

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

- 20 May 2021, How Traffic Lights Work
- 26 May 2021, Analyse BODS – Introduction for Authorities
- 27 May 2021, Analyse BODS – Introduction for Operators
- 9 June 2021, Bus Priority at Traffic Lights
- 17 June 2021, Introducing the Changes to SIRI in v2.1

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

Working Groups

- 7 May 2021, On Bus AV displays
- 7 May 2021, Environmental Impact of Displays
- 10 May 2021, Passenger Counting

Committee

- 12 May 2021, Virtual

PTIC

- 27 May 2021, Virtual

Bus Open Data Service Events

the full list of regularly updated events here:
<https://www.eventbrite.co.uk/o/bus-open-data-service-31561104991>

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News and events: update on RTIG work

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DfT News

In other news: around the patch

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- [Transport Technology and Associated Services Framework](#)
- [ISO Work on testing for connectivity and safety functions of automated driving bus](#)

Members' news: showcasing innovation

Admin: useful facts about RTIG

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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 .

2021-22 Business Plan

Now we are in April (*where has the first part of the year gone?*) the new 2020/21 business plan has started

At the moment the plans include activity in these general areas:

- Foundations of real time
- Providing customer information
- Support for the bus open data programme
- Support for accessible information requirements
- Smart transport systems
- Towards Net Zero Carbon
- Transport innovations
- National and international standardisation and cooperation

The full plan is available on the website:

<https://www.rtig.org.uk/system/files/documents/RTIGC069-1-0%20Business%20Plan%2021-22%20External.pdf>

If you want to get involved in any of the projects in the plan then please get in touch, the initial round of working groups are being setup – see the next few articles for more information.

If you want to get involved in any of them or have any questions about the business please then please get in touch with Tim tim.rivett@rtig.org.uk .

Environmental Impact of Displays



Environmental Impact of Displays

There are a bewildering range of displays on offer from suppliers from LED to TFT powered by mains, battery and solar.

With the climate emergency and environmental concerns high in peoples minds the impact of our choices of technology need to be considered more than ever.

Purchasing and environmental teams are increasing expecting questions to be asked whenever equipment is purchased.

What is the impact of the choices we make?
Do we know which technologies are better for the environment?
Do we know the carbon impact of different display types and technologies?

We do not know the answers to these at RTIG, neither do we know if these are even the right questions to be asking.

To help make sure we ask the right questions and are able to help people with finding the answers we are setting up a new working group to look at the environmental and carbon impact of different display technologies and power suppliers.

If you have some of the answers, or more questions to ask, or just want to find out more then please get in touch with tim.rivett@rtig.org.uk and join the working group.

The first meeting of the working group is being held on 7th May starting at 11:00.

On Bus Audio Visual Display Implementations



There are an increasing number of successful on-bus audio visual deployments in the UK with more being installed all the time.

Once the long-awaited Accessible Information requirements for the Bus Service Act 2017 are published there will be a large number of operators with no or little experience of specifying, selecting, installing and maintaining on bus audio visual systems.

We plan to produce a series of case studies of best practice implementations and advice on specifying, selecting, installing and maintaining systems.

If you think you have experience that you would be willing to share with others, or think you have a good system then please get in touch.

The first meeting of the working group is being held on 7th May starting at 09:30

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 (see [Error! Reference source not found.](#)).

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.

Passenger Counting Solutions Working Group



Following on from the webinars that we have been holding about passenger counting technology and its use for providing customer information we are forming a working group to report on the

different technologies and produce some best practice implementation advice.

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

The first meeting of the working group is being held on 10th May starting at 11:00.

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>



How Traffic Lights Work



The recent English bus strategy, Bus Back Better, puts significant focus on authorities to provide bus priority along congested roads and at signalised junctions.

RTIG has produced guidance on techniques and standards for bus priority at signalised junctions, with many more people becoming interested in bus priority it has become clear that there is a requirement for improved understanding of how traffic lights work and how they are managed.

This webinar will cover the basics of how traffic lights work, when they go green and red and why, how they are can be controlled dynamically through urban traffic control systems and MOVA and other techniques.

Future events will cover more about urban traffic control systems and bus priority.

This event is being held on 20th May 2021 at 13:00, book your ticket:

<https://www.eventbrite.co.uk/e/how-traffic-lights-work-tickets-152834669611?aff=newsletter>

Bus Priority at Traffic Lights



The recent English bus strategy, Bus Back Better, puts significant focus on authorities to provide bus priority along congested roads and at signalised junctions.

