

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

Workshops

13 June Future Bus Connected & automated vehicles.

Webinars

Multiple Accessible Information Regulations and Grant

For booking details and additional events see the website.

Working Groups

5 June OpRa Mirror Group
CCTV Technology & Best Practice
Procurement of Software as a Service

RTIG Board

1 July Virtual

PTIC

26 Sept Virtual

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For all administrative matters and enquiries please contact:

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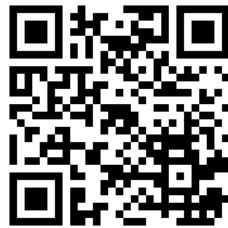
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Newsletter Frequency and Email Alerts

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/>



Accessible Information Regulations & Grant



Instagram:

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



Facebook:

<https://www.facebook.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 .

Hearing Loops

During the pandemic, bus operators introduced Perspex screens between the driver and passenger to help provide protection from COVID-19. This barrier increased the challenge for passengers and drivers who have hearing problems.

The use of audio induction loops (hearing aid loops) and other solutions will help to alleviate some of the resultant problems.

The requirement will form part of the future vehicle requirements as seen in the new zero-emission buses scheme.

We will be producing an advice note for operators.

If you want to be involved in the group creating this then please let us know.



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 current 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

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

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/>

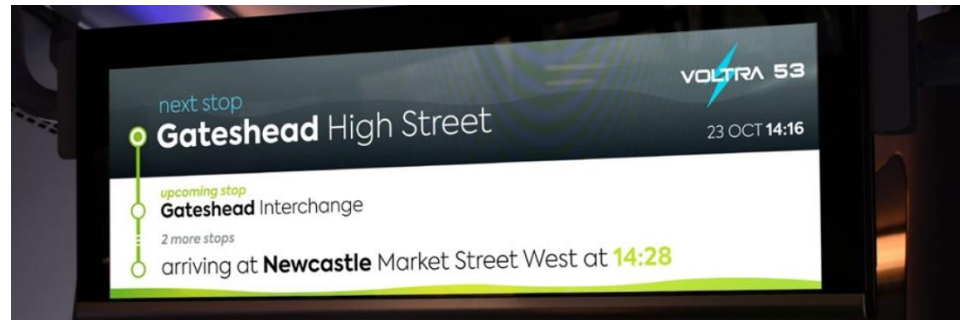
there is also the obligatory YouTube of a presentation from last summer:

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

The first meeting of the group is on 5 June

To get involved in this group please get in touch 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.

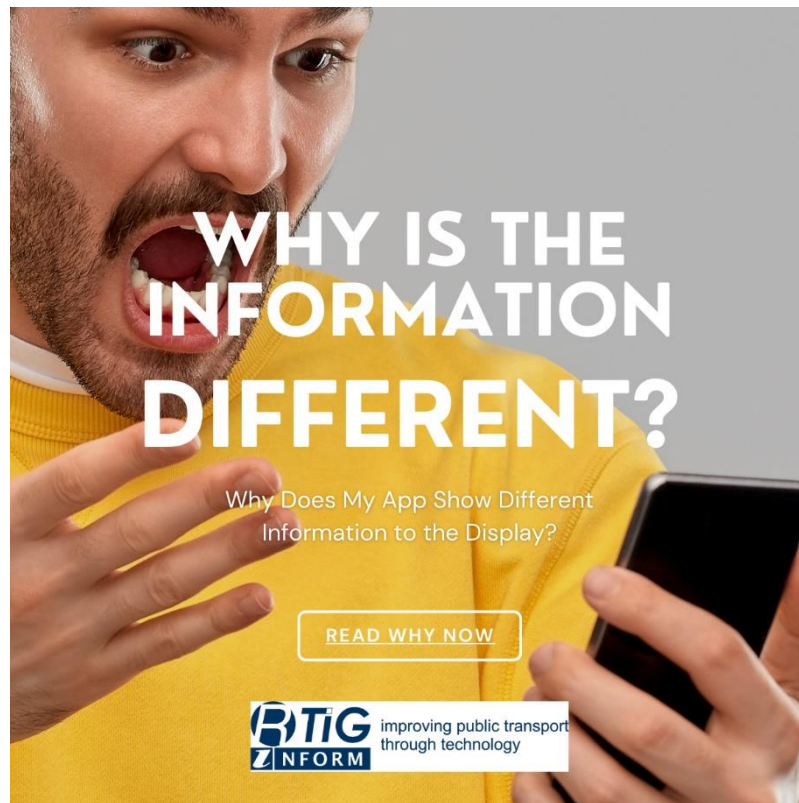
To find out more about the regulations please visit:

<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>

Why Does My App Show Different Information to the Display?



