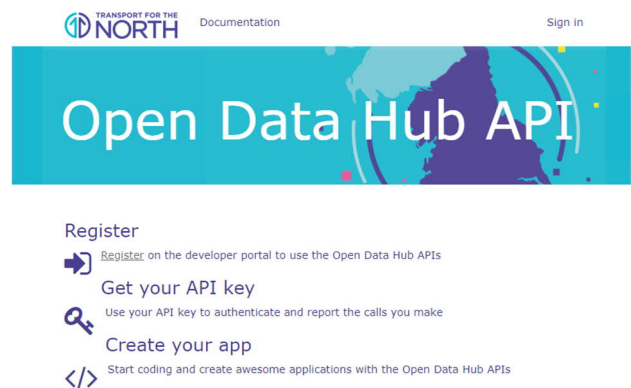
Buchanan Bus Station have unveiled their new 75" TFT passenger information displays manufactured and installed by the Trueform.

Transport for the North Open Data Hub opens for testing

Transport for the North has opened its first data sets on its Open Data Hub for testing.

The initial disruption messaging open beta service has the following features:

- The data will be in SIRI-SX form based on the Schema at <https://github.com/SIRI-CEN/SIRI/releases/tag/v2.0o>
- Access to the disruption data held in the Open Data Hub will initially be on Request and Response (polling) basis
- The Request and Response method will use POST requests to access the data
- There are rate limitations on the Request and Response APIs to ensure an efficient service is delivered



There will only be a small subset of data initially available for testing. The amount of available data will start to increase following a rolling soft launch, which started with the first Local Transport Authority (LTA), TfGM w/c 9th March and WYCA w/c 16th March.

Welcome to the Open Data Hub

More information about which data sets will be surfaced and the rollout schedule is available on Transport for the North's website - <https://transportfornorth.com/ist/open-data-hub/>.

This is the first open beta which will span the period when LTAs are ramping up to full business-as-usual disruption message delivery. During this period, they will be compiling feedback from users, and there will be further beta releases as they add Subscription (Streaming) APIs and Filtered APIs before going to a production release.

M
E
M
B
E
R
S

N
E
W
S

If you would like access to the next phase of the beta testing site in the coming months then please get in touch with Richard Mason: richard.mason@transportforthenorth.com

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 (21st Century), Tony Brown (Atkins), Chas Allen (Stagecoach), Simon Gold (Reading Buses), Meera Nayyar (DfT)

Contact us

Best by email: secretariat@rtig.org.uk.

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

Next issue

Issue 129 – Friday 1st May 2020.

Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 29th April 2020.

RTIG's newsletters are distributed by email.

To subscribe: simply complete the form online, use the QR Code or email us at newsletter@rtig.org.uk with your request and a valid email address.



To unsubscribe: email with the subject "unsubscribe" – or simply reply to your notification telling us you'd like to be taken off the list.