RTIG has produced guidance on techniques and standards for bus priority at signalised junctions, with many more people becoming interested in bus priority it has become clear that there is a requirement for improved understanding of how traffic lights work and how they are managed.

This webinar will cover the basics of how buses can get priority at traffic lights, what operators and authorities need to do to make it all work reliably.

This event is being held on 9th June 2021 at 13:00, book your ticket:

<https://www.eventbrite.co.uk/e/bus-priority-at-traffic-lights-tickets-152843784875?aff=newsletter>

Introducing the Changes to SIRI in v2.1

SIRI v2.0 has been around since 2013. A lot has changed in the world of public transport technology in the subsequent 8 years.

To ensure that the SIRI standard meets current and foreseeable future requirements and known problems with the schema are fixed an update to the standard has been being worked on by the CEN SIRI working group for the last couple of years.

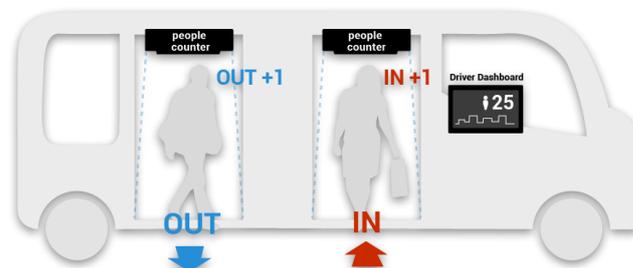
The technical development of SIRI v2.1 was completed in March 2021 and the schema is available through <http://github.com/SIRI-CEN/SIRI> as the 'Integration' branch. This will in due course be published as the master. The supporting documentation will take some time to progress through the formal CEN release processes but at the time of writing, it is expected to be released during late 2021.

This webinar highlights the major improvements and changes and how you may want to take advantage of them in your systems.

This event is being held on 17th June 2021 at 13:00, book your ticket:

<https://www.eventbrite.co.uk/e/introducing-the-changes-to-siri-in-v21-tickets-152858787749?aff=newsletter>

Achieving commercial benefit from passenger counting



On the 22nd April we held our webinar on achieving commercial benefit from passenger counting and the recording is available on YouTube.

Soon after the start of the COVID - 19 pandemic last year we held two webinars on how to count passengers and present the information on vehicle occupancy to customers.

With suppliers, operators and authorities having implemented solutions to provide customers with occupancy information we revisit the topic.

This time we look at how operators can use passenger count data for commercial benefit and operational efficiency.

You will hear from EPM, Dilax and INIT about their experience in helping operators achieve benefit from passenger counting data.



Automated Passenger Counting Systems



Driving mobility choices through APC data



Unlocking the power of your commercial data with
EPM Insights

<https://youtu.be/QHdwyu4HCMI>

National Bus Strategy Support Requirements



With the recent launch of the National Bus Strategy for England there is a lot to achieve in a short space of time no matter the role you play in the industry. Everyone bus operators, authorities, suppliers and consultants have their part to play in achieving success .

RTIG is here to help and we while we already have a material that will be able to help you, we know it is not enough and would like to hear directly from you.

On 7th April we held a webinar on the key elements for RTIG members looking at the key dates and information and bus priority requirements and how RTIG can assist.

<https://youtu.be/fsynlb6krww>

We also explored what additional support you wanted more on the theory of and case studies on bus priority solutions and advice about on bus next stop displays and their management.

New advice document: Vehicle Occupancy in SIRI 2.1



The measurement of vehicle occupancy for buses in real time is not something that was carried out regularly or, was in widespread use in the UK until the onset of the COVID-19 pandemic. Over the course of 2020, significant work was carried out and progress made, by suppliers and bus operators to introduce passenger counting solutions and present the information to passengers.

Advice was provided in RTIGT039 Providing Vehicle Occupancy Data:- Data Interfaces in May 2020.

