

# Exchange of Disruption Information using SIRI SX

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# 1 Introduction

## 1.1 Background and Purpose

- 1.1.1 Passengers need multi-modal travel information which is accurate, timely, consistent and clear. Never is this more important than when a journey is disrupted. Arguably, disruption information is the most important information to passengers. When everything is running smoothly and as expected, many regular passengers will use information only to confirm what they already know. When there is an incident and the route or schedule of their current journey is disrupted, then they need to know how their journey is changing and how, under these new circumstances, they can still get to their destination.
- 1.1.2 During 2012-13 and 2015, RTIG held several events to explore with members how disruption information could best be facilitated. The resulting outputs of this work included a series of documents:
- Managing Disruptions: the issues involved (RTIG-PR015-D001);
  - Managing Bus Service Disruptions: Position Paper (RTIG-PR015-D002);
  - SIRI SX: Best Practice (RTIG-PR015-D003).
- 1.1.3 The first two are largely non-technical documents describing the challenge of disruption information and the at the time understood best practice.
- 1.1.4 The third document, SIRI SX: Best Practice, provides technical advice on how to use the SIRI SX standard. A significant proportion of the advice in this document came from experienced gained from work on the London 2012 Olympics.
- 1.1.5 Subsequently to the Olympics there has been very little use of SIRI SX in the UK and there is currently no-known live implementations.
- 1.1.6 The paper is aimed principally at system architects and designers. As well as SIRI (CEN EN15531), the reader will benefit from a basic understanding of other UK and CEN public transport data standards such as Transmodel (EN12986), NeTEx (CEN TS16614), NaPTAN, and TransXChange. The UK standards are available from <https://www.gov.uk/government/collections/xml-standards-public-transport>.

- 1.1.7 This paper does not consider the business processes needed to support the provision of disruption information, rather it focuses on the technical implementation of SIRI SX in the context of the Transport for the North project on disruptions.

## **1.2 Sources**

- 1.2.1 The structure and basis taken from the CEN SIRI-SX documentation; more information can be found in the official documentation.
- 1.2.2 The initial draft was produced by ITO World for and on behalf of Transport for the North.
- 1.2.3 This document provides an insight into the parts of the SIRI-SX standard that Transport for the North are planning to use and is not final.
- 1.2.4 The status of this document is **approved**.

## **1.3 Acknowledgments**

- 1.3.1 RTIG and Transport for the North are grateful to ITO World for the initial drafting of the profile and the members of the RTIG its Disruption Information Working Group for contributing to the construction and validation of this document.

## **1.4 Status of this document**

- 1.4.1 This document is **Released**.
- 1.4.2 If there are any comments or feedback arising from the use of the SIRI SX profile please contact us at [secretariat@rtig.org.uk](mailto:secretariat@rtig.org.uk).

## 2 The SIRI SX Standard

### 2.1 The SIRI standards family

- 2.1.1 The Service Interface for Real Time Information (SIRI) specifies a European interface standard for exchanging information about the planned, current or projected performance of real-time public transport operations between different computer systems.
- 2.1.2 SIRI comprises a carefully modularised set of discrete functional services for operating public transport information systems. SIRI supports a range of information exchange service covering planned and real time timetable exchange; vehicle activity at stops; vehicle movement; and information to assist in the provision of reliable connections between vehicles.
- 2.1.3 SIRI is published in five Parts. Parts 1-3 were first adopted by CEN in 2006 and have since been considerably reworked and revised; Parts 4 and 5 came later, in 2010. "Situations Exchange" (SX) is one of these services (Part 5), and has also been revised.
- 2.1.4 The published SIRI standards are copyright to CEN and available, at a cost, through national standards bodies (i.e. BSI in the UK). However a lot of information – including draft revisions and a free access XSD file – is available (in English) on the github website at <https://github.com/SIRI-CEN/SIRI>
- 2.1.5 An informal UK site is also available, at <http://user47094.vs.easily.co.uk/siri/>.
- 2.1.6 SIRI is built on other standards, in line with normal CEN practice. The base standard is Transmodel, and SIRI can be seen as an implementation of part of Transmodel for the specific purposes of real time information exchange. In addition, SIRI was evolved from a number of national standards, notably VDV454, VDV453, Trident and the draft RTIGXML (which it has superseded).

