

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

Webinars

13 Nov	Data Standards Series – TransXChange
27 Nov	Data Standards Series – NeTEx
9 Dec	Data Standards Series – GTFS

For booking details and additional events see the website.

Working Groups

OpRa Mirror Group
Future Bus Priority
Accessible Information

PTIC

4 Dec Virtual

RTiG Board

14 Nov Virtual

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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.



Social Media

RTIG is on these social media channels:

Linkedin

<https://www.linkedin.com/company/12119271/>



Bluesky

<https://bsky.app/profile/rtig.org.uk>



Instagram:

https://www.instagram.com/rtig_inform/



Facebook:

<https://www.facebook.com/RTIGInform>



Working Groups

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.

OpRa UK Mirror Group – Historical and Performance Data



OpRa

OpRa will be the next data standard in the Transmodel framework – for historical and performance data.

The European project group is finally starting the technical work on its development, Tim Rivett is directly involved in this work, to support it and make sure that the UK has more than just Tim's view of what is needed RTiG are setting up a mirror working group.

The working group will initially review the use cases which were included in the original scoping work which led to a TR standard. We can then keep an eye on the technical work as it progresses to implement the use cases – XSD and documentation.

A bit more on OpRa:

<https://www.opra-cen.eu/>

there is also the obligatory YouTube of a presentation from last summer:

<https://youtu.be/2YDAWKXnsr0>

We have had two meetings with the next planned for early September.

To get involved in this group please get in touch tim.rivett@rtig.org.uk

NEWS & EVENTS

Definition of Terms used for Reporting and Metrics

One of the tasks that the OpRa working group is to understand what different terms used in measuring performance and in reporting mean.

At the moment there are often misunderstandings and differences in definitions for common metrics – what “On Time” means is a good example – it depends on who you talk to, even with an definition from the regulator.

We have setup a document with different terms and are trying to populate it with the different definitions we have come across, and wherever possible a source for that definition.

This will help create a document of UK definitions for bus performance and reporting which can then be used to help with the implementation of OpRa in the UK, and also assist suppliers to provide reports and analytical tools which support UK requirements and improve transparency of performance reports.

Please have a look at the document and add what you use as a definition or you understand a metric to mean (along with an attributing source if possible).

https://bit.ly/metric_definitions

Future Bus Priority Working Group

At the last practical bus priority event there was plenty of discussion about the challenges of the current approach to providing bus priority. We discussed what works and where there are opportunities to do things differently and what the medium and long term futures may be and need to be able to handle.

It was agreed that the current RTiG / UDG standard T031 needs some updates to better meet requirements – a group has been reviewing this and is nearing the end of the review which will update the document and XML standard.

There was also a desire to fully review how bus priority could work in future. A working group has started to meet, but is in the early days still and new members are more than welcome.

If you want to be part of either of this working group please contact secretariat@rtig.org.uk

Accessibility of Printed and Electronic Information Working Groups

There are currently two documents which give advice on how to provide information to the passenger, one for electronic information and another for printed. The former is an RTiG document, the later originally developed by ATCO.

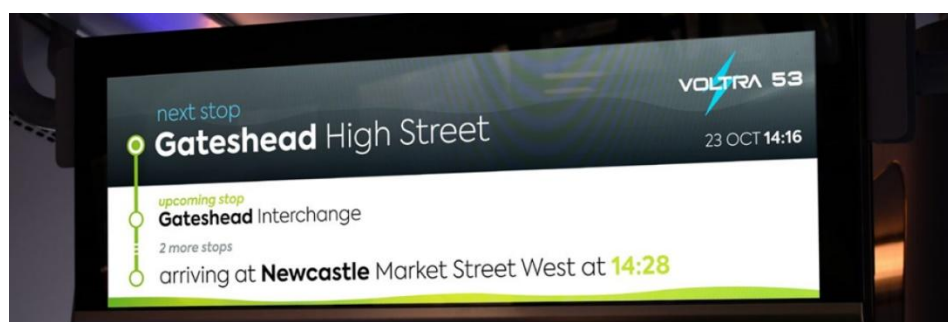
RTiGPR003-D002 Inclusive passenger information - A guide to good practice for bus passenger technology providers (2018)
ATCO Printed Information at Bus Stops - Good Practice Guidelines

Both documents are in need of review because of the passing of time, technology developments and changing understanding and capability.

