

## 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)

### Webinars

21 Jan                      Hearing Loops  
Multiple                  Accessible Information  
                                 Regulations and Grant

### Workshops

11 February              Franchising – Making a Success  
                                 through effective use of Data  
                                 and Systems, Birmingham

12 March                  Improving Operational  
                                 Management of Buses, London

For booking details and additional events see the website.

### Conferences

5 February                  Transport AI 2025  
                                 Manchester

### Working Groups

OpRa Mirror Group  
T047 CMS to Display Technical  
Group  
Future Bus Priority

### RTIG Board

22 January                  Virtual

### PTIC

6 March                      Virtual

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[Contact s](#)



**For all administrative matters and enquiries please contact:**

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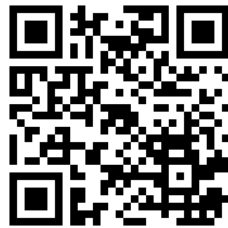
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Web: [www.rtig.org.uk](http://www.rtig.org.uk)

## 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/>



X

<https://x.com/RtigInform>



Instagram:

[https://www.instagram.com/rtig\\_inform/](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](mailto:tim.rivett@rtig.org.uk).

## CCTV Technology & Best Practice



In the 15 years since RTIG last produced guidance on CCTV there have been many changes in the technology available and its capabilities.

We are convening a working group to create updated advice on CCTV. We currently expect this to cover different camera and recording technologies, and good practice advice on management of images, installation and maintenance.

We've met a few times and a report is in development.

If you want to be involved in the working group exploring this then please let us know. To get involved in this group please get in touch [tim.rivett@rtig.org.uk](mailto:tim.rivett@rtig.org.uk)

## Procurement of Software as a Service



With an increasing move by software suppliers to supply services on a Software as a Service (SaaS) basis, the approach to procurement needs to change to reflect this shift.

Traditional procurement and contract arrangements need to be updated to reflect the requirements and expectations of SaaS.

We have convened a working group to create guidance on how to better procure SaaS systems.

We've met a few times and a report is in development.

If you want to be involved in the working group exploring this then please let us know. To get involved in this group please get in touch [tim.rivett@rtig.org.uk](mailto: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](mailto:tim.rivett@rtig.org.uk)

## 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](https://bit.ly/metric_definitions)

## Future Bus Priority – Two New Working Groups

At our recent 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 working group will review the document and standard.

There was also a desire to fully review how bus priority could work in future. A working group will be setup to discuss what the future could be and see if we can develop an approach for the future.

If you want to be part of either of these working groups both of which will start in January please contact [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk)

## Defining RTIG Response to the Integrated National Transport Strategy

# Integrated National Transport Strategy

Defining the RTIG response to call for ideas

The Department for Transport is developing a strategy which will set the high-level direction for how transport should be designed, built and operated in England over the next 10 years.

It will set out a single national vision which will put people who use transport and their needs at its heart and empower local leaders to deliver integrated transport solutions that meet the needs of their local communities.

To help us create the strategy, we are now asking people: about their experience of transport in England what we could do to make it better

Responses to this call for ideas will be considered in the drafting of the Integrated National Transport Strategy.

<https://www.gov.uk/government/calls-for-evidence/integrated-national-transport-strategy-a-call-for-ideas>

RTiG is putting a response together and would welcome your input. If you want to suggest some ideas and content then please get in touch with Tim Rivett [tim.rivett@rtig.org.uk](mailto:tim.rivett@rtig.org.uk)

## Transport Select Committee - Managing the impact of street works call for evidence.

The transport select committee has just published a call for evidence about managing the impact of street works:

The Transport Committee is examining the effect of street works by utility companies on the maintenance of roads and pavements, and the effectiveness of local authorities' tools for managing the impact of works, minimising the number of interventions that take place and ensuring good quality remediation.