With the near ubiquitous provision of location data for the bus fleet in the UK within reach, it is timely to consider why different information may be presented to the passenger on different outputs.

This report sets out to address this gap in understanding.

Previous reports and specifications from RTiG have covered a wide range of topics, and a number of the reports have made reference to the quality and/or accuracy of real time information (RTI): in the form of predicted arrival and departure times. One report specifically addresses the quality and accuracy of predictions.

However, up to now, none have specifically covered some of the differences in information the passenger may experience in a multi-channel information environment.

<https://www.rtig.org.uk/documents/rtigt059-1>

Next Face to Face event

Future Bus – Connected & Automated Vehicles



13 June
Milton Keynes

Connected and automated vehicles are all over the news, there is lots of information about private vehicles available, but what about public transport and buses in particular?

We are gathering together practitioners with real work experience of what is needed to make automated and connected buses work to help us understand how we can all prepare for their introduction, and what lessons can be learned from the trials that have and are taking place.

Attendees will learn:

- Operators – How they should an operator be getting prepared.
- Authorities - what should they be doing to support on street operations.
- Suppliers - what authorities and operators need from you to support them.

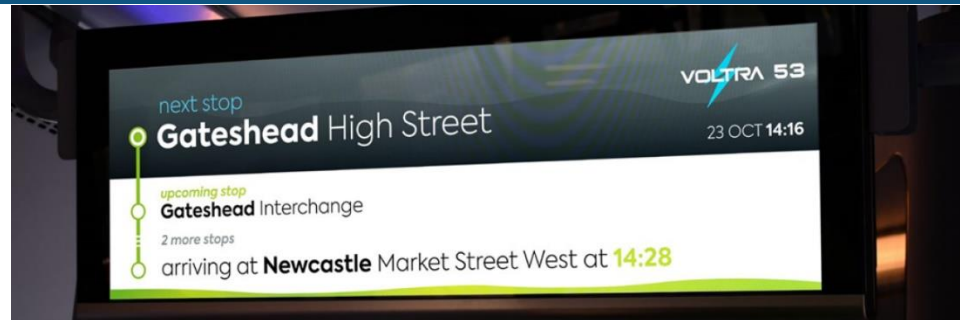
Hear from:

- Milton Keynes Council about preparations for the trial later this year;
- Stagecoach on their autonomous projects (including CavForth);
- ITxPT about developing standards and future plans
- Sustainicity who are developing Automated OnDemand MASS transit in Hertfordshire
- Automated Vehicles Act and legislative frameworks

<https://www.eventbrite.co.uk/e/892533139647>

Upcoming Webinars

Accessible Information Regulations & Grant



Multiple Events during May

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:

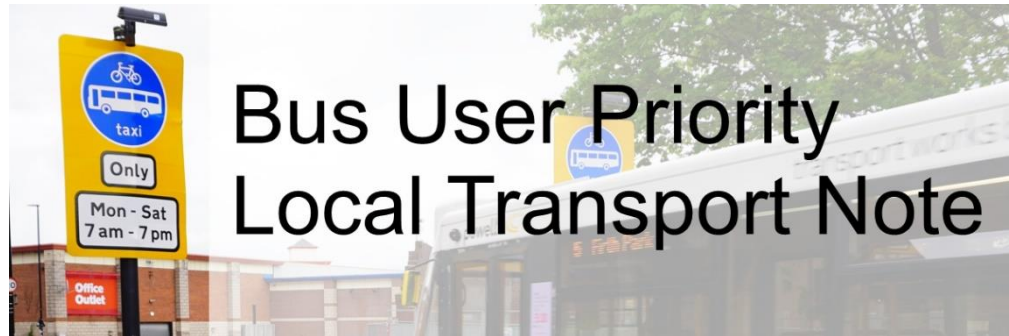
- What do the regulations say?
- What can you do to comply?
- Where would you turn to for help and information?
- Eligibility for the grant and how to apply
- Q&A

All events can be found in this collection:

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

Past Events

Bus User Priority - The New Local Transport Note



Bus User Priority Local Transport Note

2 May 2024

What does the new local transport note on Bus User Priority say? 25 years on from the previous guidance, what is different other than the inclusion of User in the title?