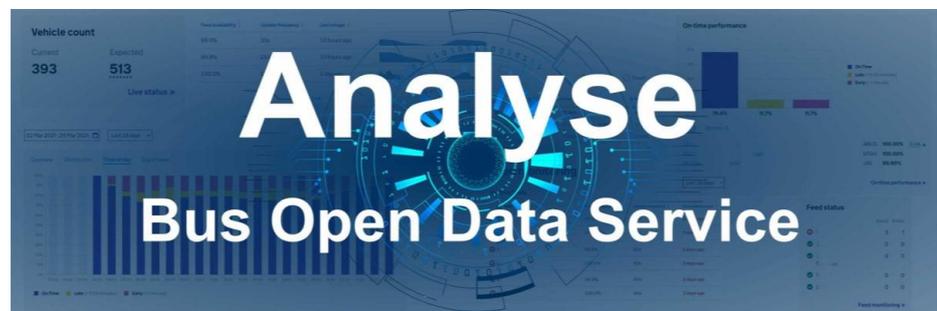
At the same time, work was underway to produce the next iteration of the SIRI standard to address existing development requirements from the industry - two of which were capacity and occupancy data at a more detailed level than was possible in SIRI v2.0q. The new requirements that emerged from the pandemic were added.

The technical development of SIRI v2.1 was completed in March 2021 and the schema is available through <http://github.com/SIRI-CEN/SIRI> as the 'Integration' branch. This will in due course be published as the master. The supporting documentation will take some time to progress through the formal CEN release processes but at the time of writing, it is expected to be released during late 2021.

In advance of this, and because of the urgency of the requirements to support passenger use of public transport, this report has been produced detailing the changes to occupancy data in SIRI v2

<https://www.rtig.org.uk/documents/rtigt043-1>

Analyse Bus Open Data (ABOD) Service



With the advent of the Bus Open Data Service (BODS), there's a growing appetite amongst stakeholders to use the data to enhance existing processes across the industry. The Analyse Bus Open Data Service is a new managed service within BODS that will enable the use of open bus data for reporting and analytics purposes and the first module is available now.

This service runs off an Integrated Transit Model (ITM), surfacing data around many issues that stakeholders have requested. This will include:

- vehicle-location feed monitoring
- alerting of delayed service
- journey completeness,
- on-time performance
- headway reporting
- enhanced vehicle data, route and operator statistics

It will give transport operators, local authorities, government, and other associated parties up-to-date data enabling them to:

- perform existing bus data analysis in faster and easier ways
- produce more accurate and detailed analysis reports
- improve on collaboration between different organisations
- inform transport policy and compliance monitoring across the industry

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RTIG is supporting the Department for Transport by promoting the service to ensure operators and authorities know about the service and how they can use it.

We will be holding a series of webinars over the coming months to promote the service and make sure that users have the knowledge to make effective use of the service.

Analyse Bus Open Data (ABOD) – Introduction to the DfT’s new tool for authorities and operators in England

Wednesday 26th May, 1300-1400 – authorities

Thursday 27th May, 1200-1300 – operators

Analyse Bus Open Data (ABOD) – On-Time Performance module Q&A

Wednesday 23rd June, 1300-1400 – authorities

Thursday 24th June, 1300-1400 – operators

Analyse Bus Open Data (ABOD) – New enhanced data analyses Q&A

Wednesday 14th July, 1300-1400 – authorities

Thursday 15th July, 1200-1300 – operators

Details of booking for each of the events can be found on our Eventbrite channel, or at:

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

DfT announces £15m funding for councils to repair and upgrade traffic signals

For those who are not normally involved in wider ITS initiatives we thought we should make you aware of this funding opportunity that your traffic signal colleagues have.

Traffic signal priority will be an important part of many of your bus partnerships and bus service improvement plans.

It would be an ideal opportunity, as part of the maintenance and upgrade work that this funding will enable, to make sure that as many of the traffic signals in your area are bus priority ready.

Remember that RTIG has the standards and guidance ready and waiting for the signals teams and their suppliers to simply and easily implement traffic signal priority.



As part of this year's Highway Maintenance settlement for English local authorities outside of London, the Department for Transport has announced a £15 million allocation specifically to supplement existing local authority spending on the upgrade and maintenance of traffic signals and associated equipment.

This new money for the 2021/22 financial year is available to authorities to address a backlog in traffic signals maintenance and to start to prepare technology used on local roads for the challenges of connected vehicles, new mobility and opening up data and the coming challenge of automated vehicles.

The LCRIG website, which has dedicated pages for each local authority, is hosting the questionnaire where authorities can submit their application.

The application process via the LCRIG website will run for four weeks and will open on 12 April. The closing date for applications is 7 May.