The Committee welcomes written evidence that addresses:

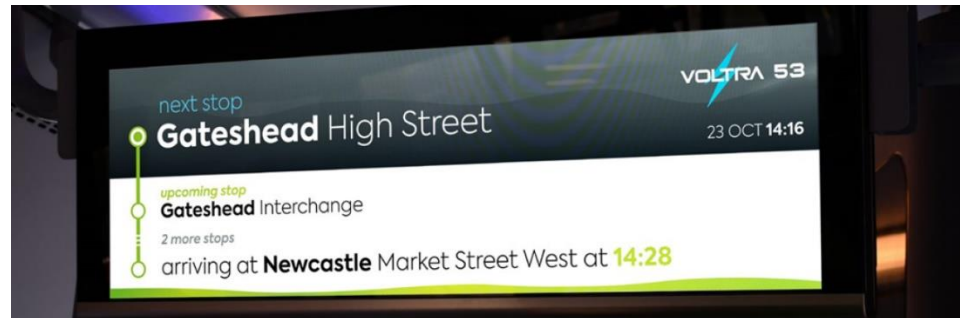
- a. The effect of utility works on road and pavement surface quality and on maintenance needs and costs, and how local authorities can manage this.
- b. Whether local authorities have sufficient powers and resources to manage the effect of street works on congestion, travel disruption, pavement access and accessibility.
- c. The effectiveness of processes for notification of works and obtaining permits, including the classification of emergency works and opportunities for coordinated works, and what makes for a good working relationship between utility companies and highway authorities.
- d. Whether fines are a sufficient deterrent to poor practice, whether other enforcement mechanisms would work better, and whether the inspections regime introduced in 2023 has improved the quality of reinstatement works.
- e. Whether lane rental is a successful model, the potential merits of making it available in more areas, and what other tools or best practices could be more widely adopted.

Whilst RTiG is not directly involved in street works the public transport sector has to manage the impact of street works and we are planning to respond and would welcome your input.

If you want to suggest some ideas and content then please get in touch with Tim Rivett [tim.rivett@rtig.org.uk](mailto:tim.rivett@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.

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>



**Next Face to Face event****Franchising – The different approaches and how data is the key to success**

**11 February 2025 10:30 – 16:00**  
**Millenium Point, Brimingham**

Many transport authorities are now in the process of consulting on and or introducing franchising in their areas. With Manchester having recently introduced franchising, and London having long term experience already operating franchising models, and it being a prevalent approach across Europe and further afield, what should we be learning to ensure successful outcomes?

The sourcing, management and analysis of data is critical to being able to manage bus operations both on the day and for contract management.

In this one day conference we will explore different operating and revenue models and how the different approaches drive the need for data.

**Where is Successful?** Presentations from cities or regions with successful franchising models and how they leverage data. (some of these may be best as case study webinars).

**The legislative framework:** what does the current and planned legislation have to say about data and performance.

**Best Practice for Contract Monitoring:** Perspectives from authorities and operators on maintaining compliance, evaluating performance, and resolving disputes.

**Open Data and Transparency:** The role of data sharing and transparency in fostering accountability and innovation.

**Where Do We Go from Here?** -What support is needed, what should we be doing next to support members?

Book your place:

<https://www.eventbrite.com/e/1116395371609>

## Improving Operational Management of Buses



**12 March 2025 10:30**  
**Location: Central London**

Join us for an insightful conference looking at **how to manage bus services effectively in an unpredictable world.**

This event will bring together industry leaders, including operators, authorities, and suppliers, to discuss and share their experiences and future plans.

Key Topics:

Leveraging real-time information to enhance customer experience.

Strategies for managing unexpected disruptions.

Minimizing the impact of service disruptions on operations.

Real-time management of bus services.

Why Attend? Gain valuable insights from experts on how to navigate the challenges of bus service management in today's dynamic environment. Learn about innovative solutions and best practices that can help improve service reliability and customer satisfaction.

Don't miss this opportunity to network with professionals and stay ahead in the industry.

Call for Speakers: We invite you to contact us if you would like to share your experience and knowledge.

<https://www.eventbrite.com/e/1100444803029>

## Upcoming Webinars

### Hearing Loops



**What are hearing loops?**

How do they work?  
How do I specify them?

**21 January 2025, 12:00 – 13:00**

Hearing loops are not new, and whilst some bus operators have been installing them in buses for years for many bus operators and local authorities their use in public transport is new and unfamiliar.