We are setting up two working groups to provide new guidance.

If you want to be part of either of this working group please contact secretariat@rtig.org.uk

Bus Operator Accessible Information Regulations Support Grant



In March 2023, the Department for Transport announced rules that will require almost every local bus or coach service to provide audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions.

The government has allocated £4.65m to support smaller operators to comply with the Regulations, RTiG have been asked to manage the grant on behalf of the Department for Transport.

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On 8 April we opened applications for the Accessible Information Grant to help small bus operators with the cost of meeting the accessible information regulations. The original closing date for applications was 3rd June.

On 28 May we extended the period for which applications for the grant can be submitted to be open ended until the funding is fully committed.

Our ask is if you as someone working for an Authority, with more direct relationships with operators than ourselves at RTiG, is to pass on the message about the availability of the grant to your operators and encourage those who are eligible to apply.

If you're a small operator then please look at the application process and if you are eligible apply.

If you are a supplier please let your customers know and encourage them to apply if eligible.

To find out more about the regulations please visit:
<https://www.rtig.org.uk/aig>

Information on how to apply for a grant can be found at:
<https://www.rtig.org.uk/aig/apply>

Christmas & New Year Timetable Data 2025-26

Christmas & New Year Timetable Data 2025-26



The Bus services around the Christmas and New Year period will often operate differently to normal weeks.

The data for use in services such as the Department for Transport Bus Open Data Service , Traveline, journey planners, real time systems and mobile phone apps all need to be updated to reflect the changed operation.

This advice deals with how to prepare data for the BODS and other systems to ensure that it is correct for the Christmas and New Year 2025-26 holiday period.

<https://www.rtig.org.uk/system/files/documents/RTIGT064-1-0%20Christmas%202025%20Data.pdf>

Past Events

Data Standards Webinar Series



We started a series of webinars in September on data standards.

Standards for data have been around for many years, but as we try to provide a better passenger experience they have become critical to being able to provide quality information in a timely manner. Some standards are better known and understood than others

The slides and recordings for the sessions which have taken place are available on the RTiG website:

1. Introduction & Transmodel

<https://www.rtig.org.uk/workshops/2025-09-18>

2. NaPTAN & NPTG

30 September

<https://www.rtig.org.uk/workshops/2025-09-30>

3 SIRI

28 November

<https://www.rtig.org.uk/workshops/2025-10-28>

Practical Bus Priority 2025



2 October 2025 10:30
Millenium Point, Birmingham

Bus journey times continue to be one of the most significant challenges facing the bus industry. Providing priority for buses is of increasing importance and with increased attention to value for money and efficiency, how is priority being delivered and what support do practitioners need?

Following on from previous Future of Bus Priority we are holding this follow-up event.

During this event you will hear about:

- The updated RTiG T031 protocol,
- The work of the Future of Bus Priority working group.
- What the future of bus priority looks like from suppliers looking at their plans for their products in aligned areas such as bus priority, congestion management and analytics.
- How we can cooperate more effectively to help interoperability and adoption.
- Developments in digital twins from Aimsun and their work with Tees Valley and Manchester
- Trials in Leeds

Slides from the day are available:

<https://www.rtiq.org.uk/workshops/2025-10-02>

The Future of On Bus Equipment



THE FUTURE OF ON BUS EQUIPMENT

**15 October 2025
Leeds**

What will equipment on bus look like in future?

The number of pieces of digital equipment on buses has been growing over recent years from the traditional ticket machines and a CCTV system to digital destination blinds, audio visual announcement systems, wifi, telematics and more.

With all these systems on a bus, how can we protect them against cyber incidents, how do we know if they are working properly and how can they be better managed?

What are the current and planned architectures that operators and suppliers are working on?

How are standards being developed to help?