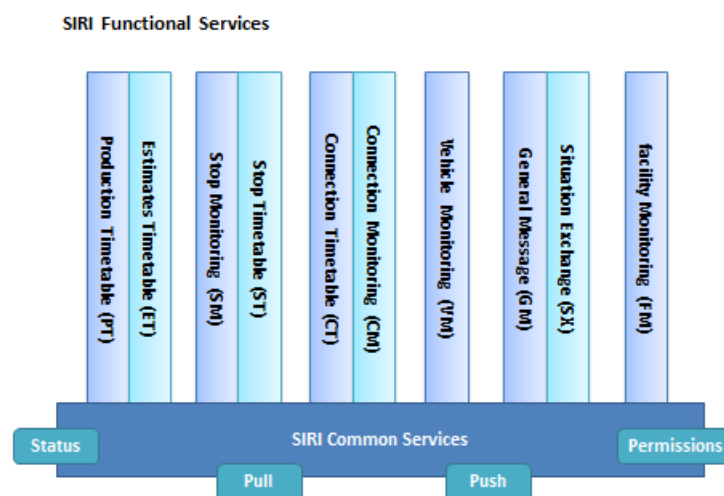


Figure 1: SIRI Functional Services

## 2.2 Role of SIRI-SX

- 2.2.1 The SIRI-SX Service is for exchanging situation content in real-time. It uses a structured situation model for describing disruptions to services. Through this, information about incidents can be directly linked to stop points, lines, journeys, pathways, stops etc; to provide an explanation of the disruption to passengers that enables them to understand the impact of the situation on their journey.
- 2.2.2 The service is designed to exchange incident information between control systems, and to distribute to journey planners, alert systems and displays that wish to process and match incidents based on structured elements.
- 2.2.3 SIRI-SX supports the exchange of information on the impact of disruption on multiple services, whole routes, whole areas; receiving systems can then apply this information to specific services and passenger journeys.
- 2.2.4 While SIRI-SX is created as a B2B protocol, it should be assumed that any textual information it contains will be displayed to end users both through personal devices and public screens at stops and stations. This then demands care in the authoring of text that will be exchanged using SIRI-SX. The processes to be considered in creating such textual information are covered in RTIG's previous document *Managing Bus Service Disruptions: a Position Paper* (RTIG-PR015-D002).
- 2.2.5 SIRI-SX is not intended to be used to provide updates to the progress of a specific Vehicle Journey. The SIRI Estimated Timetable (ET) service should be used for this purpose. Rather SIRI-SX is to be used to describe situations that have a wider impact.
- 2.2.6 It is recommended that SIRI-SX should be used in the following scenarios:
- Problems at a stop place affecting some or all journeys for some or all modes;
  - Problems affecting a whole line or a section of a line between two stop places;
  - Problems affecting an interchange;
  - Problems affecting a whole network;
  - Disruption (eg partial blockage) or degradation (eg crowding) of normal travel;
  - Problems affecting particular classes of users, eg those with impaired mobility.

- 2.2.7 While the focus of SIRI-SX is to deliver information on disruption, SIRI-SX has also been used to attach non-service impacting information messages to services and stops, for example the opening of new facilities at a station, a change to the car parking regime, or the availability of on board breakfast on Saturdays.

## **3 Transport for the North Disruption Messaging Tool Project**

### **3.1 Integrated and Smart Travel (IST) programme - Phase 2 Customer information, collaboration and innovation**

3.1.1 IST's Phase 2 will make the same kind of information currently enjoyed by most rail passengers available to bus and light rail passengers. This includes enhanced bus fare, and disruptions messaging information available on an open data hub. A Knowledge Network base to share information with stakeholders, and support innovation ideas to enhance later phases.