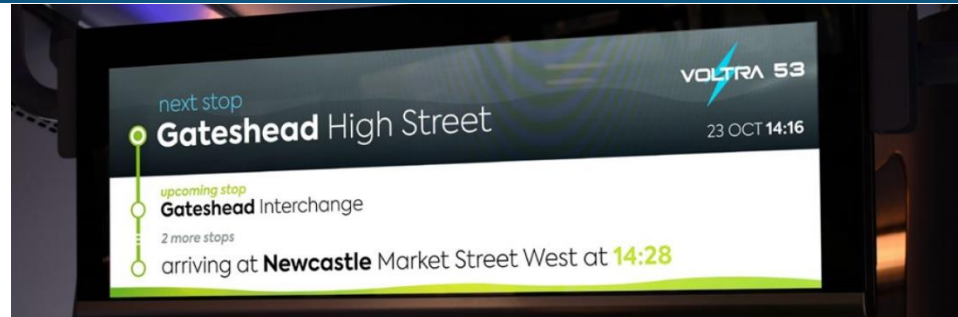
The Accessible Information Regulations (AIR) require them to be installed in all vehicles being used for local bus services.

With continued questions about hearing loops, even two years on from the introduction of the regulations, we are running this webinar to look at:

- What hearing loops (or T-Loops) are.
- how they work.
- Why they are specified in the Accessible Information Regulations.
- How they should be specified.

Book your place: <https://www.eventbrite.com/e/1130636858279>

## Accessible Information Regulations & Grant



### Multiple Events

In March 2023 the Department for Transport published a new statutory instrument before Parliament to introduce 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.

New vehicles need to comply already, but the first tranche of existing vehicles need to comply from October 2024.

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.

On Monday 8th April applications for grants to help with the cost of meeting the accessible information regulations opened.

In this webinar we will explore:

- What do the regulations say?
- What can you do to comply?
- Where would you turn to for help and information?
- Eligibility for the grant and how to apply
- Q&A

All events can be found in this collection:

<https://www.eventbrite.com/cc/on-bus-accessible-information-regulations-grant-644989>

## Past Events

### Practical Bus Priority



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 the Future of Bus Priority event in 2023 we are holding this follow-up event.

This time we want the morning session agenda to be set by you the attendees. We ask you to let us know:

- What you want to know about?
- What you need help with?
- What you want to share with others about your experience?

In the afternoon we will explore:

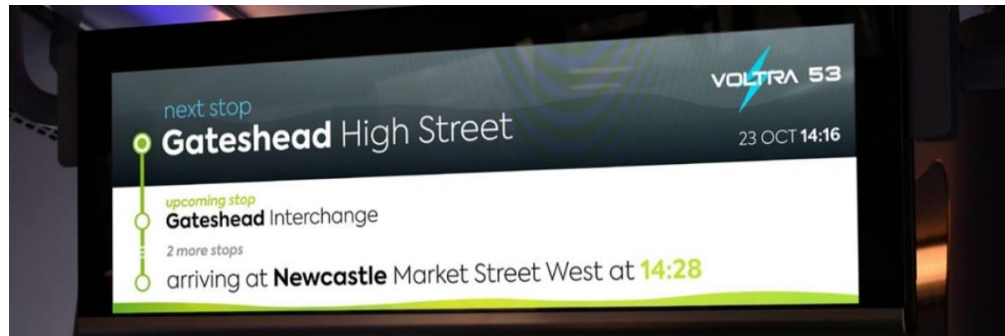
- What the future of bus priority looks like from suppliers looking at their plans for their products in aligned areas such as bus priority, congestion management and analytics.
- How we can cooperate more effectively to help interoperability and adoption.
- The Local Transport Note – Bus User Priority published earlier this year which provides guidance aimed at local authorities. It contains information on good practice and new technologies that can be used to support bus user priority in England. How can this guidance be used in practice to make a difference? How are different authorities planning to make use of it?

Recording and slides from the event are available at:  
<https://www.rtiq.org.uk/workshops/2024-10-30>

There is a write up of the day from basemap:

<https://basemap.co.uk/news/basemap-at-practical-bus-priority-2024>

## Accessible Information Regulations



### Multiple Events

In March 2023 the Department for Transport published a new statutory instrument before Parliament to introduce 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.

New vehicles need to comply already, but the first tranche of existing vehicles need to comply from October 2024.

In this webinar we will explore:

- What do the regulations say?
- What can you do to comply?
- Where would you turn to for help and information?

We've brought together all DfT documents into one place

<https://rtig.org.uk/aig>.