In the first instance LCRIG ask that any councils interested in submitting an application should contact Secretariat Susanne Ingham at susanne.ingham@lcrig.org.uk

Applicants will be asked to provide details of the contact(s) who will be making the application and they'll then be sent login details so they can access the portal.

This funding must be spent in the year 2021-22.

<https://lcrig.org.uk/news/process-to-apply-for-traffic-signals-funding-now-open>

How Busy is My Bus

As bus services resume to pre-pandemic levels and restrictions begin to ease, we want to ensure operators can attract passengers back to public transport. Occupancy data, telling passengers how busy their bus is, has been key to supporting people to return to public transport whilst complying with social distancing policies.

However, we believe occupancy data best serves passengers when it is available within multimodal journey planning apps and therefore would like to see it being made available through the Bus Open Data Service.

Go North East, Reliance Buses, Brighton Buses and the Oxford Bus Company are now sharing their occupancy data for over 600 vehicles onto the Bus Open Data Service.

We are now working to agree how we can collect this data across operators and present this data in open formats to passengers so that they can see how busy their bus is via the major journey planning apps.

Create Fares Data Service

The Create Fares Data Service has recently been updated to allow the use of BODS as a source of TransXChange as well as TNDS, users can now toggle between them for all ticket types depending on where their data is held. There have also been improvements to the multi-operator journey to allow users to create and save groups of operators to prevent having to re-define this list on every journey, reducing the total time needed to create multi-operator NeTEx files.

The Create Fares Data Service Team are currently mid-discovery to scope out the next phase of their work to deliver complex fares

including capping, carnet and plus bus functionality. If you're an operator using the service and have ideas about what future functionality would be helpful, do get in touch and share your ideas.

Timetable Data Validator Release

The team is currently working on creating and testing the timetables data validator that should be available to all publishers on BODS by end of spring. The validator would check against 56 mandatory fields to ensure consistency and standardisation of timetable with the TransXchange PTI v1.1 profile.

Prior to full release, the team are working with all of the major scheduling suppliers in the industry to test the validator for robustness. We intend that the validator will ensure BODS timetable data is more usable, consistent and standardised for data consumers in the future, henceforth providing meaningful value to passengers.

Business Change

Currently across England, bus services are operating at 95% of their pre Covid levels and patronage is at 61%. For the Bus Open Data Service, we have 493 operators registered to use the service, over 270 local bus operators publishing timetables data, 187 publishing location data and 43 publishing fares data. A last count, we had just over 18000 vehicles providing their location data feeds to the Bus Open Data Service.

We've seen operators employing a range of methods and suppliers to get their data published on BODS. The free DfT TransXChange Tool, which can be used to generate timetables data for BODS, has undergone a transformation, and will be distributed shortly to those wishing to use the tool.

Micro and small operators have been pioneering AVL solutions from innovative GPS based suppliers, and the dedicated Business Change Team have and will continue to support partnerships like these. For Fares, suppliers are focused on ensuring the NeTEx data their systems produce can be consistently interpreted. We are grateful to the suppliers working in this area, showing exemplary collaboration to drive the novel UK NeTEx standard forward.

Accessibility of Websites

Visually impaired users complain after rail websites go greyscale for Prince Philip.

Initially a sign of respect, the feedback is a useful reminder of the importance to consider all users whenever any change is made to your websites.

A leading sight charity has stressed the need for inclusive web design after rail websites switched to black and white to mark Prince Philip's death, leaving partially sighted people struggling.

Network Rail and National Rail websites turned from colour to greyscale in a tribute to the Duke of Edinburgh. The gesture backfired after customers highlighted accessibility issues and complained they could no longer use the website.



Other train operators, including CrossCountry and Northern rail, had also removed colour from their websites.

One Twitter user said: "National Rail have coloured their entire website grey to 'mourn Prince Philip', rendering the whole website completely useless to people with visual impairments. The UK has completely lost the plot."

Robin Spinks, the innovation lead for the Royal National Institute of Blind People, said: "As someone who is registered severely sight impaired, good colour contrast on a website is incredibly important. A lack of this makes it difficult for me to read the content and causes headaches and eye strain. It leaves me feeling unwelcome as a customer.

"Although I can understand why an organisation might make a change to its website in circumstances such as this, any change should be inclusive and accessible so that all customers can continue to use the site as normal.

"Adherence to inclusive design standards should remain the most important aspect for all digital design, regardless of any changes made."

