

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 Webinars

2 December 2020, Virtual
Data Standards Webinar Series: 6 IPxPT

14 January 2021, Virtual
Accuracy and Quality Of Real Time Predictions

More webinars will be announced as the month progresses. For booking details see the website.

RTIG Working Groups

2 December 2020, Virtual
Traffic Light Priority Trigger Files

RTIG Committee Meetings

28 January 2021, Virtual

PTIC

3 December 2020, Virtual

In this issue:

News and events: update on RTIG work

[Working Groups](#)

[Accuracy and quality of real time predictions](#)

[Working Group](#)

[Traffic Light Priority Trigger File Standard](#)

[Webinars](#)

[Accessible Audio & Visual Information on Buses and Coaches](#)

[Updated Guide: Real Time Information Exchange Using the SIRI Standard](#)

[DfT News](#)

[In other news: around the patch](#)

[Public-sector procurement from 1 January 2021](#)

[Traffic Commissioner: Contingency statutory document: COVID-19 response](#)

[Bus Priority: Best Practice](#)

[RTI In the News](#)

[Real Time in the news](#)

[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

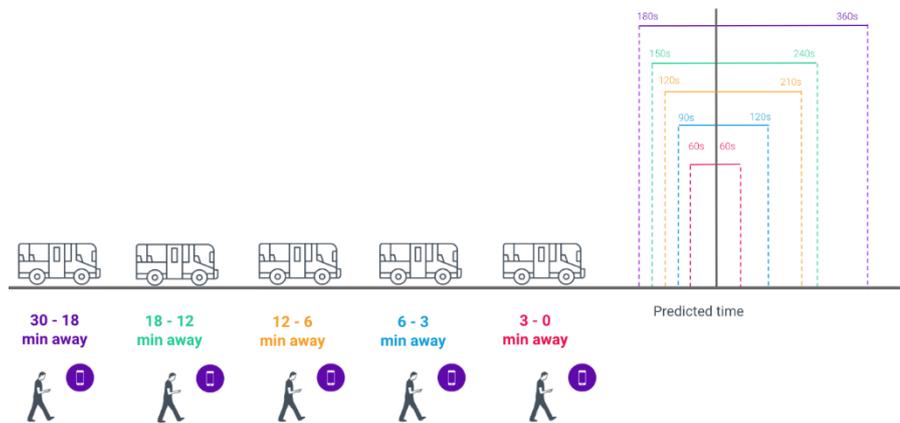
Working Groups

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 .

Accuracy and quality of real time predictions Working Group

This group is now coming to the end of its work with a final draft for review having been produced.

This draft report is available for Foundation members to review and comment on during December, with the formal publication of the review due in January.



If you are a Foundation member then you will find a copy by logging onto the website and finding the Documents for Review page under the Members menu item.

Once published we will hold a webinar on 14th January 2021 to introduce the report to you.

<https://www.eventbrite.co.uk/e/accuracy-and-quality-of-real-time-predictions-tickets-131078466221?aff=newsletter>

Traffic Light Priority Trigger File Standard

The RTIG T031 centre to centre traffic light priority protocol has been widely adopted with resultant significant benefits; but missing from the RTIG standards set is a common format for the transfer of traffic light trigger locations.

There is interest in addressing the gap so we are going to hold a working group to agree a common trigger file format.