At this event find out about these things, hear from and talk to those who know including:

- Welcome to West Yorkshire, WYCA
- The Connected Bus : Stagecoach's On-Bus Equipment Strategy
- Powerfleet
- Vix
- A connected bus is an open bus, Ticketer
- The next release of ITxPT, ITxPT
- Work in Spain to standardise data available from vehicles

Slides from the event are available:

<https://www.rtiq.org.uk/workshops/2025-10-15>

Next Face to Face event**Managing Disruptions****January 2026****Upcoming Webinars****Data Standards Webinar Series**

We are running a series of webinars, which started in September, on data standards.

Standards for data have been around for many years, but as we try to provide a better passenger experience they have become critical to being able to provide quality information in a timely manner. Some standards are better known and understood than others

NEWS & EVENTS

These sessions will run every couple of weeks and cover a different standard each time, the first will provide some background on Transmodel and UK applications.

The aim is to have these as short snappy sessions with content being about 40 minutes to allow plenty of time for questions and discussion to take the overall time to an hour.

These sessions are free for members, there is a small charge for non-members to attend.

4. TransXChange	13 November 12:00
5. NeTEX	27 November 12:00
8. GTFS	9 December 12:00
5. Bus Priority	6 January 2026 12:00
9. OJP	22 January 2026 12:00
10. OpRa	

BODS TXC profile (Let us know if you would like one on this)

Booking links for the events are available here:

<https://www.eventbrite.com/cc/data-standards-series-4511753>

NaPTAN Public meetings coming up

All events are managed through Eventbrite:

<https://www.eventbrite.co.uk/o/departments-for-transport-naptan-team-39414925573>

Accessibility data project

We are working on providing accessibility data (A+NaPTAN) via NaPTAN. Our aim is to improve the availability and quality of accessibility information to support easier, more confident, and independent journey planning for disabled people. The initial focus is on bus stops – NaPTAN holds information on over 420,000 bus stops across Great Britain.

We're exploring whether the following data can be used to create the A+NaPTAN dataset:

Accessibility data from Local Transport Authorities
Data created by utilising artificial intelligence (AI)
Other canonical sources of data, e.g. from Ordnance Survey

Local Transport Authority data – help us build better accessibility data

Thank you to everyone who volunteered to work with us after the September public meeting. We are looking to enrich our accessibility dataset and would welcome input from more Local Transport Authorities that hold accessibility information to support this work.

Please contact us if: you are a Local Transport Authority; or someone who works with NaPTAN data on behalf of a Local Transport Authority.

Contact: naptan.nptg@dft.gov.uk

Rail Replacement Bus Stop data

Achieving a minimum viable product

We are exploring how we can make rail replacement bus (RRB) data available via NaPTAN. Currently, NaPTAN has no way of storing RRB stops, therefore we have undertaken to enhance the NaPTAN dataset with RRB information where known and possible to access, to support bus and coach operator compliance with accessibility regulations.

D f T N E W S

We achieved a minimal viable product (MVP) using sample data from the Rail Data Marketplace (RDM) to build and test our new API. We then created the sample data by combining data from:

Knowledgebase from Rail Data Marketplace: the official dataset of UK railway stations, including their names, locations, and key details, maintained by train operators.

CORPUS data: the industry's reference dataset of rail timetable locations, providing the official codes and details used across UK rail systems.

We're now working with the Rail Delivery Group to source RRB data – we will keep you updated with progress.

New 911 ATCO Area Code for Rail Replacement Bus Stops

We will generate new ATCO Area Codes (ATCO codes) for rail replacement stops with the prefix 911.

In the interest of devising a standardised pattern for creating 911 ATCO codes, we are considering the use of Timing Point Location Codes (TIPLOCs). These are used by train planners to identify what time trains should arrive at, depart, or pass a particular point.

Creating the new 911 ATCO code is still in the initial phase of development; there will be further work and collaboration with our industry partners and NaPTAN users over the coming months.

Bus Services Act 2025

The government's Bus Services Bill became law 27 October 2025.

There are five key areas which are addressed:

1. Franchising for more areas

The Act gives all local transport authorities the power to franchise bus services, without needing the Secretary of State's approval. It also simplifies the franchising process, removing delays and allowing authorities to be more agile in responding to passenger needs.

There are powers which allow for direct award of services to incumbent operators.