### **3.2 Disruption Messaging**

3.2.1 The disruption messaging project will deliver an on-line platform called the Disruption Messaging Tool for Local Transport Authorities to create multi modal disruption messages in the SIRI SX data standard. These messages will be published as open data on the Transport for the North Open Data Hub.

3.2.2 Through the open data hub this information will also be made available to other open data users who wish to use it. This includes operators and 3rd parties.

3.2.3 The intended scope of the data includes planned disruptions (major events, roadworks etc.) and unplanned disruptions (emergency roadworks, congestion etc)

3.2.4 The Disruption Messaging Tool will deliver a means to standardise messages to accommodate the variety of input and output types used throughout the region.

### **3.3 SIRI SX Profile**

3.3.1 To support the project a SIRI SX profile has been developed.

3.3.2 This profile fits within the general CEN SIRI SX schema which describes the rules for the XML document being used. The SIRI SX schema covers the complete breadth of capability of SIRI SX and is designed to be used in a many of different workflows and to support different levels of detail in the data exchanged.

3.3.3 The profile describes the specific parts of the XML schema to be used in a particular implementation and includes which elements and attributes are mandatory in the exchanged data



### 3.4 Using the Transport for the North SIRI SX Profile

3.4.1 The Transport for the North profile will be implemented with the following elements populated in the described manner:

Element	
ProducerRef	Where a message is being passed from a 3 <sup>rd</sup> party system then the ProducerRef shall be the ProducerRef of the originating system, if the message has been created within the ProducerRef system then ProducerRef and ParticipantRef shall be the same.
ParticipantRef	This is the name of the system creating or updating a message and shall be consistent for all messages provided from the system. The ParticipantRef used shall be unique within the UK.
StopPointRef	This shall be a valid ATCOCode from the NaPTAN database.
OperatorRef	This shall be the operators National Operator Code from the traveline NOC database.
LineRef	This shall be the LineRef of the Line from the traveline national data set. <i>The source of is will be reviewed as the implementation of the Department for Transport Bus Open Data programme progresses.</i>

### 3.5 Schema Interpretation and advice

3.5.1 It is not always desirable or possible to encode every possible scenario or interpretation within a schema and its official standards documentation. This advice needs to be contained within profile or other guidance documentation.

3.5.2 For the implementation of SIRI SX where there are multiple sub-components of an element lower elements these will normally be expected to be logically ANDed together when being interpreted.

3.5.3 An example of this would be where more than one element is given an AffectsScope, the values will be logically ANDed together, that is the AffectsScope indicates that just the specific combination of elements is affected.

3.5.4 For example

- If a Network is specified, then all services on the Network are affected
- If a Network and an Operator is indicated, then just the services for the given operator on the given network are affected. (Services for other Operators are unaffected)
- If a Network and an Operator and a Mode is indicated, then just the services for that operator on the network for that mode are affected.

### **3.6 National Impact and Implications**

3.6.1 In the absence of any currently live SIRI SX implementations in the UK the profile proposed for the Transport for the North disruptions system will become the initial SIRI SX implementation for many suppliers.

3.6.2 The long term implication is that the proposed profile will form the basis for future SIRI SX implementations elsewhere, in practical terms the profile will become the defacto UK standard, the profile should therefore be appropriately tested and challenged before implementation to ensure its fitness for purpose.

3.6.3 For these reasons RTIG is involved in this work in its role as independent body for the public transport technology sector in the UK.

## 4 Test use Cases

- 4.1.1 During the process of system design a series of use cases for the Transport for the North disruption management project were created.
- 4.1.2 These provide helpful layman’s understanding of the information that SIRI SX will be used to transmit between systems.