Slides and the recording of one of the webinars can be found on the RTIG website:

<https://rtig.org.uk/workshops/2024-03-27>



All our previous webinars have been recorded and available on our YouTube channel:

<https://www.rtig.org.uk/youtube>



## ARTICLE: Getting ready for AI: improving bus services

We have an article about the AI workshop we held in early 2024 in Transport Xtra

<https://www.transportxtra.com/publications/local-transport-today/news/77201/using-ai-to-improve-bus-services>

## Transport AI Conference



RTiG are supporting the follow on to the very successful inaugural Transport AI 2024, we're back on 5 February in Manchester to provide a one-stop shop highlighting the opportunities and challenges of AI.

<https://www.transportxtra.com/tx-events/2752/transport-ai-2025>



## Integrated National Transport Strategy announced

The then Transport Secretary, Louise Haigh, on 28 November 2024 set out her vision for more joined up and locally-led transport across England in a speech to Mayors and transport bosses.

Speaking at Leeds Civic Hall, she outlined her vision for a new Integrated National Transport Strategy, the first in a quarter of a century – which will set out a ‘people first approach’ to getting people around the country. Recognising that different passengers have different needs, and the quality of transport varies across the country, it will set out how government can support local areas to make all forms of transport work together better.

The strategy will set out a clear vision for how transport across England can evolve over the next 10 years so that more places offer better, more seamless journeys door-to-door – like those facilitated by the successful Bee Network in Greater Manchester and Transport for London. The Bee Network brings together bus, metro and active travel under one name, meaning transport works together better for people.

The Transport Secretary has looked to Dijon for inspiration, having visited it earlier this year to see how a city roughly the size of York, or Chester, is running buses every five minutes in rush hour, the tram every three and has a dial-a-ride service to the outlying villages. Dijon has also created a single app that brings together every mode of transport – from bus to tram, car hire to bike hire, planning journeys to paying for parking.

The department is also reforming its appraisal system, so that projects deliver good value for money as well as the right outcomes – such as more jobs, improved access to education and healthier communities. These reforms include giving sufficient weight to transport projects that enhance access to jobs, boost productivity, and help businesses grow, particularly in less affluent areas.

The key links are as follows:

- [The press release](#)
- [The Secretary of State's Speech](#)
- [The Call for Ideas](#) launched following the vision

RTIG will be responding to the call for ideas and we want your input. Please contact us at [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk) or join us on the 11 December (see adverts for event details).

## NaPTAN Public meetings coming up

### 2025 Meeting dates:

#### Next dates:

Jan 2025 – Accessibility update

- Tues 28th 2pm to 4pm
- Thurs 30th 10am to 12pm

Feb 2025 – TBD

- Tues 25th 2pm to 4pm
- Thurs 27th 10am to 12pm

Mar 2025 – TBD

- Tues 25th 2pm to 4pm
- Thurs 27th 10am to 12pm

All events are managed through Eventbrite:

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

## NaPTAN Upcoming work

### Rail Replacement Buses

The work on the data needed to support PSVAIR regulations for Rail Replacement Buses is in the research/planning stage. This was the focus of the November public meetings – recordings up on our YouTube channel – and we will be able to give more updates throughout the year.

### Non-Passenger Stops

We have been doing work on building the service for Non-Passenger stops (Depots, and Drivers rest stops). This is currently being internally reviewed and we anticipate communicating this in the first quarter of 2025.

### Data Quality

We have analysed a number of NaPTAN fields. This was the focus of the October public meetings – recordings up on our YouTube channel – and we will be able to communicate the outcomes of this in the first quarter of 2025.

## Bus Services Bill

New legislation to improve buses and boost local control of services, as the Bus Services Bill was introduced in the House of Lords on 17 December 2024.

The plans will lift the ban on local authorities establishing their own bus companies, making it easier for them to control services and shape routes to work better for local people. The bill will also empower local authorities to work alongside private operators to improve bus services if they choose to not pursue full ownership.

It follows the announcement made earlier this week of new powers for local leaders to similarly be able to better shape rail services to better meet the needs of their communities.

Additionally, the bill ensures that lifeline bus services cannot be removed or changed without councils reviewing their ability to serve communities, especially those in rural or deprived areas.

The bill will also improve safety for both passengers and staff by mandating that drivers undertake training to identify and respond to threats of violence against women and girls and anti-social behaviour on buses and at bus stops.

The new powers will mean local transport authorities will be able to emulate the success of places like Manchester where public control has massively improved reliability and patronage.