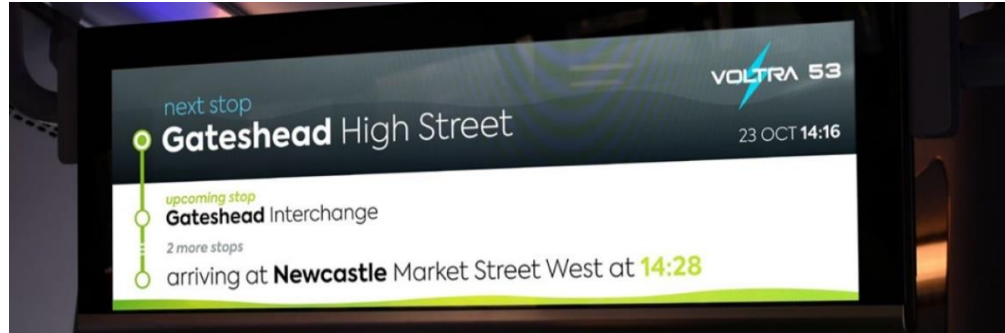
The new Local Transport Note 1/24 is part of the government's national strategy to improve bus services and increase bus use and will be a key document for anyone involved in public transport for many years to come.

What does the note cover and what does it expect and what advice does it include?

In this webinar we will look at the new structure of the guidance and the 6 core design principles it lays out and how as transport professionals you can use the guidance to help delivery your bus service improvements plans and provide better bus services.

<https://www.rtig.org.uk/workshops/2024-05-02>

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>

NaPTAN Product Update

The next workshops on NaPTAN are:

Due to the recently announced general election, government departments have had to take the position to withdraw from public speaking during purdah.

As NaPTAN we have had to take the disappointing decision to postpone our Public meetings for May and June.

All events are managed through Eventbrite:

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

NaPTAN Accessibility – User Research

We are working on three things for accessibility:

- New Olympic Data (NOD) – a data set giving basic accessibility information about the bus stops on high frequency routes for all ATCO Codes
- Data pipeline for Ingesting, holding, inferring and publishing A-NaPTAN
- CMS for publishing data providence, inferences, and schemas

We have a Minimum Valuable Product:

Our MValueP is a bus stop dataset for some LA's that gives minimum (and probabilistic) information about accessibility from a wheelchair user lens which is served through our extensible data pipeline via an api that a data consumer can use and the dataset is documented on the NaPTAN site

We were planning user research over the next six weeks, this is on hold due to the purdah period.

There is no other impact on the work and we look forward to showing where we are in the process in the next public meetings.

If you need to contact us about rescheduling a time for a session please use – naptan.nptg@dft.gov.uk

Accessible Information Regulations

Around 14 million people in Great Britain are disabled, and on average they rely on using local bus and coach services more than most to make the journeys many take for granted. For some, a lack of on-board travel information can be a major barrier to traveling confidently and independently. More broadly, on-board information has the potential to improve the journey experience for all passengers.

Many transport operators and authorities have taken steps to provide this information, but over half of vehicles remain unequipped to provide it. This is why the government has introduced the Accessible Information Regulations. These new rules will make the provision of audible and visible information a requirement on board local services across Great Britain, which will help everyone to travel with confidence.

Providing audible and visible information on board transport services is not a new concept. The provision of announcements and visual displays has been a requirement for new railway rolling stock since 1998, and since the early 2000s several operators and authorities have begun providing it on buses. For over fifteen years, most bus services in London have incorporated audible and visible information on the route and upcoming stops.

The Accessible Information Regulations became law in June 2023 and already apply to new vehicles, from October 2024 they will apply to newer existing vehicles with all vehicles having to comply by October 2026.

For more information RTIG have produced a summary of the requirements https://www.rtig.org.uk/aig/AIR_Summary and as a standalone guide: <https://www.rtig.org.uk/documents/rtigt058-11>

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.

Free Membership of CIHT for Bus Centre of Excellence Members

If you are not already signed up as a BCoE Member (its free) you can apply for a complimentary membership to CIHT up to the end of 2024.

All you have to do is register, upload your CV, and complete the form.

This offer is exclusively for new CIHT members working in England and is not applicable if you've held membership within the past 12 months. For inquiries, please contact membership@ciht.org.uk or call +44 020 7336 1555 (Option 1).

UTMC System Interface Redevelopment



ARTSM Central System Interface replacement proposal

(CORBA Adapter)

UTMC has served the Traffic Industry well for some years. However it became clear pre-covid, that the UTMC systems interfaces were insufficiently robust to cater for the needs of the future and we were all frustrated at the increasing issues around interoperability.

As such, both the industry and user communities were clear that they needed change to enable greater innovation and opportunities for interfacing as well as accessibility and removal of boundaries under procurement requirements.

Industry, under the auspices of ARTSM agreed to once again collaborate together and discuss how best to achieve outcomes to meet the current growing demands of authorities and to reach the DfT goals for a digital future.