<b>USE CASE</b>	<b>USE CASE SCENARIOS</b>	<b>MODE</b>	<b>IMPACT</b>
Disruption impacting on a single stop	Virgin Media has advised they are completing Broadband installation work along (name of road) (area) between the hours of 09.30 and 15.30 on the 9/12/19 until the 11/12/19. During this time stop number (stop number) will be out of use	Bus	Roadworks resulting in the temporary suspension of a single stop
Disruption impacting on multiple stops	Due to a Police Incident (name of road) (area) is closed to traffic for the foreseeable future. Bus Services are no longer using this road and are diverting along (name of road)	Bus	Road closure due to an event is causing services to be diverted and are no longer serving multiple stops along the route
Disruption impacting on a single service, operated by multiple operators	Bus operators have advised their service (Service Number) which serves (Road) (area) are being delayed by busier than usual rush hour traffic	Bus	Traffic congestion is causing delays to a service
Disruption impacting all services along a corridor, in one direction only	The Local Council is carrying out resurfacing work on the carriageway resulting in all services on (road) (area) heading out of the City Centre not serving the following stops (stops).	Bus	Resurfacing work on a road causing delays to all services in one or both direction

Disruption impacting on a single mode	A power failure has been reported, all services have been suspended. Services are planned to resume at 15.00	Tram	A power failure is causing a suspension to all tram services but is having no impact for other modes
Disruption impacting all services within a large geographical area	There is heavy snowfall in the district. All services are impacted with all operators reporting delays to their services until further notice. Disruption message to be sent to Social Media platforms at specific time	Bus	Bad weather conditions (snow) is causing delays and cancellation of services in a defined area (district or locality)
Disruption impacting all services along a corridor	There are temporary traffic lights causing delays to all services on (road) (area) between 09.30 and 15.00	Bus	Temporary Traffic lights on a major corridor is causing delays to all services which use this road
Bus Services have been suspended for a temporary period	First Bus Drivers are on strike today and all First Bus Services are suspended	Bus	Operator is providing a limited service due to an industrial dispute
Temporary suspension of stops	Manchester City are playing at home and trams are not serving the following stations (tram stations)	Tram	Temporary closure of Tram stops due to a high number of passengers
Temporary suspension of a service	Tyne Ferry suspended for 24 hours due to routine repairs on the Ferry	Ferry	Service suspended
Disruption impacting all services within a defined area	All the traffic lights on the (road) are down. This is causing a major disruption and delays, affecting all services on the (road).	Bus	Delays on the road

Operator no longer trading

Arriva Yorkshire has suddenly ceased trading, all services and lines run by Arriva Yorkshire has been stopped. User mistakenly include a bad language in the Disruption message

Bus

Operator wide cancellation

## A. SIRI SX Elements

### A.1 Introduction

- A.1.1 The structure and basis have been taken from the CEN SIRI-SX documentation; more information can be found in the official documentation.
- A.1.2 For simplicity the full SIRI schema profile is not described here, just the SIRI SX specific elements that are addresses by the profile.
- A.1.3 Each situation contains one or more consequences with specific advice for services affected, each consequence will contain its own affects scope.

### A.2 Situation Element Detail

PtSituationElement			+Structure	Disruption affecting services	
Log	CreationTime	1:1	dateTime	Time of creation of situation	
Identity	ParticipantRef	1:1	->ParticipantCode	Identifier of participant system that creates situation	
	SituationNumber	1:1	Situation-Number	Unique identifier of situation within participant	
	SituationVersion	0:1	Version	Version of Update Situation element	
Xref	References	0:1	many	Associations with other situations	
		RelatedToRef	0:*	+Related-Situation	A reference to another Situation with an indication of the nature of association
Status	Progress	0:1	enum	Status of situation	
Temporal Group	ValidityPeriod	0:*	range	One or more overall inclusive period of applicability of situation	
		StartTime	0:1	dateTime	The inclusive start time stamp
		EndTime	0:1	dateTime	The inclusive end time stamp, if omitted then range is open ended
		Repetitions	0:*	DayType	Situation applies only

				on the repeated day types within the range
	DayType	1:1	Tpeg dayType	Tpeg DayType pti 34
	PublicationWindow	0:1	range	Publication window
	StartTime	0:1	dateTime	The inclusive start time stamp
	EndTime	0:1	dateTime	The inclusive end time stamp, if omitted then range is open ended
Classifier Group	Reason	0:1	enum	Nature of situation - TPEG
	Planned	0:1	Boolean	Whether the situation was planned
Description Group	Summary	1:1	DefaultedText	Summary of situation
	Description	0:1	DefaultedText	Description of situation
	InfoLink	0:1	InfoLink	Further web link
Consequence	Consequences	0:1	Many	One or more consequences, see below
	Consequence	0:*	+Structure	Consequence of the situation