<https://www.gov.uk/government/news/better-buses-on-the-way-as-government-introduces-new-legislation-to-boost-local-control-of-services>

## Guidance - Setting up a bus franchising scheme

Guidance explaining how local transport authorities in England can establish franchising for bus services in line with the Bus Services Act 2017 use this mechanism to deliver their bus service improvement plans

This guidance states the statutory and non-statutory processes along with the legal process of establishing bus franchising.

From 17 December 2024, updated guidance has come into effect.

<https://www.gov.uk/government/publications/bus-services-act-2017-bus-franchising-creation>

## CBT Report - We need better bus stops

Campaign for Better Transport (CBT) has launched a campaign calling for a “national bus stop standard”.

The national charity says many bus stops are “poorly maintained”, and do not provide the most basic amenities and information and adds that guaranteeing a minimum level of service would give more people the confidence to take the bus.

It says there is a lack of investment in infrastructure at the UK’s approximately 400,000 bus stops, with a notable disparity between urban and rural areas.

Focusing on the principles of accessibility, comfort, safety and legibility, the report lists suggested features needed for each of four “categories” of bus stops, which it says should be defined by local authorities.

Among the most basic requirements for all bus stops should be a printed timetable, a link or QR code for more information and a programme for regular cleaning, inspection and maintenance, it argues.

CBT believes this service level should be funded through a proportion of the central government grants provided to local transport authorities for local bus services and delivered over time, with upgrades a requirement from the next iteration of local bus capital allocations.

The report draws a contrast with rail stations, which meet a minimum level of real-time information even for the least used.

Included in the document are results of a survey by Yonder of 1,081 adults in September, which was commissioned by CBT.

The research found that 23% of people agreed with the statement “I am put off using the bus by poorly maintained bus shelters”. Meanwhile, another finding was that 56% of respondents agreed with the statement “Having live updates about bus arrival times at the bus stop would make me more likely to use the bus more often”.

Quoted in the report, Bus Users UK Chief Executive Claire Walters says: “We need to have standardised requirements for all bus stops and bus stop information, including signs for hail and ride sections. Bus travel should be as easy to navigate and as accessible as possible to encourage more people to get on board.”

Also cited was Alison Edwards, Confederation of Passenger Transport Director of Policy and External Relations, who says: “Bus operators welcome this vital opportunity to help local authorities deliver consistent, high-quality bus stops across the network, which will attract more passengers and result in better journeys.

“Local authorities should consider the door-to-door experience of passengers and guarantee that the infrastructure around bus stops is accessible and safe, including for passengers with mobility restrictions.

“Meeting national standards must not come at the expense of the day-to-day operation of buses; operators therefore support the proportionate approach of the four-grade system which will help ensure that the most frequently used stops are given the greatest investment.”

<https://bettertransport.org.uk/research/better-bus-stops-creating-a-national-bus-stop-standard/>

## Contracts for Innovation: Accessible Information on Coaches

Find out more about Innovate UK’s Contract for Innovation, funded by the Department for Transport (DfT), to develop an affordable, user friendly hardware and software solution, which provides accessible audio visual information on coaches

About the event

The Public Service Vehicles (Accessible Information) Regulations 2023 (AIR), require operators of local services to provide Audible and Visible (AV) route destination and location information helping all passengers, in particular disabled people to travel confidently.

To increase the supply of AIR compliant coaches, the Department for Transport (DfT) will fund the development of innovative technical solutions.

Organisations can apply for a share of up to £680,000, inclusive of VAT, to develop an affordable, user friendly hardware and software solution, which provides accessible audio visual information on coaches particularly rail replacement coaches.

Find out more about the competition, including key dates, eligibility criteria, how to apply, and what support is available for applicants during this competition briefing webinar.

This is a Contract for Innovation competition delivered by Innovate UK and funded by DfT.

Briefing Event was on 17 December 2024:

<https://web-eur.cvent.com/event/7ca9da86-0d4b-4ea6-bce1-96117bb8f6eb/summary>

Competition Applications:

<https://apply-for-innovation-funding.service.gov.uk/competition/2089/overview/beb59aef-6987-4dab-9f7a-732232c2abae#summary>

## Transport Manager changes become fully digital

The Office of the Traffic Commissioner is seeking to modernise by implementing a digital by default process for most of its services.

In September it moved towards this approach by making the continuation process digital.