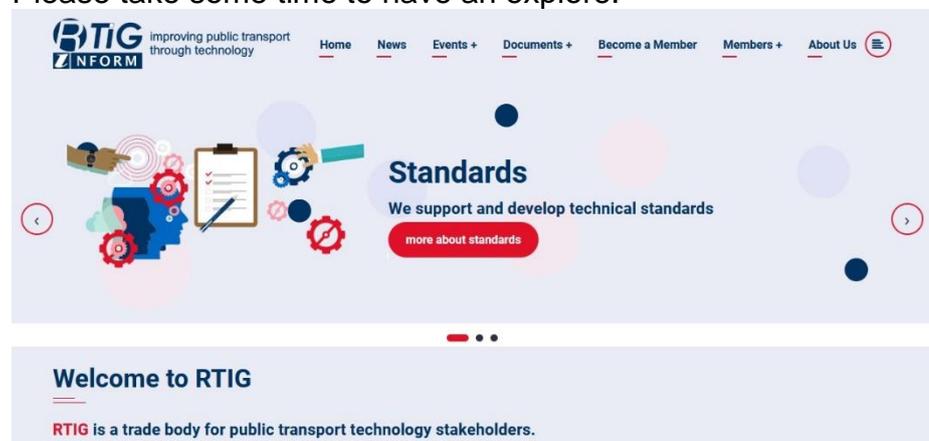


The group has been meeting and we have a proposal for a standardised XML schema. If you would like to become involved in the group, then please let Tim know.

New Website

After nearly 10 years the website was getting a bit tired and in need of a refresh.

We have now launched our new website, we hope you like it. Please take some time to have an explore.



If you are a member your old login details will not work with this new site.

Once logged in you can access the members only content:

- Members Newsletters (with added content),
- Workshop presentations
- Corporate & Administrative documents,
- Strategy documents,
- Project documents,
- Technical documents appropriate to your organisations membership level.

Previously there was a single account shared across an organisation. The new site uses individual accounts, but we do not know who was using the old site, so we need to know from you who needs an account.

To request your login details please send an email to website@rtig.org.uk(link sends email)

If you have any feedback on the site then please do let us know.

Webinars

With the inability to physically meet for the foreseeable future we have been running some webinars instead.

All these webinars are being recorded and available on our YouTube channel:

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



Data Standards Webinar Series

We started a series of webinars at the end of August on data standards.



These sessions are running every couple of weeks and cover a different standard each time,

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.

We've had sessions so far on:

- Transmodel, 26th August
- NaPTAN, 9th September;
- TransXChange, 23rd September
- SIRI, 1st October
- Traffic Light Priority, 14th October
- TransXChange BODS Profile, 3rd November

- NeTEx, 4th November
- GTFS, 17th November

The next sessions are:

- IPxPT, 2nd December

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

If there are any other standards you would want to see covered please do let us know.

BODS Issue List

RTiG is working with Traveline and the Bus Operator Digital Initiative to collate and coordinate the reporting and management of issues identified with the Bus Open Data Service be they technical, process or organisational based.

The document is being put together at KPMG / DfT request and will be updated weekly with contributions and input from the BODS team as it becomes available.

If you have anything to contribute, then please let Tim have the details. tim.rivett@rtig.org.uk

Accessible Audio & Visual Information on Buses and Coaches

RTiG is working with the Department of Transport to understand aspects of provision of accessible information on buses. As part of this work we are running a survey.

The Government is committed to increasing the provision of audible and visible information onboard local bus and coach services across Great Britain. We know



how important such accessible information is for many passengers, and are pleased to see operators increasingly providing it as a key part of their service offering.

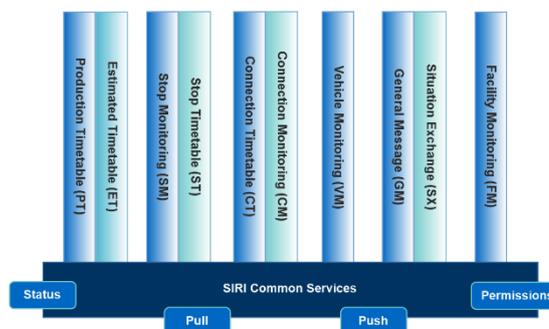
We want to understand what constitutes good practice in the provision of such information, in terms of the intelligibility of audio outputs and the visibility of visual displays. To this end, we have asked the Real Time Information Group (RTIG) to investigate with equipment suppliers and operators how quality information service provision is currently defined, and what standards might be used to assess it in the future. Such insight will be invaluable in helping us, not only to encourage an increase in accessible information provision, but to ensure that it genuinely meets the needs of bus users. It will also guide the development of the Accessible Information Grants project, being managed for the Department by RTIG, helping to ensure that support provided to small operators provides value for money, and has a lasting benefit for the people using their services’

This survey seeks to gather some background information about current processes and practices in the provision of audible and visual information on bus and coaches use to operate local bus services.

