What's on

The calendar below shows key events over the coming year or so, from RTIG and other key industry bodies. For further details of RTIG events please contact secretariat@rtig.org.uk

PTIC
25 May 2017, London
(please note date change)

Information presentation WG
6 June 2017, London

CEN TC278 WG3
20 June 2017, Paris

European Bus Forum (Russell)
29 June 2017, Manchester

RTIG Committee
29 June 2017, Manchester

RTIG Workshop – the future of communications
September 2017, Coalville (TBC)

* = To be confirmed

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NEWS AND EVENTS

Spring Meeting: Towards MaaS

Our latest workshop was held at the offices of Nottingham City Council, a nice easy stroll from the mainline train station, on 15 March. The core theme for the day was a topical one: how the public transport sector expects to see the emergence of "mobility as a service" (MaaS) concepts, and indeed what MaaS will mean for UK travellers and the industry. And as usual for a Spring Meeting, we tried to put that in a broader strategic vision of where the sector is going, politically, organisationally and technically.

In this spirit, we were delighted to welcome John Henkel in the keynote position. As former acting DG of Metro (now WYCA), and current Transport for the North's Executive Sponsor of the integrated and smart travel programme, John is in the perfect position to outline both policy strategy and programme delivery. John's presentation was followed by Julie Williams, who gave Traveline's perspective on how the emerging Bus Services Bill (and in particular its provisions on open data) are likely to pan out. (See also the story below on the current state of the Bill.)

The host presentation from Adele Wearing (Nottingham CC) introduced us to the Robin Hood Card, which is intended in the fullness of time to offer a universal single smartcard for travel that is not only usable for all local operators, but offers the potential for rich features like cross-operator capping. With this platform, much closer integration with associated services like targeted real time information become feasible. Robin Hood has already got buy-in from several key local operators. Jens Mullak (Init) provided the technical underpinning to this, and spoke about how the systems are inexorably moving towards an account-based approach: one of the key visions of MaaS.

NEWS AND EVENTS

After lunch (also kindly sponsored by Init), Pedro Abrantes introduced the Urban Transport Group's recently published position paper *Getting Smart of Data*, covering three key areas: data ownership and privacy, data sharing and integration, and data quality and standards. We'll be picking this up with them as part of the recently signed RTIG-UTG MoU, where our Deputy Chair David Gill is acting as the key link person.

The last couple of sessions again brought us from the strategic to the down-to-earth. John Welsman (Guide Dogs) gave an excellent summary of the potential of technology to assist visually impaired people in public transport, asking simple questions like: how can a blind person tell that they are holding the right smartcard, and where it should be tapped? Personal technology offers great scope here. Russell Gard (React Technologies) offered some ideas about how the systems need to be engineered for these and other opportunities.

Summarising, the conclusions of the day were that – like "smart cities" – MaaS is more a convenient shorthand for politicians than a helpful model for service providers. There are many activities underway now, and will be many more in future, which point towards a richer and more complex travel services environment, and no one currently know what is going to work and what isn't (although we might be more confident about some things than others). About the only solid consensus is that data, its management, processing, presentation and understanding, are going to have a big impact on how public transport evolves.

So no pressure on RTIG, then!

N E W S   A N D   E V E N T S

Current Working Groups

The following Working Groups are currently active:

- **Information presentation WG** – the group met on 8 March 2017. The next meeting is being arranged for early June, and is expected to be held in London as usual.

- **PTIC** (joint with ATCO and Traveline) – the group met on 7 February 2017 and next meets on 25 May, in London.

If you don't yet participate in one of these groups but would like to do so, please contact us at secretariat@rtig.org.uk .

I N   O T H E R   N E W S

The Bus Services Bill

The Bus Services Bill is now getting towards the end of its Parliamentary journey. It has completed its passage through both Lords and Commons, and is scheduled for its final "consideration of amendments" stage on 26 April. After this comes Royal Assent, and the Bill becomes an Act.

The key passage, for RTIG's perspective, is that:

The Secretary of State may by regulations require:

(a) applicants for the registration of relevant local services...
(b) operators of registered relevant local services ...
(c) local transport authorities...
(d) traffic commissioners..."

...to provide relevant information about routes, timetables, fares, tickets and operations. This extends the obligations of the original draft (which focussed solely on operators), and among other things is a hook on which NaPTAN maintenance could be enforced.

There are also some interesting accessibility-related developments to the original Bill text – the Secretary of State "may make regulations" specifying that bus information must be "both announced and displayed" and specifying standards for this.

As followers of the story will know, there is already an open question over exactly how the regulations and their associated specifications will be implemented. RTIG remains a keen follower of this saga, and we will be working hard to ensure that implementation is both practical and effective.

NB: Following the announcement of a General Election, we are urgently seeking clarity as to whether this Bill is likely to run out of time.

IN OTHER NEWS

European update: Action A

For as long as the UK is part of the European Union, we are affected by the ITS Directive 2010. Indeed there seems to be a continued desire across the industry to remain aligned with EU standards and practice.

Under this Directive, the specifications for "Priority Action A" – the provision of multimodal travel information services – are at last approaching completion. The UK's response is likely to be based on a portal which links to NeTEx-compliant data feeds. (This may colour how the Buses Bill is implemented – *cf* previous story.)

A small amount of funding is being made available by the EC to Member States to assist with implementation, and the UK Government is considering whether/how it might seek access to this. Industry views are very much of interest, particularly regarding the long-term commitment to NeTEx. If you'd like to comment, please contact us in the usual way.

PS There is currently a proposal to extend the ITS Directive – currently time-limited – on a rolling five-year basis. More details as they become available.

Cooperative ITS and vehicle automation

There is an awful lot of activity underway at the moment on connected and automated vehicles, at all levels from global downwards and with almost every imaginable functional concept. And although historically it has been heavily focussed on the highways, (local) public transport is an increasingly important part of this grand conversation.