2. Streamlined processes for franchised areas

The Act builds on and amends the 2017 legislation to enable franchising authorities to be more responsive. This intervention will allow franchised areas to adapt their networks more quickly.

The new powers within the act address a number of unintended consequences in the previous legislation, delivering benefits more efficiently for passengers.

These include the ability to change networks without having to consult on the whole scheme, just the relevant bits, and the ability to approve more cross border services that are not part of the franchise but are good for local communities and the economy.

3. Strengthening Enhanced Partnerships

Not every area will choose to go down the franchising route. The Act strengthens Enhanced Partnerships (EPs), giving authorities more tools to help operators deliver benefits for passengers and the partnership works more effectively.

4. Municipal bus companies

The ban on creating new municipal bus companies has been lifted through the new Act. Local authorities can now set up and run their own services, giving them a direct lever to improve provision where the market isn't working.

5. Enabling greater accessibility

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The Act introduces a new requirement for authorities to produce bus network accessibility plans, with a focus on improving the travelling experience for disabled passengers. This includes consulting disabled users and setting out how services will become more accessible, safer, more comfortable and easier to use.

There are requirements for authorities to identify socially necessary services and identify alternative arrangements to mitigate any service reduction or cancellation.

It created additional requirements to enable travel by persons with disabilities, for example alternative carriage when wheelchair spaces are occupied.

There are significant new powers about facilities at stopping places

It's a key step towards making bus services more inclusive and reflects a growing recognition that accessibility must be built into the heart of transport planning, and not simply an afterthought.

6. Passenger Safety

The Bus Services Act also includes plans to mandate staff, including drivers and those based at bus stations, to undertake training to recognise and handle incidents of anti-social behaviour and crime, including violence against women and girls.

7. Information

There are additional powers to require the provision of information additional to the 2017 Act including the services being operated and vehicles.

New CCS agreement supports UK transport technology modernisation and digitalisation

Crown Commercial Service have launched a new transport technology agreement called RM6347 Transport Technology. This agreement replaces RM6099 Transport Technology & Associated Services.

This new agreement offers a simple and flexible way for you to buy the technology you need for road, rail, aviation, and urban transport systems across the UK.

Designed to support transport modernisation and digitalisation across all modes of transport throughout the UK, the replacement agreement helps:

- Airports to purchase security systems and environmental monitoring technology
- Local authorities to buy smart traffic management systems such as adaptive traffic signals, real-time monitoring networks, and intelligent pedestrian crossing systems
- Rail operators to access digital ticketing solutions and network monitoring services
- City councils to source electric vehicle charging infrastructure and parking management solutions through one comprehensive agreement.

UK SMEs again offered cost-effective chance to take part in the ITS European Congress

The Transport Technology Forum is again giving small and medium enterprises the opportunity to attend Europe's leading Intelligent Transport Systems event next April by taking a space on the UK Pavilion.



The TTF has hosted the Pavilion at previous European Congresses in Lisbon and Seville, as well as the ITS World Congress in Dubai last year, and companies can now sign up to take part at the next Congress in the Turkish city of Istanbul from the 27 to 29 April 2026. This is in partnership with the Local Council Roads Innovation Group (LCRIG), supported by the Department for Transport and Transport for West Midlands (hosts of the 2027 ITS World Congress).

<https://tff.uk.net/2025/10/24/uk-smes-again-offered-cost-effective-chance-to-take-part-in-the-its-european-congress/>

Blueprint for automated buses launched by Transport for West Midlands and Solihull Council

The Automated Public Transport Service (APTS) Specification, written by experts at Transport for West Midlands and Solihull Council, details how to commission automated technology to deliver real, lasting public benefit by supporting local authorities tender services with confidence that the required service outcomes will be met.

IN OTHER NEWS

The document explains how public transport in the UK is crucial for economic growth, social equity, and environmental sustainability by providing access to jobs, education, and services and reducing congestion and pollution related to private car use.

It details how automated public transport promises to offer a step change to mobility, with the ambition to improve on the road safety and reduce operational costs whilst maintaining, if not increasing, ticket sales. In turn, any reduction in operational cost can be re-invested to attract more people onto public transport services through higher frequency services, denser networks, improved reliability and enhanced comfort. The new technology can also be used to open up new routes that would not traditionally be considered commercially viable due to lower ridership or unsociable hours of operation.