<https://www.smartsurvey.co.uk/s/RTIG-AV-Info/>

Updated Guide: Real Time Information Exchange Using the SIRI Standard

The guide to SIRI has been updated. The previous version had not been updated for many years and was out of date.



This report outlines the background to SIRI and describes the different functional services provided as well as addressing how SIRI can be used in procurements.

<https://www.rtig.org.uk/system/files/documents/RTIGT023-2.0%20Overview%20of%20SIRI.pdf>

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

Challenges of Maintaining Real Time Systems

The DfT have asked if we can assist in collating some responses from local transport authorities regarding real time passenger information systems. This request is aimed at giving the DfT an understanding of the challenges faced by LTA's keeping systems running or taking the decision to switch a systems off.

I appreciate there are a lot of questions here and that we are all busy but if you could respond with some brief comments by Wednesday 2 December 2020, I can feed them back. This is an opportunity to share your views with the DfT to potentially shape the governments thinking around RTI and passenger information. Please feel free to email responses back directly to me tim.rivett@rtig.org.uk

If you are unable to respond by 2nd then please do send responses through when you can as they will provide useful evidence for future work by RTIG and DfT.

The types of areas they would like to explore are:

- Average costs for running the systems including predicted and actual spend. Please do highlight where local authorities are facing fiscal pressures in keeping their systems running
- Challenges in being able to provide data consistently to all stops and stations or where authorities have had to prioritise the provision of information to urban areas to the detriment of smaller and rural areas, or is there more value in RTI in a rural location, compared to high frequency routes?
- Challenges in the interoperability of systems and data feeds/standards across different LTA areas and the impact that has on passenger information and the passenger (cross boundary issues the passengers doesn't relate to but authorities do)
- Areas where the authorities have had no choice but to switch off the system, when those decisions were taken, why and the impact that has had upon operators, passengers and the authorities
- Instances where the authorities have been unable to access data provided by the operators due to costs associated with accessing the feeds and also any data sharing agreement issues that operators may have raised.
- Any other challenges that you're aware of that prevent local authorities from providing high quality information to

D
f
T

N
E
W
S

passengers at stops, stations and on web apps, products and services.

The DfT would also be interested to get general views regarding what it would mean for the local authorities if we were to centralise provision of this information. This includes:

- How it would benefit the local authority areas and what you would do if BODS were able to provide SIRI SM data feeds for powering digital stops and signage
- Whether local authorities with systems currently running would feel able to switch off their local systems and what cost savings might be incurred? What issues would you foresee in this?
- Reasons why authorities still might not choose to switch off a system i.e. is it providing other functionality that we need to be aware and consider if the DfT offered a predictions service?
- For different LTA areas, the size of their digital signage estate at stops and stations that could potentially be powered by a SIRI SM service (What % of stops have digital signage, would it be better to have mobile app based information)
- What else would be needed to realise the benefits fully for passengers e.g. funding for additional digital signage
- How local authorities might intend to work with providers such as Moovit and Citymapper to help realise benefits for passengers using data from BODS
- What impact a central predictions service might have upon your passengers and also your operators in the area – any thoughts about patronage and revenue growth
- Also, if you have any prepared business cases to support the need for predictions data, can this be shared with the DfT. This might include:
 - The commercial case for RT/predictions data and how this translates into increased patronage, reduced operational costs and any other commercial benefits that come to mind
 - The economic case for RT/predictions data and any value of time benefits or productivity benefits generated for the economy as well as job creation etc. Also cost savings to LTAS through centralised provision of information.

- The strategic case for RT/predictions data and how this aligns with mobility as a service, the creation of sustainable transport systems and links to transport decarbonisation
- The passenger case and how this improves the overall passenger experience as indicated by passenger satisfaction and reduced time spent waiting at bus stops

Thanks for your assistance with this.

Future of Transport: rural strategy – call for evidence

This call for evidence seeks views and evidence from all those with an interest in rural transport.

Following our [Future of mobility: urban strategy](#), which was published in March 2019, the Department for Transport are now seeking views and evidence on what could be incorporated into a Future of Transport: rural strategy.