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IN OTHER NEWS

For instance, DfT is arranging a local authority day on 24 May, in Newcastle. The local context is the work begun under the European project Compass4D, and its extension supported by DfT, but the intention is to open much more broadly the question of how/why/when connection and automation will affect local transport, and the emerging opportunities for local practitioners.

Standards for C-ITS and automated vehicles exist, and have been tested in practice, but there are still many places where further standards are required – for example, in system security. This is something that is being addressed both technically (within CEN, ETSI etc) and legislatively (notably, within the EC).

Investment will depend greatly on the benefits that can be shown. One relatively well-understood case is the impact of bus priority at traffic signals, which we know is generally positive but nuanced in quite complex ways. Large scale trials are needed to demonstrate these aspects.

User interface questions abound. There is not much point in offering new information to drivers if it is going to be unhelpful, or (worse) to make them drive *less* safely. While the evidence is that careful drivers can make good use of many C-ITS under controlled conditions, the impact of systems "in the wild" is much less well understood. In a nutshell, how much attention do you want drivers to be paying to dashboard information, as opposed to the road?

Many of these issues have been picked up by the EU-funded project CIMEC, which has just delivered the first city-focused Roadmap for connected vehicles. In Europe, the Commission-led Platform has its urban working group on connected and automated vehicles, which is acting as a central coordinating forum. And there are numerous funded opportunities for research, innovation, and deployment demonstrators, both at European level and at national level.

IN OTHER NEWS

RTIG is peripherally involved in a number of these activities, so if there is anything here which is of direct interest, we'd be happy to try to explain further.

RTIG INFORM

MEMBERS NEWS

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'.

MEMBERS NEWS

UK's first interactive touch screen travel information point goes live

21st Century has launched an innovative new Information Point for Worcestershire County Council that marks an evolution in on-street way-finding technology. Manufactured by 21st Century, with software developed both in-house and in conjunction with SmartNe, the new iPoint uniquely combines fully integrated, real-time travel information (road travel news, bus and train timetables) with local points of interest.

Users can fully plan their public transport journeys across the county by using the giant touch screen to select their departure and arrival points, filter the results by bus types and times, and even view the walking route and estimated time to their selected departure stop. The robust outdoor display also shows the latest travel news and details on local amenities such as toilets and car parks, and even allows users to 'see inside' key buildings such as shopping centres, highlighting the location of each shop.

Worcester County Council believes that the iPoint, and others like it to be installed across the region in the coming months, will encourage use of local passenger transport by making it easier for local people and visitors to plan journeys. It is part of a wider initiative to increase the availability of information points, and the Council also has plans for an App. All the content for the 21st Century iPoint system is fully customisable and managed by the council, meaning it is kept fully up-to-date and reactive to local developments such as roadworks or route changes.

www.21stplc.com

M E M B E R S

N E W S

Epsom is first to use driver communication app

Drivers for Epsom Coaches are the first in the UK to use the new Omnibus driver communication App myDAS Touch. Epsom has been using Omnibus software for many years and found that the myDAS Touch was just what they were looking for in order to manage their team of more than 270 drivers more efficiently.

The new App is an integral part of the OmniDAS driver self-service module, linking drivers directly with the Omnibus depot allocation system. myDAS Touch allows drivers to access all their own details, including rota and holiday details, from their phone whilst out and about, or from other devices when at home.

www.omnibus.uk.com

Reading Buses introduces fleet-wide wave and pay with Ticketer

Parliamentary Under Secretary of State for Transport, Andrew Jones MP, has visited Reading Buses to launch a new contactless payment option for bus travel on the operator's services in and around the Berkshire town.

As the main bus operator in the town, this will form the UK's first town-wide contactless bus network outside London which means all residents in the borough will be served by a bus accepting the bankcards.

Reading Buses is also the first independent – non PLC – operator to go 100% contactless. In another first, Reading Buses is the first operator using the Ticketer system to go contactless which also includes an integrated card reader for all card

M E M B E R S N E W S

types, whether contactless bankcard, ENCTS concessionary pass or other ITSO smartcards as well as Apple and Android pay. Other contactless schemes have required separate card readers on the buses.

www.ticketer.co.uk

The start of planning with Luxtram

In 2017 there will be trams in Luxembourg City for the first time in over 50 years. IVU Traffic Technologies is involved from the beginning, delivering their standard solution, IVU.suite for the planning and despatch of the new Luxembourg Trams' vehicles and personnel.

The Luxembourg tram is the environmentally friendly, comfortable and modern solution to growing transport needs in the European capital. The new trams will help reduce heavy traffic and enable rapid connections between important destinations. In its final expansion stage, the 16 kilometre long route will stretch from the airport via the city centre to Cloche d'Or. The opening of the first section in Kirchberg is planned for the end of 2017.

Planners are already using IVU.suite to help them develop the first timetables and deployment scenarios. The last tram in Luxembourg was decommissioned in 1964 so there is no experience to draw on and the entire timetable planning must be created from scratch. Planners are therefore simulating the effects of multiple timetable variations in the software to determine the best deployment times and headways.

www.ivu.com

ADMIN

Management Committee Members

The Management Committee for the year 2017-18 was appointed at the AGM on 15 March 2017. Membership is currently as follows:

Chair: David Brown (Transport for the North)

Members: David Gill (WYCA), Andrew Wilson (Solent), Russell Gard (Nimbus), Jason Stevens-Read (21st Century), Tony Brown (Atkins), and Martyn Lewis (Stagecoach)

It was agreed that Tony Pettitt (Reading Buses), who represented the smaller operators last year, should once again be invited to become a coopted Committee member.

Contact us

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