They are now mandating that all alterations to transport managers on an operator's licence use the digital process already available within the Vehicle Operator Licensing (VOL) system.

This change will take effect from 31 January 2025. After this time the TM1 form will be withdrawn and no longer accepted, and all changes must be made on the VOL system.

At the same time, they are also requiring that all applications to surrender a licence are made digitally through the VOL system.

## 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 PATWIS display driven by r2p Systems back office in Salisbury



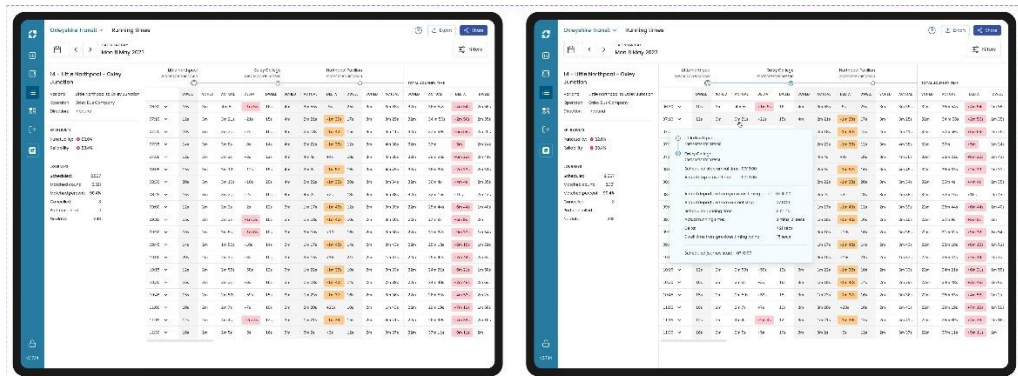
## Snapper boosts public transport efficiency with new Running Times and Stop Details features

Snapper Services is launching two new features for its Mosaic Insights platform —Running Times and Stop Details—to help public transport operators and authorities pinpoint route inefficiencies and improve operational performance.

The updates to Mosaic Insights provide both a stop-by-stop view of how routes are running and detailed stop level analysis where routes are shared, to identify and address issues such as delays, service gaps and schedule mismatches. By analysing vehicle position data, operators can confidently make adjustments to improve service reliability and passenger satisfaction.

Miki Szikszai, CEO of Snapper Services, says: “Public transport operators and authorities are under growing pressure to maintain reliable services while managing tight resources. With the introduction of Running Times and Stop Details, we’re empowering them with the precise, actionable data needed to address service challenges head-on. “Transport authorities and operators often tell us they struggle to pinpoint issues across their networks and gain a clear understanding of performance at every level—from individual bus stops to entire routes. These features enable them to quickly identify challenges, make informed decisions, and drive continuous improvement across their services.”

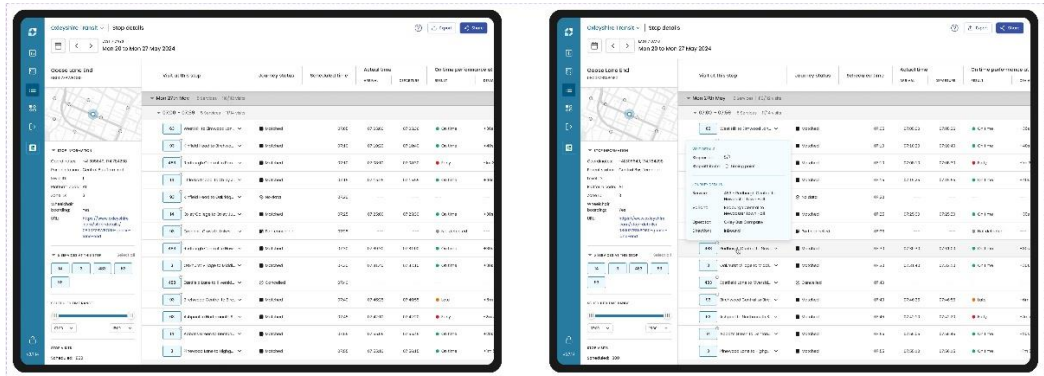
The Running Times feature offers a detailed measurement and comparison of scheduled travel times versus what actually happened. It tracks travel times between bus stops in real-world conditions, highlighting discrepancies between planned schedules and actual operational times.