Across 53 pages, this new specification has the aim of both unifying and simplifying the buying and commissioning of future APTS in the UK by providing the industry with a clear guide on what will be expected from future buyers of services without dictating the technology used to implement them.

Feedback on any aspect of this document is warmly invited up to Friday 12 December 2025. Please send your comments to innovation@tfwm.org.uk

<https://www.solihull.gov.uk/about-council/cav-trials/welcome-our-draft-automated-public-transport-services-apt-specification>

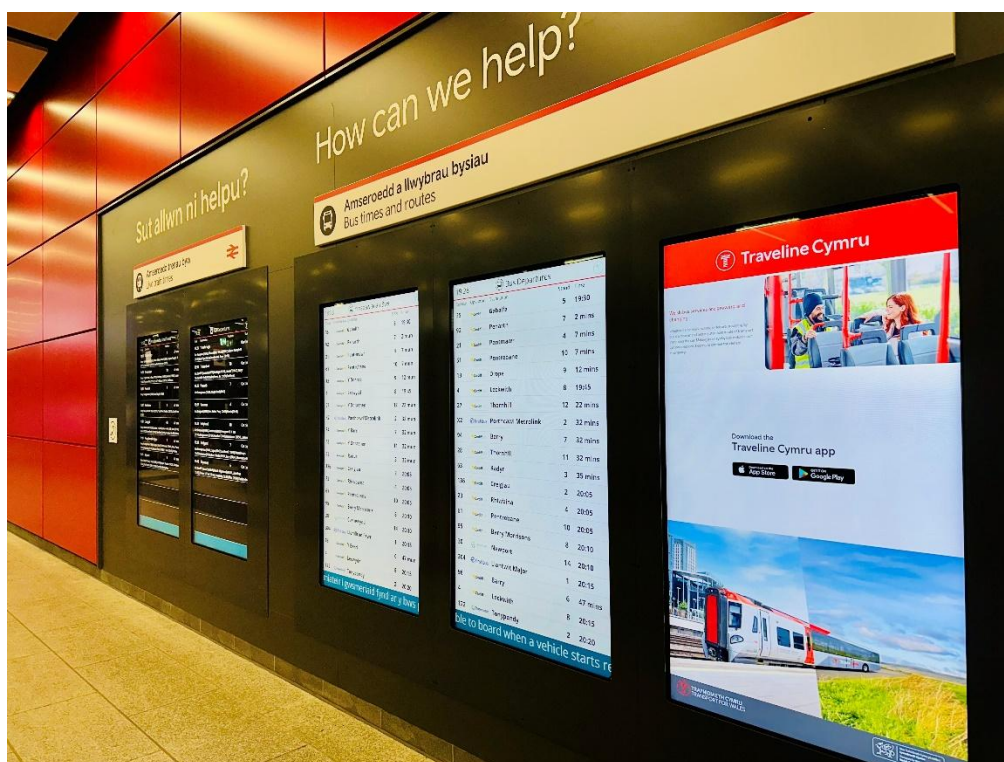
Keeping in touch with you

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 'chivvyng'.



Transport for Wales, Cardiff Interchange

Innovative bus shelters for Basildon from Bauer and Essex CC

Bauer Media Outdoor in partnership with Essex County Council has launched the Milestone range of bus shelters, which the supplier describes as representing the most significant innovation in UK bus shelter design for decades.

The Milestone product forms part of Essex County Council's Basildon Greener Route launch. It has been developed through extensive research into the needs of modern bus users with a focus on accessibility, safety, comfort and sustainability.