### A.3 Consequence

Consequence			+Structure	Effect of situation on services
Classifiers	Severity	0:1	enum	Severity of situation, corresponds to TPEG pti26
Scope	Affects	0:1	AffectsScope	Structured model describing parts of transport affected by consequence
Advice	Advice	0:1	+Structure	Advice to passengers
	Details	0:1	nIString	Further textual advice to passengers
Blocking	Blocking	0:1	+Structure	How disruption should be handled in info systems
	JourneyPlanner	0:1	Boolean	Whether services and stops identified in affects scope should be removed from Journey Planners
Delay	Delays	0:1	+Structure	Predicted delays
	Delay	0:1	Duration	Additional journey time needed to overcome the disruption



## A.4 AffectsScope

<b>AffectsScope</b>				<b>+Structure</b>	<b>The scope of the consequence</b>
Operators	Operators		0:1	choice	Networks scope
		AffectedOperator	0:*	+Structure	Annotated reference to Operator of services affected by situation.
		OperatorRef	0:1	nlString	Short Code for Operator of Line affected by situation
		OperatorName	0:1	nlString	Operator of Line affected by situation
Stop	StopPoints		0:*	+Structure	Scheduled Stop Point scope
		AffectedStopPoint	0:1	+Structure	Scheduled Stop Point scope, see below
Network	Networks		0:*	+Structure	Advice to passengers
		AffectedNetwork	0:1	+Structure	Network scope, see below
		VehicleMode	0:1	enum	Modes affected Vehicle mode- Tpeg Mode Type pt1
		AffectedLine	0:*	+Structure	
		Lines	0:1	choice	Networks scope
		AffectedLine	0:*	+Structure	Line affected by situation
		VehicleMode	0:1	enum	Modes affected Vehicle mode- Tpeg Mode Type pt1

## A.5 AffectedStopPoint

AffectedStopPoint			<i>+Structure</i>	Reference to StopPoint affected by situation.
	StopPointRef	0:1	→StopPointCode	This shall be a valid ATCOCode from the NaPTAN database.
	StopPointName	0:*	nIString	Name of stop point
	Location	0:1	+Structure	Location of the stop point,
	srsName	0:1	xsd:string	Identifier of the GML coordinate system used. For Transport for North this should be wsg84
	Longitude	-1:1	LongitudeType	Longitude from Greenwich Meridian.180° (East) to +180° (West).
	Latitude	-1:1	LatitudeType	Latitude from equator. -90° (South) to +90° (North).
	AffectedModes	0:1	choice	MODE scope.
	AllModes	0:1	emptyType	All MODEs for the stop point are affected.
	VehicleMode	0:*	Enum	Modes affected Vehicle mode- Tpeg Mode Type pti 1

## A.6 AffectedLine

AffectedLine			<i>+Structure</i>	Reference to Line affected by situation.
	AffectedOperator	0:1	+Structure	
	OperatorRef	0:1	nIString	Short Code for Operator of Line affected by situation
	OperatorName	0:1	nIString	Operator of Line affected by situation
	LineRef	0:1	nIString	LineRef of the Line from the traveline national data set
	PublishedLineName	0:1	nIString	PublishedLineName of the Line from the traveline national data set

## A.7 Enumerations

### A.7.1 Severity

<b>SIRI-SX</b>	<b>TPEG Pti26</b>
unknown	0
verySlight	1
slight	2
normal	3
severe	4
verySevere	5
noImpact	6
normal	255

### A.7.2 Reason

<b>SIRI-SX</b>	<b>TPEG</b>
Accident	Tpeg pti19
SecurityAlert	Tpeg pti19
Congestion	Tpeg pti19
RoadWorks	Tpeg pti19
RoadClosed	Tpeg pti19
BombExplosion	Tpeg pti19
Incident	Tpeg pti19
RouteDiversion	Tpeg pti19
StaffAbsence	Tpeg pti20
SignalProblem	Tpeg pti21
MaintenanceWork	Tpeg pti21
ConstructionWork	Tpeg pti21
Fog	Tpeg pti22
Ice	Tpeg pti22
HeavyRain	Tpeg pti22
WaterLogged	Tpeg pti22
Unknown	