The consultation document has 3 sections:

- the context of the Future of Transport: rural strategy
- our assessment of the mobility trends in rural areas, and the emerging opportunities for rural environments that we're witnessing in transport innovation – this section seeks views on whether we have identified these correctly and further evidence for these trends
- consideration of the approach that the government could take to help shape these opportunities to benefit rural areas

This consultation is part of the [Future of Transport programme](#), which aims to shape transport innovation and secure the UK's position as a leader in the transport sector of the future.

<https://www.gov.uk/government/consultations/future-of-transport-rural-strategy-call-for-evidence>

Public-sector procurement from 1 January 2021

From 1 January 2021 a new e-notification service called Find a Tender will be used to post and view public sector procurement notices.

Advice for Contracting Authorities

You will need to publish public procurement notices through Find a Tender. This service will go live on 1 January 2021. It will replace the requirement to publish notices in the Official Journal of the European Union.

If you use a third party 'eSender' to manage your procurement notices, you will be able to continue to use them provided that they have confirmed they can publish notices to Find a Tender.

If you do not use an eSender and/or intend to publish notices directly to Find a Tender, you will need to register with the service. This can be done now by creating a buyer's account on Contracts Finder. All Contracts Finder accounts will automatically be given access to publish notices on Find a Tender.

Advice for Business

From 1 January 2021, if you are a supplier looking to do business with the UK public sector you will need to use Find a Tender to view new public procurement opportunities published by UK contracting authorities.

Find a Tender is a new service that replaces the role of Tenders Electronic Daily in the procurement process for new UK procurements. A new procurement for these purposes is a contract or framework agreement which is advertised after 11pm on 31 December 2020.

It lets you search for above threshold works, services, supplies and utilities contracts and framework agreements, across the whole of the UK.

You can search and apply for opportunities without registering. You can create an account to get email updates and save your searches.

You should use Find a Tender if you are looking for national opportunities or contracts or framework agreements anywhere in the UK.

To view lower value opportunities you will still be able to use existing portals such as Contracts Finder, MOD Defence Contracts Online, Public Contracts Scotland, Sell2Wales and eTendersNI. Please continue to use Tenders Electronic Daily to view details of UK contracts and framework agreements that were advertised prior to 11pm on 31 December.

If your business utilises public procurement data, you will be able to access a range of data outputs available for Find a Tender.

Enquires can be directed to info@crownccommercial.gov.uk .

<https://www.gov.uk/guidance/public-sector-procurement-from-1-january-2021>

Traffic Commissioner: Contingency statutory document: COVID-19 response

The Office of the Traffic Commissioner updated their guidance on 28th October, this missed the last newsletter unfortunately.

Local Bus Service Registrations – Short Notice Temporary Variations

Due to the ongoing uncertainty and inevitable challenges operators face as a result of the COVID-19 pandemic, the provisions allowing short notice temporary variations to local bus service registrations will now continue beyond 4 January 2021. This will be reviewed again on 1 March 2021 but operators and local authorities will be given no less than 84 days' notice of the date that services must revert to the original registration (which will therefore be no earlier than 24 May 2021). This notice will give operators the opportunity to submit any permanent changes they wish to make.

Operators should, however, note that, from 4 January 2021, the notice period for temporary variations in England and Scotland will increase from the current 72 hours to 7 days. The local authority will have a period of 7 calendar days to consider the application, following which (in the absence of any objections from the local authority or any request for further time) the Traffic Commissioner will give immediate short notice approval. Unless notified otherwise, the operator can expect that the temporary variation can come into force following a 28 calendar day period in addition to the 7 calendar day local authority period. This

results in a total registration time of 35 calendar days, reduced from the maximum 70 statutory days' notice.

Also, from 4 January 2021, the £60 fee for temporary variations will be reinstated.

Bus Priority: Best Practice

A summary of bus priority initiatives in the UK and internationally produced by Transport Scotland

<https://www.transport.gov.scot/media/48592/bus-priority-best-practice.pptx>

Real Time in the news

This section covers stories about real time and associated topics that have been in the news over the last month.

This section is only in a version of the newsletter being sent to members organisations.