Agreement was reached in the last quarter of 2023 and we have now begun the work for a replacement for a core service.

Detailed below is a typical example of a current city wide monitoring and control system. Image removed.

If we consider the Database and decision engine (typically referred to as a Common Database) at the core, one of the primary connections is the UTC (Urban Traffic Control) systems connection. This has traditionally been served by the CORBA service defined for UTC by the UTMC specification TS003 and its associated standards.

Industry believe that this is the most fundamental point of the system which, once developed, will enable swifter development of the remaining platform requirements.

UTC will therefore be the initial focus of the development work to replace the UTC System to system UTMC CORBA interface.

ARTSM formed its working group of industry suppliers to develop the core provision, pending updates from TTF. A sub-group comprising the current providers of back office systems was formalised in 2023, and they are working collaboratively to ensure that the new interface will be robust and inclusive.

The sub-group members are:

- Idox
- Mott Macdonald
- Swarco
- TRL
- Yunex

To achieve the replacement of the current standards the following steps formed the basis of the proposal for collaboration which was put together in early 2023, following discussions with DfT regarding the significant delays in movement of UDG.

1. ARTSM form working group of industry system suppliers from the list above – achieved May 2023
2. Working group meets regularly to publish a Communications framework by the end of 2024. The communication framework will define the new communication process and protocol to be used and any supporting functions. – commenced Q1 2024
3. Jan 2025 working group commences defining the data objects to be used on the new interface considering current data objects in use

and any new requirements. This will expect to publish a draft in Q2 2025 for consultation with the wider community.

4. ARTSM will circulate the draft to its members, user groups and other interested stakeholders to review and provide feedback from a wider audience.
5. It is expected that the data objects will then be finalised in Q3 2025.

All specifications produced by the working group will be considered as open protocols and may be freely used. It is expected that the communication framework and data object specifications will be published as TOPAS specifications.

As such the goals of achievement for these new specifications will be:

1. Use of modern technologies that provide open, secure operation with future expansion as system capabilities develop.
2. Easily adopted and maintained by current and new industry suppliers
3. Certified operation to confirm interoperability

We have reached out to the user community and will continue to engage and update everyone regularly. We will work together with the user community to address protocols/interfaces in order of priority of need following our earlier consultation exercise in November 2023 via ADEPT.

If you wish to be included in communications directly, please forward your email address to general.secretary@artsm.org.uk

We will continue to keep the UDG Limited and its steering committee up to date on our work as the link to TTF.

ITSO Ltd announces new version of the ITSO Technical Specification

ITSO Ltd, the organisation responsible for managing the UK's only Specification for integrated smart ticketing on public transport, is pleased to announce the release of a new version, supported by the Secretary of State for Transport.

ITSO is the only UK wide ticketing infrastructure that enables all public transport operators to provide fully interoperable "seamless" ticketing solutions to passengers. The Specification outlines the guidelines and protocols that smart ticketing systems must adhere to



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in order to ensure interoperability and compatibility across different transport operators and modes of transportation.

The approval of the new release marks a significant milestone in the ongoing collaboration with the Department for Transport. In 2023, ITSO secured a fifteen-year extension to maintain the national standard for public transport smart ticketing under Crown Copyright. This agreement and the new release reflects our joint commitment to enhance the value and effectiveness of ITSO technology for operators, ultimately improving the ticketing and travel experience for passengers.

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 VIX Technology display in Leicester

Singapore's LTA looks to the future with cloud-based fleet management technology from Trapeze Group

The world-leading public transport services delivered by Singapore's Land Transport Authority (LTA) are set to be enhanced by a cloud-based Bus Fleet Management System (BFMS) implemented by the Trapeze Group-ST Engineering consortium.

The consortium successfully implemented a Centralised Fleet Management System that has supported Singapore's bus fleet since 2014 and currently oversees about 5,800 buses across four public transport operators. Under the new agreement, the consortium is due to transition to the next-generation franchising solution. Trapeze's latest fleet management software and in-vehicle hardware enables LTA and their operators to continue delivering connected and reliable journeys for Singapore's residents and tourists.

Frank Hesse, Trapeze Group ASEAN Managing Director, said Trapeze's experience as the established ITS technology provider to LTA can streamline the Bus Fleet Management System implementation.

"I am delighted LTA can continue its long-term relationship with the Trapeze Group-ST Engineering consortium, which powers outstanding public transport experiences for people living in or visiting Singapore," Mr Hesse said.

"Trapeze is proud of the high-level service and expertise we have provided to LTA over the past decade and I look forward to reaching new heights together in the years to come as we help LTA Singapore deliver its 2040 vision."