Transport Technology and Associated Services Framework



The Above Threshold Procurement (ATP) went live for Transport Technology and Associated Services (TTAS) on 26 April 2021.

TTAS is a new and innovative framework with an increased scope to include aviation, rail and marine technology as well as including additional associated services. It has included a lot dedicated to sustainable technologies.

The deadline for all bid submissions is 26 May 2021 with the clarification period closing on 11 May 2021. You can find the ATP notice here where you can find more information:

<https://www.crowncommercial.gov.uk/agreements/RM6099>

ISO Work on testing for connectivity and safety functions of automated driving bus

The ISO working group for public transport has started work on what will be a TS document that provides a view of the current state of the art for testing automated driving buses.

This is the first stage of developing a standard that focuses on connectivity and safety for operating automated driving bus that communicates with roadside infrastructure at signalized intersection, cross-walk, bus stop, and critical points in a bus route.

If this is something that you have experience in or would like to contribute your projects use cases and results then please get in touch with Tim Rivett.

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.

Passenger partners with Newport Bus

Bus users in Newport, Wales are set to benefit from the latest in transport technology as Newport Bus launches a new website in partnership with Passenger, creators of the highest-rated transport software in the UK.

The website allows travellers to easily access up-to-date information to help plan their journeys, including live bus tracking and disruption alerts. Travellers can also view bus features ahead of time, including wheelchair space availability, WiFi and phone charging capabilities.

Tom Quay, CEO at Passenger commented: “We’re continuing to extend our services to more bus operators across the UK, delivering bespoke technological solutions to benefit different operator sizes and needs. Newport Bus is highly regarded for its top-quality customer service, so we’re delighted to help enhance this offering through the launch of their new website, which prioritises efficiency and ease of use for travellers.

<https://www.discoverpassenger.com/2021/04/21/passenger-partners-with-newport-bus/>

TfN and Citymapper extend passenger info

Transport for the North’s (TfN) work to provide the North’s passengers with better travel information has taken a leap forward thanks to leading journey-planning app Citymapper.

The app, used extensively across the UK, is now using an open-data tool facilitated by TfN to make information on services and any disruptions on bus, tram and ferry services available as open data.

This integration with Citymapper means people can access much clearer, up-to-date information about their journey via their mobile devices. As a result, thousands of passengers can now make more informed choices about how they travel.

It is currently being used in Greater Manchester, Liverpool City Region, Sheffield City Region, the Transport North East area, and West Yorkshire.

Richard Mason, Information Strategy Manager at Transport for the North, said: “With the disruption messaging now integrated with Citymapper, it’s yet another step in ensuring people in the North are able to make the right decision, at the right time, about how they travel.



The integration of disruption messaging as part of open data access will provide definitive information for journey-planning app providers and other open-data innovators to deliver to passengers. The data will offer operators new insights about the public transport network.

For passengers, it will help make journey planning an easier and more accessible experience, encouraging modal shift away from private cars.

Following the winding down of Transport for the North’s Integrated and Smart Travel programme, the disruption messaging data is planned to be rolled out nationally to enable more people to accurately plan even further journeys across the country.

West Midlands signs Ito World for Transforming Real Time Information system

The West Midlands Combined Authority (WMCA) has awarded the contract to develop its Transforming Real Time Information (T-RTI) system for bus services to Ito World.

The system – comprising a data hub, prediction engine and analysis tool – will be used by WMCA's Regional Transport Control Centre and take in data from 30 bus operators in the region, accounting for around 259 million bus journeys each year.

It will contribute to objectives including helping travellers to make optimal choices in their bus journeys, improving the quality of timetables, journey matching and bus time predictions, and making it possible to run analyses of real time and historic data.

According to the tender document published last year, the value of the contract was anticipated at around £1.5 million.

Confidence booster

Stuart McAleavy, director, transport services at WMCA, said: "The Transforming RTI programme significantly enhances our ability to digitally transform delivery of passenger information, boosting confidence in local public transport and increasing patronage.

"It is a key initiative to increase the ability of travellers to make optimal choices based on accurate and reliable bus information, in order to boost the regional economy and keep the West Midlands moving."

Management Committee Members

The Management Committee for the year 2020-2021 was appointed at the AGM on 18 March 2021. Membership is currently as follows:

Chair: Tony Brown

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 142 – Tuesday 1st June 2021.

Please send all contributions to secretariat@rtig.org.uk at any time up to Thursday 27th May 2021.

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