We would be interested to find out if you find this new section useful and would like to see it continue, or would like to see something different, widen the scope etc.

UK News

What transport in Exeter could look like by 2030

The Exeter Transport Strategy 2020-2030 launched. The plan includes:

Delivery of the cleanest bus fleet with onboard WiFi allowing more productive travel and reduced transport costs with a greater influence on the routes being run.

Improved IT systems to improve real time information, journey time reliability and payment methods.

<https://www.devonlive.com/news/devon-news/what-transport-exeter-could-look-4677076>

Surrey County Council boost to bring in cleaner, greener buses

A new scheme backed by £49m of county council funding, has been announced today (24 November 2020) to accelerate the introduction of ultra-low and zero emission buses in Surrey.

The Surrey Ultra Low and Zero Emission scheme will see the introduction of up to 80 ultra-low or zero-emission buses and 50 community transport minibuses by 2025 with the aim that all buses across the county will be ultra-low or zero-emission by 2030. Residents will also benefit from improvements to bus journey times and increased real time passenger information in busy areas.

Financial support will be provided by Surrey County Council with supporting investment from bus operators and community transport providers. Surrey County Council's investment will see £32.3m allocated to buses, £6.3m for Community Transport vehicles, £9m for bus priority measures on the highway and £1.4m dedicated to improving the real time passenger information system.

<https://news.surreycc.gov.uk/2020/11/24/county-council-boost-to-bring-in-cleaner-greener-buses/>

Rest of the World

Smart bus stop comes up on New Town artery



A Wi-Fi-enabled bus stand that will let commuters know the expected time of arrival of the next bus, it's route and when it is likely to reach the final destination has come up in front of the Coal India building in New Town.

The bus stop on the Major Arterial Road, which will be functional from November 5, also has a counter that will sell snacks and function as a night cafe and a newspaper stand so that the stretch does not become desolate after sundown like many other streets of New Town.

<https://www.telegraphindia.com/west-bengal/calcutta/smart-bus-stop-comes-up-on-new-town-artery/cid/1796364>

New York helps blind riders find buses

Authorities in New York are trialling an app from Spanish tech firm NaviLens which helps blind or low-vision riders find bus stops.

The Transit Innovation Partnership, a public-private initiative created by New York Metropolitan Transportation Authority (MTA) and the Partnership for New York City, is responding to governor Andrew M. Cuomo's call for private sector innovation to improve and modernise public transit.

The NaviLens app uses an algorithm to translate visual signage into audio that allows customers to determine the accurate location and distance to the nearest bus stop.

App users can find out when the next bus will arrive, know if a bus is crowded if the necessary sensor technology is on board and be directed onto the bus when it pulls up to the stop.

The app is expected to detect QR-style codes installed on the bus stop poles from up to 40 feet away and at an angle of up to 160 degrees.

According to Transit Innovation Partnership, the code does not have to be in focus for app detection and will direct the user by providing audio directional cues including distance and angle from code such as "25 feet away, straight" or "right".

The organisation claims GPS navigation as a wayfinding tool can only bring users within the vicinity of their location, but NaviLens provides the exact location of a destination.

<https://www.itsinternational.com/its17/news/new-york-helps-blind-riders-find-buses>

Estonian self-driving bus project introduced in Greece

The self-driving bus Iseauto, created in Estonia and offering a comprehensive service, which last summer served passengers in Tallinn's Ulemiste City, has started working in the Greek city of Lamia, informs LETA/BNS.



As part of a pilot project of autonomous public transport led by Estonians, a self-driving street-approved vehicle will be operating in Greece for the first time in history.

The self-driving minibus manufactured by *Auve Tech* in Estonia is the first self-driving fourth category vehicle in Greece that has been declared street legal. In many ways, the Greeks learned from the practice of the Estonian Road Administration when issuing the permit, which is why, in addition to technology, the Estonians have also helped to contribute to the development of public transport service legislation based on self-driving buses.

http://www.baltic-course.com/eng/good_for_business/?doc=160565

Porn hackers hijack Dublin Bus Real Time app as graphic video emerges

Devious hackers managed to crack the Dublin Bus code on Wednesday night after breaking into their Real Time app and infiltrating their newsletter with pornography of a Far Eastern flavour.