### A.7.3 Day Type

<b>SIRI-SX</b>
monday
tuesday
wednesday
thursday
friday
saturday
sunday

### A.7.4 Progress

<b>SIRI-SX</b>	<b>Description</b>
draft	Content is being drafted
pendingApproval	Content is pending approval
approvedDraft	Content is approved
open	Situation is within publishing dates
closing	Situation is in the process of closing
closed	Situation is closed
rejected	Content has been rejected by an admin

## B Sample SIRI SX Data

This sample file can be accessed as an XML file through

[http://www.rtig.org.uk/web/Portals/0/TfN\\_SIRI-SX\\_disruptions\\_sample\\_v1-1.xml](http://www.rtig.org.uk/web/Portals/0/TfN_SIRI-SX_disruptions_sample_v1-1.xml)

```
<?xml version="1.0" encoding="utf-8"?>
<Siri version="2.0" xmlns="http://www.siri.org.uk/siri"
xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
xsi:schemaLocation="http://www.siri.org.uk/siri
http://www.siri.org.uk/schema/2.0/xsd/siri.xsd">
  <ServiceDelivery srsName="">
    <ResponseTimestamp>2020-03-31T14:46:54+01:00</ResponseTimestamp>
    <ProducerRef>TransportAPI</ProducerRef>
    <ResponseMessageIdentifier>SX_DR_8221_1585662414</ResponseMessageIdentifier>
  >
  <SituationExchangeDelivery version="2.0">
    <ResponseTimestamp>2020-03-31T14:46:54+01:00</ResponseTimestamp>
    <Status>true</Status>
    <ShortestPossibleCycle>PT10S</ShortestPossibleCycle>
    <Situations>
      <PtSituationElement>
        <CreationTime>2020-03-26T12:38:12Z</CreationTime>
        <ParticipantRef>ItoWorld</ParticipantRef>
        <SituationNumber>RGlzcVwdGlvbk5vZGU6MTA2NzM=</SituationNumber>
        <Version>1</Version>
        <Source>
          <SourceType>feed</SourceType>
          <TimeOfCommunication>2020-03-26T12:38:27Z</TimeOfCommunication>
        </Source>
        <Progress>open</Progress>
        <ValidityPeriod>
          <StartTime>2020-03-30T00:00:00Z</StartTime>
        </ValidityPeriod>
        <PublicationWindow>
          <StartTime>2020-03-26T00:00:00Z</StartTime>
        </PublicationWindow>
        <MiscellaneousReason>incident</MiscellaneousReason>
        <Planned>true</Planned>
        <Summary overridden="true" xml:lang="EN">Covid-19 Stotts</Summary>
        <Description overridden="true" xml:lang="EN">Stotts - from Monday 30 March
services will no longer operate.</Description>
        <InfoLinks>
          <InfoLink>
            <Uri>https://wymetro.com/plan-a-journey/travel-news/bus-travel-
alerts/service-updates/</Uri>
          </InfoLink>
        </InfoLinks>
        <Consequences>
```

```

<Consequence>
  <Condition>unknown</Condition>
  <Severity>verySevere</Severity>
  <Affects>
    <Operators>
      <AffectedOperator>
        <OperatorRef>ESTS</OperatorRef>
        <OperatorName xml:lang="EN">Stotts Coaches</OperatorName>
      </AffectedOperator>
    </Operators>
    <Networks>
      <AffectedNetwork>
        <VehicleMode>bus</VehicleMode>
        <AllLines></AllLines>
      </AffectedNetwork>
    </Networks>
  </Affects>
  <Advice>
    <Details xml:lang="EN">Stotts - from Monday 30 March services will no
longer operate. </Details>
  </Advice>
  <Blocking>
    <JourneyPlanner>true</JourneyPlanner>
  </Blocking>
</Consequence>
</Consequences>
</PtSituationElement>
<PtSituationElement>
  <CreationTime>2020-03-26T11:38:02Z</CreationTime>
  <ParticipantRef>ItoWorld</ParticipantRef>
  <SituationNumber>RGlzcNvwdGlvbk5vZGU6MTA2NzI= </SituationNumber>
  <Version>1</Version>
  <Source>
    <SourceType>feed</SourceType>
    <TimeOfCommunication>2020-03-26T11:38:25Z</TimeOfCommunication>
  </Source>
  <Progress>open</Progress>
  <ValidityPeriod>
    <StartTime>2020-03-28T00:00:00Z</StartTime>
  </ValidityPeriod>
  <PublicationWindow>
    <StartTime>2020-03-26T00:00:00Z</StartTime>
  </PublicationWindow>
  <MiscellaneousReason>incident</MiscellaneousReason>
  <Planned>true</Planned>
  <Summary overridden="true" xml:lang="EN">Covid-19
Waterson's</Summary>