Trapeze's Intelligent Transport System (ITS) is the core component of LTA's BFMS, built upon a real-time cloud-based software architecture with open API's and a new WebGUI front-end. By transferring LTA's system to the Government Commercial Cloud, the Trapeze solution can improve the productivity of bus service controllers while keeping a high level of cybersecurity.

The new Trapeze system uses enhanced analytic functionalities to continuously optimise models and produce even more accurate bus arrival-time predictions. Trapeze's Business Intelligence solution also enables business users to create reports on key outcomes in a more flexible and dynamic manner.

New-generation in-vehicle systems, certified to industry-leading ITxPT specifications, are due to be installed on all buses across Singapore's

network. This innovative hardware, on a Linux OS platform, sets a new standard in processing power, data transmission rates, and location accuracy for LTA. Crucially, these improve interoperability between in-vehicle systems, demonstrating LTA's commitment to progressive and future-ready bus services.

The solution also supports Singapore's current EV bus fleet rollout with monitoring of EV assets through seamless integration with on-board technology and the charging infrastructure platform.

Journeo (MultiQ) and Grassfish to assure passenger experience for Skånetrafiken

In a contract that extends up to 6 years, MultiQ and Grassfish will deliver and develop infotainment services for approximately 1,000 buses and several hundred departure boards in the Skåne region for Skånetrafiken AB.

In a strategic move to enhance passenger experience, Grassfish has forged a partnership with MultiQ, specializing in intelligent transport solutions. This collaboration aims to maintain nearly 3,000 infotainment displays across Skåne, ensuring seamless journeys for travelers utilizing Skånetrafiken's services.

In the years to come, MultiQ and Grassfish will focus on delivering cutting-edge infotainment services for approximately 1,000 buses and numerous departure boards within the Skåne region for Skånetrafiken AB. MultiQ will leverage its expertise to provide content management platform technical services, on-site engineering and support, while Grassfish will continue to drive innovation through its CMS platform and concept development for the solution.

This partnership marks a continuation of the longstanding relationship between Grassfish and MultiQ, aimed at supporting Skånetrafiken's commitment to providing sustainable transportation solutions for residents, workers, and travelers throughout the region. For Grassfish, it underscores their role as a key supplier to Skånetrafiken, while for MultiQ, recently acquired by Journeo plc, it represents a significant strategic move within the Swedish transport market.

Leading supplier of IT solutions for public transport INIT to expand in Maynooth

INIT, worldwide leading supplier of integrated planning, dispatching, telematics and ticketing systems for buses and trains, have announced that they will increase their capacity in Maynooth, Co. Kildare.

Highly skilled software developers create applications for public transport projects around the world, including for ticketing and real-time passenger information systems for transport operators and authorities in cities including Honolulu, San Diego, Los Angeles, Seattle, Atlanta, Nottingham, Dublin, Hamburg, and New Zealand. INIT opened its first Irish office in 2018, their first software development centre outside Germany and employ 25 people. From today, the office capacity has increased with space to accommodate up to 60 employees and INIT is on the lookout for further talented Java and .Net cloud software engineers to continue their rapid growth. INIT is supported by the Irish Government through IDA Ireland.

Merseytravel Test Real Time Information QR Codes

QR codes linking customers to live bus departures have been rolled out at 600 bus stops across the network at the end of May (see below for locations). This is a proof-of-concept approach which will inform the decision on how the project is progressed.

Engagement activities with a wide range of users will be undertaken to determine the value of the approach and inform any future roll out of the RTI QR codes. A survey to capture feedback is live until 16 June 2024.

Real time information (RTI) for bus departures allows bus users to travel with confidence which in turn encourages bus usage. Typically, RTI is displayed at stops on digital screens. Installing digital screens at all 6200 bus stops across the network would require substantial budget and take a number of years to deliver. Digital screens can also present an accessibility issue for people with visual impairments and mobility issues.

Stop specific QR codes displayed at all bus stops which when scanned by customers directs them to real time bus departures for that stop are an alternative way to deliver RTI at all stops and overcome the barriers of cost, deployment timescales and some accessibility issues.

<https://www.merseytravel.gov.uk/customer-information/real-time-mobile-departure-boards/>

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 (21st Century), Tony Brown (Atkins), George Connell (Stagecoach), Simon Gold (Reading Buses), Triumph Okojie (DfT)

Contact us

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

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

Next issue

Issue 179 – Monday 1st July 2024.

Please send all contributions to secretariat@rtig.org.uk at any time up to Wednesday 26th June 2024.

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