A graphic video has emerged showing the app stripped of its normal coding and bombarded with exotic text and saucy content - much to the horror of tired early morning commuters.

<https://www.irishmirror.ie/news/irish-news/dublin-bus-app-porn-hackers-23002068>

Estonia: Novel road condition monitors to be installed on intercity buses

TALLINN – As part of a joint project of the Road Administration, the state-owned road technical services company Teede Tehnokeskus and private bus operator Lux Express, optical road condition monitors will be installed on three more intercity buses before the start of the winter to provide road maintenance companies with real-time information about the condition of roads.

Raido Randmaa, acting director general of the the Road Administration, said that the first road condition monitor was installed on a bus in Estonia as part of a pilot project four years ago and at present seven buses equipped with such devices are moving on Estonian roads every day.

"The past few winters have been very difficult specifically in terms of weather conditions, with air temperatures moving up and down in the region of zero degrees and road conditions changing a lot. We have been able to observe these changes via road weather stations and cameras, yet there's still only a limited number of these on the state roads," Randmaa said.

Taivo Moll, manager of the company Teede Tehnokeskus that is responsible for the installation of the monitors and analysis and relaying of the data received, said that the equipment allows to register various conditions of road surface.

"Such as snow on the road surface or the formation of ice in its early stages, air temperature and road surface temperature, and thickness of a water layer. In addition, the camera installed on a bus sends photos of the road surface," Moll said.

According to Moll, road conditions on our highways can change completely in 30 minutes and the information retrieved from the monitors enables road maintenance companies to respond faster and bus dispatchers and drivers to take measures and be prepared.

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.

Innovation and the future of smart travel in the North of England

In this article Transport for the North's newly appointed Director of Integrated and Smart Travel, Jeremy Acklam, explains more about how the implementation of innovative new technologies could revolutionise travel and transport across the North of England..

<https://www.intelligenttransport.com/transport-articles/111459/innovation-and-the-future-of-smart-travel-in-the-north-of-england/>

Technology-backed franchising: the model for a better bus sector

In a detailed Q&A, Peter Bell of Trapeze Group Europe offers his insight into why franchising could be the model of choice for bus companies in a post-COVID world.

<https://www.intelligenttransport.com/transport-articles/111630/technology-backed-franchising-the-model-for-a-better-bus-sector/>

West Yorkshire bus passengers now able to track how full their service is before it arrives

Ed: This is an excellent example of the industry working together to deliver innovation, this project has involved our members WYCA, Ticketer, VIX and r2p.

West Yorkshire Bus Alliance measure to support public transport users during the COVID-19 pandemic

People will be able to see how full the next bus is at hundreds of stops across West Yorkshire following an upgrade to information displays.

Bus passengers using Arriva, First and Transdev services will now be able to know the capacity of their service before it arrives as over 1,750 of West Yorkshire's real-time display screens have been enhanced to show how full buses are before they arrive.

With social distancing measures in place on all buses, there are fewer seats available than normal and the upgrade is designed to help keep passengers informed about capacity on services.



Information screens at bus stops and shelters will now show up to three seat icons, one meaning space is available on the bus, two indicating space is limited, and three showing the bus is at capacity. Once a bus is at its capacity the driver will only allow people off the bus until it is safe to accept passengers again.

This new capability has been developed and implemented by the West Yorkshire Combined Authority working with its West Yorkshire Bus Alliance partners to help manage social distancing on board.

<https://www.wymetro.com/corporate/news/releases/information-displays-upgraded-across-west-yorkshire-to-show-live-bus-capacity/>