Bus shelters have been designed and manufactured in the UK and they use locally sourced, sustainable materials to contribute to what Bauer says is a low-carbon supply chain. Key aspects include:

- Greenery and biodiversity enhancements, including living roofs and planters with native species and wildflowers to give a welcoming and nature-inspired design
- Use of sustainable materials including long-lasting Douglas fir wood, low-carbon glass and low-carbon concrete to give what Bauer says is a circa 70% lower CO2 equivalent than a three-bay legacy shelter
- Innovative and extensive use of timber, with structural parts of the shelter made from engineered timber that has been responsibly sourced from hand-selected trees in Scotland
- An enhanced passenger experience with new seating focused on lumbar support and comfort
- Improved accessibility, with NaviLens codes for visually impaired people, priority seats, and backlit timetables
- Redesigned lighting that is low-energy and solar powered, with more even distribution of 'smart lighting' for better visibility, including lipreading
- What3Words and Strut Safe helpline information displayed on timetables to support safer journeys
- Above-ground foundations for faster installation to reduce disruption and lower the shelter's environmental impact, as foundations can be reused.

<https://www.route-one.net/suppliers/innovative-bus-shelters-for-basildon-from-bauer-and-essex-cc/>

M E M B E R S

N E W S

Frankfurt launches first Test Runs with Digital Train Control: CBTC & C-ITS in Real-World Use

With the first test runs of the “Digital Train Control System Frankfurt” (DTC), Frankfurt’s public transport company VGF, together with Siemens Mobility and Yunex Traffic, has reached a major milestone. For the first time, a Frankfurt subway is operating semi-automatically – supported by state-of-the-art train control in tunnels and intelligent communication with surface-level traffic.

Frankfurt is now the first city worldwide to successfully combine both systems. Together, they allow subways to run closer together while also being prioritized in surface traffic. Traffic lights automatically turn green when a train approaches, and drivers receive speed recommendations to ensure smoother operations. This not only improves punctuality but also reduces energy consumption by up to 25%.

<https://www.yunextraffic.com/newsroom/frankfurt-test-cbtc/>

Creating Inclusive Journeys: Vix and Translink Host Accessibility Event with Angel Eyes NI

Vix Technology and Translink were proud to co-host an accessibility-focused event in partnership with Angel Eyes NI. The day brought together transport professionals, families, and community members to explore how innovation and empathy can make public transport more inclusive for everyone.

The morning focused on building understanding. Translink bus drivers participated in specialist training with Angel Eyes NI, using immersive tools to gain first-hand insight into the challenges faced by passengers with visual impairments.

In the afternoon, partially sighted members of Angel Eyes took part in demonstrations of Translink’s Project EPIC - an initiative providing more accessible, real-time bus information across Northern Ireland. The Vix team showed how the new display technology supports visually impaired passengers through features such as text-to-speech functionality, high-contrast screens, and Braille integration.

<https://blog.vixtechnology.com/creating-inclusive-journeys-vix-and-translink-host-accessibility-event-with-angel-eyes-ni>

Arriva Group invests in Artificial Intelligence for enhanced bus network performance

Arriva Group, the international passenger transport company, has announced an investment in Artificial Intelligence (AI) technology for its London bus network, designed to help improve operational performance and journey reliability.

The software, known as FlowOS Live, is being implemented following an eight-week trial and is expected to provide significant improvements for passengers by reducing excess wait times by up to 20 per cent. The software will roll out across all of Arriva's London control rooms.

FlowOS Live uses the vehicle's GPS systems and fleet data to create a digital version of each bus route that can then be used to test the impact of sending out different sets of fleet instructions in a safe virtual environment. The software can run thousands of simulations a second to identify the best set of instructions to issue for optimum fleet efficiency which in turn benefits passenger's experience. Instructions for regulating the space between vehicles helps mitigate the impact of congestion and network disruptions. The system can also change departure times and manage the changeover of drivers and vehicles. FlowOS Live also automates much of the reporting and administration tasks of control room staff so that they can spend time more focussed on service performance.

<https://news.arriva.co.uk/news/arriva-group-invests-in-artificial-intelligence-for-enhanced-bus-network-performance>

Management Committee Members

The Management Board for the year 2025-2026 was appointed at the AGM on 13 May 2025. Membership is currently as follows:

Chair: Tony Brown

Members: Sonya Sparks (Essex), Graham Davies (WYCA), Russell Gard (React Accessibility), Jon Salmon (Snapper Services), Tony Brown (Atkins), George Connell (Stagecoach), Simon Gold (Reading Buses)

Contact us

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

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

Next issue

Issue 196 – Monday 1st December 2025

Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 26th November 2025.

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