```

```

    <Description overridden="true" xml:lang="EN">Waterson's - From Saturday 28
March no services will be operating.</Description>
    <InfoLinks>
      <InfoLink>
        <Uri>https://wymetro.com/plan-a-journey/travel-news/bus-travel-
alerts/service-updates/</Uri>
      </InfoLink>
    </InfoLinks>
    <Consequences>
      <Consequence>
        <Condition>unknown</Condition>
        <Severity>verySevere</Severity>
        <Affects>
          <Operators>
            <AffectedOperator>
              <OperatorRef>RWSW</OperatorRef>
              <OperatorName xml:lang="EN">R & S
Watersons</OperatorName>
            </AffectedOperator>
          </Operators>
          <Networks>
            <AffectedNetwork>
              <VehicleMode>bus</VehicleMode>
              <AllLines></AllLines>
            </AffectedNetwork>
          </Networks>
        </Affects>
      </Consequence>
    </Consequences>
    <Advice>
      <Details xml:lang="EN">Waterson's - from Saturday 28 March no services
will be operating.</Details>
    </Advice>
    <Blocking>
      <JourneyPlanner>true</JourneyPlanner>
    </Blocking>
  </Consequence>
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services will operate from Thursday 26 March.</Description>
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whether their journey is essential and to follow the Government's guidelines to stay at
home unless:
- you are travelling to and from work, but only where this is absolutely necessary and
cannot be done from home.
- for medical reasons.
- shopping for basic necessities.

```

For regular updates to bus and rail services, emergency timetables and school bus service updates see:

[wymetro.com/plan-a-journey/travel-news/bus-travel-alerts/service-updates/](http://wymetro.com/plan-a-journey/travel-news/bus-travel-alerts/service-updates/)</Details>

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to Junction 7 M621) closed for roadworks.</Description>
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each day</Description>
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on Saturday 28, Sunday 29 March, Saturday 4 and Sunday 5 April from 0800 to 2359
each day</Description>
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Brow, Kirkby.</Summary>
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Brow, Kirkby. Rerouted Services 14 and 133 due to cancellation of Kirkby Row Closure.
Services 14 and 133 will revert to the routes for Boyes Brow Closure. From Monday,
September 16th, 2019 and Monday, January 6th, 2020 until Spring 2020 Boyes Brow
will be closed at the junction of County Road and Bank Lane to facilitate highway
improvements in the area. The closure is expected to be in place in total for
approximately Six Months.</Description>
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Lancashire

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Monday 27 January until Monday 30 March (1930 - 0600 each night) - Road closed
between Bradgate Road and Fenton Croft for footway and cycleway construction
work.Services 139 and 141 to operate via Rymer's Roundabout, Wortley Road, Great
Park Road, Kimberworth Park Road, Morley Road, Ox Close Avenue and Roughwood
Road.Services 140 and 142 to operate via Roughwood Road, Ox Close Avenue, Morley
Road, Kimberworth Park Road, Great Park Road, Wortley Road and Rymer's
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