INIT provides multi-client contactless ticketing system for Nottingham



System allows for easy payments and fast boarding processes

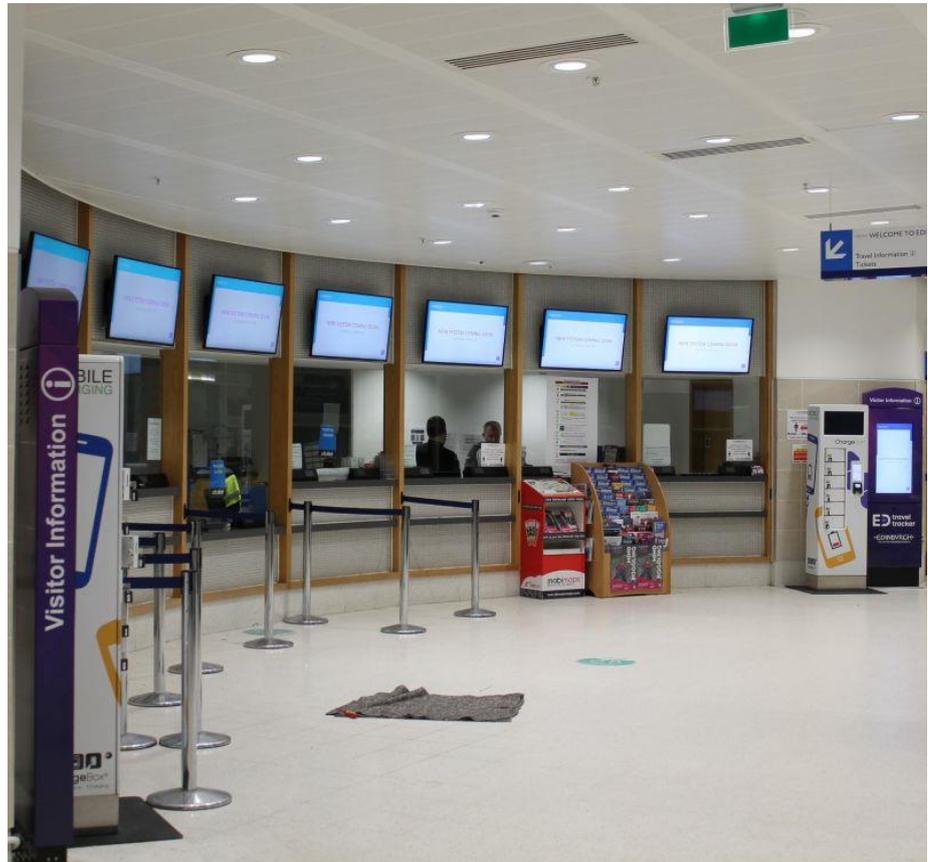
A step towards passenger and driver safety in trying times and a means for faster boarding: INIT has devised a contactless ticketing system for Nottingham's three public transport providers Nottingham City Transport (NCT), CT4N and Nottingham Trams Ltd. (NET Trams). "Nottingham Contactless" is the first multi-operator ticketing system in the United Kingdom outside London.

NCT's passengers can now pay contactless for their tickets on the buses. The City Council's CT4N buses will follow later in 2020, followed by NET Trams in early 2021. In order to deliver the new system, the three public transport companies that make up the "Nottingham Contactless" partnership received upgrades of their integrated on-board computers and/or validators.

In addition, they share a multi-client back office application. "Nottingham Contactless" replicates the existing ITSO-based, pay-as-you-go (PAYG) solution with a multi-operator capping scheme for EMV payments as well as mobile payments via Apple Pay® or Google Pay™. Besides Nottingham's city-wide smartcard (the Robin Hood card), passengers now have a new cashless payment method for adult pay-as-you-go travel. It allows them to pay for journeys with their bank or credit card or with their smart phone/smart watch – with daily fare capping.

Coming soon to Edinburgh Bus Station!

We thought you would enjoy a sneak preview of the forthcoming real-time information displays & wayfinding totems for Edinburgh Bus Station, that Journeo and Trapeze have been working on with the City of Edinburgh Council, in readiness to get Scotland's capital moving again.



Management Committee Members

The Management Committee for the year 2020-2021 was appointed at the AGM on 30 April 2020. Membership is currently as follows:

Chair:

Members: Andrew Wilson (Hants), Graham Davies (WYCA), Russell Gard (React Accessibility), Darren Maher (21st Century), Tony Brown (Atkins), George Connell (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 137 – Monday 4th January 2021.

Please send all contributions to secretariat@rtig.org.uk at any time up to Tuesday 22nd December 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.