This allows transport operators to spot patterns, such as recurring delays during specific times of day, and identify where exactly along a route

times could be shifted to improve service efficiency. By using this data, operators can also more effectively identify external disruptions, such as traffic congestion or roadworks, and optimise their resources and scheduling.

The Stop Details feature provides a comprehensive view of all individual visits at a bus stop level across all routes. It highlights key trends, such as late or early arrivals, departure and dwell times, gaps between buses, or instances of "bunching". With this level of detail, operators can understand whether delays or inefficiencies are caused by external factors, like road construction, or by internal issues, such as suboptimal route planning or scheduling.



Szikszi adds: “By drilling into the performance data of individual stops and routes, we are providing operators and authorities with the assessment tools they need to make timely informed decisions that can significantly improve the efficiency and reliability of their transport systems. The feedback from our launch users is that this is a compelling new way to make network adjustments with confidence and we’re looking forward to seeing continuous improvement of network performance.”

“By offering transport operators an even clearer, more detailed picture of their network performance, both by route and location, these features enable faster responses to challenges and more efficient use of resources. This in turn supports more reliable services and a better experience for passengers.”

## Navaho Onboard Wrightbus Euroliner Exhibit

Families visiting the award-winning London Transport Museum in Covent Garden can climb aboard and 'drive' a fantastic new interactive electric bus display to discover the story of eco-friendly travel in the capital.

The Wrightbus Electroliner display – provided by Transport UK London Bus – is based on an electric vehicle bus type which has been part of the fleet of buses operating on the capital's bus routes since 2023.

The new display shows the front of this bus type and includes an interactive driver cab and passenger space. Museum visitors will be in for a treat as they board an example of Britain's public transport electric vehicle (EV) technology. They will be able to explore the front section of a Wrightbus Electroliner, discover what it is like to drive a modern EV London bus.



Visitors can experience the view from the driver's cab in an all-electric vehicle! This state-of-the-art bus front is full of innovative technology, including the latest high-resolution digital screens from Navaho, which share route information and destination details in full colour to visitors.

The bus display will join the group of vehicles that families can explore at the Museum and which make up its extensive transport history displays – from the iconic Routemaster bus, to a steam locomotive from the early years of the world's first Underground railway.

To find out more about the incredible Wrightbus Electroliner display and to plan your trip to London Transport Museum.

## **Lancashire County Council signs contract with Cambridge AI company Alchera to support monitoring and evaluation of its bus network**

Alchera Data Technologies (Cambridge, UK), a market leader in AI-driven mobility software, has entered into a contract with Lancashire County Council to provide ongoing access to its Alchera Bus solution. The partnership supports Lancashire's commitment to provide more consistent and reliable bus travel and encourage modal shift onto the region's services.

Alchera Bus harnesses available data to drive evidence-based decision making in the council. The solution will assist Lancashire's transport

## MEMBERS NEWS

planning teams in identifying 'pinch points' on the bus network impacting the free flow of buses, enabling the council to address the root causes of congestion and minimise passenger delays. The software uses data from the Bus Open Data Service (BODS), in addition to data supplied by bus operators.

Alchera have supported Lancashire on numerous projects including Transforming Cities Fund and Bus Service Improvement Plan delivery programmes. In addition, they have assisted the council on various Business Case work including their Levelling Up Fund, that if successful will lead to multi-million-pound investment being made available from central government.

This next phase will enable the success of these improvements to be effectively monitored and evaluated, aiding statutory reporting requirements for the Department for Transport and ensuring bus priority measures can be constantly tuned to account for evolving network conditions.

Use of the software is expected to improve bus reliability and increase adoption of bus services, in addition to having a significant impact on Lancashire's Net Zero ambitions.

## Management Committee Members

The Management Committee for the year 2024-2025 was appointed at the AGM on 20 March 2024. Membership is currently as follows:

Chair: Tony Brown

Members: Sonya Sparks (Essex), Graham Davies (WYCA), Russell Gard (React Accessibility), Darren Maher (Journeo), Tony Brown (Atkins), George Connell (Stagecoach), Simon Gold (Reading Buses), Triumph Okojie (DfT)

## Contact us

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

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

## Next issue

Issue 186 – Monday 3<sup>rd</sup> February 2025

Please send all contributions to [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk) at any time up to Wednesday 29<sup>th</sup> January 2025.

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